

Vol. XXX No. 8

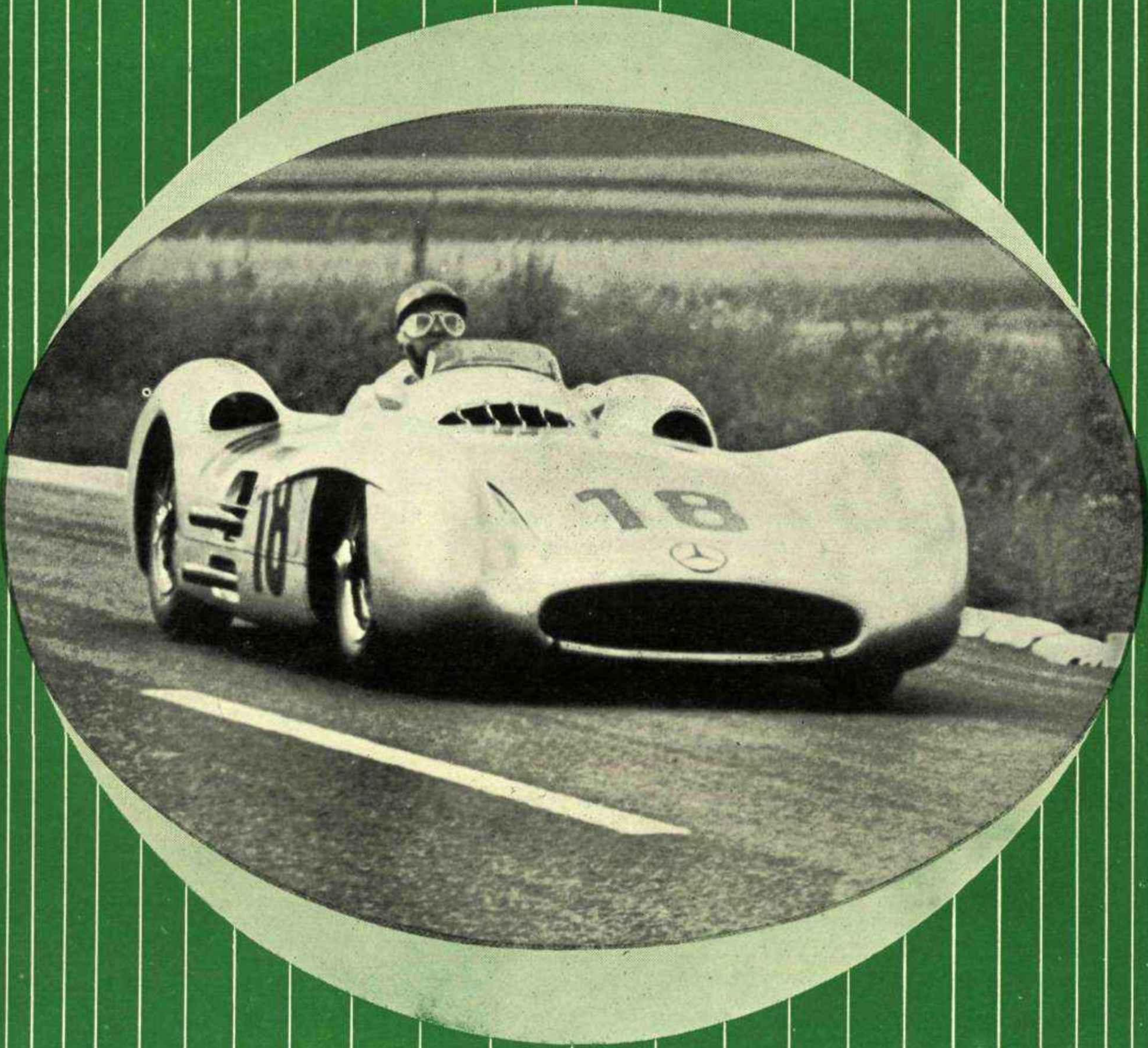
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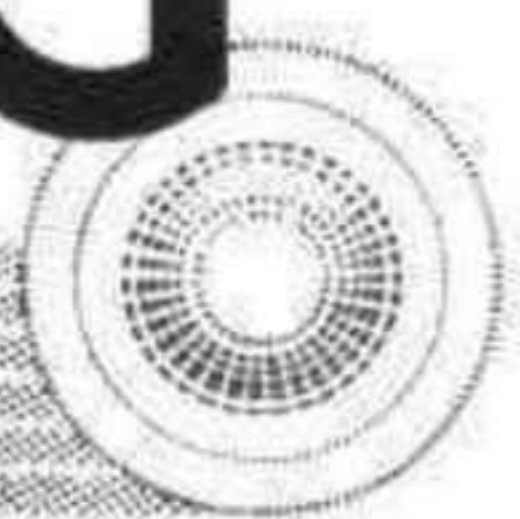
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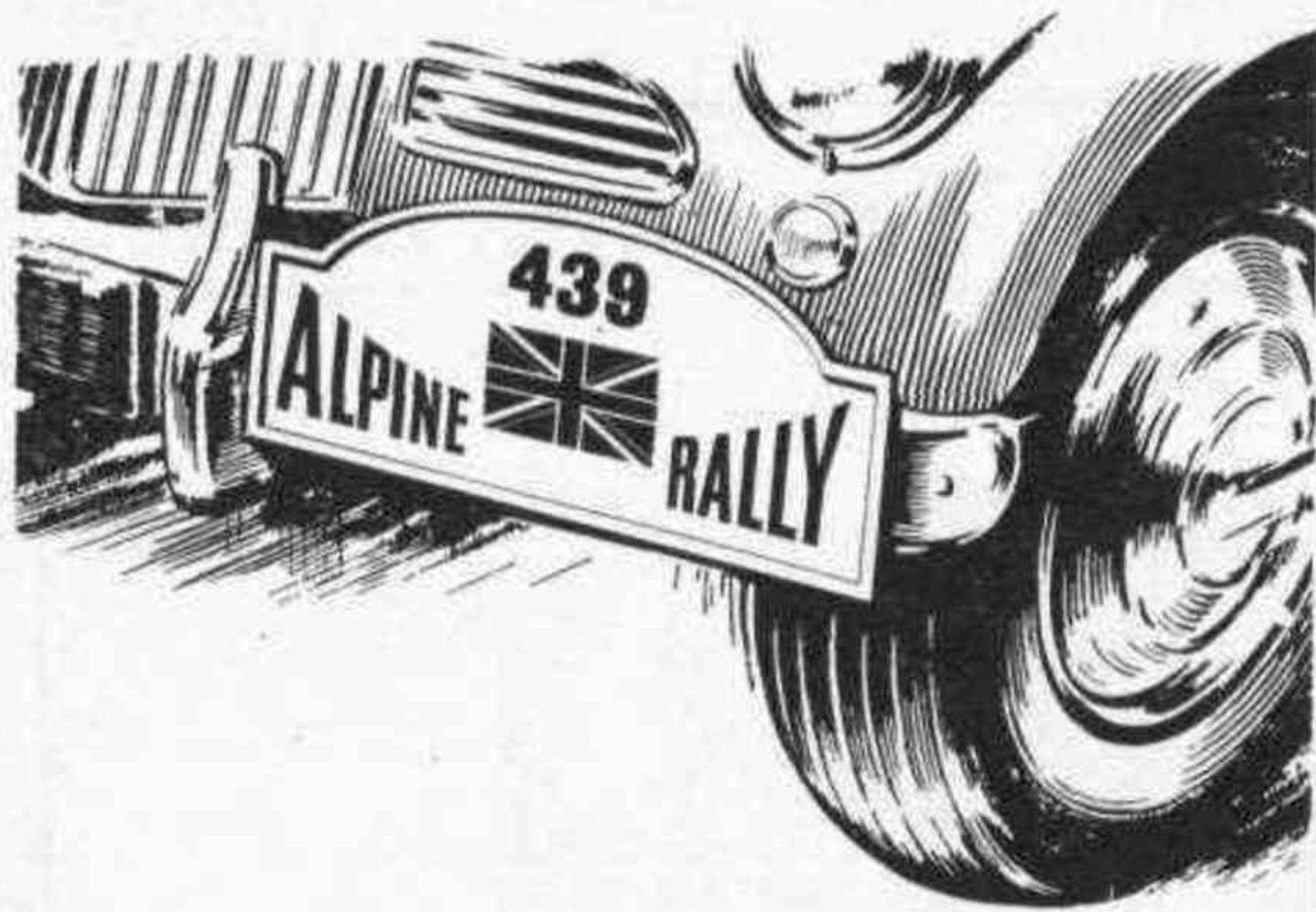
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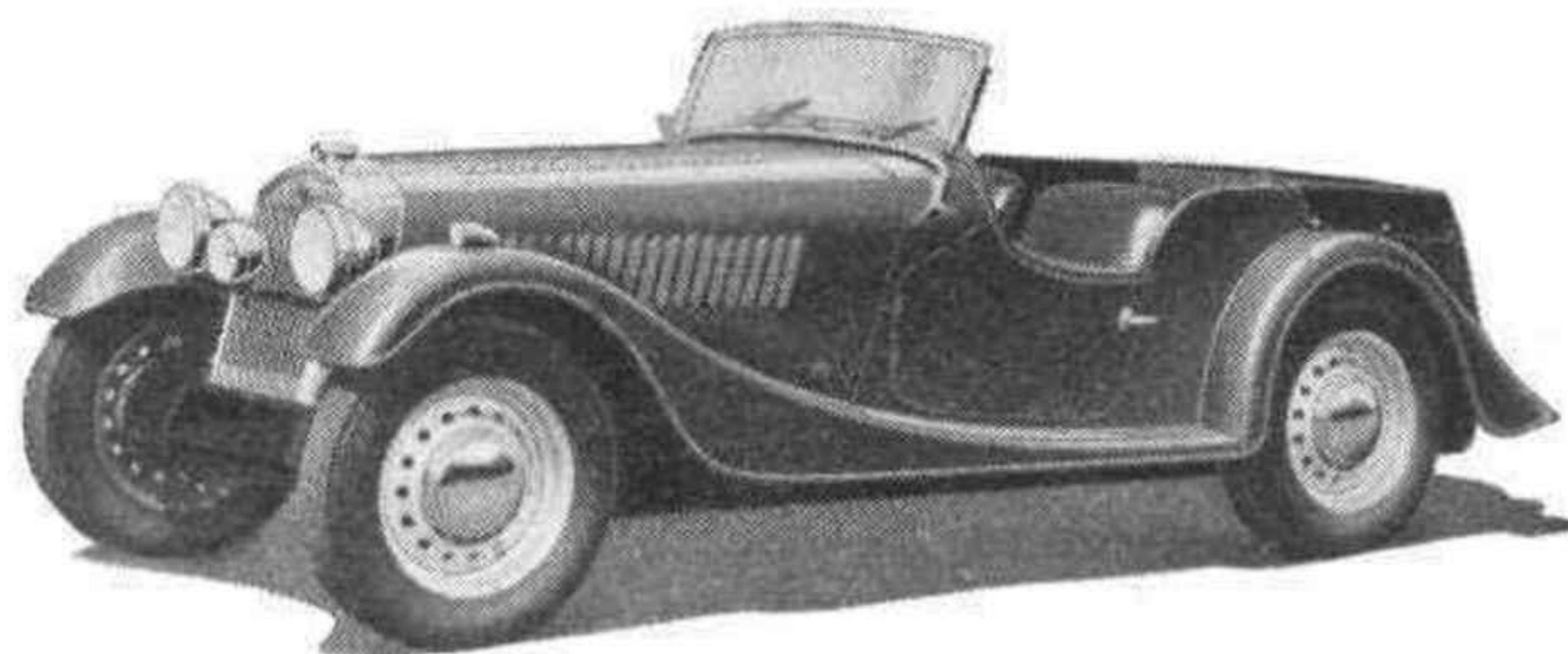
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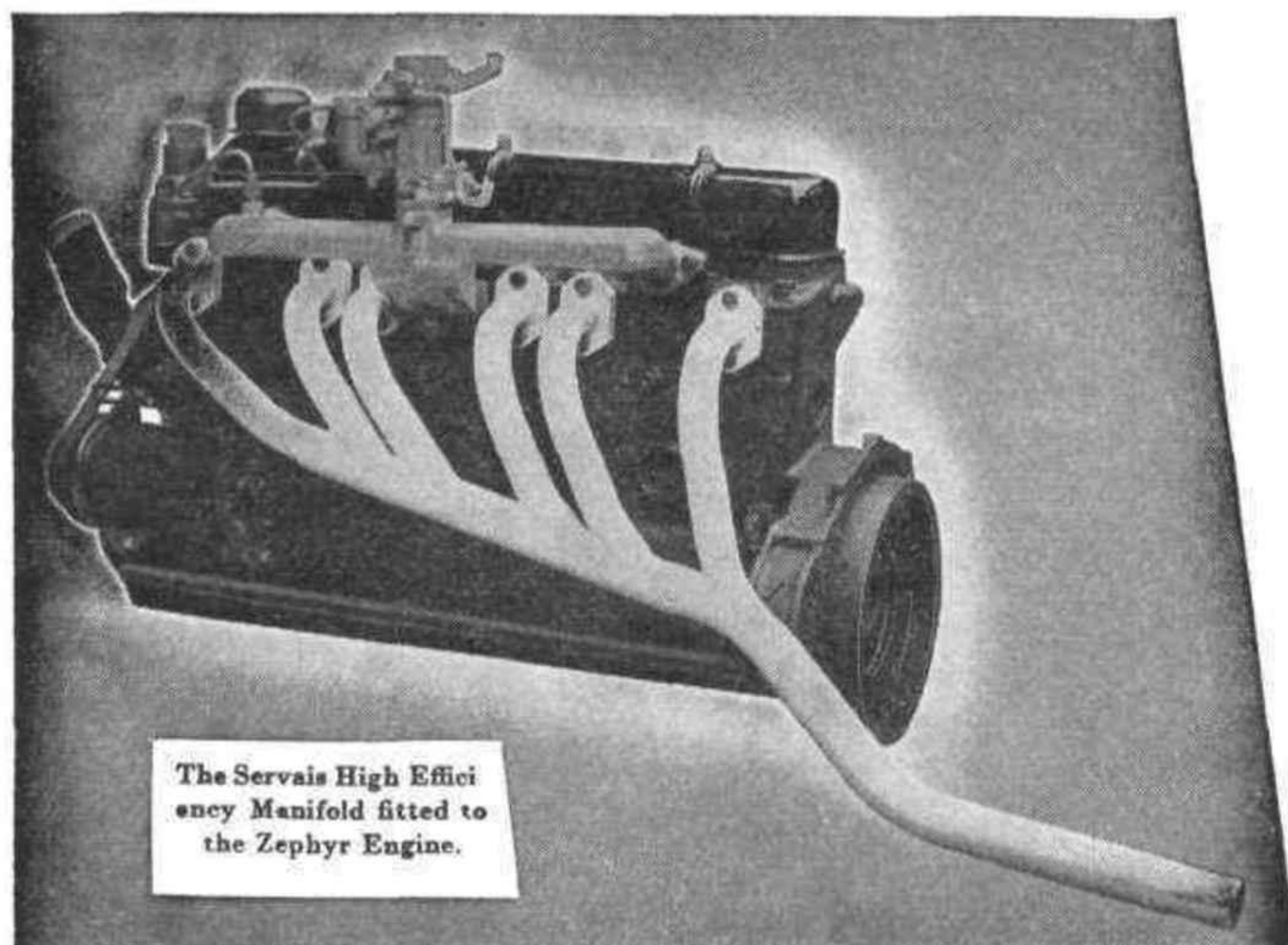
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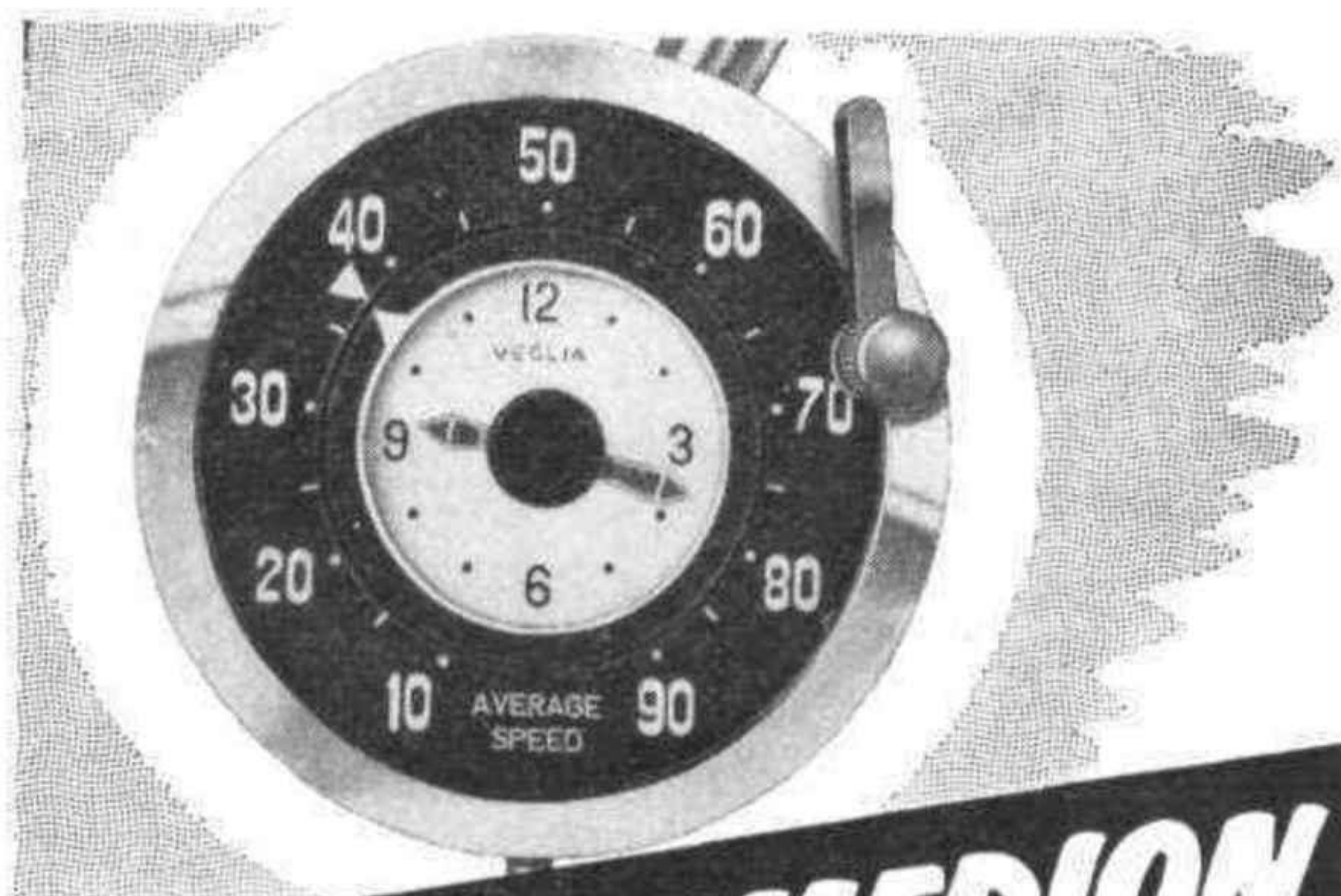
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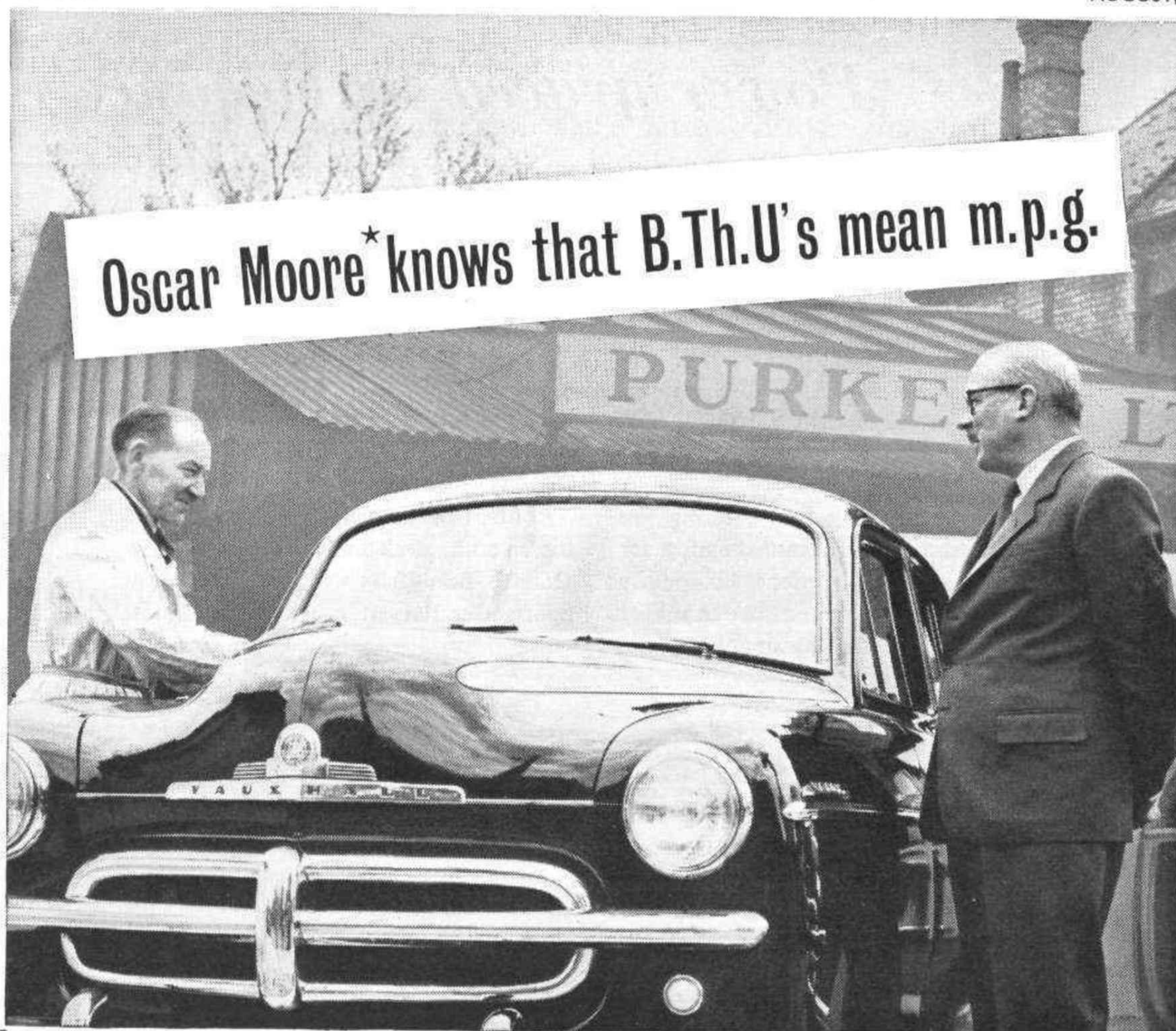
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FERRARI VANQUISHES MERCEDES-BENZ IN BRITISH GRAND PRIX

Gonzalez Wins Magnificently, with Hawthorn Second. Lotus and Aston Martin Dominate Sports-Car Races. Moss First in 500-c.c. Event

THE British G.P., organised by the B.R.D.C. for the R.A.C. and run at Silverstone on July 17th, was the most interesting race we have seen since the war. A big crowd, said to be 90,000, braved the rain to watch a grim battle, over 270 slippery miles, between Ferrari, Mercedes-Benz, Maserati and Gordini, with the usual supporting entry of F. II Connaughts and Cooper-Bristols, a 2½-litre Cooper-Alta and the 2½-litre Vanwall Special; a total field of thirty-one.

Mercedes-Benz, arriving in England for the first time since their sensational appearance (although beaten by Auto-Union) at Donington in 1937, were fresh from victory at Reims on their initial entry in G.P. racing since the war. Their equipage of vast lorries and workshop van, private Mercedes-Benz cars including a beautiful 300SL coupe, with Neubauer and Uhlenhaut in attendance, was impressive. Ferrari was out for revenge. Maserati had secured from Lancia the services of World Champion Ascari and Luigi Villorosi to assist Marimon to demonstrate their recently-found speed, with private owners supporting them. Gordini fielded Behra, Pilette and Bucci.

A great race was promised, and materialised. The Mercedes proved unsuitable for Silverstone, with their aerodynamic bodies. Gonzalez, driving faultlessly, led all the way for Ferrari on an impeccable non-stop run. He finished as unruffled as if he had been down to Brackley and back. Hawthorn came home an enormously popular second after a duel with Moss' Maserati, displaying the hall-mark of the true G.P. driver by obeying pit-signals and not over-revving as Moss vanished into the rain-mist. Moss had disgusting luck when a recurrence of back axle trouble retired his car ten laps from the end from an absolutely unassailable second place. Marimon finished third for Maserati after a very fine drive, his driving in the rain, which fell for the second half of the 90-lap race, being masterful. Fangio could do no better for Mercedes than fifth, his car dented where he had misjudged the corners due to poor driver-visibility, and troubled by fumes and a gearbox defect. Kling was very slow in the rain, left the course in a slide early on, and was as low as seventh.

Those who said, after Reims, that the Italians are finished in the field of G.P. racing had been made to munch their words well and truly. However, it must be said for Mercedes-Benz that Silverstone is a circuit of which they had no pre-war knowledge to guide Team

Manager Neubauer's judgments and Engineer Uhlenhaut's slide-rule. Their defeat, particularly by that hard trier, the prancing horse, was sweet to many, especially with an Englishman in second place, but if we are to be fair we must hope that the wild publicity which made the B.R.M. a laughing-stock will not spoil Stuttgart's return to G.P. racing. They won convincingly on their first appearance; they finished, but badly placed and at disappointing speed, on their second.

We should give them at least until the chequered flag falls at Nurburg on August 1st before passing harsh judgment. Meanwhile, the greatest praise and jubilation follows the proof that Ferrari beat Mercedes-Benz, using last year's chassis design, and that Gonzalez has again showed himself the equal of all drivers, save perhaps of Ascari. Formula I racing is now TRULY STIMULATING!—W. B.

Mercedes-Benz practised on the Thursday and Friday before the race, but Gordini found his drivers absent until Friday, while Maserati had the drivers but no cars, as the two big Fiat vans conveying them had gone to the wrong port in France. They hove to at Silverstone at noon on Friday and a special practice session had to be arranged. By then rain was falling, so no fast times were established. Thursday's practice had been wet likewise, but on the Friday morning Fangio had done 1 min. 45 sec., equal to 100.35 m.p.h., unofficially ripping to pieces both Gonzalez' F. I race-lap record and bettering by 0.19 m.p.h. Farina's absolute race-lap record with the Thinwall Ferrari. In the course of this motoring the Argentinian hit a marker drum, denting the near-side front cowling, which caused him to bite his fist in amusement and Neubauer to smile imperceptibly. Continental 7.00-16 tyres were in use on the back wheels; after a hesitant getaway all eight cylinders would bite and the silver aerodynamic cars sang round sounding rather like Teutonic B.R.M.s. Kling's, however, only managed 1 min. 48 sec.

Ferrari replied with 1 min. 46 sec. by Gonzalez and Hawthorn, Mike in fine form, while Trintignant did 1 min. 48 sec. All three cars were the 1953/4 machines but with the latest engine.

Moss, in his virtually new Maserati, showed promise of his race form with a lap in 1 min. 47 sec., Wharton took Owen's new Maserati round in 1 min. 49 sec., and Behra (Gordini), Trintignant (Ferrari) and Salvadori (Maserati) all equalled Kling's 1 min. 48 sec. Bira did 1 min. 49 sec., Collins in the Vanwall, its curious tube-radiator

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Front cover picture: SENSATION!—J. M. Fangio winning the French G.P. for Mercedes-Benz on this make's first post-war appearance in Grand Prix racing.

now cowed over and with the engine size increased to 2,237 c.c., did 1 min. 50 sec.

Leaving the G.P. cars to their coming struggle, and Neubauer to dine his drivers at far-away Waddesdon (where, contrary to daily-paper stories they were *not* in bed by 7 p.m.), the sports-car practice produced a sensation when enterprising G. H. Williamson's Riley Nine engine literally fell out of the Morris Minor tourer in which he had installed it—with true amateur enthusiasm he had another one in by Saturday morning.

* * *

Saturday dawned wet and blustery but the rain had stopped in time for the first event, a 17-lap race for sports cars up to 1,500 c.c. with Le Mans start, a mode of commencement where any hesitancy can spoil otherwise good chances in a short race.

Colin Chapman soon overtook Gammon—aerodynamic Lotus against the square-rigged variety—and these two held off Hermann in a 4-o.h.c. Porsche, a fine effort fully appreciated by the spectators. Coombs wasn't quite so fast, but remained fourth in the other aerodynamic Lotus, behind which McAlpine's Connaught got the better of Riseley-Pritchard's Cooper-Connaught and Scott-Brown's Lister-M.G. in a fine triangular duel.

It was sad that, when Greenwood's Lester-M.G. spun, Watling-Greenwood hit a straw bale in his beautiful little R.W.G. in taking avoiding action, damaging it extensively. A works Porsche and Reece's Osca beat Parker's Kieft with the new Coventry Climax engine in the 1,100-c.c. class.

Results:

| | | | |
|--------------------------|---|-----|--------------|
| Up to 1,100 c.c.: | | | |
| 1st: | H. von Hanstein (Porsche), 16 laps in 37 min. 10 sec. | ... | 75.6 m.p.h. |
| 2nd: | J. G. Reece (Osca), 16 laps in 37 min. 16 sec. | ... | 75.4 " |
| 3rd: | D. Parker (Kieft), 15 laps in 38 min. 13 sec. | ... | 68.93 " |
| 1,101-1,500 c.c.: | | | |
| 1st: | C. Chapman (Lotus), 17 laps in 36 min. 32 sec. | ... | 81.72 m.p.h. |
| 2nd: | P. Gammon (Lotus), 17 laps in 36 min. 48 sec. | ... | 81.13 " |
| 3rd: | H. Hermann (Porsche), 17 laps in 36 min. 56 sec. | ... | 80.84 " |
| | Fastest lap: Gammon, 84.3 m.p.h. | | |
| | Team Prize: Lotus Team (Chapman, Gammon and Anthony). | | |

* * *

With the course dry, but a strong threat of more rain, the cars came out for the Seventh R.A.C. British Grand Prix. The Maserati mechanics were in a last-minute flap, for oil was pouring from the front of Villoresi's engine. They were allowed to substitute a spare car, numbers and wheels being changed in a flash.

On the front row of the grid were Fangio's Mercedes-Benz, the Ferraris of Gonzalez and Hawthorn, and Moss' Maserati. In the second row Kling was flanked by Salvadori and Jean Behra. The third row contained Collins (Vanwall), Bira, Wharton, and Trintignant's Ferrari. In the fourth row were Parnell, and Bucci and Pilette with works Gordini's. Next line consisted of Gerard's Cooper-Bristol, Beauman's Connaught, Schell's 1953/4 Maserati and Manzon's Ferrari.

The rest of the field comprised Riseley-Pritchard's Connaught, Gould's Cooper-Bristol, Whitehouse's Connaught, Brandon's Cooper-Bristol, Whitehead's Cooper-Alta, Thorne's Connaught, Marr's Connaught, Marimon's works Maserati, Villoresi, Mieres in the 1953/4 Maserati with 1952-type gear-change which Daponte drove at Rouen (his own car having been completely wrecked when its van was "pranged"), Ascari, and Rosier's 1953/4 Ferrari.

As the flag fell Gonzalez catapulted into the lead and when the race settled down at five laps he led Fangio by 5 sec., at 91.79 m.p.h., Hawthorn third, Moss fourth, Behra fifth, Marimon sixth. Fangio was doing his best to get the lead, having closed the gap to 3 sec. after 10 laps, and to 1 sec. at 15 laps. Moss had now passed Hawthorn to lead him by a second.

Rosier, starting unhappily, had dropped out after three laps, Whitehead was curing an oil-pipe leak on his Cooper-Alta, and Bucci's Gordini was suffering from plug trouble. For three laps Moss led Hawthorn, then the Ferrari again led the Maserati—for the next 16 laps. Stirling then re-passed, the Ferrari came by again, then Moss pulled out all the stops, in the rain, leaving Hawthorn far behind, and six times equalling the old lap record, five on consecutive laps. Returning to the early part of the race, Whitehead retired after eight laps, Whitehouse's Connaught was delayed with fuel-feed trouble, Ascari stopped for 2 min. on his ninth lap to have the Maserati's steering examined.

After 20 laps Gonzalez had a lead of 2 sec. over Fangio, and the leading placings were unchanged. Kling, never in the picture with slow drivers taking him on the corners, had a nasty skid and left the road at Copse, and Collins, pushing the Vanwall along very effectively, passed the Mercedes, only to retire with suspected gasket failure.

Bucci hit the bank at Copse, where a new surface was proving slippery, retiring, Ascari went out with valve trouble but took over

Villoresi's Maserati, and Parnell was seen walking in, his Ferrari retired out on the circuit.

That Fangio was still a danger to Gonzalez was proved when both drivers lapped in 1 min. 50 sec. before the rain began to fall in quantity. But the nose of the German car was damaged on both sides when the driver, sitting low in a cockpit flanked by the wide aerodynamic body, had misjudged just where the never-very-well-defined Silverstone circuit went to, and he had lost third speed from the gearbox.

At one-third distance the order was Gonzalez 5 sec. ahead of Fangio, Moss leading Hawthorn by a length, and farther back, Behra's Gordini and Marimon's Maserati.

Salvadori's Maserati had been trailing a tank strap and lost four minutes while this was fixed and the car refuelled. Gould's Cooper-Bristol stopped with a seized front-wheel race but eventually resumed, and Maserati's official team hopes were now centred on the steady Marimon, for the Villoresi/Ascari car had succumbed to loss of oil. Then Salvadori went out, with transmission failure.

Could Fangio have been held back, we wondered, until half-distance in the hope that Gonzalez' Ferrari would blow up? At 45 laps the Argentinian led his fellow-countryman by 3 sec., at a rousing 94.08 m.p.h. Moss was third, now 10 sec. ahead of Hawthorn, whose engine tended to falter, still Behra's brave Gordini held fifth place, Marimon's Maserati 4 sec. behind. Even this sixth-place man had averaged 92.31 m.p.h. and the road was now quite wet!

Fangio had obviously no reason to hold back now; he had, it would seem, been trying hard to catch Gonzalez from the start. In the rain, and with other troubles, like a gear lever that had to be held in fourth gear, his task was hopeless, and in desperation he went up to 9,600 r.p.m. Moreover, Moss was driving in his faultless style in a car which was really giving him a means of proving his virtuosity. Cheers from the crowd rang out as he came into sight in second place, having passed the Mercedes-Benz. Soon afterwards Hawthorn also passed Fangio.

At 60 laps Gonzalez was 19 sec. ahead of Moss, who led Hawthorn by 15 sec., Fangio being 14 sec. behind Hawthorn, whose Ferrari's tail was dented, and 48 sec. behind the Gonzalez Ferrari. German domination of the British G.P. had not materialised and now never would!

Gonzalez drove on, untroubled by teeming rain showers, keeping his right foot well depressed in spite of appreciable slides. In contrast, a troubled Fangio almost blipped his way round the corners. Moss eased up only slightly; Hawthorn and Marimon were noticeably steady in the wet. After 55 laps Behra's fine drive ended with failure of the Gordini's rear suspension, but Pilette was still running.

It seemed now to the thrilled and contented spectators that Italy must win, with British drivers second and third. Alas, Moss had a return of the bad luck which has dogged him too long, his back axle failing with 10 laps to go, when he was in second place, 24 sec. behind the leader and 26 sec. ahead of Hawthorn—rotten in the extreme. Bira was taken ill, stopped his Maserati, and Flockhart took over but at Copse flipped it three times. He was lucky to get flung clear.

Ferrari's manager stood smilingly beside the mechanic who held out Gonzalez' pit-signals—now merely small numbers indicating how many laps remained. As "No. 1" was held up any barrier that may have existed between manager and mechanic was forgotten as they joyfully acknowledged one to the other that their task was successfully completed.

So, to rain and grey skies, the British G.P. ended, a convincing victory for Gonzalez and Ferrari, with Stuttgart due to think again.

Results:

| | | | |
|--|--|-------|----------------------------------|
| BRITISH GRAND PRIX—Formula I—90 Laps (270 Miles)—Wet and Cold | | | |
| 1st: | F. Gonzalez (Ferrari), 90 laps in 2 hr. 56 min. 14 sec. | ... | 89.69 m.p.h. |
| 2nd: | J. M. Hawthorn (Ferrari), 90 laps in 2 hr. 56 min. 24 sec. | ... | 89.10 " |
| 3rd: | O. Marimon (Maserati), 89 laps in 2 hr. 57 min. 0 sec. | ... | 88.31 " |
| 4th: | Fangio (Mercedes-Benz), 87 laps; | 5th: | Trintignant (Ferrari), 87 laps; |
| 6th: | Mieres (Maserati), 87 laps; | 7th: | Kling (Mercedes-Benz), 87 laps; |
| 8th: | Wharton (Maserati), 86 laps; | 9th: | Pilette (Gordini), 86 laps; |
| 10th: | Gerard (Cooper-Bristol), 85 laps; | 11th: | Beauman (Connaught), 84 laps; |
| 12th: | Schell (Maserati), 83 laps; | 13th: | Marr (Connaught), 82 laps; |
| 14th: | Thorne (Connaught), 78 laps; | 15th: | Gould (Cooper-Bristol), 44 laps. |
| | Fastest lap: 1 min. 50 sec., by Gonzalez, Fangio, Moss, Hawthorn, Behra, Ascari and Marimon = 95.79 m.p.h. | | |

Retirements: Rosier (Ferrari), 3 laps; Whitehead (Cooper-Alta), oil pipe, 8 laps; Manzon (Ferrari), cracked block; Collins (Vanwall Special), gasket, 17 laps; Bucci (Gordini), crash; Ascari (Maserati), valve trouble; Parnell (Ferrari); Villoresi/Ascari (Maserati), lubrication, 40 laps; Bira/Flockhart (Maserati), crash; Behra (Gordini), rear suspension, 55 laps; Salvadori (Maserati), transmission; Moss (Maserati), back axle, 80 laps; Riseley-Pritchard (Connaught), skid.

* * *

The day's racing concluded with the 25-lap big sports-car race, on a nearly dry course, and a 17-lap 500-c.c. race in dismal rain.

Continued on page 429

SECOND GRAN PREMIO SUPERCORTEMAGGIORE

Convincing win for new Ferraris

MONZA, June 27th

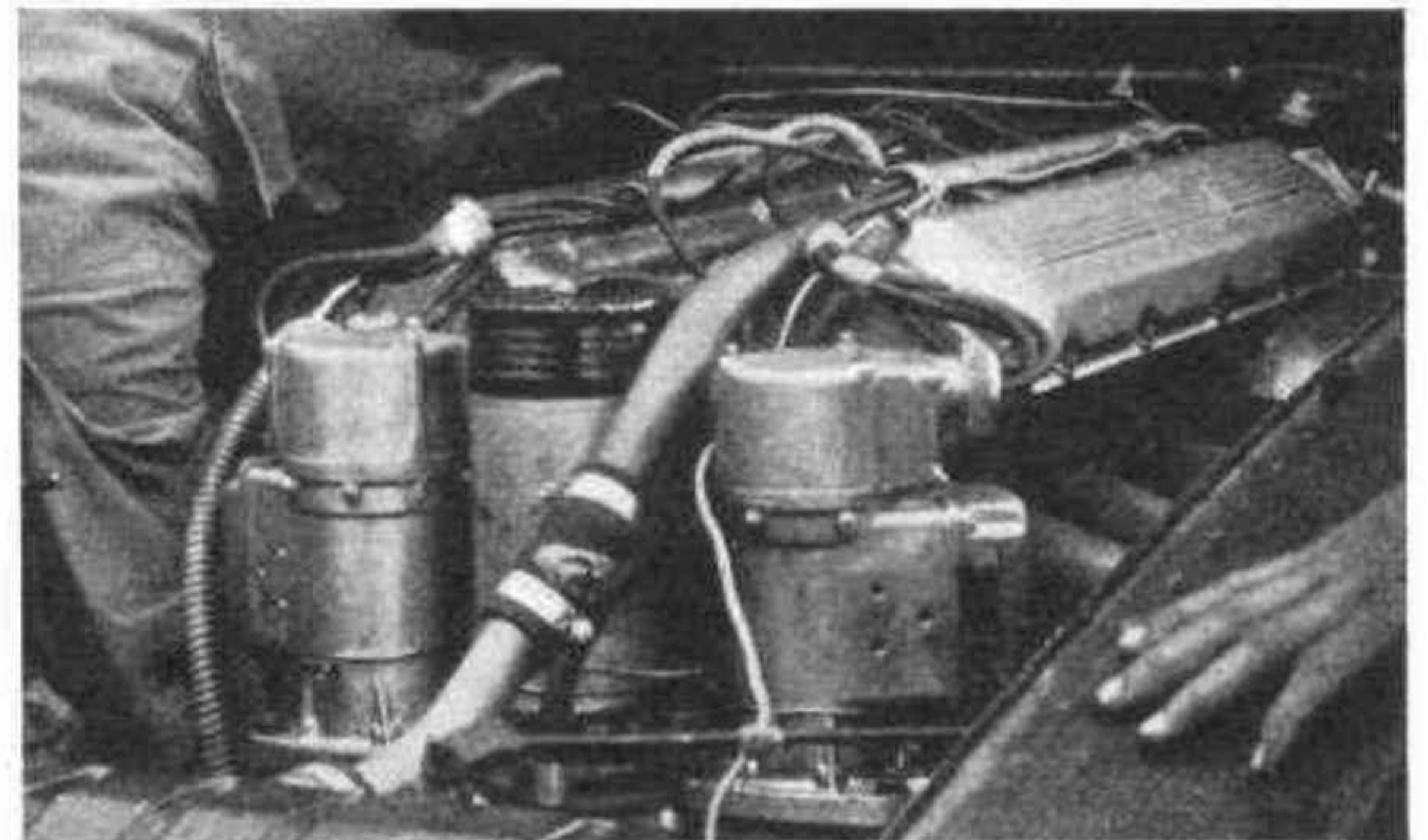
IN the past the June meeting at Monza has been the Grand Prix of the Autodromo, but this year the Italian petrol company Supercortemaggiore took over the date for their second sports-car event, the first being last year on a road circuit at Merano. Limited to sports cars up to 3-litres capacity this year's race was financially backed by the petrol company, which is a national organisation, and the prize money was enormous. Scheduled to cover 1,000 kilometres, the race was held over 160 laps of the Monza circuit, making a total of 1,008 kilometres in all, and starting at 4 p.m. meant that about 1½ hours of darkness would have to be endured. The capacity limit of 3 litres ruled out many would-be competitors, including Lancias, but at the same time much publicity was given to the suggestion that all sports-car events should be limited to 3-litres, the Supercortemaggiore event paving the way for such an idea. Ferrari cars dominated the entry list and of the twenty entered three were new four-cylinder models of the Type 750S. These new cars were a development of the Mondial 500 using a chassis derived from the successful Formula II cars, with similar suspension by double-wishbones and leaf-spring at the front and de Dion rear end. The frame was of orthodox Ferrari layout, with two main tubular side-members, not a multi-tube affair as on the Mondial, while the new 3-litre engines were identical in design with the 1954 Formula I engines, which is to say that they had the new design of valve layout with a very wide angle between inlet and exhaust and with a pair of double-choke Weber carburetters. On the front of the crankcase are mounted two vertical magnetos, each supplying four sparking plugs with current, and in between them, also vertical and driven from the same train of gears, is the dynamo.

A short shaft drove from the engine to the gearbox, which was integral with the differential assembly. Although three cars were entered only two were completed in time and during the first practice period Farina had the misfortune to have the shaft between the engine and gearbox break while travelling at very high speed along the straight. By the time he had brought the car to rest the whirling shaft had cut through fuel lines and battery leads and a raging fire was in process which burnt Farina rather badly necessitating at least 20 days in hospital. This was hard indeed, for he had only just recovered from his Mille Miglia crash. The car was badly damaged, but the engine was all right, and back at the factory another car was nearly completed for a Swiss customer, even to the extent of the bodywork being painted in red and white. This car was "borrowed" and Farina's engine put in and Hawthorn and Maglioli nominated to drive it, the other factory car being driven by the Le Mans winners, Trintignant and Gonzalez.

Although these two new four-cylinder cars were the only official factory entries, there were two other cars that were being watched over by the works mechanics and pit organisation. Both were identical chassis to the 750S models, but fitted with the latest pattern 3-litre V12-cylinder engines, with three four-choke down-draught Weber carburetters. One of these was the car that won the recent 12-hour race at Hyeres, owned by Piotti and co-driven for this race by Manzon, and the other one was owned by the Scuderia Guastalla and driven by Cornacchia and Gerini. This latter car had similar bodywork to the factory cars, with a headrest behind the driver, while the cars of Hawthorn/Maglioli and Piotti/Manzon were devoid of this extra. The Scuderia Guastalla also had four coupé Ferraris running, all on the 250 MM chassis, which is the 3-litre V12-cylinder engine with four-speed gearbox with normal rear end on a very low frame built of large-diameter tubes. These four cars were driven by Landi/Cassini, Pinzero/Pinzero, with the latest Farina coupés, and Pezzoli/Musitelli and Moroni/Gaboardi with earlier Vignale-bodied coupés. A very rare Ferrari was that of Bonomi/Bucci, the Argentinian drivers, for it was one that Ferrari built for the Argentine races, consisting of a Mondial-type frame, with half-elliptic rear suspension, fitted with an early four-cylinder 3-litre engine coupled directly to a five-speed gearbox. This two-seater was painted black and yellow and looked distinctly the worse for wear. To complete the list of Ferraris was a 2½-litre coupé, driven by Minzoni/Brinci, an open 3-litre 250 MM, driven by Biondetti/Nocentini, being the car with which the former finished fourth in the Mille Miglia, two 2-litre models fitted with 3-litre engines, one a coupé, driven by Florentis/Mucci, and the other an open one, driven by Wartenweiler/Raffaelli, and finally a Farina coupé 250 MM, driven by Luglio/Frignani.

From Maserati came a string of cars, all entered by the factory, but most of them being privately owned, the factory keeping its promise of supporting its racing customers. Two 2½-litre cars were prepared, one being brand new for Fangio/Marimon and the other being a normal A6GCS with Formula I engine fitted, handled by Mantovani/Musso. The new car had a multi-tube chassis based on the 1954 Formula I car, with the same type of i.f.s. and de Dion rear suspension and rear-mounted gearbox, while the engine was pure Formula I, modified to run on pump-fuel, as required by the regulations. An innovation for Maserati was the fitting of a right-hand driving position on this car and it was interesting to note that the pedals were directly below the centre carburetter, with the rear of the engine protruding into the cockpit, but naturally covered over by the bulkhead. The all-enveloping body was similar to the normal production A6GCS, but slightly larger and covered the wheels a little more. The whole car was quite literally a Grand Prix machine with the chassis frame widened. The other 2½-litre model was a normal A6GCS chassis with the Formula I engine fitted and with a vast headrest behind the driver, tapering off into a fin like the Le Mans Jaguars. The remaining Maseratis were normal 2-litre sports models, driven by a motley collection of private-owners who were being nursed by the factory mechanics; they were Cacciari/Scarlatti, Bosisio/Della Favera, and Perdisa/Giovanardi. Opposing all these red cars were four Gordinis, two entered by Gordini himself and the other two by the Squadra Italiano Gordini, run by Franco Bordoni. The factory cars were the Le Mans 3-litre, with Messier disc brakes and a five-speed gearbox, driven by Behra/Frere and the 2½-litre that went so well at Le Mans, driven by Guelfi/Pollet, also fitted with a five-speed gearbox, but with normal drum brakes. These new gearboxes were really four-speeds with a special starting gear, for once under way only the upper four ratios were used, top being direct. With the ever-increasing maximum speeds of fully-equipped sports cars the problem of getting away from a standstill, either from the start or a pit stop, is becoming more and more difficult, for if top gear is high enough to cope with maximum it means that bottom is awfully high if reasonable ratios are to be had. The Italian-entered Gordinis consisted of a 3-litre eight-cylinder driven by Bordoni/Della Beffa and a 2-litre with Ricci/Pagliai, these last two cars being painted maroon. Finally, to complete the 25 starters were two Aston Martins, both privately owned. The first was a DB3 entered by Sir Jeremy Boles and driven by Beauman/Riseley-Pritchard and was a perfectly standard production DB3, the second was entered by A. G. Whitehead, but was in fact the white and blue car of the American driver Shelby. Whitehead's DB3S was still suffering from its crash at Hyeres so Shelby provided his car and himself as co-driver.

Two daytime practice periods were allowed and on Saturday evening a session was arranged in the dark, but surprisingly few people took advantage of it, only one works Ferrari, one Maserati, the American Aston Martin and two private Ferraris being out. However it was a good try-out for the illumination of the starting



THE 750S FERRARI sports-car engine, showing the Formula I design of head, with wide-angle valves and the two vertical magnetos with the dynamo mounted between them. Note also the very low mounting of the radiator, which gives a smooth contour to the nose of the car.



THE NEW 750S FERRARI sports model, a 3-litre four-cylinder with the same design of engine as the 1954 Formula 1 car. This one finished second in the G.P. Supercortemaggiore, driven by Gonzalez and Trintignant, but a week later it failed to last the 12-hour race at Reims due to trouble in the transmission.

area, and this was done most effectively by floodlights so arranged as to be invisible to the approaching drivers, only the resultant twilight effect being seen, which did not make driving a strain. The only snag to this effect was that the pits were not well lit and working on the cars was not easy. With the start being at 4 o'clock in the afternoon everyone was well on time and as the cars lined up on the grid, in order of practice times, the clouds gathered ominously overhead. Lined up in rows of three, Gonzalez, Hawthorn and Behra were in the front row, they doing the first part of the race, while behind them were Marimon, Manzon and Bordoni, followed by Musso, Biondetti and Bonomi with the rest following on. Gonzalez had made fastest time in 2 min. 4.9 sec., which compared favourably with last year's Formula II times, while Hawthorn and Behra were only fractionally slower in 2 min. 5.3 sec. and 2 min. 6.7 sec., respectively. Fangio had done 2 min. 7.3 sec. with the 2½-litre Maserati, but Marimon was doing the first session of driving. From lap times it was obvious that the 160 laps were going to take a little over six hours and some teams, such as Behra/Frere and Shelby/Whitehead had arranged on three hours each, with only one pit stop. The works Ferraris were going to make two refuelling stops so the drivers tossed for two hours or four hours and Hawthorn and Gonzalez won, they doing the first two hours and the last two hours. Others were content to see how things went and as it turned out this was a wise policy for some teams.

For no apparent reason a rolling start was organised, the whole field following Alfa-Romeo team chief Guidotti in the new Guiletta for a whole lap, while the XK120 Jaguar of 20th Century-Fox Films ran alongside getting "shots" for the forthcoming film "The Racers." As the field came up the straight past the pits the two pace-cars drew to one side and from 60 m.p.h. the race was on with Hawthorn shooting ahead, followed by Gonzalez and Behra. Right from the word go these three ran away from the rest of the field and before a quarter of an hour had passed they were right out on their own, though still in close company, with Hawthorn leading all the time. This was an endurance race and most people settled down accordingly and apart from the leaders a procession started, with everyone driving carefully and biding their time. Thanks to Behra and the Gordini there was no procession for the first three places and lap after lap they went round together, most of the time with the Gordini in third place, but sometimes it split the two Ferraris and all the time was setting the pace. After 30 minutes this was still going on when rain began to fall and then there suddenly arrived everything that the heavens could muster, a cloudburst, thunder and lightning right overhead, wind and hail. The drivers of open cars were drenched in a matter of seconds, while those in coupés kept dry, but could not see, for wipers were useless against such rain and all the glass steamed up, while banners were torn off walls and hoardings blown down by the terrific wind. Normal people would have stopped but not the drivers, they went on as best they could, though visibility and spray brought speeds down to barely 80 m.p.h. on the long wide straights of the Monza track. This deluge continued without a break for a full 10 minutes during which time Marimon splashed his way from fourth place to second place by reason of some uncanny sixth sense, for conditions were worse than when the Silverstone race had to be abandoned when Parnell was leading all the Italians a few years ago. When the rain stopped the track soon dried and

normality returned with the original three drivers battling for the lead again, Behra now getting by Hawthorn once or twice.

After one hour of racing the Gordini was still worrying the Ferraris while Marimon was a sure fourth, followed by Musso, Manzon and Biondetti, but already some people were in trouble for Bordoni had broken a rocker on his eight-cylinder Gordini and was busy replacing it, while Bonomi had retired his four-cylinder Ferrari with a very rough-sounding engine, so that Bucci did not get a chance to drive in his first European event. For a time the race settled down and it was not until the end of the second hour approached that very much happened. Then Musso stopped for fuel and a vast quantity of oil and Mantovani took over, while Biondetti refuelled his 3-litre Ferrari and continued to drive. The sun was now out and conditions were good and as the time for the first refuelling for the Ferraris approached Gonzalez began to pile on steam and set a new lap record on three occasions, finally leaving it at 2 min. 08.5 sec.—176.498 k.p.h. These put him well ahead of the other two and in the meantime Manzon had handed over to Piotti, Marimon to Fangio, a long stop this of 1 min. 28 sec., for lots of oil had to be poured in. Two hours twenty minutes after starting Gonzalez came in and handed over to Trintignant, but the stop was a long one while the bonnet was removed though nothing was done to the engine, and two laps later Hawthorn came in and was stationary for only 47 sec. while the fuel tank was filled and Maglioli took over. The Gordini had not yet stopped and was now nearly a minute ahead of Maglioli and 1½ minutes ahead of Trintignant with Fangio only a little way behind. Maglioli began to gain a little on Behra, but it was going to be some time before the effect could really be seen, while Trintignant was not making any ground at all and Mantovani was in trouble with the 2½-litre Maserati returning to his pit and letting Musso have another go, but he soon returned and the car was withdrawn before it finally broke.

At half-distance the order was still Behra, Maglioli/Hawthorn, Gonzalez/Trintignant, Fangio/Marimon and then Biondetti, with the Gordini due to refuel and change drivers. The American Aston Martin was lying a steady seventh and made its routine stop and also had all four wheels changed and Whitehead took over; at the same time the other Aston Martin also made its half-way stop, and the two of them continued to circulate regularly, the DB3S being that much faster than the DB3. After all the stops and driver changes it so happened that Fangio was placed just behind Maglioli, on the road, though a lap in arrears, and it was interesting to see that Fangio was comfortably holding the 3-litre Ferrari, lapping steadily a consistent 50 yards behind. At 3 hr. 20 min. after the start Behra drew into the Gordini pit for a refuel and to hand over to Frere. The pit-work was not good and altogether 3 min. 45 sec. were spent at the pit. For everyone who was running on Supercortemaggiore fuel there was provided a pressure refuelling system, but Gordini was contracted to Shell and had to refuel from churns, which wasted much time, and as the nearside rear wheel was changed the mechanics were stumbling over one another. Eventually Frere got the car back into the race, but it had dropped back to third place a lap behind the leader, which was still Maglioli. At the end of the field the private Maseratis were still circulating, though how some of them stood up to the over-revving indulged in by the drivers was a miracle, while Piotti was making repeated stops with the new 12-cylinder Ferrari with a misfire. The other new 12-cylinder Ferrari was now being driven by Gerini and he was showing great form, tucking in behind Maglioli and lapping in company with him around 2 min. 11 sec., while Fangio still had the 2½-litre Maserati just behind them. The Pollet/Guelfi Gordini caused a stir when it suddenly locked solid as it was about to pass the pits, spun round and stopped very abruptly, while one of the private Maseratis now succumbed to the strain. After 3¼ hours Biondetti handed over to his co-driver, Nocentini, but 10 minutes later he took it back again as it looked as though the boy was going to lose the hard-fought fifth place, and the elderly Clemente carried on right to the end of the race. Gerini gave the 12-cylinder Ferrari back to Cornacchia and Fangio then caught and passed Maglioli and drew away from him, though still one lap to the bad.

Just before dark, after four hours of racing, Trintignant handed over to Gonzalez, and the car was refuelled without losing its second position, and the next lap Maglioli came in, the tank was filled and Hawthorn was away in 28 sec.; as smooth a pit stop as one could wish to see, the car being in perfect condition and all set for the final two hours. Frere was not keeping up with the Ferraris and a Modena 1-2 seemed certain, but then Gonzalez arrived with what sounded like a stuck throttle. It was fixed and off he went, only to return once more as the repair was not effective, but this time it was all right and he rejoined the race now one lap behind Hawthorn. Almost at the same time and when about to move up into second

place, Frere arrived at the pits with the Gordini making a funny noise and it was found that a rocker was broken, the Gordini 2-o.h.c. valve gear operating the valves through very short rockers. This put paid to the French opposition, though they set about replacing the broken part, and with the stops of Gonzalez it meant that Fangio moved up into second place, just before he came in for refuelling, and more oil in great quantities, to hand over to Marimon. With darkness rapidly falling and headlamps being switched on Hawthorn was now well in the lead, lapping at 2 min. 20 sec., and Marimon was keeping up, though a lap behind, while Gonzalez was now gaining ground rapidly and lapping 5 sec. faster. The two Aston Martins were still going round like trains and Gerini, back in the new 12-cylinder Ferrari and lapping at 2 min. 17 sec., was now in fifth place behind Biondetti. The Gordini was now right out of the picture even though it got going again after 25 minutes at the pits, but it did not last long and Frere returned to the pits for good when a rocker mounting broke. Whitehead was now lying sixth and behind him was a 3-litre coupé Ferrari, driven by Luglio/Frignani that was being extremely well driven and lapping most consistently. At 5½ hours and 20 laps before the end, Gonzalez caught Marimon and moved up into second place, running in company with Hawthorn but a whole lap behind, and for the remainder of the race they stayed together. With barely a half-hour of motoring remaining a wave of trouble suddenly spread, for first of all the Ferrari coupé of Landi/Cassini blew up, then Pritchard with the DB3 went by making a horrid noise, as of slipped timing, and came to rest on the far side of the course with nothing more serious than the end having fallen off the rotor arm, but sufficient to stop him completing the race, and almost immediately afterwards Marimon arrived at his pit with a grinding noise coming from the rear of the Maserati. He was rather foolishly urged to go on and only got about 200 yards farther when the grinding ceased, and so did the car. He had already crossed the timing line, so should have completed that lap, but the Maserati mechanics wheeled it back to the pit and waited while Hawthorn completed the remaining few laps, with Gonzalez in close company, to record a resounding victory for the new 3-litre four-cylinder Ferraris. Marimon then endeavoured to drive the Maserati the 10 yards from the pit to the finishing line, but the transmission gears had stripped completely and it would not do it. This was fortunate for they had violated regulations by wheeling the car back to the pit, and a complicated protest would have arisen had they been able to cross the line. This meant that Gerini was third, after doing most of the driving of the new 12-cylinder 3-litre Ferrari, while Biondetti was an incredible fourth, having driven for all but 10 minutes of the race. The American Aston Martin was fifth, both drivers, Shelby Graham and Whitehead, having driven a sensible and steady race for private owners, and altogether only 13 of the 25 starters were running at the end of the 1,000 kilometres. The two Ferrari "boys," Hawthorn and Maglioli, thoroughly deserved their win, which was immensely popular with the Italians, and the Englishman certainly deserved the success after the raw deals he had throughout the season at the hands of fate. To produce two new cars and finish first and second in a 1,000-kilometre race shows that Ferrari and Lampredi are still a powerful force in motor-racing, in spite of all the rising opposition; furthermore, the winning car did not have the bonnet lifted throughout the entire race, it only had fuel added, not even wearing out a tyre, in spite of the high average speed of 162.937 k.p.h.

Results :

G.P. SUPERCORTEMAGGIORE—Sports 3-Litre—1,000 Kilometres—Wet and Dry

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| 1st : J. M. Hawthorn / U. Maglioli (Ferrari four-cylinder) ... | 6 hr. 13 min. 28.6 sec. ...161.937 k.p.h. |
| 2nd : J. F. Gonzalez / M. Trintignant (Ferrari four-cylinder) ... | 6 hr. 13 min. 28.9 sec. ...1 lap behind |
| 3rd : F. Cornacchia / G. Gerini (Ferrari 12-cylinder) ... | 6 hr. 15 min. 25.1 sec. ...6 laps behind |
| 4th : C. Biondetti / R. Nocentini (Ferrari 12-cylinder) ... | 6 hr. 15 min. 42.3 sec. ...7 laps behind |
| 5th : C. Shelby / A. G. Whitehead (Aston Martin DB3S) ... | 6 hr. 14 min. 46.0 sec. ...8 laps behind |
| 6th : C. Luglio / R. Frignani (Ferrari 12-cylinder) ... | 6 hr. 14 min. 54.5 sec. ...11 laps behind |
| Fastest lap: J. F. Gonzalez (Ferrari) on 56 lap in 2 min. 08.5 sec.—176.498 k.p.h. | |

CORRECTION

We are asked to state that the Simca Aronde which won the Cheltenham M.C. Fuel Economy Contest, driven by Wilkins and Gascoine, was entered by C. M. Walker of Walker and Ward, Ltd., and was prepared by Mr. Walker, using special spares supplied by Fiat (England), Ltd., under Walker and Ward's instructions.

A SPRINT G.N.

At the V.S.C.C. Silverstone meeting we fell over a small racing car in the Paddock, but otherwise took no particular notice of it. Calling on Nigel Arnold-Foster the other day we realised that what had caused our tumble was his new sprint car and that really we should have taken more notice of it.

Arnold-Foster's idea is to possess a car which is in the best tradition of the sprint cars of the late nineteen-twenties, yet which will perform adequately at present-day vintage events. Built in ten days and nights, the resultant car consists of a decently-long-wheelbase G.N. chassis with drilled side-members, into which has been installed a fairly normal four-cylinder 1½-litre side-valve Anzani engine. This engine has a "½-race" camshaft, a compression-ratio of 7.5 to 1, and a barrel-type Solex carburettor fed from a two-gallon Esso tin forming the fuel tank, by grace of an air-pump supplied by V. M. Derrington. Ignition is by a Watford magneto, and the exhaust stub ends at the cockpit, about 6 in. from the exhaust manifold.

The drive passes through a "bitsa" clutch, largely modified from pure-G.N. to part-Frazer-Nash after it blew-up and savaged the driver's legs, and a 16-in. propeller-shaft to G.N. bevel-box and a two-speed dog-clutch-and-chain G.N. transmission. For Prescott ratios of 6.2 to 1 and 8.3 to 1 are used; for Silverstone they are changed to 3.5 and 4.5 to 1.

The solid back axle is located by specially-long dural radius arms, made originally by Dick Caesar, and the chassis boasts one tubular cross-member fabricated by the same gentleman.

Front suspension is Morgan-type, ex-Freikaiserwagen, there are Morgan front brakes, but no back brakes, and the front wheels are G.N., with home-made hubs each having four roller bearings. The back wheels are built onto G.N. hubs and carry 5.20 by 15 tyres; the front tyre size is 3.50 by 19.

The wheelbase measures 7 ft. 2 in. and the front track is 4 ft. 1 in., the rear track 3 ft. 7 in.

The low bonnet terminates in a swept-up scuttle and cockpit from the ex-Watkins G.N. and a wasp-like tail ending flush with the back wheels covers the fuel tank, the intrepid driver sitting between the chains in an ex-Horsa glider seat which has been reduced in width so that it is no longer possible to wear a parachute.

The steering is geared ¼ of a turn lock to lock and the lock is quite generous and full lock used frequently to retain control.

The tiny radiator, carrying a G.N. hub badge, is a delightfully narrow affair, specially made up for the car out of a Ford shell. The weight distribution is about 50/50 and this G.N. Special weighs 6½ cwt., or about half as much as Arnold-Foster's Anzani Frazer-Nash, which, incidentally, has Salmson front brakes, and a home-made deflector cylinder head.

Amongst his considerable stock of Anzani spares the owner has the twin-overhead-camshaft engine with roller-bearing crankshaft and Roots blower used by the late E. A. D. Eldridge, this having been installed in a special Frazer-Nash chassis before the war, but later replaced by a Meadows engine. Next year it is hoped that this engine can be built up and used in this very pleasant and potent "period" G.N.—W. B.

ENCOUNTERS

The pleasure of motoring is closely bound up with the roads you traverse and the cars you encounter, as well as with the vehicles you drive. Running into London along A 30 in a Renault 750 recently we had a spirited duel with a left-hand-drive Opel Kapitän on Continental number plates, to the unconcealed delight of its driver and charming blonde passenger.

Later that day we retrieved our normal transport from its sojourn at Acton, after returning the road-test Renault—the Plus Four greeted its lord and master by promptly discarding a steering damper—and on the run home encountered a very nice vintage 10.8-h.p. Clyno tourer, the V.S.C.C. badge on its radiator, which in the next few miles out of Bagshot displayed those excellent cornering and braking qualities which proved so enjoyable in a car of this sort which we owned some years ago. Incidentally, we noticed that this example had the soon-to-be-compulsory red rear reflectors in place, looking not too conspicuous, one on each mud-guard.

It is brief encounters such as these which enliven the drabness of the English summer and the working day.—W. B.

THE WEEK-END AT REIMS



ALL THE WINNERS.
—Fangio in Mercedes-Benz No. 18 which won the French G.P., Kling in Mercedes-Benz No. 20 which finished second, and Alfred Neubauer, who controls the cars from Stuttgart.

REIMS (Marne), July 4th

ONCE again the Automobile Club du Champagne organised a veritable feast of speed for a night and a day, and as last year the form was a 12-hour sports-car race, from midnight Saturday to midday Sunday, and after a lunch break the French Grand Prix for Formula I cars. Under the direction of Raymond Roche the club continued to improve the amenities of the circuit, providing more stands, restaurants, a row of shops and one of the best refuelling systems yet seen. This last addition was a welcome sight, for last year there was a great deal of nonsense over refuelling during the sports-car race, as the organisers left everything to the competitors. The new installation comprised a vast tank behind the pits, like a water tower, with pipelines running underground to each pit, where a flexible hose and quick-action nozzle was hung, there being a very efficient-looking filter and stop-valve in each pit.

To avoid the danger of spilling when the hose was not in use each one had a box in front of the pit-counter into which the nozzle was inserted. Not content with improving the amenities to the circuit the club also altered the circuit once more, this time at the Thillois hairpin that leads into the finishing straight. The original road was a very tight right-hand hairpin that dropped in level rather suddenly and had a cobbled surface. Some ten yards before the hairpin a new section of road was built in a gentle sweep round the inside of the old road, which resulted in an easier and faster corner at Thillois; the old road remaining for anyone who overshot the braking point. For four consecutive years now the Reims circuit has been altered, so that each year a new set of records has to be inaugurated, but it now looks as though things have become stabilised and that the records established this year can be considered in future races.

The location of the Reims circuit on RN 31, which is the main road to Soissons and a local road to the village of Gueux, is such that the closing to normal traffic entails only a minor detour, so that practice periods were arranged for the late afternoon and evenings of Wednesday, Thursday and Friday preceding the races. The first session was for the sports cars and a very large proportion of the entry turned out. In most respects the 12-hour race was going to be a repetition of Le Mans, for nearly all the cars running had competed there, and in some ways it was a pity that the Reims race could not have been first as it would have made an excellent try-out for the more important 24-hour event. The Le Mans Jaguar team were favourites, especially as Ferrari had only entered one car, and that still an X in the programme, though it was thought to be one of the new Monza 3-litre Type 750S cars. The drivers for Jaguar were as at Le Mans and each pair used the same car as on that occasion, being Moss/Walker, Rolt/Hamilton and Wharton/Whitehead; also out was a standard C-type driven by Manassis/Dunham. The Le Mans Bristol team was practising and comprised Wisdom/Fairman, Keen/Line and Mayers/Wilson, and seemed remarkably confident that they could repeat their 24-hour performance, while the two

Chrysler-engined Cunninghams were going faster than before, now fitted with new Solex double-choke carburettors, necessitating large bulges in the bonnet tops. Cunningham and Johnston had one car and Fitch/Walters the other, and next to Jaguars they were well in the running. A single Talbot entry was the car of Levegh/Fayen and Gaze/A. G. Whitehead had a brand new H.W.M. with Jaguar engine and gearbox, being a replica, outwardly, of the works car H.W.M. 1; actually it differed considerably, having coil-spring and wishbone i.f.s. and a different form of de Dion tube layout at the back. The best part of this 12-hour race looked as though it would be in the 2-litre class, for apart from the Bristol team, there were Maserati, Ferrari and Gordini entries, mostly private ones, but nevertheless the latest models.

Picard/Pozzi had a four-cylinder Mondial Ferrari, which was going very quickly, father and son Monneret had an A6G Maserati, as had Roboly/Bourillot, while the Gordinis had not yet arrived. The remainder of those practising were in the under-1,500-c.c. category, amongst whom were Flower/Llewellyn with a Porsche 1,500 Super, Seidel/Glockler with an Osca fitted with a very light German-made two-seater body and most of the DB Renault, DB Panhard, works aerodynamic Panhard and Monopole cars that had run at Le Mans. The Jaguars were going round very quickly and Wharton recorded 2 min. 38.8 sec., while Walker came in with a broken gearbox, the Cunninghams were thundering along well, surely the most unruly cars ever made from the quantity and quality of noise point of view, while the Bristol team were as quiet and impressive as they were noisy and unimpressive last year.

While the sports cars were practising the Grand Prix cars began to arrive in the paddock and much interest was being shown in an object that was wrapped up in a tarpaulin next to a large Mercedes-Benz van. During the winter Mercedes-Benz had said they would be ready to run three cars at Reims and, in spite of rumours spread by "those in the know" that they would not appear, three cars were unloaded from the vans ready for the first practice period, while a fourth stood by as spare. The cars themselves are fully described elsewhere in this issue of MOTOR SPORT, and the drivers were Fangio, Kling and Hermann.

From the word go the Mercedes-Benz team set the pace of the French Grand Prix and overshadowed all other competitors, not only because of publicity given them by the daily press, but by their appearance, the air of confidence about the team from Neubauer down to the newest mechanic, the exhaust noise and their lap times. During this first practice Fangio did four laps in quick succession, his final one being in 2 min. 29.4 sec., which was an average of 200.042 k.p.h. and as if the team had not already had enough publicity this passing of the 200-k.p.h. mark for a lap speed was loudly acclaimed by everyone, for on the Continent 200 k.p.h. is a landmark aimed at in imagination by the populace, just as 100 m.p.h. is an English standard of speed. The altered Reims circuit now had a new standard of time, 2 min. 30 sec. being the thing to aim at, but of

the Mercedes-Benz team neither of the other drivers could approach this standard. Although going well the new German cars were far from right for every now and then the engines would cut out completely for a fraction of a second, coming in again with a bang; during his 200-k.p.h. lap Fangio's engine did this three times down the long back straight. It was apparently caused by minute particles of dirt in the fuel clogging in the injector pump.

As Mercedes-Benz mixed their own fuel they were not blaming anyone but themselves, pointing out that fuel injection on the Diesel principle was a very exacting affair. From the amount of smoke in the exhaust fumes when starting up it would appear that a percentage of oil was added to the fuel in order to lubricate the pump plungers, and possibly this was also adding to the cause of this cutting.

There were only three other cars out for this first practice, an H.M.W. now reduced to 2.3 litres in an endeavour to keep the block in one piece, Salvadori with the Gilbey Engineering Maserati and Wharton with the Rubery Owen Maserati, the latter all new and shiny and being run in its first race. The H.W.M. was fitted with S.U. fuel injection on the same principle as used on Alta engines last year, but with the pump mounted on the front of the crankcase, and in the absence of Macklin, who was due to race the car, Fairman was testing it. The two Maseratis were running well, Salvadori actually going faster than Hermann.

The next day it was the Grand Prix cars turn to practise first as the sports cars were going to go on until 11 p.m. in order to do some running in the dark. Once more Mercedes-Benz stole the show and Fangio did a lap in 2 min. 29.5 sec. just to show that the previous day was not a fluke. Although only 0.1 sec. slower this lap did not capture the public imagination as it represented only 199.908 k.p.h., which was not 200 k.p.h. whichever way you looked at it! Rather overshadowed by all this Germanic glory was a team of three red racing cars quietly busying themselves at the end of the row of pits.

These were the works Maseratis and particularly interesting was the fact that Ascari and Villoresi were joining forces with Marimon on these de Dion cars. After Farina's recent accident it had occurred to Gianni Lancia that there would be no Italian drivers to uphold the national colours in the French Grand Prix, so he offered the services of his two Grand Prix drivers to Maserati. This was to be the first time Ascari had tried a new Maserati, or any six-cylinder Orsi car for that matter, and after two laps to get the feel he sang round in 2 min. 31.3 sec. After the pits at Reims there is a long right-hand curve approached at something like 140-150 m.p.h. over a blind brow and on his fast lap Ascari took this without lifting his foot, something which no one else had done, even Fangio lifting slightly on the Mercedes-Benz, though he was probably going faster. It is an interesting sidelight on these two acknowledged "masters" that both were in strange motor cars yet without hesitation they were lapping faster than anyone.

The Maseratis of Ascari and Villoresi were fitted with catches on the gear-change gate to prevent bottom-gear being used except for starting, which indicated an axle ratio was being used that would allow the whole lap to be turned on three speeds. While Ascari was using 8,200 r.p.m., Villoresi was contenting himself with a mere 7,600 r.p.m. and even so getting down to 2 min. 42 sec. The B.R.M. Maserati did not turn out this time as a bent prop-shaft had shaken everything loose the previous day as well as having a worn-out camshaft, but Salvadori was still going well and Bira made a try with his Maserati. There was no sign of any official Ferraris, though the drivers were all present, nor any works Gordinis, but Berger was circulating with the Belgian-owned Gordini and Manzon was out with his Ferrari.

Once more the Germans went away with a feeling of confidence, though Ascari was going to need watching, and knowing the equality of Maserati and Ferrari the arrival of the four-cylinder cars was anticipated with interest.

After all this the sports cars seemed rather dull from the spectacle point of view, but there was plenty of activity, with lights being adjusted, pit-signals tried out and the horrid problem of overtaking 100 m.p.h. cars with a 170 m.p.h. car in the dark.

There was a certain amount of feeling arising among the drivers of the fast cars over this problem of mixing all types of sports cars together, more especially as some of the drivers of the little French cars were virtually amateurs, having been taken from the René Bonnet "Monomill" school, with the result that they did not drive with one eye on the rear-view mirror and used all the road when they only needed half of it. Almost everyone was out for this practice in the dark, the only notable exceptions being the two works Porsches and the works Ferrari. A 4½-litre open Ferrari was being driven by the American Marston Gregory and Biondetti, the Belgians Laurent and Swaters had the C-type Jaguar they ran at Le Mans, now painted yellow, Abecassis and Macklin had H.W.M. 1, it having been driven all the way from Portugal where it had run in the

Oporto race, and Salvadori and Davis were out with the Gilbey Engineering sports Maserati, while a similar car painted blue and yellow was driven by Tomasi/Lopez, two Argentinians. Before practice had finished the H.W.M. had seized a rod onto its crankshaft making a horrid mess inside, and the English-owned Maserati stripped a timing gear irreparably. Apart from all this the whole entry was settling down and most of them virtually ready for the race.

Friday saw the final period of practice, and for the Grand Prix, Mercedes-Benz were out again, this time Kling doing most of the practice, more in the nature of testing, while Maserati were also out and Ferrari turned up at last. Gonzalez and Hawthorn had the 1954 cars and Trintignant a 1953/54 model, with a similar car standing by as spare. Kling got down to 2 min. 30.4 sec. during his continual testing, but also split a radiator, which was quickly changed, while the chromium star and crossbar was removed from the nose of all three cars as they were running rather warm.

Ascari was now getting the hang of the de Dion Maserati and recorded 2 min. 30.5 sec. and Marimon was going really well, doing 2 min. 31.6 sec., while Villoresi did not get much practice as his car needed the oil pump changed. Gonzalez was soon into his stride and got down to 2 min. 30.6 sec. in a very short space of time, while Hawthorn had to have his rear-axle ratio changed and then it came on to rain which prevented him putting in any very fast laps, though he did 2 min. 35.6 sec. Trintignant on the old car could not improve on 2 min. 36.1 sec., but the surprise of the private runners was Bira who did 2 min. 35.1 sec. which put him among the works runners. Mieres, Schell and Rosier also practised with their private cars, Maserati, Maserati and Ferrari, respectively, and as the period came to a close Hawthorn caused a minor panic when he arrived at the pits on the back of Ascari's Maserati, an oil pipe having broken on the new Ferrari. There was still no sign of any Gordinis, though Behra, Pollet and Frere were due to drive them.

Everyone went away to prepare for the actual race, with a feeling that the German cars, though fast, would probably not last and that Ascari and Gonzalez were going to give as good as they got. Between Fangio, who was fastest, and Marimon who was fifth fastest there was only 2.2 sec. difference, so that there was the making of a repetition of the fantastic race witnessed last year on this circuit.

By the time the sports cars were ready for their final practice it was raining quite hard so there was very little activity, Jaguars doing only a very few laps, Bristols not turning out at all, while the four-camshaft open Porsches, driven by Polensky/Frankenburg and Veillet/Olivier, were out for the first time, as was the 750S Ferrari, the car that was second at the recent Monza race, now driven by Maglioli/Manzon. Three Gordinis appeared, a 2½-litre with five-speed gearbox, driven by Guelfi/Pollet, a 2-litre for Rinin/Loyer and a four-cylinder 1,100 c.c. for Mlle. Thirion/Gendebien. The Belgians, Claes/Herzet had the latter's 2-litre Ferrari, previously a coupé, now fitted with a two-seater body on the lines of a C-type Jaguar, but looking rather bulky for a 2-litre car.

Saturday was spent on final preparation, which varied from the complete Bristol team standing about in their best clothes with their hands in their pockets, so ready and confident were they, to Cunninghams who were furiously changing an engine and H.W.M. who were trying to find time to run-in a rebuilt engine. For the Grand Prix cars it was the ceremony of scrutineering, which involved mostly the painting of the official numbers and a quick look at the driver's licence and a scrutiny by a doctor to see if they were fit.



DENTED.—"Loftie" England inspects the damage to Rolt's Jaguar, which was rammed by Behra's Gordini with such force that the French car was eliminated.

The three Gordinis turned up in time for all this, and Behra's car had new 2LS front brakes, with new drums with very thin finning, while the car also retained the five-speed gearbox as at the recent Spa meeting. With first and reverse on the right of the gate, and second and third on the left, fourth and fifth being in the middle, it was clearly an extra gear on the lower end of the ratios for use only when starting from rest.

LES DOUZE HEURES DE REIMS

By late afternoon on Saturday the sports cars were lining up in the paddock, the Jaguar team looking most impressive wrapped up in transparent plastic bags, with JAGUAR printed across them, though the distinctive tail fins were enough advertisement.

As darkness approached the weather became distinctly cold and ominous for July and rain clouds were everywhere; as midnight approached the cars were lined up ready for a Le Mans-type start and spots of rain were falling gently. At the fall of the flag those who could actually see the flag ran for their cars, while the rest either followed the man next to them or anticipated the start, and it was Guelfi in the 2½-litre Gordini who was first away.

The "traffic-jam" as everyone shouldered their way under the Dunlop bridge was hair-raising, it being bad enough in the daylight at Le Mans, but here in the darkness it was impossible. There were no casualties and the end of lap one saw Moss going at a terrific pace way out on his own, followed by the other Jaguars, the Cunninghams, Maglioli, Behra, on the 3-litre Le Mans Gordini that had arrived at the last minute, and the rest of the field stringing out behind. On his third lap and with less than 15 minutes of the 12 hours gone Moss was lapping the tail of the field, which gave a good indication of the task that was being set the drivers of the really fast cars.

As things sorted themselves out Maglioli got into his stride and streaked through into second place and started gaining on the flying Moss, while Behra began to move up with the Gordini. Abecassis stopped at the pits with the H.W.M. and as the mechanic blipped the throttle a loud bang and a pool of oil heralded the car's retirement with "mechanical trouble."

Moss was setting such a pace that after only 30 minutes racing he was lapping the Bristol team, and they were not hanging about, but Maglioli was gaining on him, doing the most fantastic dicing amongst slower cars as he went over the brow past the pits, passing some on the right and others on the left, without lifting his foot, and behind him Behra was driving in a like manner, being almost on the grass on occasions. The Ferrari got within 10 seconds of Moss and then settled down while Behra had passed Wharton and was closing rapidly on Rolt, when, just before the first hour was up the Gordini rammed the Jaguar fairly and squarely in the tail as they braked for the far hairpin, both cars stopping at their pits next time round. The Jaguar suffered only from damaged cowling and a furious driver, while the Gordini had smashed headlamps and a damaged radiator which put paid to its racing.

The Ferrari was now slackening its pace and it dropped back seconds a lap, obviously in trouble and just after 1.15 a.m. Maglioli brought it into the pits and retired with trouble in the transmission. In a few minutes the race had changed its character completely from an interesting battle between Jaguar, Ferrari and Gordini to a Jaguar walk-over, for neither the Cunninghams nor the American-owned 4½-litre Ferrari could keep up with the Coventry pace, which Moss was still keeping up, for after 1 hour 40 minutes of racing he had lapped the entire field, his team mates included. No sooner had he done this than his Jaguar went onto five cylinders and he stopped for a change of plugs, taking the opportunity to refuel at the same time. This dropped him back to fourth place at the 2 hour point, behind Wharton, Fitch (Cunningham) and Gregory (Ferrari) with Rolt, Johnston (Cunningham), Laurent and Manassis following. In the 2-litre class the Gordini of Loyer/Rinen was way ahead of the rest and the Maseratis and the lone French-owned Ferrari were mixing it with the Bristol team. The two works Porsches were going well, that of Polensky/Frankenburg being up with most of the 2-litre cars.

Refuelling stops now began and car after car came in, some being taken over by the second driver, others going on again without a change, and the time taken varied enormously, from the very good to the awful, and altogether these routine stops went on for more than an hour, during which time the order of the race underwent something of a reshuffle.

When Wharton handed over the leading Jaguar to Whitehead at their refuelling stop Moss went into the lead, having already refuelled while changing plugs, and he now went on to build up a firm lead from Whitehead, with Walters now in the Cunningham in place of

Fitch, some way behind, followed by Rolt, Cunningham himself, Gregory and Manassis, with Rinen still keeping the 2-litre Gordini comfortably ahead of its rivals. By 3.30 a.m. a thick rainy-mist was falling and conditions were really foul, but the Jaguars had now worked themselves into 1-2-3 positions, in the order Moss, Rolt and Whitehead, strict team order. The Bristol team refuelled and changed drivers very slickly though the Wilson/Mayers car was delayed for a time while plugs were changed due to having become wet, as following closely behind other cars in the rain caused water to travel up the air intake and onto the engine. Shortly after 4 a.m. there were signs of dawn breaking but no sign of any improvement in the weather conditions and Moss now stopped for fuel and handed over to Walker in one of the quickest of the pit stops. With a third of the race over there were 40 of the 47 starters still running, in spite of the furious pace being set in the various classes by Jaguar, Gordini, Porsche and Panhard, though naturally the weather conditions had slowed things down which gave the mechanism a more comfortable time.

Walters was thundering along relentlessly in the second Cunningham and soon after 4.30 a.m. he displaced the third Jaguar and a few minutes later the leading Jaguar did not appear on time and it was seen beside the road just after the Thillois hairpin. Walker had been driving for barely half-an-hour when the prop-shaft universal broke and the car was abandoned, this letting Whitehead into the lead, now followed by Walters and Hamilton, but this did not last long for Whitehead stopped to get a new visor and have the curved perspex screen cleaned as visibility was very bad, even though it was now daylight. This stop meant that the Cunningham went into the lead, but only for about 20 minutes as it then came in to refuel and both remaining Jaguars went past. At half-distance there were still 35 cars running, the first three being Hamilton, Whitehead and Fitch, with the Gordini still well ahead of the 2-litre class, Porsche leading the up-to 1,600-c.c. cars and Panhard the babies.

The 2½-litre Gordini of Guelfi/Pollet was running very well until now, when the clutch packed up and after a pit stop it had to be started on the jack and then dropped down and away. The Fitch/Walters Cunningham now showed signs of distress and stopped for water, the cause seeming to be a blown off-side gasket and the time arrived once more for a welter of refuelling stops and driver changes. As these were taking place the weather improved and by 7.30 a.m. the sky was clear and warm sun was shining, which though pleasant for the sports-car drivers, was even more encouraging for those concerned with the Grand Prix later in the day.

The race order was now Rolt/Hamilton, Wharton/Whitehead, Fitch/Walters, Laurent/Swaters, these two having been going like clockwork, Cunningham/Johnston, Gregory/Biondetti, Manassis/Dunham, Loyer/Rinen and Polensky/Frankenburg, the last two easily leading their classes. This order remained, with the exception of the Manassis/Dunham Jaguar, which the latter spun off into a cornfield, and now the weather had improved the Jaguars speeded up, both Hamilton and Wharton setting up new lap records, the latter finally setting it at 2 min. 43.8 sec. The H.W.M. of Gaze/Whitehead was still going regularly and got past the leading Porsche, though the 2½-litre Gordini was dropping back, due to the earlier clutch trouble, and at 9 a.m. the 2-litre Gordini coasted into its pit completely out of fuel.

The leading Cunningham was still keeping its place but getting very hot and steaming merrily, though dropping back from the Jaguars, and then soon after 10 a.m., with only two hours to go, both the larger-engined Gordinis succumbed, the 2½-litre with its clutch completely useless and the 2-litre with a broken gearbox, and for the other competitors the sun disappeared and rain began to fall again. With only one hour to go the Maserati of Portago/Chiron, which was third in its class, arrived at the pits in a cloud of oil smoke and was withdrawn without even opening the bonnet, and the two works Jaguars were now unassailably in the lead from the Belgian Jaguar and the American Ferrari, followed by Cunningham/Johnston and Fitch/Walters, the latter's car getting hotter and hotter.

The leading Porsche was now eighth in the General Classification, ahead of the first of the 2-litre class, which was Picard/Pozzi with the Ferrari Mondial, while the brothers Chancel were leading the French small-car race with their works Panhard. A Jaguar victory now seemed certain and at 11.30 a.m., with only 30 minutes to go there was a big stir as Hamilton brought the leading Jaguar into its pit with smoke coming from the differential. It was very dry and unbelievably hot, wisps of smoke coming out from under the rear wings for a long time after it had stopped. Whitehead now went by into the lead as oil was squirted into the Rolt/Hamilton car's rear axle and with 20 minutes still to go Duncan motored very gently away, under dire threats from Rolt if he broke it.

After one lap he stopped just before the finishing line to await the end of the 12 hours, while Whitehead continued in the lead. In spite of this trouble Hamilton was still in second place, the yellow Jaguar not yet having made up the distance, and just to be sure of not infringing any regulation about the time taken for the last lap of the race, Hamilton did another very slow lap during the remaining 10 minutes of the race and this kept him ahead of the C-type car, so that as the 12 hours was completed Jaguars finished first, second and third, followed by the 4½-litre Ferrari, the Cunninghams of Cunningham/Johnston, Fitch/Walters, the H.W.M., the leading Porsche, the Mondial Ferrari and the Bristol team in line ahead formation, just as at Le Mans.

It had been a race run under horrible conditions, but a deserving victory for Jaguar, even though there was a good deal of luck mixed in with it. The speed of the leading Porsche was almost indecent, causing embarrassment to quite a number of larger-engined cars, and the H.W.M. did well to last out 12 hours on its first appearance.

Results :
12 HOURS—SPORTS CARS—Poor Weather Conditions

| | Kilometres | K.P.H. |
|---|------------|---------|
| 1st : K. Wharton/P. N. Whitehead (Jaguar 3½-litre) ... | 2,018.826 | 168.935 |
| 2nd : A. P. Rolt/J. D. Hamilton (Jaguar 3½-litre) ... | 1,948.576 | 162.381 |
| 3rd : R. Laurent/J. Swaters (Jaguar C-type) ... | 1,939.707 | 161.642 |
| 4th : M. Gregory/C. Biondetti (Ferrari 4½-litre) ... | 1,939.519 | 161.626 |
| 5th : B. Cunningham/S. Johnston (Cunningham 5½-litre) ... | 1,922.978 | 160.248 |
| 6th : J. Fitch/P. Walters (Cunningham 5½-litre) ... | 1,885.000 | 157.083 |
| 7th : A. Gaze/A. G. Whitehead (H.W.M. 3½-litre) ... | 1,868.270 | 155.689 |
| 8th : H. Polensky/R. Frankenburg (Porsche 1½-litre) ... | 1,841.702 | 153.475 |
| 9th : F. Picard/C. Pozzi (Ferrari 2-litre) ... | 1,831.980 | 152.665 |
| 10th : M. Keen/J. T. Line (Bristol 2-litre) ... | 1,823.084 | 150.923 |
| 11th : J. Mayers/P. Wilson (Bristol 2-litre) ... | 1,805.733 | 150.477 |
| 12th : T. Wisdom/J. Fairman (Bristol 2-litre) ... | 1,782.152 | 148.513 |

Fastest lap : K. Wharton (Jaguar) in 2 min. 43.8 sec.—182.456 k.p.h.
47 starters—25 finishers—22 retirements.

Class winners : Wharton/Whitehead (Jaguar), over 2 litres ; Picard/Pozzi (Ferrari), 1,601-2,000 c.c. ; Polensky/Frankenburg (Porsche), 751-1,600 c.c. ; Chancel/Chancel (Panhard), up to 750 c.c.

LE GRAND PRIX de l'A.C.F.

Grand Prix racing starts a new era

After a break for lunch, or sleep for those who had been up all night, the Grand Prix cars began to line up in front of the pits and warming-up of engines and plug changing went on while the crowds grew larger. It was interesting to notice a distinctly new note in this immediate pre-race uproar and that was the eight-cylinder exhaust note of the Mercedes-Benz cars, added to which the mechanics were warming them up on a constant throttle opening at 3,000 r.p.m., unlike the violent blipping that was going on with Ferraris, Maseratis and Gordinis, some of the Maseratis in particular appearing determined to throw rods out of the side before the race started. As the starting time approached the cars were wheeled down the road past the grandstands, mostly with their drivers walking along behind, to the accompaniment of applause from the crowds. Fangio was clearly the favourite of the day, though Gonzalez received a huge ovation as he was expected to be in the thick of the fight.

Ascari on a Maserati was still a relatively unknown quantity, but it was good to see Hawthorn walking behind his Ferrari, and knowing that there was at least one Englishman good enough to be in the thick of this battle of the giants.

The starting line at Reims is some way before the pits and grandstands so that after the start is given the field are really under way as they pass the Tribune d'Honneur, which makes a most impressive sight. From practice times Fangio, Kling and Ascari were on the front row, with Gonzalez and Marimon just behind, then came Bira holding a very worthy third-row place, accompanied by Hermann and Hawthorn. In row four were Trintignant and Salvadori, followed by the rest of the twenty-one runners, the Gordini team being at the back due to not practising. As the flag fell the front row moved off in perfect unison and then Ascari's car hesitated and he was passed by most of the field, but Fangio and Kling made no mistake and streaked away into the lead, their acceleration so evenly matched that they went under the Dunlop bridge side by side, already a 100 yards in the lead from Gonzalez, Hawthorn, Marimon and the others. Meanwhile poor Ascari was vainly trying to make his Maserati keep up, though obviously something had broken in the transmission and he passed out of sight of the pits with the rest of the field and only completed the first lap. Down the long hill to Thillois the two leading Mercedes were only a few lengths apart, but Gonzalez was in there with them and already these three had left the rest, there being quite a gap before Hawthorn, Marimon, Bira, Mieres, Hermann and the other's appeared on the skyline. Round the Thillois hairpin Gonzalez had the stumpy Ferrari right up with the two sleek Mercedes and as they finished that first electrifying lap he

got between them and it was Kling who led. The next lap saw Fangio in second place and already Gonzalez was dropping back, the German pace was much too hot, though Hermann was not so outstanding, being bottled up in mid-field with the Maseratis of Bira and Mieres. Now that the cars had spread themselves out a bit Fangio got past Kling and the two Mercedes were obviously already in complete command, for Gonzalez pressed the Ferrari as hard as it would go, but he could not keep up, though he was well ahead of Hawthorn and Marimon. Way ahead of all the independents, and some works cars as well, Bira was driving like never before, making his new Maserati really go, while at the back of the field Behra was forcing his Gordini through, getting involved in terrific dog-fights with the other runners as he worked his way up from the back of the start. On lap five Hermann had got well into his stride, passed Hawthorn and Marimon and was attacking Gonzalez and for three laps these two battled furiously, though now nearly 20 seconds behind the leading pair, who were keeping company with apparent ease. Gonzalez was trying all he knew to prevent the Mercedes team getting in 1-2-3 position and he was being most effective until on lap 13 the Ferrari engine gave up the unequal struggle just as it rounded the Thillois hairpin and the car spun, fortunately leaving enough room for Hermann to squeeze by. Gonzalez restarted and toured into the pits, but the battle was over and the streaks of oil all over the Ferrari bonnet were a good indication of how severely it had blown up. With Gonzalez out the Mercedes-Benz team were now in complete command, in the order Fangio, Kling and Hermann, there being 5 seconds between the first two and 38 seconds between the two German drivers. With this battle going on at the front of the field there was a tendency to overlook the others, but for five laps there had been a terrific battle between Behra, Mieres, Salvadori, Villoresi and Manzon, they being three abreast at times and all trying hard, while Bira was way ahead of the lot of them having a very comfortable run on his own in sixth position. Hawthorn and Marimon had been pressing each other and the Ferrari was the first to give way, it doing so with a big bang, similar to that of Gonzalez, and Hawthorn was nearly into the village of Gueux before he could stop the car, there being oil all over the tyres from the blow-up. Wharton was not happy with the Owen Maserati, the prop-shaft still causing a terrible vibration, and Macklin had stopped the H.W.M. when a big-end went. Behra won his battle and got away from the other four ; he then became involved with Trintignant and together they surrounded Bira, but the little prince was not giving way and this three-cornered battle was one of the highlights of the whole race. Passing and repassing, running alongside each other, none of them would relax the pace. On the 20th lap they arrived at the braking point for Thillois hairpin literally side by side and just when it was going to be too late the blue-and-yellow Maserati braked first, with the result that the two Frenchmen went ahead, but Bira had timed it perfectly and as the Gordini and the Ferrari ran wide, scrabbling round the corner, the Maserati accelerated through on the inside in one of the neatest and slickest tactical moves seen for a long time. Bira was now away on his own, Trintignant behind and Behra had to stop at his pit as he had rammed the retaining fence in this excitement and the Gordini nose was flattened. This little drama had been taking place a long way behind the leaders, and although it started as a battle for fifth place it ended in the winner being third in the race, for Hermann, after setting up a lap record, had stopped at Thillois in a cloud of smoke and no sooner had



KEEPING IN TRIM.—Luigi Villoresi in a Maserati at Reims; speaking to him is Giovanni Lancia, who had given him permission to drive in this race for Maserati.



Successes
with

SOLEX

at Le Mans

GENERAL CLASSIFICATION

3, W. SPEAR—S. JOHNSTON (5.4 *Cunningham*). 5, B. CUNNINGHAM—G. BENETT (5.4 *Cunningham*).
7, P. WILSON—J. MEYERS (2.0 *Bristol*). 8, T. WISDOM—J. FAIRMAN (2.0 *Bristol*).
9, M. KEEN—T. LINE (2.0 *Bristol*). 10, R. BONNET—E. BAYOL (745 c.c. *D.B. Panhard*).
11, M. GATSONIDES—M. BECQUART (2.0 *Frazer-Nash*). 13, HEMARD—P. FLAHAULT (612 c.c. *Panhard*).
14, G. OLIVIER—A. DUNTOV (1,089 c.c. *Porsche*). 16, A. GIGNOUX—L. CORNET (745 c.c. *D.B. Panhard*).
17, R. COTTON—E. BEALIEU (611 c.c. *Panhard*). 18, R. BREUIL—PY (747 c.c. *B.G. Renault*).

CLASS RESULTS

8-LITRE CLASS: 1, C. SPEAR—S. JOHNSTON (*Cunningham*); 2, B. CUNNINGHAM—G. BENETT (*Cunningham*).
2-LITRE CLASS: 1, P. WILSON—J. MEYERS (*Bristol*); 2, T. WISDOM—J. FAIRMAN (*Bristol*);
3, M. KEEN—P. LINE (*Bristol*); 4, M. GATSONIDES—M. BECQUART (*Frazer-Nash*);
1,100 C.C. CLASS: G. OLIVIER—A. DUNTOV (*Porsche*).
750 C.C. CLASS: 1, R. BONNET—E. BAYOL (*D.B. Panhard*); 2, HEMARD—P. FLAHAULT (*Panhard*);
3, A. GIGNOUX—L. CORNET (*D.B. Panhard*); 4, R. COTTON—BEAULIEU (*Panhard*); 5, R. BREUIL—PY
(*B.G. Renault*).

INDEX OF PERFORMANCE

1, R. BONNET—E. BAYOL (*D.B. Panhard*); 2, HEMARD—P. FLAHAULT (*Panhard*); 5, C. SPEAR—
S. JOHNSTON (*Cunningham*).

FINAL OF THE 20th BIENNIAL CUP 1953-54

1, R. BONNET—E. BAYOL (*D.B. Panhard*); 3, C. SPEAR—S. JOHNSTON (*Cunningham*); 4, A.
GIGNOUX—L. CORNET (*D.B. Panhard*).

BRISTOL—ONLY TEAM TO FINISH

(SUBJECT TO OFFICIAL CONFIRMATION)

2 out of 3 finishers were fitted with Solex

THE CARBURETTOR FOR SPORTS CARS

RUMBLINGS

What with the Eclipse of the Sun on the last day of June and the British debut of the Spaghetti on July 1st we have been having quite a time. Seriously, the premiere of the Doretti

DORETTI DAY AT SILVERSTONE sports car was an interesting occasion for those motoring journalists who availed themselves of the opportunity afforded by the Swallow Coachbuilding Company to try the car round the Silverstone Club Circuit.

As **MOTOR SPORT** announced last February, the Doretti represents a return to car manufacture by a firm well known in the past for its sidecar bodies and special coachwork on Austin Seven, Standard, Wolseley Hornet and Fiat chassis. More recently it has been associated with aircraft matters, but now introduces the Swallow sports, or Doretti, to the home as well as to overseas markets.

A North American distributor placed a considerable order and advised in respect of the design, and in consequence his request that the new sports car be called after his daughter, Doretti, was adopted. She is reported to be a good-looking girl.

Before the preview of the car lunch was taken very adequately at the White Hart at Buckingham, and in the course of his speech Mr. E. Sanders, C.B.E., managing director of the Swallow Coachbuilding Company, told us that Doretti in all her naked loveliness would be available for inspection in a tent at Silverstone. This sounded too good to be true; and turned out to be a chassis, in exhibition finish!

Mr. Sanders also said his company's aim is to produce an essentially-safe 100-m.p.h. car and to this end a frame built of 50-ton tensile steel tubing is used, which in the unhappy accident to a Doretti that resulted in Sir John Black leaving the motor industry showed its strength by not telescoping or becoming unwelded. He remarked that the car had been tested in Canada against all the world's sports cars in its class and had proved itself definitely superior, besides being some $\frac{1}{2}$ cwt. lighter than most (19 cwt. 28 lb. ready for the road).

In this frame of mind we went out to inspect and try the Doretti. The power unit is the Standard Vanguard and much of the basic engineering is also Standard. Someone has said that the best part of the Vanguard car is its engine, which is certainly true of the Morgan Plus Four. This splendid and universal 85-mm.-bore "big four" holds its tune for impressively long periods and, of simple design, is commendably reliable even if its claimed output of 68 b.h.p. is perhaps optimistic by a "gee-gee" or two. (The engine in the writer's Morgan has done something like three years' hard service with no attention to the contact breaker points or electrics, without even shedding a fan belt, and still uses practically no Castrol; its only maladies being a couple of blown gaskets. It has been given only one set of new (Lodge) plugs.)

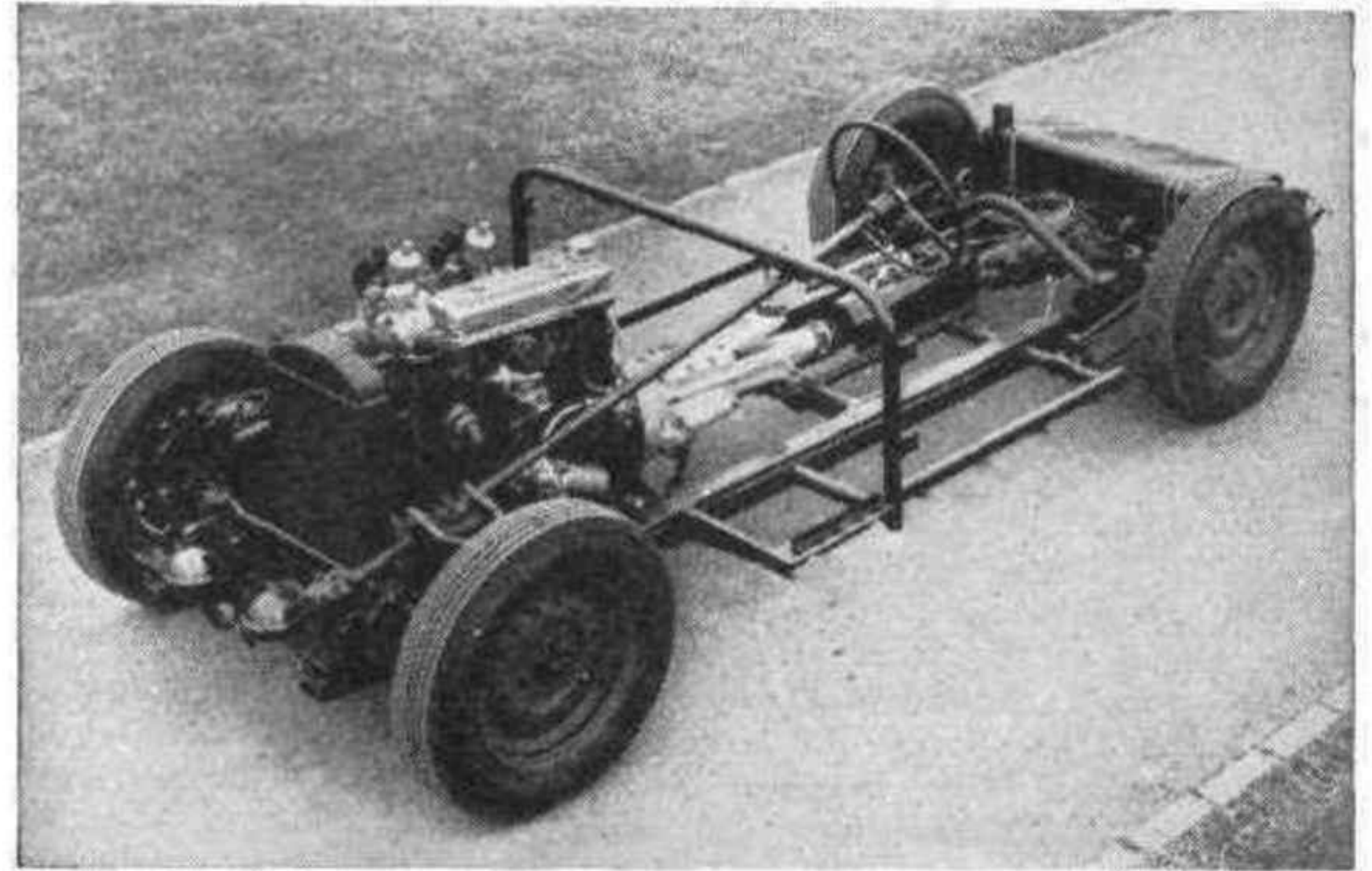
The Doretti uses this fine power unit in twin-carburettor 2-litre form, with 8.5 to 1 compression ratio, for which 90 b.h.p. is claimed at 4,800 r.p.m. It is attractively turned out with a polished, ribbed valve cover.

The gearbox, with short central lever, provides ratios of 12.5, 7.4, 4.9 and 3.7 to 1. The aforesaid tubular chassis has a wheelbase of 7 ft. 11 in., front suspension is by coil spring and wishbone, rear suspension by underslung $\frac{1}{2}$ -elliptic springs, having radius-arms above which run from axle to the front spring mountings, while the brakes are Lockheed hydraulic, 10 in. at the front, 9 in. at the back. The pull-over central hand-brake has a fly-off action.

The body is a very smart all-enveloping two-seater, tastefully appointed and provided with a heater, a good hood, tonneau cover, detachable windscreen, very easily-adjustable bucket seats, 5-in. diameter tachometer and a speedometer to match, water thermometer and oil gauge, and lockable luggage boot, etc., imparting a sense of the highest quality.

The idea of booking the Silverstone Club Circuit for the demonstration was an admirable one and provided the assembled journalists and distributors with excellent opportunity for really trying the Doretti. We hope other manufacturers will follow the lead of Mr. Perry, Swallow's publicity executive, in this respect.

From driving several laps of this circuit it was immediately apparent that the Doretti has very comfortable seats providing adequate support for fast cornering, and that its big windscreen provides excellent protection from the wind at high speed. Those who were well acquainted with the circuit's rather elusive corners turned on the taps and pronounced the speed to reach 90 m.p.h. up the straight, the brakes to be fade-free in spite of cast-iron drums



DORETTI CHASSIS.—This photograph of the 2-litre Vanguard-engined Swallow Doretti shows the tubular chassis. The radius arms above the back springs, which have such a good influence on the back-axle, can be seen.

shielded by disc wheels, the cornering qualities to be very good indeed, with flat, roll-free characteristics, and the gear ratios ideally suited to the power unit.

On a longer straight, speed would no doubt climb to well over 90 m.p.h. and 100 m.p.h. be exceeded in the 3.03 to 1 overdrive top gear which is an optional extra.

As it was, 5,000 r.p.m. was attained very rapidly in the lower gears, the engine smooth, willing and feeling "burst-proof," and showing no desire to run-on. The gearbox transmitted a good deal of heat and under "racing conditions" the change from second to third could be muffed by inadvertently lifting the lever against the rather light reverse-gear safety spring. The cam-and-lever steering was quick and responsive and the Doretti very stable through the corners, although its tyres naturally sang a song of protest.

On the Club Circuit third gear was used for Copse, Maggots Curve was taken flat-out, Beckett's taken in second, and top was selected towards the end of the straight, before going into third for Woodcote.

During the afternoon the four Dorettis present were set to run a sweepstake race at the instigation of the Swallow directors. Two drivers were allocated to each car, drawing lots to decide which car they drove and the starting position. Don Truman and the Editor of **MOTOR SPORT** were paired off and Truman got a sufficiently good lead over John Bolster in the three laps before the changeover for your Editor, without professing to know his way round the circuit, to be able to retain this advantage for the remaining couple of laps, so that the black car won—this was popular, as apparently it had been the favourite!

That the Doretti can be set to such tasks in the hands of experienced and inexperienced drivers without disaster or ill-effects is something of a tribute both to it and to the confidence its sponsors have in it.

The price of the Doretti, which comes out to just under £1,200 inclusive of p.t. (basic price, £777), is somewhat higher than that asked for other Vanguard-powered sports models, but the Swallow people have no intention of instituting production on a considerable-number basis. Consequently, they will be in a position to expedite delivery of cars finished and possibly modified to customers' individual requirements; already aero-screens, overdrive, knock-on wire wheels (which appreciably enhance the appearance), radio and a high-speed tuning-kit are listed as optional extras.

A noteworthy feature of the chassis is the manner in which the simple radius-rods used in conjunction with the back springs obviate wheel patter when accelerating hard. This Swallow Doretti 2-litre is an interesting newcomer and it is to be hoped that the Swallow Coachbuilding Company will enter it in forthcoming competition events, for it has the qualities which should enable it to do well, and from success in competition results the most valuable publicity of all. [And they have, Truman driving one at Silverstone on July 17th; moreover, it beat an Austin-Healey.—Ed.]

THE FORMULA I MERCEDES-BENZ

A New Standard in Grand Prix Design

EVERYONE interested in Grand Prix racing has been awaiting the appearance of the new Mercedes-Benz with great expectations, remembering the peak of perfection that the 1939 Grand Prix cars had reached. With Herr Uhlenhaut still in charge of design, and Alfred Neubauer as team chief, it was reasonable to expect the 1954 Formula I team to be the equal of any of its rivals and also the season of racing with the 300SL sports cars in 1952 was an obvious practice for both design and organisation departments of Mercedes-Benz. The thoroughness with which the sports-car field was attacked, with well-earned results as well as lucky ones, gave indication of what one might expect when the Grand Prix team was put into action.

Keeping to their promise of three cars for the French Grand Prix at Reims, the Mercedes-Benz team made their first public appearance in a race on July 4th, against the reigning champions of Formula I, and achieved the result of first and second, which positions were held from the fall of the flag to the finish, and the third car set a new lap record before retiring with mechanical trouble when third. Clearly Mercedes-Benz were on form and these cars which could beat Ferrari, Maserati and Gordini on their first outing were worthy of close inspection.

The general shape of the cars, with all-enveloping body, is already well known to readers of MOTOR SPORT, but what that body conceals is what interests. Taking the power unit first of all, this is a straight eight-cylinder of 76-mm. bore and 68.8-mm. stroke, giving a capacity of 2,496 c.c. and running to 8,500 r.p.m. The engine is mounted on its side, some 20 degrees from the full horizontal, but for the purpose of describing the power unit it will be simpler to visualise it as a normal upright straight-eight.

Two overhead camshafts are driven by a train of gears from the centre of the crankshaft and viewing the engine in the direction of travel, inlet is on the left and exhaust on the right, but the inlet ports run down between the camshafts as on Bristol/B.M.W., while the exhaust ports are normally situated on the side of the head. For each cylinder there are two sparking plugs, placed one either side of the inlet port, while on the side of the head, where a normal inlet port would be, is the injector nozzle, for the Mercedes-Benz fuel-injection system.

The eight inlet ports are coupled to a long tube some 6 in. in diameter by means of pipes joining this tube tangentially, and this collector box runs forward to a throttle valve and the air-intake from the nose, engine speed being controlled by this butterfly throttle valve in the intake. A Bosch injector pump, very similar to a diesel pump, is driven from the central gear train with each of its eight plungers feeding an injector nozzle. This pump is mounted on the cylinder block and next to it is a double magneto, also Bosch, each part supplying current to eight plugs. Now, having visualised our twin o.h.c. straight-eight, with Bristol/B.M.W. valve layout, we turn it through 70 degrees to the off side of the car so that it is virtually horizontal; the inlet collector is now on the side of the engine compartment, the exhaust ports underneath and the magnetos and injector pump are on top of the power unit. The crankshaft is now well to the left of the car's centre-line and from the clutch, mounted on the end of the crankshaft, the transmission shaft runs back under the driver's legs and into the centre of the rear axle assembly, under the differential and into the gearbox. The gearbox is a five-speed unit, operated by a right-hand lever in a very large gate, and the complete gearbox is mounted on the rear of the differential housing, which is itself mounted on the chassis frame, the rear wheels being independently sprung.

The chassis frame is of the space-frame type, bearing a close resemblance in conception to that of the 300SL, and the main members are one across the car, in front of the engine, and one above the rear axle assembly. These two are about 4 in. diameter and form the basis of the multi-tube structure, and apart from these two tubes the rest of the frame consists of tubing of between 1 in. diameter and $\frac{3}{4}$ in. diameter, depending on the work the tube has to do. Unlike Ferrari and Maserati, who make a space-frame using the same type of tube throughout so that clearly some tubes are grossly under-stressed and therefore unnecessarily heavy, Mercedes-Benz have gone into the frame in such detail that each tube is stressed correctly and is only in tension or compression, unlike Maserati, for example, where many of the tubes give strength in bending, which defeats one of the objects of a theoretical space-frame. The result of Mercedes-Benz design is a frame of very light weight and extreme finesse.



WINNER FIRST TIME.—Fangio's Mercedes-Benz seen during practice at Reims. The mechanic illustrates the low build of the car, in spite of its large plan-area. In front of the rear wheel is seen one of the scoops for cooling the tyres, while for race-day the chromium star and cross-brace were removed from the nose of this car.

The two large tubes previously mentioned do more work than just cross-members, for they carry the mountings for the telescopic shock-absorbers and the front one also has the steering box built into it on the left and part of the air-intake duct on the right. At the cockpit the frame is almost out to the full width of the car, which rather dispels any possibility of fitting a normal Grand Prix body. All four brakes are mounted inboard and are of immense proportions, those at the front being nearly 24 in. overall diameter, with at least 4 in. wide linings. The complete assemblies are mounted on the chassis frame and the drums have fine radial finning, on the principle used on the 300SL, with aluminium shrouds welded on to give a turbo-flow effect. The front brakes clear the front of the engine by barely 1 in., clear indication of the way the car has been designed as a complete unit, and are coupled to the wheels by very small diameter shafts and Mercedes-Benz universal joints. Due to the size of the front brakes, they are situated forward of the wheel centre-line, so that the connecting-shafts run constantly out of line. At the rear the drums are slightly smaller and are mounted on each side of the differential. In addition to the turbo-fins for cooling, the rear brakes have air ducted to them from a scoop in front of the windscreen, as well as receiving air from an opening under the driver's seat, while the front ones rely solely on the air passing through the radiator, which is mounted on the foremost part of the chassis frame, with an oil radiator on the left of it.

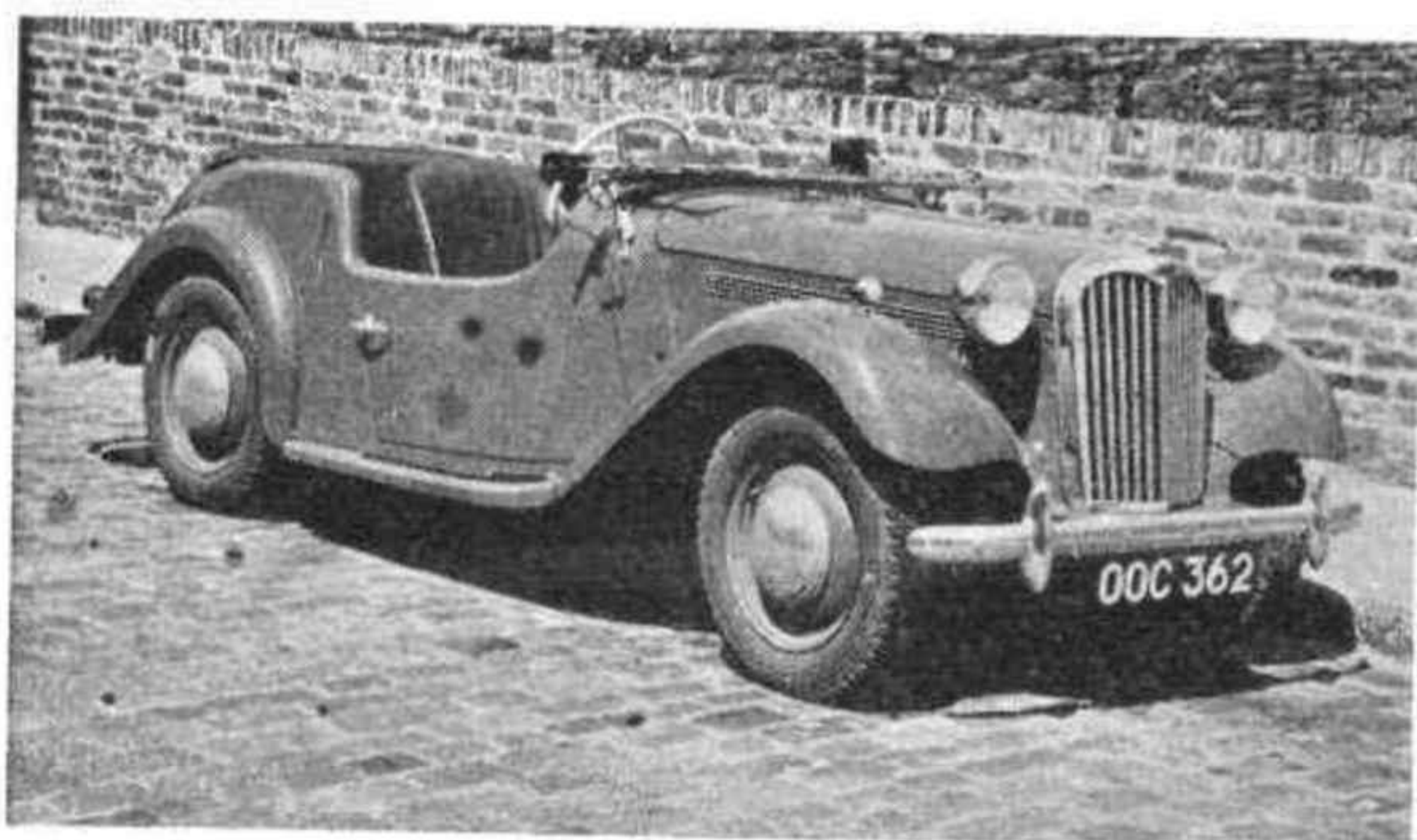
The front suspension is by double wishbones, of unequal length, with a torsion bar connected to the lower one. This torsion bar runs forward and is enclosed in a tube, which is itself a torsion bar, so that with a length of 12 in. the effect of 24 in. is obtained, as on the pre-war Vauxhall cars. All the steering parts are highly polished or chromium plated, as in fact are all the detail parts of the car. The finish is truly "Motor Show," as on the pre-war Grand Prix Mercedes-Benz, and makes contemporary Grand Prix cars look rather "home-made."

The rear suspension is a new departure for Grand Prix cars, for it is a reversion to swing axle, but not of the normal type. Each wheel is carried on the extremity of an arm that runs downwards and inwards to a point directly below the differential housing, where it is pivoted, thus giving a long radius to the arc of the wheel movement and also, and more important, lowering the roll-centre. To each of these arms is connected, by a link, a long, thin torsion bar that runs forward into the cockpit, being located beside the driver's seat, while the telescopic shock-absorber is also connected to this swinging arm. The hub carrier is an elliptical plate located to the chassis by a Watts-link mechanism, the bottom link running forward and the top one backward, while the transmission shaft runs through the hub plate. A Mercedes-Benz universal is used at the hub end of each transmission shaft, while a sliding universal encased in a rubber telescopic sleeve is mounted at the differential end of each shaft.

Continued on page 434

RE-DISCOVERING WEST-COUNTRY TRIALS HILLS WITH A SINGER ROADSTER

An Economical Overhead Camshaft Open Four-Seater in the Pre-War Sports-Car Tradition Visits Some M.C.C. "Observed Sections"



TRIMMED FOR SPORTING OCCASIONS.—The 1½-litre Singer Roadster as a fully-open car.

IN my article in the July issue of *MOTOR SPORT* on the meagre number of small open sports cars now available on the British market, I quoted the Singer Roadster as the sole remaining example of this type of car in the 1,100-c.c. category. Several readers have since pointed out that, in fact, as with the 850-c.c. class, there is no 1,100-c.c. British sports car on the market today, because the Singer 4A and 4AB Roadsters have been replaced by the 4AD Roadster with an engine capacity of 1,496 c.c.

To rectify this error it seemed fitting to test the latest example, and accordingly Singer Motors Ltd. placed at my disposal OOC 362, which some of you may remember as a demonstrator at the last Earls Court Motor Exhibition.

So it came about that one Friday afternoon there arrived outside the *MOTOR SPORT* offices a little car which, like Henry's wagon in the American children's story, was red all over, with a 16-in. white sprung steering wheel and a yellow licence disc.

Although the grey canvas hood was up and the side windows erect (they really *are* windows, of safety glass, the front panes arranged to slide back, these screens pegging securely into sockets in the doors; the driver's has a signalling flap), this Roadster could be converted into a fully open car, the hood disappearing neatly into a compartment behind the back seat, to be concealed by a red leather cover flush with the body sides, while the screen would fold flat ahead of two wind-deflecting cowls forming the scuttle top. This being the case I decided that the best way of regarding this Singer was to mentally discard twenty years of my life, don my most sporting corduroy cap, ring up a blonde, and get down to some quickish motoring in the best sporting tradition.

The blonde failed to materialise but by the Monday morning I had covered 677 miles in the Singer and laid bare its most intimate features.

Being an essentially sporting car, its designers have not flinched at dispensing with certain of the qualities demanded of most post-war cars. Thus the chassis is quite flexible and this, in conjunction with supple coil-spring independent front suspension, results in very considerable radiator and scuttle shake over the rougher road surfaces. Some of this movement is felt at the steering wheel, but otherwise return motion is not evident, the castor action is slight and the steering action is quick (1½ turns, lock to lock) and accurate, but not particularly light. The lock is poor and the soft front springing and normal, quite hard, ½-elliptic back springs result in some concentration being necessary when cornering fast, while road shocks are more noticeable than in today's softly-suspended vehicles. Roll, however, is absent.

Attention to tyre pressures noticeably improves the roadholding and cornering characteristics, but tyre squeal is rather easily promoted

and the car dips its nose under the Girling hydro-mechanical 2LS brakes. The brake pedal feels that it has beneath it a firm sponge or almost inflated air-balloon but stopping power is adequate, although long descents cause the linings to exude an odour of heated resentment and they emitted a loud squeal.

The body is narrow, so that the driver's left elbow is very close to the passenger, and the trailing doors are so hinged that they swing inwards, which, as they are quite weighty with the sidescreens in place, is rather inconvenient. They are deeply cut away, have useful rigid pockets and central interior handles. Visibility is good, for the front wings have easily seen sidelamps erected on them.

The fascia is of wood, covered with leathercloth, and the wind-cowls have a facing of imitation veneer. There is a sensible, lidless cubby-hole of decidedly generous size before the passenger, and simple instruments and minor controls on the driver's side. There seems to be some skimping and lack of foresight here, because the speedometer has no trip (so essential to rally competitors), the direction indicators are non-self-cancelling (awkward in a car which demands more from its driver than a utility vehicle), there is a combined ammeter, oil and fuel gauge dial but no thermometer or clock, the headlamps-beam indicator consists of a duplication of the ignition warning lamp set where it shines straight into the driver's eyes, there is an exterior mirror but no central interior mirror to give a sense of well-being in built-up areas, the hand has to move from wheel to dashboard to blow the horn and the panel lighting produces a "poached-egg" effect. Oil pressure is 37 lb./sq. in. at cruising speed, 10 lb./sq. in. when idling.

Other aspects of, and observations from, the cockpit are such that they should appeal to sporting owners. A large "grab-handle" is fitted on the dash for the passenger's use, lights, starter and choke controls are straightforward, the gear-change is effected by a short, absolutely rigid remote-control central lever working in a ball-gate at the end of an extension tunnel, the front seats are of adjustable bucket type (unfortunately possessed of hard cushions and badly-shaped squabs), and the bonnet top panels hinge centrally as on vintage motor cars. A carriage-key, stowed in a clip under the scuttle, opens bonnet and luggage boot—there are rather a lot of "hard projections" in the cockpit, including the Lucas wiper motor pendant from the screen, in contrast to the "crash-pads" found in American automobiles. Visibility is good with the hood erect, due to a generous back window and side windows in the zip-fastener rear panels. There is a useful full-length tonneau cover.

The gear-change is pleasant to operate, although the lever proved stiff to move and occasionally caught-up going across the gate; reverse position is protected by a heavy spring, but once or twice this was inadvertently over-ridden. The lever is perhaps a trifle too far forward. The clutch is heavy and slightly tricky to engage smoothly and after use the foot has to be rested partially under the pedal, due to the space taken up by the gearbox cover. The hand-brake lever is of umbrella-type, hidden under the scuttle but accessible to the right hand—a central lever would be more convenient for rapid restarts on hills.

These impressions were formed as we drove the Singer home over familiar roads. The hood gives ample head clearance, at all events in the front seats, and very adequate weather protection, but renders the interior of the car rather stuffy, with a trace of fumes.

Through London traffic the vivid red Roadster seemed to have a similar effect on small Ford delivery vans and saloons as a red rag does on wide-awake bulls, for they immediately set up in opposition, one such vehicle doing so with such persistence that at the next set of traffic lights it smote our back bumper. On derestricted roads we found it possible to shake them off, going to 50 m.p.h. in third gear and cruising in the neighbourhood of 60 m.p.h. A floating needle on the Jaeger speedometer made it difficult to take accurate performance figures.

On our safe arrival we conducted a further post-mortem on the Singer. The engine is a 1½-litre power unit as used in the SM1500 Singer saloon, with the typically-Singer single-overhead-camshaft

valve gear and two shielded Solex horizontal carburettors with A.C. air cleaners. Its valve cover and block were painted a less vivid red than the rest of the car. The Lucas battery is mounted very accessibly on the under-bonnet shelf, on which are displayed for instant use the tools, jack, grease-gun and similar items. The dip-stick is easily withdrawn but the small oil filler in the valve cover is set too close to the bonnet hinge-line for replenishment from a can. Champion plugs are used and fuel is fed from a seven-gallon rear tank by an S.U. electric pump.

The rear passengers have foot wells, and access is easy with the hood down, the front seat squabs folding forward. The luggage boot is somewhat restricted by the presence therein of the spare wheel, but the lid falls to constitute a luggage platform. The rear lamps protrude rather too obviously from the back mudguards and the Blumels rear number-plate is mounted not quite vertically on an external bracket. The radiator motif, red-painted inside, plated without, struck me as mediocre.

On the road the Singer Roadster is willing rather than lively; the hum of the indirect gears is drowned by engine noise when accelerating. The lack of vivid acceleration is in keeping with the good, solid "vintage" qualities, emphasised by the flexible chassis and flapping of hood and sidescrims. We had no opportunity of assessing the top speed, screen flat, but 70 m.p.h. showed in closed form. Acceleration is of the order of 0-50 m.p.h. in 17 sec., a standing $\frac{1}{4}$ -mile, hood and screen erect, occupying 22.9 sec. The engine emits considerable power roar when accelerating. It is docile at low speeds, although the throttle action is inclined to be jerky, no doubt due to the cable operation, and this well-proven power unit showed no desire to pink or run-on, and started promptly from cold with a minimum of choke, warming rapidly to its task. At idling speed it kicks viciously on its flexible mountings, so that the gear lever judders under one's hand, and after getting really warm climbing trials hills it was hesitant about recommencing. The engine reaches 2,500 ft. per min. piston speed at 66.3 m.p.h.

This Roadster has, as has been explained, replaced the original 4A and the 1951 4AB. It has the coil-spring independent front suspension of the latter, with double wishbones, the lower ones of channel section, and an anti-roll bar, and the 48-b.h.p. 1½-litre SM1500 engine with a single downdraught Solex; now, with two horizontal Solex carburettors, it develops 58 b.h.p. at 4,600 r.p.m.

Having put myself on intimate terms with this Singer, which is one of the few remaining open sporting four-seaters, I proceeded to use it.

On the Saturday I was due to accompany a friend in his 1910 Panhard et Levassor W. & G. taxicab on the Bristol M.C. & L.C.C. Veteran Car Trial, this being "poetic justice" for having introduced him to this lofty and delightful carriage in a cow-shed at Hemel Hempstead, whither I had been led by a letter which MOTOR SPORT had received from a reader with a nose for smelling out veterans. To keep my appointment with this 25-m.p.h. (cruising speed) vehicle I was up at first-light and away in the snug comfort of the little Singer. Unfortunately a slipping clutch cone and a loose rear wheel rim which repeatedly punctured the tubes caused us to abandon the long run to Bristol and resulted in an afternoon devoted to returning the disgruntled Panhard (which is complete with a splendid ship's-type indicator between passengers and driver telling the latter when to turn left, turn right, slow or stop, and a "period" Halda taximeter) to its base, and watching the boats negotiating Shepperton lock on the River Thames.

As an antidote to a somewhat disappointing day we decided to motor to the West Country on the Sunday and try the Singer on some of those trials hills of the nineteen-thirties made famous by the M.C.C., terrain which seemed in character with the 4AD Roadster.

Leaving just before midday, good time was made along A 30, the average speed being in the region of 40 m.p.h. in spite of wholesale delays occasioned by T.A. convoys.

The first halt was called to consume Somerset cider and look at a crashed Alvis which we had spotted at a wayside garage. It proved to be a nondescript hybrid but the pause was rendered worthwhile by coming upon a mysterious engine standing with a piece of sackcloth over it outside a cottage next door. It was a six-cylinder side-valve with three exhaust outlets and a single downdraught carburettor, its crankcase possessing a ribbed oil filter adjacent to the oil filler and the tappet cover bearing the initials "M.S." As Editor of MOTOR SPORT I felt it essential to solve the mystery of its identity and, prompted by the offer of a large cider as a reward, the solution soon came to me—as I expect it will to most of my readers.

From there to Yeovil we ran in close company with the keen crew of a fast-moving A40, but parted company in that town to glance

THE SINGER 4AD ROADSTER

Engine: Four cylinders, 73 by 89.4 mm., 1,497 c.c.; o.h.v. actuated by single o.h. camshaft; 7.4 to 1 compression ratio; 58 b.h.p. at 4,600 r.p.m.

Gear ratios: First, 14.55 to 1; second, 9.45 to 1; third, 6.12 to 1; top, 4.875 to 1.

Tyres: 5.00 by 16 Goodyear All-Weather de Luxe on bolt-on steel disc wheels.

Weight: 16 cwt. 2 qtr., without occupants but with approximately one gallon of fuel.

Steering ratio: 1½ turns, lock to lock.

Fuel capacity: Seven gallons; range approximately 203 miles.

Wheelbase: 7 ft. 7 in.

Track: 3 ft. 10½ in.

Dimensions: 12 ft. 7 in. by 4 ft. 10 in. by 4 ft. 10½ in. (high, hood up).

Price: £519 15s. 0d. (£737 8s. 9d. with p.t.).

Makers: Singer Motors, Ltd., Birmingham 10.

over a 1912 Scout tourer in a showroom window. Hardly had we re-entered the Singer—running now with its hood furled, as befitted the expedition in hand—than we spotted a very fine 1912 Morris-Oxford light car in another showroom.

Most of my long-distance journeys this year having taken me north, or north-east into Wales, I was glad to be driving out of Somerset towards Devon, and have to confess that A 30 was not unduly congested on this warm July Sunday, although what traffic there was moved with astonishing slowness.

The first of the M.C.C. hills we attempted was Meerhay, near Beaminster, to reach which we drove through a road-tunnel dating back over one hundred years. On hard tyres we suffered defeat through wheel-spin and back-axle tramp just beyond the dreaded rocky outcrop on the 1 in 4½ section of the $\frac{3}{4}$ -mile hill. We reduced the pressures somewhat and restarted, from beside a rusty oil-drum which presumably marked a one-time trials' "observed section begins," but came to rest as before.

Our next objective was Harcombe. Refuelling a mile from the village, where the local postman in his Morris van directed us, we came upon a Buckler Ninety in course of completion at a spotless little filling station on the main-road hill. Its owner told us the body was producing the usual headaches, but that he had done 75 m.p.h. on the chassis, using a Ford Ten power unit endowed with two carburettors and stronger-than-Dagenham valve springs. *En route* we had glimpsed Lyme Regis, coming up a hill down which my passenger had been "run away with" by a Carden cyclecar in a post-war Exeter Trial and, our posteriors feeling the hardness of the Singer's seats, we had walked down to the beach at Beer, where the Brighton-Beer used to finish, although in recent years it has neither started from Brighton nor concluded in this charming Devonshire seaside village. Rather surprisingly, the beach and tea-gardens were not crowded, while, in deference to prevailing summer temperatures, although several holiday-makers were on the sea, in sailing craft, no one appeared to have ventured into it.

Hereabouts the only other 4AD Roadster we met was encountered, its driver hastily thrusting an arm out of the signalling flap to give us a Singer owner's wave.

Harcombe's "post-vintage" gradient presented no difficulty, the Singer ascending in the two lower gears, pleasure being derived from swinging it round the four corners on the 500-yard-long climb with its maximum gradient of 1 in 4½. It was last used in an Exeter Trial in 1935 when it failed three competitors. It was usually an easy hill, but in 1937 stopped 26 out of 250.

After a meal we got through Exeter and sought Windout, descending it and, turning back, ascending it before we ascertained from a farmer that we had found the right hill. The reason for our doubt was that the watersplash has been reduced to a trickle and the road resurfaced since we saw it from the passenger's seat of a Buckler some "Exeters" ago. The corners still occupy the driver's eyes and arms and the gradient is 1 in 3½ at the steepest part of the $\frac{1}{4}$ -mile climb.

To complete our M.C.C. memories we went next to Fingle Bridge. This really is a magnificent hill, a mile long over a loose shale surface, 1 in 4, and continuing in a seemingly endless ascent of narrow, overgrown twisting lanes, so that we grew hysterical with alternate delight and regret at the thought that we might have to reverse

down. But the Singer climbed strongly (we omitted the restart near the top) and appeared to suffer no damage or to become unduly hot, although the off-side bonnet panel burst open.

All four hills had been great fun to climb, far more so than the freak slime lanes which of necessity figure in nearly all present-day trials. The thought crossed my mind as we approached Meerhay that perhaps this hill-storming was not the most tactful thing to do in a sports car on a summer Sunday. But we saw few people in the vicinity of the "observed sections" and those to whom we applied for directions (a policeman included) seemed delighted to point out the way. Even the farmer who put us right about Windout (and, incidentally, told us that his family had supplied cider to French prisoners at the time of the Napoleonic war) said he had no particular objection to trials except that in the winter one such event could render the lanes muddy for the remainder of the winter and spring, to the detriment of lambs which had to be driven that way during the lambing season.

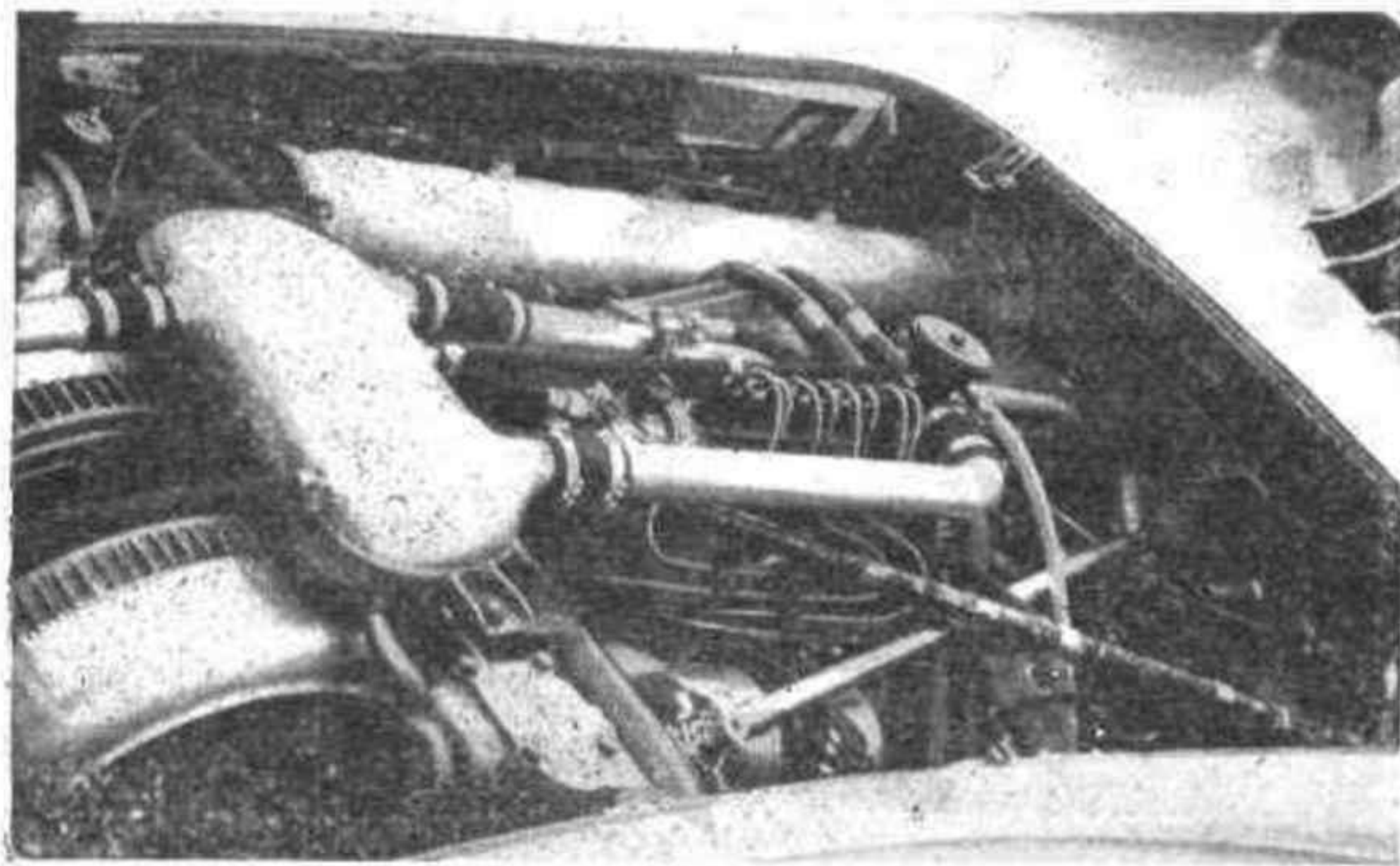
Although it was now getting cold and dark we motored on through the lanes and scenery towards South Molton, passing the country residence of "Baladeur," so that hereabouts we took the bends cautiously, lest his big yellow Hispano-Suiza should be at large that night. In fact, the only vintage car we saw was a Swift Ten tourer driven by an enthusiastic young gentleman who pulled almost into a ditch to let our "red racer" go by. His car had a proper Swift radiator, not the later ribbon affair, and its appearance was enhanced, as they used to say, by wire wheels.

The run home *via* Taunton, Wincanton, Mere and Salisbury was unhurried and so deep in conversation were we that we went through Basingstoke instead of along the by-pass. Yet the average speed was a deceptive 44 m.p.h. or thereabouts, at a fuel consumption of approximately 28/29 m.p.g. The unconcealed headlamps gave an adequate beam and were capable of improvement by adjustment.

The Singer Roadster covered in all 752 miles in my hands and gave not a trace of trouble; it asked for three pints of Castrol S.A.E.30 but consumed no water. If its design and conception suggested to me at the commencement of the test that I should project my mentality back twenty years or so, at the test's conclusion I actually felt that much younger. It had been one of the better weekends, in a staunch and unusual little car.—W. B.

F. I MERCEDES-BENZ—continued from page 431

The swinging arm members of this rear suspension are typical of the workmanship of the whole car, for they are 2½-in. tubes at the hub end and taper into an H-section bar at the pivot end. This principle of swing axle is similar to that used on the new 220 model Mercedes-Benz touring car. All wheels are of the wire-spoked type and 16 in. diameter, those at the front having larger hub centres than the rear, enforced by the large universal required for the brake shaft to pass through the steering pivot. In order to avoid any errors the front hub caps are three-eared and the rear two-eared, both being normal knock-off type. The dry-weight of the complete car is 13½ cwt.



The hush-hush engine of the F. I Mercedes-Benz.

The fully enveloping body is of elektron sheet and only 0.028 in. thick and welded or riveted as occasion demands. In order to cool the rear tyres large scoops are cut in the front of the wheel humps and cowl exits are riveted onto the inside of the humps behind the wheels. A headrest is faired into the body behind the driver's seat and in this is the filler cap for the fuel tank which is a single one, mounted above the differential and gearbox and holding 42 gallons. The oil tank for the dry-sump lubrication is mounted

on the left of the car, behind the front wheel, with an air-exit from the radiator passing alongside it. The driving position is somewhat reclining and the driver has his feet very wide apart, there being a footrest beside the clutch pedal, while the steering wheel, identical to pre-war Grand Prix Mercedes-Benz, has four spokes and is quickly detachable.

The eight exhaust ports merge into two short pipes which eject from the off side of the car, just in front of the cockpit, while a detachable panel allows access to most of the sparking plugs; the remainder, the front four or five, are accessible only when the off-side front wheel is removed. This at first seemed most unreasonable, but a little thought showed that there was reason behind it. At the pace at which modern Grand Prix races are run there is no time for pit stops for fuel, let alone sparking plugs, and clearly Mercedes-Benz have complete confidence in Bosch plugs. If an engine starts to misfire it is due to some derangement in the internals which has affected the plugs, so that a change of plugs is only going to delay the inevitable and the chances are that after the first misfire the race has been lost anyway.

Nowadays any plug specialist will agree that fouling in a racing engine is only due to the engine not being 100 per cent. or the wrong plug being used, and Mercedes-Benz engineers obviously believe in this, having no intention of running an engine that is not 100 per cent. on the fits and clearances of pistons, rings, valves, guides, etc. This is, of course, the advantage unlimited resources have over a private owner who has only one engine which has to be kept as near 100 per cent. as is possible, but which is usually only achieved in its first race.

To complete this story of the scientific approach to Grand Prix racing, as distinct from the sporting approach, the detail work on the question of jacking the cars for wheel removal is one little instance. A complete undershield is fitted, with only the air aperture under the driver's seat and the ribs of the gearbox breaking the smooth flow, consequently a normal type of jack is useless. At the front and rear of the car, runners are fixed to the undershield and the quick-lift jacks have ball-races on the two vertical posts and these roll along the aforementioned runners as the jack is slid under the nose or tail of the car.

Just in front of the rear wheels, on each side of the car, the frame has a tube into which a solid bar can be inserted and a single jack levered on this bar raises the complete side of the car.

For transport of the team Mercedes-Benz diesel lorries are used and each one is built to hold two cars, one above the other, while aluminium covers lined with felt fit over the wheel humps, which are the highest points of the cars, to prevent any possible damage. Another lorry carries all the spares and equipment and in addition there is a fully-equipped workshop lorry, and it is obvious that Mercedes-Benz have come back into Grand Prix racing not only to stay, but also to win.

Many readers have already complained that MOTOR SPORT is too pro-German and doubtless the same people will not agree that Mercedes-Benz justify such a complete description, but personally I feel that July 4th witnessed the beginning of a new era in Grand Prix racing, similar to that witnessed in 1934 at Montlhéry, when from the point of view of technical interest the current Alfa-Romeos and Maseratis were made to look obsolete. The peak of Grand Prix racing ceased to be a sport almost from its inception, for the aim has always been to achieve more speed and/or power than your rivals, and that is a science. The drivers supply the sport by using the scientific instruments given them by the engineers to do battle against one another.

Until the fall of the flag, Grand Prix racing, and any racing for that matter, must be approached by the designer, engineer, mechanic or team manager as a pure science, where the brain comes first and foremost; even though the drivers may supply the sport, they must always be controlled by the science of motor racing, especially if it is a matter of teams racing against teams. That a science is a serious matter is accepted, and therefore the science of Grand Prix racing needs to be taken equally seriously and it is the Mercedes-Benz organisation's ability to provide this serious approach to Grand Prix racing that has always appealed to me and always will, nationalities, politics, or personalities being of no importance.

As a mechanical instrument, the 1954 Grand Prix Mercedes-Benz sets a new standard, but in fairness I would say that I saw a similar standard, for its time, in 1949, when I first had a private look at the B.R.M. Then I witnessed a new conception for the current Formula I with the same mechanical appreciation that I viewed the new Mercedes-Benz. Unfortunately, it was obvious that the conception was beyond the capabilities of those concerned, as has subsequently been proved, but it was just as much a landmark in the development of the racing car. After the result of the first race of the Mercedes-Benz it would seem that *this* landmark is going to stay, unlike that of 1949, but as these words are being written before the British Grand Prix I may have to eat this page of MOTOR SPORT.—D. S. J.

THREE SMALL 'UNS

A GENTLEMAN friend of mine who took to owning sports cars as a hobby rather after middle-age—he had an immaculate Type 40 Bugatti and two Bertelli Aston Martins—used to express the view that if you had the price of a good car then you had no need to go above 1½ litres for your everyday motoring.

That was said to me quite a number of years ago and, although I have not driven an Alfa-Romeo Juliet, Lancia Appia or Fiat 1,100 TV, I am of the opinion that about 1,200 c.c. might be called the absolute limit today.

The cost of petrol undoubtedly makes us primarily a small-car nation, which the flat-rate tax would have prevented were it not for the shocking price of fuel. So obvious that it is apt to be overlooked is the fact that the Government and not the Oil Barons are to blame. Indeed, deduct the cruel half-a-crown-per-gallon tax and the petroleum companies are seen in a very favourable light, inasmuch as a gallon of the best is sold for a mere two shillings and the lowest grade costs 1s. 8d., which represent 8d. and approximately 6½d. a gallon, respectively, at pre-Hitler values. It really is about time those in power were made to realise that motorists are paying over and over again for such improvements and repairs as are made to the roads—a set of disfiguring kerb-stones here, a hardly-necessary new roundabout there, instead of the new bridges, fly-overs and entire new highways the traffic of Britain so visibly demands—and are still the most savagely-taxed and long-suffering members of the community.

While we sit down and take such raps, motoring effortlessly behind 6 or 8 litres of engine must remain a dream for the majority, who should be extremely thankful that small-car design has made such excellent progress since the air-raid sirens first wailed to herald the end of another era.

The small-engined and therefore economical motor car being the type primarily in use these days, I have been interested to sample a few just recently which have motored extremely effectively on modest consumptions of the costly spirit.

These cars have been three in number, or four if we include the 2 c.v. Citroën I entered for that fascinating competition, the Cheltenham M.C.'s International Fuel Economy Contest. However, I have said more than enough about this so-excellent "people's car," for over-much publicity can prove detrimental to the best products, so I will content myself by remarking merely that the figure of 83.7 m.p.g. (of Regent Benzole and Esso Mixture) which won us second place in the Experimental Category does not seem too bad considering that the little vehicle wasn't "doctored" for economy in any way whatsoever beyond putting Q5500 in the sump and blowing up the Michelins to 28 lb./sq. in., while we drove quite hard to ensure that the required minimum average speed of 30 m.p.h. for the 600-mile route was accomplished, and actually exceeded this by several miles per hour.

After the contest I let Geoff Tapp drive home in the 2 c.v. because the class-winning Buckler he had helped to pilot had converted its engine to air-cooling and would need coaxing back to base. Our small power unit, *intentionally* air-cooled, seemed a better proposition and Geoff, having coaxed it with considerable effect, was, I think, like a lot of other people, somewhat astonished at what two 187½-c.c. cylinders as arranged by Citroën can accomplish.

The first small car of the three to which this article is dedicated is the Mark 54 version of Renault 750. I have driven many earlier examples of this very willing and appealing little car from Billancourt and those who seek the lot should consult the appropriate back issues of MOTOR SPORT.

Evolved in 1947, nearly half a million of these 4 c.v.s have been made. Leaving the Acton factory in a torrential downpour in the latest sunshine-roof saloon—with the roof shut!—I formed first impressions of the little Renault which were not entirely favourable. The small, round pedals that actuate clutch and brakes looked uncomfortable, the accelerator seemed too close to the considerable intrusion of the prominent wheel-arch (a penalty of a taxi-like turning circle), the transmission was rather noisy, the diminutive gear-lever selected but three forward speeds and could be felt reacting to changes from drive to overrun, and the little 747-c.c. engine seemed to fuss. Moreover, the rear location of the latter results in oversteer which calls for slight correction even on straight roads and the steering in doing this seemed unnecessarily stiff. Now, writing these words after I have covered 443 miles in the car—a comparatively modest week-end's motoring—I am at one with the 4 c.v. and captivated by it. The fact is, this is a car which grows



The Renault 750 sliding-roof saloon.

on you, until you wear it like a comfortable-fitting, favourite shoe.

Certain harshnesses aforementioned come to be disregarded on closer acquaintance, especially when you reflect that the French are adept at making cars which go and that they do not look for unessential refinements, as perhaps the English motoring gentleman does. What matter if the starter and choke controls protrude all too obviously from the floor and are bare metal to ungloved fingers, providing they are to hand, and practical?

Citroën decided on a very big car in relation to its engine size when planning the remarkable 2 c.v. and, thus limiting performance, was able to use very soft suspension; Renault, with double the *cheval vapeur*, skilfully built a real scaled-down large car, a beautifully-proportioned four-door, comfortable four-seater saloon within limits of 11 ft. 9½ in. by 4 ft. 8½ in., and a 6 ft. 10½ in. wheelbase. Next up the list after the Citroën 2 c.v. in performance, the car still does something like 47 miles on a gallon of petrol (approximately 42 rapid miles per gallon on the example tested), and calls for harder suspension, which, if this magnifies wheel-patter and minor rattles, nevertheless gives a level-keel ride and effectively kills road shocks. Incidentally, the lines of the Renault 750 are characteristically French and, to me, very attractive.

Very soon the controls all come naturally and the keen driver finds he is progressing at a rate which to those in larger vehicles must seem indecent. The 54½ by 80-mm. engine sounds far more healthy towards peak revs. in second gear than any of the 56 by 76-mm. engines which enlivened my youth ever did. The absence of four speeds to a large extent passes unnoticed and the tiny gear-lever, one of the endearing individualities of the 4 c.v., is so well to hand and selects ratios so readily that you find yourself beating the synchromesh.

Although the overhanging power unit and swing-axle rear suspension contribute to oversteer, this is subdued by the taut, quick steering, while the little car whistles round corners without vice, the action of the rack-and-pinion gear proving very acceptable; the gearing is such that you can do "real Fangios" with the wheel on the sharper swerves. There is very brisk castor-return action. With 5.00-15 Michelins the car is generously shod, so that tyre howl is absent. On a wet road and in the press of modern traffic I would as soon be in a 4 c.v. Renault as in any car I know, especially as the Lockheed brakes match the urge. The 21-b.h.p. engine is well behaved in every way and uncomplainingly consumes grade two petrol in spite of a compression ratio of 7.25 to 1.

Restarts on steep gradients in the 17.4 to 1 bottom gear do not distress the clutch and the sensible central hand-brake functions well. I did not take any performance figures but the speedometer needle never seemed to be far from 60 m.p.h. whenever I glanced at it.

The 4 c.v. is a really small car, yet a surprising amount can be carried in it, as I proved to my satisfaction when I stowed a big suitcase and masses of odds and ends under the front bonnet (an operation which causes the neighbours to cast distinctly sidelong glances!), and my wife and four small girls inside the car, preparatory to a caravan week-end on the Sussex coast. Such a load has no effect on the good handling qualities. (N.B.—We did *not* tow the caravan with the 4 c.v.)

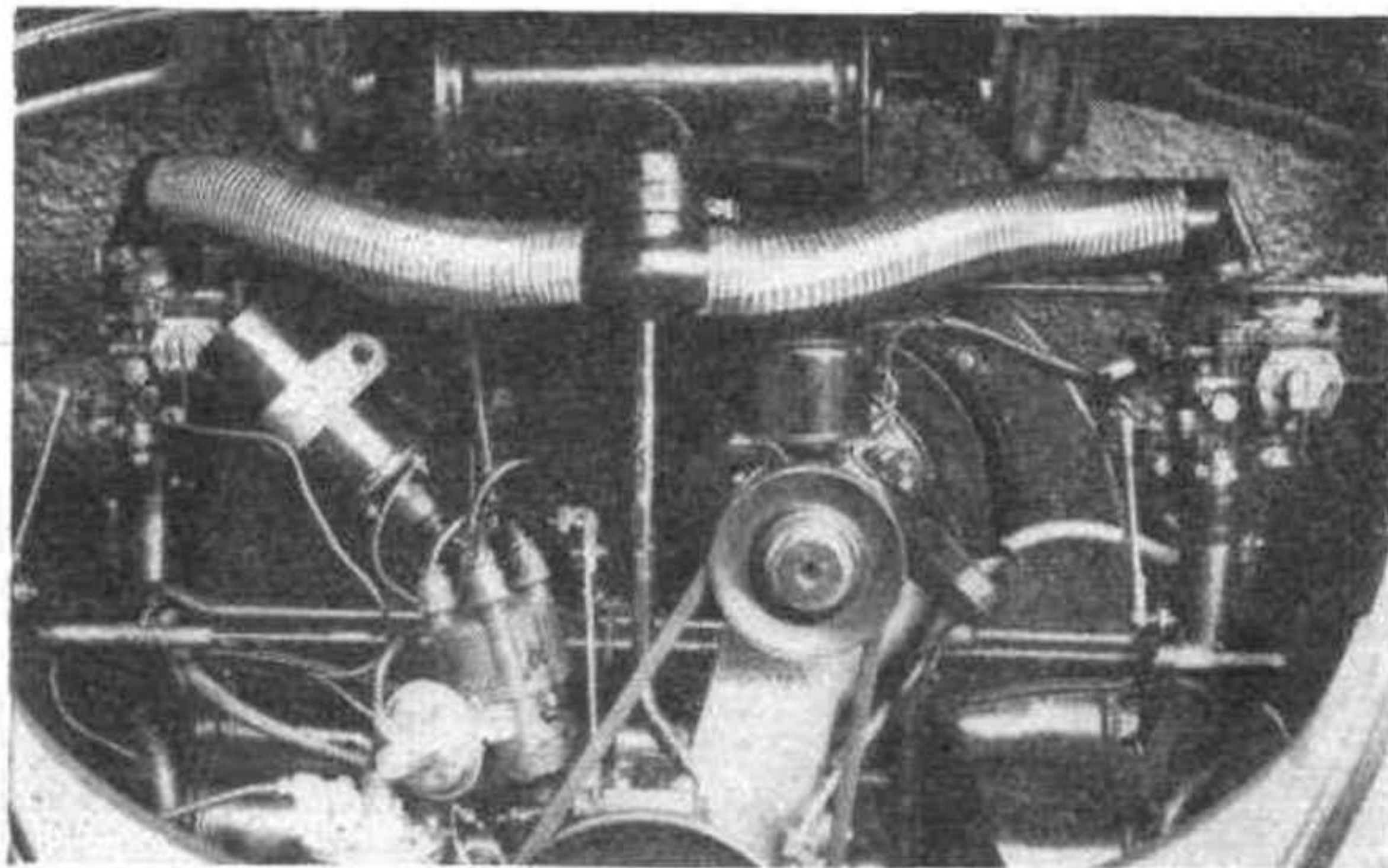
In the Mark 54 the spare wheel sits almost vertically, which improves the under-bonnet capacity. Other improvements concern

a new radiator grille, sliding front seats, better leg-room for back-seat passengers, 29.9 in. instead of 27.3 in. between the backs of the front seats and back of the back seat, better-shaped front-seat squabs, softer suspension by reason of new shock-absorber settings, waterproof deflector half-windows and improved interior-heating arrangements. The latter include hot-air delivery under the rear seat as well as to the front compartment, and also demisters. Temperature is controlled by a radiator blind set in any one of four positions by depressing stiff wire cord on the roof by the front-seat passenger. I tried it with the idea of overcoming screen misting when cold rain fell one June evening, but although the engine soon boiled over no hot air seemed to issue from the vents—because the heater-screens round the fan had been removed for the summer. The draught-free body certainly does not call for a heater in summer.

A good feature is that both bonnet and boot (whichever way you look at it!) lock (as also does the steering column, with the ignition), and as the petrol filler is beneath the former the fuel supply is also rendered thief-proof. There is, of course, the embarrassment that the garage man will put the petrol in the radiator, the filler cap of which is no longer labelled "water," but at least this will not prove so disastrous as when he put water in the petrol of your A.B.C. (which took on fuel through the filler cap of its very realistic dummy radiator), which only goes to prove that in unusual fuelling arrangements, as elsewhere, considerable progress has been made.

I have written more than enough to emphasise that I'm on the side of the 4 c.v., the latest Mark 54 version of which has prompted Renault to come out with a pleasing picture of four horses sitting snugly in armchairs before a blazing fire—*plus de place, plus de chaleur*.

In France the baby Renault is made in "Business" and "Sport et Grand Luxe" versions and with saloon, sunshine saloon and convertible bodies, the English version being the equivalent of the Grand Luxe with or without sliding roof. Mindful of the sensational performances put up by these cars in the Mille Miglia and at Le Mans, I look forward soon to testing a hotted-up version as marketed by the Billancourt factory.



The two-carburettor engine of the R. Willis' VW.

The next car of the three with which this article is concerned was a Volkswagen with specially-tuned or "hotted-up" engine. As with the 2-c.v. Citroën, so with the VW, over-much publicity can be as useless as none at all, so I will refrain from gilding refined gold, lilies or what have you and concentrate mainly on the car's non-standard virtues.

It is a 1,192-c.c. saloon prepared by Ron Willis, of the West Essex Engineering Co., Market Square, Abridge, Essex (Tel.: Theydon Bois 2077), who has acquired the rights to supply German modified parts which materially improve the performance of the normal VW.

Outwardly the car looks like any other VW except for two intriguing chromiamed exhaust pipes protruding from under the engine compartment, balance weights on the wheels, and two Desmo wing mirrors.

The engine modifications consist of larger inlet valves and ports in special cylinder heads which give an increased compression ratio, twin downdraught Solex 32PBI carburetters providing an increase of 4 mm. over the standard single Solex, and alterations to the lubrication system, which incorporates a Type F3 P2/W Fram filter mounted approximately vertically behind the cooling ducts and an oil radiator set by the cooling fan. The carburetters, which were of accelerator-pump type, were connected to a sizeable cylindrical air-cleaner of German make by means of plated flexible piping,

the choke or starting controls being inoperative. The engine was content with any premium grade fuel, but some "pinking" was evident. The K.L.G. F80 plugs gave no anxiety, nor did the engine run-on.

My first impression concerned the excellence of the acceleration, to which was added appreciation for the VW's effortless cruising speed of an indicated 70 m.p.h. once the open road had been attained. For many miles across the Wiltshire/Berkshire downs, with a following wind, the speedometer needle went to its stop, at 80 m.p.h., and stayed there. The "wuffle" from the twin exhausts and the characteristic gearbox hum—which caused one person to ask "Is it supercharged?"—are pleasing accoutrements to the soup.

At times there was a smell of hot paint, but this may have been the brake drums frying. In fact, the brakes, fierce in traffic, were adequate to the stepped-up performance.

Just recently there have been scare-letters in certain sections of the motor Press about the VW's vicious oversteer tendency when cornered fast and while the improved speed of NBM 300 showed this tendency to be present, it would be disconcerting only at "circuit racing" speeds to a driver unaccustomed to rear-engined cars. I can qualify what I am struggling to get over by remarking that drivers who drove the VW on private roads, having tried the behaviour of the vehicle on fast corners, announced that "it doesn't oversteer as badly as I had expected." No doubt the Michelins on the back wheels were properly inflated.

Coming back to the improved performance, tests over our carefully-measured ¼-mile are of interest, as revealing the very considerable merits of this "poor man's Porsche." The figures we obtained can be set out as follows:—

| | Standard de luxe VW (£689 12s. 6d.) | Willis' VW (£784 12s. 6d.) | Type 356 1,488-c.c. Porsche (£1,971) |
|-----------------------------------|---|----------------------------------|--|
| Standing start ¼-mile (mean) = | 24.2 sec. | 22.9 sec. | 20.1 sec. |
| 0-50 m.p.h. (speedo. corrected) = | 20.5 " | 15.3 " | 10.6 " |
| 0-60 m.p.h. (speedo. corrected) = | — | 23.2 " | 17.0 " |
| Comfortable max. in first = | 12 m.p.h. | 20 m.p.h. | 18 m.p.h. |
| Absolute max. in first = | 22 " | 25 " | 27 " |
| Comfortable max. in second = | 30 " | 39 " | 38 " |
| Absolute max. in second = | 46 " | 50 " | 50 " |
| Comfortable max. in third = | 51 " | 58 " | 60 " |
| Absolute max. in third = | 60 " | 66 " | 76 " |

Maximum speed over this give-and-take ¼-mile was 65 m.p.h., but the true maximum can be written down as 70 m.p.h., rising beyond this under favourable conditions—and, remember, maximum speed in a VW is virtually cruising speed.

Although we were told that petrol consumption was unaffected by the twin carburetters, the car tested was unfortunate in this respect. We found fuel leaks at the float-chamber banjo unions, and the carburation seemed in need of tuning, as it was visibly rich at low r.p.m., starting was far from instantaneous and there was rather hesitant pick-up until about 20 m.p.h. had been attained in second gear. The overall figure, holding high cruising speeds, was 29.1 m.p.g., but rather more gentle handling gave 31 m.p.g.

A total mileage of 243 was completed, and NBM 300 faulted only once, when the throttle connection fell off; it was very soon recoupled.

There will be many Volkswagen owners anxious to improve the performance of their cars and they can obtain details of the conversion from the West Essex Engineering Co., Ltd.; I understand the cost comes to £95.

The third car to come under review is a Morris Minor with an engine "hotted-up" by the Alexander Engineering Co., Ltd. I had not driven a modern Morris Minor, that peer amongst small cars, for a very considerable time and with the Nuffield Ban on MOTOR SPORT road-tests it seemed unlikely that I should ever do so again. Consequently, when Michael Christie suggested that the tuned versions in which his firm specialises might be of interest I was quite honest when I replied that they certainly would be.

In concluding the MOTOR SPORT road-test of the side-valve model in 1949, when it was a new car, I wrote: "... the new Morris Minor is a thoroughly attractive little motor car and a credit to its makers. It handles as few cars, large or small, do..." Since then roadholding and cornering qualities have improved generally, even amongst utility cars, but if the Morris Minor is no longer quite so outstanding in this respect as it was five years ago, after driving Michael Christie's "souped-up" version, I think it is still ahead of all other British small cars.

I believe that Alec Issigonis, now with Alvis Ltd., seized one of those opportunities which come but once in a man's lifetime when he put the Minor on a Nuffield drawing-board. By using a stiff

body/chassis structure, he was able to give his torsion-bar i.f.s. full play, aided by a small wheel at each corner and the smallest practical size in tyres. Lockheed brakes and rack-and-pinion steering completed this excellent recipe and the minor controls were in keeping.

Unfortunately a fly can get into the best ointment, and the designer was unable to persuade his lords and masters that he had planned the modern Minor to take a flat-four power unit. He wasn't even able to get a four-cylinder o.h. camshaft engine installed, similar to the prototype 750-c.c. unit which he used with success in his racing Lightweight Special. Instead, the Nuffield planners insisted on using what was virtually a Series E side-valve Morris Eight engine with iron head, and as this developed only 27 b.h.p. and was coupled to a gearbox having unhappily wide ratios, the little car had a very dull sort of performance.

Now, of course, the 800-c.c. o.h.v. B.M.C. engine which figures also in the Austin A30 is used for the Series II Minor, but this only manages to produce 30 b.h.p. at 4,800 r.p.m. So Michael Christie, besides being a talented sprint-driver with E.R.A. and blown and unblown Cooper 1,100s, is obviously a shrewd businessman, because the Morris Minor, which exists in large numbers in the hands of enthusiastic drivers who appreciate its fine handling qualities, is just the car which shouts for the endowment of additional urge, and remains controllable when thus encouraged.

Apart from h.c. gaskets and two-carburettor conversions for the earlier s.v. cars, Alexander Engineering Co., Ltd., whose premises are situated close to the delightfully picturesque Buckinghamshire village of Haddenham, not far from Aylesbury, have gone the whole hog over hotting-up the o.h.v. Minor and Austin A30.

They provide a special cylinder head with streamlined inlet ports and a compression ratio of 8 or 8.5 to 1, stronger valve springs, and twin S.U. carburettors. The last-named are supplied with special alloy manifolding, so that each carburettor feeds directly to a pair of ports, connected by a large-bore rubber balance tube. The exhaust manifold hot-spot is dispensed with but the manifold is normally unaltered; a three-branch manifold is available if required, however, as are air filters for the S.U.s with a pipe enabling one carburettor to breathe from the valve cover. To prevent over-revving of the tuned engine the rear axle ratio of 1953 cars is raised from 5.286 to 1 to 4.55 to 1 and that of 1954 cars to 4.875 to 1, while a suitably modified speedometer, incorporating a trip indicator, is available.

Details of the separate prices of these modifications are available on application to Alexander Engineering Co., Ltd., Haddenham, Bucks (Tel.: Haddenham 345/6).

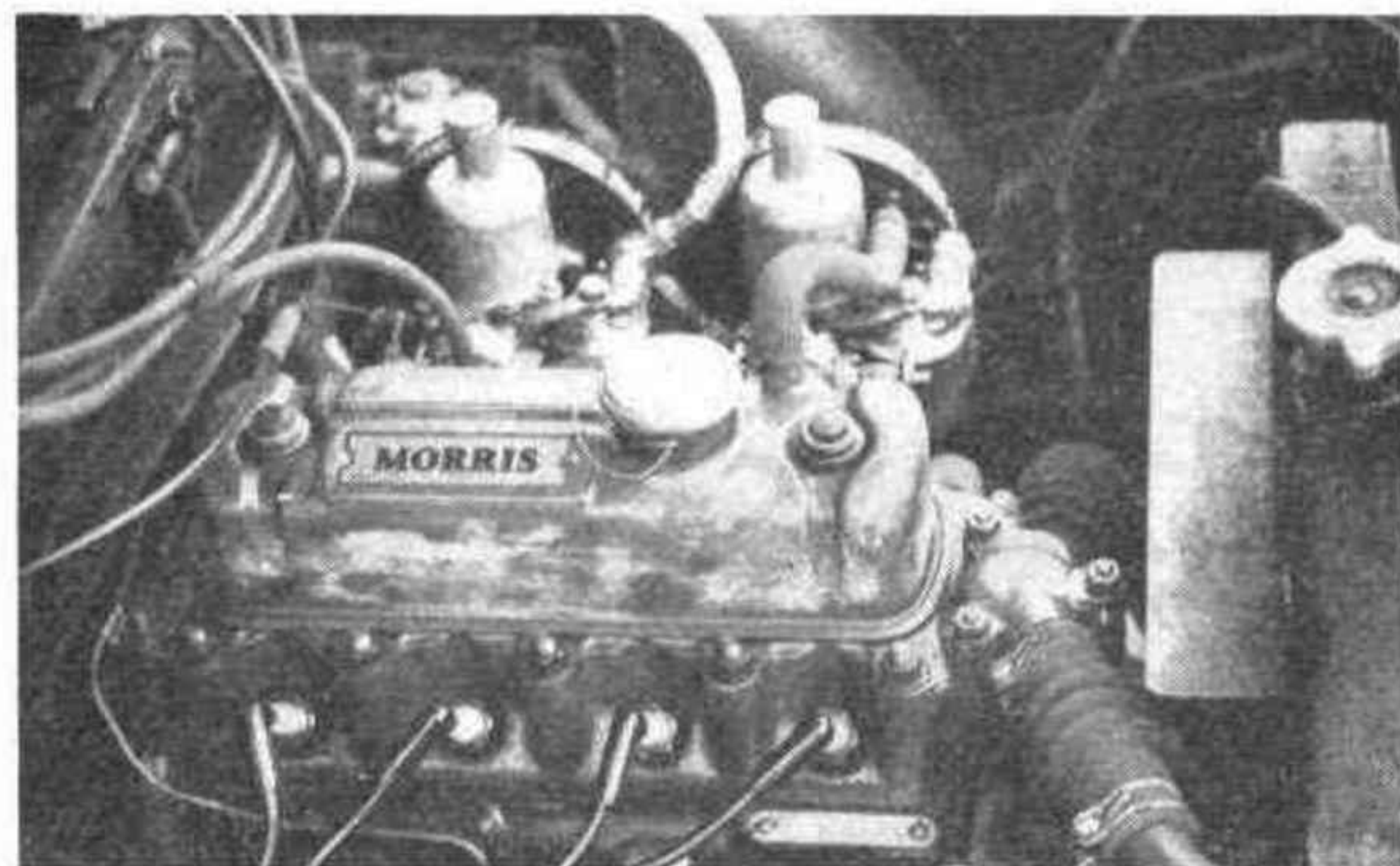
Suffice it to remark that the normal range of modifications to the o.h.v. Morris Minor costs £55, converted at the works after the engine has been decarbonised, its valves ground-in, and tuned-up generally. Incidentally, the new inlet manifolds have been designed in conjunction with the S.U. technicians.

At the time of my visit three converted Minors were at the works, a 1954 two-door saloon, a 1954 "Traveller's Car" and a 1953 black tourer. It was the latter car which I was given to test; this particular touring car has always appealed to me as very attractive, its wind-up glass windows turning it into a saloon when required.

After a good lunch in sleepy Thame, during the course of which I was told that considerable research, using the firm's Heenan and Froude brake, had been carried out to ensure that the power output really does increase usefully when the conversion is made, and that already on an average seven conversions a week are being fitted, I was let loose to rediscover the joys of driving a modern Minor, and a very lively one at that. The car got along remarkably well, and the aforesaid Morris roadholding and steering proved fully equal to the increased urge. The firm suspension kills roll when cornering, there is neither pronounced over nor understeer, and the steering is quick, light and smooth. The gearbox has rather wide ratios and it is easy to beat the synchromesh, which results in a nasty crunch, but with the two-carburettor engine less ratio-swapping is necessary. The exhaust pipe strikes the chassis at idling r.p.m., a fault peculiar to the Minor.

I covered over 300 brisk miles in the tourer and was duly impressed, including the manner in which the hood kept out the driving rain which fell the night before the British G.P., which the car spent beside MOTOR SPORT's Berkeley caravan.

Later I arranged with Michael Christie to take over a 1954 Morris Minor Traveller's Car, with the two-carburettor head and the 4.875 to 1 back axle ratio. By reason of the engine modifications this is a charming little car, possessing sports-car acceleration and a cruising speed which is normally around the mile-a-minute mark but which could be worked up to 65 m.p.h. It is also notably comfortable by reason of Dunlopillo bucket front seats, and has bags of room behind for passengers or goods, the latter easily loaded through the



The Alexander Engineering Company's special two-carburettor head for o.h.v. Morris Minor and Austin A30 cars.

double doors forming the back panel, while the many windows provide exceptional visibility for all occupants.

The controls are like those of the 1953 tourer, although the direction-indicators' switch is easier to use and the indicators self-cancelling. As the engine now revels in high revs., some sound-damping, as had been adopted on the tourer, would be an advantage, but the ready response to the accelerator is immensely satisfying and the usual fine roadholding and cornering qualities and excellent steering is evident, although the oversteer tendency is perhaps slightly more noticeable, as one would expect with this roomy bodywork.

Although the willing performance encourages hard driving and I came home from Haddenham to Hampshire, at night, after the British Grand Prix at a highly satisfying average speed, the fuel consumption was modest and the engine quite without temperament, the acceleration as clean as a whistle.

Little opportunity presented itself for taking performance figures, especially as the speedometer had not been recalibrated, but a standing $\frac{1}{4}$ -mile occupied 24.0 sec., and I see no reason to doubt the Alexander Engineering Company's claim of 0-50 m.p.h. in 16 sec., 0-60 m.p.h. in 25 sec., and maxima in the three upper gears of 38, 55 and 75 m.p.h. from the lighter two-door saloon models with their conversion.

I recommend those who enthuse over the Minor's impeccable road manners but who crave more urge from under the bonnet to let the specialists at Haddenham instal those extra horses.

I will also state that I think the Morris Minor Traveller's Car, which sells in standard form for just under £600 with p.t., a honey of a vehicle, with a multitude of uses—although it is no credit to Nuffield's Publicity Chief that I am able to say this!

Experience with this Renault 750 and hotted-up VW and Morris Minors has convinced me that a big car is justified only if one is a company director, T.V. producer, or other sort of millionaire!—W. B.

COMMENT

Sir,

I observe, with some joy I must confess, that the products of one of our larger groups of manufacturers are to be denied to you for road test.

After producing one decent car, this concern is rapidly returning to the shameless mediocrity from which it was lifted by a gifted engineer who has, I believe, gone where his talents are better appreciated.

Surely no range of cars produced by any combine at the present time is of less interest to the sporting motorist than the products of this group—the "boy's racer" that "brings tears to the eyes of strong men," or whatever the blurb says, not excepted.

I trust we will also be spared road tests of this concern's associate—which is a pity, for the slowest 140-m.p.h. production car in the world is a very fine touring car (though not a sports car) in spite of several ghastly defects—which I am sure were not envisaged by its designer and are an unfortunate legacy from the other (entirely loathsome) vehicles produced (one cannot say built) by this firm.

In short, sir, let us rejoice that valuable space which might be wasted by reports of the misbehaviour of these machines can be used for higher purposes—perchance even for road tests of sports cars.

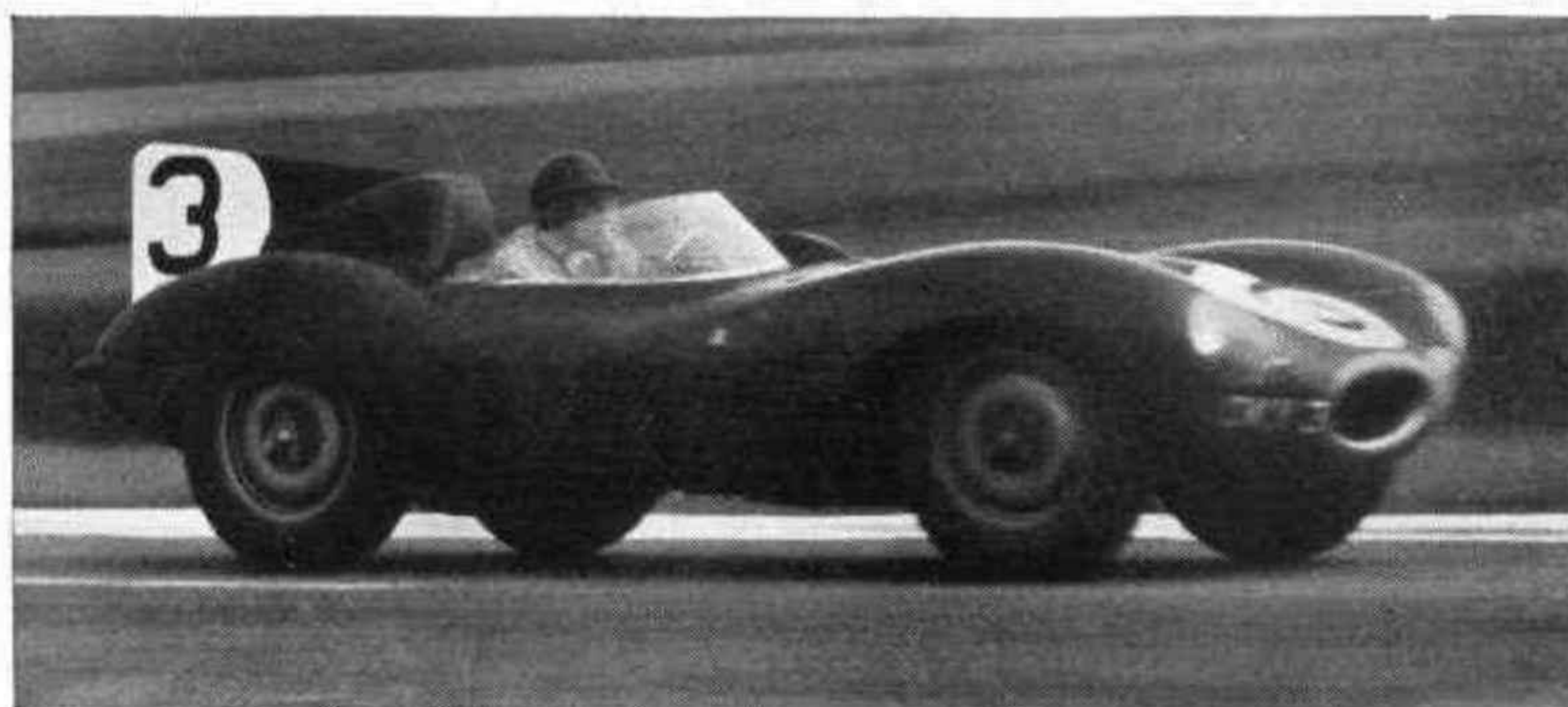
I am, Yours, etc.,

Newcastle-on-Tyne.

P. H.

Jaguar wins again!

RHEIMS 12-HOUR
INTERNATIONAL
SPORTS CAR RACE



- 1** Peter Whitehead and Ken Wharton
(average speed of 104.5 m.p.h.)
- 2** Tony Rolt and Duncan Hamilton
- 3** R. Laurent and J. Swater

(Subject to Official Confirmation)

*Jaguar have now won this event for
three years running . . .*

using **MINTEX** 
BRAKE LINERS

MINTEX Brake and Clutch Liners are manufactured by British Belting & Asbestos Ltd. & are available from our stockists & at leading garages throughout the country.

IV G.P. de Rouen—Les Essarts

LES ESSARTS, July 11th.

BEING held just one week after the catastrophic French Grand Prix, the race at Rouen suffered from many of the competitors' cars not having sufficient time for preparation. The Ferrari team put in a terrific amount of work in order to produce three cars, but Maserati were so disorganised after Reims that they made no attempt to compete at Rouen, while the unfortunate Mieres had every intention of running but was prevented, due to his car being completely written-off in an accident that occurred to the lorry carrying it. Being near home, Gordini was able to field three cars, apparently well repaired since Reims, and various private owners such as Bira and Salvadori were ready in time.

Two practice periods were allowed, the first on the Friday evening before the race and the second from 6 a.m. until 10 a.m. on Saturday morning. These times were rather forced upon the Automobile Club de Normand due to part of the circuit being on a main road, but the arrangement made it very difficult for the mechanics, and many of them had no opportunity to sleep between Friday evening practice and Saturday morning. The Ferrari team fielded Gonzalez with a 1954 car, Hawthorn with a 1953 car fitted with a new engine, and Trintignant with a 1953/54 car, as at Reims. The engine in Hawthorn's car was particularly interesting as the crankcase and bottom end were of the 1953 pattern, while the head/block one-piece assembly was of the same design as on the 1954 "stumpy" cars, which is to say that it had the valves at a wider angle and larger ports, using Weber 58 DCOA3 carburettors. This necessitated a large bulge in the side of the bonnet, while this chassis was fitted with a new steering-box—the one Hawthorn used in Belgium—having the modified gear-change. Rather surprisingly, considering they ran 2½-litre cars at Rouen last year, the Ferrari team were in complete chaos over the axle-ratio question and none of them put in very fast laps, it being left to Behra on the five-speed Gordini to make fastest time in 2 min. 12.8 sec., equal to Hawthorn's record set up last year.

Pilette was being allowed a place in the Gordini team but his car broke quite early on so he shared the second car with Pollet for the rest of the practice. Three Maseratis were running, the de Dion cars of Bira and Salvadori, and the 1953/4 car of Schell, of which only Bira was really organised, though he did not lap very fast. Rosier and Manzon were out with their Ferraris, the former going round steadily and the latter damaging his transmission so that by the time practice was over his mechanics had removed the complete gearbox and differential assembly; the Rouen circuit being one of those infuriating ones with the paddock on the inside and no way out until practice is finished. There was a lone British car running, the Alta-engined H.W.M. of Whiteaway, who was quietly feeling his way round in his first Continental Grand Prix.

The early hours of Saturday morning saw the complete Gordini team raring to go, accompanied by Berger with the yellow Gordini, while the Argentinian, Clemar Bucci, was awaiting the chance to try Pollet's car, the quicker of them being given the car for the race. The fast but winding Rouen circuit, with its fine surface, suited the Gordinis and it looked as though they might provide serious opposition for the Ferrari team. Behra proceeded to improve on his previous times, setting a new lap record, but Trintignant then went out and improved on it by nearly 1 sec., recording 2 min. 9.4 sec. (141.885 k.p.h.), while Hawthorn was only fractionally slower than Behra. Gonzalez was not at all happy and could do no better than 2 min. 11.2 sec., which was fourth fastest practice time, so it looked as though the two old-type Ferraris were going to have to deal with Behra on their own.

In the Gordini team there were some interesting observations to be made, for Bucci was having his first try with a Gordini and looking extremely confident and purposeful he was 1½ sec. quicker than Pollet, using the same car. Pilette, who has been improving all season after a very doubtful beginning, was getting into a fine stride and lapped in 2 min. 13.1 sec., which equalled the time of Manzon, whose Ferrari was now mended, and on the downhill swerves after the start Pilette was very impressive. However, he could not match Behra's times for the Frenchman had really got the Essarts circuit weighed up, while the Gordini was handling extremely well on the smooth surface. Berger was not very quick with the yellow car, his best being 2 min. 23.8 sec., so he lent it to Pilette to find out if it was him or the car that was slow, and Pilette gave the answer with a lap in 2 min. 14.9 sec. None of the Maserati drivers turned out for the second practice, but a new man appeared with a 1953/54 car, but with the old central gear-change. This was Daponte, yet another Argentinian, but, unlike most of his countrymen, his driving was not brilliant and he was the slowest of the whole entry.

The morning of race day was bright and sunny, a rare occurrence this season, and was taken up by the Tour de France bicycle race, which had a two-lap dice round the Essarts circuit before continuing on their way round France, so that after lunch the circuit was clear for the Grand Prix cars, which lined up in rows of three-two-three. Trintignant, Behra and Hawthorn heading the field of 14 starters. Having won the practice battle, Bucci was on the second Gordini, so that there was a French car in each of the first three rows, Pilette being in row two with Gonzalez and Bucci in row three with Bira and Manzon. This year the race was over the full Grand Prix distance of nearly 500 kilometres, or 95 laps of the 5.1-kilometre circuit, and as first prize was £3,000, running down to £200 for eighth place, everyone was determined to try to drive carefully and avoid any serious dicing that might break the car. Added to this was a fact that has become increasingly apparent this season, which is the question of fuel consumption. Last year the 2-litre cars could easily go 500 kilometres without refuelling, but this year the 2½-litres have been rather on the limit, and as more power is being found so the consumption is becoming heavier and already tankage is reaching the limit. The Ferrari team had taken great pains to check the consumption in practice, and before the start the tanks were topped up to the brim.

At flag-fall the two Ferraris in the front row got in front of Behra by a few inches, while poor Bucci stalled his engine and had to wait until everyone had gone by before he could be push-started. By the end of lap one Trintignant, Hawthorn and Behra had already left the rest of the field, which was headed by Gonzalez, while Bucci had already caught Whiteaway.

The leading trio were soon completely on their own, the Ferraris playing with the Gordini just as they wished, running steadily together, with Behra having a rather dangerous dice behind them in order to keep up, using a lot of grass every time he rounded the hair-pin leading into the finishing straight. Hawthorn was now taking command and led for most of the time, making a new lap record in 2 min. 10.4 sec., though Trintignant was never more than a few yards behind, actually leading on laps 9 and 10, by which time Behra was 5 sec. behind and Gonzalez nearly 30 sec. farther back, but well ahead of the rest led by Bira, driving another very smooth and regular race. Bucci was rapidly making up for his bad start, passing Daponte and Berger with ease, soon catching Rosier and, after a time, he caught up with Manzon, but then he met his match; these two indulged in a battle for some 15 laps, Bucci eventually getting away and setting out to attack Schell.

On lap 15 Gonzalez spun on the far side of the course, dropping back to sixth place, behind Salvadori, and two laps later he coasted into the pit with a dead engine and retired. With only 20 of the 95 laps completed the race had developed into a dull procession or Ferrari demonstration, with only the first four on the same lap, these being Hawthorn, Trintignant, 3 sec. apart, Behra 20 sec. behind and Bira more than half a lap back, all the rest having been lapped by the leading pair. Round and round went the two Ferraris in complete command and the only interest centred around Bucci, who was still working his way up through the field, now having a battle with Schell for a few laps before getting away from him. Bucci, it will be remembered, made some good impressions in his home country with one of the rare V12-cylinder 4.5-litre Alfa-Romeos and his handling of the Gordini in his first European road race was gaining excellent comments from all sides. This processional race went along steadily until just after a third of the distance had been covered and then the strain of this short arduous circuit began to tell. First Schell stopped for fuel and oil and the next lap stopped for good with mechanical trouble, and then on lap 38 Behra swept into his pit stamping up and down on the brake pedal. The front brakes were re-adjusted and away he went just as the Ferrari pair swept by, now a lap in the lead, with Trintignant in front for a lap or two. Manzon had also stopped, with a cracked block, and after sitting and looking at it for a long time he filled up with water and continued slowly in an endeavour to finish. Rosier was in trouble, coming in with his gearbox deranged, and his mechanics set to and effected a repair. In taking the lead from Hawthorn momentarily, Trintignant had set up a new lap record in 2 min. 9.9 sec., but when the halfway mark was reached Hawthorn was back in the lead. Salvadori came in for a leisurely refuel, while Whiteaway stopped to repair a broken throttle spring on the H.W.M.

Behra came back into the pits screaming for more brakes and in a thoroughly bad temper, and while the mechanics did their best he jumped up and down in the cockpit until Gordini himself ordered him abruptly into the pit. Obviously the strain in trying to keep up with the two Ferraris had used up the Gordini's brakes and no amount of adjusting was going to make much difference, but eventually Behra rejoined the race, lapping at 2 min. 16 sec. and making

Continued on page 445

PICTORIAL REVIEW

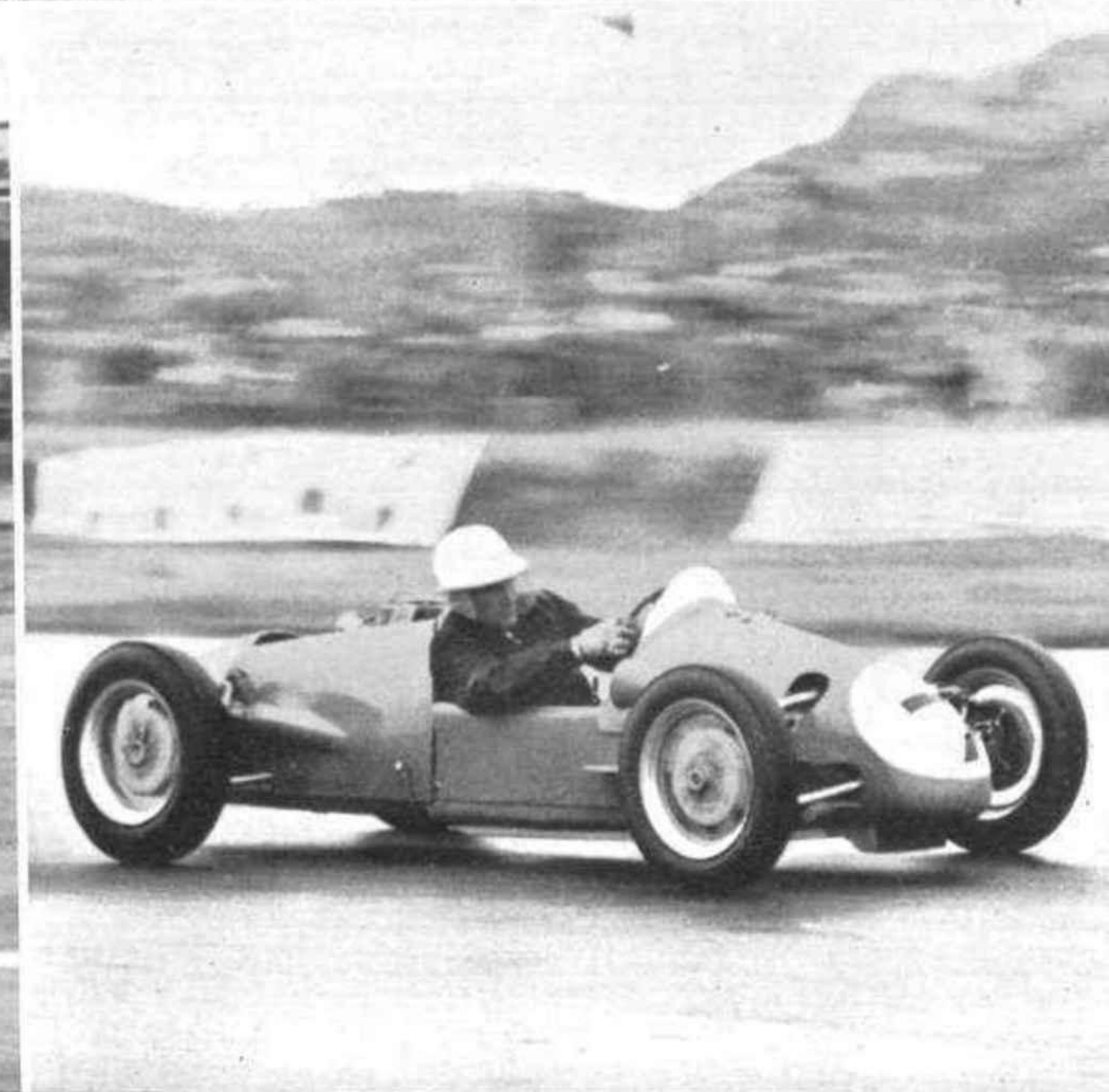
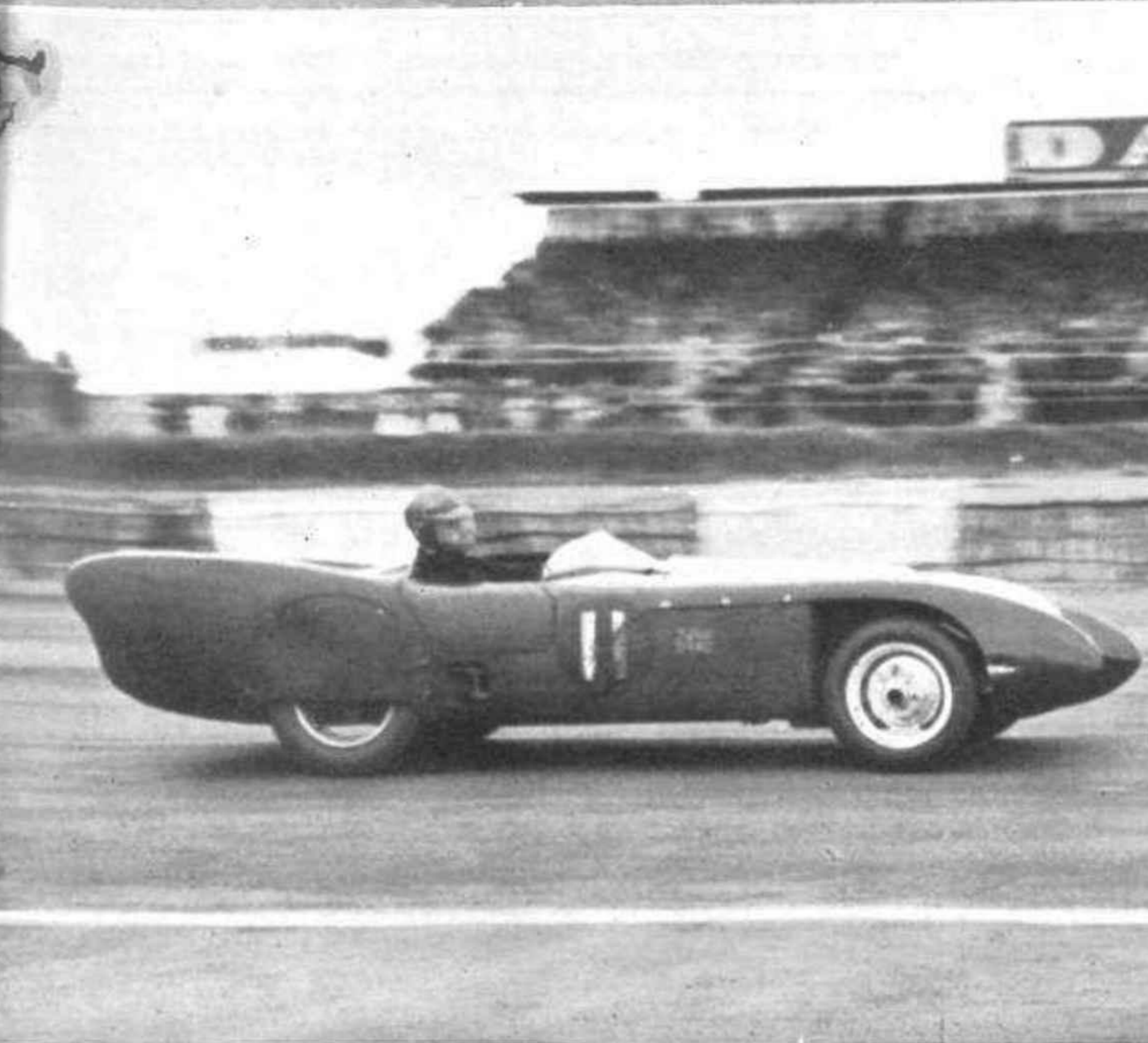
“Daily Express” Silverstone — French Grand Prix Reims — Reims 12-hour Sports-Car Race

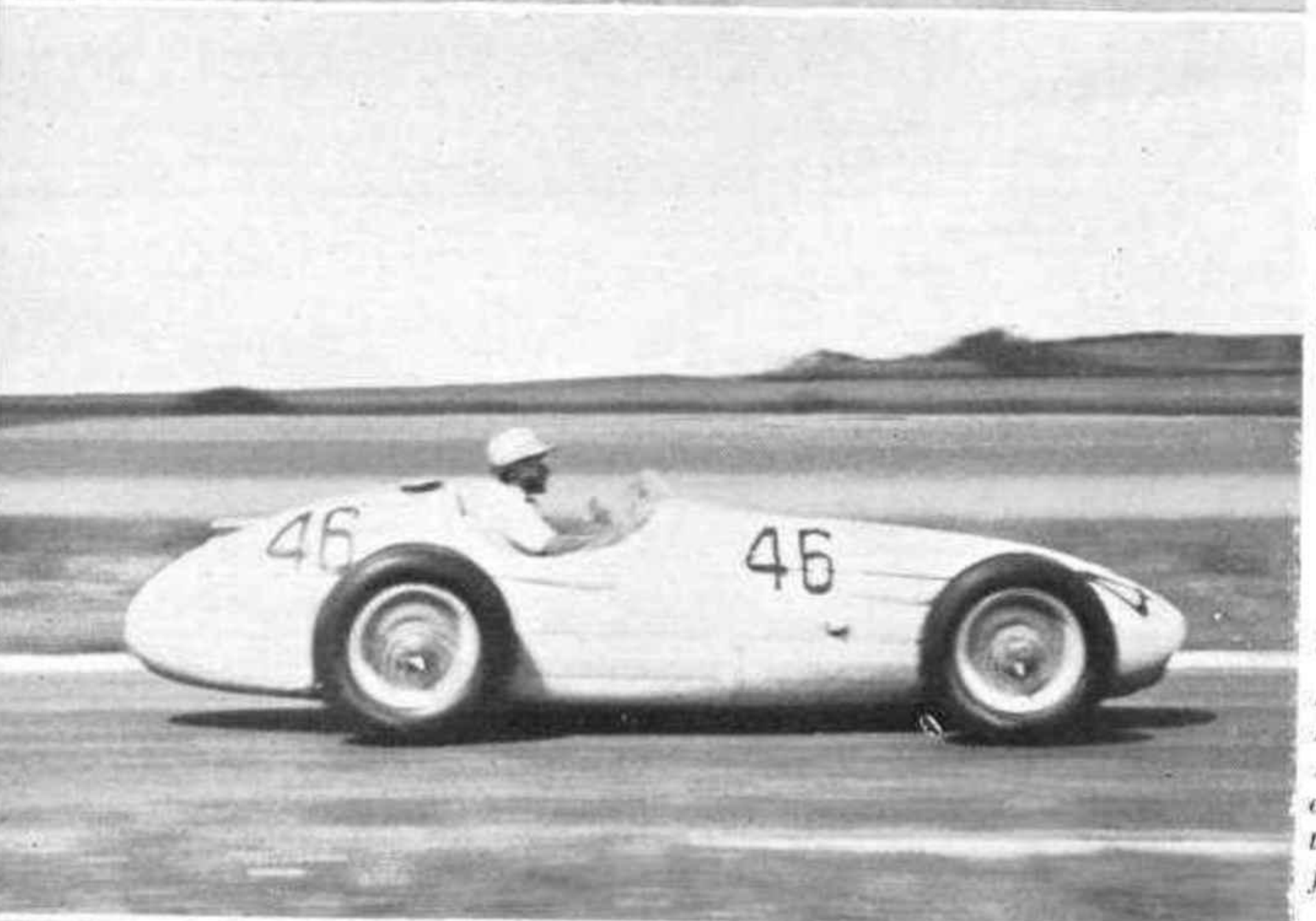
Top, left: *REVENGE IS SWEET.*—Gonzalez in the Ferrari which, by winning the British Grand Prix, made up for the defeat of the Italians by Mercedes-Benz at Reims.

Top, right: *ANOTHER REVERSAL OF FORTUNE.*—Peter Collins winning the Over-1½-litre Sports-Car Race at Silverstone for Aston Martin, some atonement for their failure to finish at Le Mans.

Bottom, left: *LOTUS SUCCESS.*—Popular winner of the 1½-litre Sports-Car Race at Silverstone was Colin Chapman in his M.G.-engineed, aerodynamic Lotus.

Bottom, right: *ONE FOR MOSS.*—Stirling winning the Silverstone 500-c.c. Race in his Beart-prepared Cooper-Norton, driving impeccably in heavy rain.





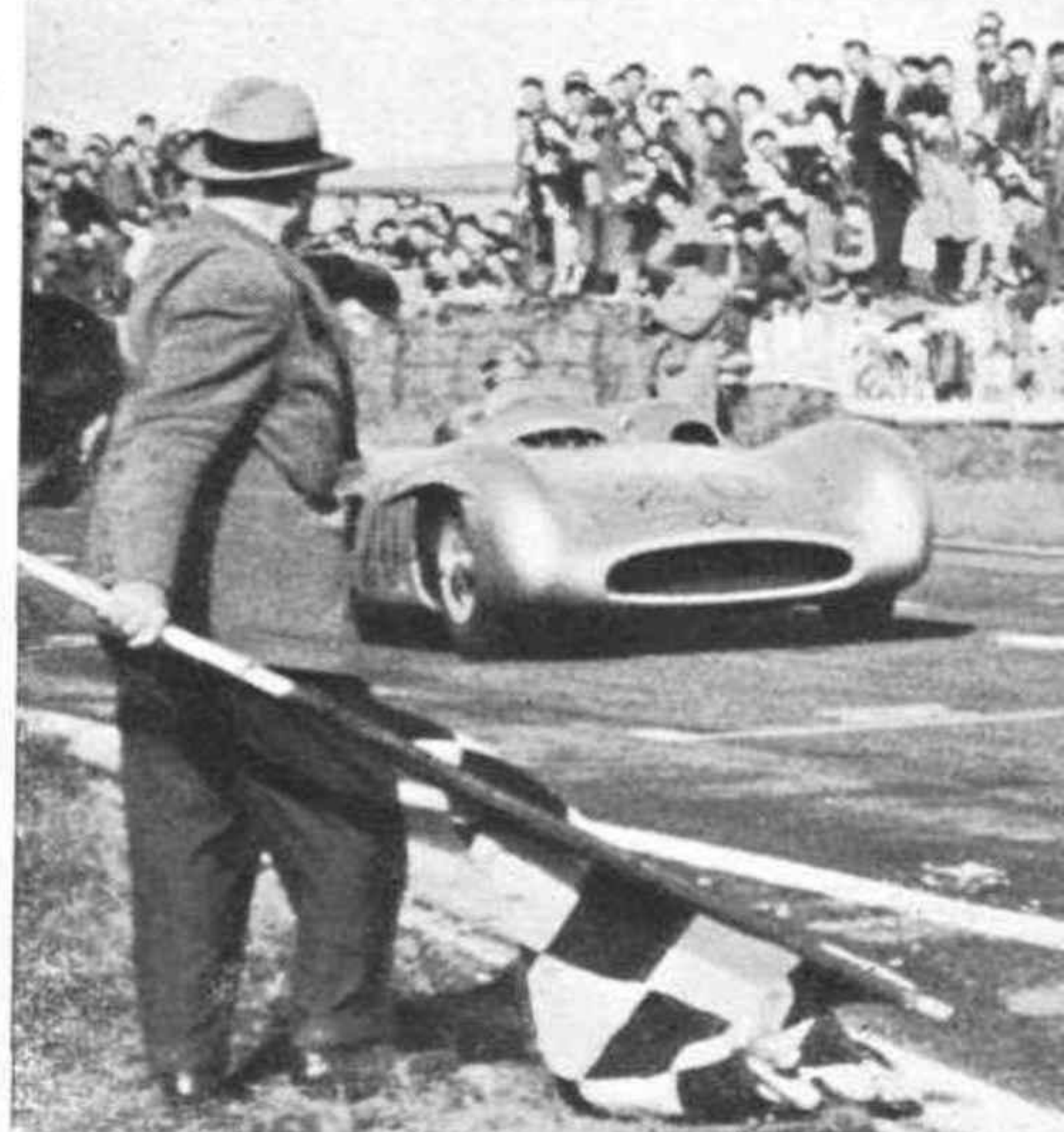
UNLUCKY THIRTEEN.—After trying as hard as he knew how to keep with the Mercedes, Gonzalez broke an oil pipe and spun round at Thillois, his Ferrari belching thick smoke and flame, on the thirteenth lap.

SECOND FOR MERCEDES.—Kling streaks along the fast straight towards Thillois, relentlessly chasing Fangio. The beautiful lines of the car bring a "new look" to Grand Prix design, and its performance a threat to the Italians.

A GOOD TRY by Mike Hawthorn in the works Ferrari, to keep up with the Mercedes, resulted in his engine blowing up; coupled with braking difficulties, Hawthorn had a nasty moment before he stopped the car.

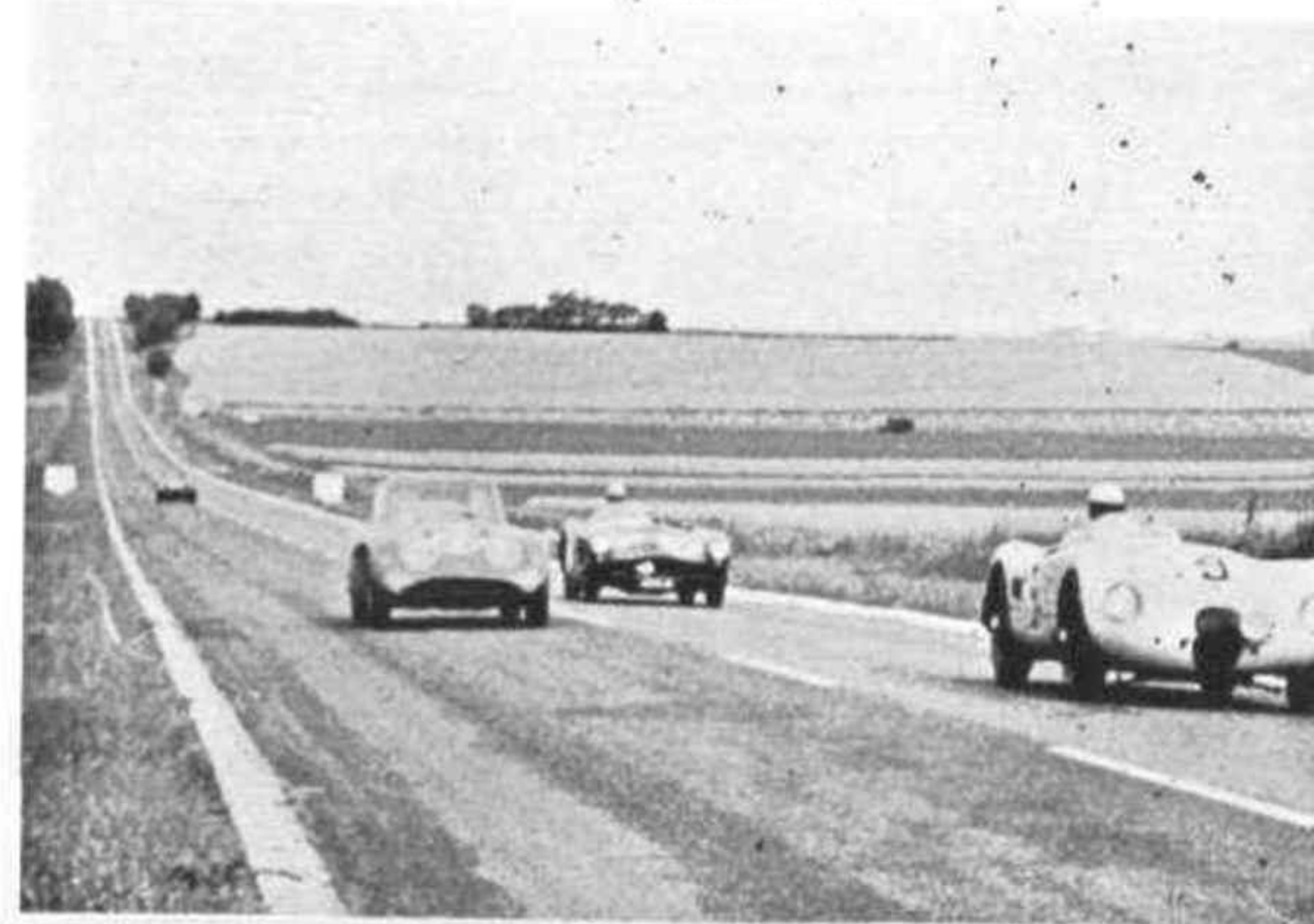
HARD LUCK STORY—Bira, driving magnificently in his blue and yellow Maserati, was well set for third place in the French Grand Prix when, believe it or not, he ran out of fuel on the last lap.

LONE REPRESENTATION on behalf of English cars was the H.W.M. driven by Lance Macklin. Like so many others it could not stand the terrific pace and joined the other fifteen retirements.



BACK AGAIN.—Mercedes return to Grand Prix racing. After much staged "duelling" between Fangio and Kling.

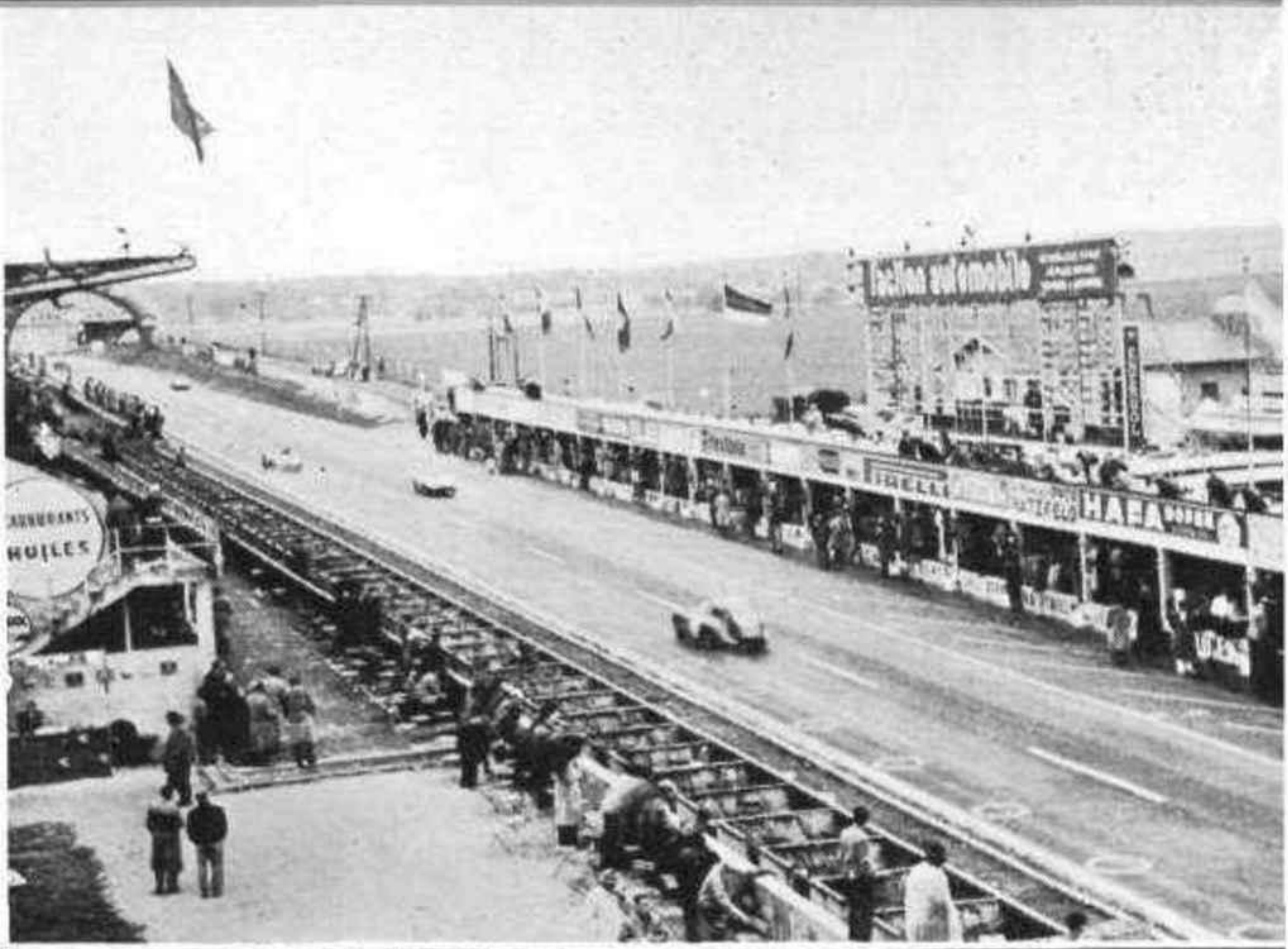
THE LONG STRAIGHT.—The Jaguar of Ecurie Francorchamps driven by Laurent/Swaters, which finished third in the Reims 12-hour event, leads the Wilson/Mayers Bristol, followed by the H.W.M. of Gaze/Whitehead.



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GORDINI/MASERATI DUEL.—Before the field dwindled Behra (Gordini) was involved in several duels, this time with Roberto Mieres (Maserati), who retired with a broken piston, while Jean Behra finished sixth.



EARLY - MORNING SCENE.—Over half way through the 12-hour sports-car race at Reims, the stands, boxes, pits and gallery are quite deserted, while the cars keep circulating.



A CHANGE OF DRIVERS and a quick check up for the H.W.M. George Abecassis and mechanic button down the bonnet while Graham Whitehead sits in the cockpit ready for the "off," having relieved co-driver Gaze. They finished seventh in their class.



THE NEW HAIR-PIN replaces the old right-angled corner at Thillois, although it is still retained as an escape road. Pictured here is the Cunningham driven by Cunningham/Johnson and the Porsche of Polensky/Frankenberg, winner of their class.



FOURTH FOR FERRARI.—After the Jaguar 1-2-3 came the Ferrari driven by Gregory/Biondetti. Gregory was involved in a breath-holding moment as he came over the line almost abreast with the yellow Jaguar and Briggs Cunningham's car, but luckily trouble was avoided.

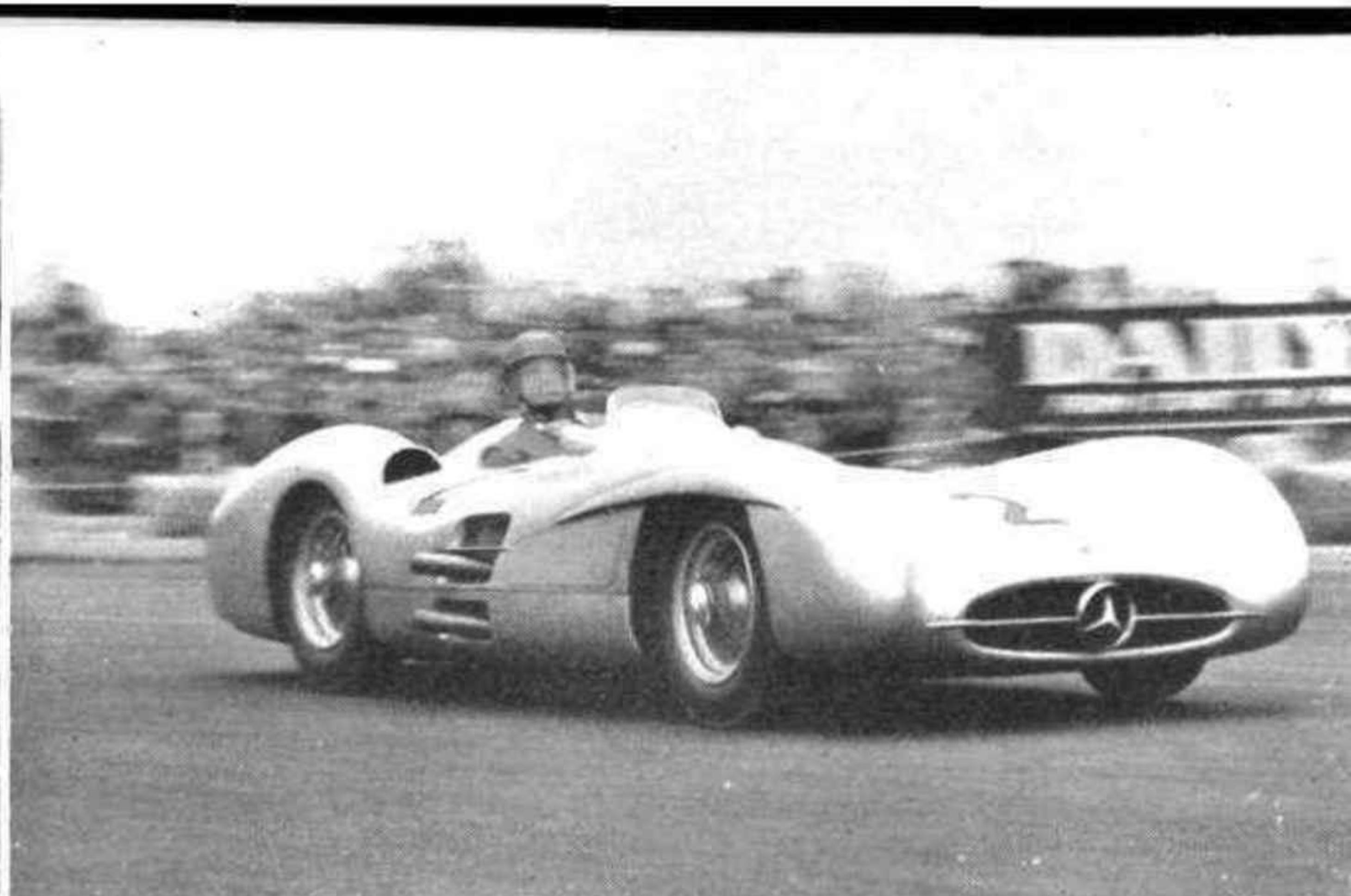
JAGUAR ONCE MORE.—This time in the Reims 12-hour sports-car race. Peter Whitehead is seen taking the flag. Partnered by Wharton they won at an average of 104.5 m.p.h.

with a bang, and a close first and second in the Grand Prix at Reims. The former crossed the line one-tenth of a second before his team mate.

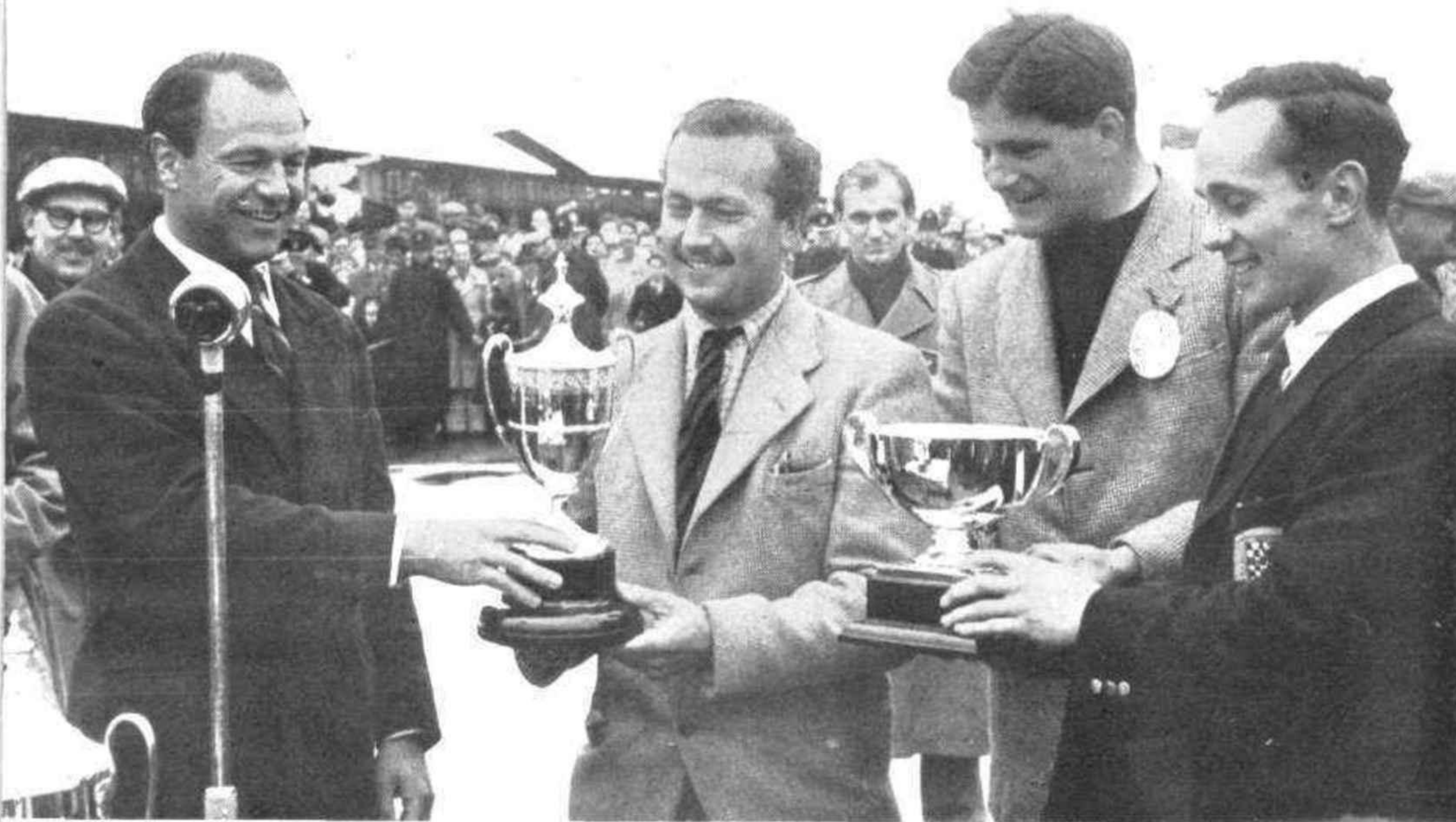




BRITISHER SECOND.—After Moss' retirement near the end of the British Grand Prix, Hawthorn came in a very popular second for Ferrari.



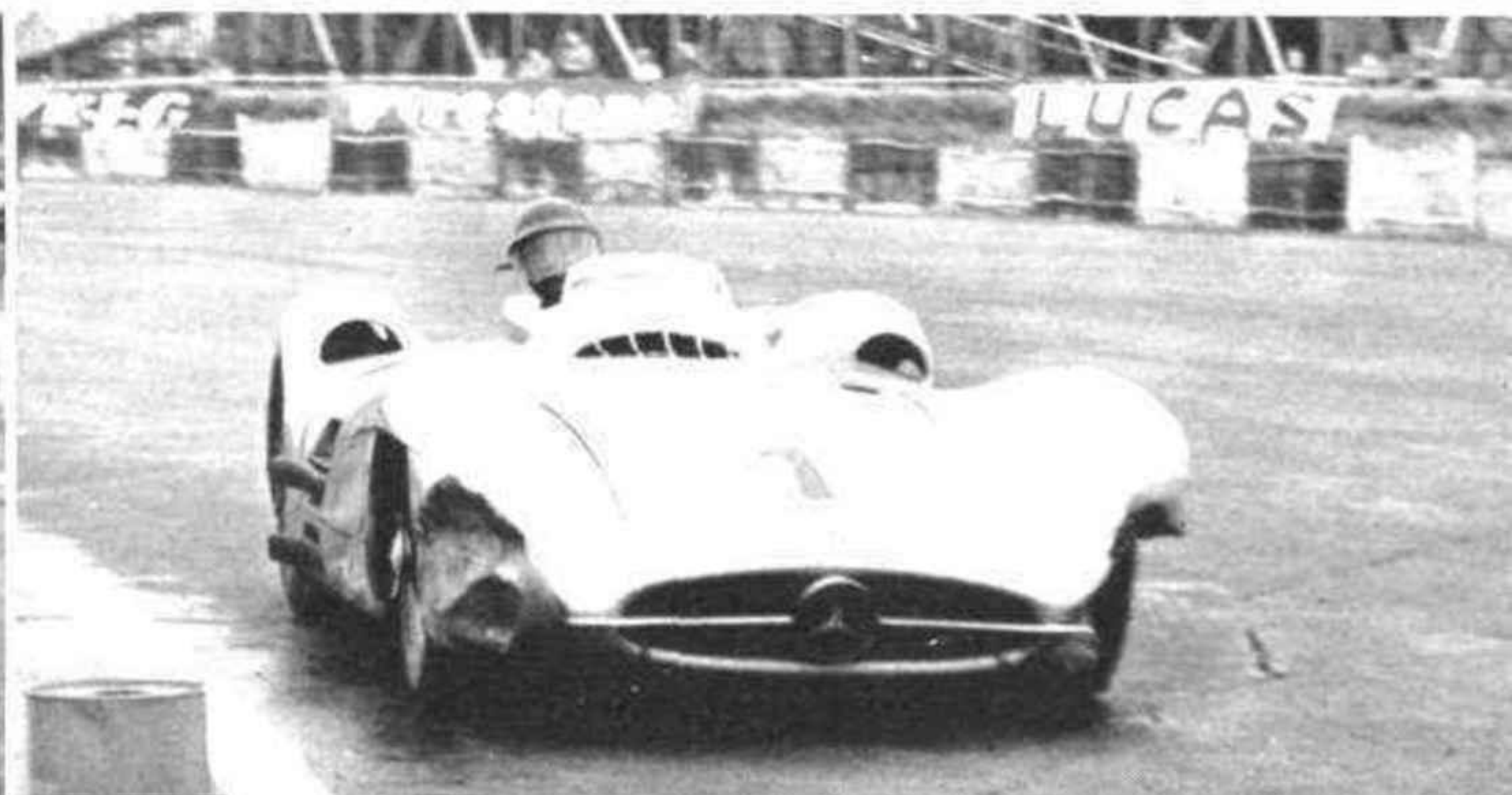
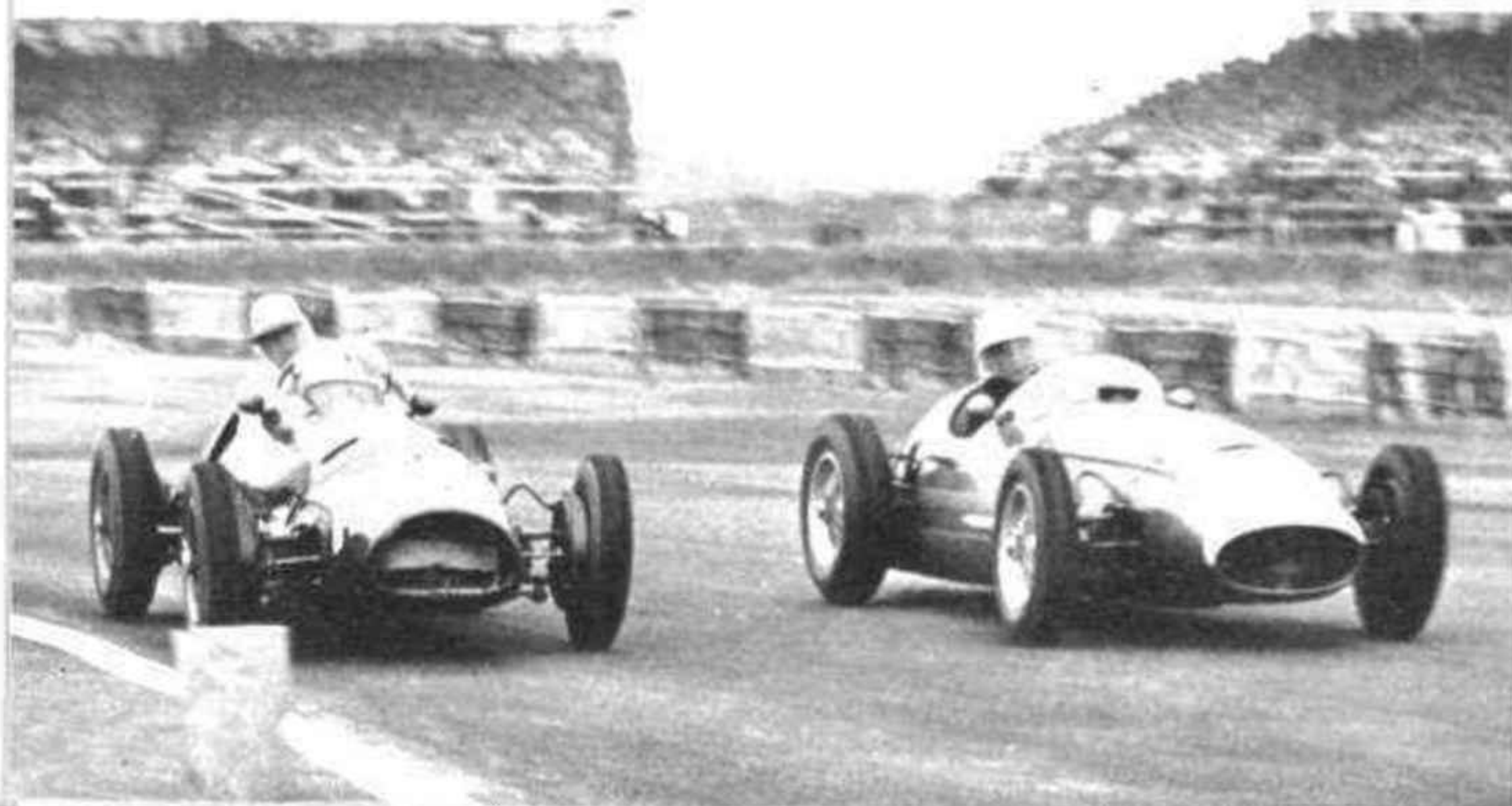
NOT IN THE PICTURE.—Karl Kling couldn't pull out sufficient speed round Silverstone to get his Mercedes-Benz home higher than in seventh place in the British Grand Prix.



TO THE VICTORS THE SPOILS.—The Lotus team (l. to r., Colin Chapman, Michael Anthony and Peter Gammon) receive their cups from the Hon. Max Aitken after their class victory in the 1½-litre Sports-Car Race at Silverstone.

ITALIAN CARS, ENGLISH DRIVERS.—Stirling Moss passes Reg Parnell during the early stages of the British Grand Prix. Parnell's Ferrari left him stranded but Moss drove brilliantly in second place until his Maserati's back axle failed, as it has before.

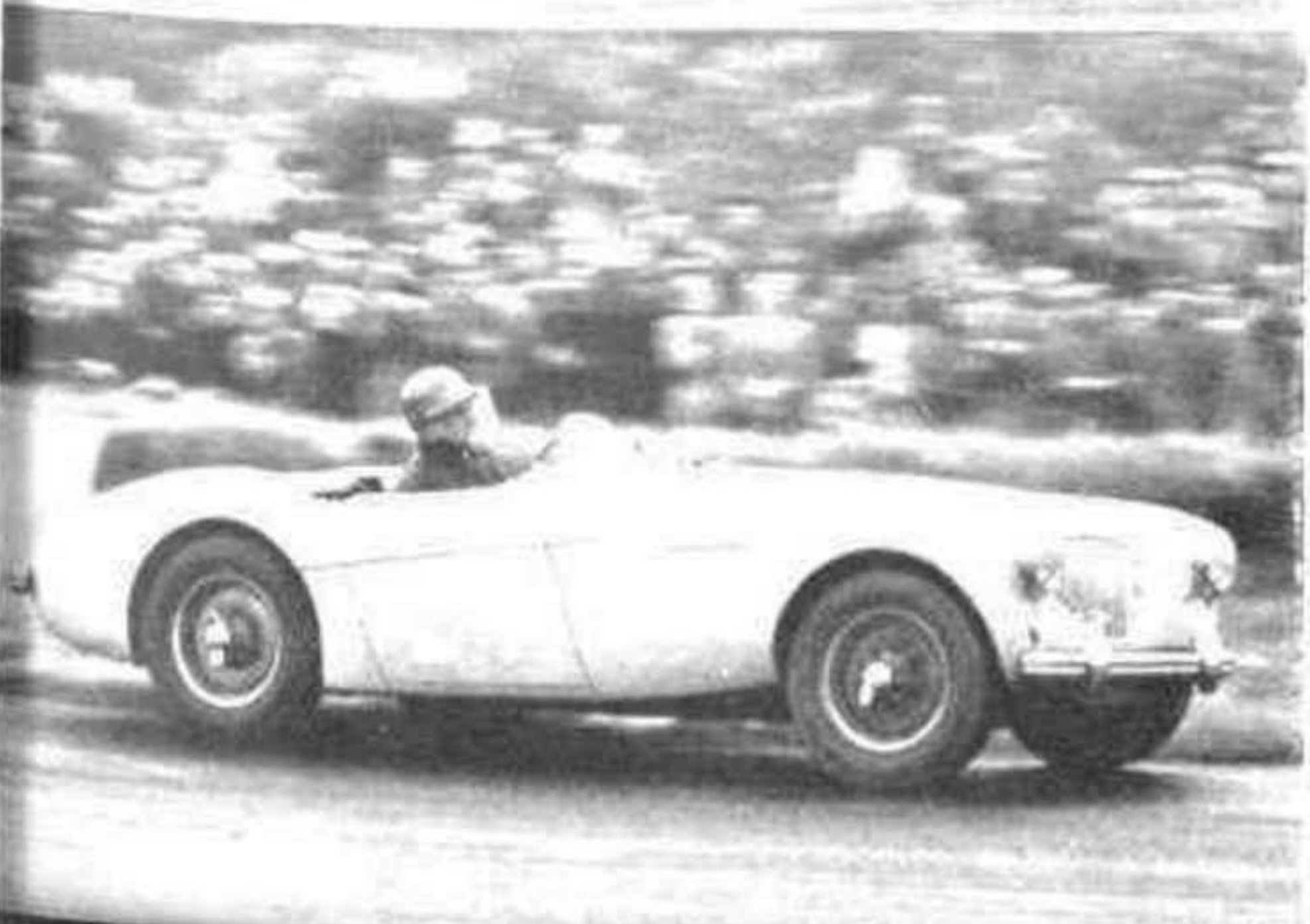
ACE versus AERODYNAMICS.—Fangio wasn't happy with the all-enveloping-bodied Mercedes-Benz on the Silverstone circuit, particularly in the wet. He opened an old practice-wound on the near side of the car and dented the cowling on the off side, sometimes without knowing he had hit the marker barrels. The gearbox also lost third speed, fourth gear had to be held in, and the champion of Reims fell back to fourth place behind three Italian cars.



A SILVERSTONE INCIDENT



ROY SALVADORI skidded off at Copse Corner, a sharp shower having made the track very treacherous. He quickly reversed, and as he accelerated away M. Sparken in his Maserati rotated and literally chased him. The second picture shows Salvadori anxiously watching the Maserati getting nearer. Salvadori had no sooner got away than Sparken looked up to see an Austin-Healey bearing down on him, so he leaped out and lay down by the side of his car waiting for the crash. He is seen in the third picture raising himself as if to say "Now where's that one gone to?" He soon discovered, as we can see, that the Austin-Healey driven by D. S. Shale had come to rest behind him after crumpling its front wing and the Maserati's tail. As both drivers rapidly examined the damage the other Austin-Healey, No. 24, driven by J. Deeley, came into the corner fast, and began to slide towards the two stationary cars. Shale and Sparken made a hasty jump over the safety barrier as the Austin-Healey bore down upon them, but Deeley somehow had the good fortune to miss the cars, and immediately Shale and Sparken leaped over the straw bales into their cars and roared back into the race.



ROUEN G.P. LES ESSARTS—Continued from page 440

despairing signs as he passed the pits. Pilette on the third Gordini came to rest with no clutch, and Manzon was back in for more water, all of which reshuffled the general run of the field considerably. Bira now being third, running like a train; Bucci was fourth, Salvadori fifth, Behra sixth, and then Berger, Daponte, Manzon and Whiteaway bringing up the rear. Rosier still awaiting his gearbox to be repaired.

For the next 10 laps the two Ferrari drivers took turns in leading and at 60 laps they were signalled to take things easy and do no more dicing, and though they slowed considerably they continued to pass and re-pass, now being two laps ahead of the third man. Salvadori had stopped once more, this time to empty an overflow oil tank that was spilling over, and Manzon was still taking on water at frequent intervals, though stretching it out as much as possible by switching off past the pits and coasting down the hill. Behra suddenly disappeared for a time, having stalled his engine due to a gearbox malady and having no low ratios left he was unable to get up enough speed on the level when pushing to be able to get the engine to start; consequently he pushed the car back to the pits, but to his mechanics' surprise he did not stop but went on past and over the brow of the hill. On the downhill section the Gordini engine was heard to burst into life and he rejoined the race. Hawthorn and Trintignant were still going round "hand-in-hand" until lap 77 when the pits put a stop to it by calling Hawthorn in for fuel, a single churn-full being flung in while Hawthorn got out of the car, and he was off again in 30 sec. Two laps later Trintignant was called in and this time the mechanics really got down to it and the same quantity of fuel was put in and he was away in 15 sec.

By deliberate planning Ugolini now had Trintignant leading Hawthorn by 15 sec., with their nearest rival nearly two laps away, this being Bira, who was making no efforts to do anything about it, being content to drive steadily and consistently along in third place, but sufficiently fast to keep ahead of Bucci, who was fourth. Hawthorn now put in a lap at 2 min. 15 sec., whereas they had been doing more than 2 min. 20 sec. before the stops, and on lap 83 he was back in the lead, but the next lap his engine blew up in a big way and he let the car run up an escape road on the far-side of the circuit. This blow-up deposited the whole of the engine oil on the approach to a right-hand bend, and next along was Behra, who proceeded to do an immense spin which finished up on the grass-*vêrge* with the engine stalled and no low gears in which to restart.

Trintignant now toured round, a certain winner if his car kept going, but meanwhile Behra was once more pushing his Gordini and Hawthorn decided to push his Ferrari, realising that his lead had been so great that if he could get it back to the finish he would qualify in the money. There now occurred two incidents which must surely have never been known before, but which were not reported until the race was over. While trying to restart the Gordini on the uninhabited back leg of the course, Behra stopped Berger in the yellow Gordini and got him to push on the blue car's tail with his own car, shunting him along until it restarted. Also, on the same part of the course, Hawthorn got Trintignant to slow down and do the same for him, he however not being able to start the engine but being helped on his way back to the finishing line, where he arrived out of breath and very hot.

On lap 85, Bucci, who was a certain third, suffered from Gordini trouble and came to rest with a broken rear axle, so that there were now only nine cars running, and that of Manzon was in a sorry state, Behra's car was showing signs of clutch slip and Rosier was way behind using only third gear; in fact, a motley collection of cars all hoping to complete the distance. Trintignant finished his tour, Hawthorn pushed over the line, only to be disqualified, Bira arrived a worthy second, followed by Salvadori with a broken steering-box, Berger fourth from merely having kept going, and then the sick Gordini of Behra, Daponte with a healthy Maserati driven very slowly, and Whiteaway running quietly along, as Berger had done. With Behra and Hawthorn disqualified there were only eight finishers, but as that meant there was no one outside the prizes, everyone was content.

Results:

GRAND PRIX DE ROUEN—Formula 1—95 Laps—484.5 Kilometres
Warm and Dry

- 1st: M. Trintignant (Ferrari), 3 hr. 40 min. 33.5 sec. ... 131,791 k.p.h.
2nd: B. Bira (Maserati), 1 lap behind.
3rd: R. Salvadori (Maserati), 5 laps behind.
4th: G. Berger (Gordini), 5 laps behind.
5th: J. Daponte (Maserati), 10 laps behind.
6th: E. Whiteaway (H.W.M.), 15 laps behind.
7th: R. Manzon (Ferrari), 15 laps behind.
8th: L. Rosier (Ferrari), 23 laps behind.

Fastest lap: M. Trintignant (Ferrari), on 38th lap, in 2 min. 9.9 sec.—
141,339 k.p.h. (new record).

CASTROL WINS

SILVERSTONE

SPORTS CAR RACES

UNLIMITED CLASS

1ST ASTON MARTIN

P. Collins

2ND ASTON MARTIN

R. Salvadori

3RD ASTON MARTIN

C. Shelby

4TH LAGONDA R. Parnell

1,100-c.c. CLASS

1ST PORSCHE

Von Hanstein

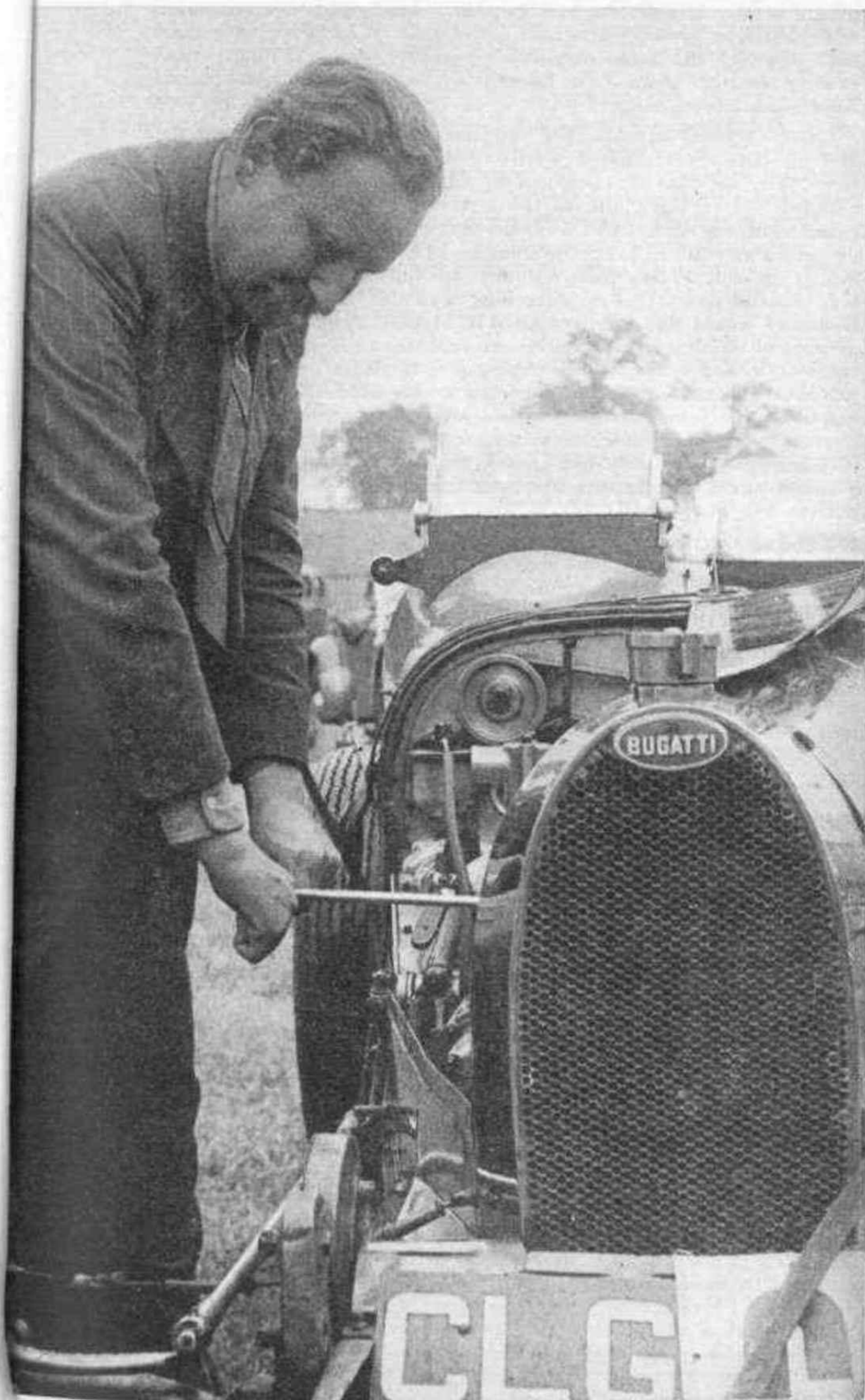


THE MASTERPIECE IN OILS

SOME OF THE CARS I HAVE OWNED

*David Scott-Moncrieff Recalls How
He Has Motored Since World War II*

(Illustration captions by the author)



BUNTY PRACTISING WHAT THE BOOK SAYS—“When a woman is temperamental, put her over your knee and spank her; when a Bugatti is temperamental, change its plugs”—**OLD ALSATIAN SAYING.**

MY stepfather-in-law has true Edwardian contempt for anything that is not of the very best. His clothes, like his guns and his shoes, were from the finest makers and he expects them to last. And I'm not at all certain that, from a strictly monetary point of view, it does not, in the long run, work out rather better that way. Coupled with this there is always the deep satisfaction one gets from possessing fine, hand-made things. He applies the same rule to his motor cars, of which he has only had three in his life. The first was a very sporting, yellow Silver Ghost Rolls-Royce phaeton which he bought in about 1912, the second a magnificent 40-h.p. Lanchester touring car and the third a 3-litre Bugatti which he still runs. So my wife, whom I married in 1941, more or less grew up with a Bugatti and they have always had a terrific fascination for her. She was quite determined that as soon as the war was over our motoring should be Molsheim-made.

The end of hostilities, however, found us with a dear little car

which I had built up during the war for maximum petrol economy and reliability. I bought two 1929 9-h.p. Humbers, putting all the best bits into one and keeping the rest as spares. It really was rather a showpiece, especially the “engine room” where all cast iron was enamelled Napier green and everything else either buffed bright or plated. The body was cellulosed in the family colours of yellow and black. How all this was done in wartime will have to remain forever a mystery, but so many man-hours went into it that unkind people used to say that it was the reason that the opening of the Second Front was delayed so long. Shortly after “VJ”-day our dear little treasure was stolen by some Glasgow hooligans, who set fire to it. They were seen running away, but a policeman preferred to take voluminous particulars of my insurance and driving licence to chasing the culprits. As well as this he inquired if I had set fire to it myself to get the insurance money! In a book I wrote soon afterwards I was able to say exactly what I thought about the Glasgow police which led to interesting repercussions in the local press in which the chief constable joined.

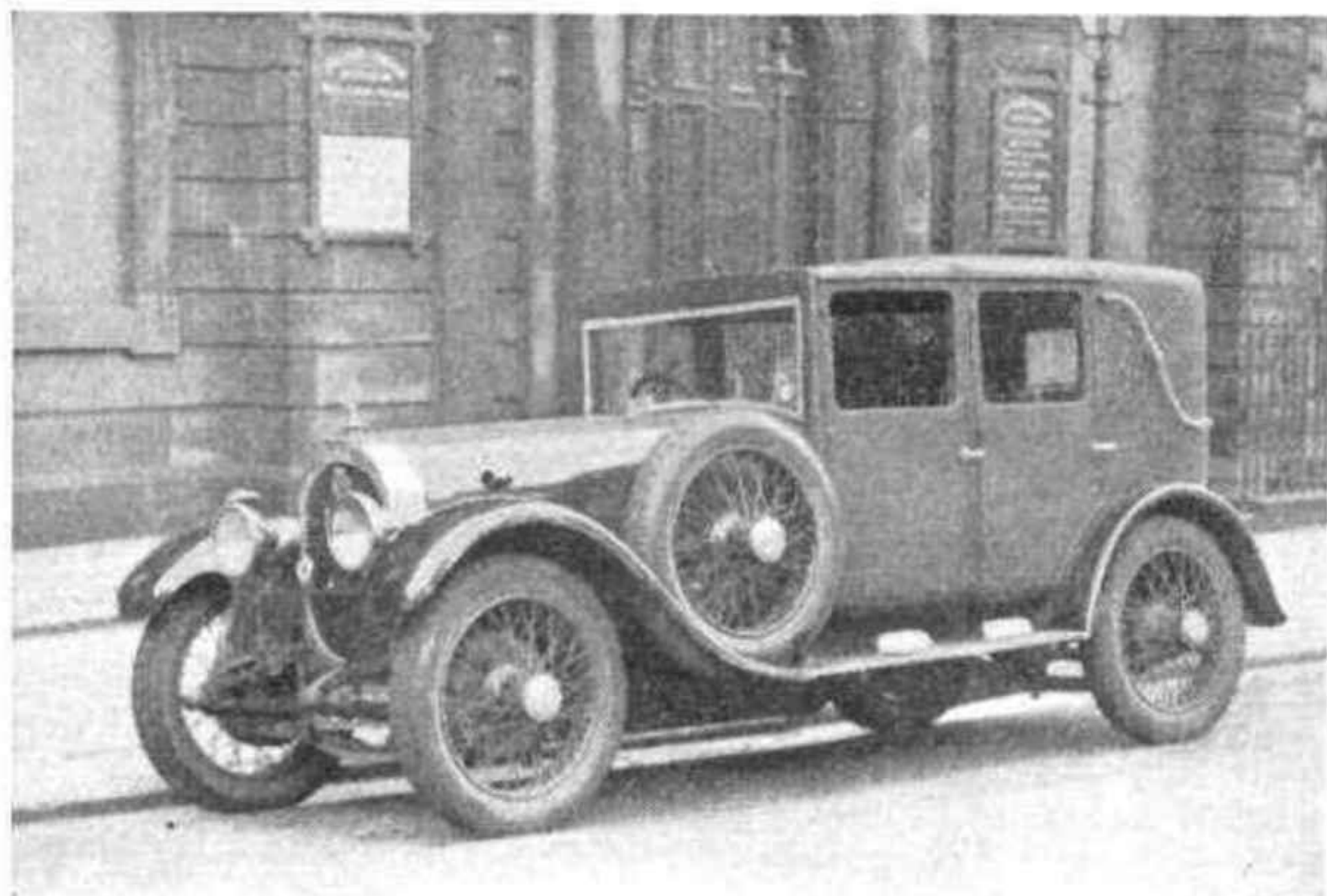
Our next car was a 5-litre, Type 46 Bugatti. This, as you may know, is a sort of scaled-down version of the Royale. Tradition has it that *Le Patron* was so nagged by his family, and what the French are pleased to call *La Petite Amie*, to build a car that was reliable and quiet, starting on a touch of the button, that he sat down at his drawing board and designed the Type 46. Another story is that he tried to capture the 20/25 Rolls-Royce market and it didn't quite come off. This I consider unlikely, as I cannot imagine Ettore Bugatti trying to capture any market, he simply designed motor cars to amuse himself. In any case, it was a very pleasant car with Bugatti steering and roadholding, and rather better than Packard performance. Top speed was around 90 m.p.h. and, for a car of this class, surprisingly good petrol consumption of 16 m.p.g.

In two years we covered an astronomical mileage, all over Europe from the Arctic Circle to Southern Portugal, had her rather tatty upholstery renewed in Finland, of all places, and encountered incredible adventures in her which make those of my old boozing chum Baron von Munchausen seem pretty small beer. But, all through, the reliability of the car and its almost complete freedom from trouble was quite unbelievable. The body was one of those rather pretty short, two-door foursome coupés, with a big trunk aft, that were so popular in the early 1930s. The bonnet was slightly longer than the body. Yellow and black, of course, the sort of job you see arriving noisily in the Place Vendôme on a sunny morning. In spite of its elegance, it was a jolly roomy body, I know, because once in Estoril when my wife and I hadn't enough money for our hotel bill we lived in it for a week.

But all good things must come to an end. Early in 1948 I had a nasty feeling (how right I was) that the older high-powered cars (ours was rated at 33 h.p.) were going to take a nasty tumble in price and that we had better unload. The wonderful old car went to a very good home, we got a few pounds more than we paid, and the new owner was delighted. What more could one want?

In 1947 we had bought a second Bugatti, one of the little Type 37A, full Grand Prix, four-cylinder, single-camshaft cars. You probably remember Charles Brackenbury used to be tremendously successful with one at Brooklands. This one had been fully road-equipped and had virtually only one owner since new. But it was not till 1949 that we got it going really right, so you will hear more about it later.

When we sold the big 5-litre I thought that, as we already had the little Bug. for a “funabout,” it might not be a bad idea to get something post-war and cheap to run. The Austin A40 had just been announced and I think that ours was one of the first. Now, a lot of very unkind things have been said about the A40, but I



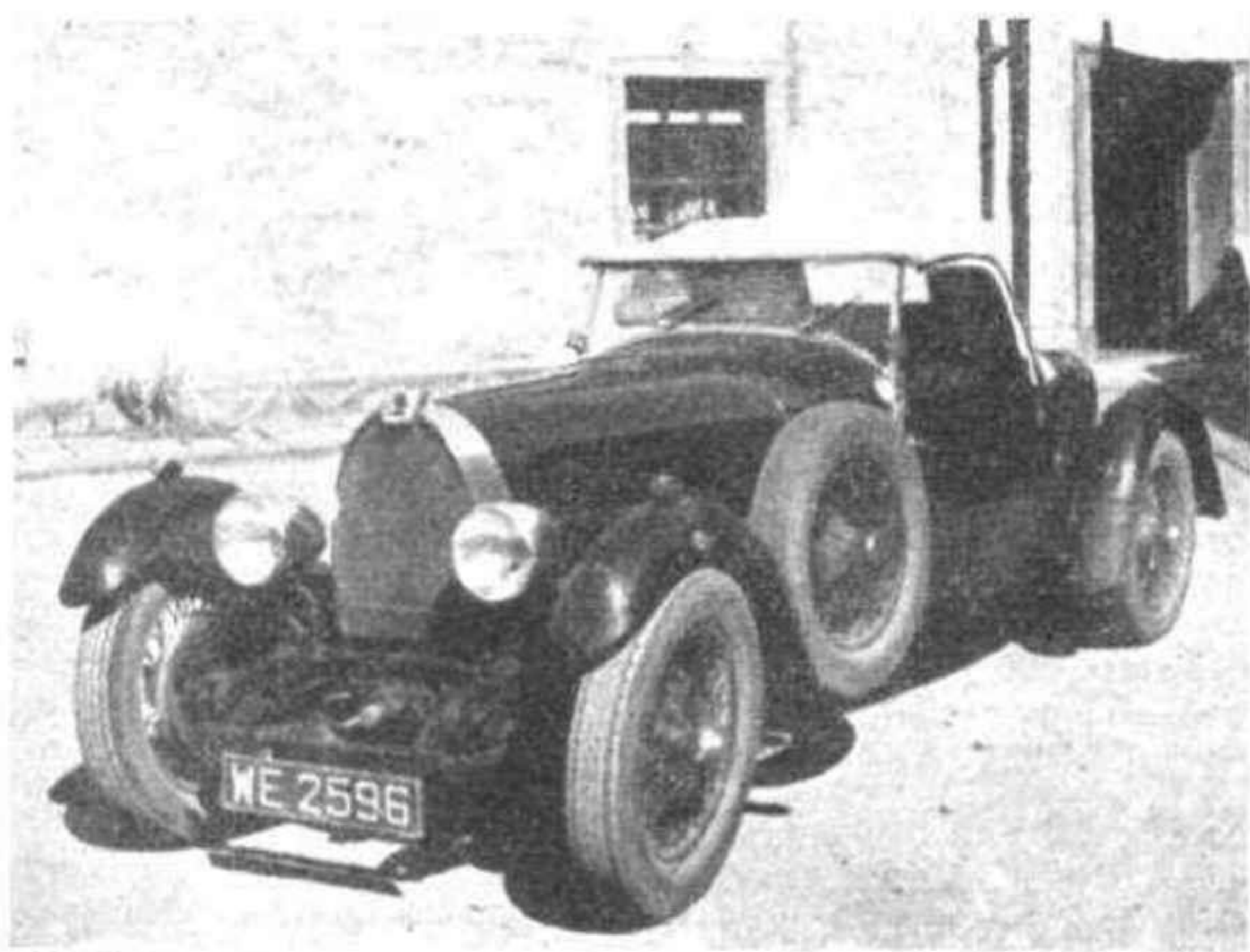
ANNA PAUKER, the fabulous old Le Mans-type Chenard et Walcker, which lay unused for almost a quarter of a century until the author discovered her. Note the brake drums on the front wheels and none behind!

still maintain that apart from its back-wheel suspension, which was absolutely shocking, and a tendency to brake fade, it was a really topping little car. I could put thirty-five miles into the hour and still do thirty-five miles to the gallon. Further, a terrific scrap I had in North Italy with a post-war Aprilia showed that neither car really had the advantage of the other.

"Little New Look," as she was known, had the distinction of being the first A40 to be seen on the other side of the Iron Curtain. The Russian soldiers, naturally jolly fellows unless the political officer attached to their regiment tells them not to be, were unstinting in their admiration. But they refused flatly to believe that it was not an American.

It was in this car that I went through quite the most petrifying ordeals I have experienced in thirty years of motoring. The first of July, 1948, was spent at Stuttgart-Unterturckheim. This was a day of celebrations, for not only was it my birthday but it was the twenty-fifth anniversary of the day Alfred Neubauer and Ferdinand Porsche joined the Mercedes organisation. Next day we were to drive Neubauer to Berne for the Swiss Grand Prix. A little incident here will give you an excellent indication of the character of this stern martinet, who, believe it or not, when "off duty" is the greatest fun and a delightful travelling companion. When we picked him up we were rather distressed to see that he had a good deal of luggage, because the boot of our Austin was so crammed that the lid had to be forced shut.

Neubauer opened the boot, took out absolutely everything and



3-LITRE.—The author's Type 44 Bugatti with its nice little disappearing-hood two-seater body by Corsica.

placed it all carefully on the ground. Then, like a stonemason when building a wall who never picks up a stone twice, he picked each piece up and fitted it, and his own luggage, meticulously into exactly the right place. The lid shut with a gentle, contented click. That's Neubauer.

Later came my ordeal. We had made a slight detour to see the Hohenzollern Sigmaringen castle perched, like something in a fairy tale, on top of a mountain, and we were running behind schedule. Out came one of the battery of watches, a lightning calculation was made and I was told that the lost time could be made up before we reached the Swiss frontier. There was no doubt at all—it was an order. Somewhere about two hundred thousand people read *MOTOR SPORT*; I wonder how many of those two hundred thousand would like to drive an A40 at just about the maximum average of which it is capable over an unlearned road with the sternest critic of driving in the world sitting poker-faced in the back seat. I just didn't dare look in the mirror to see his expression. I concentrated on the job in hand. Within a couple of miles of the Swiss frontier it was clear that we should arrive around one minute ahead of schedule. Only then did I raise the courage to look back. It was the nicest compliment I've ever had paid to my driving—the master was fast asleep!

The following year a firm of publishers who had done very well with a book of mine briefed me for a year's work and when it was almost complete went into liquidation with virtually no assets. Publishers are curious mammals, believed, erroneously, to have some human characteristics. Part of their stock in trade is a very long barge-pole kept in the office with which they refuse to touch work prepared for any other publisher. I could not feed my squealing young on rejected manuscripts, although my wife's goats devour them with an expression of weary cynicism too horribly reminiscent of a publisher. So the A40 had to be sold to provide some ready cash. The Type 37A Bugatti was beginning to behave itself quite nicely but was obviously incapable of carrying either children or their considerable impedimenta. Most of the money we got for the A40 had been used so we had not very much to spend. Then, under a dust sheet, we were lucky enough to find "Anna Pauker."

She was a virtually new and unused 1923 3-litre Le Mans replica Chenard-Walcker laid up for about a quarter of a century. The body was just the job for us, a roomy four-door Weymann saloon. This wonderful old thing thundered backwards and forwards between London and Scotland like an express train and gave very, very little trouble. You wouldn't believe me if I told you what it has passed. When I laid it up a short time ago it had only done forty-four thousand miles in its life. And "Anna Pauker" is really rather a problem of mine. What on earth am I to do with her? She is obviously too good and in such 100 per cent. original condition that it would be unforgivable to sell her to be hacked out as a cheap transport and, in a few years, end up in a breaker's yard. I'm hoping that some museum or large collector may take a fancy to her, either here or in the U.S.A. Money is of secondary consideration to a good home where she will be beautifully preserved.

"Anna Pauker" was superseded, as family transport, by a whole series of those charming little 21.6-h.p. Rolls-Royces, between 1925 and 1929. I love the dear creatures because of the beautiful "Swiss-watch" feel of them, but my wife screams with rage, frustration and impatience at the extremely indifferent performance. Although, in all fairness, it is really remarkable what good average speeds they put up in view of the fact that the absolute maximum speed, depending on individual cars, ranges between 55 m.p.h. and 62 m.p.h.



A PAIR.—Two of a long series of well-loved 21.6-h.p. Rolls-Royces.

The nicest of them all was a 1929 (GFN Series) with a fabric sports saloon body by Paddon. Almost all her life she had one owner, a meticulously careful schoolmaster. I sold her to the clarinettist in Victor Silvester's dance band. I asked him what it was like to play woodwind in a world-famous band. I think I expected tales of mobs of squealing bobby-soxers begging for autographs and high life in the grand hotels. But he turned his mournful eyes on me and said, with infinite sadness, "You just blow and blow, there is no release till death." It is fun finding out how other people live. My Rolls-Royce customer not only makes clarinet marmalade, he is also a great authority on wind instruments of all ages and countries. I asked him if he had ever blown a Tibetan thigh bone. He said he had but that it had very little range and made very flat and uninteresting music.

What with publishers, thigh bones and "Anna Pauker," I have left out the 3-litre Bugatti I bought in 1950 and kept for about eighteen months. It was a jolly nice car with an outstandingly pretty two-seater body and a disappearing hood. It devoured the miles with effortless ease and the single Schebler carburettor was most economical. I had a good deal of trouble with this car, but I must say, in all fairness, that all the troubles were caused by modifications away from standard Bugatti practice.

Here is just one example. Coming back from Dundee one day, the back axle started to make the sort of noise that cannot mean less than twenty pounds and might easily cost double that amount. However, I was lucky, crown and pinion were quite unscathed. A previous owner had bolted the former to its flange with bolts which were not only non-Bugatti but mild steel! I replaced them with high-tensile ones and felt happy. I had no trouble whatever with the bottom end of the engine, which always showed exemplary oil pressure.

I was horrified to hear just recently from the present owner that all its bearings had run. I can only conclude that it is some other non-Bug. modification rearing its nasty delayed-action head. I do wish that people who think that they know better than the designer would remember the little tag about "The evil that men do lives after them."

Such, too, was the sad story of my wife's second Bugatti, the 51A, which, due to someone else's "cleverness," blew up thoroughly enough to cost her nearly two seasons' motoring. In fact, although it happened in February, 1951, I only finished paying for it a few months ago.

By 1950 the 37A Bug. was going superbly and had already toured all over Europe, so my wife made a rather inauspicious entry to competition motoring by a rather vague marshal waving her onto the club circuit at Silverstone during practice, *to go the wrong way round*. It is difficult to know who was the most shaken, Averil or the boys who came motoring at her head on. That year was quite a season. We could not afford a lorry or even a service car to travel round to meetings and hill-climbs, so we just strapped all our impedimenta onto the luggage grid and drove the car to meetings. I must say Averil took to dicing like a duck to water, a debutante to gin, or a good car to 80 octane. She learned a lot, gathered some silverware and even got a class record. We managed about fifteen



TYRO.—Averil Scott-Moncrieff in her first Bugatti, a Type 37A supercharged, single-cam, four-cylinder G.P. car.



ROSALIE, one of Bunty's dependable Citroens, called after the Citroen Ten which went round and round Montlhéry for days on end in 1933, breaking duration records so effectively that a pause while the French G.P. was run off didn't drop it behind schedule.

meetings on less than two hundred quid, including everything, so, taking it by and large, it was a good year, which 1951 certainly was not.

I decided that Averil had got about as far as she could on her 37A so we sold it and got a 51A Bugatti. This is also 1½ litres supercharged, but a straight-eight double-cam. I must say this little car held the road and steered better than anything I have ever driven, and the urge was really very considerable, infinitely more so than its predecessor of the same capacity. We decided to run it, by way of a debut, in that very tough all-girl lark round Europe, the Rallye Feminin. The second day, after qualifying at Montlhéry, a roller bearing on the crankshaft went, causing considerable damage. This was caused by an Oberklottführer, who had owned the car before us, substituting oil metering jets of his own contriving for those of *Le Patron*. We sent the bits back to Molsheim. As I said earlier, I've only just finished paying the bill. Last year the 51A was the subject of some more than somewhat unsatisfactory business with a character called Ted Lloyd, late of Welshpool. The police at Leek, Staffordshire, who are extremely keen to interview him on the subject, would be most grateful for any knowledge of his present whereabouts.

During most of the post-war period we were rarely without an elderly Austin Seven. All these wonderful little cars had been through an astronomical number of hands and done an unknown mileage, and I have nothing but praise for them. The very worst that they ever did, and they all seemed to do it, was to choose a very dark night to start a little conflagration behind the dashboard with the result that all the lights went out. A few shillingsworth of wire soon put that right. I love their economy, simplicity and reliability. The last one gave fifty miles to the gallon.

We also had a couple of old "Rosales." These are the rugged rear-wheel-drive Citroens which they continued to make up to about 1936. They are the French farmer's Austin Heavy Twelve



BUNTY'S 105.—"Is this the Talbot so much feared abroad?"—HENRY V—Shakespeare.

Four, and if a French farmer can't break them up, it's darn tootin' sure no one else can. I should think that they have more room in them than any other car that does an honest 30 m.p.g. They have their faults, particularly their deplorable braking system, but for a cheap hack it would be hard to suggest a more useful tool.

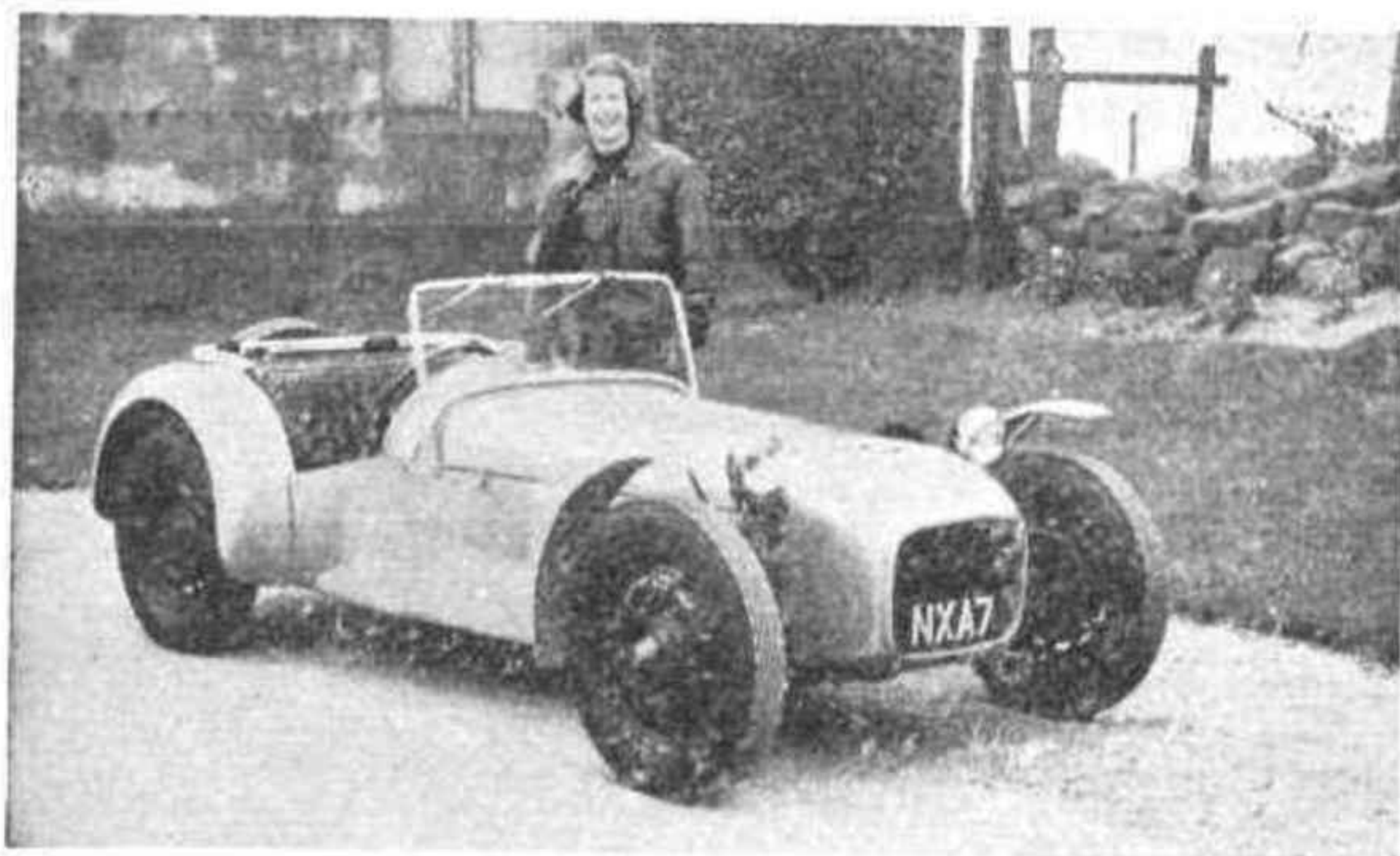
Well, that about completes the rogue's gallery, except for the Talbot 105 and a 1932 20/25 Rolls, and our present stud. The Rolls was an excellent car and a joy to drive; further, it gave 21 m.p.g., which was better than I ever had from a Twenty. But in spite of all this I hated it because of its vast body. I always felt that I was driving three very unpleasant rich old ladies to church, their two mousy poor relations sitting on the face-forward occasional seats. All five pairs of beady eyes are glued on the back of my neck. I can almost hear the rustle of the imitation stuffed birds in their hats against the soft fawn head-lining. It was all thoroughly unreasonable, because in spite of its vast size the coachwork was really very pretty. And I was thoroughly unreasonably delighted to sell it.

I had forgotten what a delightful car a good Talbot 105 can be. I bought it from my clarinet marmalade merchant. He had spent a small fortune on it and kept it meticulously well. This was all for the best as I don't care to work on Talbots.

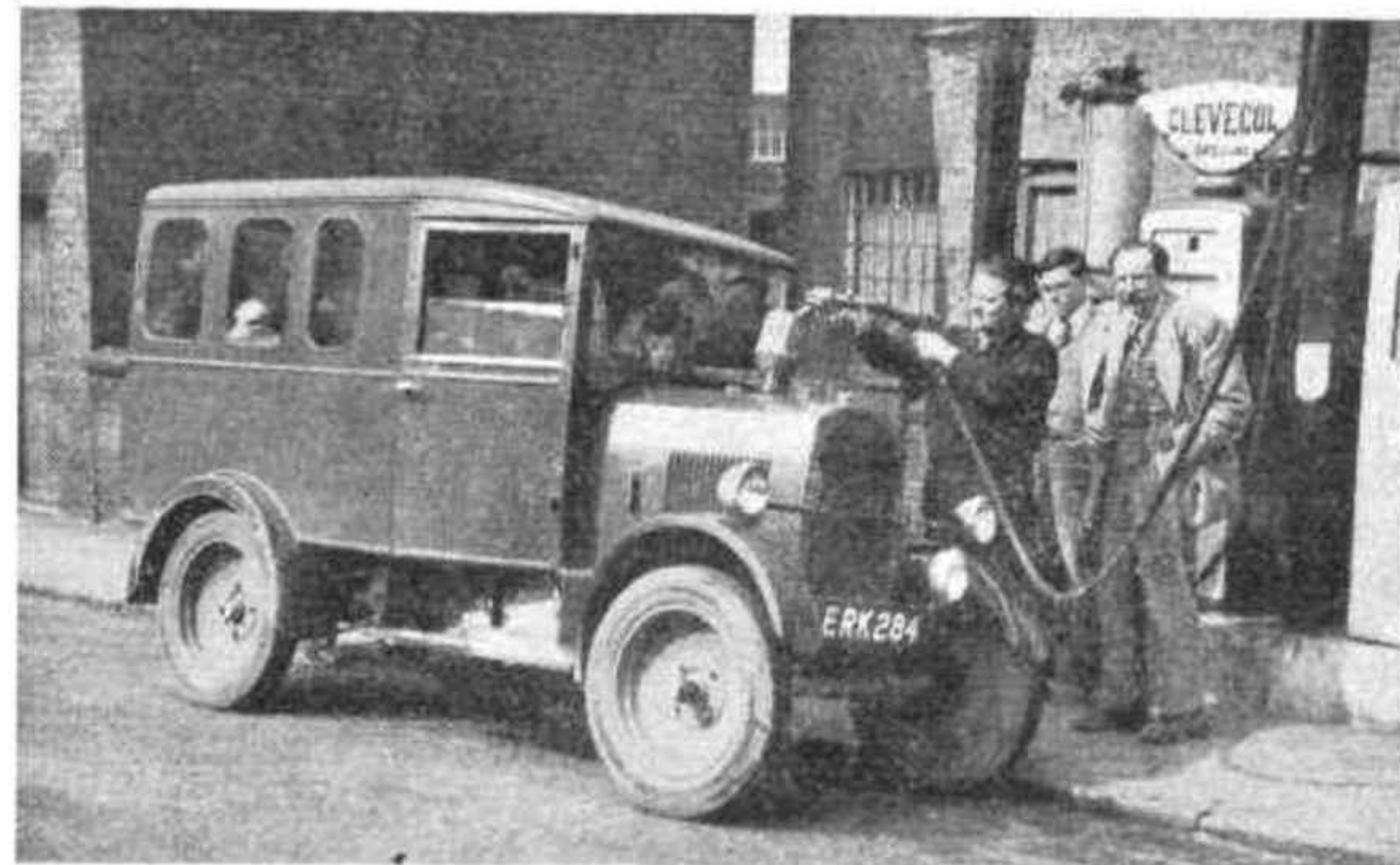
It must have been sometime in the late 1920s that the old Talbot company sold several cars to a circus proprietor who promptly went bankrupt. By the time they had got their claim in, all the elephants, tigers, tents, vans and everything had been seized except a huge family of double-jointed dwarfs from the Khirgiz Steppes with very long arms and fingers fourteen inches long. These touching creatures, now the property of the Talbot company, asked nothing better than to work a twenty-three-and-a-half-hour day seven days a week for only their daily nourishment of cabbage soup as payment. Once a year, on Saint Basil's day, they would drink slivovitz until they rolled about the floor giggling happily. But by midday they were always back at work. Georges Roesch was asked to design a car to be built and maintained by these creatures. He did and they built them till the 'flu epidemic of 1935 carried them all off in one terrible holocaust. Soon afterwards Rootes took over the firm. The editor of MOTOR SPORT says that he is not prepared to believe this, but neither he nor anyone else has been able to produce any more likely reason as to why the Talbots were built the way they were. However, provided you don't have to do anything to a Talbot there are few pleasanter cars. This one was economical, too. Its musician owner had taken it to Zenith, who had endowed it with a brand new carburetter and a petrol consumption of a very honest 20 m.p.g.

So far this is the catalogue of our post-war motoring: four Bugattis, seven small Rolls-Royces, a Chenard-Walcker and a Talbot 105, which were all fun; and, on the strictly utilitarian side, an Austin A40, two "Rosalie" Citroëns and several elderly Austin Sevens. Nothing, even at the most inflated price period, cost more than £900, and everything we had has usually made its money back.

Our last three acquisitions were a 2.9 M.G. ex-police car, an 8-h.p. Morris van, and, the last of the lot, a Lotus Mark VI. The M.G., an open tourer, is about the only car I've ever had that gave me 90 m.p.h. and 20 m.p.g., although not, of course, at the same time. The Morris van is ex-G.P.O. and, replacing an Austin Seven, as "family roller skate" does yeoman service. I must, however, sound a note of warning. The G.P.O. vans are not entirely of standard specifica-



LATEST.—Averil Scott-Moncrieff is now the proud possessor of a Lotus—lucky girl—even if it is only the 1,172-c.c. model.



ENCOUNTER.—The author and the Editor came across this Trojan utility while the latter was introducing the former to the delights of the 2 c.v. Citroën. At first we thought it was the effect of our lunch but no—we touched it, it existed, and it wasn't a vintage example either, although chain-driven, being circa 1939.

tion. Although most spares are interchangeable, some are not, and are difficult to come by. However, its 44 m.p.g. and infinite capacity for hard work and carrying capacity goes far to compensate for the not very exciting performance.

It is a bit early to say much about the Lotus as my wife has only had it a few weeks. But two things are readily apparent. One is that it costs nearer six hundred pounds to build one than the widely-quoted figure of four hundred. The other is that it is worth every penny of it. I am not certain that we have not found, in young Colin Chapman, that very rare combination, a severely practical genius.

And so our motoring goes on. There have been highlights such as having the use, for some time, of a late model Continental Phantom II, one of the pleasantest forms of progression known to man. I never grudged it a single gallon of petrol, on which it rarely gave me more than nine and a half miles. My ultimate ambition along these lines is a 1939 Phantom III with overdrive. Pass me my opium pipe, friends.

ANOTHER SATISFIED 2 c.v. OWNER

Sir,

With regard to Mr. Banks' attack on the 2 c.v. and subsequent letters—I took delivery of one of these delightful little cars shortly after, and largely as a result of, the road test by the Editor of MOTOR SPORT. I can only say that I heartily agree with every word of his test report; the case for the car has not been overstated in the least!

I find it a small car of very strong personality and it is quite fascinating to drive. It gives so very much for so little, and makes even the most humdrum journeys quite an adventure.

I get 62/63 m.p.g. if I drive normally and find it impossible to get less than 60 m.p.g. even if it is driven mercilessly.

The suspension is quite superb. I like the steering, which has quite a vintage feel, and the engine is becoming smoother with every mile covered.

One is not passed on the road nearly as often as one would imagine, and there is very little difference in time on the average main-road journey compared with more powerful cars.

Maintenance is very simple—four grease nipples every 1,000 miles, cost 1s. 6d., compared with the usual 25 nipples and 10s. 6d. of its competitors. It reminds me very much in "feel" of my previous car, an Aprilia, in which I covered 67,000 miles, and in its different way is just as much fun to drive.

I infinitely prefer it to any British car which I could have bought for the same price, and am certain that it will still be a good motor car when it has covered a really big mileage, say 100,000 miles. I know of no British car in the same price range of which one could say the same.

I am, Yours, etc.,

Lytham.

E. O. WANLISS, Major.

Those who require a copy of the 1954 Competition Calendar in convenient pocket size can obtain same from Ernest Newton & Co., Ltd., Faraday Chemical Works, Holt Street, Birmingham. There is no charge.

LETTERS from READERS

N.B.—Opinions expressed are those of our correspondents and "Motor Sport" does not necessarily associate itself with them.—Ed.

THE TRIUMPH AT LE MANS

Sir,

As one of the pit staff for the Triumph TR2 entry at Le Mans, it is felt that your comments in the report of the event do injustice to one of the few private entries, and certainly the most standard car, in the race.

As this was our first run in the event, and we could entertain no hopes of a class win against the Maseratis and the works Bristols, all costing several times the price of our car, we set ourselves the target of finishing at all costs, and if possible of achieving the qualification speed of approximately 76 m.p.h.

This speed was maintained with a satisfactory margin throughout the night, and without stressing the car in any way. With better light, if everything appeared favourable, it was our intention to increase speed. At this time, however, the driver reported that clutch slip was becoming evident, thus having the effect of limiting revs on all gears, but particularly on overdrive, thus reducing the indicated maximum from in the region of 118 m.p.h. to little over 100 m.p.h., and bringing the lap speed below that required for qualification. It was decided, however, to keep the car running rather than have a lengthy pit stop to permit our purely amateur crew to investigate the trouble.

The result is now well known. Our car averaged over 75 m.p.h., and it is felt that this is by no means discreditable. A careful watch was maintained by both drivers, and no grounds for complaints of baulking were given.

In view of the foregoing, it will be seen that the car was at all times run well under its potential performance, and your remarks suggesting that the organisers reject entries of this type, which surely present an accurate indication of a production car's capabilities, can only serve to give an unfortunate impression. It is not cars like the Triumph which should be refused, but rather the thinly-disguised centre-seating racing cars with whom your grossly unfair comparison is made.

Incidentally, the car finished in first-class order, and on examination after its return the clutch slip was found to be due merely to excess grease from the thrust-race having fouled the clutch plate.

I am, Yours, etc.,

Burnley.

J. R. BROWN.

[Due tribute was paid to the TR2's performance in various references in MOTOR SPORT, but our Continental Correspondent obviously has fellow-feeling for drivers of cars which lap slower vehicles many times, passing them at speeds higher than 150 m.p.h.—Ed.]

SMALL BRITISH SPORTS CARS

Sir,

Bravo for your article "The Decline of the Small British Sports Car." Where indeed are our small open cars capable of providing interesting motoring?

One solution, as you suggest, is to build your own. This offers great scope for individual taste and boundless possibilities for those of sufficient talent and inclination—but what of the cost? In order to compare the cost of a home-built car with one of the production models you mention (i.e., a new car), we can in all fairness only consider a car in which new and unused components are used. What will the cost be then? I wish someone would work this out. I am sure the result would be quite interesting.

Incidentally, one gets so used to relying on the correctness of MOTOR SPORT's information, and backing it against all comers, that the details of the Singer you gave came as rather a shock. Surely the model you have quoted is the 4AB.

We have now a 4AD (the 4AC existed only in prototype form and never went into production) in which the SM1500 engine is used. This is a 1,506-c.c. unit stroked down from 90 mm. to 89.4 mm. to bring the capacity down to 1,497 c.c.

This engine is quoted as giving 48 b.h.p. at 4,200 r.p.m. with one carburetter, and 58 b.h.p. at 4,600 r.p.m. with two carburetters (export only?). I see you quote the H.R.G. (with the same engine) at 61 b.h.p. at 4,800 r.p.m., which seems to follow on pretty reasonably.

Now let us look at your chart: 851-1,100 c.c.—nil. No cars under 1,100 c.c. at all. What a fatal gap, especially when we see what these little cars were capable of at Le Mans.

Keep up the good work, MOTOR SPORT. Stir up the manufacturers. We are all for you, Boddy and soul.

I am, Yours, etc.,

Bristol.

R. G. PYE.

Sir,

I have enjoyed immensely the stimulating series of articles in MOTOR SPORT, such as "Gran Turismo" and the "Decline of the Small British Sports Car."

While agreeing with you on the need for a small sports car that is cheap to buy, run and maintain, I disagree on the adoption of an 1,100-c.c.-or-under engine. To me you seem to have contradicted yourself in several ways. First, however, it must be clearly understood what we want. So I will list the requirements, not necessarily in order of preference. These are: low first cost—cheaper than those offered at present, e.g., Jowett, M.G., TR2 and Austin-Healey (not forgetting Morgan!). Performance—acceleration better than family saloons with much better braking. General handling qualities—definitely of a sporting character so that the enjoyment of driving is uppermost. Economy—30 m.p.g. at least. Long life—60,000 miles between major overhauls.

A formidable list and one which may in certain aspects not be attained, and in others exceeded. However, I fail to see how an 1,100-c.c. engine is going to do it. Let us take our requirements again. Low first cost. There is no suitable engine in production that does not need extensive modifications before it could be used. To design and produce a new engine would need an enormous output to bring its cost anywhere near where we want it.

Performance. This ties up with the above. We need more power than in say the Ford 1,172-c.c. unit and to extract it from a small engine means that it is not likely to be very reliable if cheap. General handling qualities are a matter of design and presumably can be looked after. Economy. A small engine is not likely to be more economical than a larger one, witness the TR2, especially if the smaller one is working harder. Long life. Again a larger unit will score very heavily as it does not work so hard, and is in direct agreement with your statements on the VW and its secrets of success.

Thus the proposed machine will have an engine used in a production saloon car (in my opinion the Jowett's standard 52-b.h.p. unit would be ideal due to its configuration, it possibly filling in a rear position *a la* Porsche 550, though I must admit it wouldn't be all that cheap). A chassis of sufficient rigidity, with suspension utilising saloon-car parts, and an open body of perhaps plastic material. Interior trim being very spartan, though the provision of extra equipment an optional extra, the design allowing for this.

There is no doubt that a car such as this, with perhaps around 65 b.h.p., would sell if the price was right. Whether it could be done depends largely on who tries it. M.G. could do it with B.M.C. behind them, their retail outlets and "name," but they seem to have their eyes across the Atlantic—how long before the B.M.C. 1.5-litre is put in the Midget?

One could go on discussing this subject till Cecil Kimber ran a big-end due to high r.p.m., and I hope to see further articles—or letters—going into the whys and wherefores more thoroughly. Also what about the need for a high-performance small saloon on the lines of the 1,100 t.v. Fiat? I would dearly like to see somebody like Jaguars attempt the idea on a more luxurious theme (Alfa-Romeo "Julietta"), though I suppose they are busy enough on their rumoured Grand Prix project(?) . MOTOR SPORT spies forward!

I am, Yours, etc.,

Edinburgh.

A. J. TURNER.

GERMAN CAR LONGEVITY

Sir,

I was interested in Mr. Peach's letter in your June issue referring to the twenty minutes' bench running-in period which is all the running-in Volkswagen engineers consider necessary.

I believe that the answer to this lies largely in the fact that the piston speed of these engines is so low. Assuming that your figure of 120 m.p.h. at 2,500 ft./min. is correct then the VW will do almost twice the road speed of say the A40 or M.G. TD for any given piston speed. On this basis 35 m.p.h., which is the recommended running-in speed for the first 200 miles, for the TD corresponds to a running-in speed equal to the top speed for the VW. Of course there are other factors, such as bearing loads, the bedding in of pistons and rings, etc., to consider, but the bench run should be sufficient to deal with these satisfactorily.

Anyway most of our manufacturers of low-priced cars don't bench run their engines, and I, for one, would feel happier if they did

TO EVERY DRIVER OF A NEW CAR

How to keep your engine in peak condition

WHEN YOU HAVE invested a considerable sum of money in buying a new car you don't want to see it deteriorate quickly. But while any amount of care and elbow-grease is spent on keeping body-work gleaming, many drivers are inclined to neglect something far more important — care of the new engine.

If nothing is done about it, your engine will gradually accumulate a tenacious slate-like deposit on valve heads and cylinder-head surfaces. These harmful deposits cause loss of power and extravagant fuel consumption — until, before you know where you are, your 'new' car is approaching middle-age and needing an overhaul.

There is a way of checking this build-up of deposits in your engine. BP Super petrol, with its new additive, BP 08, keeps valves, plugs and piston rings cleaner. Run a new car on BP Super plus BP 08, and the bulk of the products of combustion

which might otherwise form deposits are passed harmlessly out through the exhaust.

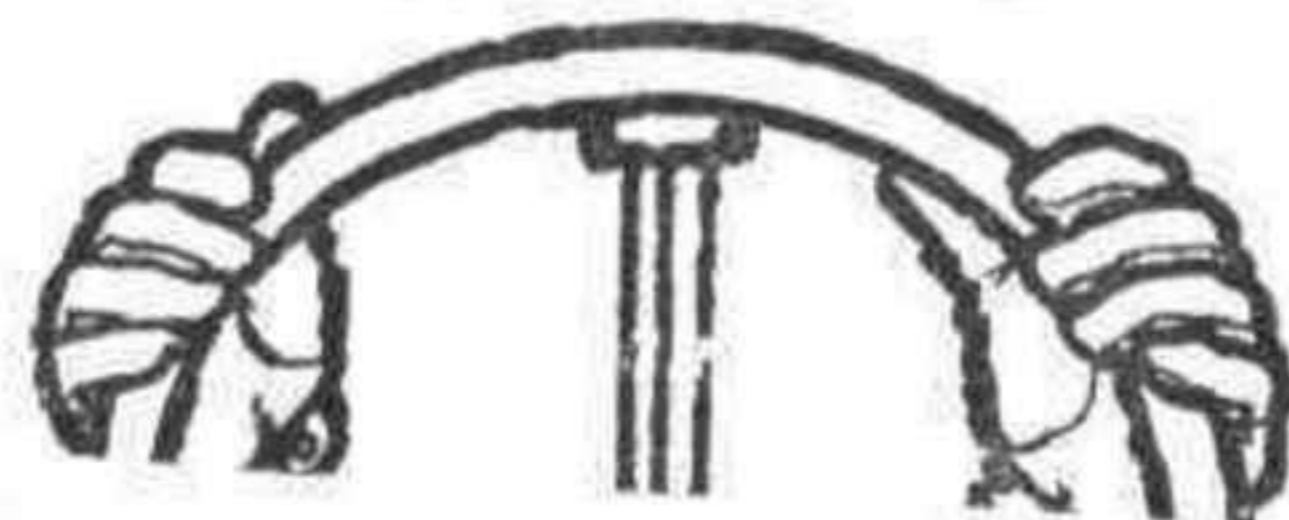
Maintain full compression with BP Super plus BP 08

Your new car will now behave like a new car for a much longer period. The lively performance, smooth running and instant starting, which the car was designed to give you in the first place, it will now go on giving you over thousands of miles.

This is an insurance for which there are no extra premiums. BP Super plus BP 08 costs you not a penny more at the pump. It will cost you far less in the long run, because you get still more miles per shilling, and you won't need to take your car off the road for an overhaul so soon. With BP Super plus BP 08 you are protecting a valuable investment in a safe, easy and economical way.



**Change up to BP Super
for peak power per piston**



THE BP SHIELD IS THE TRADE-MARK OF ANGLO-IRANIAN OIL COMPANY LTD

when I see new cars being delivered from the factory at 50 m.p.h.!

I believe that the Germans give much more attention to longevity than British manufacturers. This is probably because our cars only average perhaps 10,000 miles per year whereas on the Continent, and more especially in America and the Dominions, the figure must be much greater. By spending a little more money on such things as alloy cylinder liners I'm sure we could increase the life of our engines (the motor repair trade won't like this!). It is about time we had more originality in our designs too. Perhaps when Continental competition becomes really hot, our manufacturers will sit up and take notice.

Incidentally, I'm rather surprised to read that the top speed of the VW is only 68; I have driven behind these cars in Germany on the autobahn and I certainly had to drive hard to pass them in my TD, which has a true maximum of 75 plus.

May I say how much I enjoy reading MOTOR SPORT, especially for its outspoken comment.

I am, Yours, etc.,

Prescot, Lancs.

PETER J. BELL.

* * *

ENGLISH USER PRAISES 2 c.v.

Sir,

Englishman Banks' letter amused me more than somewhat! As one of the few 2 c.v. owners in this country at the moment, I cannot allow him to get away with such nonsense. Sixty-seven thousand miles in a much-loved Lancia Aprilia and previous ownership of a Boulogne Frazer-Nash, E-type Vauxhall and many other vintage cars, have left me with very clear ideas of what I do and do not like in a motor car.

I must say I had my doubts, in spite of the glowing reports of two contemporaries, that I might not like the car, but subscription to MOTOR SPORT for over twenty years has convinced me that when Mr. Boddy is enthusiastic about a motor car I practically always am too!

So when the MOTOR SPORT report appeared I finally took the plunge. And now I can only say that I agree with every word he says; in fact, he almost errs on the side of understatement! The 2 c.v. is an extremely tough motor car of great charm, and is the greatest fun to drive. I find that I am getting as much fun out of driving it as I did from my Aprilia—and for the same reasons!

The points I like are, in order:—

The amazing suspension—I have never met anything quite like it.

The steering, typical good Continental rack and pinion; quite a vintage feel.

The gearbox, positive and smooth.

The effortless cruising on overdrive.

The extraordinary economy, over 60 m.p.g. with hard driving.

The factory tell me that over 120,000 of these cars have been sold, and there is a waiting list of six months for these cars in France. It is the only car that now sells at a premium. I can well believe it.

The French as a nation drive their cars very hard, and I am certain that there would not be the demand for these little cars unless they were very good motor cars indeed.

In this country it is, I feel, a machine to appeal to the more knowledgeable and enthusiastic motorist. It is a pity about the price (it sells for £340 in France), but even so I would far rather have it than any of its British contemporaries in its price class. They are all so characterless that it is sometimes hard to remember which particular brand of little tin box you are driving and their steering feels as if it was connected to the road wheels by rubber bands. Every man to his taste!

I am, Yours, etc.,

Lytham, Lancs.

E. O. WANLISS.

* * *

A VALE IN USE

Sir,

Being the owner for nearly 20 years of a Vale Special two-seater, may I add to the remarks of Mr. Gaspar. I have owned a number of motor cars of various makes but none so trouble-free as my old faithful Vale Special. One touch of the starter and she comes to life—never fails; always reliable, and built as only a master car maker knew how. What! I could afford a Rolls, but "old faithful" can never be replaced and is still as firm as a rock and as good as new.

It is to be regretted that a car of this quality did not sell better; probably it was too good for the small cost; and the design is smart, even for these days. To lose my Vale would be like losing a dear friend.

I am, Yours, etc.,

Farnborough Park, Kent.

EDWARD G. WEST.



THIS IS IT.—The much-discussed Vale-Special, in this instance the car owned by Mr. Edward G. West—see letter in left-hand column.

CORRECTION

Sir,

Quite a lot of people agree with you regarding the revival of the 1,100-c.c. engine, among them being Cyril Kieft and myself.

When one of the oldest, and best-known, names in the engineering world, Messrs. Coventry Climax, Ltd., are helping with experiment and research, you will agree that a step nearer to our hopes is being taken.

Therefore your caption to the very good Le Mans Kieft picture is a little unfortunate—for we failed in the early hours of Sunday morning with back-axle trouble. The engine was still running like the usual clock.

I am, Yours, etc.,

Chelmsford.

ALAN RIPPON.

Sir,

We would be glad if you would please correct the comment given on pages 356 and 357 in the current issue of MOTOR SPORT, wherein the Coventry Climax engine is blamed for the failure of Mr. Rippon's Kieft at Le Mans.

The fact is that the engine ran extremely well, and it was due to the drive axle failure at eleven hours that the car had to withdraw.

It is also a fact that after the axle was changed, and without any attention to the engine, the car gained second place at Snetterton the following week in the half-hour high-speed trial 1,100-c.c. class.

The engine has since been examined and was found to be in perfect condition.

It has since been re-assembled and is now re-installed in the car for the Silverstone meeting in July.

We cannot claim to be disinterested! Far from it, but we would appreciate it if you would put us right with your readers.

I am, Yours, etc.,

Coventry.

W. T. F. HASSAN, Chief Engineer,
p.p. Coventry Climax Engines, Ltd.

* * *

SOLEX TAKE DONALD HEALEY TO TASK— BRITISH CARBURETTORS AS GOOD AS FOREIGN ONES, SAYS THEIR MR. RICHARDS

Sir,

Our attention has been drawn to Mr. Donald Healey's open letter of June 1st, published in the Motoring Press.

We wish to refrain from commenting on the main portions of his letter, but in particular Mr. Healey states that if he were to keep pace with his competitors, he would, among other things, have to have multiple non-British carburettors.

We would like it to be known equally widely that this particular qualification is demonstrably incorrect.

I am, Yours, etc.,

London, N.W.1.

J. D. RICHARDS,
p.p. Solex Limited.

A SATISFIED MINOR OWNER

Sir,

Britain is traditionally the home of free speech, and certainly the correspondence columns of MOTOR SPORT have borne this out during the twenty-odd years I have been a reader! I wonder, however, if it is really necessary for some contributors, after praising the car of their choice, to be quite so violently disparaging about those of other people? Sweeping generalities, full of personal prejudice (which is all right if not overdone) and usually without much foundation in fact, are neither useful nor do they make good reading, and certainly don't show any spirit of "give-and-take" to be existing in the writers—unfortunately, this is also symptomatic of far too many drivers at the wheel nowadays as well, as any motorist of experience can testify.

I know some people regard it as hardly the "done thing" to run a British car—a foreign name is so much more impressive, as witness the jealously-preserved Continental hotel labels to be seen on so many suitcases at this time of year—but after owning or driving a good many cars, large and small, during the past quarter-century, I seem to recall that the most pleasant vehicles for reliable daily travel were British, whilst the least enjoyable of them all was a foreign one of famous make! However, on that limited experience I don't propose to decry all foreign products, because I know full well that all car-manufacturing countries have their good products and their, well, not-so-good, though for reasons I don't propose to justify, my favourite of them all was an E-type 30/98 Vauxhall tourer.

The appearance of two separate criticisms of the Morris Minor in the July issue happened to coincide with my completion of 47,000 miles in three years' motoring in one of these "grossly-under-powered" side-valve cars—and the 15½-cwt. four-door one at that, pulling the "abysmally low gear" of 4.5 to 1. During that time (Mr. Halion from Eire) I have suffered very few "beatings-up" from 750 Renaults, which is rather strange because I have a friend who happens to own one, and is as keen a supporter of the rear-engine school as I am of Mr. Issigonis' brain child.

To date, apart from being decarbonised three times, including the initial check-over, my engine remains untouched, the only necessary mechanical replacement consisted of one handbrake cable, seized up with snow, though one universal joint and several races in the back axle were recently replaced for little more than sheer "faddiness," being good for another 10,000 miles or more before replacement would have been really necessary. The car is used for daily hack-work in town and country, including fastish main-road runs on which 40-m.p.h. averages are normal, my annual average petrol consumption for 15,000 miles or more has been (first year) 42.8 m.p.g.; second year, 43.9 m.p.g.; and third year, 43.7 m.p.g., whilst oil consumption, originally 400 miles to the pint when new (to my great delight, oil costing less than bores) has now reduced to 200 miles for the same quantity, but with no smoke or fumes, and slight piston-slap when cold only. After three years the car, internally and externally, is 95 per cent. as new, the chrome is perfect, it will just reach a level (timed) 60 in top and 46 in third, and cruises normally at 45/48 miles per hour, which compares favourably with my friend's contemporary 750 Renault after roughly half that mileage, and is rather far removed from Mr. Denys Session's two new engines and brake systems, and new suspension as well, in 17,000 miles. So many people have obviously had the same good service from the Morris Minor as myself that it is rather difficult to believe that such quantities of trouble could have been experienced except through trying to extract a large car's performance from a modest 900 c.c. or less. I am quite sure I could have "burst" my Minor in the first two thousand miles if I had really tried, and judging by the behaviour of some drivers I have come across, some could do it in much less!

Seriously, though, almost all post-war cars of the "bread-and-butter" variety (I am not going to join in the Editor's sports-car controversy!) will do so much more than their pre-war equivalents, that in my opinion most of their drivers expect far too much from them, and then grouse to high heaven because their "eights" won't do the work of a 1½-litre car, or else, if they meet success in their efforts, revile the makers for the trouble which inevitably follows. I think it is a tribute that ALL post-war "babies," of whatever nationality, will do so much so well (and if given reasonable treatment for so long).

I am, Yours, etc.,

Lincoln.

N. H. FOWLER.

[We have always thought of the Morris Minor as one of Britain's outstanding cars, but personal comment is difficult as we have never succeeded in obtaining the standard 800-c.c. o.h.v. model for full road test. The last Morris Minor lent by the publicity dept. of Cowley was tested in 1949 and now we are under the Bishop ban! See page 366, column one, of last issue.—ED.]

BY WAY OF APOLOGY

Sir,

I am enclosing a rather disgraceful effort which came from *Motor Racing* last week. You have probably by now seen many other examples of this second-rate circular, which has no doubt been sent to other advertisers in your columns. [The circular has attached to it a small advertisement clipped from MOTOR SPORT and touts for support for its own columns.—ED.]

They, like myself, have probably formed a rather low opinion of the business methods employed by *Motor Racing*.

I am, Yours, etc.,

M. T. JENVEY.

West Horsley.

[This is one of many letters on this subject and we publish it by way of an apology to other readers who have received from *Motor Racing* a similar circular cutting of their advertisement in MOTOR SPORT. Representation to *Motor Racing* to stop this form of touting has failed and we ask our readers to suffer this annoyance in sorrow rather than anger and to appreciate the compliment to our journal.

—ADVERT. MANAGER.]

REAR REFLECTORS

In order to meet the demand which the new Lighting Regulations will bring next October, Plastilite Patents, Ltd., of Bromley, Kent, have brought out the "Safeglow" reflectors, which have accurately-made "Safeglow" prismatic red reflectors in plastic holders. A screw-thread and nut are provided for attaching the reflector to bumper or over-rider and inspection suggests that these light, easy to clean, smart reflectors will serve their purpose admirably. As there could easily be a shortage, order your pair now.—W. B.

PUBLICITY MATERIAL

Gristophorus is a beautifully produced, illustrated publication, with a magnificent colour cover, devoted to the past and present creations of the versatile and talented Dr. Porsche.

The current issue contains references to Porsche, Auto-Union, Wanderer, Steyr, Austro-Daimler, Cisitalia and Mercedes competition cars. From it we learn that the present-day VW stems from the Porsche Type 12 of 1932, a rear-engined, central-frame, streamlined 1.2-litre car to have been built by Zuendapp. This was developed as the Type 32 of 1933, built by N.S.U., the rear-engined, air-cooled, horizontally-opposed 1,400-c.c. engine of which gave 28 h.p. The third car of this type is still in use. About 30 prototype VW30s followed, in 1936, for test purposes, following tests of a chassis during the winter of 1935/6. A VW van, with higher ground clearance, had also been produced. The Porsche originated as a streamlined coupé on a VW chassis which was built in 1939.

The book is full of splendid photographs, on art paper, with subtitles in English.—W. B.

* * *

An excellent discourse in simple language, backed by diagrams and photographs, on how oil products are made available to the world, from the discovery of crude oil to its conversion into refined products, is a book I strongly recommend. It is available free of charge from the Petroleum Information Bureau, 29, New Bond Street, London, W.1, on mentioning MOTOR SPORT.—W. B.

* * *

A 1928 Lancia Lambda "stars" with Petula Clark and Desmond Carrington in a short film about Regent petrol, soon to be released to many local cinemas. It was "shot" at Cookham station.

OPTIMISTIC!

Golf Monthly, in an article purporting to show that present-day cars are infinitely better than their pre-war predecessors, quotes acceleration up to the eighty mark in a Vauxhall Velox "in about 15 seconds." The car, in fact, has a maximum speed of only just above 80 m.p.h. and the last test report we saw gave 0-70 m.p.h. in 30.6 sec.

CONTINENTAL SUSPENSION

Commenting on the behaviour of competing cars at a rough section of its Autocross last May, the Hants and Berks M.C., in its monthly bulletin, states: "Beyond all doubt Laver's Citroën Light Fifteen (it made fastest saloon-car time) was the safest and most comfortable-looking car on the course, rivalled for comfort by Owen's Volkswagen . . . Note that both these cars are designed to cruise fast on badly surfaced Continental roads, both have stiff springs and tight dampers as judged for smooth English roads, both have enough clearance to let the suspension work over big bumps."

CLUB NEWS

LAGONDA CLUB

In its excellent, printed quarterly magazine, *The Lagonda*, we read: "I have found readers of that specialised periodical [ourselves!] know much about Lagondas, and even own them, but nothing of the club."

So we hasten to remark that this club derives from two former separate organisations, the 2-litre Lagonda Register and the Lagonda C.C. It caters for owners of Lagondas of all types, from 11.4 to V12, produces the aforesaid healthy magazine and organises the usual pub meets, rallies and contests. The Hon. Sec. is M. H. Wilby, 4, Lancaster Garages, Hampstead, London, N.W.3, the Northern Hon. Sec. being D. H. Coates, Hill Farm, Swine, near Hull, and the Midlands Hon. Sec. is T. H. Wareham, Hay Wood Cottage, Five Ways, Hatton, near Warwick. I. Forshaw, W. C. Hartop, C. Elphinstone, Dr. C. S. Rexford-Welch, D. J. Roberts and Francis Winkworth play prominent parts in the club's organisation, and David Brown is one of the Lagonda Club's patrons.

CHICHESTER M.C.

On the evening of June 30th the club staged the third annual Motor Gymkhana in Oaklands Park, Chichester. Staged on grass, there was an excellent entry for the six events: "Wiggle-woggle" or steering test, obstacle race, relay race, blindfold test, figure of eight ("Le Mans" start), and balloon race. Opened by the Mayor of Chichester (Alderman Mrs. Eastland), the meeting was blessed by perfect weather and the spectators enjoyed three and a half hours of real fun and games. Prominent among the prizewinners were Mr. Wilfred Wadham and Mr. Desmond Silverthorne.

On August 14th the club is staging a series of driving tests in the Cattle Market, Chichester, at which the local mobile police have kindly agreed to lay on some road safety demonstrations.

S. WALES A.C. RALLY OF THE SEVEN VALES (July 4th)

The rally was started from City Hall, Cardiff, by the Lord Mayor, Alderman G. Ferrier. It was run over a route of 198 miles, included several "colonial" sections, and passed through some very beautiful parts of South Wales.

The plus or minus tolerance of one minute and the secret time checks soon sorted out the 39 cars that were competing. G. E. Turner (driving an M.G.), who made the best performance of the day had one minute in hand at all checks and put up a very good show.

The results of the special tests which were carried out before the lunch break on the club's own hill-climb near Maesteg only had to be used to decide a "tie" between two cars.

Information clues were used on the route, and this saved a great deal of marshalling.

Results:

Class 1: G. E. Turner (M.G.).
 Class 2: E. Baker (Anglia).
 Class 3: G. H. Reason-Jones (Triumph TR2).
 Class 4: L. R. Gibbs (Consul).
 Team Award: Hereford C.C.
 S.W.A.C. Challenge Cup: Dr. J. Spare.

LONDON M.C. THIRD FRENCH SPORTING TRIAL (June 24th)

Results:

1st (Mayor of Annecy Cup): H. R. Smart (1,172-c.c. B.S.T.).
 2nd (Hotel des Tresums Cup): P. Clegg (1,172-c.c. Clegg Special).
 3rd (Marcel Becquart Cup): R. Faulkner (1,172-c.c. Paul Special).
 4th (A.C. du Mont Blanc Cup): N. P. Kennedy (1,172-c.c. Harfeach).
 5th (Annecy Tourist Committee Cup): P. Atkinson (1,245-c.c. Atkinson Special)

Souvenir Awards:

6th: R. Kemp (1,172-c.c. Kemp Special).
 7th: J. H. Appleton (1,172-c.c. Appleton Special).
 8th: D. W. Price, Jr. (1,172-c.c. Price Special).
 9th: A. H. Baker (1,997-c.c. Land Rover).
 10th: E. J. Chandler—retired.
 Team No. 1: J. H. Appleton, D. W. Price, Jr. and R. W. Faulkner—each member received award of the Town of Annecy.
 Team No. 2: E. J. Chandler (retired), N. P. Kennedy and H. R. Smart.

LANCIA M.C. INTER-ONE-MAKE DRIVING TESTS (June 27th)

Results:

1st: Morgan 4/4 "A" Team (P. H. G. Morgan, 672 points; G. J. Stallard, 647; H. M. Denton, 660—total 1,979 points).
 2nd: Morgan 4/4 "B" Team (J. McDonagh, 652 points; W. G. G. Goodall, 656; R. K. N. Clarkson, 639—total 1,947 points).
 3rd: M.G. "A" Team (C. Shove, 652 points; J. Shove, 626; R. Randall, 660—total 1,938 points).

FIXTURES FOR AUGUST

R.—Restricted Event. C.—Closed Event. C.I.—Closed Invitation Event. N.—National Event. I.—International Event.

- 1st.—Liverpool M.C. Driving tests, Liverpool. C.I.
 Aberdeen & Dist. M.C. Rally. C.
- 2nd.—N. Cornwall M.C. Driving tests, Launceston. C.
 HALF-LITRE C.C. RACE MEETING, BRANDS HATCH. I.
 Davidstow J.C. Race meeting, Davidstow. C.I.
 Chester M.C. Race meeting. C.
 B.A.R.C. RACE MEETING, CRYSTAL PALACE. N.
 W. Cornwall M.C. Hill-climb, Trengwainton. C.
- 4th.—500 M.R.C. of Ireland. Race meeting, Kirkistown Airfield. C.
- 7th.—MID-CHESHIRE M.C. RACE MEETING, OULTON PARK. I.
 Hants & Berks M.C. Hill-climb, Burghfield. C.I.
- 8th.—M.G. C.C. (N.W.). Driving tests. C.
 Herefordshire M.C. Driving tests. C.
 Gosport A.C. Rally. C.I.
 Durham A.C. Rally, Co. Durham. C.
- 14th.—Burnham-on-Sea M.C. Somerset.
 W. ESSEX C.C. RACE MEETING, SNETTERTON. I.
 Nottingham S.C.C. Race meeting, Silverstone. C.I.
 Bugatti O.C. Race meeting. C.I.
 Ulster A.C. Hill-climb, Craignantlet. C.I.
- 14th-15th.—Bridgnorth & Dist. M.C. Wales. C.I.
- 15th.—Windsor C.C. Rally. C.
 Brighton & Hove M.C. Gymkhana. C.
 N. London E.C.C. Driving tests, Bucks. C.
 Blackpool & Fylde M.C. Driving tests. C.I.
 M.G. C.C. (S.W.). Gymkhana. C.
- 19th.—N. Cornwall M.C. Trial, Launceston. C.
- 21st.—V.S.C.C. Rally, Cheltenham. C.
 Rhyl & Dist. M.C. Driving tests, Prestatyn. C.
 HALF-LITRE C.C. RACE MEETING, SILVERSTONE. N.
 B.A.R.C. Race meeting, Goodwood. C.
- 22nd.—Bolton le Moors C.C. Trial, Lancs/Yorks. C.
 Plymouth M.C. Driving tests, Devon. C.
 Huddersfield M.C. Trial. C.
 Wolverhampton & S. Staffs C.C. Gymkhana. C.
 Sporting C.C. of Norfolk. Driving tests. C.
 A.C. Owners' Club. Driving tests, Bovingdon. C.I.
 Morecambe C.C. Rally, Morecambe. C.
 Furness & Dist. M.C. Trial, Lake District. C.
 Falkirk & Dist. M.C. Trial. C.
 Vintage S.C.C. Hill-climb, Prescott. C.
- 27th-29th.—E. Anglia M.C. Rally, Clacton. C.I.
- 28th.—W. Hants & Dorset C.C. Sprint, Hants. C.
 BRISTOL M.C. & L.C.C. RACE MEETING, CASTLE COMBE. N.
 750 M.C. SIX-HOUR RELAY RACE, SILVERSTONE. N.
- 28th/29th.—SHEFFIELD & HALLAMSHIRE M.C. RALLY, YORKS/DERBYS. N.
- 29th.—Cambridge 50 C.C. Rally, E. Anglia. C.
 Exmoor M.C. Trial, Minehead. C.
 Newcastle & Dist. M.C. Rally, Newcastle. C.I.
 Fylde Motor Sports Committee. Trial, Lancs/Westmorland. C.
 Mid-Derbyshire M.C. Trial, Derbys. C.
 MIDLAND A.C. HILL-CLIMB, SHELSLEY WALSH. I.
 Hagley & Dist. L.C.C. Speed trial, Worcs. C.I.

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FOR SALE

- AQUAPLANE COMPANY** have to offer at the request of customers, the following items of special interest. One only absolutely unused Jowett Jupiter Engine, £100. A pair of Ardun OHV Cylinder Heads complete with manifolding and carburetters for Mercury V8, only 3 hours' use, customer will sell for best offer (cost £160). One only Ford Consul Engine, used for brief dynamometer test work, never installed in car, £60. The Aquaplane Company, Oulton Broad, Suffolk. Tel. 416. [1875]
- 1928/9 4½ LITRE BENTLEY**, 2 seater, dickey, drop head coupe. Original condition. Engine overhauled. Fitted specialoids. 8,000 miles since. Excellent mechanical condition. Body good. £175 or near offer. "Tresco," Claremont Drive, Timperley, Cheshire. Sale 4460. [1877]
- SUPERCHARGER**. Marshall-Nordec. Complete installation for M.G. 1½ litre. Guaranteed perfect. 6 months old. Cost £90. Accept £35. Thomson, 20 Kingswood Drive, Leeds, 8. [1878]
- 1946 WOLSELEY SPECIAL**. Independent front suspension. 14in. brake drums. Wire wheels. 14 h.p. O.H.C. engine, with alloy test body. In running order. Offers over £50. Dixon, 28, Cloves Hill, Morley, Derbyshire. [1879]
- ALVIS**. "Silver Eagle," 1936. Black Saloon. Reasonable condition. £150. 18, North Avenue. Ealing, W.13, after 8 p.m. [1880]
- M.G. MAGNETTE** Spares, including gaskets, etc., s.a.e. for list. Also two Lucas chromium Windtone Horns and two aero screens—offers. Malin, Brae Lodge, Lonsdale Place, Derby. [1881]
- THE CAR ILLUSTRATED**, 1902-1908, 22 bound volumes. £2 per volume or offer, plus carriage. Box No. Y882. MOTOR SPORT, 15-17, City Road, London, E.C.1. [1882]
- ALVIS FIREFLY** saloon, 1934. Good condition, good tyres. Bills available. Taxed, insured. £140. Thompson, 26, Village Way, Beckenham. Tel.: 5292. [1883]
- HUDSON TERRAPLANE**. 16.9 h.p. Oct., 1934. Good condition. Engine performance excellent. Insured for the year. New starter motor and tyres. £65 o.n.o. Box No. Y884. MOTOR SPORT, 15-17, City Road, London, E.C.1. [1884]
- J.2 M.G.** Many engine spares. Block starter. Dynamo. Starter pump, etc. 4, Meadoway, Bishops Cleeve, Gloucestershire. [1885]
- INVICTA** "Black Knight" Chassis. New, fitted with independent torsion bar suspension units and shock-absorbers. £20 each. 38, Hoppner Road, Hayes. Tel.: Hayes 1608. [1886]
- CORD**. Drop-head. Fitted new Cadillac engine, steering column gear change, rear wheel drive. Professionally converted. Will do well over the ton. Steady as a rock. Offers wanted. 38, Hoppner Road, Hayes. Tel. Hayes 1608. [1887]
- 1954 MODEL M.G. TF**. Green, immaculate condition, small mileage, wire wheels. Cost £830—accept £725. E. K. Lund & Co., Preston Road Garage, Coppull, Nr. Chorley. Tel.: Coppull 285. Open 7-day week till 11.0 p.m. [1888]
- 1928 20-H.P. ROLLS ROYCE**. Good modern shooting brake body. Wheels and wings poor. Needs mechanical attention. Licensed. Spare engine, etc. Offers over £50 to Foster, Yew Tree House, Knowle, Birmingham. [1889]
- CITROEN**. 1923 model 7 h.p. Cloverleaf. Fair running order, good body and tyres, some spares. £50. Holland's Garage, King Edward Street, Macclesfield, Cheshire. [1890]
- DELAGE DM6 (1930)**. Mechanically excellent. New open 2-seater body, needs trimming. Any trial. S.A.E. details, photo. £95 o.n.o. Horton, 99, Highwood Gardens, Ilford, Essex. Tel.: VAL 1082. [1891]

FOR SALE—continued

- 1933 M.G. J.2** in good condition and spares. £130. Course, Caldecote Lodge, Near Biggleswade, Beds. [1892]
- BROUGH SUPERIOR**. D.H. Coupé. 1937. 22 h.p. Spares readily available. Coachbuilt car. £150 o.n.o. Crawford. Tel.: Ruislip 525411. [1893]
- 1922 STANDARD** two-seater tourer. Believed only runner of year and body. Stored 28 years. Immaculate except upholstery. New hood, side screens, tyres. £20 engine overhaul. £100. T. Robinson & Sons Ltd., London Road, Peterborough. [1894]
- 4½ LITRE LAGONDA**. 1935 saloon. Mechanically excellent. New tyres, batteries. £225, or offer. Robinson, Bonningtons, Takeley, Bishops Stortford. Tel.: Takeley 224. [1895]
- MORRIS 10**. O.H.V. 1935 Saloon. Body terrible. Starts on starter. Brakes good. Three really good tyres. £35, or would break for parts. Clarke, Hilltop, Wainsford, Lymington. Tel.: 663. [1897]
- M.G. J.2 SPARES**. 4-speed gearbox with remote control, £10. Brand new hood, frame and sidescreens to fit 4-seater J.2. Colour, beige, £8. Diff. unit (new), £7. Rear brake drums, relined, £4 pair. J.2 body and chassis, buyer collects, £5. Harvey, "Down Villa," Summer Grove, Elstree, Herts. [1898]
- ASTON MARTIN**. 1938 2-litre open tourer, long chassis. Excellent mechanical condition including reconditioned engine—no mileage. Coachwork good. Price £450 o.n.o. R. Forsell, c/o T. Forsell Ltd., Frog Island, Leicester. Tel.: 21208. [1899]
- BENTLEY**. 3-litre Red Label 1924. Hood and tonneau cover new last autumn, tyres good. Mechanically sound. Reason for sale, marriage. £250 or offer. Bryden, 3, Homefield Road, Colchester. [1900]
- RALEIGH Safety Seven**, 1935. 3-wheeler. 4-seater. Good condition. £65, offers. 25, Parkland Avenue, Langley, Slough, Bucks. [1902]
- RAILTON**. Fairmile Drophead. 38,000 miles. Photo on request. £375. Johnson, Dene Cottage, Little Leigh, Nr. Northwich. [1903]
- COMPLETE CABINET SET** (40 pieces British and American) Tipco chrome socket spanners. New, unused. Retail value £18. Offers. Stevenson, 5, Beattock Park, Beattock, Dumfriesshire. [1904]
- MAGNETTE NA Engine**, £35. Stripped chassis, £3. Front axle beam with stubs, £1. Pair Andrex TE2 dampers, complete installation as new, £10. Wanted: K or KN standard camshaft. Barclay, Windmill, Crawley, Sussex. Tel.: 586. [1906]
- 1934 RILEY**. 9 h.p. Ascot Drop-head Coupé. Very good condition. £100. Pope, 550, Fairholme Road, London, W.14. [1907]
- DELAGE**. 1928 D.M.S. Weymann Saloon. 43,000 miles. Rebores. New radiator. Body fair. Brakes poor. Offers. London. Box No. Y908. MOTOR SPORT, 15-17, City Road, London, E.C.1. [1908]
- B.M.W.** Type 328. Built for 1940 Mille Miglia, but never raced. Reputed one of the fastest 328s ever delivered to this country, since when it has been beautifully maintained, and has just completed a genuine 45,000 miles. Finished silver and fitted many extras. Offers. Sutcliffe, Broadstone, Dorset. Tel.: Broadstone 76. [1909]
- RACING TENDER**. £165. Bentley 3-litre shooting brake. 1927. Fast, reliable, economic. Will tow anything. Alick Pitts, Streetsbrook Road, Shirley, Birmingham. [1910]
- S.S. 100**. 2½-litre. Green/black. Carefully maintained. 16in. rear wheels. Tyres, brakes, battery recently renewed. Taxed December. £295. Gorsebank, Heathside Park Road, Woking. [1913]
- A.C. 1934**. 2-litre Drophead Coupé. 2-seater plus dickey. One carb. Well maintained and in good condition. £125. Tel.: Fairlands 6361. [1914]
- WE HAVE A NUMBER** of Austin A70 engines. Ideal for Specials. Outright purchase. New. £70. 1954. Re-con., £50, guaranteed. Used. £20.10.0, in need of repair. Secondhand spares to suit also. Overstrand Motors Ltd., 62, Cottage Grove, S.W.9. Tel.: BRI 2330. [1915]
- SPARES FOR SPORTY CARS**. The Garage Valet Service, 416, Harrow Road, W.9. Tel. Nos.: CUN 8471 and 8366, offers new and secondhand spares for all pre-war cars, especially sports-type M.G.s, Rileys, S.S., Austin Nippys, etc. Reconditioned part-exchange service. Engines, gearboxes, electrical, wheels, prop. shafts, etc. Large stocks of 19in. and 18in. tyres. [1917]

FOR SALE—continued

- AUSTIN SEVEN SPECIAL**. Regd. 1948. Open alloy body. 45 m.p.g. S.U. pump. 4-speed box. Dropped axle. Fast, taxed, insured. Photograph available. £70, maybe £65. Baker, 36, John Street, Helensburgh. [1918]
- ROLLS ROYCE**, 1928. 21 H.P. Drop Head Coupé. Outside dickey. 4-wheel brakes. 18 m.p.g. Exceptionally well shod. Reliable. Price £175. Hall, Bridgend, Newton Ferrers Devon. [1919]
- STARTER MOTORS**. One Rolls 40/50. One 1927 Austin 20-h.p. Several Morris dynastarters. Good condition. Leach, Twiston, Clitheroe, Lancs. [1920]
- 99—FORD 10** Rear Axle. Good condition. Webb 48, Tovil Road, Maidstone. [1921]
- ALVIS 1932 T/L 12/60 Sports Saloon**. Black, boot at rear. Good condition, excellent runner. £125. Clutch linings, brake linings or exchange brake shoes for 12/50s. Most Alvis 12/50 parts. Apply: 131, Croydon Road, Caterham, Tel.: CAT 3042. [1922]
- ASTON MARTIN**. 1930. International 2/4 seater, dark green. Excellent appearance and condition. £170 o.n.o. Loxton, Bicton Heath, Shrewsbury. [1923]
- VOLKSWAGEN CHASSIS COMPLETE £150**. Great opportunity for anyone interested in making a fast sports car cheaply. Independent torsion bar suspension all round. Trailing link front, swing axle rear. The engine is substantially detuned so that the massive gearbox and engine components will stand a vast increase in output with their lead-bronze mains and big-ends, which normally are only lightly loaded, on a short stiff 3-bearing crankshaft. If you can't afford a Porsche, well, start now—build a "Vorsche"! Box No. Y924. MOTOR SPORT, 15-17, City Road, London, E.C.1. [1924]
- BUGATTI, TYPE 44**. (8 cylinders, 3 litres.) 4-seat body with pointed tail. Hood and tonneau cover. Has proved both successful competition car and completely reliable touring car. £250. N. Sharp, 3, Twelveacre Crescent, Farnborough, Hants. [1925]
- 1925 ROVER 9**. Dismantled for spares—engine, gearbox, axles, magneto, etc. Blackfields Farm, Mangrove Road, Hertford. [1926]
- P.A. M.G.** 2-seater, black, red leather, nice condition, original handbook. £185. 94, Rickmansworth Road, Pinner, Middlesex. Tel.: Harrow 4183. [1928]
- HORNET SPECIAL**. 1934 engine. Gearbox in 1931 chassis. Also 1931 engine and gearbox. Exchange for Austin Seven, or best offer. A. Cook, 10, Hilda Road, Brixton, S.W.9. [1929]
- 1934 L-TYPE M.G.** Open 4. Metallic grey. Body exceptional condition. Will still cruise at 60. Expanding family needs more room. £180 o.n.o. 14, Hillside Avenue, London, N.11. Tel.: ENT 6778. [1930]
- TRIUMPH DOLOMITE '38**. 1½-litre. 67,000 miles. New batteries, carbs., tyres, king-pins, big-ends, etc. Excellent condition £180 o.n.o. Roe, 61, Sheffield Drive, Lea, Preston. [1931]
- BRISTOL, TYPE 401**. Fitted most attractive Italian Superleggera 2-door streamlined sports saloon in maroon. £1,350. Rolls Royce Phantom II, 1934. Sports limousine by Thrupp and Maberly. New Dunlops, etc. £225. Part exchange either or both for D.B. W. A. Jordan, Holme Flour Mills, Biggleswade, Beds. Tel.: 2001. [1933]
- CITROEN ROADSTER 39**. 15-h.p. Reconditioned stem to stern. £275. Labarre, Blunham House, Beds. Tel.: Blunham 231. [1934]
- 1925 TALBOT**. London. 8.9-h.p. saloon. Good runner. Needs re-spray. Seen Aberdeen. Box No. Y935. MOTOR SPORT, 15-17, City Road, London, E.C.1. [1935]
- 750 FORMULA SPECIAL**. Lowered suspension. Twin choke carburetter. Outside exhaust. Four speed box. 16in. rear wheels. £70 o.n.o. 3, Woodfall Street, Chelsea. Tel.: Sloane 4761. [1936]
- ALVIS 16.9 SALOON**, 1938. I.F.S. Very good condition throughout. £200 o.n.o. Corbett, Square House, Compton, Sussex. Tel.: Compton 210. [1938]
- LAGONDA 4½-litre Sports Saloon**. Rebuilt this year at cost of £250. Would accept £350. Wise, 190, Stoke Lane, Bristol, 9. [1939]
- ALLARD**. 1949 M Type 4-Seater D.H. Coupé. Reconditioned engine. £345. 35, Main Road, Renishaw, Sheffield. [1940]
- VOLKSWAGEN**, 1948. Well maintained throughout. All bills shown. £300 o.n.o. Bateman, 11, Windsor Road, Pembroke. [1941]
- TALBOT 18/95**. Continental Sports Saloon, 1937. Engine recently reconditioned. Rewired. Chassis good. Body fair. £100 o.n.o. Tinne, Clayton Lodge, Aigburth, Liverpool, 19. Tel.: Garston 10. [1942]

GROSVENOR 1188

SIMMONS

GROSVENOR 2635

offers from a constantly varying stock of individual Rolls-Royce and other sports carriages

ROLLS-BENTLEY (1935) close-coupled 4-door sports saloon by Mann-Egerton. Cream and black. An extensive service and checkover was carried out in our workshops this month. A full history is available.

£585

JENSEN (1951) Interceptor 4-litre sports "concourse six" drophead coupe. Blue, with grey interior. Powered by modified A135 with DB3 gearbox on the Jensen sports chassis. The extreme rapidity and classic handling qualities of products of this stable have been sufficiently commented upon in the motoring press to need no further remarking. A comfortable 110 m.p.h. plus is readily obtainable. Extras include radio, heater, screen washers, etc., etc. Specialist-maintained from delivery regardless of monetary consideration. Full details, together with an illustration, will appear in the September issue in the event of this Jensen remaining unsold. Available for purchase from the second week in August.

£1175 or thereabouts.

At the time of going to press we are negotiating the purchase of a **Lagonda V12** short-chassis Rapide drophead coupe, a 1937 owner-driver **25/30 Rolls-Royce** by Hooper, a 1938 **LE Series Rolls-Bentley** with sports saloon coachwork by Windover, and a 1935 **3½-litre Rolls-Bentley** saloon by Park Ward.

ROLLS-ROYCE 20/25 (1936) owner-driver sports saloon by H. J. Mulliner. Blue and French grey. Rebores, pistons, valves, brakes, etc., in 1952 by Messrs. R.-R. Ltd. Impeccably maintained.

£725

ROLLS-BENTLEY, LE Series (1938) drophead coupe by Vanden Plas. Complete history from delivery. Further details upon request.

ROLLS-ROYCE (1928) 21.6-h.p. shooting-brake of post-war construction. Messrs. R.-R. Ltd. were, in 1949, given *carte blanche* and carried out a complete engine overhaul and other work to the extent of £700. A relatively small mileage has been recorded since the completion of this work, and this is an excellent dual-purpose **Twenty** in much-better-than-average condition.

£300

CITROEN Light Fifteen (1947). Black. Work carried out to the extent of £162 this year. Near faultless. Radio, heater, etc. Taken in part-exchange last month.

£350

In the event of readers not seeing the vehicle they require in our advertisements, perhaps they would be good enough to inform us of their specific requirements, when we will immediately advise them of anything which comes to hand.

WE WILL BE PLEASED TO FORWARD TO INTERESTED INQUIRERS A MORE ADEQUATE DESCRIPTION, TOGETHER WITH A PHOTOGRAPH, OF ANY MODEL WHICH WE HAVE IN STOCK.

AT THIS PARTICULAR TIME OF THE YEAR WE HAVE GREAT DIFFICULTY IN KEEPING ABREAST OF THE CURRENT DEMAND. WE WOULD, THEREFORE, GREATLY APPRECIATE DETAILS OF ANY WELL-CONDITIONED ROLLS-ROYCE OR BENTLEY MODELS WITH A KNOWN HISTORY WHICH ARE AT PRESENT ON OFFER. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT, AND WITHOUT ANY OBLIGATION WHATSOEVER.

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Immediate insurance effected with Lloyd's Brokers.
All Vehicles and Accessories are offered subject to being unsold unless otherwise stated.

Export and Shipping.

Engineers' Reports and Examinations.
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FOR SALE—continued

ALVIS 1936 SILVER EAGLE. 16-h.p. Sports Saloon. Good order. £115. 211, Ash Bank, Bucknall, Stoke-on-Trent. [2151]

FIAT 509 TOURER. 1926. Good condition. Taxed, insured. £25. Marshall, 18, Raleigh Hall, Eccleshall, Stafford. [2152]

BETTER-BACKED SINGER 8. 1932 Sports. Recently completely rebuilt to perfect condition. Good performance. 45 m.p.g. O.H.C. Absolutely reliable. £75. Tel.: West Drayton 2317. [2153]

LEA-FRANCIS, 1929. 4-seater. 1½-litre Meadows engine, with twin S.U.s. New d.h.c. body fitted 1946. Complete engine rebuild 1953. Tyres excellent. Licensed year. Photos available. £125 or near offer. Hall, Petersime, Little Stretton, Shropshire. Tel.: Church Stretton 122. [2154]

M-TYPE M.G. Rebores, rewired, good tyres, smart. No hood. Taxed December. Owner graduated to bigger things! £80 o.n.o. Bancroft, Stonestop, Oxenhope, Keighley, Yorks. [2156]

MORGAN J.A.P. 1933. £95 or exchange Special comparable performance. Douch, R.A.E. Apprentice Hostel, Farnborough, Hants. [2157]

BRITISH SALMON, 1935. 12-h.p. Drophead. Sound and lively. Mechanically well maintained. Hood and tyres excellent. Seen Cheshire. £100 or nearest offer. Also re-sleeved block and pistons, £20. Box No. Y158, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2158]

M.G. 2-SEATER SPORTS. £100 rebuild including 10-h.p. reconditioned engine. Body as new. S.A.E. particulars, photo. Lancashire district. Bargain £125. Box No. Y159, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2159]

FRAZER-NASH B.M.W. 319/45 1938 Cabriolet. Recently rebores, £175 or offer. 49, Anerley Road, Upper Norwood, S.E.19. Tel.: SYD 6104. [2160]

TALBOT 95 SALOON, 1934. Mechanically good. Body fairly good. Well shod. Taxed, insured. Offers nearest £80 or exchange economical hack 8, The Close, Fairlight, Sussex. [2165]

FOR SALE—continued

FRONT AXLE BEAM for 1927 D.I. Delage. Abbott, 30, Spitfire Square, R.A.F. Benson, Oxon. [2162]

STONEHAM 750 FORMULA Sports/Racing Car. Only 250 miles since engine rebuilt, new pistons, balanced crank and flywheel. Oversize inlet valves. Stromberg twin-choke d.d. carb. Water pump. Vertical Wipac magneto. Lotus head. "Softride" springs. Newton telescopic shockers. 3-speed close-ratio gearbox, remote control Bowdenex brake conversion. "West London" Lightweight wheels. Good condition Dunlop racing covers. Full history see "Building and Racing my 750," by P. J. Stephens. Write—John Michelsen, High Mead, Cobham, Surrey. [2164]

1933 AUSTIN 10-H.P. SALOON. Immaculate condition. £120 o.n.o. 19, Barnes Rise, King's Langley, Herts. [2166]

AUSTIN 16. Considerate owner required for 1932 model. Good condition. Only two owners. Box No. Y167, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2167]

£85 O.N.O. ALVIS FIREFLY. 2-seater. Engine overhauled. Good hood, tyres and batteries. Solid and reliable. Boucher. Tel.: Ravensbourne 2789. [2169]

SINGER LE MANS. 9-h.p., 4-seater Sports Tourer. 1936 model. First registered 1940. New hood, screens, battery, tyres, carburetters. Excellent body and coachwork. Taxed, insured. £145. White Hart Hotel, Kendal. Tel.: 496. [2173]

ALVIS SPEED 25. Charlesworth Drophead Coupé, grey. First registered Nov. 1938 (all 1939 modifications). Chassis and body excellent. Statement of mechanical condition available Fisher's Garage, Brockenhurst. Tel.: 3309. Seen London, New Forest area or Cheltenham by appointment. £325. Many spares also available. Box No. Y174, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2174]

ALVIS FIREBIRD. 13-h.p. Saloon, 1935. Good condition, recently rebores and fitted with four new tyres. Insured till May. Owned by enthusiast. One previous owner. £100 or nearest offer. Tel.: Scarborough 1561. [2177]

FOR SALE—continued

A.C. 1925 COUPE. Excellent condition throughout. Details and photo on request. Offers. Grocock, Green Lane, Ampfield, Nr. Romsey, Hants. [2170]

ALVIS 4.3-LITRE. Rebuilt 1948, 20,000 miles since. Partial overhaul 4,000 miles ago. Sacrifice at £330. Box No. Y171, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2171]

ALVIS SPEED 20 TOURER. Very sound, wonderful performance. Needs repaint. £150. 12, York Place, Harrogate. Tel.: 2764. [2176]

1934 RILEY NINE MONACO SALOON. Good engine and tyres. Crashbox. Bodywork rough. £40. Cann, Blackhill Bungalow, Woodbury, Exeter. Tel.: Exmouth 2883. [2178]

DELAGE. 1933 Straight Eight D.H. Coupé. New clutch, Zenith carb., battery, etc. Moderate mileage, two owners. A car for the enthusiast. £95. Box No. Y179, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2179]

RILEY KESTREL 1½-LITRE 1936. 4,000 miles since complete engine and clutch overhaul, including Cromards, new pistons, set timing gears, camshaft bearings, etc. Stainless steel silencers. Tyres, battery almost new. Re-sprayed black. Interior blue. Excellent condition. £230. Thirlby, 23, Kew Gardens, Whitely Bay, Northumberland. Tel.: 21937. [2180]

PERIOD SMALL COTTAGE near Midhurst. £4,500 furnished. Consider Bentley, Rolls, part payment. Unusually handsome supercharged Mercedes, £775, suitable export. Cicca 4-note, 12-volt horn, only 25 guineas. Panda Antiques, Storrington. [2181]

TALBOT 14/45 "AG" 1929. Weyman Fixed Head Coupé. Good Tyres, battery, rebores, reconditioned valves and guides. Available early August. £75 or offer. Williamson, 10, Boxhill Walk, Abingdon, Berks. Tel.: Abingdon 1068. [2183]

BENTLEY 3.5 DIFF. ASSEMBLY. Will fit all models, condition as new. £35. Tel.: Uxbridge 2062. [2184]

MORGAN F-SUPER 1946. Excellent. £250. Exchange 4/4 or ? 110, Maldon Road, Colchester. [2193]

Chiltern Cars

11a, Water Lane, LEIGHTON BUZZARD,
Bedfordshire - - Tel.: Leighton Buzzard 2060

ANNOUNCEMENT

We have acquired the business of G. R. Stokes, of Sawley, Long Eaton, Notts. Mr. Stokes will be joining the company as from September 1st and, with his assistance, we shall develop a Spares and Repair Department to cater for sports cars of all makes.

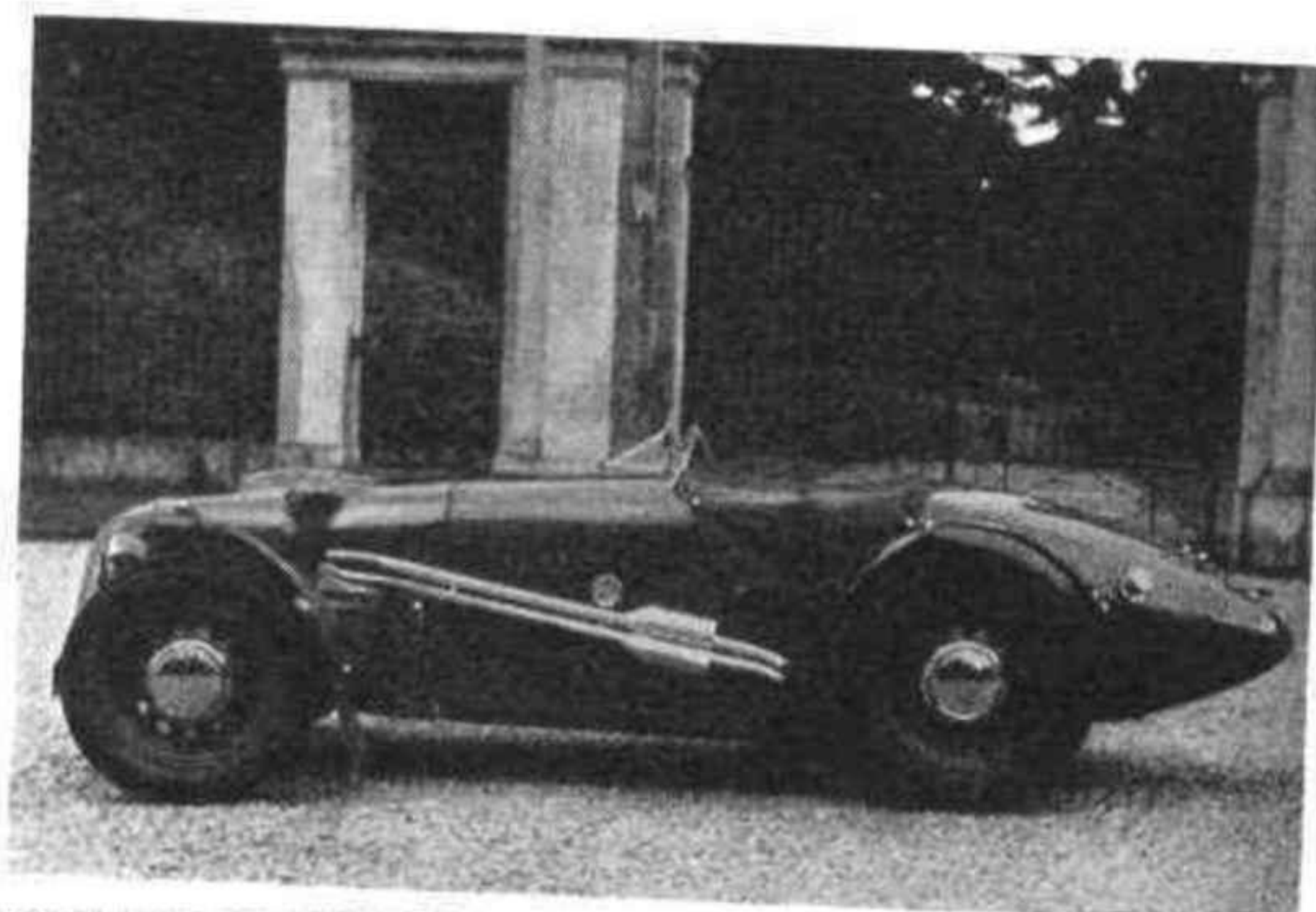
We are shortly moving to larger premises, so please watch for a further announcement concerning this.

CURRENT STOCK INCLUDES :—

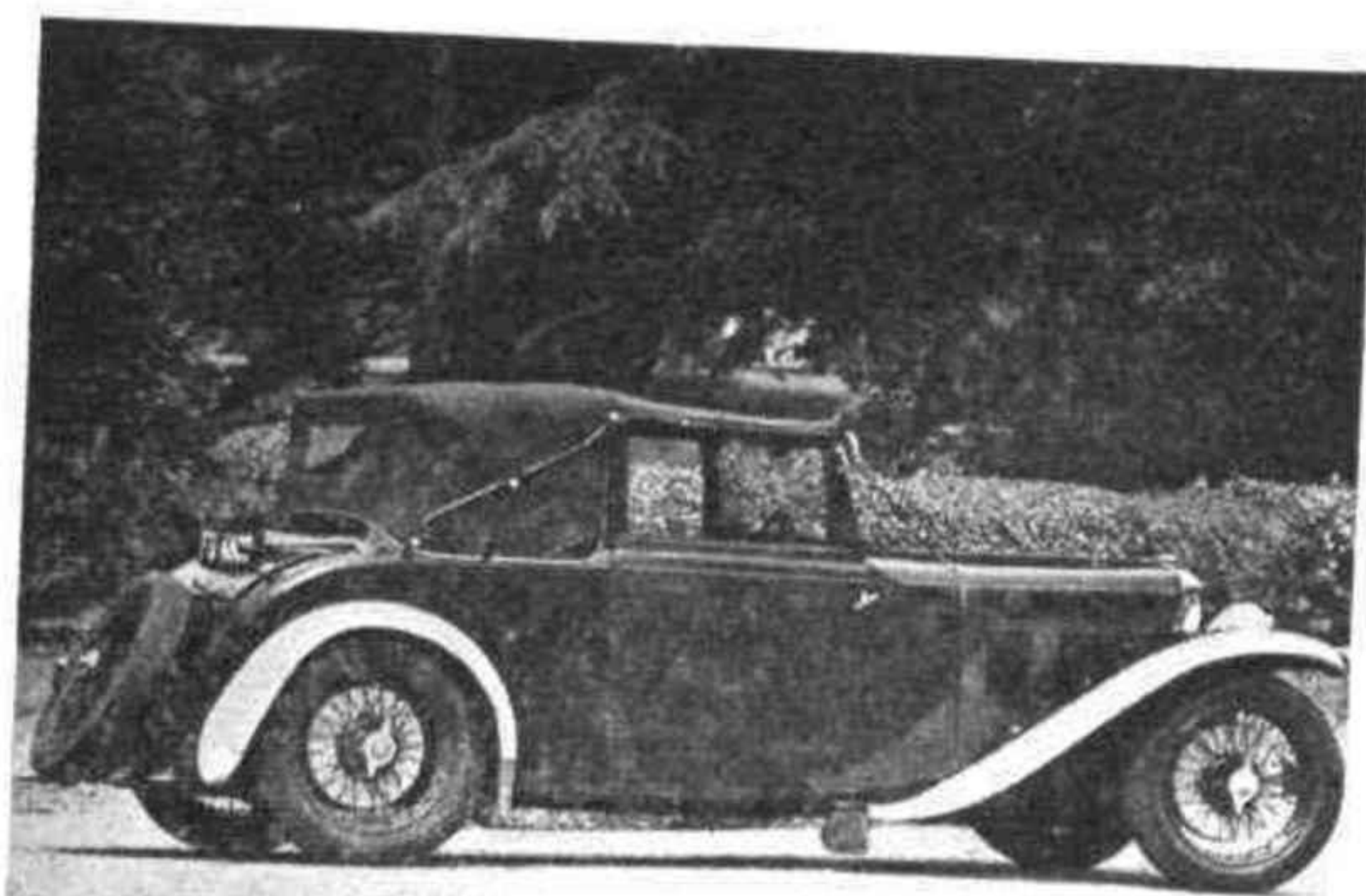
- ALVIS—Silver Eagle sports saloon, £75.
- ALLARD—1951/3, 917-c.c. J2 Competition 2-seater, £595.
- BENTLEY—3-litre Red Label foursome drophead coupe, £245.
- B.M.W.—1939 Type 328 2-seater, £475.
- BUGATTI—Type 51 minus engine offers invited.
- DODGE—1939 24-h.p. 8-seater shooting-brake, wooden coachbuilt body, £165.
- M.G.—1935 PA 2-seater, £185.
- RAILTON—28-h.p. Ranalah 4-seater tourer £165.
- RILEY—1½-litre 4-seater Lynx tourer, £245.



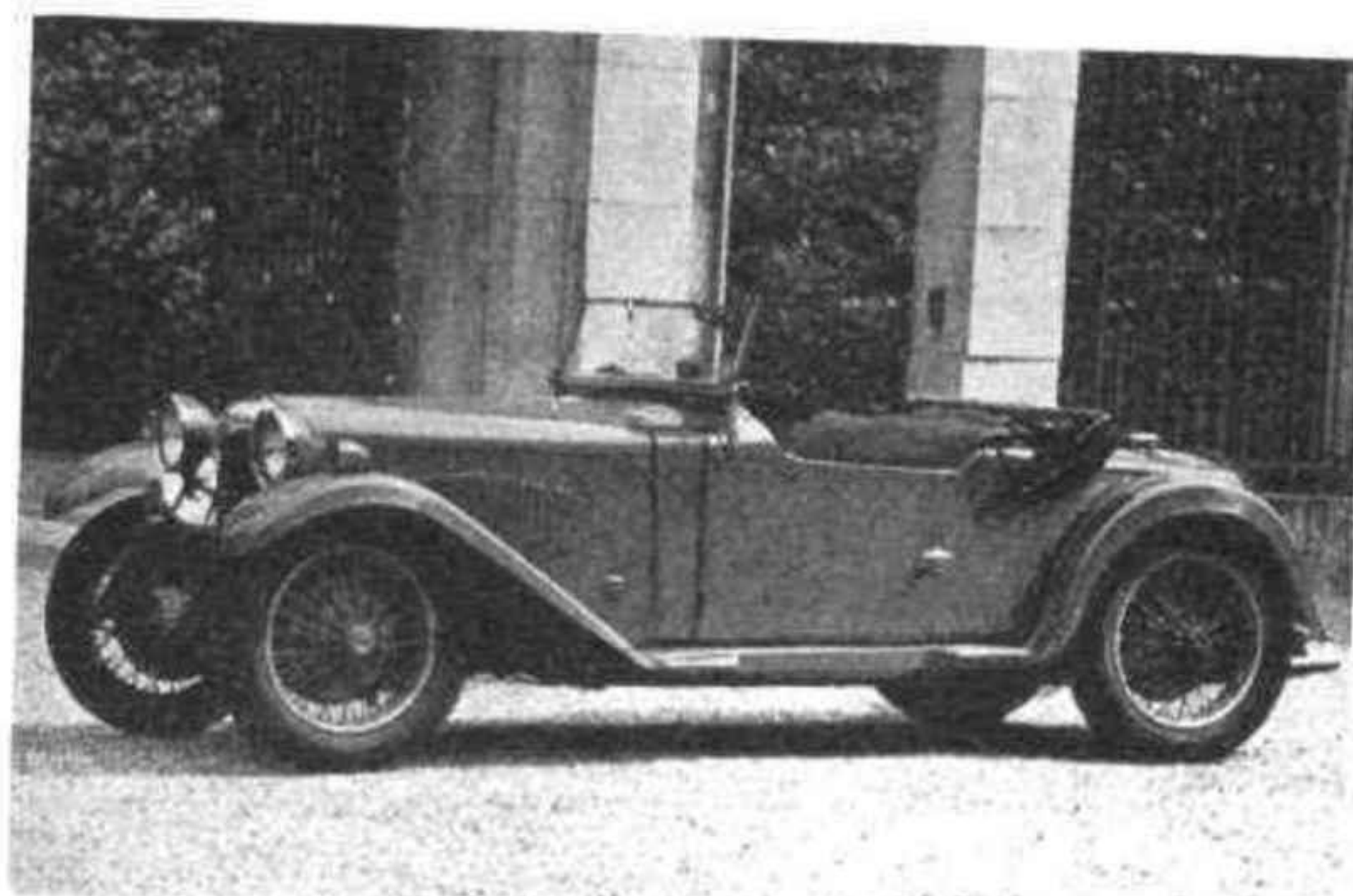
1947 J.A.G. V6 SPECIAL 2-SEATER. This well-known car is powered by a Ford V8 engine fitted with special high-compression heads. It has lapped the Silverstone Club circuit in 1 min. 26 sec., and, although a fast competition car, is also suitable for everyday use. Full weather equipment, 4-speed gearbox and almost new Dunlop racing tyres are fitted. £225



MORRIS EIGHT SPECIAL 2-SEATER. With a dry weight of 9 cwt. and a tuned Morris Eight engine this very pretty and rapid little car has an exhilarating performance and can show a clean pair of heels to many larger sports cars. Fitted with nearly new Dunlop racing tyres and hydraulic brakes £195



1933 12-H.P. ALVIS FIREFLY FOURSOME DROPHEAD COUPE. Its brisk performance and fine handling qualities, combined with low running costs, make the Firefly a much-sought-after model. This particular car is in much above-average condition, and is offered at the attractive figure of £145



RILEY 9-H.P. GAMECOCK 2-SEATER. There are very few of these attractive little cars still left in original condition. This exceptional example has not been modified in any way, and is finished in red with red leather upholstery £135

We are interested purchasers of the better types of Continental and British sports cars, both open and closed. If you have a car of this type for disposal we invite you to contact us. A photograph would be of assistance, and our buyers can arrange to call throughout the British Isles.

FOR SALE

TALBOT SPARES: Having purchased the entire stock of spares from the manufacturers, we can supply practically all parts for 6-cylinder models, including valves, guides, gaskets, pistons, gearbox parts, bumpers, etc. We hold large stocks of secondhand spares for most other vehicles. Shock-absorbers, brand new; 5,000 Luvax vane and piston-type, large and small—a bargain, whilst they last, 25s. each, plus postage. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIP 0132. [1959]

SUPERCHARGERS. Genuine bargains ex-R.A.F. unused new condition, cars, 650 to 1,600 c.c. providing boosts up to 14 lbs. (Marshall Mark 12) complete + 8-8 lbs. boost gauge capillary, lubrication system, instructions £15, ditto stock soiled £12.10.0, multitude fittings cheap, reconditioned latest type S.U. carburettors lin. 50/-, 1 1/2 in., 55/-, as new, special multi-carb set-ups, adaptors. S.A.E. please, advice, information, supercharging, satisfaction guaranteed, quick despatch carr. paid, c.w.o. Ford Vertical Mags, new, 95/-, new speedos complete, 35/-, Parkes Auto's, "Woodview," Buckholt, Nr. Monmouth. [1960]

M.G. L. MAGNA, 12-h.p., 2/4-seater. A real specimen sports car. Just had engine overhaul. Bearings by Roberts and modified to side dyno. As smart as it is fast. Bargain, £165. 163, Kingsway, Luton, Beds. [1961]

ALVIS SG 16.95, 1935. Bare engine, less head. Reboled, fitted new pistons, rings. £15, carriage paid nearest station U.K. Box No. Y962, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1962]

M.G., 1939, 1 1/2-litre V.A. Tourer. Recon. engine. New hood, tonneau cover. £225. 1, Wynchgate, Harrow Weald, Middx. [1963]

£125!!! buys Lancia Astura 1933 Saloon. Excellent condition. Or Bentley 6 1/2 utility coach-built body by Charlesworth. Tel.: New Milton, Hants, 2016. [1966]

RILEY 15/6 Special 3-seater Roadster. Cream with blue hood. Excellent throughout. Professionally built November '53. Now using firm's car. Seen after Bank Holiday. £550. 4, Oakfield Drive, Rednal, Worcs. [1967]

S.S. 100 for sale. Over £350 spent in the last 18 months, including re-spraying and new hood and side screens. Full details of replacements on application. Can be seen weekends or by appointment. Best offer over £280. 16, York Road, St. Annes-on-Sea. [1969]

£65 OR SWOP Ford Special Saloon, Wolseley Hornet 2-seater. Body and engine excellent. Just rebuilt. Will haggle. 109, Churchbury Road, S.E.9. [1970]

NEW TYRE, 5 x 19 Avon, £4. Four 4.50 x 19 tyres for retreading, 25/-, 6, Brookdale, New Southgate, N.11. Tel.: ENT 7222. [1971]

AUSTIN 750 SPECIAL, 2-seater. Engine reboled. Crank ground and big-ends remetalled. New main bearings. Good tyres, body tidy. Full weather equipment. Rear axle, gearbox and magneto reconditioned. Quantity spares. Sporty and very economical. Hagglng starts at £80. Tonks, Chase-Beams, Mill Lane, Stoke Orchard, Cheltenham. Tel.: Coombe Hill 367. [1972]

OYEZ! OYEZ! OYEZ! Genuine manufacturers' original instruction manuals available for your car. Write BCM/Instructbox, London, W.C.1, enclosing S.A.E. [1973]

INSTRUCTION MANUALS! Why struggle on? We can supply the original one for your model. S.A.E. please. BCM/Instructbox, London, W.C.1. [1974]

ALVIS FIREFLY, 1934 Sports Saloon. Bills £170. Very reliable. 28 m.p.g. Taxed year. Sacrifice £115 o.n.o. Box No. Y975, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1975]

BLUE LABEL BENTLEY, 3-litre. In excellent original condition. Been in one family most of its life. New tyres. Special passenger screen for rear made at cost of £22. £145. Bone, Old Rectory, Weeting. Tel.: Brandon 265. [1976]

AUSTIN SPECIAL, Regd. 1953. 1953 900 c.c. engine, mag. ignition. Four-speed gearbox. Twin Zeniths. Two-seater aluminium body. Five excellent tyres. Insured 1955. Fast and reliable. £135 o.n.o. Terms available. F. Clarke, 85, Church Road, Willesden, N.W.10. Tel.: WIL 2700. [1978]

PROTOTYPE SPORTS-RACING CAR of very advanced design, plus all drawings. 90% machining completed. Please, only genuine enquirers. Box No. Y980, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1980]

BENTLEY COUPE, 1938 model, first registered 1945, speedo reads 25,000, stored four years. Aluminium body by Krupps of Essen, most unusual and individual body, ex-German Embassy. Sacrifice at £600. Seen at Service Garages Ltd., Stockport Road, Manchester, 12. [1981]

FOR SALE—continued

1929 2-LITRE LAGONDA. Magnificent Park Ward D.H.C. Well shod. Good condition throughout. One previous owner. Available middle August. Nearest £200. Details and photo. Newson, 49, Princes Square, W.2. [1983]

1932 AVON STANDARD Special Sports, 4-seater. Mechanically excellent. Needs new battery to drive away. £40. Hay, 82, Stanhope Grove, Beckenham, Kent. Tel.: BEC 4134. [1986]

M.G. 2-LITRE SPARES. Starter motor, £2. Inlet manifold with twin S.U.s, £5. Rear axle complete, £7.10.0, plus carriage. Exhaust manifold, £1 pair. Oliver Hudson, Upton-on-Severn. Tel.: 281. [1988]

MK. V BUCKLER. Rebuilt this year throughout. Very potent hill-climb and sprint car. Full house Aquaplane engine, glass fibre sports body, alternative axle ratios, etc., etc. All up, 9 1/2 cwt. "C" type gears, special wheels. Inter-Clubs Prescott this year, 53.89 secs. Any trial given. Binns, Greenacres, Mirfield, Yorks. Tel.: MIR 3239, 5-7 p.m. [1989]

D.K.W. SALOON, 1937. Very good condition. Tel.: Primrose 3605, evenings. [1990]

S.S. ONE, 4-seat Tourer. 1935. Mechanically sound. Brakes, bodywork first-class. New battery. Taxed September. £75. Photos, details from Hibbins, 1, Hamilton Road, New Brighton, Wallasey, Cheshire. [1991]

PREFECT front axle, complete spring, brakes, wheels, tyres. 1940. £9.10.0. 62, Wickham Way, Beckenham. Tel.: Beckenham 4213. [1992]

RILEY ADELPHI, 12-h.p., 1937, good condition. £180 or near offer. Box No. Y993, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1993]

1924 ROLLS CHASSIS complete or as spares. Good tyres. 33 x 5, also branch type exhaust manifold. Intakes for twin carbs for Renault 750. Delaney Garage, Patching, Nr. Worthing. [1994]

DARRACQ 12 SPORTS. Rebuilt at great cost with the following new parts: Liners, B.H.B.s., Scintilla coil and distributor, timing chain, water pump, S.U. carb. and pump, five wheels, tyres and tubes, battery, new Hoffmanns throughout. Crank ground and new mains, big-ends. Steering bushes and pins, F.W.B.s and clutch lined Ferodo. Dynamo and starter overhauled. Rumbold seats. No second chance at £180. Norman, 37, Furze Platt Road, Maidenhead. Tel.: 1135. [1995]

ONE ONLY—TF M.G. Finished in ivory with green upholstery. Wire wheels. Terms and part exchange. Smith's Motors, Dovercourt. Tel.: Harwich 700-1-2. [1996]

ONE ONLY—VOLKSWAGEN de Luxe Saloon. Finished in blue with blue upholstery. Terms and part exchange. Smith's Motors, Dovercourt. Tel.: Harwich 700-1-2. [1997]

1953 M.G. T.D. Supercharged 2-seater sports in grey and red. Superb condition, fitted with numerous extras including Andre Telecontrol shock absorbers, high axle ratio, heater, wind-screen washer, radiator blind, foglight, twin horns, etc. This immaculate, one owner, low mileage car costing over £1,000 for sale at £795 with four months' written guarantee. Henlys Ltd., Victoria Street, Bristol. Tel.: 27757. [2344]

ALVIS 1934/1935, Silver Eagle. Sports Saloon. Mechanically sound. £12s. Lockhart's, Chiltern Road, Dunstable, Beds. [1874]

BUGATTI, BRESCIA. Original alloy 4-seat tourer, 1926. Fitted recon. twin ignition Grand Prix engine. Brakes relined, wheels rebuilt 19in. Good tyres, new battery. Marchals, tonneau cover, no hood. £130, offer, exchange. 32, Glenluce Road, Blackheath, S.E.3. [1998]

RILEY KESTREL, 2 1/2-litre, 16/4. Good condition, new carb., crown wheel, etc. Overdrive box. £260 o.n.o. 290, Bedford Lane, Feltham. Tel.: 3784. [1999]

'54 REGISTERED Special Morris Eight Engine. H-bomb performance. £150. '38 Singer Le Mans chassis. Factory rebuilt engine, new brakes, unused. £75. Austin Seven Tourer. Homogenized Engine/Chassis. Potential 750 c.c. V.R.C. £35. West End Garage, Kirkham, Lancs. Tel.: 2200. [2073]

M.G. "F" MAGNA Engine, less camshaft. Gearbox. Offers Jones, Tel.: City 4124. Evenings, 76, Bagshot House, Redhill Street, N.W.1. [2074]

RILEY 9, 1934 Monaco. Body excellent. Engine just sleeved. Helical box. K.O. wheels. A good car. £150. Write or apply Price, 31, Elm Park Gardens, S.W.10, after 6. [2075]

1939 TRIUMPH Dolomite Roadster. Outstanding condition. 30,000 since complete rebuild. Good tyres. Light blue and chrome discs. £255. Tel.: Richmond 4965. [2000]

SPORTSMEN ONLY. Two seats in the fresh air. Morgan Aero 1931 s/v. Fast, but exposed. Plus spare J.A.P. engine, ex-Salome reconditioned and loosely assembled. £50. Hewett, 28, Carlyle Square, S.W.3. [2001]

FOR SALE—continued

ALVIS 11.9 SALOON, 1934 engine, chassis good, body poor, £85. Mincombe Posts, Sidbury, Devon. Tel.: Sidbury 231. [2011]

RILEY NINE ENGINE and gearbox. Complete with all accessories. Twin S.U.s, manual gearbox. Offers. Moody, Halmore Mill, Cam. Dursley, Glos. [2002]

1933 FIXED HEAD COUPE. Rebuilt engine, new roof, tyres, brakes, propshaft, resprayed. Space required, Bargain £120. Dawson, 25, Mortimer Crescent, Worcester Park, Surrey. [2005]

DELLOW, 1951. Good condition, unblown, many extras. Offers. Draycott, Orchard, Woodside Avenue, N.12. HIL 9510 (Evenings). [2006]

FRAZER NASH BMW 1938 R.H.D. Continental Saloon. £400 overhaul 2,000 miles ago. Immaculate condition. Offers. Brown, 10, Monkbridge Road, Leeds, 6. [2008]

ARNOTT SUPERCHARGER, as new, original seals intact. Complete with carburettor and V belt pulley; also manifold. Offers. Brown, 10, Monkbridge Road, Leeds, 6. [2009]

BUCKLER SPECIAL, 1953 Ford engine and transmission. All enveloping body painted red and upholstered in beige leather. Best offer over £400. Pratt, 64, The Crescent, Belmont, Surrey. Vigilant 7800. [2010]

PEUGEOT 302 D.H.C. First registered 1950. L.H.D. Nice condition, cream and black. Most outstanding appearance. Bargain £250. "Oaklodge," Theobalds Park Road, Crews Hill, Enfield 2949. [2012]

MAREDAZ SPECIAL SPORTS, 1936. 1 1/2 litre, low chassis, new clutch, hood, battery, speedo. Lockheed brakes overhauled, good tyres. Red and black. Fast, reliable, unused 2 1/2 years. £115, o.n.o. Tel.: KNI 1916. [2013]

SUPER SPORTS WOLSELEY. Good running order. Body rebuilt and recellulosed. Scarlet and cream. £175 for quick sale. How, 351, Stag Lane, London, N.W.9. [2015]

VINTAGE LEA-FRANCIS, 1926, 11.9 h.p. Open Tourer, two seater with dickey; seats recently overhauled. Box No. Y016, MOTOR SPORT, 15, City Road, E.C.1. [2016]

SUNBEAM TALBOT, 1940, 10 h.p. drophead coupé. Black with fawn hood. Disc wheels. In immaculate condition throughout. Five good tyres, good battery, brakes, etc. Engine, gearbox and back axle in excellent order. £240. Box No. Y017, 15, City Road, E.C.1. [2017]

BENTLEY 3 litre 1926 Corsica 4-seater drophead coupé, fitted 1936 due for overhaul. Reasonable offer about £125. Jarred, Fairway, Layer Road, Colchester. Phone (day) 2211. [2019]

BALLILA FIAT, 1935, 1,100 c.c. Tuson type exhaust, very potent. Resprayed, excellent order. 225, Robinson, "Noyer," High Street, Waltham, Lincs. Tel.: 3333. [2022]

WOLSELEY HORNET SPECIAL 2/4 seater open sports, 12 h.p., 1935. Red with red leather. Abbey coachbuilt, excellent condition except tyres. £125. Apply County Garages, St. Thomas Street, Scarborough. [2023]

'37 JAGUAR 2 1/2 SALOON. Good body, reconditioned engine (crankshaft reground) and gearbox bills available. Excellent tyres. £150. Tel.: Malmesbury (Wilts) 3200. [2024]

TWO ARIEL SQUARE 4, 600 c.c. O.H.C. engines complete with carburettors and ignition. 1933, price £7 10s, 1936, price £9 10s. Neve, Walls Pit, Stretton, Warrington. [2025]

V.8. SPECIALIST disposing stock to buy wife. Competition two-seater shortened chassis. Mercury engine, aluminium heads, four carburettors, individual exhausts; First at Redcar 10th July. Spares include gearbox, axle, Mercury engine with Steyr O.H.V. conversion, I.F.S. chassis to suit. £200 the lot, or exchange better wife. Stelfox, 87, Holywell Avenue, Whitley Bay. [2026]

FIAT 519 s. chassis tourer, 1926, 26 h.p., first class throughout, many spares. £100. H. A. Spashett, Bungay, Suffolk. Tel.: Bungay 88. [2027]

SUNBEAM DAWN, 1934 SALOON. Bodywork rough, reasonable mechanical condition. Offers. Drew, 189, Boldmere Road, Sutton Coldfield. Tel.: SUT 4600. [2028]

ASTON "LE MANS" L/C TOURER, 1934. Excellent mechanically and sound bodily. Accept £300 or exchange larger tourer. Viewing Shrewsbury September. Waite, "Pencaeenwydd," Rhostryfan, Caernarvon. [2029]

M.G. MAGNA 2 SEATER SPORTS SPECIAL. Rebuild cost £200. Excellent condition. £140. Ward, 183, Preston Road, Brighton. [2031]

ROLLS-ROYCE 22 h.p. 1927 chassis complete, good condition. £75. Also 20/25 engine, axles and many other parts. Baker, Highlands, Bucklebury, Berks. Tel.: Thatcham 2218. [2032]

S.U. CARBS. Pair 1953 1 1/2" semi-downdraught £8. Pocket stop watch, new, 39/-. Smiths 12v. heater unit, 25/-, Jaeger 2" oil pressure gauge, 25/-, Ramsbottom, 89, Greenhead Lane, Keighley. [2034]

FOR SALE—continued

TALBOT 105 OPEN 2-SEATER. Re-registered 1949. One new battery and three spare wheels. £130. Box No. Y185. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2185]

SILVER CROSSLEY 15.7 1934. Ranelagh Aluminium Sportsman's Saloon. Good condition. Rudge wheels. Engine overhauled 7,000 miles ago. Chassis excellent. Silent Wilson Pre-selector box. Good battery. Indifferent tyres. Taxed year. £75. Box No. Y186. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2186]

1934 TALBOT 65. Original finish still very smart. 25 m.p.g. Engine, transmission and differential checked and replaced where necessary in last three months. Bills available. Four good and one new tyre. New battery. £115, or would exchange good vintage Bentley, cash adjustment. Box No. Y189. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2189]

1934 ALVIS SPEED 20. Vanden Plas Tourer. i.f.s model, cream and red. Mechanically excellent, recently re-bored and new king-pins, etc. Bodywork good, hood sound. Over 90 m.p.h. genuine. £175 o.n.o. Ross, 35a, Broadwater Down, Tunbridge Wells. Tel.: T-Wells 3452. [2190]

HEALEY SILVERSTONE 1951. Immaculate condition. Small mileage. Definitely never raced or flogged. Very recent overhaul, resprayed, new hood. Tyres, chrome, etc., all in perfect condition. Very genuine reason for selling. £600 o.n.o. H.P. might be arranged. Dunn, 2, Archery Close, off Connaught Street, London, W.2. [2191]

1926 10/23 TALBOT 2-Seater and Dickey. Excellent condition throughout with complete set spares, £75. Also 1946 (Regd.) Ariel Motorcycle, 75 m.p.h., 92 m.p.g. Smart, absolutely reliable, £45. Amor, Lippitts Hill, High Beach, Essex. [2192]

RILEY LYNX 12/4 Tourer, 1936. New cellulose, hood, screens, carpets, chrome. Immaculate throughout. £275. Tel.: Horley 227. [2198]

1911 4-SEATER OPEN, 15 h.p. K.R.I.T. Running order, needs repaint, seen weekends. Offers. Box No. Y200. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2200]

ALFA ROMEO 1750 cc. Blown Gran Turismo. Close coupled drophead coupé. Perfect—must be seen and tried to be believed. £355. Terms and exchanges. Oscar Moore, 204, Ballards Lane. Tel.: Finchley 2920. [2196]

ROLLS PHANTOM II 1930 Continental Saloon. A very good one indeed. Offers to Oscar Moore, Ballards Lane, N.3. Tel.: Finchley 2920. [2197]

£150. 1938 British Salmson 12.8 D.H. 4 seat coupé. Sound and reliable; over 30 m.p.g. £195. British Salmson Special Two-seater. Reg. 1948, reconditioned 1500 c.c. twin O.H.C. engine, overdrive; I.F.S.; Lockheeds; new hood and screens; 30 m.p.g. and 80 m.p.h. A. Bowling, Osborne Cottage, Cambridge, Gos. [2201]

RILEY 1935 12/4 FALCON. Breaking, most parts for sale. Turner, 26, Station Road, Whittlesford, Cambs. [2202]

1926 STRAIGHT-EIGHT SUNBEAM. 4.8 litres, 90 m.p.h., 12-14 m.p.g., unique solid nickel-silver bonnet and vee-radiator. Very imposing chassis in full running order, lights, etc., suitable for shooting brake conversion or fast touring. Engine overhauled, wheels recently rebuilt. Marriage forces sale. £60. Brian Deakin, 18, The Green, Ewell, Surrey. Tel.: Ewell 4075. [2203]



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FOR SALE—continued

FIAT 503 10 h.p. Saloon, 1927. Excellent body, engine, good tyres, new 12 volt battery, starter reconditioned. Taxed. Regret must be sold. £40 o.n.o. Tel.: Perivale 5928. [2204]

FIAT 509A SPARES. S.a.e. stating requirements Young, 13, Regent Street, Melton Mowbray [2205]

CONCEIVABLY FASTEST 1923/7 Austin Seven Tourer in this country. Nice little chap. Recent engine overhaul (bills shown), good tyres, hood sidescreens opaque, bodywork rough. Some spares. To kind, vintage-minded home only £45 o.n.o. Miss Wilson, 10, Radley Road, Wallasey, Cheshire. [2206]

SALMSON. Grand Prix. First registered 1930. 1086 c.c. Twin O.H.C. Write for details. Box No. Y208. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2208]

ASTON MARTIN MK. II D/H COUPE. New rings, tyres, differential, hood in last 6 months. Very desirable car for man with family who still wants to enjoy his motoring. Larkins, 14, Ridsdale Road, Nottingham. [2212]

ALVIS SILVER EAGLE 1934 Sportsman's Saloon. Engine, body, chassis sound. £100. Tremlett, 71, Warren Road, Reigate. Tel.: 4264. [2210]

M.G. TOURER. VA Series, 1 1/2 litre, 1937. Engine sleeved, crank ground, gearbox overhauled. Fram, rewired, wheels rebuilt, well shod, screen wash, new battery, dynamo, luggage grid. £195. 39, Park Road, Stretford, Manchester. [2211]

RAILTON TOURER, 1935. Reborn 1953. Good steering, brakes, transmission, battery; fair body, hood, tonneau; sidescreens intact. London. £120 o.n.o. Box No. Y214. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2214]

P.A. M.G. Excellent condition. Sex-appeal exhaust note, performance to match. £180. Needham, 52, The Highway, Stanmore, Middx. [2215]

LAGONDA RAPIER 1935. Drophead coupé by Abbott. Enthusiastically maintained in excellent mechanical condition. Recently resprayed and fitted with plastic hood. £200. 92, Stanley Street, Derby. [2216]

FRAZER-NASH B.M.W. 2 litre, Type 45, 2-seater D.H. coupé. Fitted D/D twin carburetors. Complete engine overhaul 1953. Excellent chassis and tyres. Meticulously maintained and in exceptional condition. Recellulosed cream and black. A distinctive motor car of attractive appearance. £185 or £49 deposit, 24 monthly payments £6 13s. 10d. Car or motorcycle part-exchanged. Kings, 132-36, London Road, St. Leonards, Hastings. [2217]

M.G. MAGNA SPORTS 4-SEATER. Probably finest L-type in existence. Maintained regardless of cost. Over £140 spent recently. Resprayed B.R.G., rechromed, brakes relined, fitted new hood, stainless steel dash, valves, guides, dynamo, crown wheel and pinion. Tyres as new. Taxed, insured. Reluctant sale, going abroad. £240. Tel.: Woking 3074. [2218]

ROVER 14 SPORTS SALOON 1935. Three carb. engine and knock-on wheels, 25 m.p.g. Attractive performance and appearance. Three new tyres. Taxed December. £120 for quick sale. Tel.: PERivale 4426. [2219]

RILEY 9 SALOON. Engine completely reconditioned, reliable car, taxed. £40. 61, Gayfere Road, Stoneleigh, Surrey. Tel.: Ewell 4123. [2220]

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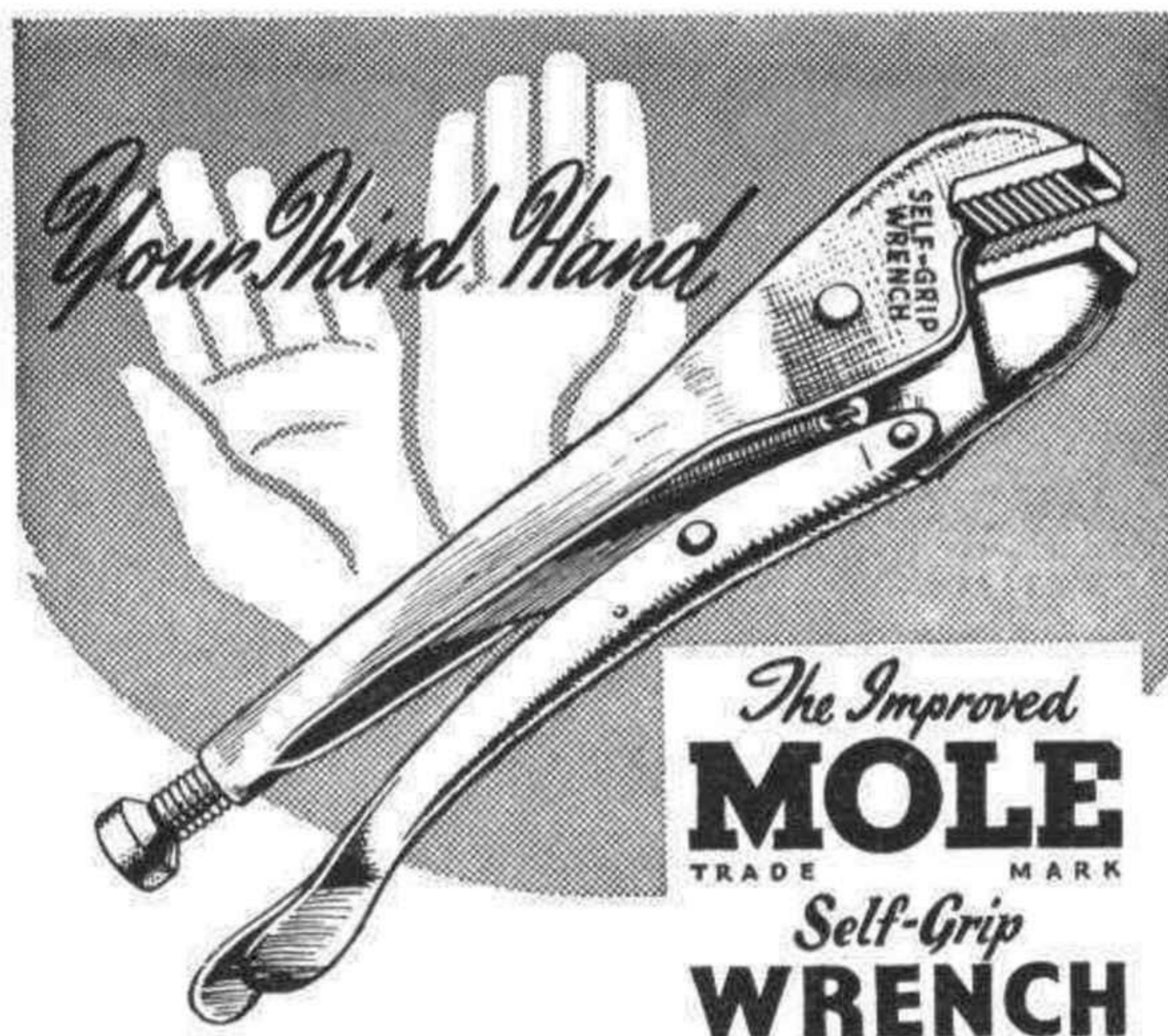
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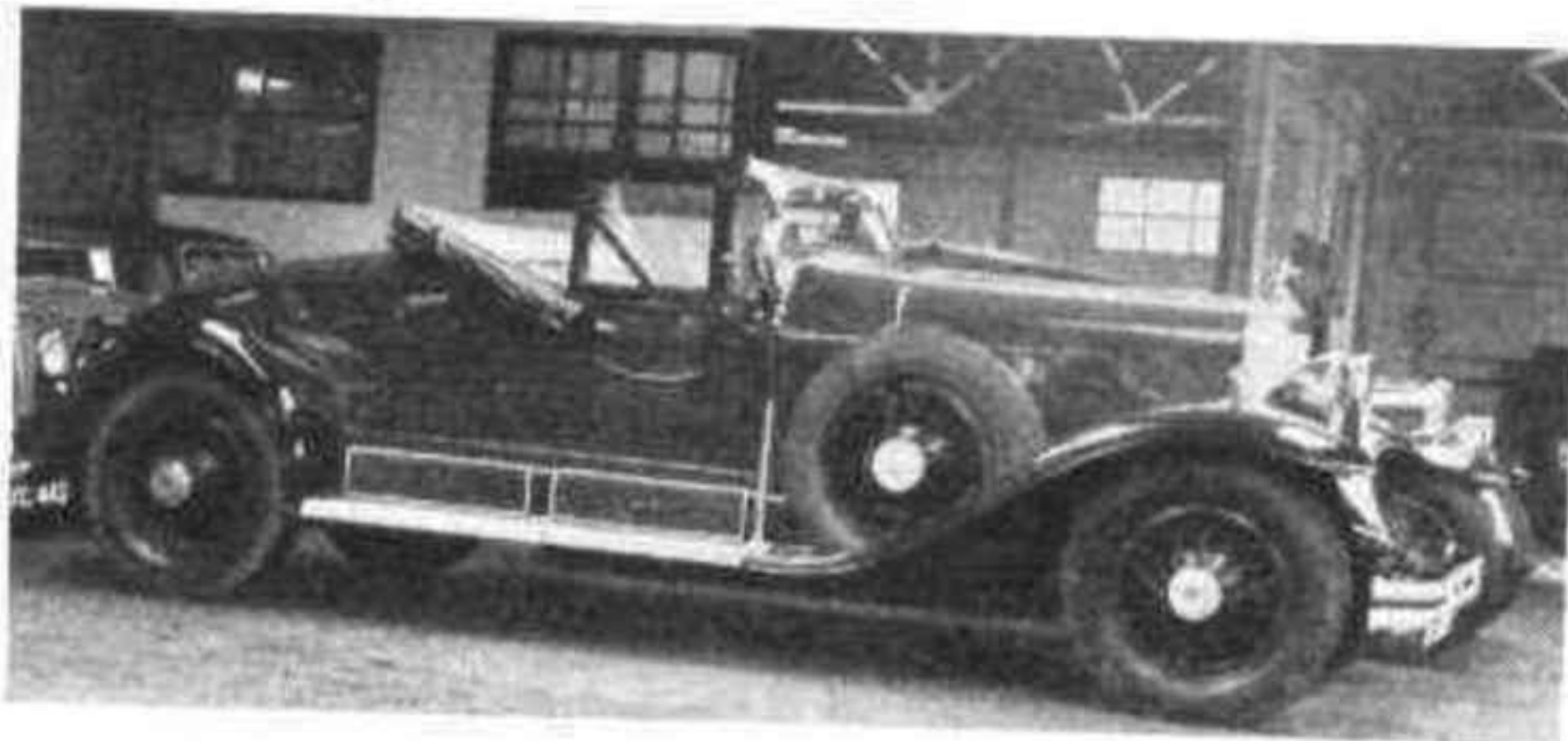
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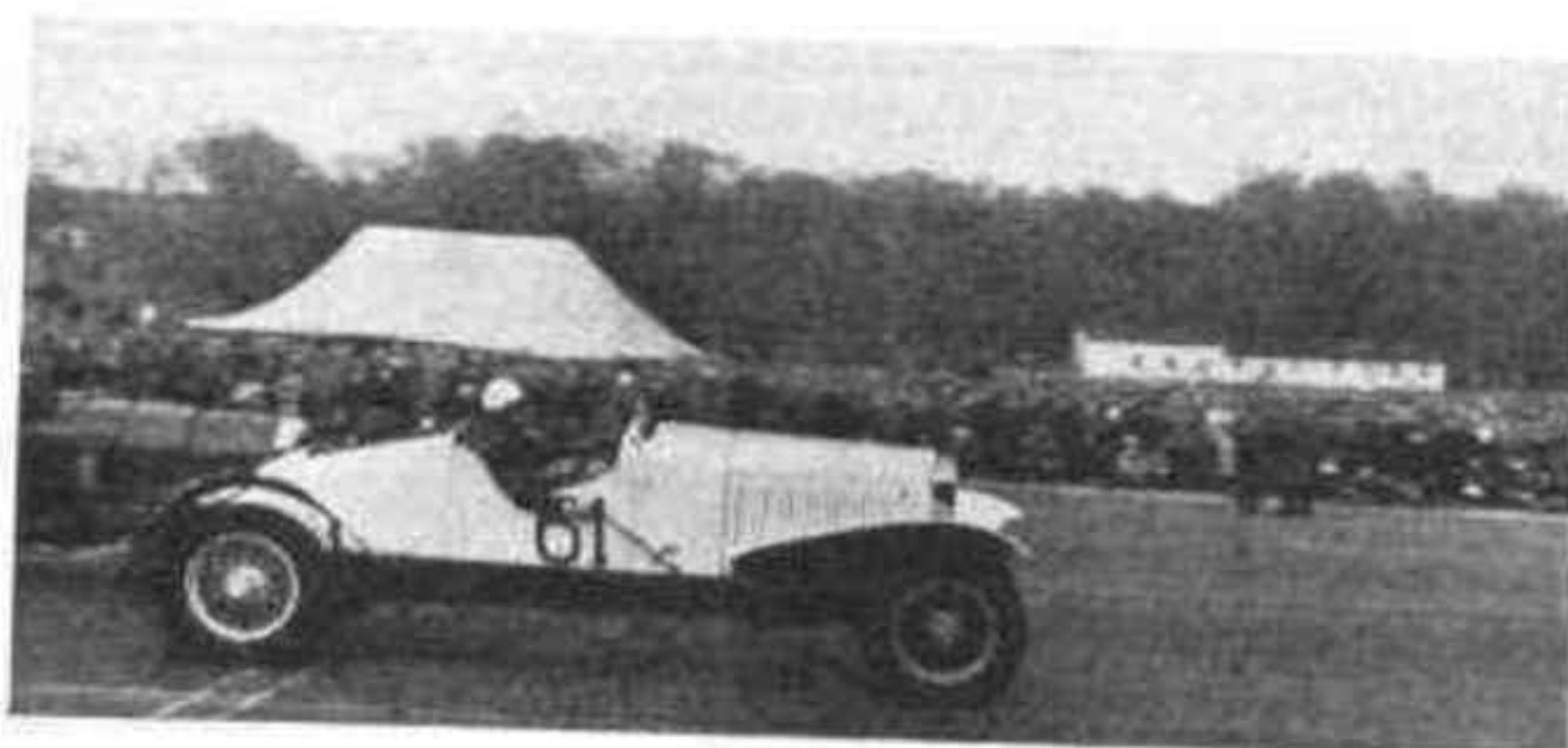


← 1930 V8 CADILLAC Speedster Roadster. This car has just been rebuilt at a cost of £265 and has only done 200 miles since. Hood and side-curtains are brand new and this very impressive classic is painted in cherry red. Excellent tyres, original tools, and would make an ideal shopping car for the wife £185

LAGONDA V12 sports saloon. This Lag. is in immaculate condition and was reputedly completely overhauled before being stored a year ago. It is now being offered at the very low price of £585 →



← HISPANO-SUIZA 37-h.p. sports 2-seater. First registered 1938. This is the very well-known competition car that belonged to Morin-Scott (President of the Hispana club). First-class condition, excellent tyres etc. All history available £295



INVICTA, 1931, 4½, 100-m.p.h., low-chassis, 4-seater drophead coupe. In the last two years the following work has been carried out: Engine overhauled, gearbox overhauled, new rear axle, re-wired throughout, resprayed Alpine blue, new hood and tonneau cover, re-upholstered in blue leather, new walnut dashboard with new instruments, all parts rechromed, new shock-absorbers, exhaust, suspension, etc., etc. This is probably the finest Invicta of its type £385

ROLLS Twenty-five, 1930, sports tourer. Just fitted new hood and side-curtains (cost £50). Excellent tyres, etc. This is a very good example of the much-sought-after and very rare legendary Rolls Twenty-five tourer £365

MERCEDES 230, 1938/9, cabriolet. This is, without a doubt, the finest Mercedes of its type in the country. The following work has been carried out in the last month: Engine overhaul, six new white-wall tyres, new radio with twin speakers, all parts rechromed, new spot-lights, twin search-lights, spot-lamps, twin reversing lights, winking indicators, new leather-type hood and head lining, excellent hood bag, heater and many extras. This car is often mistaken for the new 220 Mercedes. It is one of the prettiest cabriolets ever made. It has always been works maintained. Continental steering, 20 m.p.g. Taxed year. Two owners since new £525

ROLLS Twenty, 1927, landaulette. New tyres, battery, etc., mint condition £185

AUSTIN Seven Special 2-seater. Recent rebuild and very fast. Many mods., etc. £115

ALVIS 12-h.p., 1933, Firefly 4-seater tourer. The engine has recently been overhauled and the coachwork is in exceptionally fine condition. Fitted excellent hood and side-curtains, good tyres, new battery £195

ALVIS 11.9, 1931, open 2-seater with front-wheel drive. This rare and famous type of Alvis is not in showroom condition, hence the price of £45

ALFA-ROMEO 17/50, 1931/2, foursome drophead coupe. Resprayed Alfa red. All parts rechromed, five new tyres, very fast £195

BENTLEY 3-litre Red Label, 1926, fitted 4-seater touring coachwork by Park Ward. It has had new rocker gear (alloy rockers), new carburetter, starter, dynamo, transmission, clutch, flywheel, etc., and is a very good example of the fabulous Red Label £225

BENTLEY 4½, 1929, 4-seater tourer in exceptionally fine original condition, highly polished engine, etc. £185

BENTLEY 3½, 1935, drophead coupe. £170 engine overhaul twelve months ago. Fitted heater, original tool kit, etc. £485

HILLMAN Ten, 1939, drophead coupe. Recently resprayed Cambridge blue. Fitted new hood £250

LAGONDA 4½, 1934, drophead coupe by Freestone and Webb. A very fast and much-sought-after car £195

JAGUAR 1½, 1940, sportsman saloon—fast, roomy and economical £250

B.S.A. 10-h.p., 1938, open 2-seater. A very fair example of this economical type of sports car £145

D.K.W. 7-h.p., 1938, 4-seater drophead coupe. Just fitted new hood. A very clean little car which will give 50 m.p.g. £185

M.G. J4 supercharged 2-seater. One of nine specially built. Fitted Marshall headlamps £195

WOLSELEY Hornet Special drophead coupe, registered 1936. Excellent tyres £75

M.G. 12-h.p., 1935, 4-seater tourer—fairly fast, economical. Above-average condition £165

ROLLS Twenty-five, 1930, 7-seater limousine. Roomy and economical £195

RILEY Nine, 1934, sportsman saloon. Not in immaculate condition but very sound mechanically, hence the price of £55

ISOTTA FRASCHINI, 1929, sportsman saloon. 50,000 miles only since new. In excellent all-round original condition £195

AUSTIN Sixteen, 1932/3, saloon. Excellent tyres, etc. £45

B.M.W. 16-h.p., 1937, drophead coupe. Exceptionally clean in every way £245

ROLLS Twenty-five, 1933, sports fixed-head coupe in excellent all-round condition £450

ROLLS P.11, 1934, fitted with superb Continental sports drophead coupe coachwork by Kelner of Paris. This is a real eyeful and a photo will appear in next month's issue if still unsold £485

SUNBEAM Speed Twenty, 1931, foursome drophead coupe. Excellent original condition £75

ESSEX saloon, 1933, with cabriolet top. Very fine original condition. 20 m.p.g. £75

HUDSON Twenty-two, 1936/7, fitted very attractive English sports drophead coupe coachwork. 20 m.p.g. £185

Bargain Basement Branch. All cars under £100

MORRIS Minor open 2-seater sports, 1933. Excellent mechanically £35

MORRIS Ten tourer, 1934, reputed recent engine rebuild; good tyres £29

JOWETT Seven, 1934, 2/4-seater roadster, very clean coachwork, 50 m.p.g. £55

A.C., 1934, 2/4-seater drophead coupe, new hood, battery, tyres, etc. £75

WOLSELEY Fourteen saloon, 1936, very clean coachwork £99

B.S.A. 4-seater tourer, recent engine rebuild, original paintwork £99

M.G. 8-h.p. open 2-seater, 1932, just resprayed Alfa red £95

SINGER Nine, 1934, sports coupe, very clean coachwork £95

ALVIS Twelve, 1933, Firefly drophead coupe, new hood just fitted £95

RILEY Nine, 1934, saloon, recent engine rebuild, resprayed, new battery £99

HILLMAN Twenty, 1938, drophead coupe, engine rebuilt last year £99

ALVIS 16.9 sports saloon, 1935, one owner since 1938. Taxed December £95

SUNBEAM Speed Twenty, 1931, foursome drophead coupe, excellent tyres £75

VAUXHALL Twelve, 1934, saloon. Very clean condition £85

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FOR SALE—continued

- BARGAINS** for the impecunious enthusiast. Ford/Mercury V8 short chassis Special. Not ascetic but really functional—£65. 1934 Alvis "Crested Eagle" 20 h.p. saloon; good appearance, body condition, good tyres, but engine is really smoky—£55. 1934 Lagonda 3 litre Pillarless saloon, really good mechanically but body requires attention—£75. 1933 Talbot "105" D/H Foursome, excellent throughout—£135. 1938 Dodge 20 h.p. fitted cab and truck bodywork, really potent machine, ideal basis for special—£55. Bassett Motors, 111, Burgess Road, Bassett, Southampton. Tel.: 68655. [2033]
- RILEY 9 SPECIAL, 1931.** Rebuilt 1953. Reconditioned works, new tonneau, no hood. £70 o.n.o. Seen Birmingham. Tel.: HIG 3876. [2035]
- AUBURN D/H.** Foldflat windscreen, dual axle, hydraulics. £95. Exchange Ford Special. 77, Glengarry Road, S.E.22. [2037]
- 1936 RILEY FALCON.** One previous owner. 5,000 miles since rebore. Good order throughout. £185. Woodley, 26, Whipton Village Road, Exeter. [2038]
- 1931 SINGER 8 2-SEATER.** 2 new tyres, new carburetter, just decarbonised. Best offer over £30. Also Ford 10 Zenith carburetter, rev-counter, and many Singer and Austin Spares. Box No. Y039, MOTOR SPORT, 15, City Road, E.C.1. [2039]
- 1135. M.G. J2.** Red, excellent condition. 70, Killowen Avenue, Northolt Park, Middx. Tel.: Byron 0561. [2040]
- J2 M.G. 1933.** Excellent condition, many extras. Spare engine, gearbox, front axle with springs. The lot £140 o.n.o. Will separate. Gellatly, 33, Walsgrave Road, Coventry. [2041]
- 1928 SS MORGAN,** Jap 8 h.p. 45 BHP racing engine new, tyres, bevel gear, pinion battery, tonneau cover, wheels, re-upholstered, re-sprayed, re-wired. £80 o.n.o., or exchange Austin 7. 1, Osborne Road, Dunstable, Beds. [2043]
- 1927 LAGONDA 14/60 2 litre** being broken for spares. All parts available. Engine partly rebuilt. Five fair tyres, 21 x 500. Handbook. Enquiries and offers to Hampton, 49, Wilkinson Street, Ellesmere Port, Wirral, Cheshire. [2044]
- SILVER CROSSLEY, 1931.** 2 litre sports tourer. Handsome car in excellent condition, similar to Bentley. New hood, wind and side screens, battery and 3 new tyres. Taxed. £125 o.n.o. Must sell before 5th, owner going abroad. Benney, 23, Gunter Grove, Chelsea, S.W.10. [2045]
- AUSTIN SEVEN SPECIAL.** Over £200 spent on professional rebuild. I.F.S., h.c. head, twin carburetters, etc. 9, Forest Drive West. [2046]
- 1½ LITRE INVICTA** fitted with very sound M.G. drophead coupé body (Invicta bonnet and radiator retained). Engine quite badly damaged. Ideal for spares or enthusiastic "Engine Fitter." £35. "Lower Flat," 7, Cambridge Terrace, Chatham, Kent. [2047]
- 1931 FIAT TOURER,** 2-seater and dickey. Excellent condition, very reliable. £50. 169, Church Road, Harold Wood, Essex, or tel.: Ingrebourne 3058. [2048]
- HANDBOOKS.** Austin, Ford, Morris, Standard, Vauxhall, 5s. 6d.; Jowett, Renault, Volkswagen, 7s.; Hillman, Jaguar, Morgan, Rover, Wolseley, 8s. 6d.; Chevrolet, Riley, Singer, 10s. 6d.; Alvis, Chrysler, M.G., 15s. 6d. Workshop Manuals, Morris, 17s. 6d.; Jowett, 21s.; Austin, Hillman, M.G., 31s. 3d. Catalogue, 6d. Inquiries, stamp please. Gray, 4, Chantry House, Hurstpierpoint, Sussex. [2049]
- M.G. MAGNETTE 1933,** 4-seater tourer with E.N.V. pre-selector gearbox. £600. Box No. Y050, MOTOR SPORT, 15, City Road, E.C.1. [2050]
- HORNET 1930 CLEARANCE:** Oil pump 35/-, camshaft 37/6, flywheel 37/6, etc., etc. For Hornet/Special Spares Lists write S. H. Scott, 14, Orchard Way, Luton, Beds. [2051]
- ALVIS 12/50.** Wide three seater. Excellent condition, sleeved standard, reupholstered, new "Vybak" screens, new hood. £90. Sainsbury, 9, Beatty Hall, Stone, Staffs. Tel.: Beatty Hall 262. [2052]
- RILEY NINE MK. IV TOURER.** Reliable, tyres new, green, condition good. 65, Box No. Y053, MOTOR SPORT, 15, City Road, E.C.1. [2053]
- 1934 AC SALOON.** 2-litre. £350 spent in last 2 years. Body rough. £85. Box No. Y054, MOTOR SPORT, 15, City Road, E.C.1. [2054]
- J2 SPECIAL,** partially completed. Runner, 18" easicleans, hydraulic brakes. Engine, dynamo, reconditioned, not yet run in. Offers, whole or part. "Deva," Carlingford Drive, West-119, Essex. [2057]
- 1934 RILEY KESTREL 12-6,** manual box, single Solex £75 o.n.o. Bridgwood, 60, Monks' Croft, Cheltenham. [2059]
- 1935 SSI, 20 h.p., 23 m.p.g.** £80 or exchange small sports or special. Mr. L. A. Brooker, The Peacock Inn, Towcester, Northants. [2061]

FOR SALE—continued

- AUSTIN 7 HYBRID,** 1930 engine, 1931 chassis, 1927 sports body, breaking for spares. Leather and fur flying suit, jacket and trousers. Tel.: Wordsworth 7882. [2062]
- SPECIAL AUSTIN 750 c.c. SPECIAL.** Cultured little beast, Ulster chassis, 1937 engine, 2,000 miles since complete overhaul, owner incapacitated. About £100. Bevan, 12, Arlington Drive, Ruislip, Middx. Tel.: 5041. [2063]
- ALVIS FIREFLY SPECIAL.** Racing two-seater body fitted 1952. Extremely good looking car, good working order. £130. "Three Horse-shoes," Princethorpe, Nr. Rugby. [2064]
- M.G. 2 LITRE SALOON, 1937.** Grey and black, reconditioned engine 10,000 miles, excellent throughout. £175. Flt.-Lt. D. J. Hampton, R.A.F. Horsham St. Faith, Norwich. [2065]
- RADIATORS.** 1 TC M.G. brand new £5. Ford Ten reconditioned £3 10s. '33 Morris 8, not so good, no leaks. Reasonable offers for any. Knight, Claremont, Bunkers Hill, Bilston. [2066]
- AUSTIN LIGHT SIX 1928** 15.9 Saloon in maroon and black. In regular daily use and runs well; coach built body and interior in good condition, little used 1939-46, in one family since 1930. Spare tyres, handbook, new radiator and safety glass fitted, replated battery. £70. Tel.: Forest Hill 8662. [2067]
- M.G. VA 1½ litre** tourer, good condition throughout, 60 m.p.h. cruising, 25 m.p.g. Tel.: FIN 5565. [2068]
- RILEY 9 MERLIN SALOON 1936.** Rebored, resprayed, new exhaust system, battery, radiator, carburetter, 4 tyres, all in last 3,000 miles. £160 o.n.o. Tel.: TUDor 1390. [2069]
- 1938 1½ LITRE M.G.** Recellulosed, new battery, good tyres and all weather equipment. Sale or part exchange small Renault Saloon, Box No. Y070, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2070]
- TYPE 46 BUGATTI 1933.** New valves and rings, body and engine perfect, greatly admired by all who see it. £220 or very near. Ruck Keene, Waterstock, Oxford. Tel.: Ickford 221. [2071]
- ALVIS SPEED TWENTY.** Vanden Plas D/H Coupé, 1934, in beautiful condition. 100 miles since engine completely overhauled. Synchronesh, i.f.s., teledraulic shockers, fitted jacks, P.100s, alternative coil/magneto ignition. Engineer maintained. Reluctantly must sell this outstandingly attractive, fast, comfortable car. £250. Tel.: Uplands 9891. Croydon, Box No. Y076, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2076]
- CAMBRIDGE SUPERCHARGED AUSTIN** Two-seater Sports car. Unused since complete recondition. Built 1952, many successes in competition. Usual specification. Producer's own personal car. Easily debdown for formula racing and club competition. Has been carefully maintained regardless. Seen any time at X.L. Service Station, Kingston Vale, Surrey. Tel.: KIN 8333. [2077]
- MORGAN 1939 4/4 2-seater Coupé.** Black, good condition. Recon. engine, gearbox. New hood. Resprayed. Good tyres. £265. Grosvenor Garage, Westcliff, Essex. Tel.: Southend 470651. [2078]
- ALVIS 1939 SPEED 25** Sports Saloon. Latest type 4-door Charlesworth coachwork. Helmet type wings. Double sunshine roof. P.100s. Immaculate birch-grey finish, spotless chrome. Excellent engine, twin exhausts, i.f.s., servo brakes. Ride control. Maroon interior. Walnut facias, dash. Excellent tyres. Taxed year. £375. Ellvatt, 11, Colney Hatch Lane, London, N.10. Tel.: TUDor 1900. [2079]
- RILEY NINE MONACO.** 1934 model. Metal body, rough interior. Engine resleeved, new pistons and rings, new big and small ends. Reconditioning not complete. Suit enthusiast. £45. Tel.: Epsom 3066. [2080]
- 1936 RAILTON HUDSON STRAIGHT-8** Engine, clutch, gearbox and accessories. New V8 Solex carburetter £5.10s. Two Lucas chrome driving lamps, as new, 35/- each. Lucas 6-volt chrome defroster, 15/-. Quick release filler cap, 17/6. New movement of Smith's Jaguar clock, 25/-. J. B. Hendin, West Dean, Salisbury. [2081]
- M.G. JC. 18/80.** 1934 Saloon. 4-speed. Good, sound condition. Taxed year. £55. Gurd, Church Street, Tisbury, Wilts. [2082]
- BUGATTI Type 37.** 1½-litre Grand Prix Racer. Ready for competition. Many extras. Not raced since Donington. Probably the best of its type extant. £335. Box No. Y084, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2084]
- LATE 1937 FRAZER NASH B.M.W.** 329 Four-some D/H Coupé. Specimen condition throughout. £250 o.n.o. McPherson, 1, St. John Street, Wells. [2085]
- DELAGE.** 14-h.p. Drophead. 1926. Superb throughout. Offers. 44, Southwood Avenue, Southbourne, Bournemouth. [2087]
- 1953 BUCKLER MK. V.** 10,000 miles. Unraced. All modifications including type C gears. Twin S.U.s, i.f.s., 8.25 e.r. Beautiful professional body and finish. Also quantity of spares. £400. Laxton, 5, Ormiston Road, Wallasey. [2088]

FOR SALE—continued

- SUNBEAM SPARES** for 23.8 and 18.2 Also Bentley 4½ 1928 dismantled (engine and magnetos reconditioned). We also have thousands of parts for Austin, Morris, Ford, Hillman, Standard, Singer, Jaguar, Armstrong, etc. A. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [2089]
- BUGATTI Type 37** road-equipped G.P. Thoroughly overhauled recently, very good indeed. Reliable, economical. £325 o.n.o. Morris, R.E. Mess, Barton Stacey, Winchester. [2090]
- 1936 3½-LITRE BENTLEY** Saloon by Park-Ward. Maintained solely by Rolls Royce. (Accounts can be inspected.) First class condition. £500. Broxbourne Motors, Ltd., Broxbourne. Tel.: Hoddesdon 2927. [2091]
- 1947 HEALEY ROADSTER.** Coach-built, very sound and good-looking open all-aluminium body. This car has been used for touring only and maintained by Healey. Very sound mechanical condition giving 100 m.p.h. 28 m.p.g. for fast touring. Private enthusiast owner has bought Austin Healey. £430. Box No. Y092, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2092]
- M.G. PA. 1935.** 4-seater. Cambridge blue. Several new electrical components, new hood. £175 o.n.o. 4, Paradise Row, Chancery Lane, Maidstone. Tel.: 87624 evenings. [2093]
- ALVIS SPARES !!** 1937 Saloon No. 18617, 25-h.p., all parts except lights, rear axle, block and head. Radiator, £5. Gearbox, £9. Springs, water pump, generator, 30/- each, etc. Crankcase complete with pistons, £4. Also clutch unit, 1932 Speed 20, £2. 3 linked S.U.s, £3. S.A.E. appreciated. F/S Wood, 92 A.M.O., R.A.F. Driffield, E. Yorks. [2094]
- SINGER NINE** Sports Saloon, 1934, 59,500 miles. £65. 1929 Austin 7, less body, c.w. and p., towable. £12. Sharratt, Sheepwalk, Linby, Notts. [2096]
- 1934 VAUXHALL.** Open 2-seater. 4 new tyres. Wind horns. Engine needs attention. £30 o.n.o. Waggatt, "Nonie-Nee," Old Bath Road, Twyford, Berkshire. [2098]
- CITROEN LIGHT 15.** Sept. 1946. Two owners. Black. Well shod. Condition much above average for year. £350. 36, Church Way, Sanderstead, Tel.: 1561. [2099]
- ASTON MARTIN 1½-litre S/C** Tourer. Superb condition. Taxed, insured. £240. Thompson, Cherryhill Cottage, Loudwater, Rickmansworth, Herts. [2100]
- SUNBEAMS.** Speed 20, only needs trial, £85. 20 m.p.g. Sports Limousine, looks '39. Offers, exchange Delage similar. Brake needed (Rolls/Sunbeam?). 5, Burgate House, Canterbury. [2101]
- 1934 RILEY STELVIO,** specimen car, chauffeur maintained 18 years, mileage 63,000, £145 or offer. 1929 Alvis Silver Eagle, competitions two-seater, £115. 1927 Alvis 12/50 Utility, with spares, £38. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [2103]
- M.G. 1949 (Oct.) T.C.** Red. Enthusiast maintained and in absolutely faultless condition. Extras include Bluemels steering wheel, aero screens, wind tone horns, luggage grid, spotlight, twin petrol pumps. £435. 14, Braybon Avenue, Brighton. Tel.: 52532. [2104]
- ALVIS SILVER EAGLE.** 1930, 2-seater Tourer. Good condition throughout. Tel.: Ambassador 5623. [2105]
- 1930 SUNBEAM TWENTY TOURER.** £25—or break for spares. Tel.: Harrow 4628. [2106]
- H.R.G. 1947 "1100."** Resprayed ivory. New hood. Sidescreens and tonneau in blue. Reconditioned engine, 5,000 miles. New batteries, etc. Good tyres. £395. 26, Solihull Road, Shirley, Warwickshire. [2107]
- 3-LITRE BENTLEY.** 1925 Coupé. Good running order. Engine just rebored and overhauled. Good tyres and hood. Taxed to Dec. 31st. £75. Beeson, 97, Huntingdon Street, St. Neots, Hunts. [2108]
- S.U. CARBURETTERS.** One pair 1½in. suitable for T.D. £8 nearly new. Also one pair of four-stud racing type in good condition. Box No. Y109, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2109]
- 1936 FORD** 10 engine and gearbox in 1934 Singer 2/4-seater saloon. K.O. wheels, hydraulic brakes. Requires detail finishing. £25 or offer. 2, Meadow Way, Cheltenham Road East, Gloucester. [2110]
- ALVIS SPEED 20** Charlesworth Saloon. June '35. Grey with black wings, fine condition. £185 for quick sale. Tel.: Ealing 9551. [2111]
- FORD 8 SPECIAL.** Rebuilt September 1954. 70 m.p.h., 45 m.p.g. Excellent condition. £125. 73, Fisher Road, Harrow Weald, Middx. [2112]
- 1936 2½-LITRE S.S. Jaguar** Saloon. Mechanically very good, body work sound. Engine reconditioned about 12,000 miles ago. £165. Apply Box No. Y117, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2117]
- RILEY 14-6.** Complete engine and gearbox, £25. Surgeon, 48, Villiers Road, Kingston, Surrey. [2118]



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| 1951 Allard J2 2-seater. Knock-on wheels, close-ratio gearbox ... | £495 |
| 1948 Allard 71M drophead foursome | £375 |
| 1948 Allard 71K 2-seater roadster | £295 |
| 1948 Allard 71L 4-seater tourer | £275 |
| 1947 Alvis 14-h.p. sports saloon. Above-average condition | £575 |
| 1938 Alvis 4.3-litre sports saloon. Radio. Heater | £345 |
| 1938 Alvis Speed Twenty-five drophead foursome | £375 |
| 1936 Alvis 3½-litre Charlesworth sports saloon | £295 |
| 1934 Alvis Speed Twenty V.D.P. tourer | £175 |
| 1938 Aston Martin 2-litre 2-seater "Speed Model" | £365 |
| 1938 Aston Martin 2-litre 4-seater tourer | £295 |
| 1939 Aston Martin 2-litre drophead coupe | £425 |
| 1935 Aston Martin 1½-litre short-chassis Le Mans 2-seater | £295 |
| 1936 Aston Martin 1½-litre Mark II 2/4-seater | £295 |
| 1934 Alfa-Romeo 17/50 drophead foursome | £295 |
| 1932 Alfa-Romeo 17/50 4-seater tourer | £195 |
| 1953 Buckler 2-seater. Very low mileage. Specimen | £445 |
| 1935 Bentley 3½-litre Park Ward sports saloon | £505 |
| 1934 Bentley 3½-litre A. Mulliner drophead foursome | £445 |
| 1952 (Regd.) (Rebuilt) Bentley 3-litre tourer. Specimen | £345 |
| 1928 Bentley 4½-litre V.D.P. tourer | £265 |
| 1926 Bentley 3-litre Red Label drophead coupe | £195 |
| 1924 Bentley 3-litre V.D.P. tourer. Above average | £225 |
| 1927 Bentley 3-litre Red Label 2-seater | £195 |
| 1952 Frazer-Nash Mille Miglia. Low mileage. Specimen | £1,495 |
| 1938 Frazer-Nash-B.M.W., Type 328, 2-seater | £445 |
| 1937 Frazer-Nash-B.M.W., Type 40, 1½-litre 2-seater | £195 |
| 1935 Frazer-Nash-B.M.W., Type 55, 2-litre 2-seater | £175 |
| 1950 Healey Silverstone 2-seaters. Choice of 2 | From £595 |
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| 1938/9 Jaguar S.S.100s, 2½ and 3½-litre. Choice of 3. From | £365 |
| 1937 Jaguar 2½-litre sports saloon | £195 |
| 1939 Lagonda LG6 4½-litre sports saloon. Specimen throughout | £775 |
| 1936 Lagonda LG45 4½-litre sports saloon | £265 |
| 1935 Lagonda 4½-litre Rapide V.D.P. tourer. Specimen | £275 |
| 1934 Lagonda 4½-litre V.D.P. tourer. Above-average condition | £225 |
| 1932 Lagonda 2-litre V.D.P. tourer. Sound throughout | £215 |
| 1949 Maserati San Remo 4CLT 1½-litre, s/c. Ex-Parnell | £995 |
| 1952 Morgan Plus Four 2-seater. Many extras | £545 |
| 1949 Morgan 4/4 2-seater. Very good condition | £375 |

Selection from ANNEXE stock of 100 cars:

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| 1952 (Regd.) Austin 1,172-c.c. Competition 2-seater | £225 |
| 1933 Alvis Speed Twenty Charlesworth saloon | £125 |
| 1935 Bentley 3½-litre Freestone & Webb saloon body. Rough | £295 |
| 1927 Bentley 3-litre Blue Label V.D.P. tourer | £125 |
| 1929 Bentley 6½-litre tourers. Choice of 2 | At £145 |

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| 1938 Morgan 4/4 2-seater | £175 |
| M.G. TF. New and unregistered. Cream and red leather | £780 |
| 1953 M.G. TD 2-seater. Specimen throughout | £630 |
| 1949 M.G. TC 2-seaters. Choice of 3 | At £395 |
| 1946/7 M.G. TC 2-seaters. Choice of 3 | From £350 |
| 1939 M.G. TA Tickford coupe. Many extras | £325 |
| 1937/8/9 M.G. TA 2-seaters. Choice of 5 | From £245 |
| 1936 M.G. PB 2-seaters. Choice of 2, also 4-seater | From £215 |
| 1935 M.G. PA 2 and 4-seaters. Choice of 3 | From £185 |
| 1932/3/4 M.G. J2 2-seaters. Choice of 4 | From £135 |
| 1938 M.G. 1½-litre sports saloon, also two tourers | From £265 |
| 1935/6 M.G. 12-h.p. NA Magnette 2-seater, 4-seater | From £195 |
| 1937/8 M.G. 2-litre sports saloons. Choice of 4 | From £185 |
| 1938 M.G. 2-litre drophead coupes. Choice of 2 | At £245 |
| 1939 M.G. 2.6-litre drophead foursome | £285 |
| 1947 M.G.-Lester 1,086-c.c. 2-seater | £395 |
| 1939 Mercedes-Benz 540K, Type B, cabriolet | £525 |
| 1938 Mercedes-Benz 230, Type B, cabriolet | £245 |
| 1937 Mercedes-Benz 170V 2-seater roadster | £225 |
| 1938 Railton Straight-Eight drophead foursome | £245 |
| 1949 Riley 2½-litre sports saloon. Exceptional condition | £625 |
| 1946 Riley 1½-litre sports saloon. Many extras | £525 |
| 1939 Riley 1½-litre Nuffield saloon | £325 |
| 1937 Riley 1½-litre Lynx tourer | £295 |
| 1938 Riley 1½-litre Victor saloon | £245 |
| 1936 Riley 1½-litre Merlin saloon | £195 |
| 1936 Riley 1½-litre Falcon saloon | £195 |
| 1933 Riley 9-h.p. Lynx tourer | £195 |
| 1938 Riley 15/6 Adelphi saloon. Sound condition throughout | £265 |
| 1935 Rolls-Royce 20/25 sports saloon. Large boot | £625 |
| 1934 Rolls-Royce 20/25 drophead foursome | £525 |
| 1934 Rolls-Royce Ph. 2 drophead foursome | £445 |
| 1930 Rolls-Royce 20/25 owner-driver saloon | £295 |
| 1924 Rolls-Royce Twenty tourer. Specimen | £225 |
| 1952 Singer 4AB Roadster. Radio, heater | £445 |
| 1947 Singer 9-h.p. Roadster | £295 |
| 1939 Singer 9-h.p. 4-seater tourer | £195 |
| 1946 Standard 8-h.p. 4-seater tourer | £295 |
| 1939 Sunbeam Talbot 2-litre sports saloon | £295 |
| 1938 Talbot 10-h.p. tourer and drophead coupe | At £195 |
| 1938 Triumph Dolomite 14/4 drophead foursome | £275 |
| 1938 Triumph Dolomite 16/6 drophead foursome | £245 |
| 1947 Volkswagen Standard saloons. Choice of 2 | At £265 |



Annexe



Annexe

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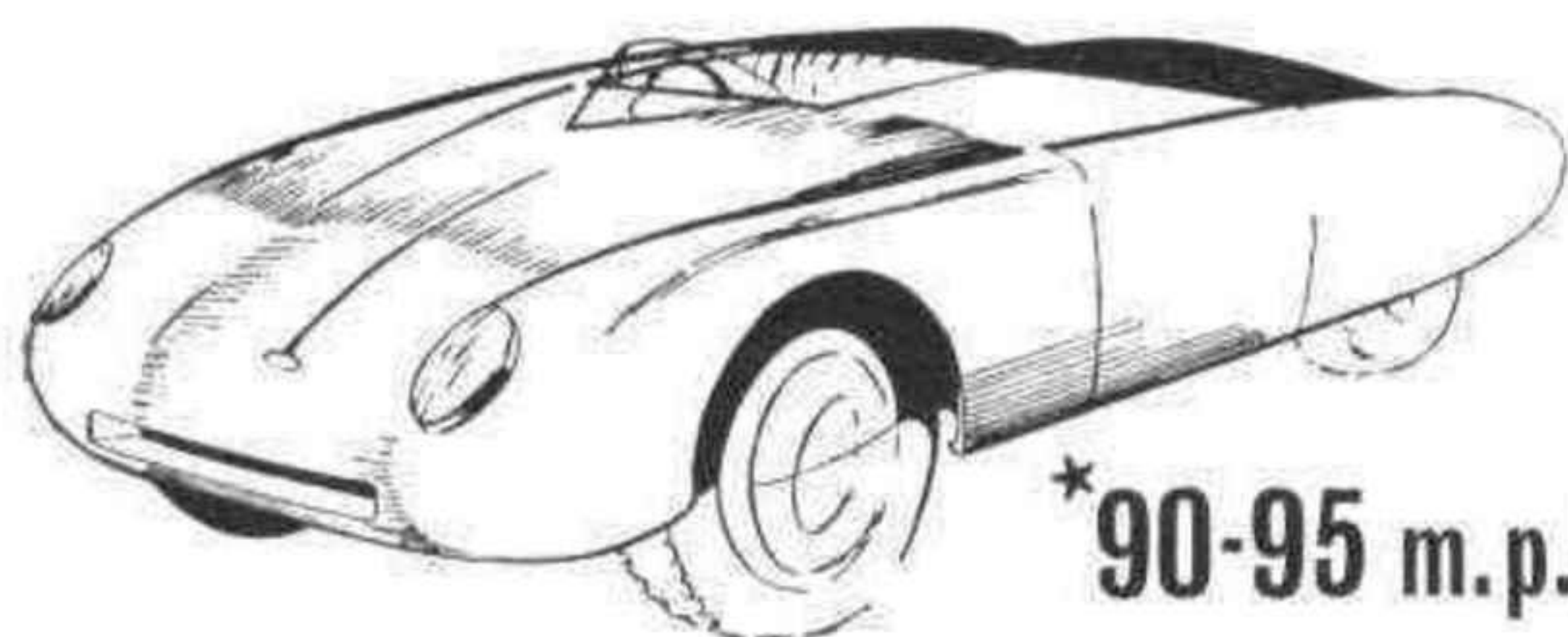
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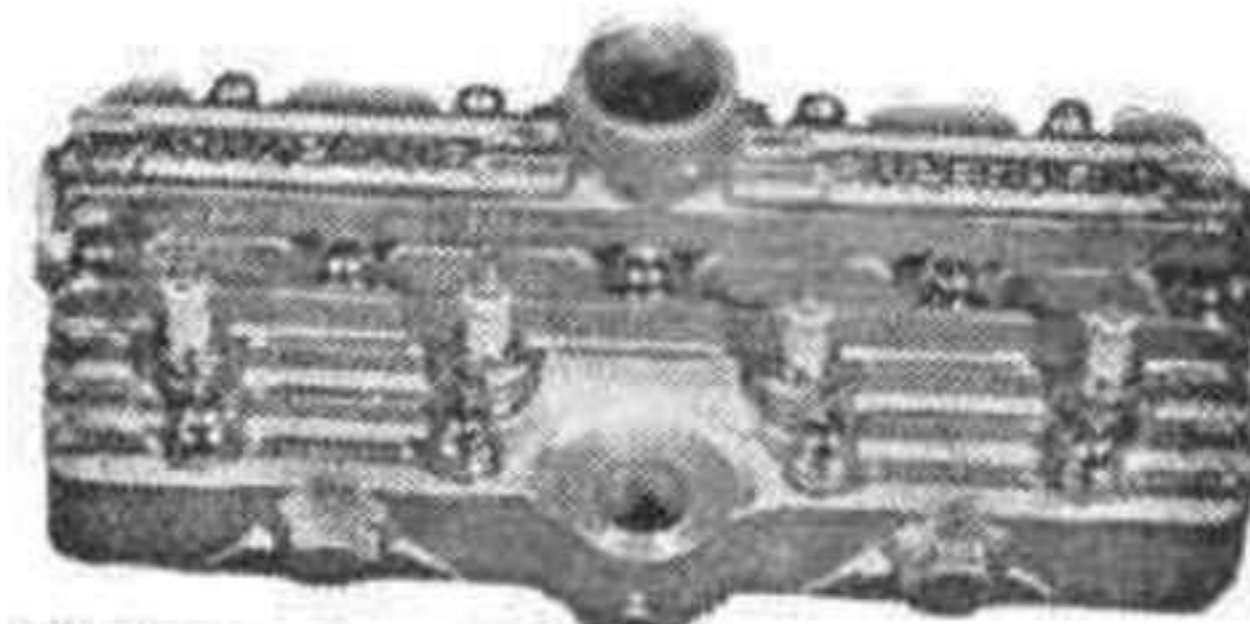


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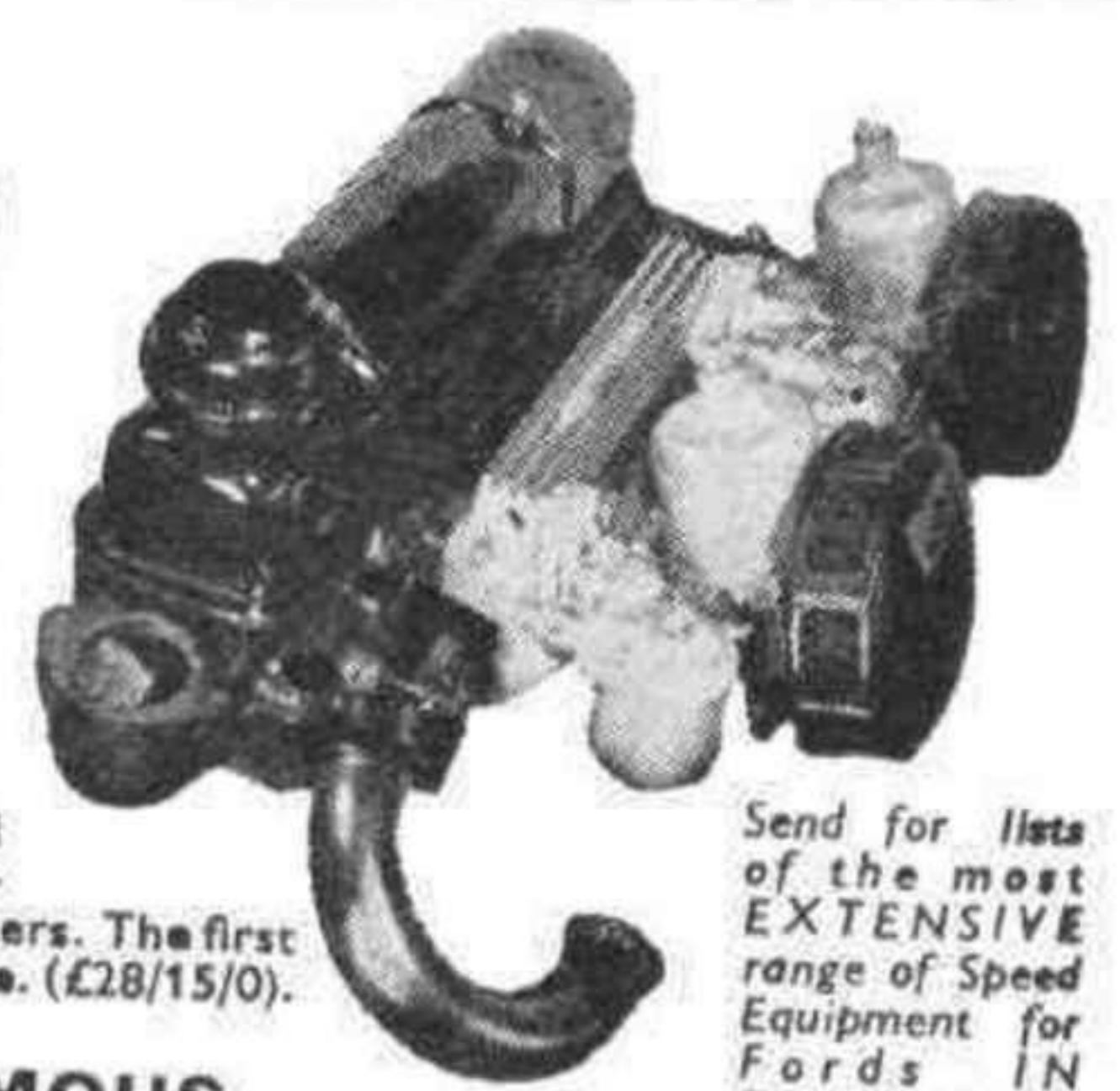


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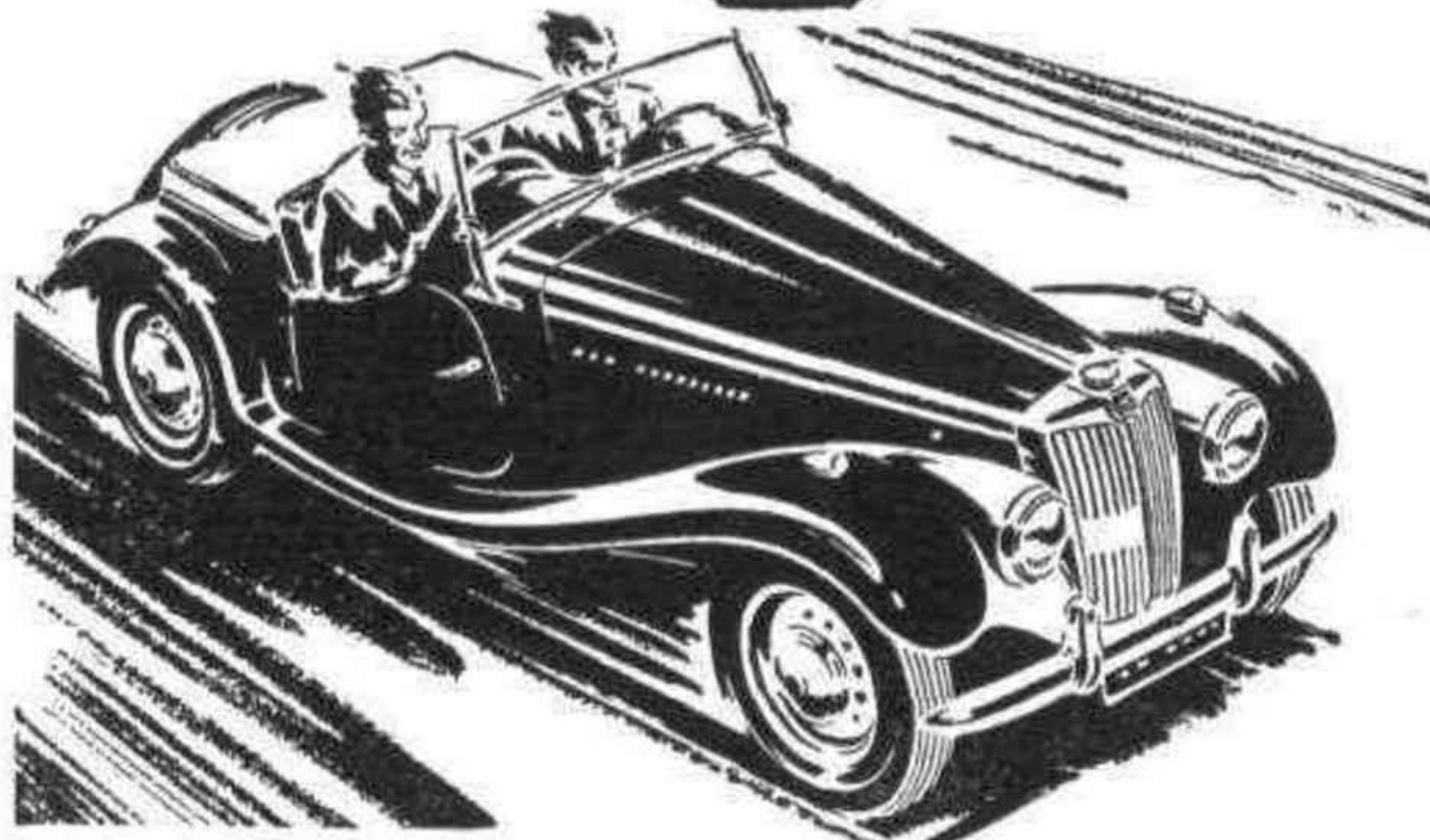
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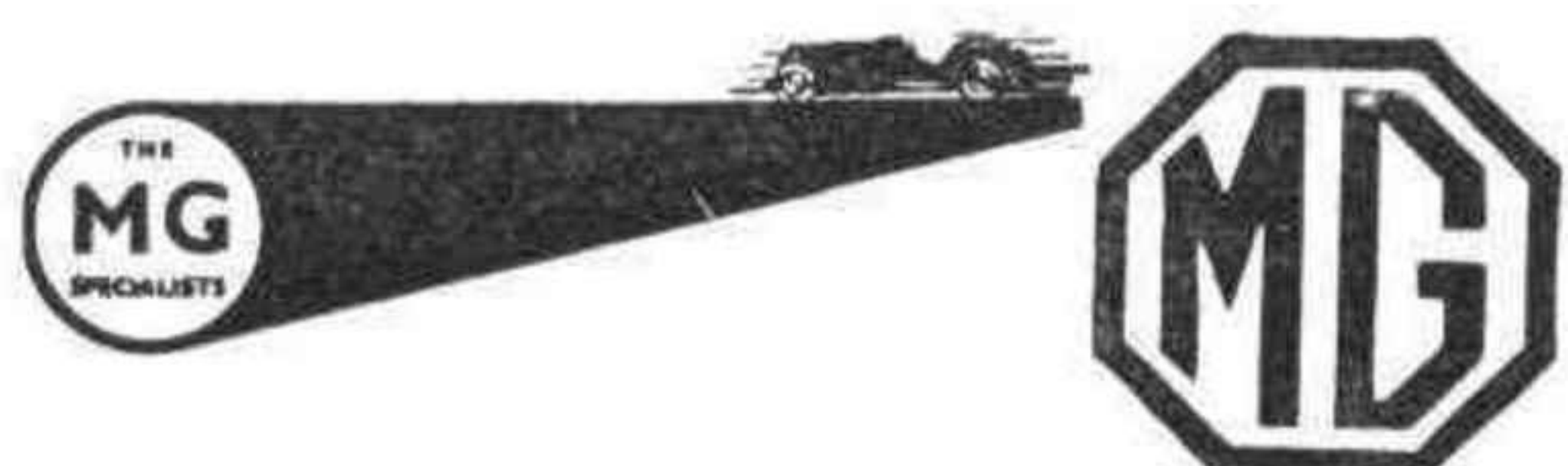
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FOR SALE—continued

DON'T BUY THIS—if you like chromium plated tinware or sardine tins. Delage D1 SS, 1926 Saloon. Very pretty coachwork by Knibbs. Engine just overhauled. Oil nil. New tyres. Exceptionally clean and sound. 14 h.p. Bodywork and paint magnificent. Must be one of the finest vintage cars of its type. £135 or exchange for larger horsepower car. Cash either way. Adams, The Nab, Whalley, Lancs. [2113]

1938 3½-LITRE JAGUAR SALOON. Bodywork in beautiful condition inside and out. Fitted with radio, heater and defrosters. The engine has recently been reconditioned throughout. New king pins and bushes, new track rod ends, reconditioned prop shaft shock absorbers, new thermostat. Reconditioned dynamo. Lucas spot lamp. Tyres are good all round. This car is in very fine condition throughout. £325. Apply Box No. Y116, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2116]

£75 O.N.O. 1925 Sunbeam 20/60 Sports. Leather Drop-head. One owner 20 years. Rebuilt. Photo. Box No. Y119, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2119]

ASTON MARTIN. 2-litre 2/4-seater. Short, open, green, rebuilt and re-registered 1951. Taxed. £425. 86, Downend Road, Kingswood, Bristol. [2120]

£95, ARMSTRONG SIDDELEY. 1934, 12/6 tourer. One owner until last year. 46,000 miles since new. Perfect original grey/black coachwork. 25 m.p.g. Taxed. Engineer's examination invited. Williams, 9c, Hogarth Road, London, S.W.5. [2121]

RILEY 9 MONACO. Mechanically reconditioned throughout. Running in. Any trial. £80. 11, Sydney Smith Close, Cove, Farnborough, Hants. [2122]

M.G. MAGNA. Drophead foursome. Red. £85 o.n.o. Rolls, 73, Stoke Poges Lane, Slough. [2123]

1921 E 30/98. Excellent and completely original. Many spares. Owner going abroad. £275. 24, Reedley Road, Bristol, 9. [2124]

ROLLS ROYCE cars and spare parts. Enquiries welcome. Exchanges considered and terms available. J. B. M. Adams, Great Gidding, Huntingdon. Tel.: Winwick 216. [2127]

FOR SALE—continued

PAIR BRAND NEW DUNLOPS. 6.50 x 18. £14. Pair 10 in. Marchal Lamps. £5. Tel.: Burgh Heath 3156. [2125]

1928 14/40 HUMBER TOURER. Excellent engine and body. Hood poor. £50 o.n.o. Buck, 68, Amhurst Road, Hackney, E.8. [2128]

AUSTIN 750 c.c. SPECIAL. Regd. 1947. 2-seater sports body. All weather equipment. Economical and fast. £85 o.n.o. Evenings. 81, Ockley Road, Croydon. [2129]

ASTON MARTIN. 1½-litre Le Mans short chassis 2/4-seater. Good condition. Resleeved. Scintilla. £260 o.n.o. Box No. Y130, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2130]

T.C. M.G. 1946. Excellent condition. Recent overhaul includes relined brakes and reconditioned engine and steering. £360 o.n.o. J. S. Elliott, Redhill, Redmarley, Gloucester. [2131]

ALFA ROMEO. 1,750 c.c. Drophead Coupé. New hood, recently resprayed in Alfa red. Excellent condition throughout. 24 m.p.g. Open to any trial. Phone after 7 p.m. Macaulay 1321. [2132]

RILEY LINCOCK. Back axle and engine reconditioned. Body fair. Available 20th August. Offers. Box No. Y133, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2133]

FRAZER-NASH INTERCEPTOR, 1931. Meadows Brooklands 4ED. Chains, steering, brakes overhauled. Twin carbs. Outside exhaust. £115. Bradwell, 96, Mill Lane, Bentley Heath, Knowle, Warwickshire. [2134]

LAGONDA 2-LITRE SALOON. Splendid condition. £175 o.n.o. Smith, 41, Chislehurst Road, Bromley, Kent. Tel.: Imperial 4508. [2135]

AUSTIN SPECIAL. Reconditioned engine, remote control, new battery, resprayed, full weather equipment, spare engine. Clean and very smart. Available after August 8th. Emigrating. Avis, Oak Tree House, Old Station Road, Hampton-in-Arden, Birmingham. [2136]

RILEY NINE, 1931. Engine axles, gearbox, chassis frame, steering column, radiator, wheels. S.A.E. list. Braithwaite, Brookside Farm, Ireleth, Askam-in-Furness. [2139]

FOR SALE—continued

J2. Rebuilt 49/50. Further extensive overhaul 1954. Resprayed green, red upholstery. S.A.E. for details. £185 or nearest. Available August 14th. 218, King Street, Norwich, Norfolk. [2140]

1932 RILEY MONACO. Excellent condition. Twin carburettor conversion available. Any trial. £85 o.n.o. Tel.: Portsmouth 74285. [2141]

SINGER "LE MANS," 1935. 9-h.p., Fixed Head Coupé. £100 or nearest offer. Instructor Lieutenant Williams, H.M.S. Collingwood, Fareham, Hants. Tel.: Fareham 2224 or near London, Orpington 2848. [2142]

B.S.A. THREELER, TWIN. 1933. Fair condition, reliable, economical. £48 o.n.o. 12, Broomwood Gardens, Brentwood, Essex. [2143]

UTILITY RILEY 9. Rebuilt 1952. Natural ash body built by coachbuilders. Worth £200. Needs some mechanical attention to engine. Best offer over £125. London area. Tel.: CAN 4833. [2144]

1937 RAPIER 9.7. Twin OHC Drophead Four-some Coupé, completely overhauled, re-celled in Comet blue, new Vynide cream hood. All new tyres. 35 m.p.g. Genuine Rapier. Amazing performance. Any trial. Tel.: Sunbury 2993 after 7 p.m. [2145]

TRIUMPH GLORIA. 12-h.p. Saloon. 1937. Hydraulics, K.O. wheels, alloy body, exceptionally sound. 56,000. £140. Decima, Yeoman Lane, Bearsted. Tel.: Maidstone 87583. [2146]

M.G. PB. 1936. Black. Green interior. Reconditioned Toulmin block. Windtones. Spotlamp. Recent £20 overhaul. First-class condition throughout. £220. 9, Hunstone Avenue, Sheffield, 8. [2147]

ALVIS SPARES. Firefly "crash" box, long-stroke Speed 20 engine, chassis spares. Electrical equipment. Exchange scheme. Routledge, Scholes, Leeds. [2149]

1928 MORRIS COWLEY. Most spares available. Also Oxford engine. Routledge, Scholes, Leeds. [2150]

M.G. J2. Camshafts, £2. Crankshaft (par) with con-rods and bearing, £7. Manifolds, carbs, etc., approx. 15/- each. 11, Hall Road, Smallshaw, Ashton-u-Lyne, Lancs. [2155]

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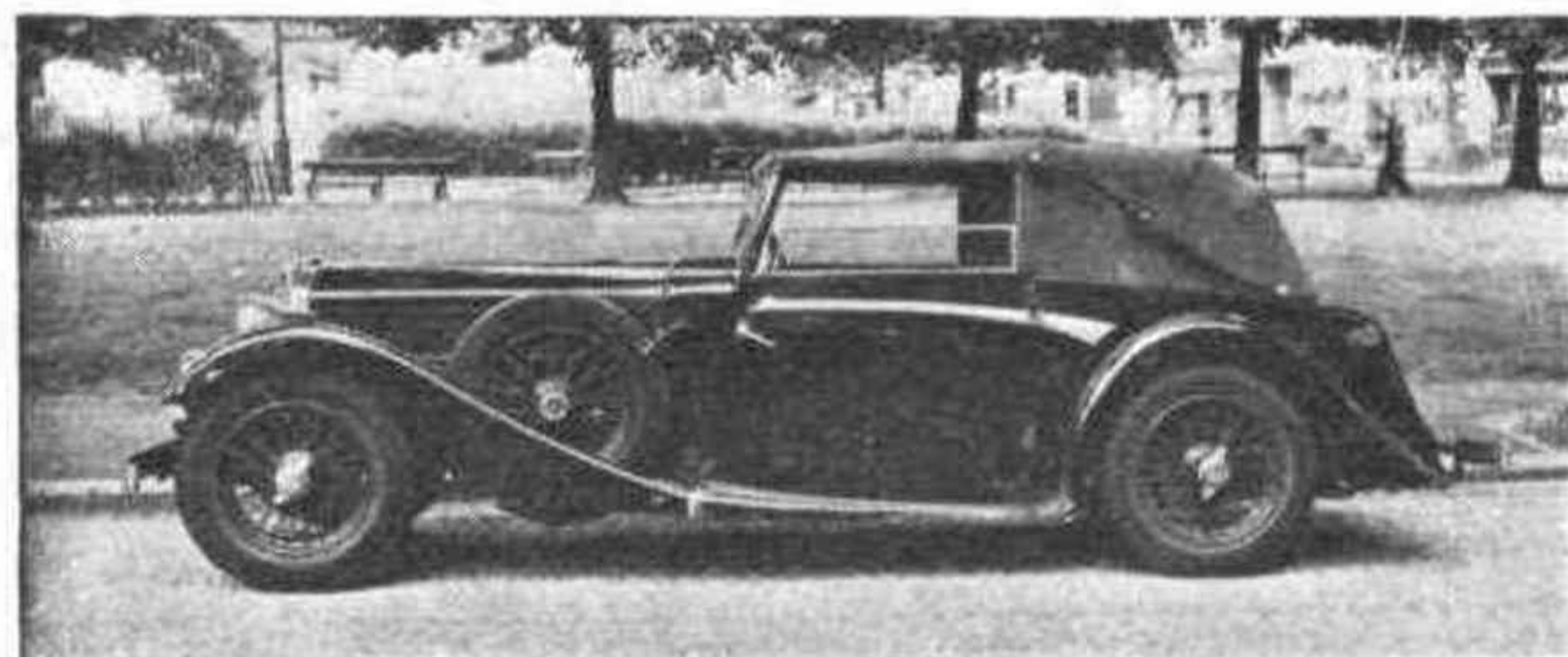
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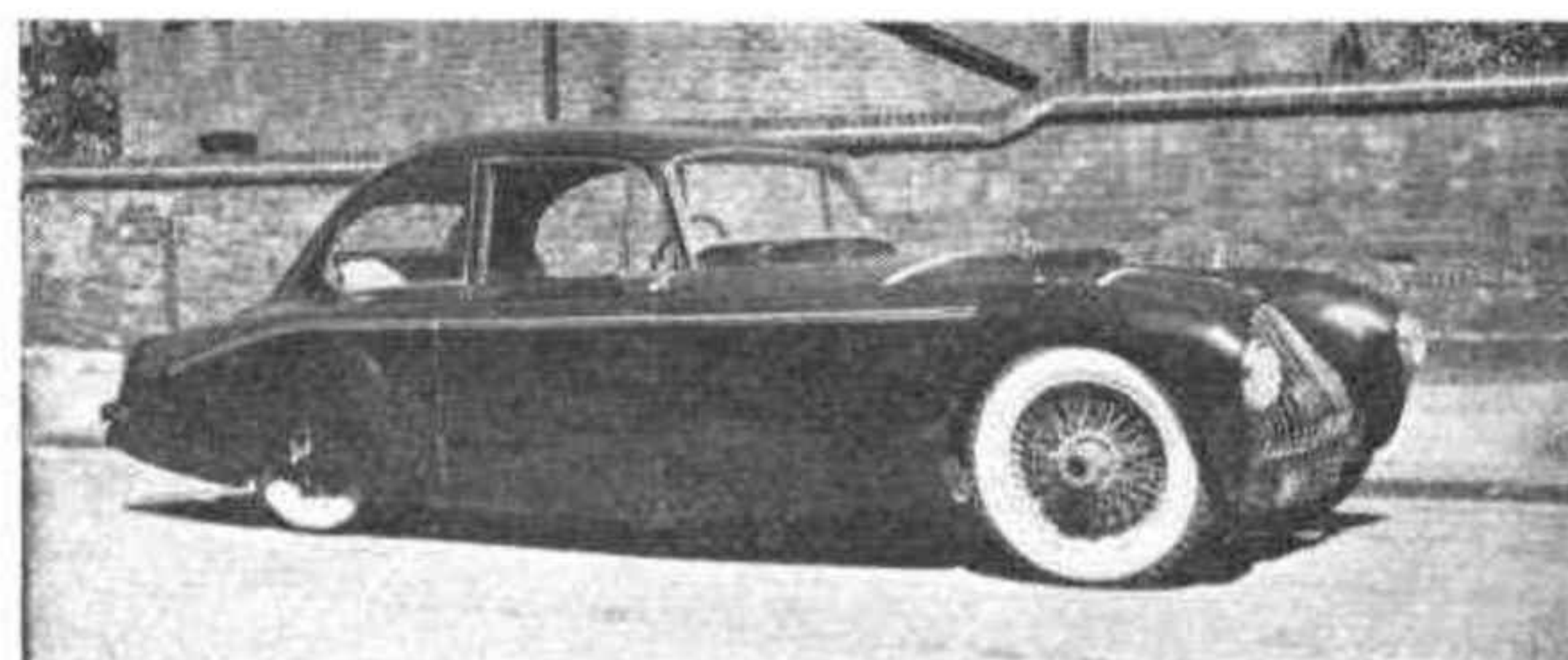
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1927 A.C. **FOURSORNE DROPHEAD COUPE**, in black, with grey leather interior. Three carburettors, remote-control dampers, very good tyres, new battery; brakes just relined. Very good history. All bills for recent work are available. Taxed to December. £195



ALVIS SPEED TWENTY, completely rebuilt and registered 1950. The engine and chassis are 1935. The colour is black, the interior trimmed in beige Vynide. An impressive car, with the Alvis performance and reliability. Extremely good value at £175

- 1938 RILEY 2½-LITRE**, six-light black saloon, fitted overdrive. In very fine order throughout. £255
- 1935 RILEY M.P.H.** 2-seater sports in maroon. Excellent tyres, and good performer. £350
- 1934 RILEY 12/6 KESTREL**, in generally good condition. £125
- 1931 BENTLEY 4½-LITRE D.H. coupé**, fitted American-type 2-seater body, excellent tyres, and in really very good mechanical condition. Worth much more than this for the chassis alone. £165
- 1925 BENTLEY 3-LITRE**, in very fine original condition, fitted D.H. coupé in black, nice paintwork. Aluminium wings. A fine specimen vintage car. £195
- 1934 ALVIS SPEED TWENTY** 4-seater tourer in B.R.G., with almost new weather equipment, two tonneaus with zip, concealed hood, very good tyres, nice chrome and motors well. Taxed. £165
- 1939 ALFA-ROMEO** foursome drophead coupé, in steel grey. Fast and reliable. Good tyres. Believed to be about 1935 manufacture. 2.3-litre, 1,750 c.c., unblown. £285
- BUGATTI, TYPE 57**, modified, ex-Whincop. See JUNE MOTOR SPORT for full details.
- AUSTIN SPECIALS.** Two-seaters, choice of two, from £95. Write for full details.

GOOD BUYS IN SALOON CARS, ETC.

- 1938 JAGUAR 3½-LITRE**, in black, wheel discs, etc. Good performer. Txd. £175
- 1940 FORD V8** drophead 91A, with dickey, in black. A very smart car. £215
- 1933 TALBOT 65** saloon, good all round condition, good tyres. £85
- 1938 WOLSELEY TWELVE**, black, 4-door saloon. Taxed. £195
- 1935 DAIMLER FIFTEEN D.H. coupé**, original condition, red leather interior very good tyres and fine mechanically. £135

We are still in urgent need of good condition sports cars, and we will buy for cash.

One or two cars can be accepted for sale on a commission basis.

All usual H.P. and insurance facilities available.

FOR SALE—continued

- H.R.G. 1500, 1949.** In excellent condition and mechanically perfect. Scintilla Vertex, Tecalemit full flow filter, 4-1 diff. and many extras. Consistently works maintained. Fast and economical. £450. Culverwell, 4, Southfield Road, Westbury, Bristol. [2221]
- A.C. 1935 AERO SALOON.** Recent engine overhaul, body and upholstery in good condition. Seen Derby. £120 o.n.o. Tel.: 59688. Box No. Y222, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2222]
- 1930 FORD COUPE.** £85. Reconditioned engine, new back axle, well shod, fast, economical. Tel.: SLO 2846. [2223]
- M.G. 1937 T.A.** with 1951 engine. All in very good condition except rear wings. £275. Tel.: Molesey 2250, evenings. [2224]
- RARE.** 1924 Citroen Tourer, 11.4 h.p., excellent condition, 34 m.p.g., new hood, tonneau, spare engine, gearbox, axles, etc., £60 o.n.o. Wanted: Spares for 1926 A.C. 12/4. 37, Borkwood Way, Orpington, Kent. [2225]
- HANDBOOKS,** 1938 1½ Jaguar; Ditto 1940 (poor condition), Fiat Balilla in English. Parts Catalogue, 1½ Jaguar, all models 1938-1948. Various 1½ spares, including set dampers. Numerous copies Road and Track Motor Trend, etc. New 12 volt Oil Coil, £7. Box No. Y226, MOTOR SPORT, 15-17, City Road, London, E.C.1 [2226]
- MERCEDES-BENZ 2.30 R.H.D.** Black Saloon (20 h.p.). IFS/IRS, Bosch equipment, good condition. £280 o.n.o., consider exchange. 62, Mayfield Avenue, Southend-on-Sea. Tel.: 2538. [2230]
- 1930 RILEY MONACO.** Exceptional condition, one owner 23 years. New front springs, CWP, rear tyres, brakes relined Mintex. A.A. report available £90 to good home. Full details 119, Normanshire Drive, Chingford. Tel.: Silverthorn 5811. [2232]
- LAGONDA 16/18 SALOON.** Excellent, except engine requires some attention. Details, photographs, Flt.-Lt. Phillips, R.A.F. Bassingbourn. [2233]
- INTERESTING ENTHUSIAST'S CAR.** 1936 Adler 10.48 h.p. Sports. All original, thoroughly reconditioned, many spares. £185 or offers. Norton, 254, Tomkinson Road, Nuneaton. [2238]

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1952 Model, ex-John Melvin

Total mileage 9,200. B.S.I. 140-b.h.p. engine done under 1,000 miles and has just been decoked. Racing tyres, newest type brake shoes, full road equipment.

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GROVE WORKSHOP,
Dallinghoo, Woodbridge, Suffolk

FOR SALE—continued

- TRIUMPH GLORIA 10.8 SALOON, 1935.** £125. Excellent condition, consider exchange 4-seater Fiat 500, cash adjustment. Tel.: High Wycombe 2910. [2234]
- 12/22 LEAF 4-SEATER TOURER.** Many spares £60. Brown, Clarendon Road, Sevenoaks, Kent. [2237]
- JAGUAR SPARES SERVICE** for all models from 1932-54. Price, Bearwood, Birmingham. [2239]
- AUSTIN SEVEN SPARES.** Large stocks of new parts. Triumph spares 1934-40. Very large stocks. Price, Three Shires, Bearwood, Birmingham. [2240]
- 1.2 M.G. 1934.** Resprayed red, good hood, sidescreeens, swept wings, new battery, sports coil, pump carbs. £135 o.n.o. Lewis, 172, Station Road, Beeston, Notts. [2241]
- M.G. MIDGET, P. Type.** Condition as new, well shod. Duo blue. Many extras. Taxed and insured. £175 o.n.o. Waggon and Horses, North Hill, Colchester. Tel.: 4351. [2242]
- INSTRUCTION MANUALS.** M.G. T. 1936/7 Mint. 35/- Many others. Postal only Manuals. 49, Kent House Road, London, S.E.26. [2244]

Perry 6/8-H.P. 1914 Car No. 523

"Annabelle"

The above delightful little Edwardian is regretfully offered for sale due to lack of garage space. Perfect condition throughout. Recent award winner at A.M.O.C. Concours. Licensed and insured. Believed to be only two others in country. Runs beautifully. Nearly 50 m.p.g.

Offers to:

S. J. DIGBY,

The Red House, Clopton,
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Tel.: Grundisburgh 262

FOR SALE—continued

- RILEY NINE GAMECOCK.** Engine just rebuilt. Cromards 7.1 c.r. Body sound, original. Present owner 5 years. Many spares. £125 o.n.o. 29, The Drive, Harrow, Middx. Tel.: Pinner 8577. [2250]
- FIAT 514 SALOON.** Sound, reliable, must be sold, best offer. McNeil, 46, Henlow Road, Birmingham, 14. [2251]
- SELL/EXCHANGE** smaller car or brake. Alvis 16.9 Sports Saloon, 1934. Exceptional condition, Bishops steering less wheel, cheap. 8, Stonefall Drive, Harrogate. [2252]
- O.M. 2-LITRE 1929 F/H COUPE.** New valves (Valkrom), Chromard liners, new brake cables £125 o.n.o. or exchange large-bodied saloon. Laing, 134, Crowther Road, Wolverhampton. [2253]
- 1948 ALLARD SALOON.** Good condition throughout. £325. Consider part-exchange (preferably drophead). Privately owned. Photo. Box No. Y254. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2254]
- DR. J. T. SPARE** will sell his 1172 trials special, twin S.U., H.C. head, etc. Hood, sidescrims, suitable road and autocross. £175 o.n.o. Wellington Road, Taunton. Tel.: 3671. [2255]
- TALBOT 75.** 1932 drophead coupé. £32 or nearest offer. Allison, Twyners Croft, Smallfield, Horley. Tel.: Smallfield 180. [2256]
- 1933 HORNET SPECIAL ENGINE,** reconditioned, other spares. 1934 Rover 14 engine, poor. 1933 12 h.p. Daimler preselector gearbox. Resin for fibreglass body, 30 h.p., suit medium sports tourer, cheap. Barry, 26, Hengaston Street, Bristol. [2257]
- ALVIS FIREFLY SALOON,** 11.9 h.p., 1933. Good condition, manual gearbox. Offers. Potter, 2a, Palfrey Close, St. Albans. [2258]
- S.S. 100 21.** Black with beige upholstery, finish immaculate, genuine 34,000 miles, two owners since new, fitted P.90's, fog lamps and draught deflectors. £375 o.n.o. Box No. Y259, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2259]
- FIGHTER PILOT** requires post, alternatively will sacrifice 1934 16/80 Lagonda. Fully overhauled recently, 2/4 coupé drophead fitted, rear interior unfinished. Seen London. First £110. Offers, must eat! Box No. Y260, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2260]
- WOLSELEY NINES.** Two 1935 Saloons. No. 1 running order (19,500 since rebored and sleeved standard); No. 2, engine dismantled (crankshaft fractured), otherwise complete. Exchange similar pair Austin Sevens, Ford or Morris 8's, or best offer over £200. Box No. Y261, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2261]
- 1932 RILEY 9 GAMECOCK.** Good condition, recent £60 overhaul, coil ignition, electric petrol pump. £95. Box No. Y262, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2262]
- SPECIAL TWIN CARBURETTORS** and Manifold complete for Ford V8. New. Gives 15% increased power. £22 o.n.o. Box No. Y263, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2263]
- BENTLEY 1931, 41.** Very low mileage car. Mechanical condition excellent, fitted beautiful Weymann 4-door saloon body, rebuilt wheels with new tyres. Full details, photo. Thomas, Highlands, Southward Lane, Newton, Swansea. [2264]
- HAMPTON ROHR STRAIGHT 8,** 2.3 litres, 4-seater tourer, aluminium body, tip-top condition. Spare 1/2-shaft, valves, tyres, brake-drum, headlights, etc. Unique bargain for enthusiast. Acquisition of two dogs and wife compels reluctant sale. Rawling, Ladlecombe, Cranham, Glos. Tel.: Witcombe 2104. [2265]
- WELFORD BROS.** for Riley Spares—Service. Among our comprehensive stock of spares we carry new valves, 10/- each; guides, 5/-; valve springs: single, 9/- set, double 16/- set; gaskets, 17/- set; brake cables, 19/6; speedo cables, complete 26/-; king pins and bushes, track rod ends, timing gears, pistons, rings, oil pumps, single and twin inlet manifolds, exhaust manifolds, crown wheels and pinions. All above are new and plus post and packing. Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [2266]
- SINGER LE MANS 9 h.p.,** 2-seater speed model in exceptional and immaculate condition, £185. Consider exchange comparable sports saloon. Box Y267 (Middlesex), MOTOR SPORT, 15-17, City Road, London, E.C.1. [2267]
- 1930 SINGER EIGHT SALOON.** Non-runner, standing since 1951, good tyres, battery, towable. £15. 56, Irwin Road, Bedford. Tel.: 5606. [2273]
- £250.** Veteran Riley Nine, 4-seater tourer, 1934 special series engine fitted, rebored +20, ends remetalled, new carburettors, manifold, hotspot, valves and guides, dynamo suspect. Wright, 11, Hartshead Avenue, Ashton-under-Lyne, Lancs. Tel.: Ashton 3131. [2268]
- 1931 STANDARD AVON SPECIAL.** In good going condition. £70 o.n.o. Mace Brentnorr, Willowgrove, Chiselhurst. [2269]

FOR SALE—continued

- MERCEDES-BENZ 320,** 1938 Saloon, ex-Embassy car. Laid-up 1939/45. Complete engine overhaul 700 miles ago. Full sunshine roof, excellent condition throughout. Genuine 18 m.p.g. Bargain £350 o.n.o. Tel.: Welbeck 5673. [2271]
- ROESCH TALBOT TOURER,** excellent condition, 20 m.p.g. £98. Exchange smaller. North, 4, Silwood Drive, Undercliffe, Bradford. Tel.: 37829. [2274]
- ROLLS.** 25 h.p., vintage, 1930 Mulliner Fabric Sports Saloon. Very good order. First £265 o.n.o. secures. Major, Chipping Norton, 14. [2275]
- WOLSELEY HORNET SPECIAL.** Very good condition throughout, new mains, big ends, crankshaft ground, resleeved 9,000 miles ago. Five new tyres, tubes, Lucas battery. Good hood. Chrome excellent, body painted red. Sparkling performance and acceleration. Stored 1939/51, rebuilt, little used since. £125. 119, Kensington Avenue, Watford. [2276]
- M.G. 2 LITRE SALOON, 1936.** Body fair but as far as owner knows—mechanically perfect. Bills for £260 shown to support this opinion. Bargain at £115. "Whernside," Brighton Road, Lower Kingswood, Surrey. Tel.: MOGador 2796. [2277]
- FRAZER NASH, 1933.** Short chassis, 2-seater. Deflector head Meadows. Completely rebuilt as original and now in specimen condition. £295. Williams, 43/99, Haverstock Hill, N.W.3. Tel.: PRI 7283. [2278]
- £85.** Bettleback Alvis Sports 2-seater, engine recently resleeved, good all round. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [2279]
- 750 SPECIAL.** Nearly complete, boxed, lowered and all mods. Ulster engine, new wheels and tyres. Chummy body. Full details sent, all offers considered as must sell. Box No. Y280, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2280]
- 1948 ALLARD 71K.** Red 2-seater. 22,000 miles, fast, rakish, 24 m.p.g., rarely used. Any trial. 305 guineas. 40, Broadwater Avenue, Letchworth. [2281]
- FORD TEN SINGER.** Special, almost completed, remote box, h.c. head, tachometer, riveted full width aluminium body with removable hard top, tonneau. Photo available. Tel.: Woking 126. [2282]
- 1935 ALVIS SIXTEEN.** 4-seater drophead. Mechanically excellent. In daily use. Recent thorough overhaul. Seen Hertfordshire. Photographs. £175. Box No. Y283, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2283]
- FIAT 1500 L.H.D.** 1939 Pillarless Saloon. Recellulosed, trimmed, including upholstery, generally overhauled. Nearest £250. 30, Cotham Grove, Bristol. [2286]
- TWO-SEATER,** 50 m.p.g., 2-cylinder Bradford 46. Overhauled '53, new tyres, new king-pins, cycle-wings, aero screens. £135 o.n.o. M. Christopher, 5, Observatory Gardens, W.8. Tel.: WES 6008. [2287]
- TYRES.** 21s. 2 5.00, 1 5.25, 1 4.75. All perfect, 1,000 miles only, with tubes. Best offer. Tel.: Billingshurst 260. [2288]
- ASTON MARTIN 1937 SPORTS SALOON.** Grey, green hide, recent engine overhaul. Best offer over £200, or part-exchange post-war D.H.C. or 327/80 B.M.W., if also a realistic price. 61, Dorchester Road, Solihull, Birmingham. Tel.: Sol 3813. [2289]
- 24 H.P. SUNBEAM SALOON.** Bodywork in very good condition, mechanically spot on. Lily, 73, Kimberley Road, Southsea, Hants. [2291]
- LAMBDA.** Series 8 Tourer, inspiring vintage conveyance, economical. £85 rebuild. Insured. £96. Box No. Y292, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2292]
- ALVIS 12/50 BIG-PORT SD.** Open 4-seater. £30 overhaul just completed. £85. Pickard, 40, Elson Road, Formby, Liverpool. [2293]
- SPACE WANTED.** Silly offers considered for Cowley 1932, runner. Pair good P100's. Ghost braked axle, gearbox, dynamo. New Dunlop 500 x 20. 2 gallons Carhome. Ford wire wheels. Many instruments, controls, electrics and parts. Glebe, Bishopsteignton, Devon. [2294]
- BUCKLER.** April 1952. Outstanding performance and appearance, built all new parts, usual modifications. Attractive professional body with boot. Full instruments and electrics. First-class throughout. Spares include supercharger. £350, offers considered. H.P. available. Details on request. Box No. Y296, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2296]
- SINGER, Le Mans, '34 Saloon.** New carbs., starter, battery, tyres, pistons. £65. Seen after August 8th I.P., Coombe Abbey, Coventry. [2297]
- BENTLEY, 3 litre, 1927 coupé.** Recent £200 overhaul. Exchange preferably respectable Ford Special, but anything considered. Box No. Y298, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2298]

FOR SALE—continued

- AMILCAR SPORTS, 9 h.p.** Good condition. Spares include cylinder block, camshaft, crankshaft, overhead conversion. £100. Photographs available. R. Gregg, 125, Trysull Road, Wolverhampton. [2300]
- LANCIA LAMBDA, 7th Series,** open tourer. Excellent mechanical order, recently overhauled Laystalls, serviced by West. £130 o.n.o. Hawkins, 34, Egerton Gardens, S.W.3. [2301]
- 1930 TALBOT 14/45 SALOONS (2)** and complete car in spares, for sale or exchange. Also 1929 Lea-Francis 12 for sale. Halliday's Garage, Benson, Oxon. Tel.: 332. [2302]
- M.G. TB 1939.** Excellent condition, new batteries, good tyres, telescopes, heater, luggage grid. Including Marshall blower (never used). £280. Britt, 16, Upper Warren Avenue, Caversham, Reading. [2303]
- ALVIS 1933 FIREFLY SALOON.** Sound runner. £55 cash. 16, Shott Lane, Letchworth. [2304]
- CHASSIS FOR SPECIAL,** Ford V8, complete in running order. £50. V. C. Saunders Limited (The Ford V8 Specialists), 39, Doddington Road, Battersea, S.W.11. Tel.: Macaulay 5223. [2305]
- M.G. 2-SEATER NA 1935.** 90 m.p.h., complete recondition, full weather equipment, immaculate car. £148. 102, Elwill Way. Tel.: Beckenham 2862. [2306]
- BENTLEY BLUE LABEL.** Good appearance, most reliable, instant starter, Electric pump, oil coil, Kigass, dyno rebuilt, chrome fog and side lamps, heads resilvered, tyres good. Interior tatty. Non-folding 1/2-length hood completely weatherproof. Engine would appreciate little attention. Nottinghamshire. £90 o.n.o. Box Y307, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2307]
- 1937 ALVIS Speed 25 Saloon.** Very fast car, just rebored, rewired and thoroughly overhauled at cost of £250; open to expert examination. Taxed and fully insured. £350 o.n.o. Tel.: Mansion House 6452 (daytime). [2308]
- 2 LITRE LAGONDA SPARES.** 1932 ex-blown model and 1927 high chassis saloon. All spares for sale from both cars. Radiators, engines, gearboxes, axles—the lot. S.a.e. for replies. Whiteley, 9, Albert Road, Ashford, Middx. [2309]
- ROLLS-ROYCE, 20 h.p., 1927,** excellent chassis, close coupled saloon, body reasonable. £150. Southern Autos Ltd., Dover. Tel.: 1232. [2310]
- RILEY ENTHUSIAST** selling entire stock of spares, engines, cylinder blocks, heads, gearboxes, transmission, etc., etc. Too numerous to detail. Send s.a.e. for complete list with prices. Box No. Y312, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2312]
- LANCHESTER TOURER 1927,** 23 h.p. One owner. £100. Southern Autos Ltd., Dover. Tel.: 1232. [2311]
- RILEY NINE 1935.** £35. 84, Batmans Hill Road, Coseley, Staffs. [2313]
- ASTON MARTIN MK. II, 1935 L/C.** Excellent condition, 2 owners only, all chrome and original upholstery as new. Chassis K4/520. £350 o.n.o. Daniels, 5, Vicarage Road, Lingfield. [2314]
- RILEY IMP.** Excellent condition, new hood and wheels, very attractive. Best offer over £250. 87, Ridgway, Wimbledon. [2315]
- MINOR O.H.** Camshaft 1930. Fabric body useless, with good chassis and tyres. Runs well but noisy. Shocking condition. New vet. drive. £25. Make special. Ben C. Shillingford, 11, Monnow Road, Bermondsey. [2316]
- BRITISH-SALMON** cylinder block, crankcase, con-rods and pistons. Offers invited. 71, Salisbury Road, Worcester Park. Tel.: DER-went 5656. [2317]
- S.S.I. 1934 16 h.p.** Daily use, new battery, Solex, cables, king-pins. £50. Gill, Hendra Barton, Truro, Cornwall. [2319]
- £47. AUSTIN SEVEN.** Special-bodied red, two-seater tourer. Registered 1949. Taxed. Spirited but economical. Swain, 8, Rossindell Road, Hounslow. [2245]
- AUSTIN SEVEN, 2-seater,** Brooklands body, outside exhausts, basically 1931, good performance. £40. 36, Brading, Purley Park, Reading. [2246]
- RILEY MERLIN, Nine, 1936.** Mechanics good, body fair, well shod. £150 or offers. Gloucestershire. Box No. Y247, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2247]
- SUPERCHARGED FORD 8/10 SPECIAL.** Amilcar based, reconditioned engine 3,000 miles ago, double valve springs, vertical magneto, new S.U., 30 m.p.g. Thoroughly reliable, very lively. Pretty "Grand Prix" Amilcar body, red. Fawn upholstery, tartan loose covers. Foldflat windscreen, tonneau, hood. A much admired motor car. £145. Tel.: Emberbrook 3743 (Kingston area). [2248]
- £160.** 1937 Triumph Continental Sports Saloon. Attractive, very fast, new engine. Cornwell, 2, Offham, Lewes. [2249]

FOR SALE—continued

- 1934 SINGER** 1½ litre 4-seater. Exceptional condition, 25/28 m.p.g., engine completely overhauled, body good and recently resprayed. New hood and sidescreens, tyres good. £150 recently spent. Any trial. Good reason for sale. Nearest offer £150. Box No. Y320. MOTOR SPORT, 15-17, City Road, London, E.C.1. [2320]
- BENTLEY** 3 litre short chassis, 4-seater D.H. Coupé. Engine resleeved 3,500 miles, all instruments, telecontrols, handbook, spare engine, gearbox, radiator. Taxed. £200. Tel.: Kingston-on-Thames 7681. [2321]
- ASTON-MARTIN "ULSTER"** (C4/403/S), in excellent condition, B.R.G. cellulose, polished axle, engine rebuilt, brakes overhauled by works, good tyres and batteries. All instruments working and accurate. Scintilla mag., aero screens, hood and tonneau. £395 o.n.o. Prentice, 63, Snowdon Road, Eccles, Lancs. Tel.: Eccles 1027. [2323]
- LEA FRANCIS ENGINE**, (separate block type) £15. Also Talbot 14/45 spares, head 30/-, crank 50/-, sump 50/-. Opel independent front axle 45/-. Firth, Tel.: Leeds 686622. [2324]
- LANCIA APRILIA 1938**. Telecontrols, body roughish. £175 o.n.o. Gunning, Hardens Close, Chippenham. [2326]
- 145. LEA FRANCIS 1930**. 2-seater tourer, 30/33 m.p.g. Any trial. 282, Tubbenden Lane, Farnborough, Kent. Tel.: Farnborough 2273. [2327]
- HORNET 1934**, 4-seater, 32 m.p.g., no oil. £125. Harding, 2, Antrim Grove, N.W.3. [2328]
- SINGER LE MANS 1935** 4-seater (swept tail model). Reconditioned engine, new hood, tyres, etc. Enthusiast maintained, immaculate throughout. £165. Tel.: Wallington 9105. [2329]
- BENTLEY 3 LITRE**. Recent £50 improvements. £120 to appreciative enthusiast. Tel.: Harrow 6627. [2330]
- 1954 PROFESSIONALLY BUILT FORD** 1172 Special. R.A.C. trials formulae suited Auto-cross, trials and daily use. £225 o.n.o. Tel.: Ewell (Surrey) 4463. [2331]
- RILEY IMP.** White cellulose finish with red upholstery, 4 new Dunlops, racing screens, maintained in original style by Riley enthusiast. Photographs to genuine enquirers, offering prices in relation to this car's value. D. B. Winyard, 76, Hartshorn Street, Bilston, Staffs. Tel.: 41607 business hours. [2332]
- BENTLEY 3 LITRE RED LABEL 1926**. 4 seat V.D.P. tourer. Late type engine, recent mechanical overhaul, rewired. In wonderful condition and original appearance. £295. Brake, 48, Zealand Avenue, Harmondsworth, Middlesex. Tel.: Colnbrook 72 (week-days). [2333]
- 1949 FOURSOME D/H ALLARD**. Clean, fast, smart, 2,900. Taxed. Exchange B.M.W., Leaf, H.R.G. similar. Sell £365. 12, New Street, Sheerness. [2334]
- BENTLEY 1927 RED LABEL**. Original condition maintained regardless. Opportunity acquire perhaps best of this type. Details. Box No. Y335, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2335]
- RILEY 9 STARK**. Solid open body, 1929 chassis. Good performance, 32 m.p.g. Seen Hampstead weekends. £48. Bottomley, Tel.: Weybridge 4320. Box No. Y336, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2336]
- AUSTIN NIPPY**. November '35. Sound mechanically, good paintwork, economical little sports car £130. Apply 38, Warwick Road, Anerley, S.E.20. [2337]
- 1927 LAGONDA**, 16/65 tourer, complete spare engine. £150. Hale, 71, Gordon Mansions, Torrington Place, W.C.1. Tel.: MUSEum 2633. Office KNI 4481. [2338]
- 1938 4/4 MORGAN**. New radiator, front suspension, engine, clutch, carb., ignition, rebuilt gearbox and transmission, new tyres, resprayed, practically new condition throughout. £275. E. T. Grant, 114, Queen's Road, Leicester. Tel.: 78443. [2339]
- A.C. "ACE"**. One new sports roadster in red with beige leather. Rudds, adjoining Central Station, Worthing. Tel.: 7773/4. [2340]
- BENTLEY** 4½ litre Vanden Plas Tourer. £265 o.n.o. Exchange, terms. Rudds, adjoining Central Station, Worthing. Tel.: 7773/4. [2341]
- RILEY SPARES** can be obtained from the Riley specialist: Wesbell Motors, Balfour Road, Hounslow, Middlesex. Overhaul, repair and servicing. Tel.: Hounslow 9359. [2352]

FOR SALE—continued

- ALLARD** drophead foursome, 1949. £345. Terms, exchanges. Rudds, adjoining Central Station, Worthing. Tel.: 7773/4. [2342]
- ASTON-MARTIN Mk 2**, Le Mans, four-seater with 2 litre dry sump engine and Girling brakes. Concours condition. £365. Terms, exchanges. Rudds, adjoining Central Station, Worthing. Tel.: 7773/4. [2343]
- M.G. 18/80 SPORTS TOURER**. Black, good running order. £65. T. P. Breen Ltd., High Road, Whetstone, N.20. Tel.: HIL 2393. [2351]
- NEW PORSCHE**, Volkswagen, D.K.W., Simca, available. World acclaimed! Parts. Repairs. Reasonable prices. Cars sold, bought. 10, Winchester Mews, N.W.3. Tel.: Primrose 6159. [2353]
- BUGATTI 57 S.C.** coupé 2-seater, excellent condition throughout. Seen London by appointment. £1,300. Box No. Y354, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2354]
- FORD OVERSIZE VALVES**. Superb job 82/- set. Ports opened 1½", valves fitted, block relined £7 10s. High pressure 60/80 lb. square inch oil pumps essential for bearing longevity 67/6 on exchange. Copper gaskets, heads copperized, racing springs, large sumps, light flywheels, 15" wheels, speed coils. Engines tuned 1172-c.c. Formula approx. 40 B.H.P. £22 10s. Full race approx. 46 B.H.P. £35. Fibreglass bodies. Tachometers. Guaranteed quality parts at the right price. Grove Workshop, Dallinghoo, Woodbridge, Suffolk. [2355]
- LAGONDA** 4½ litre 1934 saloon. Over £200 recently spent on overhaul of chassis, reconditioning of body, replating and respraying in two colours, faultless condition and performance. Privately owned. £265. Box No. Y357, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2357]
- ALFA ROMEO ZAGATO**, 1930. 1750 c.c. Foursome drophead. Reconditioned throughout regardless of cost. Details and photographs available. Privately owned. £225. Box No. Y358, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2358]
- 1950 JAGUAR MARK V** 3½ litre saloon, genuine 24,000 miles. Gunmetal, faultless condition and performance. Privately owned. Beautifully maintained. £725. Box No. Y359, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2359]
- ALLARD SALOON**, December 1952. Blue with leather upholstery. Extras include heater, radio, spot and fog lamps, oil bath air cleaner, oil coil, aluminium cylinder heads. A low mileage car in excellent condition throughout. £645. Tate of Leeds Ltd., Main Ford Dealers, New York Road, Leeds, 2. Tel.: 31281. [2360]
- ALLARD SALOON**, May 1951. Blue with leather upholstery, fitted radio, spot and fog lamps. Excellent value at £445. Tate of Leeds Ltd., Main Ford Dealers, New York Road, Leeds, 2. Tel.: 31281. [2361]
- LAGONDA**, enthusiasts, LG45 D.H.C. requiring some assembling only (towable). Bargain £250. Speakman, 61, Princes Drive, Colwyn Bay. [2362]
- LAGONDA** (Type 18/154) gearbox, four-point mounting. £25. Speakman, 61, Princes Drive, Colwyn Bay. [2363]
- INVICTA** 4½ litre Meadows engine high chassis drophead coupé by Cadogan, excellent order except badly fractured bevel pinion casing, very reasonable offer will be accepted as she stands (ready for towing) or will dismantle; in use until a fortnight ago, in our family since new. Also 4½ litre Invicta (Meadows) H.C. 2-seater, good order throughout. Also 4½ litre low chassis speed model, first-class order; very reasonable offer will be accepted for all or any of these fine cars. Write Box No. 322, c/o Walter Judd Ltd., 47, Gresham Street, E.C.2. [2365]
- £25. AUSTIN 7**. Alta head, S.U. carb., mag. ignition, pretty stark, goes like a bomb. Not taxed. Ideal basis for special. Ring after 7. Tel.: Hatch End 4957. [2366]
- £195. 3 LITRE BENTLEY** Red Label 4-seater, green, attractive appearance, approximately 12,000 miles since rebuild, including Laystall crankgrind and bore, new bearings and ball-races, high compression pistons, camshaft honed, KE965 valves and guides, Andre shock absorbers, Hardy Spicer prop. shaft, Speed Six brake drums, A-type gearbox, 3.84:1 axle, Fram, rewired. Terms, exchanges. Underwood-Rusling Sports Cars, 28, Queensberry Road, Kettering. Tel.: 3351. [2368]
- PANHARD LEVIASSOR**, 1925, 14 h.p. razor-edge conduite interieur limousine, original throughout, engine, transmission, brakes, electrics overhauled. Excellent vintage family car. Bird, Antique Shop, Lydd, Kent. Tel.: 366. [2369]

FOR SALE—continued

COVENTRY CLIMAX GENERATOR, petrol driven. Almost unused, £35. Large quantity of Packard spares, 1932-37. Packard V12 engine, complete, and Super 8, complete. Complete car suitable stock racing, Super 8, £20. Tyres, 15 inch and 17 inch, almost new, 50/- each. New 6.00 x 16 Lifeguard tubes, 30/- each. Lucas, Delco, Notek fog and pass lamps, shop soiled, 45/- each. Single and double choke American carburettors, £1 each. Humber Super Snipe brake, no reasonable offer refused. Central Car Services, Sidcup. Tel.: FOOTscray 4375/6, 4596. [2370]

WANTED

- SALOON**, reliable, up to 15-h.p. Not more than £150 cash. Middle of August. Box No. Y407, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1407]
- ROLLS ROYCE**, 1926/1934. Must be mechanically sound. Body not important. Lockhart's, Chiltern Road, Dunstable, Beds. [1873]
- OPEN TOURER BODY** for 1923 Rolls Royce 40/50 Silver Ghost. All letters answered. S. R. Ayres, 133, Broad Street, Dagenham, Essex. [1876]
- FORD SPECIAL**. Professionally built. Buckler or similar details. Box No. Y901, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1901]
- TRIUMPH VITESSE**, 1937-8, 15.72-h.p. pair front wings in reasonable condition. Houtby, 15, Samuel Road, Barnsley, Yorkshire. [1905]
- ORIGINAL SHORT CHASSIS** Red Label Bentley Tourer. Good condition essential. Frank Chapman, Fish Docks, Grimsby [1911]
- FOR FORD ZEPHYR**. Branch type exhaust manifold or complete exhaust system. Box No. Y912, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1912]
- RILEY 1½-LITRE**. 4 seats. Good mechanical condition. Preferably open. Around £80. Tel.: Harrow 5589. [1916]
- ROVER** 12-h.p. engine, gearbox and rear axle wanted complete. Price, condition and year to Box No. Y932, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1932]
- URGENTLY NEEDED** small quantity genuine Castrol "S" Lubricant. This grade now obsolete and specially required. Tel.: BEC 0041, Ext. 31. [1937]
- ROLLS ROYCE "Silver Ghost"** 1910-15. Tourer preferred, also early 1923-4 20-h.p. Rolls, 2-seater or tourer. G. Fussey, "Lyngarth", Newgate, Cottingham, E. Yorks. [1949]
- RENAULT 750** or 8/14-h.p. Saloon, also drop-head coupé, 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [1952]
- FRAZER-NASH**, G.N. Vintage Racing Special. Any condition, also spares. Thirby, 12, Birch Grove, W.3. [1964]
- BENTLEY** Red-Label, 4-seater. Prefer V.D.P. Good condition essential. Photos please. Shelley, Calmore, Walsall. [1968]
- AUSTIN SEVEN** Special wanted. Any condition. Must be cheap. 17, Hitchin Road, Luton, Beds. [1982]
- GENUINE VINTAGE SALOON** or Sports Car. Any capacity, also Bullnose Morris and Ballila Fiat. Private enquiry, all letters answered. Box No. Y984, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1984]
- VINTAGE Thoroughbred Sports Car** required. Bentley, Lagonda, Mercedes, etc., Write details, specification, history together with photograph. Box No. Y985, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1985]
- VETERAN CAR**, anything really interesting, condition immaterial if restorable. 80, Kingsbury Road, London, N.W.9. Tel.: COL 7542. [2004]
- 1938/40 RILEY**. 12/16 h.p. Kestrel or close coupled saloon. Top price paid for car in first-class condition. Full details to Ford, 3, Lampton Court, Lampton Road, Hounslow, Tel.: 8616. [2014]
- CRASHED**, burnt out or very rough—XK-120. Allard, or similar sports car. Symons, Tremeddan, Liskeard, Cornwall. Tel.: 3110. [2021]
- URGENT!** M.G. PA water manifold; good condition. 208, Algernon Road, Lewisham, S.E.13. [2055]
- 1928 ALVIS 12/50 TG TOURER**. Hood, hood frame, side pillars and mudguards. 9, St. James Gardens, Swansea. [2056]
- ENGINE WANTED FOR SINGER TEN**. Submit details to 136, Mayor's Walk, Peterborough [2058]
- ANY AUSTIN 7 SPORTS** spares or complete/incomplete Special, cheap £11. Southlands Road, Bromley, Kent. [2095]

WANTED—continued

BY CLAUSTROPHOBIC DRIVER. Riley Lynx, not earlier than '32, or similar open tourer with crash box. If the owner happens to be Agoraphobic or sensitive to wet and cold he can consider a sports saloon, '35, as part of the deal. Jones, The Netherlands, Riddings, Derbys. Tel.: Leabrooks 295. [2072]

VINTAGE BENTLEY. Red Label preferred. Any type or condition if cheap. Might consider swapping perfect Riley 9 Monaco (reconditioned engine, gearbox, shockers, discs, etc.) for outstanding example. Cash either way. Cole, Melrose Cottage, Barrington, Cambs. [2097]

QUALITY VINTAGE TOURER. 10-20 h.p., 4-6 seater wanted. Engine and gearbox not required. Des. Lindley, New Hall Farm, Middles-town, Wakefield, Yorkshire. [2102]

M.G. T.B. Drophead or 2-Seater P.B. Excellent condition essential. Box No. Y114, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2114]

M.G. TA. Good condition and appearance. Details, price, please. Moore, 122, Mead Way, Dunstable, Beds. [2115]

SPORTS SALOON or D.H.C. Lancia or similar. Up to £250. Also £70 available for Sports. Letters only. Lt. Roath, Corunna Barracks, Aldershot. [2126]

BEST 2-SEATER (or Close Coupled 4) offered for £200 cash. Will travel to view. Cheetham, Holker, Grange-over-Sands. [2137]

RILEY NINE Brooklands chassis frame, sump, 16in. 6-stud wheels. 4017789 Sgt. Hall, R.A.F. Norton, Sheffield. [2148]

HUMBER 9/28 GEARBOX in good condition. Tantram, Betchetts Green Farm, S. Holmwood, Surrey. Tel.: Dorking 73398. [2161]

500 c.c. RACING CAR, any type. Components considered, state price. P/O Dunn, Officers' Mess, R.A.F. Merryfield, Ilminster, Somerset. [2168]

MERCEDES-BENZ, 500 K or 540 K. Must be sound bodily. Engine may be shot. No fancy price but reasonable. Box No. Y172, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2172]

M.G. 1½-LITRE VA SALOON. First-class condition. Details: Miller, 117, Higher Drive, Banstead, Surrey [2187]

CROWN WHEEL AND PINION. Ratio 3 or 3.5 to 1 or anything near to suit M.G. 1933 4-seater tourer. Would consider complete back axle, approximately 4-foot track. Please state price and particulars. 4, Heol yr Efail, Rhiwbina, Cardiff. [2188]

CRANKSHAFT Fiat Model 508 998 c.c. engine. Box No. Y227, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2227]

ABOUT DEC. 1st JAGUAR 100, Allard, Triumph 2,000 or W.H.Y.? Vintage auto prices please. Payment or part in holiday currency if desired! P. Messenger, St. Paër, Eure, France. [2194]

ROLLS ROYCE P2, 4-passenger coupé, D.H. or hard top, or sports saloon, 4-lt. without division. Only an outstanding specimen both in and out will be considered. Must stand rigid A.A. inspection. Photos returned. Submit lowest price. Dealers most welcome. H. Etlinger, 124, Falmouth Street, Brooklyn, N.Y. [2195]

SUNBEAM TALBOT pre-war 10-h.p. drophead required. Reasonable price. No dealers. 21, Nelson Road, E.4. Tel.: Larkwood 8259. [2199]

POST-WAR 3/4-SEATER Sports Buckler or Ford 10 Special. Must be mechanically sound. Post-war Ford 8 shooting brake available part exchange. Tel.: Hendon 2647. [2207]

ALVIS 12-50 ATLANTIC or Riley 9 Lincock. Must be immaculate or priced accordingly. Viewable within 50 miles Stafford. Box No. Y209, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2209]

ASTON MARTIN DBI 2-litre in good condition. Box No. Y213, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2213]

CROWN WHEEL AND PINION (41 x 9) to suit 1933 Alvis Speed Twenty Tourer. 41, Pullman Court, S.W.2. [2228]

HAS ANY GOOD SAMARITAN a clapped out sports car, in any condition, that he would prefer to see in the hands of a young enthusiast, instead of the graveyard. Only £5 available. Ring CAN 1898 after 7 p.m. [2229]

BONNET FOR RILEY GAMECOCK. Metal good, paintwork immaterial. Flint, 10, George V Avenue, Pinner, Middx. [2231]

I HAVE £50! But would sooner have a 750 c.c. special. Any offers. P. Godfrey, 8, Exeter Road, Southgate, London, N.14. Tel.: ENT 3896. [2235]

WANTED—continued

ALVIS, RAILTON, etc., Tourer, about £70. Dyer, 31, Gordon Road, Clifton, Bristol. [2243]

326 B.M.W. INDUCTION MANIFOLD for down-draught Solex. 5, St. Leonard's Court, S.W.14. [2236]

ROLLS 20. Wanted wheel nuts with sliding pieces, and radiator cap. For sale—Chrome 11in. Bosch headlights and chrome windtone triple horn, induction operated, £12 each. Hunt, 31, Britten Street, London, S.W.3. [2270]

1935 TALBOT 95 Saloon De Luxe required in good condition. Tel.: Guildford 67953. [2290]

SPORTS BODY, length 14ft., width 4ft. 6in., for Riley 9 chassis. Hargreaves, 15, Warwick Road, Walkden, Nr. Manchester. [2295]

4-SEATER MORGAN PLUS 4, Healey, Jupiter or similar, about £400. 92, Coburg Road, Dorchester. [2299]

CRANKSHAFT, Fiat 508 Ballila. Michael Fitzpatrick, 5, Mountain Street, Sheffield, 9. [2322]

SHOOTING THOROUGHbred Chassis. Particulars and photographs. Giles, Catton Grange, Norwich. [2356]

FOR TRIUMPH 1800 TRD. Clutch housing, rocker cover, water manifold, master cylinder, radiator. Box No. Y364, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2364]

HISPANO SUIZA, Alphonso Mod., 1912, or 1913, 15.9-h.p. Details and price. Brown & White (Leeds) Ltd., Roundhay Road, Leeds, 7. Tel.: 43405. [2367]

MISCELLANEOUS

ENGINEERING BUSINESS FOR SALE. Freehold premises approx. 8,000 sq. ft. S.W. London. Est. 20 yrs. Comprehensive machine shop comprises horizontal borers, grinders, lathes, millers. Has specialised in the manufacture of prototype engines complete. Good contracts. Audited accounts. £14,500. Box No. Y947, MOTOR SPORT, 15-17, City Road, London, E.C.1. [1947]

AMERICAN MOTORING MAGAZINES and back issues. Single copy 1/-, 6 for 4/6, 12 for 7/6, all post paid. Rawstron, Chemist, 36, Turnpike, Newchurch, Rossendale, Lancs. [1979]

CYCLE WINGS (Domed and Beaded), steel, 5 in., 6 in. and 7 in. wide 10/- each fronts, 12/6 rears, packing and carriage 3/6 prs. 5/- sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [2007]

G. R. STOKES, Motor Engineer, Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950. Announcement: The above business has been acquired by Messrs. Chiltern Cars of Leighton Buzzard, with effect from September 1st. In the meantime a large quantity of Riley and M.G. spares will be sold at a discount to callers at Sawley. Mail enquiries will be dealt with as usual, and I shall be pleased to hear from old and new customers at Chiltern Cars address after September 1st. [2018]

IF YOU ARE building an Austin Special our lowered suspension service still costs only £3 10s. Send only the axle beam and three springs. Giving the settings of rear springs flat and front ½ inch R.C. loaded. Enlarged inlet valve 12 o.d. conversion £2 10s. with valves. Flywheels lightened 2½ lbs. 10/- and 4.8:1 cylinder heads faced off to give 6.5:1 C.R. 15/-. Bowden Engineering Co., Market Lane, Ottery St. Mary, Devon. Tel.: 391. [2020]

TYRES, TUBES. We carry large comprehensive stocks of new, remoulds, used. Also obsolete and beaded edge specially selected for vintage and veteran cars. Tyres are our business. We can supply most sizes for all vehicles, 1904 to 1954. Express service to anywhere in U.K. Hamiltons (M.S.), 22/4, Vicarage Street, Yeovil. Tel.: 927. [2030]

HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched C.O.D. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879. [2163]

HARD-SURFACED ROCKERS. M.G., Wolseley, 6/- each exchange, Riley, 4/6; rocker bushes, 6/-; shafts, 15/- pair; valve guides, 4/-. Also in stock—crown and pinion sets, half shafts, exchange S.U.s, large valves and 150 lb. springs for tuning XPAG engine, all gaskets, valve springs, king-pin and bush sets, brake cables, 7½in. clutch plates, clutch and brake linings, etc., Riley valves, guides, springs, gaskets, one only 1947 Riley 1½ engine for sale. Thomson's, 102, Kingston Road, Wimbledon, S.W.19. Tel.: LIBerty 8498. [2086]

MISCELLANEOUS—continued

FOR HIRE to considerate driver, August/Sept.. Pre-selector Talbot 75 Saloon. Reasonable terms. Letters only. Barnes, 1c, Venner Road, Sydenham, S.E.26. [2083]

SUMMER SALE—V.B.S. offer bargain batch of priceless information comprising invaluable Bentley Data Tables and Buyer's Inspection Guide, 7/6; with three manuals—3-litre, 6/-; 4½-litre, 10/-; and 6½-litre, 5/-; for only 20/-! Details supplied. Vintage Bentley Service, Box No. Y175, MOTOR SPORT, 15-17, City Road, London, E.C.1. [2175]

M.G. ENTHUSIASTS—Your kit is not yet complete if your blazer is not fitted with our best quality blazer buttons exquisitely impressed with the M.G. octagon motif. Quiet, yet distinguished! Presentation pack of four breast and two cuff, 9/6 (\$1.42), extras 1/3 each, post free or C.O.D. (Trade enquiries invited.) Jackson's, 14, Friern Barnet Road, London, N.11 Tel.: Enterprise 2705. [2182]

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