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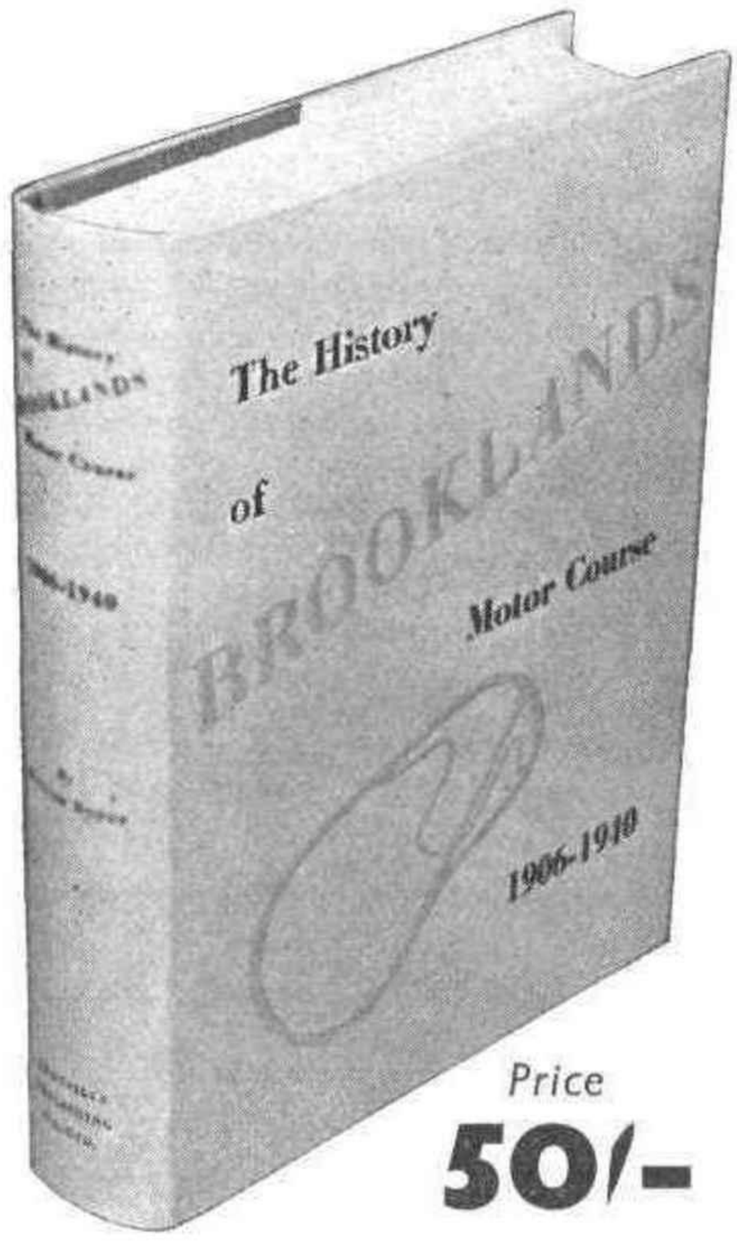
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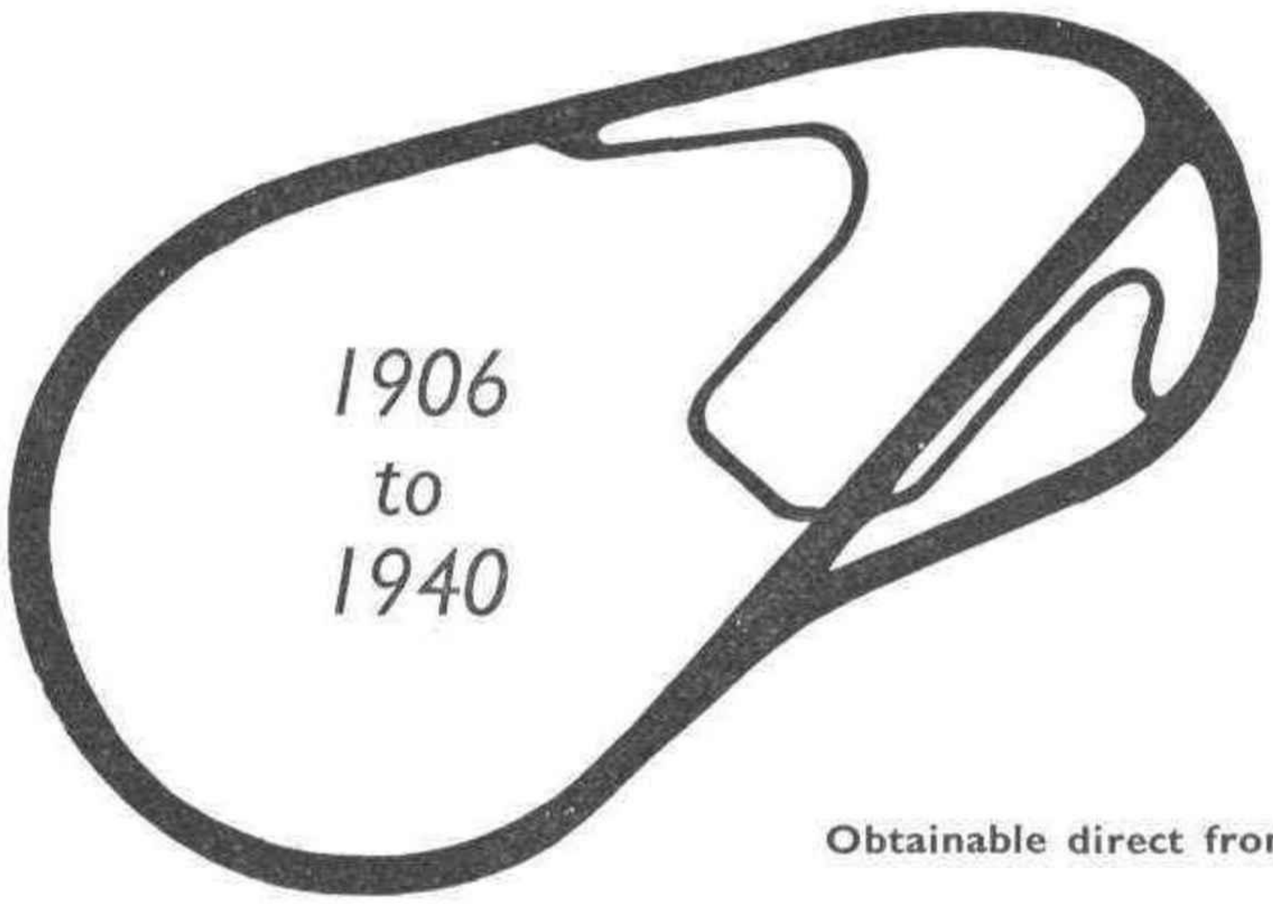
Published 17th June:-

"The History of Brooklands Motor Course"

by

William Boddy

(Editor of "Motor Sport")



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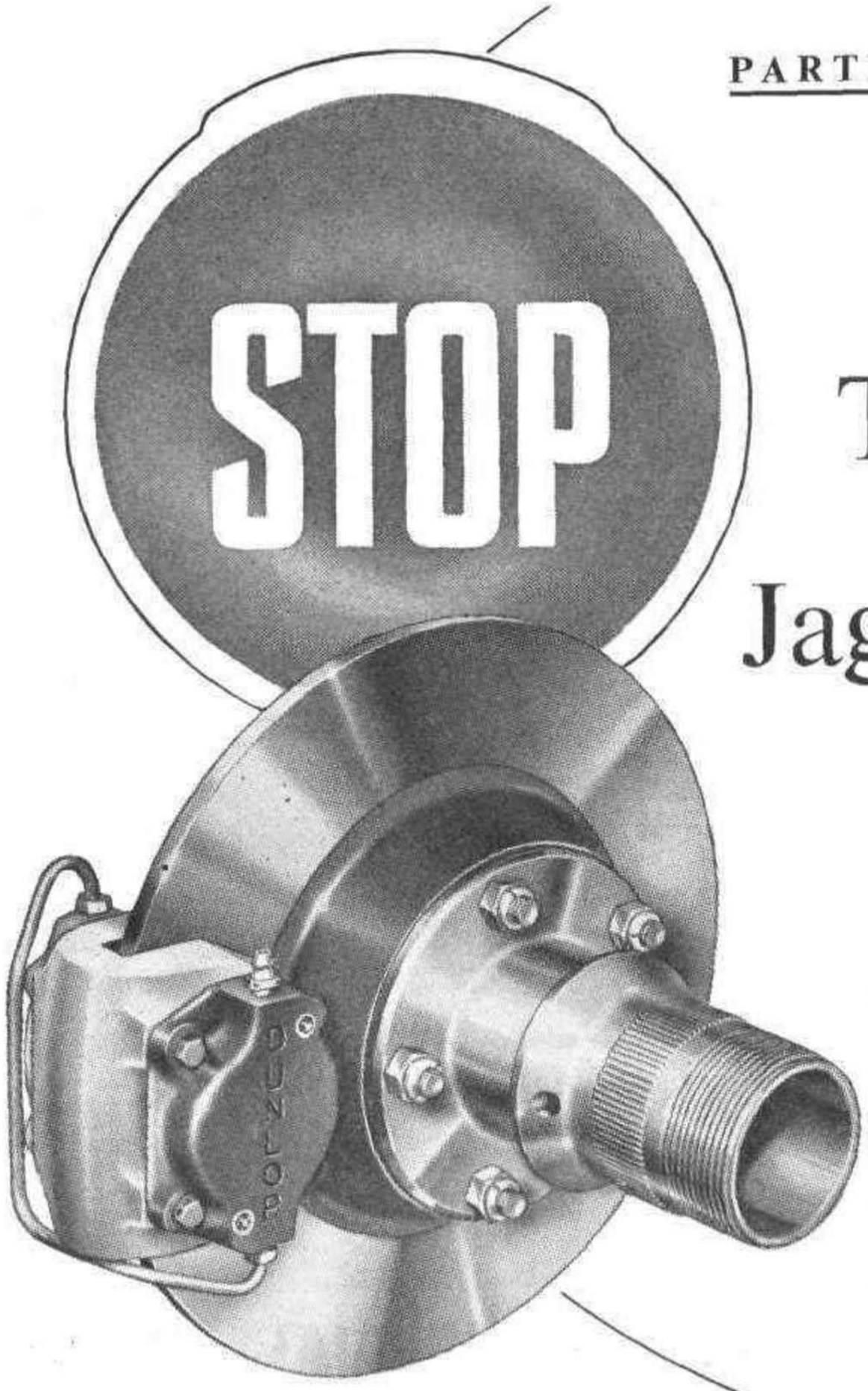
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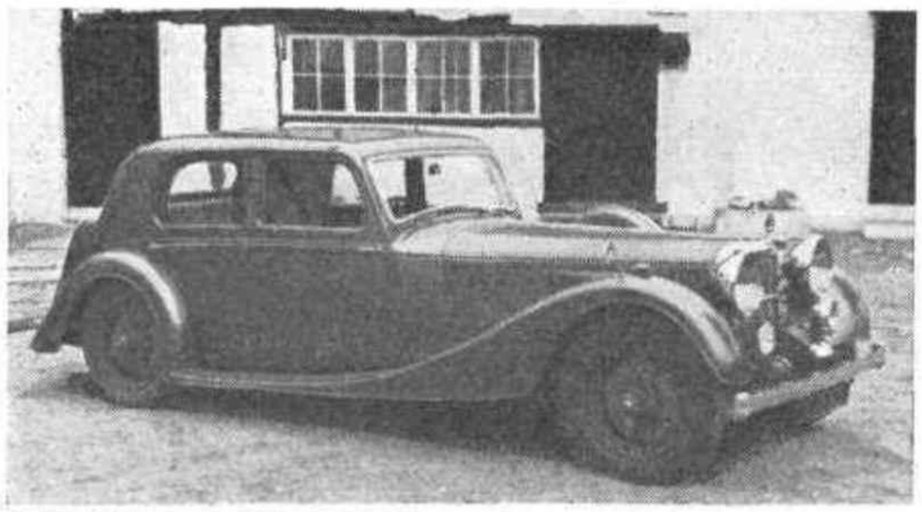
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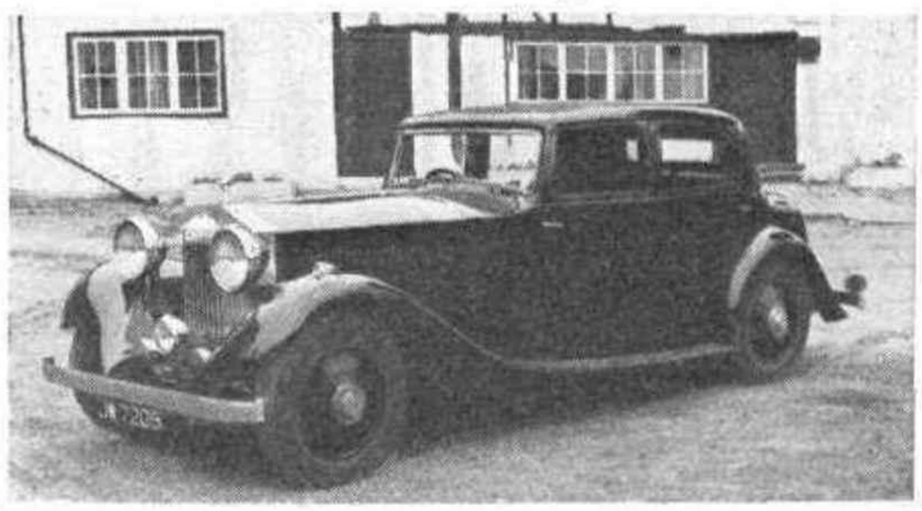


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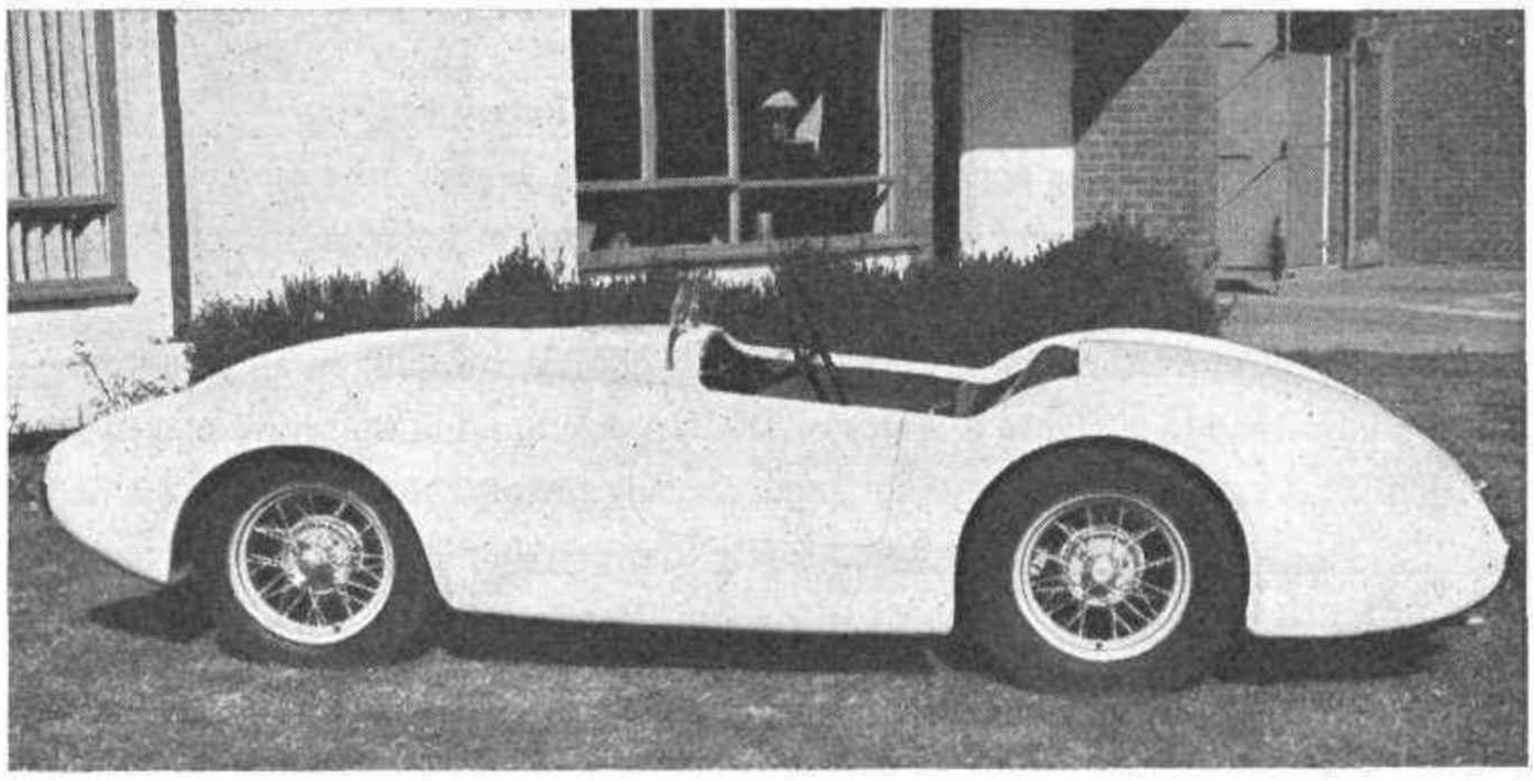
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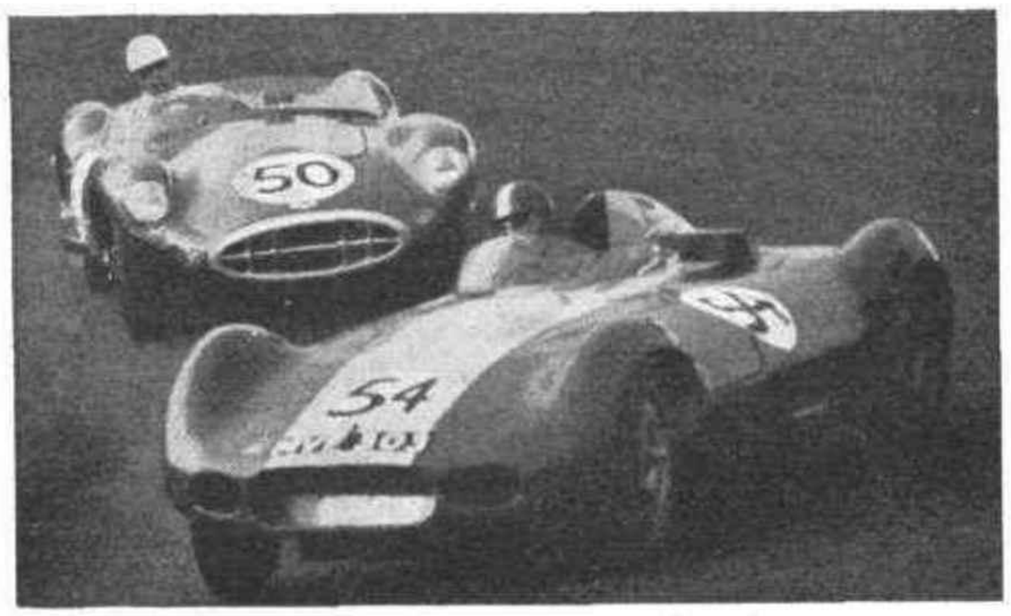
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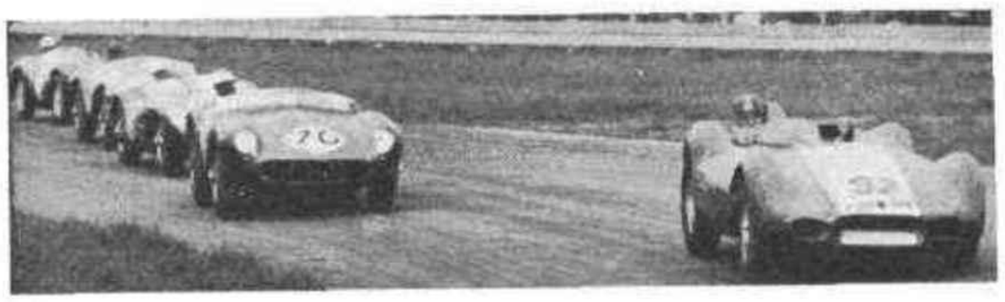
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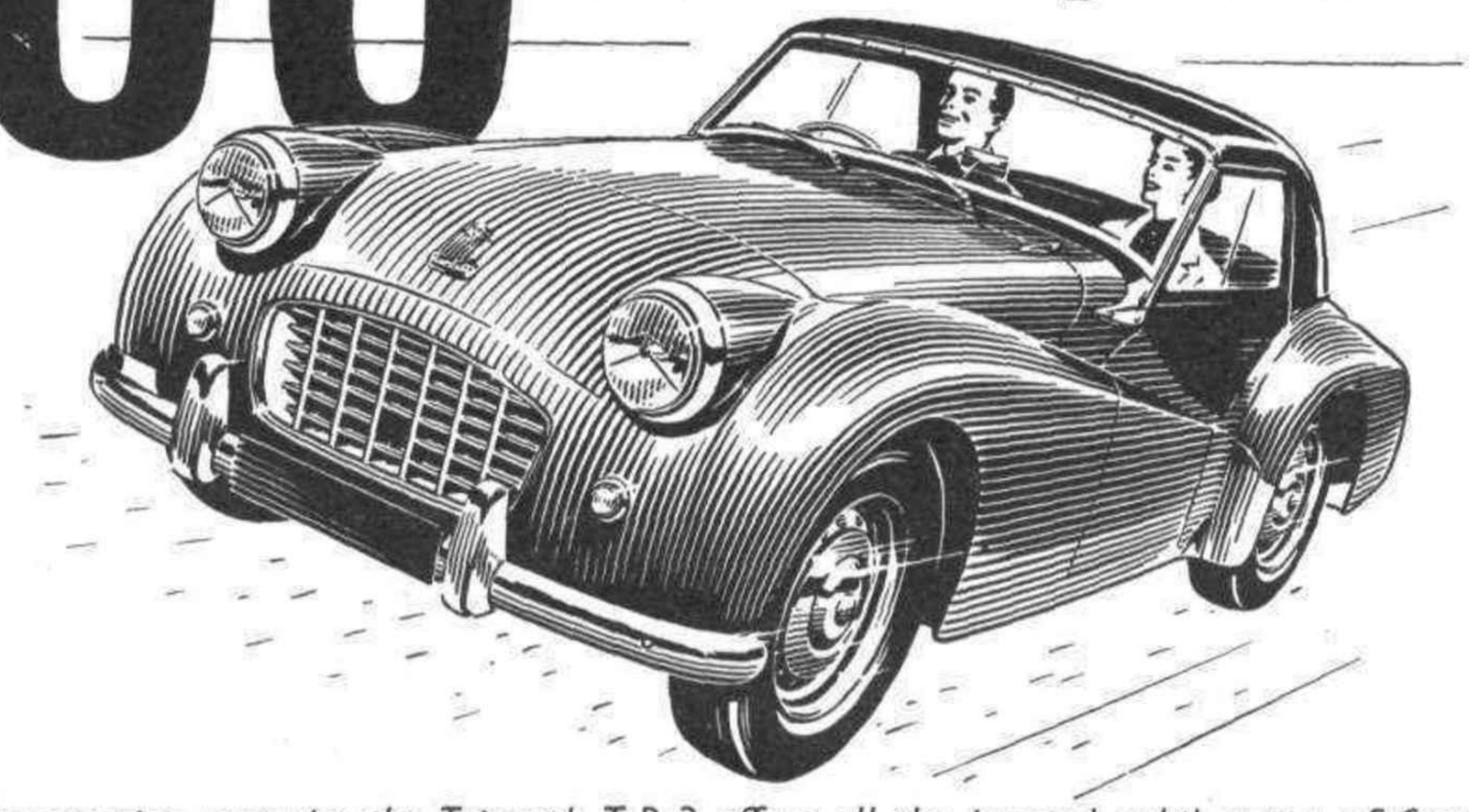
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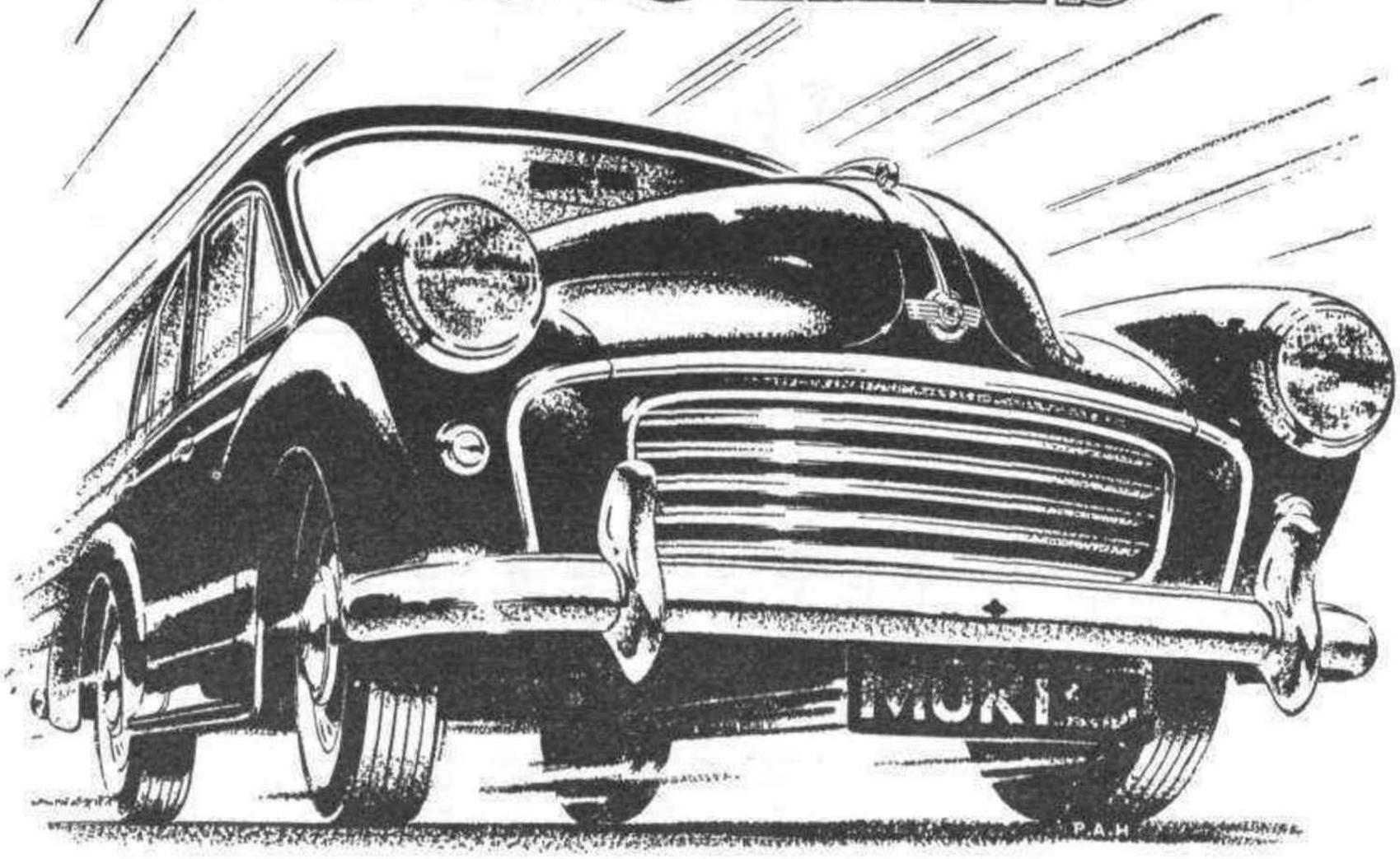
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VOL. XXXIII No. 6 NEW JAGUAR XK150 JUNE, 1957

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE GREAT INSURANCE GRAB

As if the cost of motoring isn't high enough already, the "tariff" insurance companies will increase private-car and commercial-vehicle premiums from the first of next month. Nor are the increases small—the burden will range between 12½ per cent. for third-party cover and 33⅓ per cent. for comprehensive insurance.

These increases are to be imposed in spite of a period of considerably reduced traffic congestion. The Accident Offices Association complains that insurance companies lose money on motor insurance. If so, why do they continue to seek it?

It comes as something of a shock to learn, *vide The Motor*, that comprehensive-cover premiums have increased by about 187½ per cent. over the last ten years. If, after that, the insurance companies still lose money, they should close their doors to this class of business; or they might seek a subsidy (from the Road Fund?) from the Government. Certainly, as motor insurance is compulsory, the Government should consider controlling the price at which it can be obtained.

We do not pretend to know whether Nationalised motor insurance would cost less, or still more, than the present cover, but, finance apart, there would seem to be a great deal of sense in applying Nationalisation in this instance. The premium-receipt or cover-note could then form part of the Road Fund licence which has to be displayed on every motor vehicle. This would safeguard the public, because un-insured vehicles could easily be spotted, which would discourage their use, except by desperate criminals. Or, if the present clumsy system of vehicle insurance were altered to coverage for individual drivers, the driving licence could incorporate the cover-note. Because licences and premiums would expire together much paper-work would be saved—how ludicrous is the present arrangement, whereby a year's Road Fund licence will be granted against a day's insurance coverage!

Perhaps the motor side of the great insurance network *wants* to be Nationalised? If it feels, on the other hand, that its house is in order, can it answer the following questions, which we put to the Accident Offices Association as troubled and puzzled motorists?

(*a*) If motor business can be conducted only at a loss by the "tariff" companies even with their existing heavy premiums, how is it that small yet reputable non-tariff concerns provide cover at far and away more favourable terms?

(*b*) What possible justification is there for the Association's "fixed price" premiums, which result in a driver with a long accident-free record being charged the same as a comparative novice?

(*c*) In view of the fact that sports cars are usually owned by keen, experienced drivers who are proud of their driving skill, why are heavy overloads added to sports-car owner's premiums?

(*d*) If the answer to (*c*) is that insurance statistics prove fast cars to cost the companies more in meeting claims, can assurance be given that a premium for a sports Berkeley, incapable of more than 65 m.p.h., will cost appreciably less than one for a saloon known to be capable of over 100 m.p.h.?

(*e*) In fact, why base premium charges on vehicle types when accident-proneness of the driver is the vital factor?

(*f*) Finally, why should "tariff" companies refuse to cover, or virtually refuse to do so by quoting outrageous charges, a well-preserved, properly-shod, powerfully-braked motor vehicle merely because it is of a make of which they have never heard, built several decades ago?

If there are sensible answers to these questions which ordinary citizens can understand we shall be glad to hear them. If not, then placing control of motor insurance in the hands of a Government department could hardly make matters any more complex.

Our advice to readers is, ignore the "tariff" companies, thereby relieving them of the embarrassment of incurring a greater loss, and deal with one of the smaller but more personal non-tariff companies who will be glad to do business even with owners of vintage and sports cars. Some of them advertise amongst the small advertisements at the back of this journal.

CONTENTS

	Page
MATTERS OF MOMENT	273
FIXTURES FOR JUNE	274
XV GRAND PRIX DE MONACO	275
LOOKING IN AT JAGUAR	279
WITH MOSS IN THE MILLE MIGLIA	283
THAT CAR AGAIN!	287
GOODWOOD MEMBERS' RACE MEETING	288
THE XVII PAU GRAND PRIX	290
BOOK REVIEWS	292
IN THE M.G. TRADITION	294
THE FORMULA II FERRARI	298
PICTORIAL REVIEW	300
THE XIV GRAN PREMIO NAPOLI	305
RUMBLINGS	308
VETERAN-EDWARDIAN-VINTAGE	309
CONTINENTAL NOTES	312
U.S. CONSUMER REPORTS	313
LETTERS FROM READERS	314

Front cover picture: Although outpaced in the Pau Grand Prix the two works Connaughts ran reliably and finished third and fifth, and our photograph shows Ivor Bueb cornering steadily during a faultless drive into third place.

BROOKLANDS ON T.V.

Nostalgic memories tinged with sadness were stirred for many motor-racing enthusiasts on May 21st by an excellent programme about Brooklands Track in the B.B.C. Television "First Hand" series.

Produced by Paul Johnstone and compered by Peter West, this documentary on the famous old Motor Course at Weybridge made very reasonable use of the 35 minutes allotted to it. Johnstone brought to the studio not only motor-racing personalities from the Brooklands scene, such as Lord Brabazon of Tara, Clive Gallop, Oliver Bertram, S. C. H. Davis, George Eyston and that gallant lady Kay Petre, but introduced to viewers Chitty-Bang-Bang II, the lap-record-holding Napier-Railton, and an engine-less twin-o.h.c. racing Austin Seven.

The B.B.C. programme was compiled with the aid of William Boddy's triple-volume History of Brooklands. With your appetite whetted for the full story, we are pleased to be able to announce that this work has been completely revised and expanded by the author into a single volume of over 500 pages, containing more than 290 illustrations, which will be published on June 17th, the 50th anniversary of the opening of Brooklands, as a lasting memorial to the famous Track.

Motor Sport Events for June

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list** ★

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N. = National Event. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
June 1st	Eight Clubs	Silverstone	Towcester	Race Meeting	11.30 a.m.
,, ...	Riley Register	Cottage Inn	Norwich	" Noggin and Natter "	8.00 p.m.
June 1st/2nd	B.A.R.C. (E. Sussex)	Moorhouse	Westerham	—	9.15 p.m.
,, ...	Rhyl and D.M.C.	Central Garage	Rhyl	(*R.*)	9.00 p.m.
June 2nd ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford Bridge	Navigation Run	10.00 a.m.
,, ...	B.A.R.C. (E. Sussex)	Firle Hill	Eastbourne	Hill Climb	1.30 p.m.
,, ...	South Wales A.C.	Castel Farm	Bridgend	(*R.*)	2.00 p.m.
,, ...	Cumberland S.C.C.	Railway Station	Penrith	Rally (*C.*)	1.30 p.m.
,, ...	Harlow & Dist. A.C.	Edinburgh Way	Harlow	Rally	3.00 p.m.
,, ...	Ilkley & Dist. M.C.	Car Park	Ilkley	Rally	2.00 p.m.
,, ...	Sheffield & Hallamshire M.C.	R.A.F. Station	Norton	(*C.*)	2.00 p.m.
,, ...	Forces M.C.	Heston Aerodrome	Hounslow	Driving Tests	2.00 p.m.
,, ...	Riley Register	Ascot Wood Park	Ascot	Driving Tests	12.30 p.m.
June 5th ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford Bridge	Film Show	8.00 p.m.
June 8th ...	V.C.C.	Hatfield House	Hatfield	(*C.*)	12.30 p.m.
,, ...	B.R.S.C.C.	BRANDS HATCH	FARNINGHAM	RACE MEETING (*N.*)	2.00 p.m.
,, ...	B.R.S.C.C.	CRYSTAL PALACE	LONDON	RACE MEETING (*N.*)	1.45 p.m.
June 8th/9th	Bugatti O.C.	Prescott	Cheltenham	Hill Climb (*C.*)	2.00 p.m.
June 9th ...	Riley Register	Swimming Pool	Burnham Beeches	" Coffee "	11.00 a.m.
,, ...	B.A.R.C. (N.W.)	Grappenhall	Warrington	(*R.*)	10.30 a.m.
,, ...	Darlington & Dist. M.C.	Catterick Camp	Darlington	Hill Climb	2.30 p.m.
,, ...	250 M.C.	Snetterton	Thetford	Race Meeting (*R.*)	12 noon
,, ...	Leicestershire M.C.	Home Farm Ashby Parva	Rugby	Autocross (*C.*)	2.00 p.m.
June 10th ...	Riley Register	Hotel Belgrave	Leicester	" Noggin and Natter "	8.00 p.m.
,, ...	B.R.S.C.C.	Cadwell Park	Louth	Race Meeting (*C.*)	12 noon
,, ...	Jersey M.C. & L.C.C.	Bouley Bay	St. Helier	Hill Climb (*C.*)	2.30 p.m.
,, ...	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (*N.*)	1.30 p.m.
,, ...	Nottingham S.C.C.	Mallory Park	Leicester	Race Meeting	1.00 p.m.
June 11th ...	Riley Register	Windsor Castle Inn	Maidenhead	" Noggin and Natter "	7.30 p.m.
June 12th ...	Renault O.C.	" King's Arms "	Chelsea Embankment	Social	6.00 p.m.
,, ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford Bridge	" Noggin and Natter "	8.00 p.m.
,, ...	Riley Register	" Marquis of Granby "	Esher	" Noggin and Natter "	8.00 p.m
June 13th ...	Epping Forest M.A.	St. Mary's Hall	Loughton	Film Show	7.45 p.m.
,, ...	Riley Register	" Coach & Horses "	Bristol	" Noggin and Natter "	8.00 p.m.
June 15th ...	Mid Thames C.C.	The Anglers' Hotel	Teddington	Point to Point	2.30 p.m.
,, ...	V.S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.30 p.m.
June 15th/16th	Furness & Dist. M.C.	Grange-o-Sands	Grange-o-Sands	Rally (*R.*)	11.00 p.m.
,,	Warrington & Dist. M.C.	Tall Trees Garage	Whitley	Rally (*C.*)	11.00 p.m.
,,	Newport C.C.	Greyhound Inn	Newport	Rally (*C.*)	10.30 p.m.
June 16th ...	Waterloo & Dist. M.C.	Cammell Laird's	Birkenhead	Social Rally	10.30 a.m.
,, ...	Southsea M.C.	Club H.Q.	Portsbridge	Rally (*C.*)	10.45 a.m.
,, ...	Ford Sports M.C.	Market Place	Romford	Navigation Exercise	10.00 a.m.
,, ...	Burnham & S. Bucks M.C.	Uxbridge Road	Slough	Rally (*C.*)	11.00 a.m.
,, ...	East Anglian M.C.	Raydon Airfield	Colchester	Driving Tests	2.00 p.m.
,, ...	Coventry & Warwicks. M.C.	Mancetter Quarry	Atherstone	Sprint	10.30 a.m.
,, ...	Bedford M.C.	Bedford	—	(*C.*)	2.30 p.m.
,, ...	A.E.R.E. M.C.	Harwell	Didcot	Driving Tests (*C.*)	1.30 p.m.
,, ...	Sussex C.C.	Britannia Inn	Lancing	(*C.*)	11.00 a.m.
June 18th ...	Allard O.C.	Anchor Hotel	Shepperton	Concours (*C.*)	8.00 p.m.
June 19th ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford Bridge	Talk	8.00 p.m.
,, ...	Bognor Regis M.C.	Esplanade	Bognor Regis	Gymkhana	6.00 p.m.
June 20th ...	De Lacy M.C. Pontefract	Clubhouse	Ferrybridge	(*C.*)	—
,, ...	Riley Register	" Holborn Empire "	London, E.C.1	" Noggin and Natter "	8.00 p.m.
,, ...	Riley Register	" Red Lion "	Birmingham	" Noggin and Natter "	7.00 p.m.
June 22nd ...	M.C.C.	Silverstone	Towcester	Race Meeting	10.30 a.m.
,, ...	S.U.N.B.A.C.	Kirby Mallory	Leicester	Race Meeting	1.00 p.m.
,, ...	Aldermaston M.C.	Aldermaston	Reading	Rally (*C.*)	2.30 p.m.
June 22nd/23rd	Fairey Aviation Co. M.C.	Slough	—	Treasure Hunt	2.00 p.m.
,, ...	Brent Vale M.C.	Byron Hotel	Greenford	(*C.*)	10.00 p.m.
June 23rd ...	Murphy M.C.	Acland & Tabor Garage	Welwyn	Navigation Trial (*C.*)	2.00 p.m.
,, ...	Peterborough M.C.	—	Peterborough	Ladies' Day	2.00 p.m.
,, ...	Glossop & Dist. M.C.	Market Ground	Glossop	Mileage Rally	1.00 p.m.
,, ...	Sheffield & Hallamshire M.C.	R.A.F. Norton	Sheffield	(*R.*)	10.00 a.m.
,, ...	B.M.W. C.C.	Moore Place Hotel	Esher	Concours.	3.00 p.m.
,, ...	Old Merchant Taylors' M.C.	" Durrants "	Croxley Green	Concours.	2.30 p.m.
,, ...	North London E.C.C.	—	Hatfield	(*R.*)	7.30 p.m.
,, ...	M.G. C.C. (S.E.)	Heston Airport	Hounslow	(*C.*)	11.00 a.m.
,, ...	De Lacy M.C. Pontefract	Clubhouse	Ferrybridge	Rally (*C.*)	—
June 24th ...	Riley Register	Hotel Belgrave	Leicester	" Noggin and Natter "	8.00 p.m.
June 26th ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford Bridge	" Noggin and Natter "	8.00 p.m.
June 27th ...	Riley Register	Swan Inn	Gt. Horwood	" Noggin and Natter "	7.30 p.m.
June 28th ...	Riley Register	Bay Horse Hotel	Buxton	" Noggin and Natter "	8.00 p.m.
June 28th/29th	Lancashire A.C.	—	Blackburn	Rally	11.00 p.m.
June 29th ...	Chester C.C.	Queensferry Motor Auction	Chester	Rally (*R.*)	10.00 p.m.
,, ...	Midlands M.E.C.	Silverstone	Towcester	Race Meeting (*R.*)	12 noon
,, ...	Matlock & Dist. M.C.	Whitworth Hotel	Matlock	Rally (*R.*)	10.00 p.m.
,, ...	V.C.C.	Poole	—	(*C.*)	12 noon
June 29th/30th	Westmorland M.C.	Kendal	—	(*R.*)	10.00 p.m.
,, ...	Bedford A.E.C.	—	Bedford	Night Rally (*C.*)	9.00 p.m.
June 30th ...	Waterloo & Dist. M.C.	Wynstay Garage	Maghull	Rally (*C.*)	2.30 p.m.
,, ...	Club Lotus	Brands Hatch	Farningham	Race Meeting (*C.*)	1.00 p.m.
,, ...	M.G. C.C. (N.W.)	Lancashire County Cricket Ground	Manchester	D. Tests (*R.*)	2.00 p.m.
,, ...	Horsham M.C.C.	Horsham	—	Trial (*C.*)	4.00 a.m.
,, ...	Chelmsford M.C.	Market	Chelmsford	Driving Tests (*C.*)	2.30 p.m.

ROMFORD E.C.C.

The Romford Enthusiasts Car Club held its first Rally since petrol rationing was introduced, on Thursday May 9th. Known as the Pint Pot Rally an excellent entry was attracted and it proved to be an interesting exercise in navigation.

The winner was J. Ellingworth driving a Lotus with 0 points lost followed by A. Dench (M.G.), 10 points lost. The third position was occupied by R. Ager with his MGA, 20 points lost.

MOTOR SPORT SILVERSTONE TROPHY

The next two clubs to participate in the MOTOR SPORT Silverstone Trophy contest will be the Eight Clubs on June 1st and the M.C.C. on June 22nd. The final race will be held during the Peterborough M.C. race meeting on September 28th.

XV GRAND PRIX DE MONACO

A Race of Misfortune

MONTE CARLO, *May 19th.*

DUE to the short twisty nature of the circuit the number of starters for the Monaco Grand Prix was limited to 16, but in order to make sure of getting a full starting grid 20 cars were accepted for practice and the fastest 16 were to be allowed to start. Naturally enough, with it being the first big European Grand Prix of the season, everyone wanted to join in the fun, so that when the final lists were drawn up there were sixteen works runners and four private owners. This indicated that there would be some fireworks during practice, for apart from the private owners all having to beat each other they had to beat some of the works cars as well, and it would only need one quick private owner to upset the tranquility of the works drivers.

The first practice session was at 5.45 on Thursday morning and as some encouragement to get drivers and teams out at this unearthly hour there was a prize of £100 for the fastest time recorded on this first outing. There were two noticeable happenings that morning; first the Ferrari team did not arrive, the cars not being ready in time, and secondly the whole circuit seemed to be flooded with green cars. This was a fine sight, and whereas a Grand Prix field used to have a preponderance of red it now had a marked preponderance of green. There were the two Vanwalls of Moss and Brooks, with the spare car standing by; the two Connaughts of Lewis-Evans and Bueb, with their spare car; Salvadori and Flockhart with the B.R.M.s; and the two Coopers, but they were lacking drivers, neither Brabham nor Leston having arrived. Maserati had their three new six-cylinder cars out, these being shared by Fangio, Menditeguy, Schell, Scarlatti and Herrmann, and as there were no private owners ready on this first day the three cars from Modena were feeling very overwhelmed. Collins was ready to drive but had to sit and watch as no Ferrari cars were out.

The bogey time for the circuit was 1 min. 44.4 sec., set up by Fangio in the 1956 race, though he made 1 min. 44.2 sec. in practice that year, after the circuit had undergone some modifications at the *chicane*. As a comparative figure 1 min. 44.2 sec. was the aim, but the main object of everyone was to be in the first sixteen. Along the promenade a new cement surface had been laid and the opening of practice saw the cars raising enormous clouds of dust, and though the weather was good the surface all round the course was a bit slippery. It was Fangio who was first to get below 1 min. 50 sec. and for the first part of the period laps in 1 min. 55 sec. were being considered pretty good. The Vanwalls were running nicely and Moss was settling down when he overdid things at the *chicane* and clouted the edge, bending a wheel and the front suspension. He stopped at the pits and the spare car was brought out, being re-numbered to that of the bent car, and Moss went off again. In the Maserati camp there was a race going on between Scarlatti and Herrmann, taking turns at using the third car, for the fastest of the two was to be chosen for the fourth Maserati entry. Menditeguy was going round learning the course and the two B.R.M.s were not being very impressive, having trouble with handling and brakes.

Collins got tired of sitting watching and as John Cooper was getting tired of having two cars and no drivers, the Ferrari driver offered to give them a gallop round. He was soon lapping at under 2 min. in the 1,500-c.c. car, and then Salvadori thought this a good idea so he too went and saw John Cooper and tried the 2-litre car. Flockhart was still working hard for the Bourne team, but Salvadori was beginning to despair. The brake trouble caused Flockhart to spin at the corner before the pits, on the harbour front; by sheer luck he did not make contact with the walls and bravely carried on trying to approach times of 1 min. 50 sec. After the two Maserati rabbits had had a go Schell took over the third six-cylinder car, as it was rightfully his for the race, and then about 7.30 a.m. things began to stir up, for the £100 prize was still at stake. Fangio had been quietly getting faster and faster and had settled for 1 min. 45.9 sec., while most people were still around the 1/50 mark, but then Moss went out and soon got down to 1/46, and then tried hard and put in 1/45.8, 1/45.3 and 1/45.1 in quick succession. Fangio got straight back in his car, did a quiet lap to have a look at the road conditions and then did 1 min. 44.5 sec., returning to the pits to see what Moss was going to do about that. Meanwhile Flockhart was still flogging round trying to make some sort of show for the B.R.M.s, which were not only handling poorly but were not even going fast. Collins was still playing with the Coopers. He got down to 1 min. 55 sec. with the 2-litre-engined car, finding it good fun and surprisingly free from vice. Just before practice ended Moss went out again and when it was too late for Fangio to try again he did a lap in 1 min. 44.4 sec., which gave him f.t.d. and the bag of gold. However, more important was the fact that the Vanwall had really gone motoring in a big way and given no trouble at all.

During Thursday night there were some violent thunderstorms, and when practice started again at 5.45 a.m. on Friday the roads were still quite wet. For this session the Ferrari team arrived in full force with Collins, Hawthorn, von Trips and Trintignant, and they brought with them three cars; two had the new narrow bodywork introduced at Syracuse and one the old full-width body. Of the new cars one had Super Squalo Ferrari front suspension and brakes and the other Lancia wishbones and coil-springs, while they both had reversed-cone megaphones. In addition to the three lightweight cars Maserati brought along one of last year's six-cylinder models and the 12-cylinder-engined 1956 car, while the four private Maseratis of Gould, Simon, Piotti and the Centro-Sud were present. Vanwall brought along only two of his cars, while Connaught used their spare car most of the time, keeping the other two cars at the pits as much as possible.

With the roads still damp the general pace was very slow to begin with, but as the atmosphere dried out the tempo got faster and faster. The Ferrari team were at a disadvantage, having missed the first practice they had to start where the others left off, but Collins and Hawthorn bided their time until the roads dried. The V12 Maserati was proving to be a beastly thing, being quite incapable of running at low revs. so that it died right away on the Gasworks hairpin and popped and banged until the revs. rose again. There was some assistance from the new five-speed gearbox but when things began to happen they all happened at once, which made its progress decidedly interesting. Fangio tried it out, and then Schell, but though it was fast uphill and along the harbour front it lost too much time on the hairpins. Fangio went out in a six-cylinder car, these new ones seemingly ideally suited to the circuit, and as the roads dried he got down to 1 min. 46 sec. After the previous morning's performance the Vanwall team were sitting tight and watching, for Brooks had backed up Moss most ably with a time of 1 min. 46 sec., which had given him third fastest time. The two Cooper drivers had arrived and were circulating steadily, with Leston in the 2-litre, and then Fangio began to set the pace, making 1/45.6, while Menditeguy was now fighting with the 12-cylinder Maserati.

About 7.15 a.m. the Ferrari team went out, with von Trips and Trintignant sharing the spare car. It was obvious they meant business, for both Trintignant and Collins approached 1 min. 46 sec. in a very short space of running. Hawthorn was a bit slower on the Ferrari-suspended car for the Super Squalo steering-box ratio was much too low for the hairpins and he was losing time working away at the steering wheel; von Trips was feeling his way round on the circuit, which was entirely new to him. Of the four private owners Gould and Gregory both did some quick laps which got them in amongst the works cars, ahead of both Connaughts and both B.R.M.s, and then they sat back and kept an eye on everyone's times. Simon was not going fast enough and Piotti lent his car to Gerini, but neither had any hope of qualifying. The Coopers were not too happy, for Leston could make no sort of show at all and then Brabham took over the 2-litre and, after getting down to 1 min. 52.4 sec., went off the road and smashed the front suspension. Herrmann and Scarlatti were still continuing their feud with whatever Maseratis were available, and Scarlatti was continually coming out on top, showing a reasonable improvement in his driving. The two Vanwalls continued to rest complacently at their pit until Collins got down to 1 min. 44.6 sec., which made everyone sit up and take notice. With a half-hour of practice still to go both Vanwalls went out, Fangio set off in a six-cylinder Maserati and Collins went out in the Lancia/Ferrari practice car. Meanwhile Menditeguy was getting a bit irritable with Lewis-Evans and nearly elbowed him off the road at the Gasworks hairpin. This final battle among the big-boys saw Fangio do 1/43.7, which really made everyone try hard, and Collins took the lead with 1/43.3 while Moss was content with 1/43.6 and Brooks 1/44.4. Fangio, however, was not at all satisfied with the situation and, without showing any signs of thrashing the car, he made an all-time fastest on the 1956-57 circuit with an incredible time of 1 min. 42.7 sec., at which point all the young drivers decided to call it a day.

The final practice was on Saturday afternoon and everyone produced all they had, so that the pits and circuit seemed full to overflowing. The Scuderia Ferrari produced another pair of narrow-body cars similar to the day before, one with Super Squalo suspension

and the other with Lancia/Ferrari, as well as the three cars from Friday, and in addition they brought out the Formula II car. The result was that the four Maranello drivers never had a moment's rest, jumping out of one car and into another in rapid succession. Almost as soon as practice started someone spilt a lot of fuel on the Ste. Devote corner and there were some wildly exciting moments as cars went up on pavements and slid about all over the place. Hawthorn's car had had its steering ratio altered and he was going much faster, while Collins was lapping in 1 min. 55 sec. with the Formula II car. Coopers had taken the 2-litre engine from the crashed car and fitted it into the second car and Brabham was still driving, as he was so much faster than Leston. He was now going really well and had no trouble in disposing of Scarlatti in the V12 Maserati, and leading Bueb and Gregory. This time it was the turn of Maserati to sit tight and watch the way things were going, though Herrmann had a go in the V12 car, but was not at all happy with it. The circuit conditions improved, but the air temperature was too hot to expect any improvement over the previous day's times. Eventually Collins did 1 min. 46.5 sec. in his own car and then took out the Formula II car again, and after that tried Hawthorn's car. He had not done many laps in it before he lost it in the *chicane* and went off the road into a bollard on the harbour front and completely wrecked the front of the car. He escaped unhurt, though shaken, and returned to the pits to go out again in his own car. Hawthorn was a bit piqued about this and had to take the old spare car, whereupon he began to go really fast, finding that it was a much quicker car than the new one that had been bent.

Fangio had been working away with the V12 Maserati, sliding the hairpin with the clutch out and the engine revving hard and then letting it in with a bang. This process enabled him to negotiate the hairpin quickly, but sometimes the car shot off up the road like a bullet and at other times it practically spun round. By sheer hard work he eventually got the car round in 1 min. 45.3 sec. and this set the ball rolling for another end-of-practice blind. Hawthorn was really enjoying the hack car and did 1/45.0, then Moss did 1/44.8, to which Hawthorn replied with 1/44.6; Brooks did 1/44.9 and then Moss equalled Hawthorn's time. Fangio gave the 12-cylinder car to Schell and went out on a six-cylinder car, but did not join in the battle for f.t.d. and Collins was left out completely, the day ending with Moss and Hawthorn sharing honours, although neither could approach the time set by Fangio the day before. This was the final opportunity to improve on times and as a result four drivers were going to be non-starters. Brabham was determined not to be one of them, and so was Flockhart, and these two tried really hard, the Cooper going round in 1/49.3 and the B.R.M. in 1/48.6. Salvadori kept going round, but he did not look to be putting any effort into his driving and was obviously not at all pleased with the car, so that he never broke 1 min. 50 sec. and in the final count was ruled out along with Simon, Piotti and Leston. The fourth place in the Maserati team was won by Scarlatti and the slowest time to qualify was that of Bueb who seemed to practice continuously without improving on 1/49.4.

On the Sunday heavy rainstorms swept Monaco and the outlook was anything but bright, but as the cars assembled at the pits the sun came out and things returned to normal, with blue skies and dry roads. On the way to the pits Bueb's Connaught had the bottom of the gearbox ripped out by a concrete step and there was a last-minute rush to swap the car for the reserve one which had been driven almost continuously in practice. The front row of the grid saw the interesting sight of three completely different Grand Prix cars lined up, in the order Maserati, Lancia/Ferrari and Vanwall, driven, respectively, by Fangio, Collins and Moss. In row 2 were Brooks and Hawthorn, then came Trintignant, Menditeguy and Schell, followed by von Trips and Gregory. In row 5 were Flockhart, Gould and Lewis-Evans, row 6 Scarlatti and Brabham, and in solitary state at the back was Bueb.

There was a slight panic at the start when the Moss Vanwall refused to start on the starter and had to be pushed at the last moment, but all was well and as everyone jumped the starter's flag the sixteen cars rushed away towards the Gasworks hairpin. For a moment the Vanwall hesitated as the wheels spun and then they gripped and Moss shot off into the lead, cutting smartly across from the left on the road to the right as he took the hairpin and successfully blocking Collins and Fangio who were about to try and push him off the line. Everything seemed set for Moss to run right away from the rest of the field on the opening lap as he did last year with the Maserati, but though the Vanwall did not hang about, it could no tshake the two rivals off. The roaring pack went by at the end of the opening lap in the order Moss, Fangio, Collins, Schell, Brooks, Menditeguy, Hawthorn, von Trips and the rest, and up the hill to the Casino Collins went past Fangio into second place. Lap two saw the order unchanged, but Collins was closing on Moss, and the next lap saw Schell drop back behind von Trips and Brooks in fourth place. As the cars left the tunnel towards the end of the fourth lap Moss was only a few feet ahead of Collins, while Fangio was some way back, followed by Brooks, Hawthorn, von Trips, Schell, Menditeguy, and the others being led by Gould. This was clearly not going to be a runaway victory for Moss again, but there was the makings of a furious battle between Vanwall, Lancia/Ferrari and Maserati. Down to the *chicane* came the leaders when, with very little warning, Moss went straight on into the barriers. Poles flew in all directions and Collins swerved to avoid the debris only to hit the barricades on the edge of the harbour. In a flash Moss had jumped out and run, Fangio had gone between the two crashed cars and Brooks arrived, slowing down almost to a standstill. Next on the scene was Hawthorn who caught Brooks rear wheel, which tore the front wheel and brake drum off the Lancia/Ferrari. The wheel bowled away into the harbour and the stricken car slid into the back of Collins car and rode up the tail. The rest of the field got through the gap all right, leaving three shaken British drivers and three wrecked cars.

What had looked like being one of the best Grand Prix races of all time had changed in a flash into a gift for Fangio, for Brooks was too wise to chance having a go at beating the old man, and was content to settle for second place, and none of the other drivers were either close enough to the leading Maserati, or capable of putting up a challenge. After the dust and debris had settled down one could survey the situation more closely, and it was seen that Fangio was now settled down to a routine of lapping at 1 min. 50 sec., while Brooks ran smoothly along some 5 sec. behind. Then there was a gap and von Trips led Menditeguy and Schell and after the last Maserati there was a fairly long gap before a harassed Gould appeared with a screaming mob right on his tail. In this bunch was Gregory, Lewis-Evans, Flockhart, Trintignant, Scarlatti and Brabham, while Bueb was bringing up the rear. It was pretty obvious that Gould was holding everyone back, for the cars were two and three abreast trying to get by on all sides. This went on for a number of laps until Trintignant got furious at being baulked, whereupon there was some short-sharp shoving and pushing which resulted in dented noses and crumpled tails, and the order was Brabham, Gregory, Trintignant, Flockhart, Scarlatti, Bueb, Lewis-Evans and Gould! As a race the whole thing now developed into a procession, with Fangio, Brooks, von Trips, Menditeguy and Schell way ahead of the rest and this order remained until the end of lap 15 when Menditeguy stopped to change a bent wheel, the result of some kerb bouncing. Trintignant got past the cheeky little Cooper, but that was about all, for he could not get rid of Brabham, the Australian having a real go and leading Flockhart in the B.R.M. By 20 laps Fangio was still leading Brooks by 5 sec., then came a gap of 24 sec. and von Trips who was leading Schell by 37 sec., the American in turn being 59 sec. ahead of the Trintignant/Brabham/Flockhart trio. Bueb had stopped at the pits with a split fuel tank and the mechanics were busy blanking off the rear tank and arranging the piping so that he could continue on the side tanks only. Fangio had made a fastest lap in a leisurely 1 min. 45.6 sec. and was now touring along but still Brooks was sitting quietly behind the World Champion and losing no ground at all.

Schell arrived slowly at the pits pointing at the offside front wheel and as he stopped the Maserati curtsied onto the floor with a broken king-post. Trintignant's car was beginning to misfire and he stopped at the pits to investigate, during which time the crumpled nose was straightened out. The only driver who was really motor racing was Brabham, who was making the little Cooper fairly sing round the circuit; due to retirements it was now running in fourth place, though hotly pursued by Menditeguy who was making up time lost through having to change a wheel. By 30 laps Fangio was lapping the end of the field and for a while was in some pretty heavy traffic and Brooks followed him through it all very skilfully, being only 6 sec. behind the leader when they were clear once more. Scarlatti handed over to Schell and Bueb rejoined the race when the leader was on lap 35. The Ferrari pit then flagged von Trips in and let Hawthorn take over, this car still being in third place, but after only three laps Hawthorn returned and gave the car back to the German driver, for the cockpit was so cramped for the huge Englishman that he could barely turn the steering wheel and could never find the gear-lever, his long legs being firmly wedged against the body sides. This second pit stop for the Lancia/Ferrari let Menditeguy into third place, for he had at last managed to get past the flying Cooper, but it had taken an embarrassingly long time to catch Brabham.

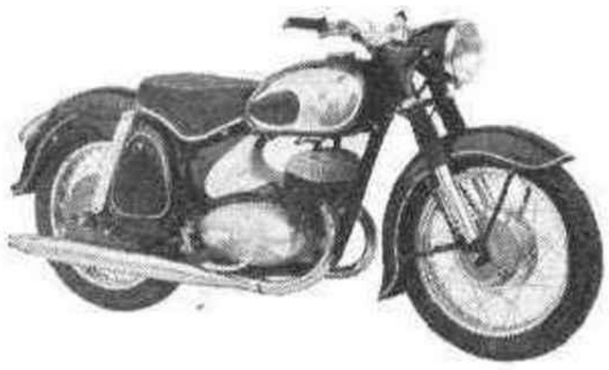
Fangio was lapping like clockwork, while Brooks now began to lose ground, so that by lap 50, less than half-way, Fangio was going up the straight behind the pits while Brooks was coming down on the harbour side, a difference of some 20 sec. On lap 51 von Trips

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For many years we have held the concession for the Steib, universally accepted as the world's finest sidecar. These are available for B M W and D K W motor-cycles, also for other makes of motor-cycles and scooters.

PORSCHE

Certainly one of the world's best-known cars, the Porsche in every respect is a remarkable motor car—extremely good-looking, it is available as a fixed-head Coupe, a convertible drop-head Cabriolet and an open 2-seater. Road-test critics unanimously admire the exceptionally high standard of bodywork, finish and equipment. The " Carrera " is among the world's fastest Gran Turismo cars

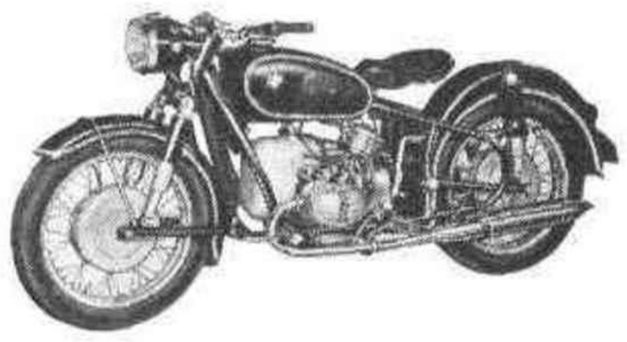


with a guaranteed 125 m.p.h. The " Standard " fixed-head Coupe and Cabriolet models have a maximum speed of 100 m.p.h. Perhaps among the most fascinating attributes of the Porsche are the effortless steering and delightful gear-change.



B M W

One of the most famous and at the same time one of the oldest names in motoring, the latest 2.6 and 3.2 B M W V8-cylinder models are built to our order with right-hand drive. Illustrated is the Type 503 fixed-head Coupe, also available as a drop-head Cabriolet, and the Type 502 6-seater Limousine (at foot of column). The sports-touring model, the Type 507, has since its introduction, been acclaimed by the European technical press as the most outstanding car at Continental exhibitions. With a chassis described by the technical press as " an engineering masterpiece "; its smooth, silent and



powerful V8 engine, and luxuriously equipped coachbuilt bodies, these latest models maintain the B M W tradition of setting the standard by which other cars are judged. It may not generally be known that we are able to offer the world-famous range of B M W motor-cycles (illustrated is the latest R.50 500-c.c. model with a maximum of 90 m.p.h.). We should be delighted to send illustrated B M W motor-car and motor-cycle literature to anyone interested, and this also applies, of course, to Frazer-Nash and Porsche cars, D K W cars, motor-cycles and scooters.



A.F.N. Ltd. Isleworth, Middlesex. Manufacturers of FRAZER-NASH CARS and Sole Concessionaires for BMW, DKW and PORSCHE Cars.

was back in third place for Menditeguy spun off at the *chicane* and joined the collection of wrecked cars and Brabham was once more fourth, followed by Flockhart, Gregory, Lewis-Evans and Schell in Scarlatti's car; many laps behind came Trintignant and Bueb. Brooks suddenly began to lose 2 sec. a lap until the distance between Fangio and he was 48 sec. and there he stayed, while at the same time the B.R.M. sheared its camshaft drive as it went along the back of the pits. Brabham stopped to refuel and dropped behind Gregory and Schell, but was very soon back in the fray going as hard as ever. He fairly shot past Schell, whose Maserati was losing oil, and then caught and passed Gregory who had no excuse for the situation except that the little Cooper was going splendidly and Brabham was really motor racing. Schell gave up when the Maserati eventually lost all its oil and as this was after only 65 of the 105 laps had been covered it began to look like a case of the "ten little nigger boys."

Fangio was going on and on, lapping quietly at 1 min. 50 sec., as were Brooks and von Trips, and the distance between the first two cars remained at 48 sec. One by one the laps ticked by, neither Fangio nor Brooks ever putting a wheel wrong and the order remained unchanged, with von Trips, Brabham, Gregory and Lewis-Evans all on the same lap, followed by Trintignant in his bent and ailing Lancia/Ferrari in last place, Bueb having given up as he was dropping too far behind for it to be enjoyable. Towards the end the Vanwall pit speeded up Brooks, but it was rather useless, for Fangio was too far ahead and had plenty in reserve anyway, the Maserati never having been stressed. On the 96th lap von Trips had his engine blow to pieces as he approached the Casino and he skidded off the road and demolished a wall, but escaped unhurt, and this left only six cars in the race, with the persistent Brabham now in a very worthy third place, way ahead of Gregory and Lewis-Evans. As Fangio reeled off the last few laps Brooks closed to a gap of 35 sec. and then when it all seemed to be over, the engine of the Cooper cut dead as Brabham went past the Casino. Still game, this tough Australian coasted down to the sea front and then pushed the car the rest of the lap to the finishing line, unfortunately being passed by Gregory, Lewis-Evans and Trintignant as he did so. Fangio toured in to win a rather dull race, followed by Brooks who had proved that the Vanwall can last a full-length Grand Prix. Gregory, Lewis-Evans and Trintignant arrived and then the crowd gave Brabham a rousing cheer as he pushed the Cooper over the finishing line, a cheer that was not only for his final effort but also for the way the car had gone throughout the race, making many powerful cars look rather silly.—D. S. J.

Results :

GRAND PRIX OF MONACO—Formula I—105 Laps—330 Kms.—Warm and Dry

1st : J. M. Fangio (Maserati 250F)	...	3 hr. 10 min. 12.8 sec.—104.160 k.p.h.
2nd : C. A. S. Brooks (Vanwall)	...	3 hr. 10 min. 38.0 sec.
3rd : M. Gregory (Maserati 250F)	... ...	2 laps behind
4th : S. Lewis-Evans (Connaught)	... ...	3 laps behind
5th : M. Trintignant (Lancia/Ferrari)	... ...	5 laps behind
6th : J. Brabham (Cooper-Climax 2-litre)	...	5 laps behind

Fastest Lap : J. M. Fangio (Maserati) in 1 min. 45.6 sec—107.217 k.p.h.

Retired : S. Moss (Vanwall), lap 4, crashed; P. Collins (Lancia/Ferrari), lap 4, crashed; J. M. Hawthorn (Lancia/Ferrari), lap 4, crashed; H. Gould (Maserati), lap 10, oil pressure; H. Schell (Maserati), lap 23, broken front suspension; I. Bueb (Connaught), lap 47, split fuel tank; C. Menditeguy (Maserati), lap 51, crashed; R. Flockhart (B.R.M.), lap 60, engine; G. Scarlatti/H. Schell (Maserati), lap 65, oil leak; W. von Trips (Lancia/Ferrari), lap 96, engine and crashed.

NOTES ON THE CARS AT MONTE CARLO

Being the first European Classic Grand Prix for this year the Monte Carlo race saw the factory teams well prepared as regards cars, engines, experiments and so on. The Scuderia Ferrari had six cars altogether, four as the team and two practice cars. The first four cars were outwardly of the type that was victorious at Syracuse recently, which is to say that they had the narrow type of bodywork with the exhaust pipes exposed, and for ease of identification we can call this type the Syracuse 1957, as distinct from the Syracuse 1956 type, which was the full-width-body car. Two of the team cars had the modified Lancia front suspension, with unequal length wishbones and coil springs, while the other two had Super Squalo Ferrari front suspensions, as used by Hawthorn at Naples recently; in fact, one of the pair was the actual Naples experimental car. All four had normal Lancia/Ferrari de Dion rear ends, the supposedly successful swing-axle car tried out at Naples having been discarded. On the two Lancia front suspended cars the megaphones on the ends of the eight exhaust pipes were as used previously, while the other two cars had reversed cones on the ends of the megaphones, a trick discovered by the motor-cycle world to prevent "megaphonitis" or bad pick up low down in the rev-range. The first pair of cars had the latest 1957 Ferrari-designed chassis frames and the other two the Ferrari-modified Lancia chassis frames. The other pair of Scuderia Ferrari cars were a 1956 Lancia/Ferrari, with full-width body and old-type chassis frame, and the 1957 Formula II car that ran so well at Naples. All cars were available to be driven by the four team drivers Collins, Hawthorn, von Trips and Trintignant, the spare Formula I car being a stand-by and the Formula II car being driven by everyone to get comparative figures for the future. This little car of the future was exactly as run at Naples, there having been no time since that event to make any alterations to it; not that it appeared to need any. Musso should have joined the team for this race, but his constantly recurring illness put him out, even though he was feeling quite well a few days before.

The Scuderia Maserati seemed much decided in their design problems and brought along three of their 1957 lightweight-chassis cars, all fitted with six-cylinder engines. These three were for Fangio, Menditeguy and Schell, the first two making their 1957 debut in Europe while Schell replaced Behra who was still suffering from his Mille Miglia practice accident. There were two more cars from Modena, one the much-used 1956 car with ducted radiator, fitted with a new six-cylinder engine and the other was the 12-cylinder-engined car that appeared at Syracuse, this being a 1956 chassis frame with modified steering arrangements in order to make room for the 12-cylinder engine, which was unchanged from the Sicilian outing, though the exhaust systems were new. Each bank of six-cylinders fed into a pair of exhaust pipes which terminated in short megaphone ends just in front of the rear wheels, the ends of the pipes being curved to exhaust outwards. In order to utilise the high revs of this engine a new five-speed gearbox had been designed, which permits the use of all five gears, unlike the normal Grand Prix box in which first gear is only for starting away from rest. This new gearbox fits into the normal Grand Prix chassis, being similar in layout to the old ones, with the gear shafts lying transversely across the car and to the right of the differential assembly. The fourth six-cylinder car was to be shared by Scarlatti and Herrmann, while the 12-cylinder was still looked upon as experimental.

Although the two Italian teams came well prepared, they were not alone, for Vanwall had three cars for Moss and Brooks to choose from, Connaught had three for the use of Lewis-Evans and Bueb, B.R.M. had two cars for Salvadori and Flockhart and there were two Cooper-Climax Formula II cars, one with an enlarged twin-cam Climax engine and the other with a 1,500-c.c. unit.

After the pushing episode last year when Trintignant's car had its nose folded up, the Vanwalls were not to be caught again and they were fitted with short blunt nose cowlings with a reinforcing bar across the front. In addition the wrap-round cockpit screens had been cut down to mere aero-screens, but more important was the fact that at last someone in a responsible position had taken a look at a modern aircraft. The fuel-injection pipes were now of reinforced flexible material and a length of this was also used as a control rod between the throttles and the injection pump, so that there was no reason for any more of the pettifogging troubles that had been going on so long. The Connaught team were also conscious of the necessity of some bumping and boring in the opening laps of the Monaco race and their three cars were fitted with short blunt noses built around a very rigid tubular framework extending forward from the main chassis frame. Two holes on the nose fed air into pipes which ran on each side of the engine and blew cold air on the driver's feet. Two of the cars were the normal Syracuse-type and the third was the new high-tail car that won at Goodwood, while all three were using Weber carburetters. The two B.R.M.s had the high wrap-round cockpit sides and were trying out various combinations of roll-bars and the team were trying to persuade Colin Chapman into advising on chassis problems, but he was not showing much interest. R. R. C. Walker's Formula II Cooper was fitted with a special twin-cam Climax engine that had been enlarged to close on 2 litres (it was driven by Brabham), while Leston was to drive the works Formula II Cooper with normal 1,500-c.c. twin-cam Climax engine.

The rest of the entry list was made up of private owners, for there were no works Gordinis running, they being the only factory team not represented. The Scuderia Centro-Sud had one car entered, for Masten Gregory; Gould, Simon and Piotti had their private Maseratis and the last-named had Gerini as reserve driver.

LOOKING IN AT JAGUAR

Some notes on the famous Coventry firm and a description of the new Jaguar XK150





XK150 AND 2.4-LITRE.—Two typical Jaguars, the latest model on the left, photographed outside the link-road section of the famous Coventry factory. The badge on the left is that worn by the new XK150, proudly proclaiming Jaguar's victories in the Le Mans 24-Hour Race in 1951, 53, 55 and 56—although the Jaguar factory has since withdrawn from motor racing.

THE title does not refer to the several occasions on which Jaguar cars have appeared on TV. It refers to a quick visit by MOTOR SPORT to see how the world-famous Coventry factory, which manufactures only cars of the highest performance, has recovered from the unfortunate fire last winter and to examine and photograph the new XK150 which supersedes the so successful Jaguar XK140.

THE JAGUAR FACTORY

The present Jaguar factory lies at the foot of Windmill Hill on the Birmingham side of Coventry and the Jaguar executives have thoughtfully provided huge arrowed signs indicating just where visitors should turn off the ring-road. This factory consists of a 600-yard-long line of buildings, with triangulated glass roofs, divided centrally by the link-road, the latter now roofed over and part of the factory. The fire which broke out in a tyre store last winter destroyed the contents and roof of the left-hand line of buildings, where the assembly lines are situated, as well as some 200 cars. It is now history that Jaguar faced this severe set-back with characteristic vigour and were soon back in production, at first employing all the staff, but in two three-day shifts. About a fortnight after the disaster production was steadily mounting towards normal, and this quick recovery of very vital export trade is largely due to the courage of the workers, who set about helping to clear up the mess in the burnt-out shops and then worked uncomplainingly in the bitter cold of wall-less unheated shops. It is pleasing to pay, even belatedly, this tribute to another triumph of British tenacity in defeating adversity.

To revert to the factory, when Jaguar outgrew the original Swallow premises at Coleshill, following the tremendous sales-appeal of the s.v. S.S.90 and 3½-litre o.h.v. S.S.100 sports cars, they sold out to their neighbours, the Dunlop Rim and Wheel Company. Today, the factory they have occupied since 1952 is leased to them; during the war it was the Daimler shadow factory.

As we have said, the left-hand side is devoted to assembly, being divided from the right-hand section as you face this long factory from behind the office blocks by the entrance road. Here the gallant efforts of many fire brigades stopped the spread of the flames, which was fortunate, because under the link-road is a 500-gallon petrol storage tank! The right-hand side is the engineering section, where engines are built up and tested and bodies arriving from the Pressed Steel Company are painted and pre-mounted on the separate box-section chassis.

It is only fair to explain that in describing the present arrangement of the factory some evidence of the fire still exists. Thus trimming has to be done in an area of the engineering section and seats and cushions are stacked in part of the quietly-elegant reception hall, on one wall of which hangs a painting of H.M. the Queen, reminder of her visit to the Jaguar works. Moreover, part of the one million square feet of the factory area is still "out of bounds" and much of the roof is temporarily repaired and will have to come down. To enable repairs to be effected, a new 250,000 sq. ft. building is being put up to house some of the assembly lines and, after the main factory is fully rehabilitated, it is expected that this will be retained for storage and spares dispatch, etc.

The reduced area of the factory due to fire damage has resulted in some cramping of the assembly lines, which now double back one behind the other so that the fullest possible use can be made of the reduced shop area. However, all 4,000 workers are employed on a full five-day week and Sir William Lyons has led his team rapidly back to nearly full production. We, who live in a country partly dependent on motor-car exports, rejoiceand give thanks that it is so.

The chassis frames, which arrive from Rubery Owen, are of box-section channel—except in the case of the XKSS, which has a tubular space-frame. Here it can be said that we saw only the prototype XKSS cars in the factory, for very unfortunately a batch of production SS Jaguars was destroyed in the fire and production had not recommenced at the time of our visit. However, the reception accorded in America to the one SS which was on the high seas at the time and thus arrived intact is well known to Jaguar, and no doubt the first customers' cars will arrive in New York any day now.

Some D-type cars were in the factory but production of these has ceased. Nor do Jaguar intend to take any further part in racing, at all events for the time being, which those who regard with pride the "Le Mans Winner—1951, '53, '55 and '56" plaques on their Jaguars must regret. The explanation is that the load on Chief Engineer Bill Haynes and loss of the ordinary mechanics who used to be taken from the production lines to work on the sports/racing Jaguars can no longer be tolerated. While they were in production 100 each were built of C- and D-type cars. Ecurie Ecosse now "wave the Jaguar flag" but they get only moral support from Coventry.

So production at Coventry is now concentrated mainly on the "2.4," "3.4" and Mk. VIII saloons, which use box-section chassis with torsion-bar i.f.s.

The chassis frames, with engines installed, proceed on trolleys while the bodies are mounted, overhead conveyors bringing seats, wheels, etc., to the assembly point and they then proceed at floor level for final assembly and finishing, two automatic chain-conveyors dealing with "2.4" and "3.4" saloons and a similar conveyor with the Mk. VIIM, Mk. VIII and XK models.

The bodies arrive unpainted and are stacked outside the factory under weather sheets until required. They then go through a long paint oven, lining one side of the body shop, on rotatable jigs, so that paint can be sprayed on adequately during the 13 hours each one spends in the oven. We write "paint" but, in fact, paint and cellulose have been replaced by synthetic enamel. XK bodies are welded-up in the factory, from pressed sheets delivered under contract. Castings also arrive from outside supply sources as Jaguar do not have a foundry, and these spend several weeks "in pickle" in the open. By purchasing complete saloon shells and XK body panels from outside suppliers Jaguar dispense with heavy presses, although they have small presses for the manufacture of seat-pans, body brackets, etc. Complete bodies are moved to the assembly lines on overhead electric hoists running on rails. Incidentally, Jaguar provide a weekly tour of the factory for interested individuals and parties, and neat overhead notices signify what each assembly line, or bay, is engaged on.

The engine assembly section of the Jaguar factory is extremely impressive. Here the famous twin-cam six-cylinder power units are built up and thoroughly tested. We were intrigued to see what looked like several hundred of these purposeful power units with their gleaming cam-boxes, stacked until required for installation in a



ONE OF THE JAGUAR PRODUCTION LINES with Mk. VIII saloons nearing completion.

chassis. There is no apparent standardisation in respect of machine tools and Landis, Churchill, Newell, Herbert, Maximatic and other lathes, grinding and lapping machines cope with crankshaft production. The individual care taken is notable. Crankshafts are examined carefully, journals hand-polished if necessary, and each one is dynamically balanced on Avery or Brockhirst electric balancing machines and then dynamically balanced again after the clutch assembly has been fitted. Before this, of course, a careful dimensional check has been made.

All engines are assembled, leisurely and carefully, by hand fitting, on a single automatic chain conveyor-line which starts at floor level as crankshafts are fitted into crankcases and continues on waist-high trolleys as the engines grow. Another chain-conveyor, parallel with this assembly line, carries " dinner-wagons " containing the required parts and components.

Towards the end of the line the gearboxes, with their short rigid levers, are fitted. It is significant that every Jaguar engine is thoroughly tested. A bay beside the end of the assembly line, to which completed power units are taken on 400-volt overhead cranes, is devoted to this testing. As exhaust gas and fluids are led away and fed from beneath the floor this shop is free from noise and fumes, although it is pleasantly warm !

Each engine is first run for 1½ to two hours at 1,500-2,000 r.p.m., some on petrol, some on town gas after being equipped with Mangoletsi gas carburetters. The sump is then removed, flushed out, and refitted for the power check on fresh oil. Some 25 Froude water-brakes are in use for this purpose, and every engine is tested for output in each gear (running with its gearbox in place), carburetter adjustments are made, and finally a flash-reading of maximum b.h.p. is taken. The complete test occupies four hours per engine. If an engine is below power or faulty it is given a red label and rejected. Engines which pass their test satisfactorily are sprayed with lanolin to protect the high polish of their cam-boxes and other parts from damage by sea-air during shipment. This is carried out in a small covered spray-chamber in which inspection is facilitated by four-tier neon lamps.

Quite as a sideline Jaguar machine massive crankshafts for outside firms under contract, using a Hey Engineering lapper installed when they built war-time tank engines.

The thorough testing, following the careful hand assembly, of the car engines bears comparison with the best Continental practice, and it is on account of the time spent on the test-beds that large quantities of engines have to be stacked up, to keep pace with the flow of car assembly.

Each car goes for an 8-10 mile road test, first in the hands of a driver who reports any faults. These are rectified and a different driver, who is not told the findings of the first driver, goes for a further run, so that a double check is obtained. Temporarily the test department is situated in the aforesaid Dunlop factory. Each completed Jaguar is then carefully examined under neon lighting and body blemishes, etc., rectified. Twelve test-drivers and a total of 48 staff are employed in the rectification section.

At present the output is in the region of 69 cars a day, a week's output of some 345 Jaguars being composed, on an average, of 60 per cent. saloons, 40 per cent. sports cars. A board in the linkway giving the output from hour to hour, and indicating which departments are causing a lag, if any, acts as a spur to production.

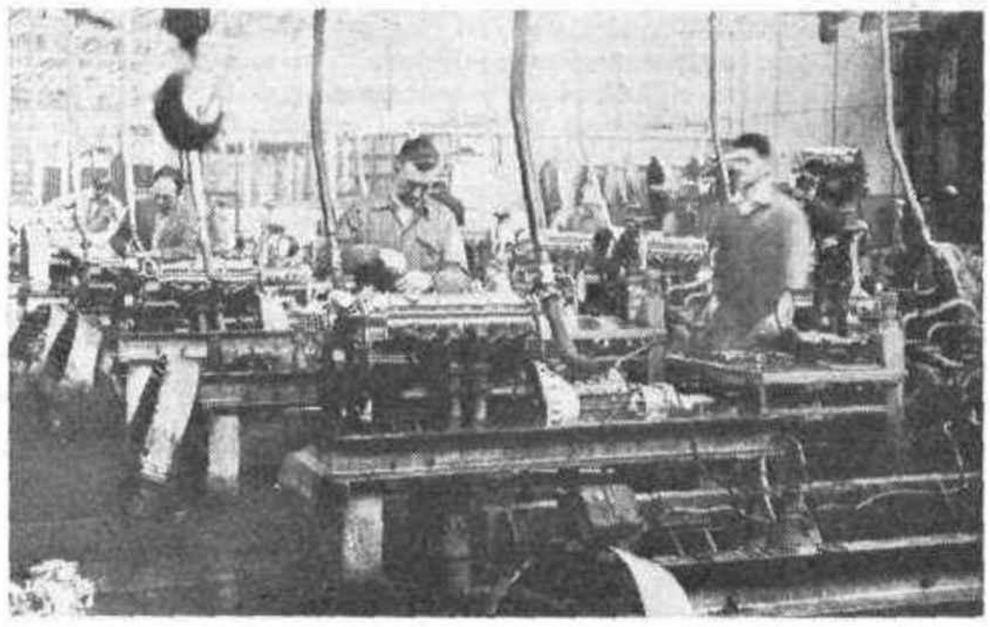
RUN IN A 3.4-LITRE SALOON

Bill Rankin, Jaguar P.R.O., after taking us round the factory, drove us to lunch in a 3.4-litre Jaguar saloon with automatic transmission and later let us try it for ourselves. This roomy saloon, luxuriously upholstered in leather, with an imposingly deep, full-width walnut-veneer facia made in the factory, is an impressive " business-man's express." The seemingly unlimited supply of power which pours from the outstandingly smooth and quiet twin-cam engine is no surprise to those who have driven an XK model, but the supple yet roll-free ride, powerful brakes, and light steering possessing a taxi-like lock are amongst the pleasant surprises. The " 3.4 " is a very silent car, so that minor body noises are noticed. The Borg Warner automatic transmission embraces a wide brake pedal in lieu of a clutch pedal for those sufficiently dexterous to brake with either foot. The control lever for selecting reverse, low, drive, park, and neutral protrudes from the centre of the facia in a horizontal quadrant and is sensibly lettered. By flicking a switch on the right of the facia-sill middle gear can be held to any desired r.p.m. after being selected by a kick-down change, instead of top re-engaging at about 45 m.p.h. The engine ran-on after being cut at the conclusion of a short, fast drive. This fine 120-m.p.h. car is now available on the home market. It differs from the 2.4-litre in having S.U. instead of Solex carburetters, apart from the difference in engine size. It is distinguishable from the rear by its twin exhaust pipes, from the side by its non-spatted back wheels, and from the front by a wider radiator grille. So great is the prevailing demand for these saloons that there is no likelihood of an open version being introduced. Incidentally, asked if Jaguar care at all for history, Mr. Rankin reminded us that they own a fine example of Austin Seven Swallow saloon, on loan to the Montagu Museum together with a D-type Jaguar.

THE NEW XK150

The XK140 has been superseded by the new XK150, which we examined and photographed but were not invited to drive. This retains the same chassis and wheelbase as the XK140 but has as standard the B-type cylinder head developed for the Mk. VIII, which gives good torque at moderate r.p.m. while providing a maximum of 210 b.h.p. at 5,500 r.p.m., on a compression-ratio of 8.0 to 1, using twin S.U. H.D.6 carburetters. Three transmissions are available—a normal box with ratios of 11.95, 6.58, 4.54 and 3.54 to 1; a box with Laycock overdrive on top gear, giving ratios of 13.81, 7.60, 5.24, 4.09 and 3.18 to 1; or a Borg Warner automatic box giving ratios of 8.16-17.6 to 1, 5.08-10.95 to 1 and 3.54 to 1, selected mechanically. An outstanding feature of the XK150 is the use of Dunlop 12-in. disc brakes on all four wheels. Normally bolt-on wheels shod with Dunlop " Road Speed " 6.00 by 16-in. tyres are supplied, but centre-lock wire wheels are available as an extra.

Inside the coupé body of the XK150, which retains two folding occasional seats behind the two front seats, greater width and better visibility are immediately apparent. A wrap-round screen and partially wrapped-round large back window have altered both the appearance and the pleasure of occupying the body. Luggage space remains the same in area but is enhanced because the front wall of the boot hinges down so that golf-bags, etc., can be thrust through to the



THOROUGH.—Part of the Jaguar engine test-shop, where the powerful twin-o.h.c. power units are run and tested. The complete test occupies up to four hours.



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The XK150.

rear compartment of the body. The doors have very spacious storage wells and the familiar imposing facia is retained.

The weight of the fixed-head coupé is quoted as approximately 26 cwt. A drophead coupé is also available. With a top speed of approximately 130 m.p.h. and disc brakes as sure as the drum brakes on the very earliest XK120s were doubtful, the Jaguar XK150 should sell even more readily, especially in the U.S., than did the exceedingly popular XK140, which has contributed generously to Jaguar's splendid record of post-war export sales exceeding 52½ million dollars.—W. B.

B.A.R.C. S.W. CENTRE SPEED HILL-CLIMB, BRUNTON—(May 12th)

THE S.W. Centre of the B.A.R.C. was unlucky on the occasion of the 14th Brunton Hill-Climb, for torrential rain put paid to record speeds and put the timing apparatus in a dour mood. It takes more than this to daunt the B.A.R.C., however, and, with John Morgan spectating and a record entry of 90, this pleasant event was run off not too far behind schedule, the road even drying somewhat for the late runs.

Brunton is charmingly reminiscent of the speed hill-climbs of the 'twenties and 'thirties. The ⅓-mile course lies in that "uncharted" area of Wiltshire near the picturesque villages of Ludgershall, Collingbourne Ducis and Collingbourne Kingston. The start is from a farmyard, the "start" banner slung between two barns, one of which conveniently houses the time-keepers, on this occasion using a new, very special Swiss watch. The course takes a fast left-hand curve in a dip (where Patsy Burt alarmed us by getting her blue Cooper-Climax partially up the bank in practice) before climbing up to the long, tight, right-hand bend before the finish. Spectators get a fine view from an undulating meadow on the left, protected by banks and iron railings. Moreover, they can drive their cars up to the railings and, on May 12th, were given an excellent commentary by Ian Hammond, who, from the security of a TR Triumph, dispensed technical details of the competing cars—a conscientious commentator who really does take the trouble to ferret out interesting items. After each class the cars return down the hill, branching off to the right and using a country road to return to the rural setting of the Paddock. It is all very akin to the public-road speed events of pre-1925, except that the course, although tarmac-surfaced, is rather narrower than the public roads they diced over in those days.

With the farmyard a quagmire, rain coursing down the hill, and lots of mud in the starting area there wasn't a hope that the course record (G. Parker—Jaguara—24.56 sec.) or the Ladies'-record (Patsy Burt—Aston Martin—25.92 sec.) would be lowered, and as Brunton is a safe hill, excitements normally being comparatively mild, we concentrated on the diverse machinery in the Paddock. Here follow notes on some of the competing cars, with results appended from which can be assessed what proved effective on this occasion.—W. B.

Saloons up to 1,500 c.c. : Gosnell's Ford Squire had Aquaplane mods., the Cawseys' Dauphine was standard, Brierley's Ford possessed twin S.U.s and Aquaplane head, Bath's Thames van used merely an enlarged choke and h.c. head but Hilton's Ford had a Shorrocks supercharger puffing at 4 lb./sq. in. Clayton's M.G. Magnette was standard save for under-inflated rear tyres but Heatley's Elva-team Ford was endowed not only with Elva head and four Amals but a petrol pump was cunningly contrived to create a constant vacuum for the German suction-operated overdrive.

Turner's Ford Popular was L.M.B.-ised, its rear track wider than standard, Clear drove a normal 1938 Lancia Aprilia, Vagg a normal Hillman, and Cuff-Miller's Ford was Elva-headed. Very interesting was George Hartwell's Singer Gazelle saloon, with twin-cam H.R.G. head, central gear-lever, separate front seats and overdrive on second, third and top gears. If it develops successfully it is destined for the Alpine Rally.

1. Heatley (Ford), 35.82 s. 2. Hilton (Ford), 36.12 s. 3. Hartwell (Singer), 36.9 s.

Saloons over 1,500 c.c. : Farquharson's Allard was a s.v. Mercury coupé, Odoni's Ford Zephyr had a two-carburetter Mays conversion and claimed over 130 b.h.p., Webb's Jensen 541 ran on Pirellis, Justesen's Aston Martin was a 2.6-litre DB2/4, Cooper's 2½-litre Riley had twin exhausts emitting a noticeably rich mixture, and Standring's Ford Zephyr had run over 40,000 miles. Tiller's Ford V8 wasn't very happy.

1. Cooper (Riley), 32.38 s. 2. Webb (Jensen), 32.85 s. 3. Justesen (Aston Martin), 32.98 s.

Closed and sports cars up to 1,400 c.c. : Burrows ran an Austin Seven Special with Bowden two-tier transverse-spring front suspension, twin S.U.s, Alta head, and header tank on the scuttle. Leighton's Mk. XI Lotus used a twin-S.U. tuned Ford engine and had the rare full-width screen. Gardner's Ford/Cooper was reputed to have the ex-Fenning 500 chassis, in which was a front-mounted Aquaplane Ford Ten engine, the rear suspension incorporating an M.G. differential with the Cooper layout. The Grayford Special had been rebuilt with a space-frame, with Ford Ten engine and Austin Seven rear-end. Two Austin Sevens ran in this class, Lloyd's alloy-body "Chummy" with cut-down screen, but otherwise original, even to its engine and 4.9 axle; it had, however, twin S.U.s, a four-speed gearbox, hydraulic front shock-absorbers and anti-bounce coil-springs at the back. Reed's sports two-seater Austin Seven had a twin-S.U. Aquaplane Ford Ten engine and 5.25 axle.

1. Leighton (Lotus), 31.6 s. 2. Gardner (Ford-Cooper), 32.35 s. 3. Gray (Grayford), 32.89 s.

Closed and sports cars, 1,401-1,900 c.c. : Pascoe's Porsche was a 1,500 standard, Burke's a Carrera, while Smith had substituted an Elva Ford Ten (Class 1) for his M.G., which had seized-up at Goodwood. Wadsworth had brought his twin-Weber Porsche Carrera in place of his Denzel.

1. Burke (Porsche), 30.08 s. 2. Wadsworth (Porsche), 30.68 s.

Closed and sports cars over 1,900 c.c. : Blonde Miss Notley had a normal 2.6 Austin-Healey 100, Rudd drove the Le Mans Replica Frazer-Nash with which Tony Crook broke Class E records, its compression-ratio up to 9½ to 1, and the Parks had an A.C. Ace with the Bristol engine from the Tojeiro Mrs. Parks inverted some time ago. Wood's R.G.S.-Atalanta had a triple-S.U. Aston Martin DB2 power unit. Mather drove a Silverstone Healey. Payne's Triumph had an outsize exhaust pipe and an oil-cooler.

1. Rudd (Frazer-Nash), 28.86 s. 2. Park (A.C.), 28.97 s. 3. Looker (Morgan), 29.82 s.

Sports/racing cars up to 1,500 c.c. : Patsy Burt was a determined competitor in her ex-Leston Cooper-Climax, with her matching Dauphine as useful shelter from the rain. Cunane had a Mk. VIII Lotus-M.G., Andrew a Lotus-Climax with J2 M.G. gearbox and a slightly too high 4.7 axle ratio, the rear-end being an interesting adaptation of Buckler-de Dion. Threlfall's Tojeiro-Climax had a space-frame like a scaled-down Tojeiro-Jaguar; it non-started.

1. Andrew (Lotus), 28.1 s. 2. Miles (Lotus), 29.3 s. 3. Willmott (Lotus), 29.9 s.

Sports/racing cars over 1,500 c.c. : Miles entered a Doretti, the Cripps Special appeared, as it always does at Brunton, and Hoskin drove the vintage Beckenham Special, with rare 18/80 M.G. Tigress engine, Lancia i.f.s. and Ford V8 back axle. Farquharson ran his other Allard in this class, a Downton-prepared J2 with Alvis four-speed gearbox.

1. Rudd (Frazer-Nash), 27.53 s. 2. Park (A.C.), 28.16 s. 3. Farquharson (Allard), 28.63 s.

Racing cars up to 500 c.c. : Colton's Mk. IX Cooper had propulsion by J.A.P. Mayne's was a Cooper-Norton.

1. Colton (Cooper), 28.15 s.

Racing cars over 500 c.c., less than four cylinders : Truscott was driving his ex-Wharton Cooper with ex-Collins 1,098-c.c. supercharged J.A.P. engine for the first time. Good's Cooper 1,100 was the ex-Owen car and Cottrell had a Mk. VI Cooper 1,100 with tiny sprint tank on a stalk above the engine.

1. Keylock (Cooper), 26.19 s. 2. Truscott (Cooper), 26.78 s. 3. Good (Cooper), 28.45 s.

F.T.D. : Keylock. **Fastest S.W. Centre Member :** Park. **Fastest Lady :** Miss Burt. **Fastest Novice :** Miles.

N.B.—The above results supersede those given in the Pictorial Review, which were based on provisional figures.

Further Brunton hill-climbs are due on June 23rd and Sept. 15th.

G.B. PLATE TRANSFERS

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With Moss in the Mille Miglia

By Denis Jenkinson

OUR starting time was 5.37 a.m. and our number 537, the last car to start in the 1957 Mille Miglia. For the previous three mornings we had been out on a practice run from Brescia to Padova, leaving the start at the race time, so that when we went along to the Viale Rebuffione at 5.15 a.m. on Sunday morning and took our place in the queue leading to the starting ramp we were both feeling on top of the world. The " four-five " Maserati was all set to go, we had given it a thorough testing under all conditions and it was far more potent than the SLR with which we had set the race record in 1955, so that when team-manager Ugolini told us that the weather was perfect to Pescara and looked like staying so for the rest of the day we both felt confident that we could improve on our 157-k.p.h. average. With Behra a non-starter we had two minutes to wait after Taruffi left, at 5.35 a.m.; then the flag fell, we trickled down the ramp, opened up in bottom gear and as all 400 b.h.p. took hold we fairly shot off up the road into the avenue formed by the milling throng of spectators.

We had barely left Brescia when I sensed that the big V8 engine was buzzing round at 7,000 r.p.m., and a glance across at the rev.-counter showed this to be true, but then I swallowed hard as I saw that Moss was pulling out the overdrive gear, which was acting as a sixth speed, and we were up at 6,700 r.p.m. in overdrive fifth gear. This two-speed gearbox between the engine and the rear-mounted regular five-speed box was a crafty " gimmick " that Maserati had schemed up specially for the Mille Miglia, so that we were geared in the super-top ratio for 285 k.p.h., which we estimated to use on rare occasions, and here we were doing 272 k.p.h. (approximately 168 m.p.h.) just as we were leaving town, on a straight of barely two kilometres. We looked at each other and grinned, for this was acceleration that was a new experience and, with dry roads and the sun covered by light cloud, everything was on our side.

We had covered barely 12 kilometres when we slowed down from our 270-k.p.h. cruising speed for a couple of sharp right-handers, and then we went into an 80-m.p.h. left-hand bend, with an approach speed of about 130 m.p.h. I was conscious of the driver changing down and checking the car with the brakes, and then it seemed to accelerate and I saw that he was deliberately sliding the car into the inside of the corner as we approached and my first thought was that it had jumped out of gear. This thought was heightened when I saw him make a violent grab at the gear-lever while the car was sliding across the corner, and then he stopped working on the wheel and we slowed up. I thought, " Well, go on then, accelerate," but he didn't and I looked sideways to see him pointing at the floor; looking down, I swallowed hard for there were only two pedals on the cross-shaft, an accelerator and a clutch pedal, the brake pedal was lying on the floor amongst the pipes and rods, and I then realised why Moss had gone into the corner about 15 m.p.h. too fast . . .

It was surely the shortest and sharpest Mille Miglia anyone has ever done; there was no question of going on for the pedal arm had broken off about one inch above the cross-shaft and the hand-brake was about as useful as a sports-car " regulation hood." You can't drive a 400-b.h.p. 25-cwt. two-seater without brakes and hope to keep up with anyone, so we had nothing to do but retire on the spot.

Before the race we had been joking about ways and means of retiring early in the Mille Miglia and what it must feel like; now we knew. About the only way we shall beat our 1957 record retirement is to fall off the side of the starting ramp in 1958 !

Had such a breakage occurred on a British car there would have been harsh words and rudery in the Press, as it was an Italian car there was some pretty lurid shouting and yelling, but most people, including ourselves, were almost speechless. The reason for such a stupid failure on a brand new car was hard to justify and can only be blamed on a flaw in the metal tube that forms the brake-pedal arm. Even so it was completely and utterly inexcusable, for closer study showed that it had started to fail at least two days before the race, but though we were annoyed about the whole affair we had to commiserate with Maserati for they had put everything they had into this 4½-litre and for the first time ever there had been a good certainty of a Maserati win in the Mille Miglia, a thing that has not yet happened, for that " four-five " is a fabulous performer.

XXIV MILLE MIGLIA

Ferrari Sweep the Board Once Again

BRESCIA, ITALY, *May 12th.*

AS with many big motor races, the 1957 Mille Miglia resolved into a straight fight between the Scuderia Ferrari and the Scuderia Maserati. This being a sports-car race both teams brought out their big guns and there was every prospect of a real dice over the 1,597 kilometres of Italian roads that constitutes the single lap of the Mille Miglia course. After the Sebring race Ferrari looked at his 3.5-litre V12 engines, with their four o.h.c., and decided that he needed more horsepower if his drivers were going to cope with the 4.5-litre V8 Maserati, also with four o.h.c., for the Trident car was giving an honest 400 b.h.p. and proving unbelievably reliable. The two weeks before the Mille Miglia saw Modena and Maranello hard at work on their cars for this tough race, while drivers were circulating Italy in all manner of vehicles, learning the roads and the conditions. Every now and then the *via* Emilia, which runs through the centre of Modena from Bologna and is part of the course, would have its normal civilian pandemonium shattered as a Ferrari or Maserati, with trade plate number hastily painted on the tail, would scream away into the middle distance. Sometimes, these two-seater Grand Prix cars, looking like sports cars, would head for some long straight to try and discover top speed, or be taken up into the mountains beyond Bologna, to sort out suspensions, gear ratios, brakes and handling. All the while at both factories, almost night and day, the test-houses would be emitting the bellowing of the big V8 or the scream of a V12.

Although the outright win obviously lay between Ferrari and Maserati, there was going to be a total of over 300 competitors sub-divided into numerous categories and classes, so that similar activity was going on in Bologna at the Osca factory, in Modena at Stanguellini, in Milan at Alfa-Romeo, in Turin at Lancia and Fiat and so on, while cars from other countries were being prepared and arriving in Italy daily. Jaguar, Porsche, Renault, Ford, Sunbeam, M.G., Peugeot, even a special from America, were all coming over the border for this most fascinating of the classic races, and one of

CLASS RESULTS

Turismo and Gran Turismo

			k.p.h.
Up to 750 c.c.			
1st : A. Thiele (Fiat-Abarth)	13 hr. 32 min. 33 sec.	—117.925	
2nd : M. Guarnieri (Fiat-Abarth)	13 hr. 38 min. 40 sec.		
3rd : V. Gianni/L. Gianni (Fiat-Abarth)	13 hr. 45 min. 57 sec.		
750 c.c.—1,000 c.c.			
1st : J. P. Vidilles (DB)	13 hr. 47 min. 42 sec.	—115.766	
2nd : P. Frere (Renault Dauphine)	13 hr. 47 min. 55 sec.		
3rd : P. Garnache / H. Sellier (Renault Dauphine)	14 hr. 00 min. 20 sec.		
1,000 c.c. to 1,300 c.c.			
1st : R. Martin/M. Convert (Alfa-Romeo s.v.)	12 hrs. 39 min. 44 sec.	—126.123	
2nd : P. Laureati (Alfa-Romeo s.v.)	12 hr. 44 min. 50 sec.		
3rd : C. Spiliotakis/S. Zanonos (Alfa-Romeo)	12 hr. 48 min. 54 sec.		
1,300 c.c.—1,600 c.c.			
1st : P. Strahle/H. Linge (Porsche Carrera)	12 hr. 10 min. 08 sec.	—131.236	
2nd : D. Lissmann (Porsche Carrera)	12 hr. 29 min. 45 sec.		
3rd : H. Walter/H. Reinhold (Buick Carrera)	12 hr. 33 min. 18 sec.		
1,600 c.c.—2,000 c.c.			
1st : L. Nobile/P. Cagniana (Fiat 8v)	13 hr. 00 min. 49 sec.	—122.717	
2nd : J. Arosio (Alfa-Romeo Sprint)	13 hr. 18 min. 59 sec.		
3rd : M. Travaglini/L. Spina (Fiat 8v)	13 hr. 23 min. 54 sec.		
Over 2,000 c.c.			
1st : O. Gendebien / J. Wascher (Ferrari 250GT)	10 hr. 35 min. 53 sec.	—150.688	
2nd : C. Luglio/U. Carli (Ferrari 250GT)	11 hr. 26 min. 58 sec.		
3rd : " Ippocrate " (Ferrari 250GT)	11 hr. 30 min. 55 sec.		

Sports Cars

Up to 750 c.c.		
1st : G. Rigamonti (Osca)	13 hr. 29 min. 41 sec.	—118.342
2nd : J. Laroche/R. Radix (Osca)	13 hr. 31 min. 11 sec.	
3rd : G. Laureati (Osca)	13 hr. 40 min. 25 sec.	
750 c.c.—1,100 c.c.		
1st : G. Cabianca (Osca 950 c.c.)	12 hr. 51 min. 46 sec.	—124.156
2nd : C. Manfredini (Osca)	13 hr. 22 min. 52 sec.	
3rd : C. Falli (Osca)	13 hr. 32 min. 14 sec.	
1,100—1,500 c.c.		
1st : U. Maglioli (Porsche RS)	11 hr. 14 min. 07 sec.	—142.141
2nd : H. Schiller (Porsche Spyder)	11 hr. 54 min. 24 sec.	
3rd : M. Saucken/G. Bialas (Porsche Spyder)	12 hr. 54 min. 05 sec.	
1,500 c.c.—2,000 c.c.		
1st : G. Munaron (Ferrari 500/TRC)	11 hr. 32 min. 04 sec.	—138.454
2nd : G. Koechert (Ferrari 500/TRC)	11 hr. 49 min. 02 sec.	
3rd : S. Sbraci (Ferrari 500/TRC)	12 hr. 02 min. 08 sec.	
Over 2,000 c.c.		
1st : P. Taruffi (Ferrari 4.1-litre)	10 hr. 27 min. 47 sec.	—152.632
2nd : W. von Trips (Ferrari 3.8-litre)	10 hr. 30 min. 48 sec.	
3rd : G. Scarlatti (Maserati 300S)	11 hr. 00 min. 58 sec.	
" Coppa Nuvolari " Cremona-Brescia		
1st : O. Gendebien / J. Wascher (Ferrari 250GT)	39 min. 43 sec.	—199.413

the last remaining town-to-town road races. When the final list of starters was drawn up Ferrari entered four 12-cylinder cars, all with the engines enlarged since Sebring. Collins, with Klementaski as navigator, had a 4.1-litre, Taruffi, relying on his fantastic knowledge of the roads, had a similar car, von Trips relying solely on his natural ability, having a 3.8-litre and the fourth car being driven by de Portago, with his friend Nelson as navigator. This fourth works Ferrari should have been for Musso, but he was still unwell and certainly not fit enough to race for 1,000 miles non-stop. In a Gran Turismo 3-litre V12 "Europa" were that remarkable pair, driver Gendebien and navigator Wascher, and though not in the sports class everyone was going to keep an eye on them in the General Classification. From Maserati were entered two of their fabulous 4.5-litre cars, a brand new one for Moss, who was being navigated by Jenkinson, and the Sebring-winning car for Behra. These two monsters were to carry all the Maserati hopes for putting up a fight against Ferrari, but in addition there was a new experimental car for Herrmann to drive. This was a 3-litre chassis fitted with a new V12 engine of 3.5-litres, it being an enlarged Grand Prix engine, made from the Grand Prix castings, but having a larger bore and longer stroke. To the casual eye this unit was a Grand Prix engine of the type tried-out at Syracuse early in the season, and this experimental car also had a new five-speed Grand Prix gearbox and carried brakes from a 4.5-litre Maserati. A fourth car was a normal 3-litre 300S, with the big front brakes from the "four-five" and was to be driven by Scarlatti. Maserati also had 2-litre cars in the hands of Bordoni, Bellucci and Pagliarini, in direct opposition to the new 2-litre Testa Rosa Ferraris of Munaron, Sbraci, and Koechert. Also in the big sports-car class were Flockhart with an Ecurie Ecosse D-type, Steed with his Cooper-Jaguar, the Americans Miller and Harrison with their 6½-litre Chrysler-engined "hot-rod" special, and the start was so arranged that these private-owners left before the works entries, with a gap of five minutes between the two groups, so that the works drivers would have a clear run in the opening stages.

Naturally, there was as much rivalry in the other classes, especially among the Gran Turismo cars, such as the Giulietta Alfas and Porsches, but it was nice to see a great number of British cars joining in the fun of these lower classes. Two Sunbeam Rapiers, with engines enlarged to 1¼-litres and fitted with extra equipment such as larger fuel tanks were being driven by Miss Van Damm/Humphrey and Harper/Reece, Nancy Mitchell had a TR3 hard top, Wisdom a six-cylinder Austin-Healey, Riley/Meredith with a warmed up Zephyr, Gregor Grant with a Lotus 1,100, Clarke with an Aceca, and the Fitzwilliam team of M.G.s. While there is no British manufacturer capable of challenging Ferrari and Maserati for an outright win in the Mille Miglia, the efforts of individuals to break up Italian monopolies in the various minor categories deserves every possible credit.

During the Thursday and Friday before the race the main square in Brescia was a scene of rising animation as touring and grand touring cars went through scrutineering, followed by many of the sports cars of the smaller capacities. But it was Saturday morning that saw excitement reach its highest point when first of all the Maserati team arrived and then the full Ferrari team. By lunchtime Saturday, Brescia and the surrounding districts could barely contain themselves with excitement, and after the last Ferrari had been scrutineered there was comparative quiet about the place, but nevertheless the air was alive with a fantastic expectancy.

With only 301 starters this year, the first man was not sent away until 11 p.m., but once he had left there was a continual stream of competitors leaving the starting ramp and setting off on 1,000 miles of dicing on the normal Italian roads, adequately guarded and closed to normal traffic. At the last minute there had been two upsets. Firstly, on Friday Behra had an accident while out on test with his 4.5 Maserati, and though he was lucky to escape with only a broken wrist and cuts and bruises, he was unable to start. Another unfortunate was Cabianca, who blew-up the engine of the works 1,500 Osca after scrutineering, so at the last moment he took the 950-c.c. works car which should have been driven by Morolli. This was especially unfortunate as the 1,500-c.c. class was all set for a big battle between Cabianca and Maglioli, the latter driving a works Porsche RS Spyder. Apart from them being in the same class they were due to start one minute apart, which would have really stirred things up. With this change it meant that both Cabianca and Maglioli were almost sure of a class win, for the opposition to two such champions of open-road racing was negligible. With Behra a non-starter all the Maserati hopes rested on Moss with the other "four-five," for Herrmann's car was very experimental and Scarlatti could not hope to compete against the might of Ferrari with a 3-litre Maserati.

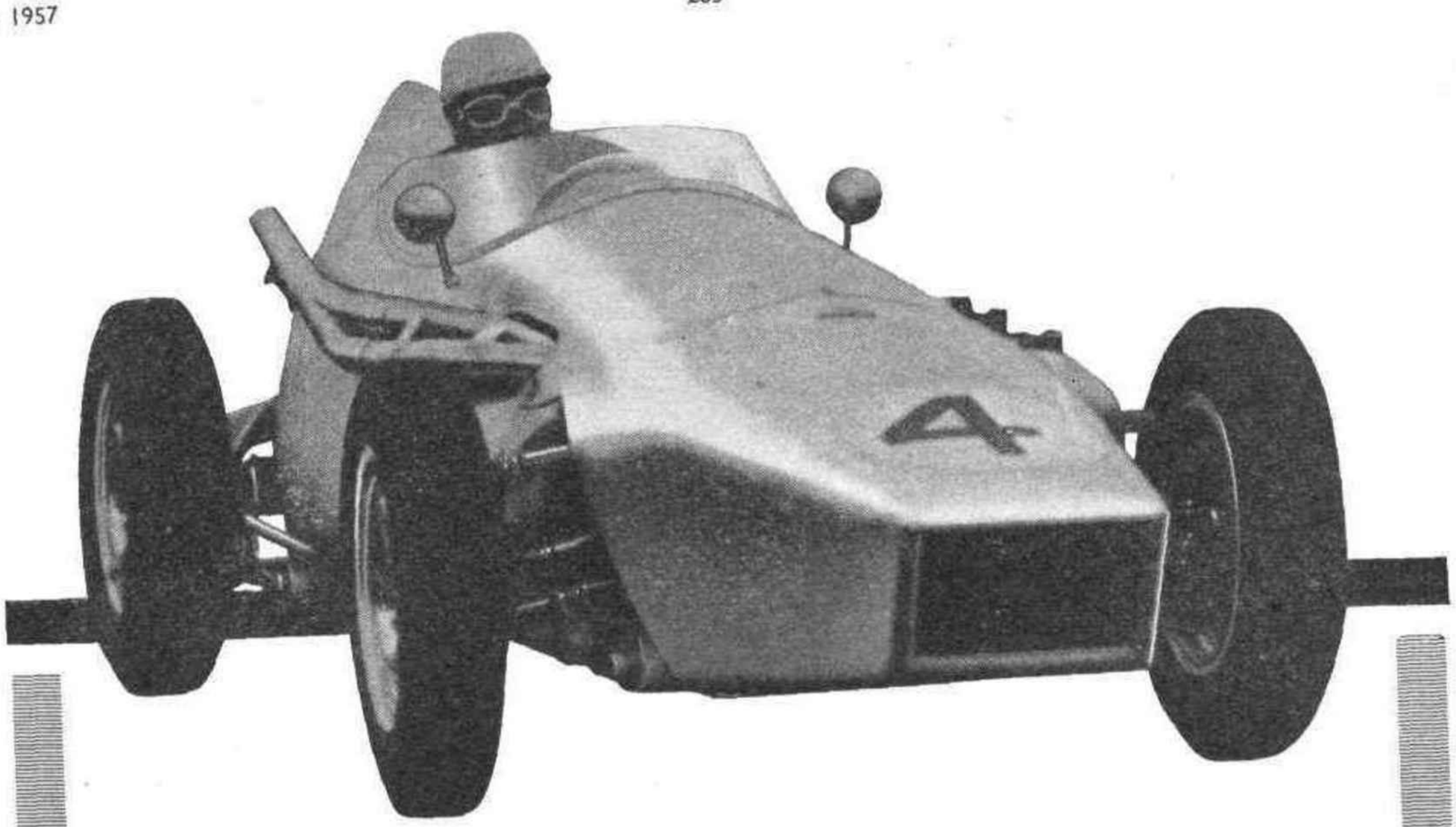
Barring accident, the outright win lay between Moss with the big Maserati, who was hot favourite, and Collins and Taruffi with the 4.1-litre Ferraris, while von Trips and de Portago were unknown quantities that needed watching. Likewise, Gendebien with the Gran Turismo 3-litre needed watching closely, especially if there was any rain. In the big Gran Turismo class were many more 3-litre Ferraris and numerous 300SL Mercedes-Benz, but none driven by anyone capable of challenging Gendebien. At 5.30 a.m. on Sunday morning Scarlatti left, to lead the works cars, followed at one-minute intervals by de Portago, von Trips, Herrmann, Collins, Taruffi, then a break where Behra should have started, and finally Moss. As the V8 Maserati roared out of Brescia to start this high-speed tour of Italy the crowds at the start returned home for breakfast. Already the rest of Italy was in a high state of excitement for the small cars were well on their way and the 750-c.c. Abarth-Fiats were approaching Rome. All along the route the roads were being closed about two hours before the first car was due, and back at Brescia they were being opened as soon as Moss had gone by.

As with so many Mille Miglias, this was not a Maserati day, for only 12 kilometres from the start Moss had the brake pedal break off at the root just as he was entering a fast bend. He managed to skitter round the corner but it was the end of the race for him and for Maserati, and the four works Ferraris sped along the fast roads to Verona, Padova, Ferrara, and the first control at Ravenna, little knowing that their chief rival had already retired.

Weather conditions were ideal, with dry roads and slight cloud obscuring the sun, so that the average to Ravenna was good, von Trips taking the shortest time of 1 hr. 37 min. 21 sec., an average of 186.748 k.p.h. Collins was second, Taruffi third, de Portago fourth and Gendebien fifth, so that already the race was turning into a Ferrari benefit. With competitors starting at one-minute intervals the position over Gendebien was interesting, for he left Brescia at 4.17 a.m. as against the others in the Ferrari team who left after 5.30 a.m. as the Belgian driver was in the Gran Turismo class. This meant that he always arrived at controls long before the others, but until they clocked in it was not possible to gauge accurately his performance. With Moss out so early and Behra a non-starter, it was hoped that Herrmann would uphold Maserati fortunes, but just before Ferrara he ran over a solid object and made a hole in the sump, so by the time everyone had gone through Ravenna the only hope for Maserati to get anywhere was Scarlatti in the 3-litre.

The Ferrari team received notification of only the first three positions at the Ravenna control, so that they did not realise that their only rivals were already out. The reactions to this monopoly were interesting, for von Trips eased up, Collins was shaken to have the German leading at the first control, so went much faster, and Taruffi, as always, really got into his stride down the fast leg of the Adriatic coast. Gendebien, of course, could know nothing of what was going on behind him, and just drove as hard as he and the car could stand. By the time Pescara was reached both Collins and Taruffi had overtaken von Trips, and before they turned inland to head for Popoli and the mountains they realised the Maserati menace existed no longer, for Ferraris were still in the first five places. Scarlatti was doing his best, but he could form no challenge and was just keeping ahead of Flockhart with the D-type. Of the other large cars the American Chrysler Special had dropped out with a cracked brake drum and a split exhaust manifold, and Steed had retired with sticking brakes.

Naturally there was much excitement in the other classes, but for the time being we must consider those in the running for the outright win. By Aquila the order was unchanged and the four sports Ferraris were conducting a clean sweep in the order Collins, Taruffi, von Trips and de Portago, with the Gran Turismo car of Gendebien ever in fifth place. Scarlatti was only just holding on to sixth place, for Maglioli with the Porsche was obviously going all out for a good position over all, rather than resting content with a certain class win, and he was already seventh, Flockhart having retired with the petrol tank adrift. Through Rome there was no change in the order and Collins now seemed certain of victory for there was no need for any of the Maranello drivers to force the pace. The average to Rome was 172.965 k.p.h., so that it did not seem as though the leader was easing up at all. As far as the General Classification was concerned there seemed little likelihood of any changes and while the weather still remained good the speeds of the leaders remained high. On the fast winding stretches to Siena Collins continued to increase his lead and by Florence he was nearly nine minutes ahead of Taruffi. However, over the Futa and Raticosa mountain passes the leading Ferrari began to make ominous noises from the back axle, and already Taruffi's car was showing similar symptoms, the extra power of the 4.1-litre engine presumably being too much for the transmission. Away from the Bologna control went Collins and Klementaski, both keeping their fingers crossed for the grinding from the back end was getting worse, and though they drove light-footed along



GOODWOOD EASTER MEETING

FORMULA I RACE FOR THE GLOVER TROPHY

1st **CONNAUGHT** driven by Stuart Lewis-Evans

2nd **CONNAUGHT** (R. R. C. Walker) driven by Jack Fairman

CONNAUGHTS

rely on

MINTEX

BRAKE LINERS

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the fast stretch to Piacenza they never made that city, for at Parma the grinding became too much and they came to rest with a broken rear axle. Meanwhile Taruffi had eased off a great deal, so that von Trips began to gain on him, and when Collins retired and Taruffi went into the lead the young German was running in company with the old man from Rome. Having started three minutes earlier, it meant that Taruffi had a certain lead of three minutes providing he kept his team-mate in sight. Behind them de Portago had slowed considerably and, unbeknown to him, Gendebien had passed into third place, for the Belgian was still pushing the Europa along absolutely flat out. Poor Scarlatti was completely on his own, but managing to hang on to his position, the Porsche being fast but not fast enough to beat a 3-litre Maserati.

When Taruffi went through Cremona with von Trips in close company it was obvious that they were touring in to win, both hoping that they would not suffer the same fate as Collins, while de Portago was now rather a long way back. Gendebien was first home of the works cars and an easy winner of the Gran Turismo class, but he had to wait until the others arrived to know his position overall. Taruffi and von Trips arrived back at Brescia running almost side by side, so that after being in the lead at some point or another almost every year in the past, but never finishing, Taruffi had at last finished a Mille Miglia, and to everyone's enjoyment he was the outright winner. Von Trips, making his first really serious drive for the Scuderia Ferrari, had more than justified expectations by finishing second.

After de Portago had gone through Cremona it was clear that he could not improve on Gendebien's time, so the Gran Turismo car was third overall, and it was just a matter of the Spanish driver getting to the finish, to be placed fourth. Alas, he never managed it for while travelling at close on 170 m.p.h. along a fast straight between Mantova and Brescia a tyre was said to have burst and the car was hurled into a ditch, to rebound across the road and into the opposite ditch, both driver and passenger being killed. This lamentable accident and the loss of two such keen sporting characters was a sad blow and caused the Mille Miglia to end on a rather unhappy note. Alphonse de Portago had been a truly sporting racing motorist; one with enormous courage, an ample share of skill and ability, and among the up-and-coming drivers of today; while his friend and navigator Edmond Nelson was a truly amateur sporting type who went in these events for the sheer fun of the thing and a love of fast motoring, danger and excitement.

One by one the cars arrived back at Brescia, many suffering from mechanical troubles, many with bent and battered bodywork, but all who completed the 1,000 miles being justifiably well pleased with themselves, no matter whether they finished first or last, for 1,000 miles in a full day is good motoring by any standards, and to cover that distance in anything between 10 and 16 hours is a worth-while feat.

In the foregoing discourse we have only dealt with leaders on General Classification, but what of the rest of the 301 starters? Among the tiny cars that went off first, the Abarth-Fiats, with enlarged engines and pretty coupé bodies by Zagato, were making everyone blink, for these baby Gran Turismo cars were not hanging about. There was a close three-cornered battle between Thiele, Guarnieri and Gianni and in the opening stages their average was over 134 k.p.h. They soon caught the leading normal 600 Fiats, so that all round the course the thousands of spectators waiting for the first car to appear were surprised by these sleek little coupés whistling past like a group of angry bees. Thiele eventually pulled away from the other two, especially over the mountains, for his car was a works one and weighed quite a lot less than normal. It was this car that was first to arrive back at Brescia, having made the whole course at an overall average of 117.925 k.p.h., and though he was only 63rd in the complete picture, this class-winning speed was truly remarkable for a 750-c.c. car.

In the 750-1,000-c.c. touring and Gran Turismo class French cars dominated the entry and the works Dauphines had little opposition in the sub-division of the group. However, in the overall capacity group they were up against D.B. coupés, and though Vidilles won with a D.B. he was only seconds ahead of Frere in the Dauphine, who had been troubled with a slipping clutch in the early part of the race. Some indication of how the little Abarth 750 had gone can be gained by the fact that the larger-engined D.B. was 2 k.p.h. slower on average speed.

The 1,300-c.c. touring and Gran Turismo class was a complete walk-over for Alfa-Romeo Giuliettas, the winners, Martin/Convert, being 20th overall, amongst Ferrari, Maserati and Osca sports cars, but then the performance of the Sprint Veloce is no longer a thing that surprises. The surprise would be if they did not perform. Naturally there were dozens of these cars running, having pushed the 1,300 Porsche right out of the picture, and last year's Sprint Veloce Champion Eddio Gorza should have won easily but he retired after Pescara while well in the lead. Once the leading Giulietta had finished there came a seemingly never-ending stream of these beautiful little coupés, and in the final classification from 20th place onwards the name Alfa-Romeo appeared almost continuously. An equally fierce one-make battle was in the 1,300-1,600-c.c. class amongst a long row of Porsche Carreras and the regular Porschists Strahle and Linge dominated the scene with their very stripped Carrera, all superfluous weight having been removed, even to headlining and trim. In this general capacity class were the two works Sunbeam Rapiers, with engines enlarged to 1½-litres, oversize fuel tanks and all the tuning mods. Unfortunately Miss Van Damm got a wheel in some particularly bad tramlines just outside Verona and spun round, clouting a wall in the process. The other one, driven by Harper/Reece, went well apart from the throttle rod falling off at regular intervals, but was beaten in its class sub-division by a hot Ford Taunus from Germany.

The 750-c.c. sports class saw the usual collection of Italian home-made "specials," but it was the beautiful little Osca cars that dominated the class, in spite of opposition from works D.B. and Panhard. In the 1,600-2,000-c.c. touring and Gran Turismo class a remarkable number of DS19 Citroëns took part and ran like trains; it was veteran Chiron who got the first one home, quite fast, but not fast enough to get near the 1,900 Alfa Romeo saloon that won the class. Naturally enough the Gran Turismo 2-litres were even faster and a comparatively out-of-date 8V Fiat won this category.

The 750-1,100-c.c. sports class should have been a sort of super-club race amongst the Italians, with Osca, Ermini and Stanguellini cars, hot favourites being Morolli with a works Osca and Siracusa with a works Stanguellini. Unfortunately "the lads" were a bit put out when Cabianca took over the works 950-c.c. Osca after blowing up his 1,500-c.c. car the day before the race, for he was in a class of his own and simply wal'ed away from everyone. It was most encouraging to see a pair of Loti running in this group, driven by Gregor Grant and Bruno Ferrari, the latter no relation to Enzo. It would have been quite something to have finished the 1,000 miles in a Lotus, but both fell by the wayside, Grant having trouble with a split fuel tank, and though he eventually limped back to Brescia it was not until everyone had gone home to bed. The 1,500-c.c. sports class was rather like the 1,100 class, for there was no one who could hope to challenge Maglioli with the works Porsche and he was so far out of the general run of his group that he figured prominently in the General Classification, being fifth overall and 40 minutes ahead of the next 1,500. In this class there was a fine display of M.G. MGAs and Carnegie, driving one of the Fitzwilliam team cars, was first home among the Abingdon contingent and fourth in the class, though this creditable effort also won him the class for sports-cars-that-cost-a-reasonable-price, a peculiar special category that ensures that a British car wins something.

Before the really fast cars left Brescia a small group went off consisting of touring saloons of more than 2,000 c.c., but with no holds barred on tuning or modification, and once more there was the nice sight of some opposition from England, there being a Ford Zephyr, driven by Riley/Meredith. Though it was hot as Zephyrs go the German cars were hotter and it could not keep up with the V8 B.M.W.s and 220a Mercedes-Benz; however, it was good to see someone from England having a go. The unlimited Gran Turismo class should have seen a good battle between Ferrari Europas and Mercedes-Benz 300SL, but Gendebien was unapproachable, being winner of the class by 50 min. and third overall, which was surely the most outstanding performance of the whole Mille Miglia. There were no SL drivers of great ability, but there were some good average runners and one of them should have finished second. As it was they all dropped out one by one, and of the nine that started none of them finished, which was a black day for Stuttgart.

The 2-litre sports class looked like being a Maserati victory, for first of all Bordoni was well ahead, but he dropped out with gearbox trouble, then Bellucci took command until an oil pipe broke and finally Pagliarini went off the road and wrecked the front of his car. All this left Munaron comfortably in the lead with his Testa Rosa Ferrari, followed by the Austrian Koechert with a similar car. The big sports-car class we have already dealt with in discussing the General Category, and that too was not a Maserati day as we have seen. In the first 16 places of the whole race all but four were Ferrari cars, the four intruders being one Maserati and three Porsches, so we can truthfully say that the 1957 Mille Miglia was a Ferrari day.—D. S. J.

Results :

MILLE MIGLIA—ITALY—1,597 Kilometres—Conditions Ideal

			k.p.h.
* 1st :	P. Taruffi (Ferrari 4.1-litre)	10 hr. 27 min. 47 sec.	—152.632
2nd :	W. von Trips (Ferrari 3.8-litre) ...	10 hr. 30 min. 48 sec.	
* 3rd :	Gendebien/J. Wascher (Ferarri 250GT)	10 hr. 35 min. 53 sec.	
4th :	G. Scarlatti (Maserati 300S)	11 hr. 00 min. 58 sec.	
* 5th :	U. Maglioli (Porsche 1,500RS)	11 hr. 14 min. 07 sec.	
6th :	C. Luglio/U. Carli (Ferrari 250GT) ...	11 hr. 26 min. 58 sec.	
7th :	"Ippocrate" (Ferrari 250GT)	11 hr. 30 min. 55 sec.	
* 8th :	G. Munaron (Ferrari 500/TRC)... ...	11 hr. 32 min. 04 sec.	
9th :	A. Buticchi (Ferrari 250 GT)	11 hr. 44 min. 27 sec.	
10th :	G. Koechert (Ferrari 500/TRC) ...	11 hr. 49 min. 02 sec.	
11th :	H. Schiller (Porsche Spyder)	11 hr. 54 min. 24 sec.	
12th :	S. Sbraci (Ferrari 500/TRC)	12 hr. 02 min. 08 sec.	
13th :	J. Guichet (Ferrari 500/TR)	12 hr. 08 min. 22 sec.	
*14th :	P. Strahle/H. Linge (Porsche Carrera)...	12 hr. 10 min. 08 sec.	

301 starters, 163 finishers, 129 retirements, 9 unqualified. **Class results, page 283.**

THAT CAR AGAIN!

NOT only is the Volkswagen one of the world's best-selling cars, it is also the one most frequently discussed in the World's Press. One of the latest references to the German beetle appears in the American journal *Speed Age*, which devotes 5½ pages to an article by Smith Archer under the heading of " Volkswagen—World's Most Over-rated Car." Archer attempts to pull VW prestige to pieces but fails miserably.

After admitting that this little car is " one of the most successful machines in the world . . . by far the best-selling car in Europe; and even in U.S. it outsells all the other foreign jobs and a surprising number of U.S. cars," Archer opens his attack by stating that a VW is " thoroughly, almost aggressively ugly." He develops his theme by calling it underpowered, comparing its 45 lb. per h.p. with the 15 lb. per h.p. which is fairly standard in Detroit today—which would be a far better attack were the VW intended as a sporting instead of a utility vehicle and if Detroit didn't happen to make some of the most powerful automobiles in the world!

Next crack is that you can't easily " soup " a VW. Archer sneers because the " skimpy intake ports defeat all the direct, inexpensive forms of souping—like Henry's Model T," he adds. But the Model-T sold 15 million, the VW is on its way to 2 million *because* modest power spells reliability and long life. However, Archer is happy with his theme, even to comparing the performance of the model-A Ford with that of the V.W. " . . . a good model-A can blow you off at a traffic signal "—although he admits " the VW's all-independent suspension gives it a big advantage over the model-A." This is offset by a suggestion that even bad roads in the U.S. don't call for i.r.s. This is true in England, too, but cars sell also in the continent of Europe, where roads are not so smooth. Over step-off acceleration, Archer has scrambled the facts. *The Autocar* gives a 10-30 m.p.h. time for a 1929 model-A of 8.8 sec.; the same journal timed a 1954 VW at 7.5 sec. from *rest* to 30 m.p.h.

Praise is grudgingly bestowed on VW dealer and service organisation because attention has to be drawn to Britain's " bland disinterest " in this matter. (There are a few exceptions, admits Archer, naming Jaguar as one.) But in practice dishonest U.S. service stations apparently tend to undermine the good intentions of Wolfsburg. In citing an example, however, Archer guns against his own argument—an owner who is alleged to have spent 375 dollars on overhauls in 40,000 miles says he's sure he's been " had " and would dump the thing in a minute if there were " *anything made in the U.S. that matched the VW in payload capacity, low initial cost and operating cost.*" A car which makes you admit that after complete engine and transmission failure isn't exactly over-rated!

This article concludes with jibes at poor chrome, falling craftsmanship, oversteer, restricted space in the back parlour, a poor heating system, noise, battery-fumes inside the car, and leaking oil-coolers. One owner is cited as having experienced five broken clutch cables on three different VWs. Nordhoff is dismissed as " Napoleonic and conservative all the way down the line "—yet he is only following in the footsteps of Henry Ford and André Citroen, Sir Henry Royce and the Jowett brothers over no-change policy and, to be fair, can the introduction of the Italian-style Karmann-Ghia coupé be called conservative? If you want to go faster, there is the Porsche. Finally, Archer dispels the genius of Dr. Porsche by attributing the VW design to Ledwinka of Tatra, which no doubt rests on fairly solid foundations.

Part of what Smith Archer writes is, indeed, near-truth. The VW *was* conceived many years ago, it *is* cramped for four grown-up passengers, it *does* oversteer, its chrome isn't so hot and the early oil-coolers *did* develop leaks—although our clutch cable hasn't broken in 36,000 miles. The ridiculous thing is that so much time is wasted in trying to puff the beetle off the roof. From its sales-record alone, apart from the almost embarrassing volume of correspondence we still receive, it is abundantly clear that there is a growing demand for a family car of this sort. Instead of slanging it, we should be busy with designs that will beat it.

Our Motor Industry Research Association laboriously tore a VW down to its component parts, presumably to reassure British motor manufacturers that it is a poor sort of thing, anyway, and not to worry. But did they find it so poor? If they had, you would expect the Press to be called in to publicise the good tidings. But, although we are members of the S.M.M.T., we have been told we cannot read this report on the German competitor . . .

Why waste time compiling reports and writing articles which are on a par with the alleged German " smear campaign " conducted against our products? The widely read U.S. Consumer Reports, in their 1957 auto ratings, confirm powerfully the worth of the VW in the up-to-2,000-dollars class and even include a " letter from a Young Man to a car manufacturer " in which the writer, after sampling a variety of U.S. automobiles, adds a postscript, " This morning I got a lift in another car, a VW. It wasn't much to look at, but you should hear the owner rave about it. It's small; it's easy to drive and park; it handles like a kiddie car; it's sturdy; it costs just over 1,500-dollars, and it's economical to run. In fact, it's about everything that Mary and I need and want . . . " That is the sort of competition we have to crack; the VW isn't perfect and we should be able to do it. MOTOR SPORT has tried for a long time to open the eyes of British designers to the sort of competition they face—closing them will prove fatal. We must put light quick steering, a delightful gear-change with " real " lever, good paint finish and trim, low tyre-wear, long engine life, good engine-balance, ingenious design, a high degree of " thiefproofness," big fuel-range and all-round-independent-suspension on the list, keep weight down, and perhaps abolish prop.-shaft and heavy water, to beat the VW's monopoly.

B.M.C. have already " seen the light " and returned to short, rigid gear levers and, in the Wolseley 1500, offer built-in overdrive which, even in a small-engined car, gives that low r.p.m. at cruising speed which 30/98 owners enthused over many years ago. We believe B.M.C. have i.r.s. on the stocks, too. It may be tempting to make cars which wear out after a year or so, thus encouraging early replacement. But we must not overlook the VW claim of 60,000 to 70,000 miles before major engine overhaul is required. In this respect it was disappointing to read, in the *Manchester Evening News* earlier this year, that Dr. J. H. Weaving, Superintendent of Research and Design at the Austin Motor Company, was reported as saying that the public wants, among other things, " trouble-free motoring up to 25,000 miles." It seems to us that Dr. Weaving should set his sights considerably higher!

The VW isn't a sports car but its ability to average 40 m.p.h. on cross-country journeys over our twisty minor roads at rather better than 40 m.p.g. of medium-priced petrol is sufficient performance for many. Let that be another target for our designers to aim at, and surpass.

If refreshingly new worth-while British designs come along MOTOR SPORT will be delighted and intends to go flat-out to publicise them. Britain cannot afford to ignore the insect-life which teems over the highways and by-ways of the world!

As a Tanganyika correspondent wrote so aptly to *The Autocar* recently: " This constant denigration of the VW in the British Press is simply sour grapes. Face the facts—over a million people all over the world have bought the VW and found it to be a well-designed and splendidly-built car at a moderate price, and—most important—with cheap spares coupled to a servicing agency second to none. When the British build a car like it, they'll have something." To which MOTOR SPORT would add, it isn't something like it we want, it's something better.—W.B.



ROYAL RENAULT.—H.M. the Queen about to receive the pale blue Dauphine which was presented to her during the Royal visit to Renault's French factories. No doubt similar Dauphines will now be in great demand amongst ladies of fashion all over the world—especially if equipped with Saprar wire wheels, an extra which the Acton factory can supply if required, at a price.

B.A.R.C. MEMBERS' MEETING, GOODWOOD (May 11th)

I. Ireland (Lotus) leads M. Charles (Jaguar-D) by one point in MOTOR SPORT Brooklands Memorial Trophy Contest

A CONSIDERABLE attendance and a dry track until the last race contributed to a good afternoon's sport at Goodwood on May 11th.

In the first five-lap scratch race for 1,250-c.c. non-s/c. sports cars Ireland's Lotus-Climax was chased earnestly by Greene in a Cooper-Climax, these two running well clear of an enormous field of Lotus-Climax cars. Len Gibbs spun his Lotus at St. Mary's, Mathieson emulated him next lap, and Duckworth went through the *chicane* wall and damaged his old-model Lotus. Ireland won by 0.8 sec. at 81.2 m.p.h., both he and Greene making fastest lap, at 82.76 m.p.h. Bristow's Cooper-Climax was a poor third, splitting the strong Lotus opposition—but he held a nasty slide at Woodcote with skill and beat Hick's Lotus for the place. Threlfall's Tojeiro-Climax had clutch trouble.

The five-lap Novices' Handicap was amusing because Coleby's tiny Goggomobile, entered by Rob Walker, had one minute plus one credit-lap start. It went very well, rolling a bit out of the corners, lapping at 51.92 m.p.h., but Baker-Courtenay's T-type M.G., with Marshall blower and 1¾-in. S.U., took the lead after two laps and won by no less than 74.6 sec., at 68.03 m.p.h. The Hon. Fitzalan Howard (Lotus) came through the field well to finish second, setting fastest lap at 76.32 m.p.h. The manner in which he overtook Palmer's H.R.G. between Woodcote and the *chicane* on lap four was masterly. Martyn's Lotus-Climax was third. Rothman's TR2 retired.

The up-to-1,500-c.c. five-lap scratch race was mainly composed of 1,098-c.c. Lotus-Climax cars. Although Tommy Sopwith had a 1½-litre (single-cam) Cooper-Climax, his brakes were less effective than those of Ireland's 1,098-c.c. Lotus-Climax. The result was a stirring battle, Sopwith ahead along the straight, but overtaken before the corners. It was touch and go until the last lap, when Sopwith lost time at Lavant Corner, leaving Ireland undisputed victor for the second time that afternoon. He won by 2.8 sec., at 83.62 m.p.h. Sopwith set fastest lap, at 85.88 m.p.h. Blond was third in Sieff's noisy Cooper-Connaught, which seemed rather a handful, tyres protesting through the *chicane*. Zervudachi's Lotus-Climax succumbed.

A five-lap handicap came next, with two Berkeley-Excelsiors making a race debut. Goddard-Watts failed to secure the bonnet of his Berkeley properly and stopped to tear it, and the screen, off, later retiring. Graham's Berkeley set a 350-c.c. class lap record of 57.37 m.p.h., stealing this from the smaller saloon Goggomobile, but was "swamped" by the back-markers after three laps, in spite of a start of 170 sec., and was unplaced. The finish was pleasantly octagonal, Foster in Jacobs' aero-screen M.G. MGA winning, after a good drive, by 0.2 sec. from Arundell's fully-equipped TC M.G. The M.G. MGA averaged 72.5 m.p.h. Arundell drove rather wildly as his lead diminished and Foster had to pass on the right before the pits because the TC went wide out of the *chicane* on the exciting run-in to the photo-finish. North's TR2 beat Hurrell's TR3 into third place. A very interesting if undistinguished-looking entry was Murdoch's 740-c.c. Crosley Special from America; alas, it retired after a front-end prang. Fastest lap was made by Freeman's 2-litre Aston Martin, at 75.13 m.p.h.

It was a reflection on how fast the cars were in the next five-lap handicap that Salmon, in the rebuilt Le Mans C-type Jaguar that crashed on the way to the 1954 race, was on "limit." Patsy Burt's Cooper-Climax, from the same mark, led it off the line but Salmon led thereafter for the opening laps, until Charles' tail-finned D-type Jaguar, with which the handicappers were lenient, came by, to win by 17 sec., at 83.52 m.p.h.; Patsy Burt's 1,100-c.c. car a game third. Sopwith's Cooper-Climax actually beat the lot on fastest lap speed—85.04 m.p.h.

A five-lap contest for closed cars brought out the "hot-boxes." Barker's Marshall-blown Ford had an Aquaplane head, much was expected of Oldham's triple-carburetter Laystall-conversion Ford Zephyr, Sparrowe's 948-c.c. Morris had an Alta head, Cuff-Miller's Ford an Elva i.o.e. head, while Meisl's and Turner's Ford Populars were L.M.B.-suspended, the former with 100E copperised head, 8.5-to-1 compression-ratio, four-branch exhaust system, twin 1 1/16-in. Amal carburetters, 100E steering box, 5.20 by 15 Michelin tyres and a close-ratio three-speed gearbox. Davies' "limit" Standard Eight led reasonably steadily until the last lap, when Jean Bloxham's DB2 Aston Martin, beautifully-driven, the Hon. P. Lindsay's DB2/4 Aston Martin, and Barker's Ford all came past it, Mrs. Bloxham winning, at 72.31 m.p.h., by 8 sec. She deserved to win, and she also made fastest lap, at 75.13 m.p.h. Oldham's Ford damaged its transmission, Cuff-Miller also retired, and the L.M.B. Fords lifted their inner rear wheels spectacularly at the corners but were unplaced.

Two more five-lap handicaps concluded the meeting. In the first Sargent's XK120 retired, Thomas made rather poor use of his XK120 from his "limit" start, and Blond motored off the course and through a fence at Fordwater, damaging the H.W.M.-Jaguar and cutting his face. Cuff-Miller drove a nice race in the ex-Peter Waring 4½-litre Lago-Talbot, the 1939 "works" car later driven by Lord Selsdon, which the commentators mistook for the ex-Walker car. However, Baillie had his "Monza-record" Jaguar D-type well wound up, braking fiercely to follow the old Talbot through the *chicane* on lap four, to win by 2.2 sec., at 78.95 m.p.h., from Charles' D-type, the Talbot a gallant third. Charles, a driver to watch evidently, set fastest lap, at 84.54 m.p.h.

In the last race the "limit" car, Averil Scott-Moncrieff's Lotus-M.G., had to be flagged in after it had started because a van was on the circuit, a happening unprecedented at Goodwood! This allowed rain to wet the course and the drivers found great care essential when the race restarted. Page (Lotus-Climax) came through to win at 75.03 sec., comfortably ahead of Bristow's Cooper-Climax, Fowell's Lotus-Climax in third position. Page lapped fastest, at 78.12 m.p.h.—W. B.

Leading in the MOTOR SPORT Brooklands Memorial Contest (£150 in prize money) is I. Ireland (Lotus-Climax) with eight points, from M. Charles (Jaguar-D) with seven points and C. Bristow (Cooper-Climax) with six points. The next round is due to be contested at Goodwood on June 22nd.

CALLING ALL ALVIS OWNERS

If you own an Alvis, there is only one place for you to be on June 16th—at Heston aerodrome, where the Alvis Owners' Club, in conjunction with the 12/50 Alvis Register, will again hold "Alvis Day." Last year some 150 Alvises attended and it is hoped to better that, this time. Admission is free to all Alvis owners, who can also take part, free of entry fee, in the static display of Alvis cars. A Concours d'Elegance will be judged from 10.30 a.m. onwards and after lunch club and register members compete in a series of driving tests. Heston is the one-time most modern of airports, not far from London Airport and within reach (bicycle ?) of Osterley Underground station. Bar and catering facilities are promised. Details from: K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.

ENTER THE CORONET

Three-wheeler enthusiasts will be interested in the Coronet, a three-seater fibreglass-bodied car fitted with the 328-c.c. Excelsior Talisman Twin engine at the rear. Production has now begun at the works of James Whitson & Co., Ltd., of High Street, Yiewsley, Uxbridge for Blue Star Garages, Ltd., the distributors. A four-seater, four-wheel model is envisaged soon. Meanwhile the present model is now available as a tourer or hardtop saloon from the Coronet Division, 63, Fortune Green Road, London, N.W.6.—I.G.

PETERBOROUGH M.C. NOGGIN TROPHY

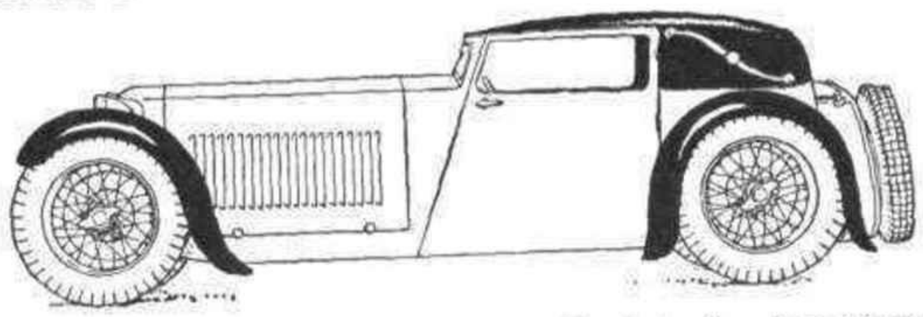
The above event, run on Saturday night May 4th by Peter Brand, attracted an entry of 30 cars of which 29 started from the "White Hart" at Ufford.

The course was about 50 miles of by-roads and cart-tracks, keeping away as far as possible from towns and villages. The route was defined by six-figure map references, and all marshals and code-words were well hidden. At three controls special tests had been laid on.

The finish was at the home of the organiser at Woodcroft Lodge, Etton, where hot refreshments were provided. A number of competitors retired and some were more than an hour late.

Results:
Nocturnal Noggin Trophy: F. A. York.
Barrett Trophy: A. Jones.
First-Class Award: C. Pollard.
Second-Class Award: J. Sumpter.

From the first "SS" to the Mark VIII Jaguar



The 1931 SS had a chassis by Standard Motor Co. Ltd., but differed from stock Standard chassis in that the frame shape was downswept to accommodate underslung rear springs. The car had twin carburettors in place of the normal one.



Jaguar Mark VIII Saloon with 3½ litre 6-cylinder engine and twin S.U. horizontal carburettors. Tyres, containing High-Tenacity Rayon, measure 670 x 16 in.

In 1931 a 20 h.p. Sports Saloon with low sweeping lines and an ultra-long bonnet caused a sensation at the Motor Show and set a new fashion in car design. Produced by the Swallow Coachbuilding Co., it was called the "SS," a contraction of "Swallow Sports," and from this first model the 1936 SS Jaguar and, ultimately, the famous Mark VIII Jaguars were developed.

Equally striking progress has been made in the textile reinforcement of tyres. This began with the invention of High-Tenacity Rayon in 1935 and since then research has continued unabated and has produced new rayon of even higher strength and great fatigue resistance. Rayon cords have a strength, weight for weight, greater than that of steel. The 1931 SS, of course, was fitted with low-pressure tyres built on cotton cords but today all Jaguar cars rely on tyres built on a carcase of rayon: High-Tenacity Rayon.

It is High-Tenacity Rayon that gives tyres their ability to withstand the excessive strains imposed by modern motoring. With greater strength, resilience and resistance to heat, tyres built on rayon make light of higher speeds and road hazards and provide safety with certainty.

Over 95% of car, lorry and bus tyres now contain rayon. *Your* tyres almost certainly do.

"TENASCO" COURTAULDS HIGH-TENACITY RAYON

You're *safer* when you ride on RAYON!

COURTAULDS HIGH-TENACITY RAYON—THE WORLD'S LEADING TYRE CORD

THE XVII PAU GRAND PRIX

Behra Gives a Fine Demonstration Run

PAU, FRANCE (B.P.), Easter Monday.

LAST year was the first occasion since 1935, apart from the war years, that the Pau Grand Prix did not take place, and the reason was that the French Inspectorate of Circuits, who flapped around after the Le Mans accident, deemed the circuit unsafe. In spite of a full-length Grand Prix having been held every year without any modifications being made to the circuit, the Automobile Club Basco-Bearnais suddenly found themselves refused a permit. To the onlooker it seemed to be the end, for the Pau circuit had always been essentially a street race, and it appeared that real Grand Prix racing on the public roads was going to die for ever. Undaunted, the people of Pau raised an enormous sum of money and attacked the circuit with energy and intelligence, and the result was that a permit was allowed for 1957. The main quibble about safety was in the interests of the public, not the drivers, and all grandstands that had been in dodgy positions were removed, the enclosures of the banks of the park through which part of the circuit runs were well fenced and opposite the pits an enormous ferro-concrete stand to hold 4,000 people was built, together with concrete retaining walls along parts of the circuit. The road itself was completely re-surfaced, widened very slightly at one or two suitable points, and all the sharp kerbstones were replaced by bevelled kerbs. This work left the trace of the circuit unchanged, apart from a difference of radius on the bend by the start and the pits being positioned before the bend instead of on the apex, but it left the Pau circuit as a pure street race, with all the hazards of kerbs, lamp-posts, railings, walls, front gardens and so on. In fact, the circuit was not ruined as was feared; it was actually improved from the motor-racing point of view.

It was unfortunate that Easter came late this year for it affected the entry for the race, Ferrari being too busy with experimental work for the Naples race which was to be run only six days after Pau, and Maserati giving everything a miss and concentrating on World Championship races, apart from a single car for the French Champion Behra. Connaught would have run three cars but for the unfortunate burn-out they suffered in Sicily, and the rest of the British Grand Prix cars were busy with a sprint race at Goodwood. However, none of this had any effect on the enthusiasm for the re-institution of the traditional Pau Grand Prix on Easter Monday and most of the entry turned out for the Saturday practice. Behra was obviously in a class of his own as regards driving ability, but, typical of the tough little Frenchman, he was not content to tour quietly round but thrashed the Maserati hard, for Pau was going to prove a useful test before Monte Carlo, where the circuit has very similar characteristics. So hard did Behra try that he went too fast into the bend by the pits and had no hope of stopping for the Station hairpin, so went straight on into the straw bales, fortunately with no more damage than a dented nose to the car. The two Connaughts, driven by Bueb and Leston, were feeling their way round on their first visit to the circuit, as were many of the private owners, while Gould was having trouble with a dirty fuel system. The two Centro-Sud cars were ready, as were drivers Schell and Gregory, the latter eager to try his hand on a Grand Prix Maserati for the first time, but the "gaffer" of the Scuderia, Signor Dei, had not arrived so the head mechanic was reluctant to let the cars go out. However, Schell persuaded them to let him "see if they were all right," and he did two quick laps in each one and smartly recorded third fastest practice time of the day! The Gordini team were in full strength, with da Silva Ramos and Simon in the six-cylinder cars and Guelfi and Burgraff in the eight-cylinder cars. Trintignant was driving the very old ex-Rosier Ferrari, for its new owner Rozier (spelt with a "z"), and was going at an absurd pace, the like of which that car had not known for many years, and the end of the day saw him in second position, much to the chagrin of lots of people with much newer cars.

On the Sunday the sun was very hot and the humidity was not so favourable for carburation as the previous day, so that Behra had to try really hard before he could approach his previous best time. Bueb was beginning to show signs of getting the hang of Grand Prix racing and got below 1 min. 40 sec., best time being 1 min. 35.7 sec. by Behra, while Leston was delayed with a defective fuel pump, but eventually got going and almost equalled Bueb's times. Interesting times were being put up by Gregory in his first European Grand Prix and he eventually recorded 1 min. 39.2 sec., behind Behra and Schell, who made 35.7 and 35.9, respectively. Schell also tried Piotti's car, which is a very well-prepared Maserati and nearly as good as a works car, and the result was that the time-keepers were taken aback at the final count by finding No. 6, Luigi Piotti, had made third fastest time and was therefore on the front row of the grid. After finding out that Schell had made the time, Piotti was promptly placed in the back row of the start. Of the private owners, Godia and Halford were showing remarkable similarity of ability, both being in Maseratis and both on their first visit, while Gould did hardly any practice at all as he was running out of tyres and was trying to conserve his car for the race. Da Silva Ramos tried Guelfi's eight-cylinder Gordini and found it faster than the six-cylinder, so they changed cars for the race, and of the very-new drivers present Barthe excelled himself by spinning round on almost every corner.

Easter Monday turned out to be warm and dry, with light cloud obscuring the sun, so that conditions were perfect for racing when the cars lined up on the grid, with Behra, Schell and Gregory in the front row, followed by Trintignant and Bueb, then Leston, Godia and Halford, Ramos, Guelfi, Simon with the Gordinis and the others behind. Of the sixteen cars that practised only 14 were allowed for the race, by the regulations, so Burgraff and Barthe had to stand down.

The start was a bit chaotic and Gregory was caught in neutral when the flag fell. Schell led away, pursued by Behra, Trintignant and Leston, the Connaught driver having made a terrific start from the third row. When they got to the top of the circuit, by the Casino, Leston overdid things and went backwards into the bushes, where he had to wait until everyone had gone past before he could rejoin the race, so Schell and Behra finished the first of the 110 laps in close company, with a long gap between them and Godia, Bueb and Trintignant, who were in a tight trio. Schell led for five laps and then Behra went by and drew away to a comfortable lead of 50 yards or so, leaving Schell scratching along behind to keep pace. On the fifth lap Godia had a front brake lock and slid straight on into a brick wall, creasing the front of the Maserati and cutting his nose, but otherwise none the worse, so that Bueb was now third but could not shake off Trintignant, who was flinging the old four-cylinder Ferrari about in a wonderful fashion. It was obvious that the car had little hope of lasting a full Grand Prix, so the driver was having fun while he could, and holding fourth position.

By ten laps Behra had caught up the tail of the field and began lapping them without reducing his pace, so that Schell was soon left behind and, barring mechanical accidents, Behra was going to be a certain winner. Leston was trying hard to make up for the time lost on the opening lap, but in spite of this Behra lapped him along with the others. Then Halford went by, an ominous ticking noise coming from his transmission, and the next lap saw him come to a stop with a tooth off the final-drive pinion. There was very little actual motor racing going on, but plenty of demonstrations of driving ability, and the only driver to make up any places was Leston, who caught slower competitors such as Simon and Guelfi with the six-cylinder Gordinis, Piotti with his very fast Maserati, and Gould who was touring round on worn-out tyres looking thoroughly miserable. This terrific pressing-on by Leston was rather amusing, for he was using all the road, some of the grass, had his arms tied in knots on the corners, was sideways on more often than not, and in fact was doing a real "dice." Unfortunately the result was not so spectacular for he gained nothing at all on the other Connaught, which was in third place, and which Bueb was driving in an apparent touring fashion, sitting fatly at the wheel with a placid expression on his face and reminding one of the "roast beef of Old England." However, the crowd loved Leston for his efforts and it was a fine sight to see the two Connaughts circulating with perfect reliability.

By twenty laps the order was Behra, Schell, Bueb, Trintignant and Gregory, all on the same lap, then da Silva Ramos, Leston and Simon a lap behind, followed by Guelfi, Piotti and Gould. The old Ferrari lasted only five more laps in Trintignant's hands and then the oil pressure sagged so he gave it back to the owner, who did five laps and retired.

By now Behra had lapped Gregory, in spite of the fact that the American was driving very well in his first Grand Prix with a Maserati, so that now only the first three were on the same lap, Bueb more than content with third place and lapping very consistently and safely. Gould stopped at the pits hoping something could be found amiss so that he could retire, but the car being perfect he continued at his slow pace. Like clockwork Behra ticked off the laps in 1 min. 37 sec., determined not to ease up in spite of drawing away from Schell at 1 sec. every lap, for to ease the pace when there

is no opposition is to invite a relaxation of concentration and risk a possible mistake. Simon dropped by the wayside, but everyone else seemed set to finish the race, there being no actual competitive racing, so that the cars were not being overstressed.

By half-distance the temperature was beginning to make itself felt and Schell was showing signs of fatigue, as was da Silva Ramos, Piotti and Guelfi. At lap 65 Piotti stopped and gave his car to Godia, who had returned to the pits on foot. Then Behra lapped Bueb for the second time, having done it the first time on lap 32, and as Schell tired the French driver drew nearer and prepared to lap the Centro-Sud Maserati. The race now became exceedingly monotonous and it was just a question of ticking off the laps with regularity, there being no hope of anyone passing anyone else, and the only diversion was provided by Godia when he retired with a hole in a piston of Piotti's car. The two Connaughts were never missing a beat and were lying third and fifth, with about half a lap between them on the road. Suddenly this was increased to nearly a whole lap as Leston came by with Bueb right on his tail. The reason for this was another spin by Leston, fortunately without making contact with any solid objects.

On and on went Behra, still turning in laps at under 1 min. 37 sec. even on the rubber-coated surface, which was getting very slippery, and he lapped Bueb for the third time and Schell for the second time before the end of the 110 laps were in sight. With the exception of Behra, Bueb and Gregory, everyone began to slow down for the final laps, Schell and da Silva Ramos almost coming to rest at one point so that friends could throw buckets of water into their cockpits, for they were both suffering badly from the heat.

Implacable as ever, Behra finished the race physically fresh but mentally fatigued, for it had been quite a strain to go on racing without having any opposition. With the Monte Carlo race in the offing Maserati were using the Pau event as a full-scale test for the six-cylinder car and Behra was determined to raise the average speed for the whole race over that set up in 1955. This he did satisfactorily, but due to the slight modifications to the trace of the circuit, together with the slippery condition of the new road surface, he was unable to break the lap record, held by himself with a Gordini since 1954, when a freak set of circumstances allowed him to go round in 1 min. 35.2 sec. His best this year was 1 min. 35.9 sec.—D. S. J.

Results :

PAU GRAND PRIX—Formula 1—110 Laps—303.600 Kilometres—Hot

1st :	J. Behra (Maserati 250F), 3 hr. 0 min. 13.7 sec.		101.071 k.p.h.
2nd :	H. Schell (Maserati 250F)	2 laps behind	
3rd :	I. Bueb (Connaught)	3 laps behind	
4th :	M. Gregory (Maserati 250F)	4 laps behind	
5th :	L. Leston (Connaught)	4 laps behind	
6th :	H. da Silva Ramos (Gordini 8-cyl.) ...	6 laps behind	
7th :	A. Guelfi (Gordini 6-cyl.)	7 laps behind	
8th :	H. Gould (Maserati 250F)	14 laps behind	

Fastest lap : J. Behra (Maserati), in 1 min. 35.9 sec.—103.607 k.p.h.

Retired : F. Godia (Maserati), crashed; A. Simon (Gordini), engine; L. Piotti/F. Godia (Maserati), engine; M. Rozier/M. Trintignant (Ferrari), engine; B. Halford (Maserati), transmission; R. Bourely (Maserati).

NOTES ON THE CARS AT PAU

From the point of view of mechanical interest the Pau Grand Prix was not unlike a V.S.C.C. meeting, for the newest car in design and construction was the factory six-cylinder Maserati driven by Behra. This was one of the Argentine cars of this year, with the lightweight chassis frame and lower c. of g., being the actual car he had raced at Syracuse two weeks earlier. Of the other Maseratis, Gould, Halford, Godia and Piotti had their own private cars, and the Scuderia Centro-Sud had their same pair, the only modification being the painting of a blue stripe down the centre of their original car, which had been painted white for Herrmann, as it was to be driven by Masten Gregory the American driver. The other two Maseratis present were the ex-Louis Rosier car, now bought by Bourely from Southern France, and the ex-Simon car, which had passed into the hands of Barthe, a sports-car driver from Bordeaux.

The two Connaughts which ran at Syracuse had had their engines changed and Leston drove the fuel-injection car and Bueb the same one he had in the previous race. Being the first French Formula I race of the year Gordini was out in force, with two "vintage" six-cylinder cars, one with a three-pipe exhaust system having cylinders 1/6, 2/5, 3/4 coupled together, and two eight-cylinder cars, virtually unchanged from 1956. To complete this motley collection of machinery there was the ex-Louis Rosier four-cylinder Ferrari now in the hands of an unknown driver, Marc Rozier, and being loaned to Trintignant.

Although there was nothing of technical interest at Pau, this list of cars, together with the drivers, provided a remarkable number of completely unknown quantities as regards performance potential, so that the interest lay more in the drivers than the cars; an unusual state of affairs for a Grand Prix race.—D. S. J.

THE RILEY REGISTER

The Riley Register is flourishing. It had 571 paid-up members at the last count, at the end of March. Their cars are sub-divided as follows : 112 Monaco, 40 Kestrel Twelve, 37 Kestrel Nine, 32 Adelphi, 23 Merlin Nine, 22 Falcon Twelve, 17 Lynx Nine, 15 Kestrel Sprite, 12 Mentone, nine Lynx Twelve, nine Marks I, II, III and IV, eight Brooklands, seven March Special, seven Alpine, seven Gamecock, six Blue Streak, five Lincock, five Sprite, five two-seater coupés, four Kestrel Fifteen, four Falcon Nine, four Touring saloon, four M.P.H., four Biarritz, three Victor, three Stelvio, three Imp, three Lynx Sprite, three Merlin Twelve, a couple of drophead coupés and lone examples of Lynx Fourteen, T.T., Hayal drophead, Continental, Winchester and W.D. tourer Rileys, plus 23 specials.

With such diversity the Riley particularly merits a register and from the contents of the "Bulletin," edited by Mrs. Nix of Enfield, it appears to cater admirably, with technical data, news of cars and parts for sale and wanted, hints and tips, and members' experiences and correspondence. The Secretary is : W. A. Davis, 4, Beckenham Avenue, East Boldon (Boldon 7843). If you run a pre-war version of the car with the blue-diamond badge there is pretty certain to be some way in which the Riley Register can assist you.

RENAULTS FOR ECONOMY

In the recent Caltex Economy Test which started from Copenhagen and covered 1,156 miles, taking in the Ardennes, the Eifel mountains, and much of Germany, 67 cars started, representing 15 different makes. It is interesting that cars had to be strictly standard, *even to normal carburetter jets.* (This is a policy Mobilgas might well copy in their forthcoming Economy Rally in England, especially as they do not want freak fuel consumptions to figure in their results.) In the Caltex contest small cars had to average 29½ to 33 m.p.h., larger cars 30½ to 34.3 m.p.h. In the up to 1,200-c.c. class a Renault Dauphine, driven by a London schoolmaster B. Cumbers, won, with a petrol consumption of 62.1 m.p.g., Thus the Dauphine is not only proved the ideal ladies' car (does not H.M. the Queen own one ?), but an excellent economy vehicle. The event as a whole was won by a Renault Fregate, at 39.3 m.p.g.; another Renault Fregate being second, at 38.1 m.p.g.

SMITHS

A set of products designed to prevent trouble with cooling systems has been marketed by Smiths Motor Accessories, Ltd., 50, Oxgate Lane, London, N.W.2. These are a radiator preservative, radiator cleaner and radiator leak seal. These products retail at between 5s. and 5s. 6d.

AUTOLEVEL DIPSTICK

An instant check on oil level can now be made it you fit this simple device which replaces the dipstick and by means of a pneumatic valve fitted to the dashboard enables the driver to check whether the sump needs topping up or not. Priced at 23s. 6d., it is available from Autolevel, Ltd., 10, Gaspar Mews, London, S.W.5.

GEAR-LEVER EXTENSION

Just over a year ago Western Electric Units, Ltd., of Foulridge, Colne, Lancs., introduced gear-lever extensions for the small Standards. Similar extensions are now available for the Jaguar range and the Morris 1000. These retail at 7s. 6d.

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The Edwardian car referred to as being "somewhere in Bedfordshire" in a recent issue, was, in fact, a 1922 20/30 Bianchi. Also, it was broken-up pretty thoroughly about a year ago.

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AERODROME RACES AT ASPERN, AUSTRIA (April 28th)

Sports Cars up to 1,100 c.c.—20 laps—34.6 kms. :

1st :	A. Hogg (Lotus-Climax)	30 min. 56 sec. ...	105.9 k.p.h.
2nd :	P. Ross (Lotus-Climax)	31 min. 59 sec.	
3rd :	A. Schatz (D.K.W.)	1 lap behind	

Fastest lap : A. Hogg (Lotus), in 1 min. 30.4 sec.—108.71 k.p.h.

Sports Cars over 1,100 c.c.—30 laps—31.9 kms. :

1st :	W. Daetwyler (Ferrari)	42 min. 39.6 sec. ...	115.19 k.p.h.
2nd :	F. Picard (Ferrari)	42 min. 55.4 sec.	
3rd :	G. Munaron (Ferrari)	42 min. 57.0 sec.	

Fastest lap : W. Daetwyler (Ferrari), in 1 min. 21.8 sec.—120.14 k.p.h.

Sports Cars up to 1,500 c.c. (run concurrently with above race) :

1st :	R. von Frankenberg (Porsche) ...	43 min. 33.8 sec.
2nd :	E. Vogl (Porsche)	1 lap behind

Fastest lap : R. von Frankenberg (Porsche), in 1 min. 23.6 sec.—117.55 k.p.h.

BOOK REVIEWS

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"'**The Motor**' **Year Book, 1957,**" edited by Laurence Pomeroy, F.R.S.A., M.S.A.E., and Rodney Walkerley. 248 pp., 10 in. by 7½ in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.*1. 17*s.* 6*d.*)

Once again this extremely valuable work of reference comes to hand; it is a Year Book no serious student of the motoring scene cares to be without. The usual features are continued, such as a pictorial record of the entirely new 1956 British cars (there are only nine), an account of modified British cars of last year, a detailed specification table of all British cars, tables of specifications of the World's cars, road-test commentary and figures from 1956 issues of *The Motor*, and reviews of the leading accessories, books and racing cars of the year—not forgetting a selection of the best Brockbank cartoons.

There are special articles, reprinted from *The Motor*, on automatic transmissions, on the trend of design and about Cunningham's contribution to motor racing.

Apart from that, this Year Book is very largely devoted to the sport, opening with a frontispiece of Fangio, Moss, and Mrs. Fangio, and analysing the G.P. cars and races of 1956 in considerable detail, backed up by numerous data and results tables and by a "sport folio" of racing and rally pictures.

Throughout there is a commendable standard of accuracy, although in the World Specification Tables some confusion will be caused because maximum b.h.p. is sometimes given as S.A.E. h.p., at other times as installed h.p. without differentiation, while i.r.s. is not always defined, *e.g.*, Lagonda. This book is an essential to all motoring reference libraries.—W. B.

"'**Motor Cycling**' **Year Book, 1957,**" edited by R. A. B. Cook. 194 pp. 8⅘ in. by 5½ in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.*1. 10*s.* 6*d.*)

This, a companion work to *The Motor* Year Book, provides every sort of reference to motor-cycles of all kinds and to motor-cycle sport. The International racing review of 1956 is by Geoff. Duke, O.B.E.—W. B.

"**B.A.R.C. Year Book, 1957.**" 104 pp. 8½ in. by 5½ in., soft covers. (*B.A.R.C., 55, Park Lane, London, W.*1. 5*s.*)

This Year Book of the British Automobile Racing Club appears for the fifth time, rather late in the year. It contains many absorbing articles. Lord Brabazon of Tara recalls the first day at Brooklands (he means the first meeting), Kenneth Best offers suggestions for improving British rallies, S. C. H. Davis calls for more normal sports-racing cars, and there are articles on safety in racing and holidays abroad, driving in France and foreign hotels, the last three only incidental to motor racing.

Naturally, much of the book is devoted to past and coming B.A.R.C. races and other events but there is also a great deal of general information about competition motoring, which would have been more useful earlier in the year. Edgar N. Duffield writes on memories of the early days of the Club but his memory isn't very reliable, because he refers to at least four small cars as existing in 1912 which didn't come into being until after 1918, gets Marendaz's initials mixed up and refers to Percy Lambert as a J.C.C. stalwart, whereas Lambert was killed six years before the J.C.C. was formed. Still, anyone got five-bob?

"**A Fool Strikes Oil,**" by Barbara Toy. 207 pp. 8⅓ in. by 5½ in. (*John Murray, 50, Albemarle Street, London, W.*1. 18*s.*)

Here is Miss Toy's third book in her self-styled "Fool" series. They are straight-forward travel books, with the attraction of clear descriptive writing and the fact that the authoress travels the far places alone in her Land Rover "Pollyanna." This book possesses an attractive dust-jacket which proves that Miss Toy is quite feminine in spite of the alarming places and persons she cheerfully visits alone.

"A Fool Strikes Oil" is happily topical, dealing as it does, with travel and observation in the new world of oil, as she travels across the vast, inaccessible country of Saudi Arabia, from Kuwait on the Persian Gulf, to Riyadh the capital and then on to Jedda on the Red Sea, a journey of contrast, from being a guest of King Saud to driving through the old Arabia, just stirring to the first smell of oil.

There are some quite good pictures—but, *please*, John Murray, maps!—W. B.

Foulis have issued "**Full Throttle,**" by Sir Henry Birkin, Bt., in their "Handy Series" (133 pp. 7½ in. by 4⅝ in.). It costs only 7*s.* 6*d.*

* * *

"**Caravan Sites,**" a guide to officially-recognised residential and recreational caravan sites in Britain and Ireland has again been issued by *Modern Caravan*. It costs 2*s.* 6d., from the Heathcock Press Ltd., Heathcock Court, Strand, London, W.C.2. It lists some 2,709 sites in England and Wales and 201 elsewhere, and would be even more useful if issued earlier in the year than April. All the sites listed are legally approved and details are given. Incidentally, we now turn out 20,000 caravans a year and 200,000 people live in vans, yet London has no recognised sites, and Middlesex only nine. Yorkshire has the most.

* * *

The **Ordnance Survey** has adopted a new look! New ¼ in.-to-the-mile maps, with an easy-to-read new-look, the hills shaded to give a more readable picture to the less-expert map user, are being prepared. The first sheet, covering North Wales and Lancs. (sheet 10) has been issued, but it will take six years to complete a full set covering the British Isles. As maps are of great interest to serious motorists we append the official description of this new series:

In its design, the new map differs from the fourth edition in many respects. To conform with Continental practice and the requirements of air navigation, the scale has been altered from 1 : 253,440 or one-quarter inch to one mile to the scale of 1 : 250,000, but as the change is slight and will not be apparent to the general user, the more convenient title of "Quarter-Inch" map is being retained for the present. Again, the amount of detail shown has been reduced when compared with the fourth edition, in the knowledge that there will exist an up-to-date One-Inch Map and a new Half-Inch Map for more detailed reference. And, thirdly, the method of depicting the relief of the ground has been altered. Hypsometrical or layer tints as used in the present fourth edition have been retained, but as these layer tints change at the same interval as the contour interval, the contour lines have been omitted with the object of lightening the appearance of the map without taking away any of its value, while hill shading has been added to give a more readable picture of the relief of the ground, which should help the less expert map user.

Class I and II roads are distinguished by separate colours, as in the fourth edition, but built-up areas are now shown in grey. The National Grid is printed at 10-kilometre intervals. The aim has been to produce a map suitable for motorists, and giving a picture of the ground which is not only easy to read but is also pleasing to the eye.

The new map is available in three styles: paper flat, price 3s. 0d.; paper folded in covers, price 5s. 0d.; and mounted on linen and folded in covers, price 7s. 0d.

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"**Technical Bookguide,**" issued monthly for 6d., is what its title implies. The publisher is Hansom Books Ltd., 21, Lower Belgrave Street, London, S.W.1.

* * *

Shell-Mex and B.P. Ltd. have commemorated their first 25 years by issuing a rather beautiful souvenir in the form of a brief history of World events from 1932 to the present day, illustrated—and this is the point—by reproductions, some in colour, of Shell and B.P. advertisements of the past quarter-century. The text names the famous artists commissioned to draw and paint them and all the classics are there, including the stupid "sleeping baby" stunt. Intended for the staff, the Shell-Mex and B.P. public relations department expresses the hope that we will mention "The First 25 Years," so perhaps if you are quick off the mark and say you read of it in MOTOR SPORT a p.c. to Mr. P. N. Vey, Shell-Mex House, Strand, W.C.2, will secure a free copy. No doubt such luxuries for staff and public consumption are a means of dispersing excess profits but as the petrol companies have been far more generous in reducing the price of petrol than has the Government in lowering the tax on it, who are we to grumble?

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Ian Allan Ltd. have issued their 2s. 6d. pocket reference work on "**Sports Cars,**" by John Douglas, in 1957 form.

MINIATURES-NEWS

When they received a request for scale models of their petrol and fuel-oil tankers for display at a well-known store in S.W. England, Fina purchased commercially-available miniature tanker-lorries, scale 1 in. to 6 ft., and had them coloured and scale-lettered by their signwriters at Thames Installation M.R.C. The results were highly satisfactory—so how about retouching your own Dinky and Corgi miniatures?

Recent additions to the Corgi range of miniatures include replicas of 2.4 Jaguar, Standard Vanguard Phase III and M.G. MGA two-seater. Prices range from 2s. 9d. to (with mechanism) 4s. There is also a non-mechanical Commer 5-ton platform lorry, priced at 4s. 2d.

Science sets
the Pattern for

Safety WITH High Mileage



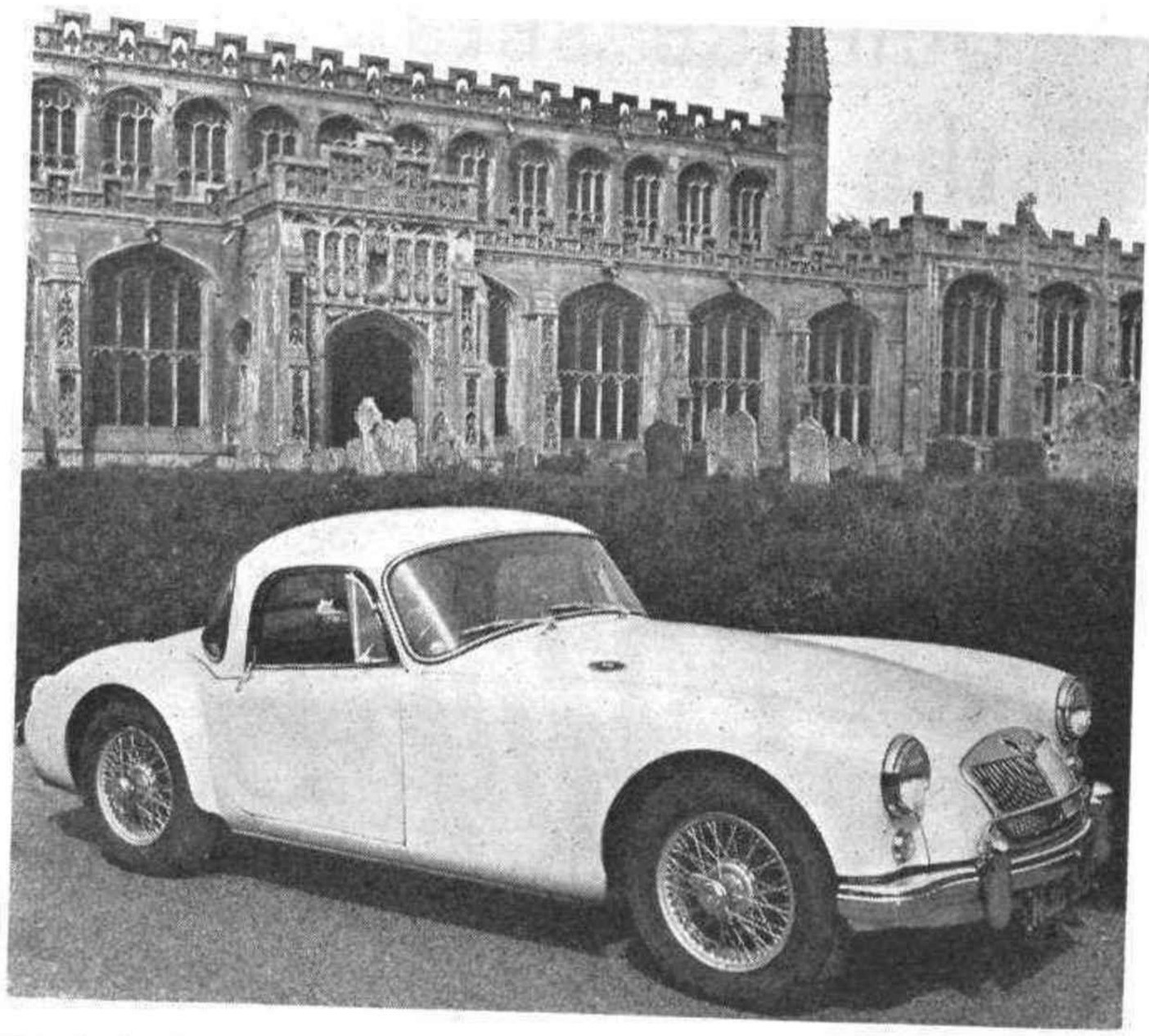
The Pattern 337 is an excellent example of how Pirelli keep pace with present-day trends in automobile design. High performance engines and independent suspension have both resulted in a tendency to increased tyre wear. The 337 offers a greater breadth of tread in contact with the road surface, and its strong circumferential ribs possess great durabiiity. At the same time the intersections in these bands are scientifically angled for tenacity, making the tyre an ideal investment in safety and high mileage.

PIRELLI

WITH TUBE OR TUBELESS

IN THE M.G. TRADITION

The Series-MGA Coupe Constitutes a Safe Fast Car, with First-Class Handling Qualities, Excellent Brakes and Decidedly Useful Performance



ANCIENT AND MODERN.—A camera-portrait emphasising the lasting beauty of old architecture and the pleasing appearance of the M.G. MGA coupe. For those who think of other things beside cars, the church is at Lavenham, Suffolk.

IT was MOTOR SPORT's pleasure during April to carry out a lengthy road-test of the modern M.G. sports car, in the form of a white MGA coupé with red upholstery. This little 1½-litre sports two-seater was driven by various experienced drivers for a total distance of over 1,200 miles and their collective opinions can be summarised by stating that the M.G. MGA is fun to drive, that it handles extremely well, possesses such adequate brakes as to fully justify the manufacturer's slogan "Safety Fast," and that the performance provided by the 72-b.h.p. engine in this 18½-cwt. coupé is sufficient to enable high average speeds to be maintained in a quite unobtrusive manner.

For the young man with a girl-friend but no children, or as a second-car to the family sedan the MGA fulfills a useful function and, as has been proved convincingly, it also constitutes an admirable rally car. It is, of course, available in two-seater and hard-top forms and, stripped of its full-width windscreen, it is by no means inadequate for club sprints and races.

TECHNICALITIES

The M.G. Series-MGA has evolved from a long line of descendants—M.G. Midgets of various types. The design is entirely conventional. The four-cylinder 1,489-c.c. long-stroke push-rod o.h.v. engine is provided with twin S.U. semi-downdraught carburetters and, with a compression-ratio of 8.3 to 1, pushes out 72 b.h.p. at its safe sustained speed of 5,500 r.p.m. The crankshaft is counterbalanced and runs in three bearings, cooling is by belt-driven pump and six-bladed fan, with thermostatic temperature control of the 10 pints of water, and the lubrication system incorporates an eccentric-rotor pump and full-flow oil filter. The pressed-steel sump has a capacity of seven pints. Ignition is looked after by a Lucas oil-filled 12-volt coil, fully-automatic distributor with vacuum and centrifugal advance control, and suppressed 14-mm. Champion sparking plugs.

This engine is in unit with a hydraulically-operated 8-in. single dry-plate Borg and Beck clutch and a four-speed and reverse gearbox having synchromesh on the three upper ratios and holding four pints of lubricant. The drive passes *via* an open propeller-shaft with needle-bearing universal joints to a ¾-floating hypoid-bevel 4.3-to-1 back axle, which contains 2¾ pints of lubricant.

The chassis is of box-section, upswept over the back axle, which is sprung on fairly stiff ½-elliptic hydraulically-damped leaf springs. At the front there is softer coil-spring and wishbone i.f.s., again damped hydraulically, and steering is by rack-and-pinion. Lockheed 10-in. hydraulic brakes are used all round and twin Lucas batteries behind the seats supply the 12-volt electrical system.

The body was re-vamped for the MGA, the "real" radiator shell and slab fuel tank giving way to a streamlined nose and a small, conventional luggage boot. This body is made by the Bodies Branch of Morris Motors, Ltd., in Coventry. The car is no longer festooned with M.G. octagon badges, but we are inclined to think that a small octagonal air-entry would make a better nose-piece than the existing oblong grille. (However, after witnessing with horror the vintage-looking radiator shell of a modern M.G. Magnette rise up into the air with the alligator-bonnet when the latter was opened while the owner looked at the dip-stick, we will not carp over the fixed radiator grille of the MGA!)

To reveal the engine a wire hook under the facia is pulled and after the safety-catch is released the bonnet panel can be raised, and supported on a prop. Its lid is liberally sound-proofed. Accessibility within the engine compartment is commendable, the oil-filler consisting of a (wire-secured) cap on the valve cover and the water-filler of a bayonet-cap on the radiator header-tank. The car tested had a Smith's heater-unit and its long, big-diameter hose-pipe is matched by a shorter piece on the opposite side, which rather casually conveys air from the nose-grille to somewhere in the vicinity of the carburetter air-intakes, which are fitted with individual air-cleaners. Throttle control is by a Bowden cable to a very dodgy-looking anchorage on a metal bracket on the inlet manifold, to which it is secured merely by a tiny split-pin. Fuel is fed efficiently from a 10-gallon rear tank by means of a rear-mounted S.U. electric pump, which primes adequately, if noisily, from a low level. The electrical fuses etc., are well placed on the bulkhead and there are plenty of under-bonnet data plates, but the dip-stick is rather short and the batteries are buried in the tail.

BEHIND THE WHEEL

The coupé version of the M.G. MGA is an attractive proposition for those who no longer enjoy large volumes of fresh air or for the business motorist who craves a sports car but who hasn't the time or inclination to erect a hood and sidescreens every time a shower falls to wet his City suit and the appurtenances of his trade.

It is difficult to provide a coupé top on a small car which is both practical and good to look upon. The M.G. stylists have got away with it reasonably well. The wrap-round screen is of Triplex laminated glass (praise be!) and does not normally distort the driver's vision; the large wrap-round back window is of Triplex toughened glass. The result is good forward and sideways vision, marred only slightly by the pillars behind the doors when glancing ¾-rearwards and more seriously because the large rear-view mirror,

splendidly as it fulfills its function, is mounted on the facia-sill right in the near-side line of vision of a driver of average height. The obvious solution is to throw this inconveniently-sited mirror over the hedge and fit the wing-mirror offered as an extra.

The roof, of pressed-steel welded to the body, is not particularly thickly padded, so provides reasonable head room. The doors trail and have neat pull-up exterior handles. The windows wind down fully with 1½ turns of their handles, good hanging " pulls " are provided, and there are hinged ¼-lights with quite good, but not thief-proof, catches. The interior of the MGA coupé is tastefully upholstered in leather, the test car having red seats and trim, offset by white leather-cloth on the facia and door sills. The use of dull leather-cloth on the wide facia-sill obviates dazzle. The backs of the bucket seats fold, which facilitates the stowage of coats, etc., behind them but isn't really necessary. The seats, although small, are extremely comfortable and possess adequate adjustment for a tall driver and passenger. A " crash pad " lines the scuttle, as on many modern cars but the base of the rigid facia and the top of the screen, which cause just as much injury on impact, are not so protected.

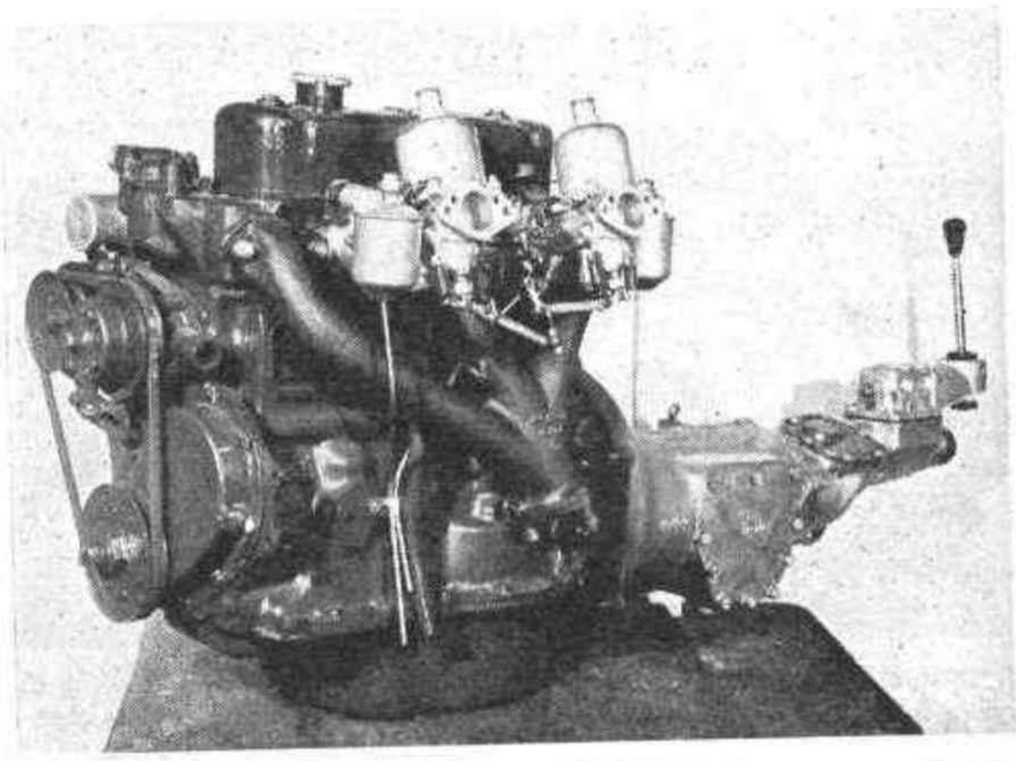
Accommodation in this M.G. is strictly for two, as the spare wheel protrudes partially into the space behind the seats. No door pockets are provided, but there are generous open-topped scuttle stowages and the wide shelf behind the seats is lipped to retain parcels, etc. The luggage boot lid, released by pulling out a wire hook behind the passenger's seat, lifts to reveal a shallow boot in which the greater part of the spare wheel protrudes and the tool-roll is accommodated. Squig-bags rather than suitcases are the order of the day but, thus equipped, a week-end couple should be able to take adequate luggage, especially in these days of nylon undies. For longer-duration excursions an external luggage carrier is available. The boot lid has to be propped open with a stowable stay and requires slamming to shut it; the rubber sealing was already coming adrift from it.

The passenger's door carries a lock, which the ignition-key fits. Between the seats there is a padded rest which serves to hold the occupants securely and a lidded ash-tray can be provided on the propeller-shaft tunnel. The doors require a slam to shut them otherwise they tend to bounce open. Altogether this body earns good marks, for *chic* appearance and well-thought-out detail work, and it is commendably free from rattles. It scores a big black mark, however, when all but the more agile first try to enter it or leave it. The doors are large and quite properly trail, but they do not open more than about 45 deg., which, with the low floor and low roof line, renders dignified exit from an MGA virtually impossible for the elderly, who are in imminent danger of rupture or a slipped-disc unless care and thought is applied to the manoeuvre. Less anxiety is caused by the absence of anti-dazzle vizors, but there are times when they would be appreciated.

Although the test-car did not possess the telescopic steering column which may be ordered as an extra, the driving position is excellent and both front wings are in full view, or would be were the aforesaid mirror sensibly located. The pendant pedals, although small, are well placed and there is room for the left foot beneath clutch pedal. The accelerator action is light but not entirely consistent over the entire range.

The remote gear-lever is a delight, being 100 per cent. rigid, well placed, and ideal for really rapid cog-swopping. The movements are conventional and very short, especially across the gate. It is possible to beat the synchromesh, on which, however, few M.G. drivers will wish to rely; if any criticism is merited it is that the gear-change is slightly on the harsh side, possibly because the test-car had not completed 4,000 miles. Bottom gear, as on other B.M.C. gearboxes, is occasionally difficult to engage. The indirect gears are quiet and due to hydraulic actuation the clutch action is light; a trace of clutch slip is discernible when making snatch gear-changes, perhaps due to weak clutch springs.

The engine of the MGA was set to idle at 800 r.p.m. and begins to sound busy beyond 4,000 r.p.m. The rev.-counter has a warning area between 5,500 and 6,000 r.p.m. and to go beyond 6,000 r.p.m. is unwise. However, without exceeding 5,000 r.p.m. this M.G. provides adequate performance for fast travel on English roads. The maxima are about 26 m.p.h. in first gear, 44 m.p.h. in second and 74 m.p.h. in third gear. By using the lower gears excellent acceleration, in the order of 0-50 m.p.h. in 11 sec. and 0-70 m.p.h. in 20 sec., is available. So readily does the engine respond that the " red " is approached very quickly in second gear and a rapid change into third is necessary, which momentarily kills the surge of progressive acceleration. From this aspect second gear is rather too low but for all practical purposes the gear ratios are well chosen. Moreover, a higher second gear would kill some of punch available, which makes this gear so very useful for getting past slowly-moving

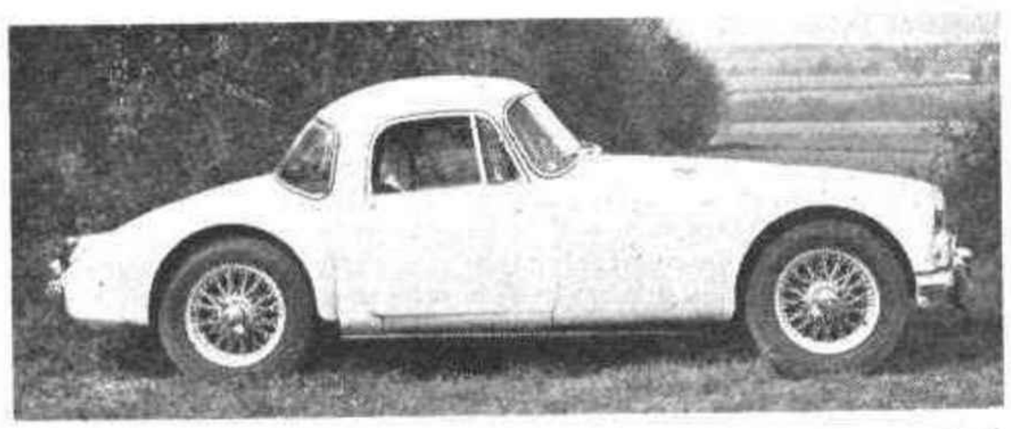


POWER FOR THE MGA.—The B.M.C. B-Series power unit with twin S.U. carburetters and remote gear-lever, etc., as installed in the M.G. sports cars.

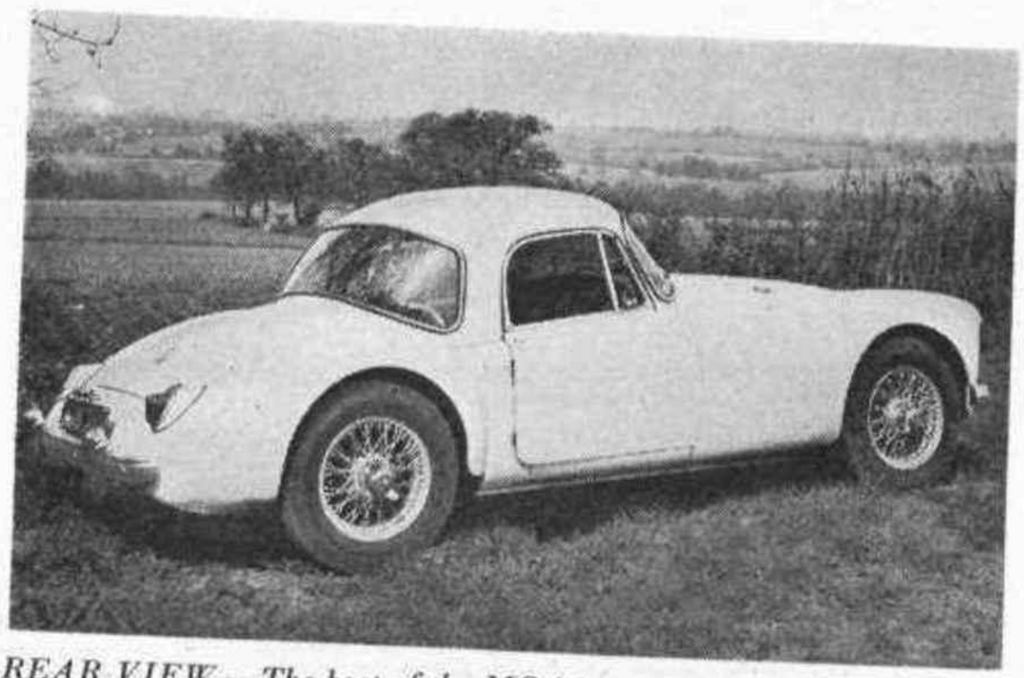
obstructions. The overall ratios could be better chosen, however, but perhaps the use of standardised components constitutes a difficulty.

Although most owners will make very considerable use of the engine's willingness to run up to really high r.p.m., being encouraged to do so by the excellent gear-change, if an elderly parent borrows the M.G. to run down to the post he or she will find it perfectly amiable at an absurdly staid gait in top cog. Such sorry treatment brings to light that the engine is virtually " pink-proof " (only a trace occurring when picking up from low speed in second gear), but a more useful aspect of the MGA's docility is the absence of exhaust noise, so that, with the revs. kept within decent limits, this sports car will slip through towns without drawing unwanted attention to its presence. The tyres are less satisfactory in this respect, being prone to imitate an accident in the happening as the car is driven gently through a roundabout or acute bend. However, at higher speeds cornering fails to produce more than a murmur from the " Road Speeds." This is a matter of tyre pressures. The car was handed to us with these set for fast driving, with rather more air in the front tyres (rear 23 lb./sq. in., front 20 lb./sq. in.) than the handbook recommends. However, we found that by inflating the " Road " Speeds " on the back wheels to 30 lb. cold, tyre noise at lowspeed was cured completely, without impairing comfort on good roads it is possible that this might result in loss of adhesion on wet surfaces.

From the foregoing comments the reader will be left in no doubt as to the ability of the M.G. coupé to dispose of most things on the road and to make effective use of such gaps and opportunities as occur in the heavy traffic on our inadequate highways. Speed and acceleration are only half the battle when it comes to setting up satisfactory average speeds under such conditions, but the M.G. has other qualities equally as useful. For instance, roadholding is of a very high standard. The car inspires confidence from the outset but only by experimenting on open bends can a driver previously unacquainted with the MGA realise how very fast this car will go round corners. The suspension is firm, but not so stiff as to give an unpleasant ride, except over attrocious by-roads. The M.G. sits down well and hugs the verge round long bends in a manner which inspires immediate confidence, while the " quick " steering, asking



A FULL SIDE VIEW of the M.G. MGA coupe. Apparently it offers rather less drag than the two-seater, even when hood and side-screens are erect on the latter. As tested, the car costs £1,126 13s.



REAR VIEW.—The boot of the MGA is considerably restricted by the spare wheel. The lid is released by a control inside the car, so that a key is not required.

THE M.G. SERIES-MGA COUPÉ

Engine : Four cylinders, 73 by 89 mm. (1,489 c.c.). Push-rod operated o.h. valves. 8.3-to-1 compression-ratio; 72 b.h.p. at 5,500 r.p.m.
Gear ratios : First, 15.652 to 1; second, 9.520 to 1; third, 5.908 to 1; top, 4.3 to 1.
Tyres : 5.90 by 15 Dunlop "Road Speed" on centre-lock wire wheels.
Weight : 18 cwt. 2 qtr. (without occupants but ready for the road, with approximately half-a-gallon of petrol).
Fuel capacity : 10 gallons. Range approximately 275 miles.
Wheelbase : 7 ft. 10 in.
Track : Front, 3 ft. 11⅞ in.; rear, 4 ft. 0¾ in.
Dimensions : 13 ft. 0 in. by 4 ft. 10 in. by 4 ft. 2 in. (high).
Price (with extras as tested) : £751 11s. 6d. (£1,126 13s. inclusive of purchase tax).
Makers : The M.G. Car Company, Ltd., Cowley, Oxford, England.

only 2¾ turns lock-to-lock in conjunction with a small (28-ft.) turning circle, enables rapid changes of direction to be made. There is no pronounced over- or understeering tendency but if anything the former predominates. The steering is fairly light, free from sponginess or lost motion, and only just misses being 100 per cent. positive. The large-diameter (14½-in.) wheel with narrow-X spring spokes is pleasant to handle and there is no very pronounced column or scuttle shake, although considerable kick-back is transmitted to the driver's hands over rough roads. There is powerful castor self-centring action. Wheelspin can be provoked by vicious take-off in bottom gear; tail slides, if they occur, are instantly responsive to steering correction. There is so little roll and so responsive is the steering that quick changes of direction, so useful for rapid overtaking and essential in rally driving tests, are considerably facilitated. The stiff ½-elliptic springs locate the back axle effectively; even with the back tyres at high pressure bumps encountered on fast bends did not materially affect roadholding.

To these highly desirable handling characteristics add the impeccable braking provided by the Lockheed 2LS system. From maximum speed these brakes provide extremely powerful retardation and a straight-line stop in an emergency is possible not once, but repeatedly, because, at all events on the wire-wheel-equipped car, brake-fade is absent. So powerful are these brakes for so light a pedal pressure that they have to be used with discretion at low speeds or the passenger will be flung into the screen. Initial lost-motion on the pedal aggravated this fierce action. A slight squeal when applied lightly soon wore off and at the end of our strenuous test there was no loss of retardation from these very powerful and reassuring brakes. The hand-brake lever, nestling beside the tunnel by the driver's left leg, has the traditional M.G. fly-off action with push-button to lock it on, and thus ranks as one of the few really sensible hand-brakes found on modern cars. It held like a leech.

The foregoing represents an analysis of the M.G. MGA coupé as we came to know it under varied conditions of usage. On paper it is difficult to convey the charm of a long journey behind the wheel of this little sporting car. It does not possess the extreme of performance, but it steers and corners impeccably, with those splendid brakes in reserve should difficult situations arise. It has very useful acceleration, particularly as this can be maintained to well beyond 70 m.p.h. in third gear if desired; on the other hand, earlier upward changes may be made because after 50 m.p.h. or so the top-gear performance is excellent. Emphasis is lent to the M.G.'s top-gear abilities by an acceleration time in that ratio of 14 sec., from 50 to 70 m.p.h. Another aspect of the top-gear performance is an ability to cruise unconcernedly at 80 m.p.h. with the engine turning over at 4,700 r.p.m.—in comparison, sixty is a mere crawl, with the power unit idling at just beyond 3,500 r.p.m.

In sheer maximum speed this 1½-litre M.G. cannot compete with larger-engined sports cars which the flat-rate taxation system has encouraged. But on any reasonably straight piece of road the MGA is up to 80 m.p.h. as a matter of course and 85-90 m.p.h. is easily attained on British roads. The absolute maximum is of less importance but under favourable conditions it is a few m.p.h. over or under 100 m.p.h., depending on the run available.

Petrol consumption, driving hard but not abnormally hard, in a test which also embraced a cold start and some town-traffic, came out at 27½ m.p.g. The range is thus in the order of 275 miles. Gentle handling would no doubt lift these figures to around 30 m.p.g. and 300 miles. A later check confirmed that even under the exacting conditions of covering 350 miles in a day surveying a rally-route, in towns, very largely in country lanes and with really fast driving on main roads, the consumption did not rise above 27 m.p.g., using a variety of petrols. The engine had a slight tendency to run-on after a spell of slow driving when the ignition was cut. It always started very readily and showed a maximum of 70 lb./sq. in. oil pressure (pressure varies with engine speed) and a water temperature of 170 deg. F., rising to 190 deg. F. only when becalmed in Oxford Street, W., during the "April summer." The sump level fell to the danger level after the test had proceeded for some 700 miles, when three pints of Castrol XL brought the level back to "max." A later check after some fast driving confirmed that oil consumption is in the region of 2,000 m.p.g. No water was required. On the subject of fluids-replenishment, the petrol filler cap on the tail has a lift-up quick action, but is woefully small.

Going over the minor controls and detail work, they seem in keeping with the car's character and, as M.G. fans will realise, are in the Abingdon tradition.

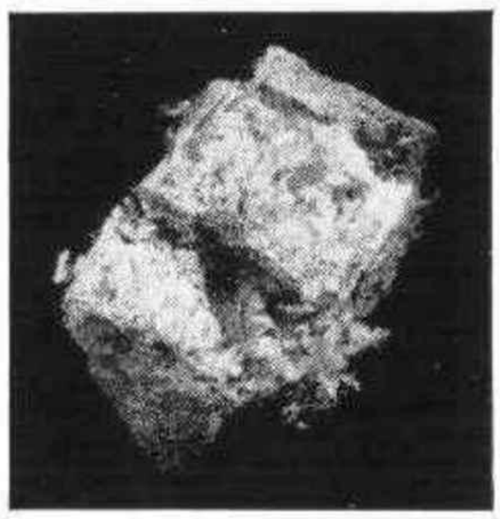
Pendant pedals are used, with a heel-mat for the driver. Black (lettered) knobs on the leather-cloth-covered facia control the self-parking screen wipers, fog-lamp (not fitted on the test-car), starter, choke, and panel lighting, the last-named knob turning to provide rheostat control. Another knob on the extreme left switches on a useful map-lamp before the passenger. The choke can be held out in various degrees by locking it with its serrated stem, but this also opens the throttles, which can be inconvenient. There is a separate but uninformative fuel gauge and a combined oil-pressure and water-temperature dial. Before the driver and easily read are the matching 3½-in. Jaeger rev.-counter and speedometer, the former reading to 7,000 r.p.m. (but with the red area from 6,000 to 7,000 r.p.m.), the latter reading to 120 m.p.h. and possessing trip with decimal and total mileage readings. The needles of both these instruments are commendably steady and it is pleasing to find them travelling in the same plane. All the dials are, indeed, in good view of the driver; the steering wheel tends to blank the "flashers" warning light and if an M.G. badge is supplied with the ignition key this obscures the petrol gauge—which, these days, is no bad thing!

The gear-lever knob has the positions marked on it; reverse is back, outside second, and strongly spring-loaded. The horn button for the commendably loud horn is large and recessed in the centre of the facia; we prefer it in the centre of the steering wheel. No cubby-hole is provided but there is provision on the facia for radio, if required.

The car tested had a heater unit, controlled by a sliding knob set neatly below the centre of the facia, with knobs to left and right of it for air control and demist, respectively. The supply of cool air, even with the blower running, is insufficient, so that a choice has to be made between objectionable air noise with the windows open or a stuffy interior with them shut. An ignition warning light is incorporated in the rev.-counter, a headlamps-beam warning light in the speedometer dial. On the extreme right of the facia a rather wobbly but reasonably convenient lever operates the self-cancelling direction "flashers," with a warning light beside it. Another extra on the test-car was a screen-washer, which refused to function. Fluid for it is contained in a plastic bottle, which cannot freeze. The ignition key is separate and detachable; the wipers only function if the ignition is

Continued on page 308

No. 1 Nine inches of safety

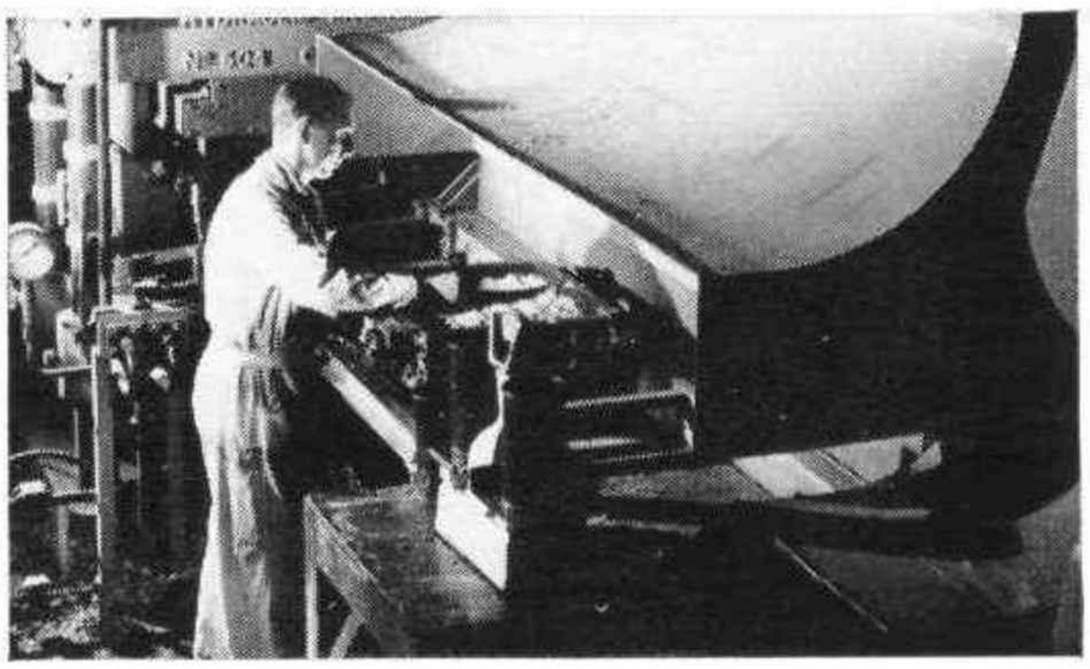


Specimen of asbestos-bearing rock with two wide seams of chrysotile fibre (the most-used white asbestos) cutting through



(Left) In the Ferodo Laboratories constant tests are made of raw materials and special equipment is used for making up test samples.

(Below) One section of the Ferodo Research Division is devoted to experimental production where the small-scale manufacture of new materials may be carried out on a production as opposed to a laboratory basis The illustration shows one of the machines used in the experimental production of moulded brake linings.



Nine inches . . . that's about the length of an average car brake lining. And not very much to look at, either. One motorist describing the woven-type lining, said 'rather like a bit of old Army webbing but stiffer!'

But this most modest and unspectacular car component carries a big responsibility. That's why Ferodo Limited investigate with such painstaking care the materials which go into its composition —their characteristics when taken in isolation and their friction properties in combination.

It starts with a bang.

In Rhodesia, Swaziland, the Transvaal, Quebec and elsewhere, mining engineers blast the rocks apart to obtain the basic material of all brake linings . . . asbestos.

A common enough material; most likely your garage is made of an asbestos cement . . . but, in reality, one of the earth's most baffling mysteries. For here is a soft, almost silky fibre that's really a mineral and blood brother to granite.

That's why asbestos is so right for brake linings; it's tough and flexible as fibre yet as non-inflammable and heat-resisting as rock. There are many different kinds of asbestos and they all have to be studied to select those that will give you brake linings that are safe —and stay safe!

This selection of asbestos has been difficult in past years because so very little was known about it.

But modern techniques, in particular, x-ray crystallography, have unlocked many of the secrets of asbestos. Ferodo scientists have been foremost among those engaged in this field of research. We now know, for example, that the chrysotile asbestos fibres used for brake and clutch linings are, in fact, bundles of ultra microscopic tubes. Indeed, a considerable portion of present-day knowledge of asbestos structure has been derived from the work of the Ferodo Laboratories.

But there's more to a Brake Lining than just asbestos.

To make an efficient friction material, resins and friction modifiers must be added to the asbestos.

There are scores of natural resins—and man has made many of his own, too! In the Ferodo Laboratories all these materials are studied, noted, assessed. The resins, which set hard when heated, and the friction modifiers are just as important as the asbestos constituent since they impart to the finished brake lining its durability, its consistency of performance and its anti-fade characteristics. When you apply your brakes and your car stops safely, smoothly, quietly, remember that Ferodo research has ensured that your Ferodo Anti-Fade Linings are as safe, hard wearing, as science can make them.

Your garage recommends **FERODO**

Anti-Fade BRAKE LININGS

Watch out for the next in this series

FERODO LIMITED · CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*

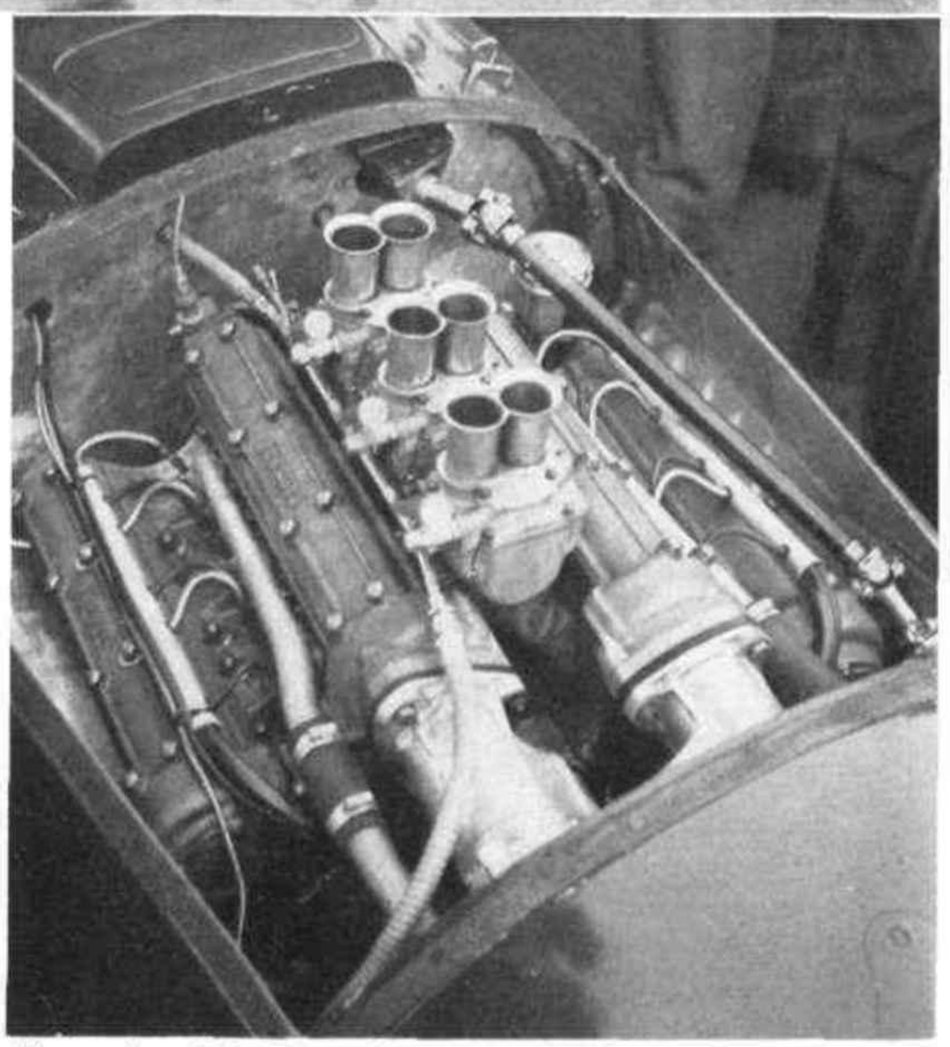
THE FORMULA II FERRARI



The Formula II Ferrari on its first public appearance, at Naples, where it finished third behind two Lancia/Ferrari 2½-litres. Note the near-side exhaust system, the air-scoop on the bonnet for the three carburetters and the well-balanced proportions of the car.

ON April 23rd the two works Ferrari drivers, Collins and Hawthorn, presented themselves at Modena to drive the new FII Ferrari for the first time. The third member of the G.P. team, Musso, should also have been present, but a slight illness kept him at home. Needless to say the two English drivers were more than delighted with this new toy schemed up for them by Enzo Ferrari and his engineers, led by Bellantani, and the engineers themselves were quite pleased with the way it went on its first outing. So much so, in fact, that it was taken to Naples the next day and for two days of practice and in the Naples Grand Prix itself it was driven mercilessly by Luigi Musso and came through with flying colours. During the first practice there was some slight hesitation in the pick-up but adjustments to carburation soon put this right and not a single fault in the design showed up throughout the whole of the running. That it did not hang about can be shown by the difference of only 1.7 sec. between Musso's best lap round the hilly, twisty, circuit and Hawthorn's astounding lap record. Apart from lower accelerative powers up the hills, this little car could easily hold its own with the FI machinery on this low-speed twisty circuit. The car was taken back to Modena having proved itself a worthy contender for FII honours, as and when this class of racing really gets under way.

From stem to stern the whole car is brand new, no FI parts or proprietary components being used, all pieces having been designed and manufactured in the Ferrari factory at Maranello. Without doubt, much of the knowledge gained from the Formula I Lancia/Ferrari V8 cars has been used to design the new 1,500-c.c. car, and the situation is an exact parallel of that classic occasion in 1939 when Daimler-Benz produced a 1,500 c.c. supercharged V8 Mercedes-Benz racing car that was a scaled down replica of the 1939 V12 Grand Prix 3-litre Mercedes-Benz. This new Formula II Ferrari V6 is a scaled down replica of the Formula I Lancia/Ferrari V8.



The engine of the Formula II Ferrari, showing the vee layout of the six-cylinder engine, with two camshafts to each bank, the three double-choke Weber carburetters and the magnetos on the front of the inlet camshafts. Note how the engine is set at an angle in the frame, as on the Formula I cars.



The Formula II Ferrari, number 24, is here seen alongside its big brother, the 2½-litre V8 Lancia/Ferrari. Number 20 is the experimental car with independent rear suspension by swing axles and coil-springs that Collins drove to victory at Naples.

The engine has a bore and stroke of 70 by 64.5 mm. giving a capacity of 1,490 c.c. and has two blocks of three cylinders arranged in vee formation on a single-piece crankcase, the right hand block behind slightly staggered rearwards. Each block has a cylinder head with two overhead camshafts and between the heads is a single casting carrying three double-choke Weber carburetters, each choke



Left : The cockpit of the Formula II Ferrari, showing the huge fuel tank alongside the seat, the simple instrument panel and the curved Perspex windscreen. The hump on the scuttle is a projection aft of the bonnet-top air-scoop and contains an air duct for cooling the cockpit.

Right : The front brakes of the Formula II Ferrari, showing the very wide, large-diameter drums, and also the double wishbone and coil-spring suspension. The road wheels are 15 in. with a 5.50-in. tyre.



feeding to one cylinder. There are two plugs per cylinder and these are fired by two six-cylinder magnetos, one mounted on the front of each inlet camshaft. From this front camshaft drive all the ancillaries are also driven, being mounted below the magnetos. The engine is very wide, but extremely short and rigid and is mounted in the chassis at an angle so that the propeller-shaft runs diagonally across the floor of the cockpit and alongside the left-side of the driving seat. At the back it drives to a pair of bevel gears, as on the Formula I car, and the cross-shaft enters the gearbox/differential unit transversely, the gearbox shafts also being in this plane, with the final drive stepped up to hub height by straight tooth pinions. There are four speeds and a reverse in the gearbox and control is effected by a right-hand lever with no gate in the cockpit. Running on 9.5 : 1 compression ratio and using straight petrol the engine is said to give 190 b.h.p. at 9,200 r.p.m., and even allowing for this being optimistic it is hardly likely to be more than 25 b.h.p. out, so that it will be appreciated that this 1,500-c.c. unsupercharged Ferrari engine is certainly turning out some useful power. When it is realised that its starting line weight, with driver, fuel, oil, etc., is 14½ cwt, it can be seen that it must have a fair power output to be able to go as well as it does.

In design the chassis is rather a retrograde step, for whereas the Formula I car has a true space frame, built from small-diameter tubing, this new chassis has two large tubes forming a main frame and smaller diameter ones forming a strengthening superstructure, not unlike the last version in 1955, of the Super Squalo. At the front the suspension is by double wishbones, of unequal length, and coils springs and an anti-roll bar. Once again the design is a cross between Lancia and Ferrari, for whereas the D50 Lancia/Ferrari uses ball-joints on the ends of the wishbones instead of the conventional king-pin, and the last pure-Ferrari Formula I car used a long king-pin, this new car has two very short king-pins, one on the top wishbone and the other on the bottom one, the stub-axle forging being shaped to take the place of the king-pin and having bearing surfaces about 1 in. deep top and bottom. It is interesting in passing to note that this system has been used on the 1½- and 2-litre sports Maseratis for two years now, and that Ballentani and Massimino both moved from Maserati to Ferrari last year: truly all design stems from Modena! At the rear a de Dion layout is used that is almost identical to that used on the Formula I car, but with all the components naturally scaled down in size, the only major difference being in the centre location of the de Dion tube. On the Lancia/Ferrari a fork extending below the de Dion tube slides up and down a ball that is fixed to a projection from the bottom of the differential housing, thus giving a low roll-centre but a variable one. On the FII Ferrari the roll-centre is at hub level, for a ball on the centre of the tube runs in a guide fixed to the chassis. Suspension medium at the rear is by a transverse leaf-spring mounted above the whole rear axle assembly. A large fuel tank and the oil tank are mounted at the rear of the chassis frame, shaped as on the Formula I car, and an extra fuel tank fills the left-hand side of the cockpit, the driving seat being slightly set over to the right. In keeping with the rest of the scaling down from Formula I, this new car uses 15-in. knock-off centre-lock wire wheels shod with 5.50 in. front tyres and 6.50 in. rear. Brakes are orthodox large diameter two-shoe drum type, with very fine finning. The bodywork is very similar in general shape to the Formula I car as used by Collins at Syracuse this year and has a large air scoop on the top of the bonnet, while a single exhaust pipe protrudes from each side of the car and ends in a megaphone. So closely coupled with the Formula I car is the design of this 1,500-c.c. Ferrari that the same portable starter and shaft are used, this being introduced into the near-side of the tail of the car and turning the engine by a dog on the end of the propeller-shaft, exactly as is done on the Lancia/Ferrari.

This new Ferrari is the first serious demonstration that Italy is interested in Formula II, and it is clear that the Italian designers visualise a car for this type of racing to be a scaled-down Formula I car, as distinct from the British manufacturers who support the idea of a scaled-up Formula III car. As with all racing design the best answer is a compromise of all the possible variables and it will be interesting to see the eventual outcome of Formula II. We have started with very small, light cars with low horsepower and a fairly heavy one with quite a high power output; whether they both resolve into a medium-weight car with medium power remains to be seen, but undoubtedly Ferrari has given Formula II on the Continent a decided fillip with the introduction of his 1½-litre car.—D. S. J.

GRAN PREMIO NAPOLI—continued from page 306

long-nose body. Godia and Piotti should also have been running but there was insufficient time after Pau to repair their cars.

The rest of the Formula I entry was made up of a lone factory Connaught, being the one that Bueb drove into third place at Pau, and now driven by Lewis-Evans, fresh from his Goodwood win and making his first Grand Prix appearance; the ex-Whiteaway H.W.M. with 2½-litre Alta engine, in the hands of its new owner, A. G. Mann; a six-cylinder Gordini driven by da Silva Ramos; an Italian driver, Brandolio, with a home-built "special" utilising Lancia Aurelia mechanical components; and local driver Bellucci with an A6G sports Maserati.

As the race was for Formula I and Formula II, combined but with separate prizes, there was a miscellaneous collection of 1½-litre machinery to form a field behind the works Ferrari driven by Musso. The much-publicised Lotus and Cooper onslaught of the Formula II field provided no entries at all, on this circuit which would have been *ideal for them. There was an old long-chassis monoposto* Ferrari fitted with a 12-cylinder 1½-litre engine, one of the old supercharged cars suitably modified, and driven by Taraschi; another local man, Natella, with a new 1,100-c.c. sports Osca; Maglioli with the works Porsche Spyder he drove in Sicily; and Fiordelisi with a home-built sports car using a 1,900 Alfa-Romeo engine linered down to 1,500 c.c.

As a *Formula II* race the entry was a bit of a farce, so that the Formula II Ferrari was viewed as competition for the bigger cars, and the assorted 1½-litre machinery purely as make-weight.—D. S. J.

PICTORIA

Goodwood M

B.A.R.C. Br

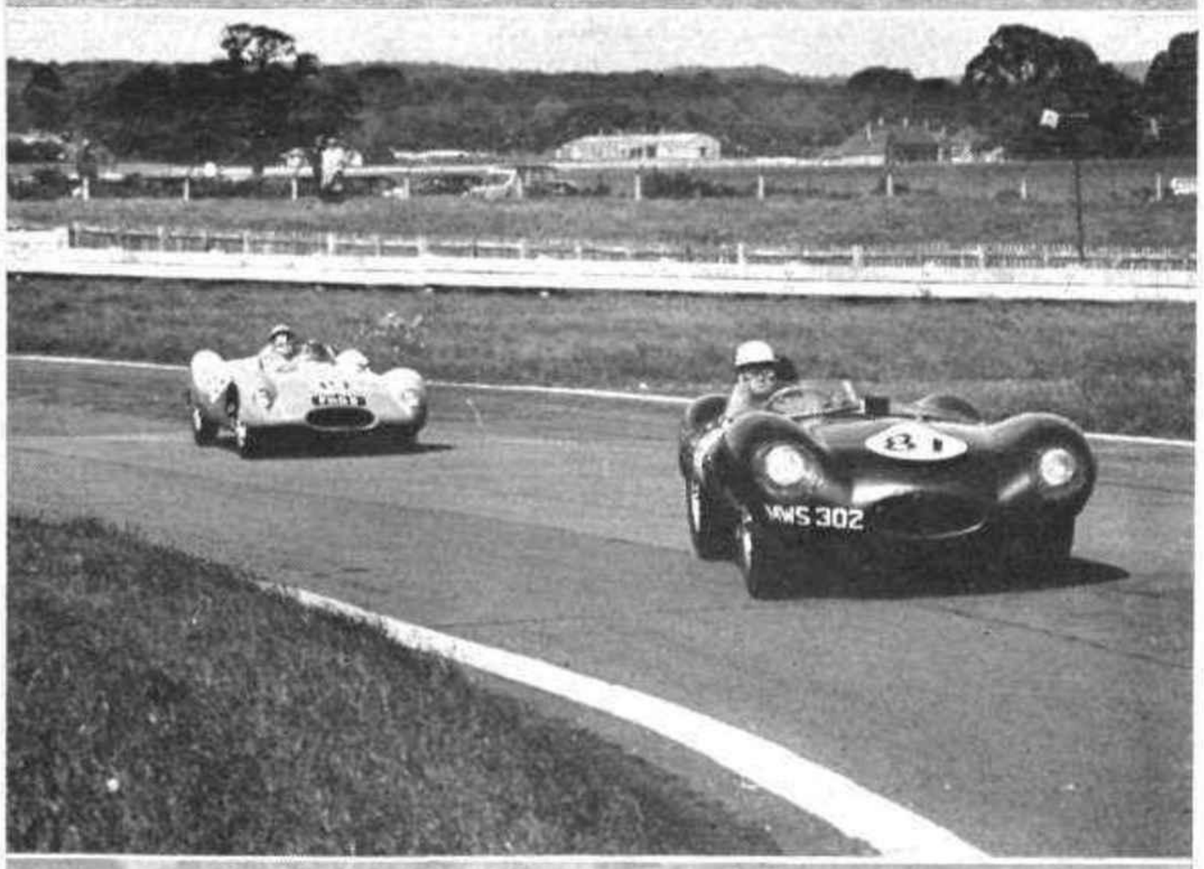
Monaco



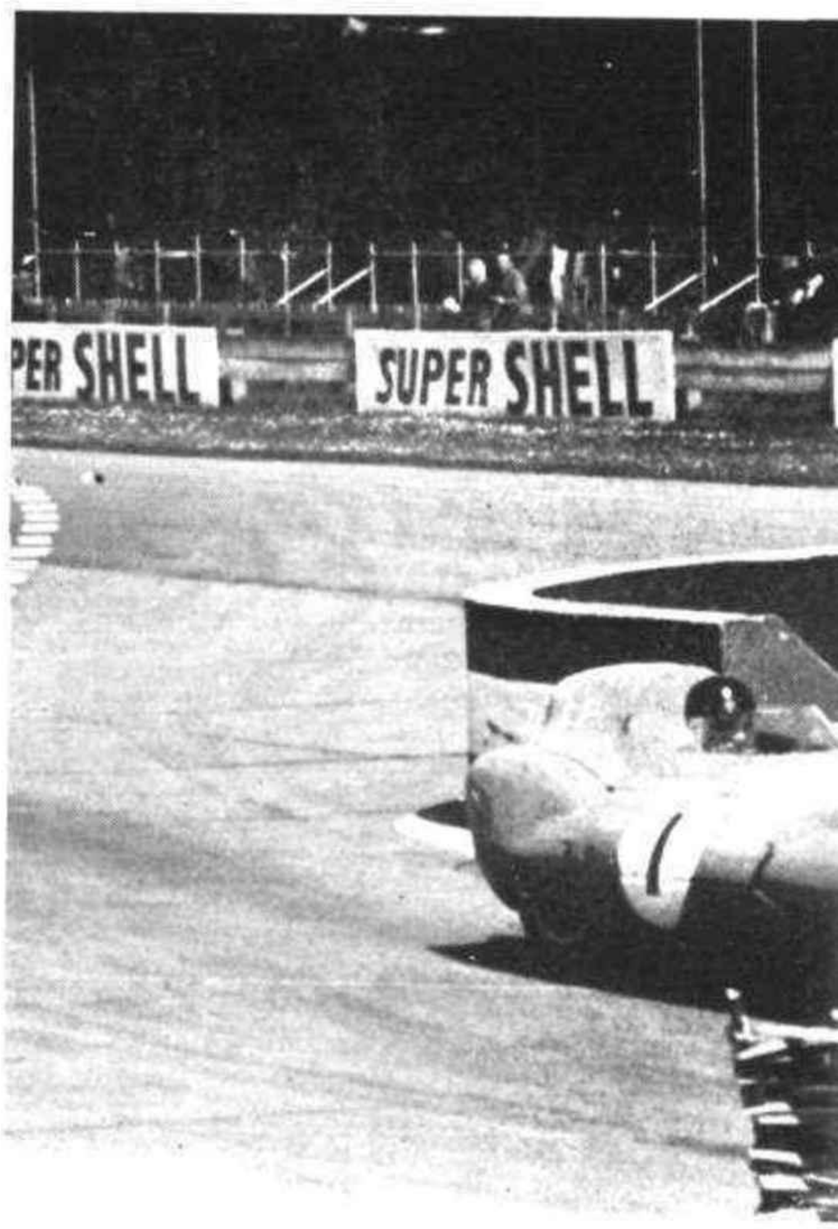
MGA IN THE LEAD.—A. T. Foster in R. W. Jacobs' M.G. winning the first five-lap Handicap at Goodwood. He averaged 72.5 m.p.h.



GOOD FOR JEAN.—Jean Bloxham brings her Aston Martin DB2 through the field to win the Goodwood Handicap from the Hon. P. Lindsay's DB2/4.



BIG AND LITTLE.—M. Charles' D-type Jaguar leading Patsy Burt's 1,098-c.c. Cooper-Climax at Goodwood. Charles won this race, at 83.52 m.p.h.



LEADER ON POINTS IN THE "MOTOR SP
I. Ireland takes the chicane in his 1,098-c.c. Lotu



NICE TO SEE.—The old-style H.R.G. raced at the B.A.R.C. Members' Meeting by R. A. Palmer shows up well in this picture.

POPULAR MOTOR-RACING.—The Fords of J. Turner and Charles Meisl run side by side during the Closed Car Handicap at Goodwood—they were unplaced.

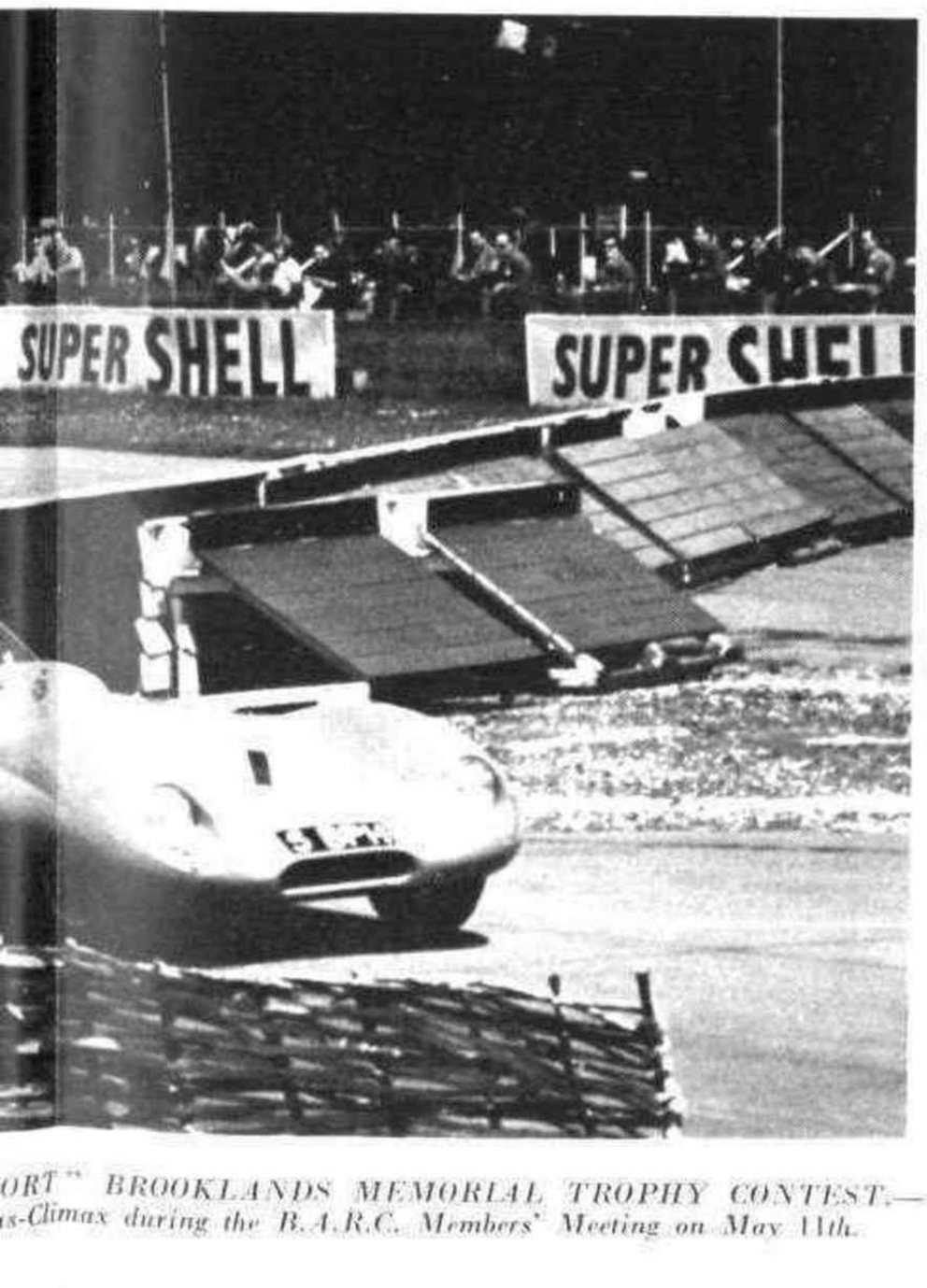


AL REVIEW

Members' Meeting

ulton Hill Climb

Grand Prix



ORT" BROOKLANDS MEMORIAL TROPHY CONTEST.—
s-Climax during the B.A.R.C. Members' Meeting on May 11th.



293-C.C. RACER.—The little Goggomobile entered by Rob Walker and driven by P. Coleby sets up a lap at 51.92 m.p.h. during a Goodwood handicap.



MORGAN AT BRUNTON.—J. B. Banbury is here seen driving his Morgan at the top bend of the Brunton Hill-Climb Course near Marlborough. The meeting was organised by the South-Western Section of the B.A.R.C.



ELEVEN HUNDRED.—On this occasion D. R. Good was driving one of the few racing cars present, a Cooper 1,100, and was photographed half way up the main straight during one of the brief spells of sunshine which occurred on May 12th.



CLASS WINNER.—A. M. Park driving his A.C. went off with a class award for his performance of 29.01 sec. He is here seen starting off on his best run trying to avoid wheel slip caused by mud near the starting line.



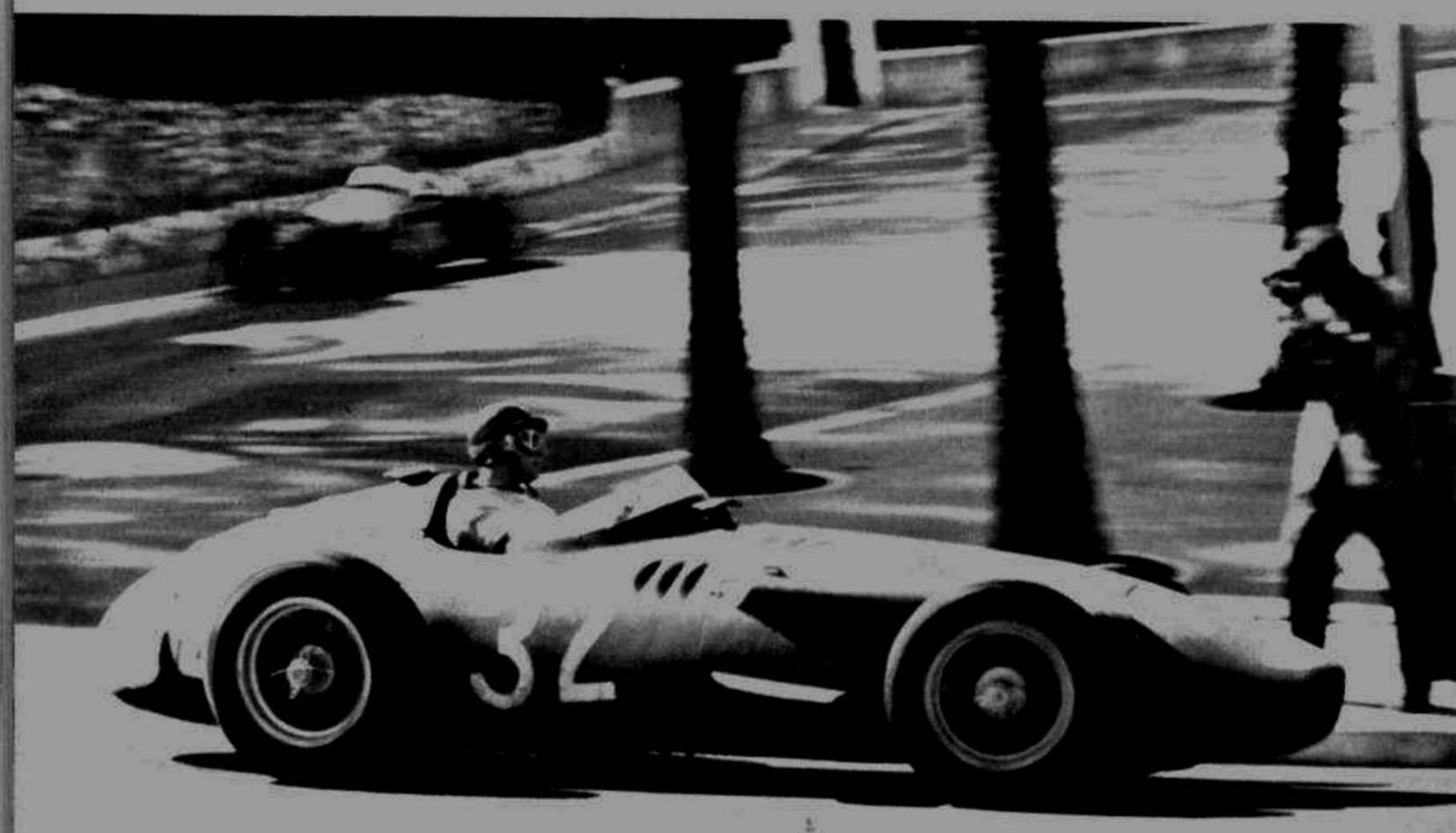
GOOD START.—The Ford-engined Cooper of V. F. Gardiner pulls away from the start on its 32.54-sec. run in the up-to-1,400-c.c. class for open or closed sports cars, this time being one of the best recorded in this class.



r " photographers on your serati) taking the left-hand *r control. A few laps later ith not-too-serious injuries.*

THE HAZARDS OF A ROUND-THE-TOWN CIRCUIT are well illustrated by this picture, in which Brooks (Vanwall) follows contentedly behind The Master, Fangio. The signals are somewhat superfluous!

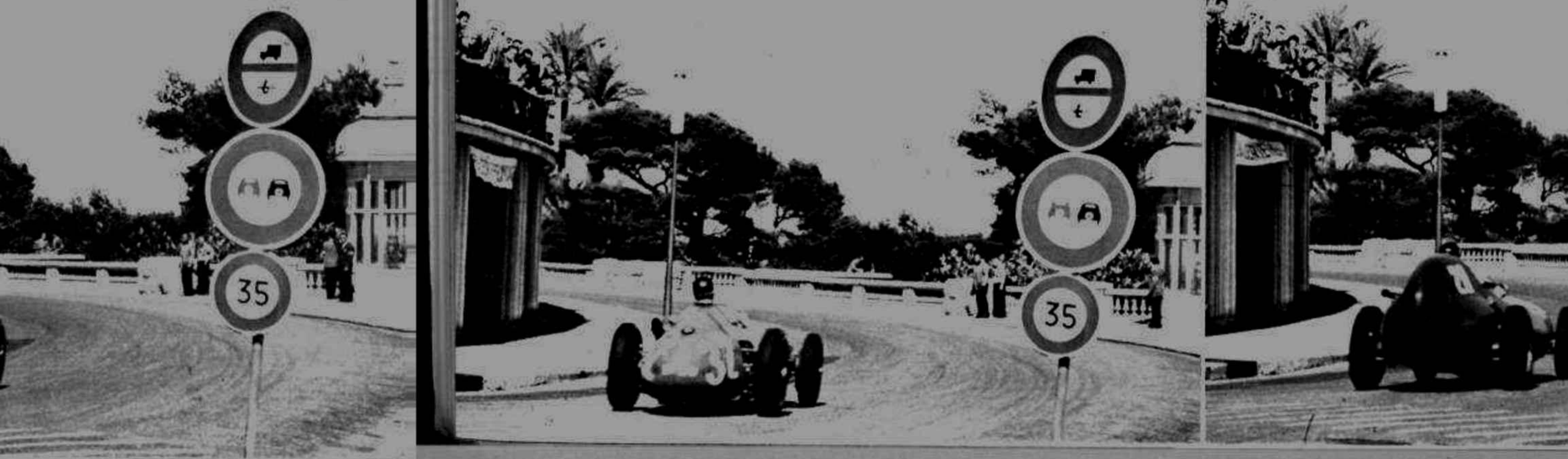
FULL-LOCK SLIDE toes!"—Menditeguy (Ma Railway hairpin just una he crashed but escaped u

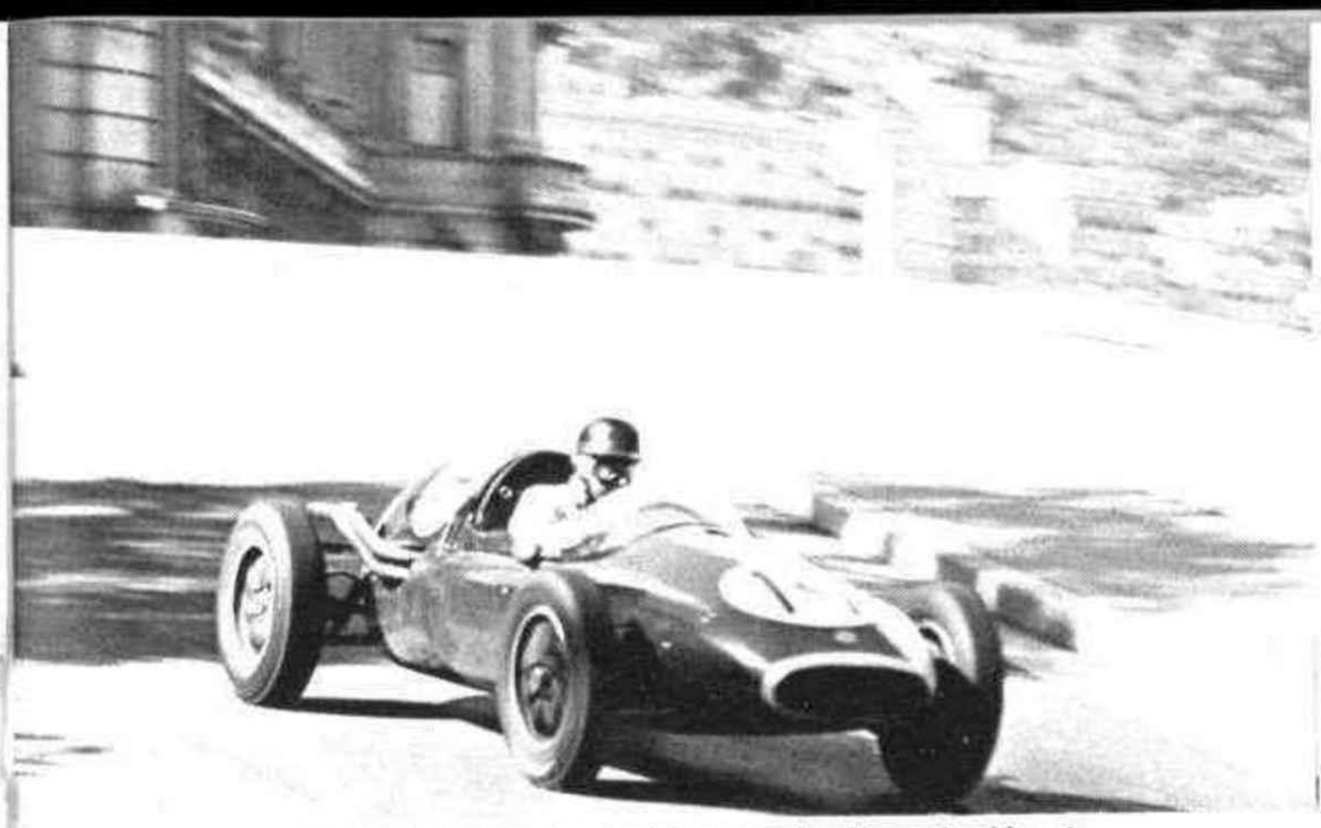


CHAMPION!—Never has Fangio, the World Champion, deserved to win more than at Monaco this year, for he evaded disaster in a situation which caused Moss, Collins and Hawthorn to crash. Here, driving at leisure, he leads the race in his Maserati by 48 sec.

ys of taking the bend e approach, these two

WHEEL TRACKS OF EXPERTS.—Although the tyre marks indicate that there are all manner of w before the Casino at Monte Carlo, Fangio (left) takes the right line and Brooks (right) uses virtually the sa great drivers finishing first and second, respectively, for Maserati and Vanwall.

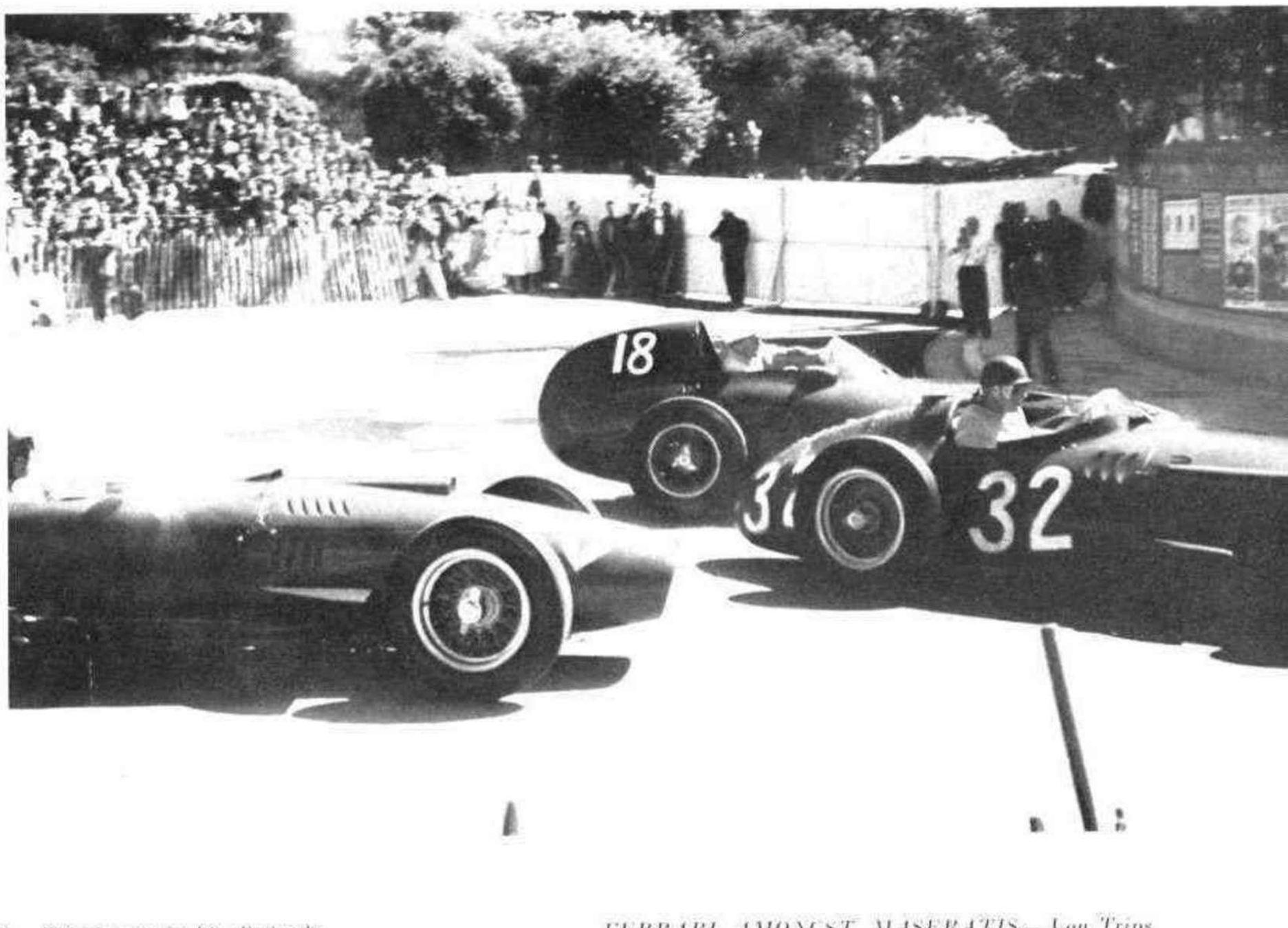




WONDERFUL!—Brabham in the Formula II twin-cam "oversize" Cooper-Climax which ran third towards the close of the Monaco Grand Prix although it broke before the end of the race and had to be pushed over the line, gallant finish to a fine performance.

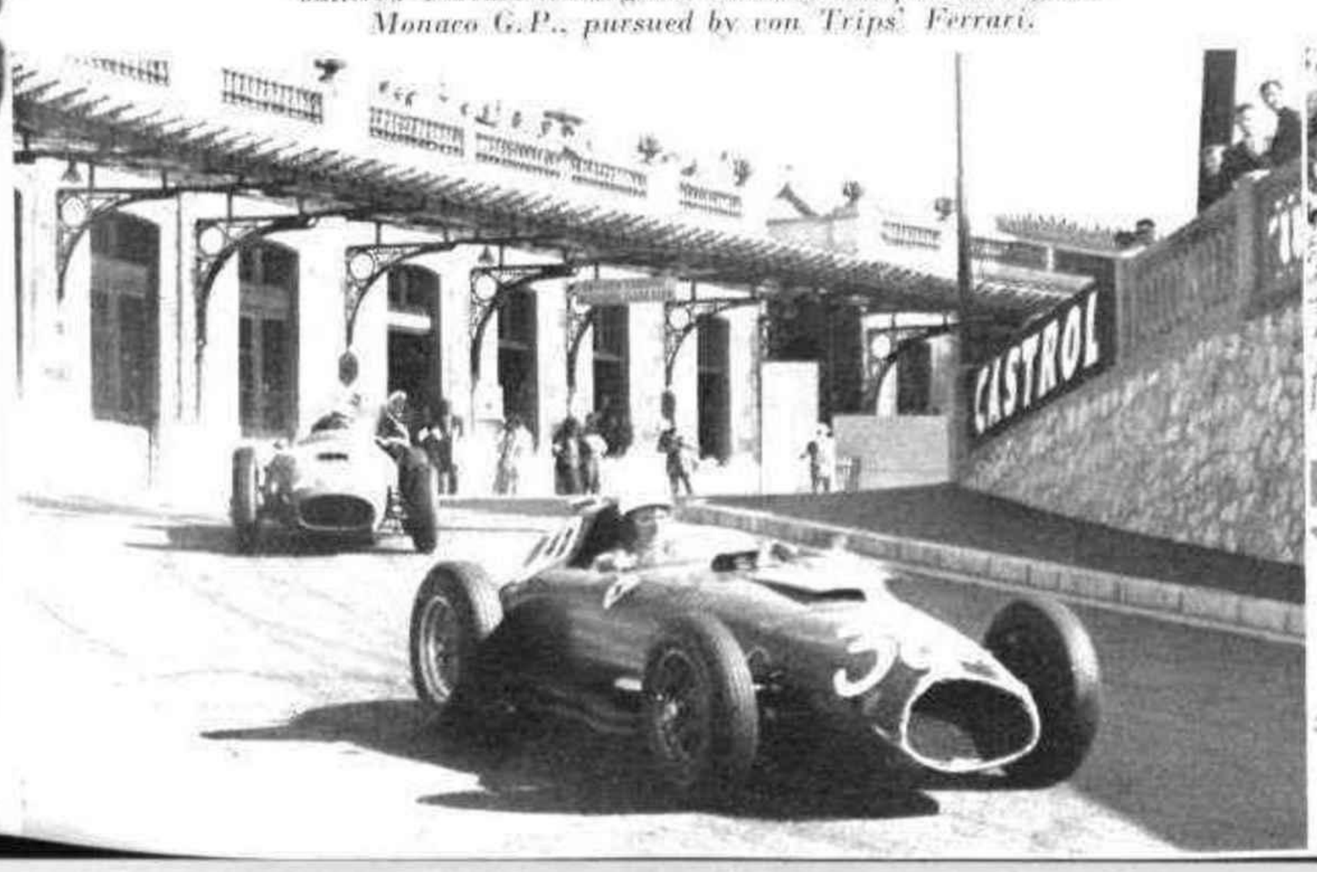


DENTED TAIL for S. Lewis-Evans in the Monza-bodied Connaught, which, however, finished fourth at Monaco.

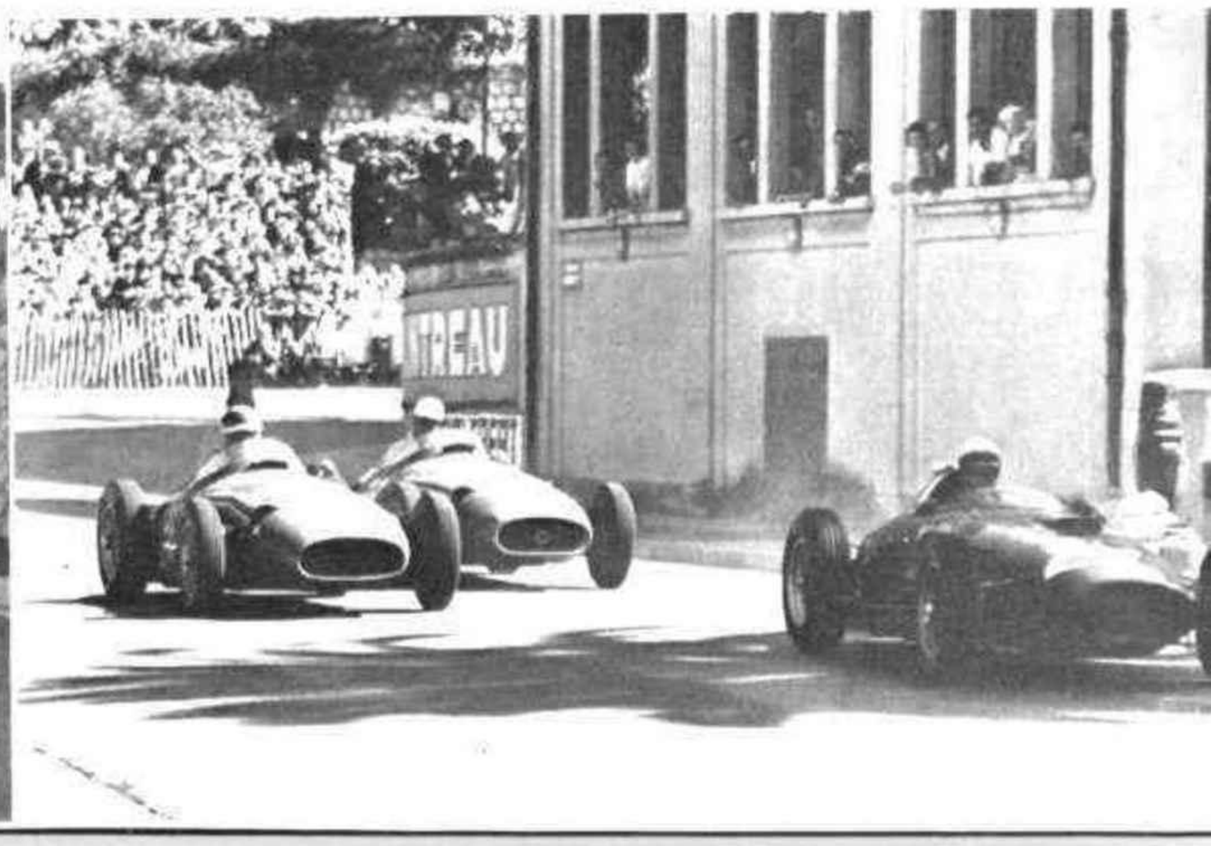


SPECTACLE!—Gasworks hairpin on the opening lap at Monaco with Fangio leading, after pushing past Moss in Vanwall No. 18, with Collins looking hopefully at the gap on the inside of the corner.

NO TRAINS TODAY.—Trintignant in his distinctly battered Ferrari leaving the Railway hairpin during the Monaco G.P., pursued by von Trips' Ferrari.



FERRARI AMONGST MASERATIS.—Von Trips just ahead of the Maseratis of Menditeguy and Harry Schell.



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THE XIV GRAN PREMIO NAPOLI

A Ferrari Test Run

NAPLES, ITALY, April 12th.

WITH races crowding on top of each other, Naples suffered from the lack of factory support from Maserati, just as Pau had lacked Ferrari support the week before, but in spite of this there were sufficient private owners to fill the field. The circuit of Posillipo, on the heights overlooking the bay of Naples, remains unchanged each year, being a pure street race, with innumerable corners and continually-changing gradients; in fact no part of the 4.1-kilometre circuit is on level ground, even the start being on an uphill gradient.

The Ferrari team was out in full force as soon as practice started, with Collins in a Lancia/Ferrari with swing-axle rear and Hawthorn in the one with Ferrari front suspension, and Musso in the 1½-litre Formula II car. It has been a bone of contention with drivers that the lap record for the Posillipo circuit remains to the credit of Ascari driving a 1953 Formula II Ferrari 2-litre, with a time of 2 min. 7.7 sec., and though many have tried to improve on this time, using current Formula I cars, nobody had succeeded. The power/weight ratio and handling of the old 2-litre Ferrari, together with Ascari's ability, plus the fact that he was trying hard to make up time after a pit stop, resulted in freak conditions that were absolutely right for the circuit, with the resultant record time. Since then cars have had a lot more power and it has been difficult to approach Ascari's time on this twisty circuit, for the surplus of power over that required has been more than the drivers could cope with.

It was Collins who set the pace, soon lapping around the 2 min. 10 sec. mark, the new independent rear suspension proving to be very good on the tight corners. Musso was lapping consistently with the Formula II car and getting down to 2 min. 14 sec., while poor Hawthorn was feeling very put out as he could not better 2 min. 17 sec. It appeared that the swing-axle car was far superior to the de Dion rear end, judging by the times, for Hawthorn has not lost any of his ability to drive, yet all was not well, for Lewis-Evans was lapping faster than Hawthorn, in spite of the Connaught not being right on carburation. No one was taking this first practice period very seriously, most of them finding the way round the twisty circuit first of all, and Gould, Halford and Volonterio were having a quiet look round. Unfortunately for Halford a half-shaft broke, so that he had to spend the Saturday practice period waiting for a new shaft to be collected from Modena. Before the Friday practice ended Hawthorn tried the swing-axle car, to see if it was really as good as Collins thought, but after only one lap he stopped, for his knees were firmly wedged under the rim of the steering wheel, making dicing impossible.

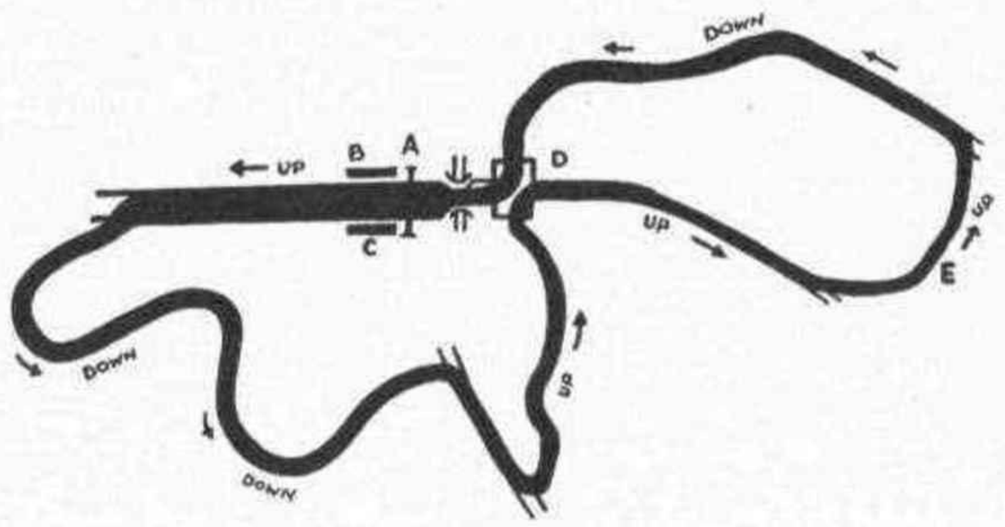
The Saturday practice was much more serious, and times were being counted for starting-grid position during this session. Overnight the Ferrari mechanics discovered that one of the half-shafts on Hawthorn's car was seized solid in the splines, so that he had been driving with only one half of the rear suspension working properly the day before, which accounted for the funny handling and his poor lap times. This discovery was a great relief to Hawthorn, as he was beginning to feel he had lost his touch. Apart from changing this half-shaft his car was also fitted with new brake drums on the front, these actually being identical to those on the Formula II Ferrari, and they were assembled with the Super Squalo back-plates, showing a nice degree of design interchangeability in the Ferrari planning. Collins was still convinced that the swing-axle car was superior to the de Dion for this twisty circuit, and got his lap time down to 2 min. 8 sec., but this theory was rather spoilt when Hawthorn equalled this time with his de Dion car. With identical times for the lap Ferrari must have been rather puzzled, for it meant that the driver/car combination was identical, yet both cars were completely different in their handling characteristics. Amongst the Ferrari big-boys dicing, Musso was going round and round in the Formula II car, the engine never missing a beat, and his times got lower and lower, finally ending with a remarkable 2 min. 9.2 sec., which gave him third fastest time of the day.

Of the others, Gould "wound the spring" of his Maserati really tight and did a few searing laps, settling for 2 min. 12.6 sec. and fourth best time of the day, while Gregory was out in the Centro-Sud Maserati but not going anything like as quickly. Lewis-Evans was delayed at the entrance gate, due to practice starting at the wrong time, but eventually got going, and with the Connaught now in good form he soon got down to 2 min. 14.2 sec. in the short time at his disposal. Nobody else was very outstanding, though everyone was out on this sunny afternoon. From practice activities it was going to be a Ferrari walk-over, but bearing in mind the 1956 race when similar circumstances prevailed, and both works Ferrari entries retired, leaving Manzon's Gordini to win, nobody was making any definite speculations.

Race day was hot, though not as hot as it normally is in Naples at this time of the year, and without too much delay the cars were lined up on the grid. Hawthorn, Collins and Musso were in the front row, followed by Gould and Lewis-Evans, then Gregory, da Silva Ramos and Maglioli with the sports Porsche, and the other assorted runners behind, including Bellucci with the Maserati 2-litre he had won Saturday's sports-car race with. Due to missing Saturday's practice, while waiting for a new half-shaft, Halford had been relegated to the back row of the start, alongside Volonterio.

As the flag fell it was Gould who was first to move and by making a truly sprint get-away he shot between Hawthorn and Collins and led the field up the hill to the first corner. At the back of the grid Halford was hemmed in by sports cars running as Formula II machines, and Volonterio was having trouble starting due to water entering the cylinders. Down the first hill Gould was frightening himself silly with two works Ferraris round him, and before half a lap he moved aside and let them through, so that the order at the end of lap one was Collins, Hawthorn, Gould, Musso, Lewis-Evans, Gregory and the rest. The H.W.M. driven by Mann took a long time to appear, for he spun on the lowest point of the circuit and took some time getting restarted. Collins and Hawthorn soon left the rest behind and settled down to play games amongst themselves, it being arranged that Hawthorn should win this race, as Collins had won at Syracuse. For third place there was an interesting scrap between Gould, Musso and Lewis-Evans, in Maserati, Ferrari Formula II and Connaught, respectively. This lasted only until lap three, however, when Musso got by Gould and set off on his own, leaving the Connaught the problem of getting past the hurrying Maserati. Halford was now getting past the slower cars and moving up amongst the Formula I machinery, while Gregory was not going as fast as expected. The two leaders continued to give a demonstration of fast driving, lapping at around 2 min. 8 sec. and by 10 laps had half a minute lead over Musso, while Lewis-Evans was pressing hard on the tail of Gould. The Gordini was in trouble with a locking rear disc brake and the H.W.M. had come to rest with a broken rotor-arm in its Lucas magneto. Apart from Bellucci and Maglioli, all the sports cars had been left far behind and lapped by the leaders. On lap 10 Lewis-Evans got by the fighting Gould and then drew away, settling down to catch Musso, who had got quite a lead over the Connaught.

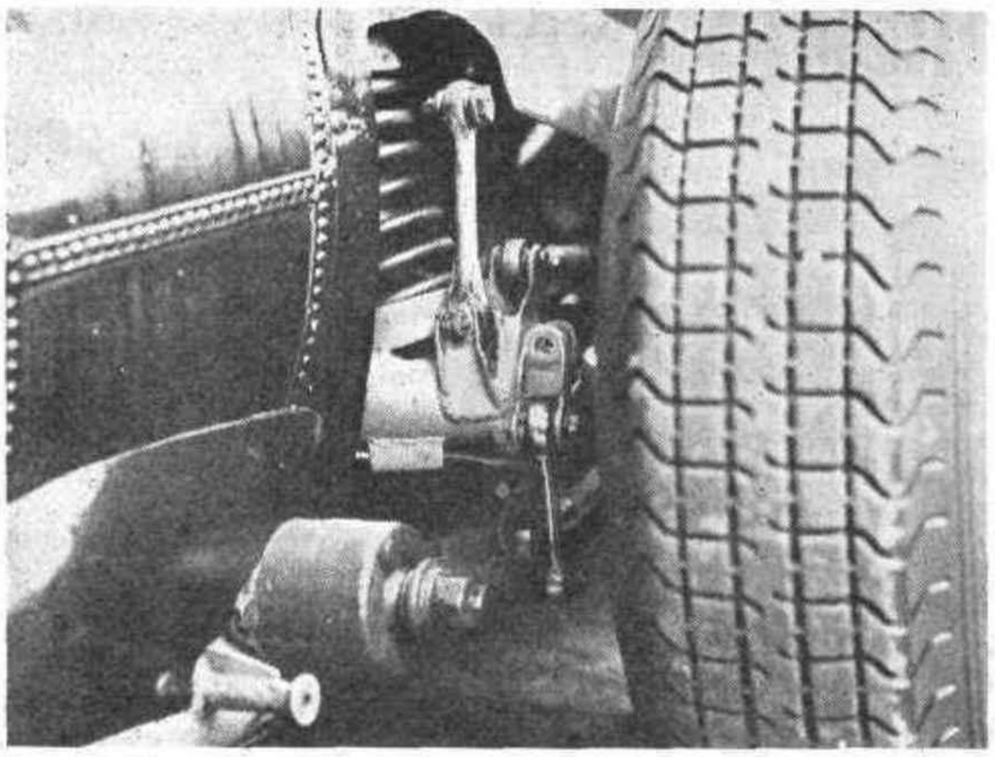
The Scuderia Ferrari demonstration run went awry on lap 13, when Hawthorn drew into the pits with fuel spraying into the cockpit, for the pipe leading to the fuel pressure gauge had split. Amid



CIRCUIT OF POSILLIPPO (NAPLES)

Length : 4.100 kms.

A : Start and finish. B : Pits. C : Main grandstand.
D : Straw bales in middle of X. E : Very narrow.



The winning Lancia/Ferrari at Naples was fitted with swing-axle rear suspension built from modified de Dion parts, the hub carriers, radius-rods and shock-absorber layout being unchanged. A coil-spring was used on each side and the half-axles were joined by an anti-roll bar.

some confusion the pipe was squeezed flat to stop the leak and Hawthorn set off again, but not before he had been passed by Musso, Lewis-Evans, Gould, Gregory, Bellucci, and Halford, while Collins had completed another whole lap. Hawthorn now began to show his true fighting spirit, to say nothing of his ability, and any thoughts that he is no longer in the top rank were quickly dispelled. He now really began to "tiger" with everything he had got, and within four laps he had shattered Ascari's long-standing record, with a lap in 2 min. 7.6 sec., following this with 7.3 sec., and after a few more laps he got down to 2 min. 6.3 sec., and this with the de Dion car reckoned to be unsuitable for the Naples circuit. He fairly gobbled his way through the field, flashing past Collins so that he was on the same lap as the leader and then catching the cars in front with regular consistency. This terrific drive by Hawthorn almost overshadowed the efforts of Lewis-Evans, for once he had got the Connaught past Gould's Maserati he closed rapidly on Musso and by lap 23 moved into second place, now lapping at well under 2 min. 10 sec. and sitting comfortably in front of the Formula II Ferrari. There was no possibility of this new young driver to Grand Prix racing doing anything about Collins, so he was wisely settling for a certain second place, having plenty in reserve to deal with Musso and being too far ahead for Hawthorn to catch him. Looking remarkably at ease, and not the least bit overworked, Lewis-Evans ran steadily in second position, 45 sec. behind Collins and a few seconds ahead of Musso. The fourth place was still being held gamely by Gould, keeping well ahead of Gregory and Halford, but by lap 33 Hawthorn was on the Maserati's tail and soon went by into fourth place, setting another lap record in the process, this time with 2 min. 5.9 sec. Three laps later saw the Farnham boy go even faster and he set an ultimate record of 2 min. 5.6 sec., and still continued to keep up the pace. These fantastic laps by Hawthorn were overshadowing everyone else, so that it almost went unnoticed that Musso also broke the old lap record with a time of 2 min. 7.3 sec., which says an enormous amount for the new Formula II Ferrari.

On lap 43 there was a groan from the Connaught pit for Lewis-Evans did not come by, thus letting Musso into second place, Hawthorn third and Gould back into fourth place. Some time later the green Connaught appeared, going slowly, and drew into the pits to retire, Lewis-Evans smiling and well content with the way the car had been going. The left-side front hub had split circumferentially and with the wheel wobbling precariously on the outer ball-race he came to a stop amid generous cheers and clapping from the appreciative crowd. This was the third full-length Grand Prix the car had done without returning to the factory for a thorough inspection, so the failure was received with a certain amount of tolerance.

There was nothing to do now except for the three Ferraris to complete the 60 laps of the race, Collins certain of yet another win, followed by his team-mates. However, Hawthorn was not giving up and carried on at full pressure, closing slowly but surely on Musso, who was being informed of progress from the pits. The three Ferraris were now the only ones on the same lap, and as they started the last lap Hawthorn was right behind Musso, passing him down the final leg of the circuit, to take second place by a few yards. In fourth place Gould was sitting prettily and had so much lead over Gregory that he took time off about three-quarters of the way through to stop at a garage and have a bucket of water thrown down his back, for Posillipo is a tiring and wearing circuit and the temperature was high. All set for fourth place and well in the money, he nearly had heart failure on lap 57 when a valve dropped in on number one cylinder. Keeping in top gear he limped round for two more laps with his fingers crossed and managed to finish, one lap behind the leader but still ahead of Gregory. The nine finishers came in at various distances from Collins, who, though he had had an easy unchallenged victory had an exciting moment when he spun on a downhill stretch, due to hitting a pool of spilt fuel on a left-hand bend. By sheer luck the car stayed on the road and after completing a full 360-degree turn it carried on down the hill, with the driver breathing a little faster than before. Gregory also spun on this fuel, spilt by Taraschi's Ferrari, but he ended up the wrong way and had to be restarted by the marshals.

But for Hawthorn's pit stop it would have been a rather dull Ferrari procession; as it turned out we were able to witness some truly magnificent driving, for when Hawthorn is on form and in the right car there are few who are his superior, and Enzo Ferrari does seem able to provide him with the right car.—D. S. J.

Results :

XIV GRAN PREMIO NAPOLI—Formula I and Formula II—60 Laps—246 Kilometres—Hot

1st :	P. J. Collins (Lancia/Ferrari) ...	2 hr. 10 min. 31.2 sec. ...	113.985 k.p.h.
2nd :	J. M. Hawthorn (Lancia/Ferrari)	2 hr. 11 min. 02.1 sec.	
3rd :	L. Musso (Ferrari V6 Formula II)	2 hr. 11 min. 02.4 sec.	
4th :	H. Gould (Maserati 250F)	1 lap behind	
5th :	M. Gregory (Maserati 250F)	2 laps behind	
6th :	B. Halford (Maserati 250F)	3 laps behind	
7th :	L. Bellucci (Maserati A6G)	4 laps behind	
8th :	U. Maglioli (Porsche 1,500)	4 laps behind	
9th :	F. Natella (Osca 1,100)	10 laps behind	

Fastest lap : J. M. Hawthorn (Lancia/Ferrari), on lap 38 in 2 min. 05.6 sec.—117.515 k.p.h. (*new record*).

Retired : A. G. Mann (H.W.M.), lap three, magneto; O. Volonterio (Maserati 250F), lap four, water in cylinders; L. Brandolio (Aurelia Special), lap nine, split water pipe; H. da Silva Ramos (Gordini 6-cyl.), lap 15, seized brake; S. Lewis-Evans (Connaught), lap 44, broken front hub; P. Fiordelisi (Alfa-Romeo Special), lap 47, engine; B. Taraschi (Ferrari 1,500), lap 47, split fuel tank.

NOTES ON THE CARS AT NAPLES

Once again it was the Scuderia Ferrari who provided the main mechanical interest at Naples, for, as last year, they brought along some very interesting experimental cars. Carried in one of their brand new transporters, which has two floor levels, with a mechanical lift operated from the main engine, Ferrari lined up two Formula I Lancia/Ferrari cars and his brand new Formula II car. This new 1,500-c.c. V6 Ferrari is described in full in another part of this issue of MOTOR SPORT so consequently can be omitted from this review. The two Formula I cars were for Collins and Hawthorn, and the former had a 1956 "Syracuse" model, with the full-width body, but with a new rear suspension. This was fully independent on the low-pivot swing-axle principle, and it will be remembered by regular readers that Ferrari tried a car with this rear suspension last year during practice for the Naples race. This second attempt at swing-axle design was much more successful and although the general principles were the same, using the ends of the de Dion tube each joined to a long arm running across the rear of the car and downwards to a ball joint, with the two arms crossed over and the ball joints about 12 inches apart, the suspension medium was now coil-springs in place of the normal transverse leaf-spring. These crossed arms ran from the hub carrier across to the opposite side of the chassis, thus, in effect, giving a long radius and a low roll-centre. In addition to the coil-springs an anti-roll bar was used, while the drive from the normal gearbox/transmission used the standard type of universally-jointed half-shaft.

The other car, driven by Hawthorn, was first of all a special one with a lengthened chassis frame, though the wheelbase was unaltered from standard, and the engine was mounted further forward, in order that the cockpit could contain the large bulk of this oversize driver. Secondly, this car has an experimental front end, consisting of the complete suspension, steering and brakes from a 1955 Super Squalo Ferrari attached to the Lancia/Ferrari chassis frame. The rest of Hawthorn's car was standard, it too having the full-width body. These two cars, together with their "little brother" the V6 Ferrari, formed the main opposition for the race, as Maserati had not entered any official cars.

The Modena Trident was being carried by Gregory, with the car Schell drove into second place at Pau the previous week-end, Gould and Halford with their cars and Volonterio with the ex-Scuderia Guastalla Maserati, now rebuilt and fitted with the latest type of

Continued on page 299

BRITAIN'S MOST ADVANCED MOTOR OIL

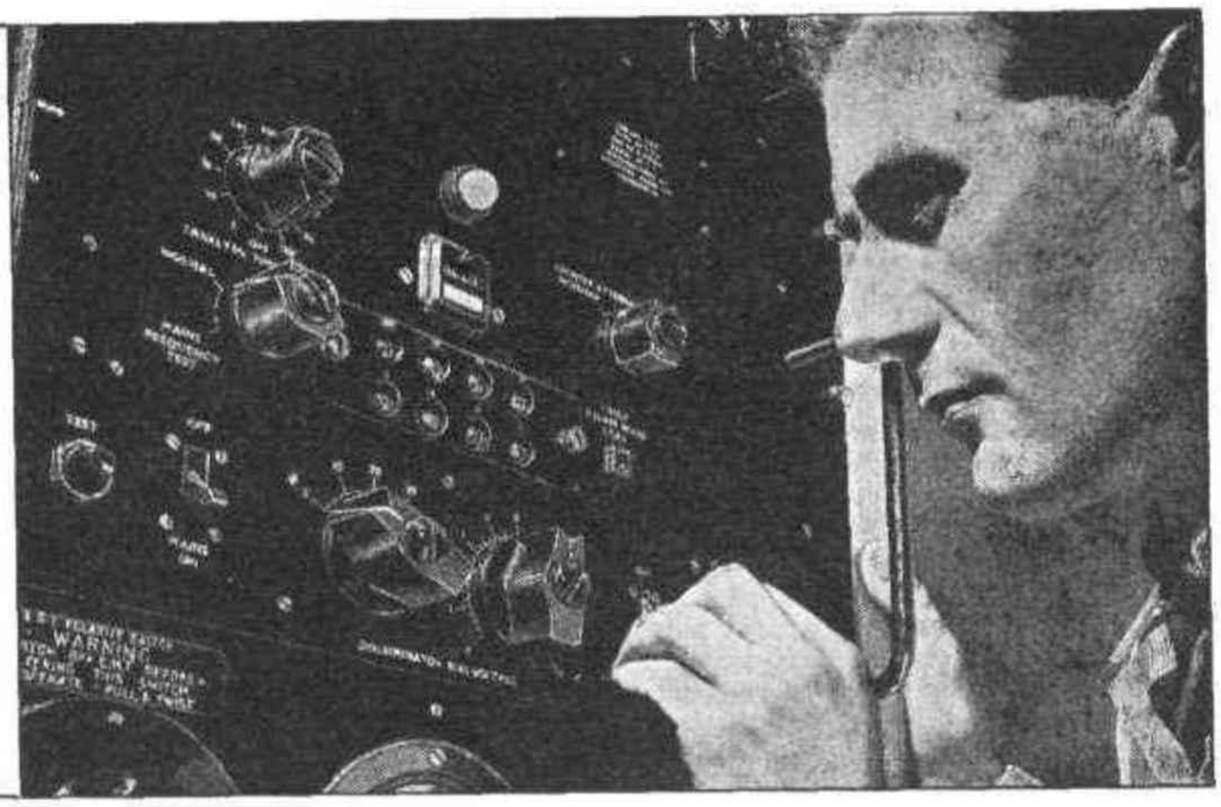
BP Energol 'Visco-static'

proved to give

80% less engine wear

This is part of the radio-active wear detector which measures wear in a test engine while the engine is running. It has proved over and over again that BP Energol 'Visco-static' gives 80% less engine wear compared with conventional oils. This oil also saves up to 12% in petrol.

Unlike conventional oils, BP Energol 'Visco-static' does not become too thick when cold or too thin when hot. It is sufficiently free-flowing to circulate immediately on starting but remains full bodied right up to full engine heat. It is for use *all the year round* in all four-stroke car engines in good condition.



Engineer Motorist proves big saving in wear

Here is an extract from his letter :

"My car, a Morris Oxford, was purchased in December, 1954. After the first 460 miles the engine oil was changed to BP Energol 'Visco-static' oil. This oil has been used ever since.

At 26,000 miles the cylinder head was removed, the bores were tested by the clock gauge and found to be perfectly round and parallel and in all cases the wear was under .0005 inch (half of a thousandth of an inch). The engine was completely free from sludge and the carbon deposit on the piston crowns and combustion chamber could be removed practically by wiping over with a cloth."

Less than running-in wear say Technical Experts

Technical experts say this small amount of wear after 26,000 miles is quite outstanding, in fact a mere fraction of the wear normally expected at that mileage if a conventional oil were used.

BP THE BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited.

RUMBLINGS

***

CELEBRATING SUCCESS

On May 3rd a luncheon was held at the Hyde Park Hotel, London, by the Standard Motor Co., Ltd., to celebrate the rally successes of the Triumph TR3 drivers J. Waddington, F. Snaylam, T. A. Gold and Dr. Spare.

The party was attended by members of the motor Press and the Standard/Triumph organisation. The Managing Director of the Standard Co., Ltd., Mr. Alick Dick, took the chair and presented the Norma silver cup to Waddington, the Gold Star winner. After an excellent lunch and speeches by all who felt so inclined, the drivers left for the Tulip Rally—it was a good party, so good that, if they caught their train, they did so with only split-seconds in hand! Waddington paid handsome tribute to the co-operation he and his driving colleagues receive from the Triumph Company. In conversation we discovered that this experienced rally driver uses a Volkswagen as hack-transport and we gather he thinks pretty highly of it.

* * *

DOLLARS FOR TR3s

It is becoming increasingly difficult to think-up new publicity stunts but Mr. I. J. Penrice, Publicity Manager of the Standard Motor Co., Ltd., scored a distinct triumph in this direction when he heard that 40 members of the American Triumph Sports Owners' Association wished to purchase new TR3s. He chartered a Douglas DC-7C aircraft from B.O.A.C. and flew 80 U.S. enthusiasts to London Airport, where they were met by the Press during the morning of May 4th. After their images had been committed to many hundreds of feet of camera and ciné film, the American visitors took delivery of their gleaming new Triumph TR3s and drove, in imposing convoy, to " The Bull " at Gerrards Cross for lunch.

Each TR3 wore English number plates, having been taxed for a quarter and lightly run-in, and the cars were, of course, as specified by their new owners, some red, many white, a few hard-tops but the majority open 2/4-seaters, some with the available " extras," some on Dunlop Road Speed, others on Michelin X tyres. One young lady drove her Triumph away solo, followed by many pairs of envious male eyes.

After lunch the convoy proceeded to the inevitable Stratford-on-Avon overnight stop. Sunday was a free day, on the Monday the Americans were entertained to another lunch at the Standard works and shown the TR3 production-line, and on the Tuesday they left for a T.S.O.A. rally on the Continent—another of this club's non-competitive social rallies but with each car flying British and American flags and carrying a small numbered rally plaque.

Altogether this rally was a very neat way of emphasising that the Triumph TR3, as MOTOR SPORT wrote last month, is selling extremely well in dollar markets, 90 per cent. of the output of this value-for-money Coventry sports car being exported. We were glad to hear that B.O.A.C. co-operated splendidly in Mr. Penrice's ingenious venture.



TAKING DELIVERY.—The 40 purchasers of Triumph TR3s and their passengers at London Airport, with a B.O.A.C. Douglas DC-7C in the background. They spent an aggregate of 120,000 dollars to fly over, buy their cars and drive upwards of 20,000 miles on a T.S.O.A. Continental rally.

CONVINCING VOLKSWAGEN VICTORY IN THE CORONATION SAFARI

The Fifth East African Coronation Safari, a trial so tough that more than 200 miles of impassable roads on the Nairobi-Nairobi route had to be cut out and two drivers unfortunately lost their lives, an event described by a contemporary as " the toughest in the world excepting the round-Australia event, was a convincing victory for a team of Volkswagens driven by Hofmann/Burton (lost 270 points), Townsend/Shepherd (lost 510 points), and Cardwell/Thomas (lost 550 points).

Out of 64 starters only 19 finished, of which 12 were Continental makes (50 per cent. being VWs), the remaining seven British. The class for cars costing £600-£799 (East African prices) was a victory for the Armstrong/Temple-Boreham Fiat (lost 810 points) and the over £800 category was won by a Peugeot 403, driven by Feeney/Nowicki (lost 530 points).

Amongst the unfortunates were a Mercedes-Benz 170S which, after overturning, blew its head gasket, a Simca with engine trouble, another Simca with failure of a front-wheel bearing, a D.K.W. which overturned, a Ford Zephyr which burnt out its clutch, a Morris Minor 1,000 which broke its frame, an M.G. Magnette which damaged its sump, a 1947 Ford V8 with mechanical trouble and a Simca which rolled into a river.

The eyes of the world are on this and the Australian rally and the men we meet from motor factories in the British Midlands who poo-poo the VW and won't listen to a word in its favour must face up to the fact that this year's Coronation Safari was a very convincing Volkswagen victory.

* * *

RAPIER ECONOMY

A Sunbeam Rapier won the Malayan Mobilgas Economy Run with a figure of 52.09 m.p.g., or 71.98 ton-m.p.g. The under-1,000-c.c. class was won by a Goliath, which achieved 48.11 m.p.g. and 60.71 ton-m.p.g. The Sunbeam Rapier won the 1,000-1,600 c.c. class. The 1,600-2,700 class was won by a 2.4 Jaguar at 42.06 m.p.g. (71.03 ton-m.p.g.) and the over-2,700 c.c. category by a Studebaker Champion which did 28.44 m.p.g. (46.71 ton-m.p.g.). In the later Mobilgas South African Economy Rally B.M.C. cars secured the first three places, an Austin A55 achieving 43.37 m.p.g. (63.88 ton-m.p.g.).

IN THE M.G. TRADITION—continued from page 296

" on." The interior carpets have press-button fastenings and fit well where chassis members intrude, and the upholstery is securely attached.

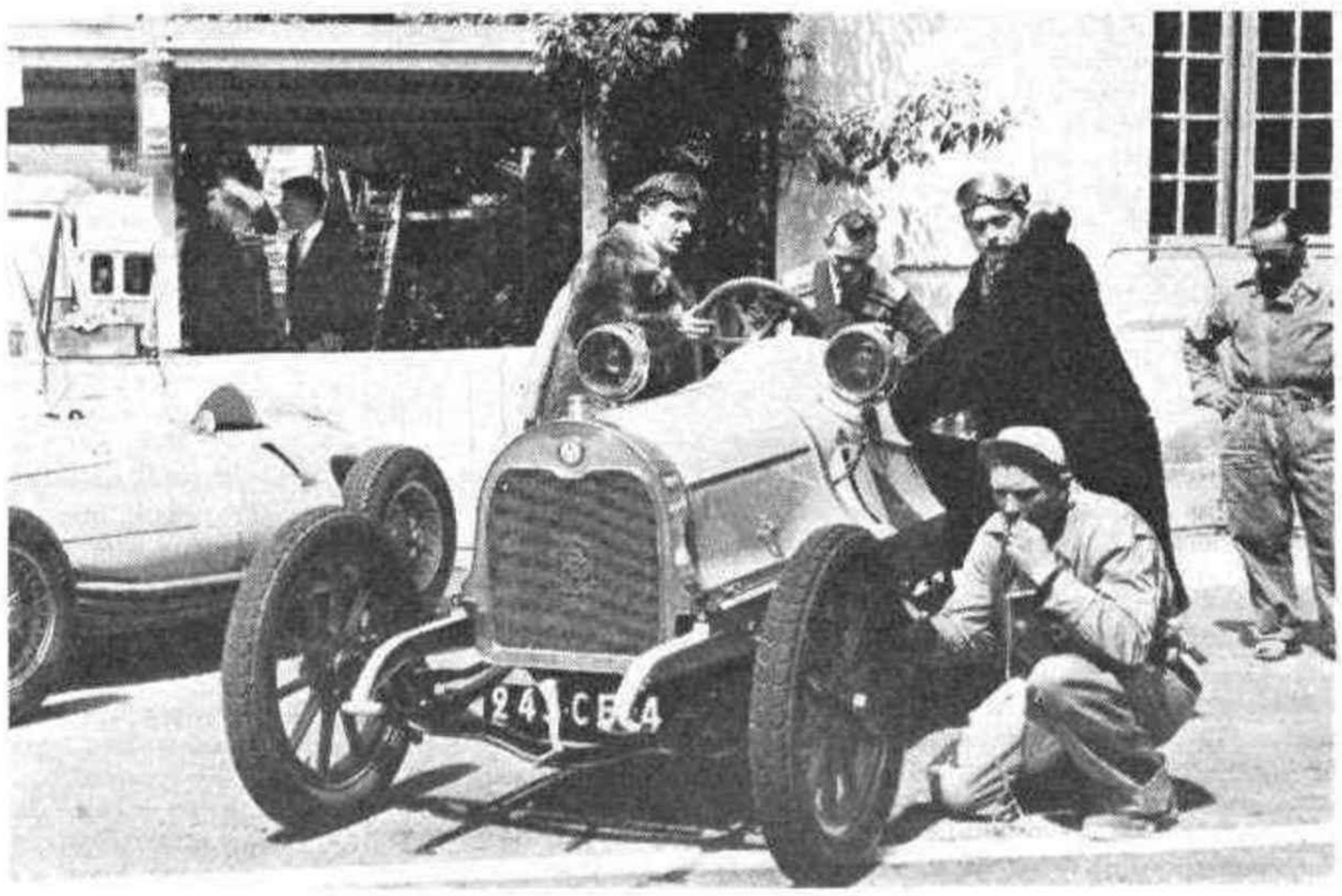
The appearance of the car we borrowed for test was enhanced by centre-lock wire wheels. Besides these the M.G. owner has the choice of H.M.V. radio, whitewall tyres, a lower (4.55-to-1) back-axle ratio, twin horns, rim embellishers, radiator blind, and, for the two-seater, tonneau cover, badge bar, detachable hard-top, and de luxe sidescreens, besides the " extras " already mentioned, *i.e.*, demister and heater, ash-tray, telescopic steering-column, wire wheels, cockpit ventilator, " Road Speed " tyres, wing mirror, external luggage carrier, fog-lamp and windshield washer. He or she can specify black, orient red, tyrolite green, glacier blue or old English white finish, with various choice of upholstery colour.

Taking a last look at this convenient and economical fast car, which we returned with reluctance, naturally there are bumpers front and back, a badge-bar above the front one, the rear lamps rather vulnerable above the back one. On each side of the scuttle hot air escapes *via* apertures with MGA motifs and, naturally again, the Lucas headlamps are in-built. The lamps provide a good beam, but driving after dark brings the realisation that the nose dips to some extent under braking or over bad roads, whereas in the daytime this slight pitching is not apparent. The foot dipper is set too high, the foot having to leave the floor to operate it. This M.G. has a ground clearance of 6 in. and further details of the car as tested appear in the panel on page 296.

Summing up, the MGA is every inch an M.G. and Abingdon has obviously exercised considerable ingenuity in blending various standardised B.M.C. components into a sports car which is a worthy descendant of the race-bred cars which preceded it, inasmuch as it possesses impeccable road manners and adequate performance, combining these with an eye-stopping appearance. The starting price of the M.G. MGA coupé, before " extras " are ordered, is £699, which purchase tax inflates to £1,049 17s.; with " extras," as tested, the total price is £1,126 13s.—W. B.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



UNEXPECTED. — This 1907 Rolland-Pilain turned up at Pau in France on the occasion of the recent Grand Prix and was so nicely turned out that it was allowed to make two demonstration laps of the circuit. Our Veteran C.C. will avert its eyes from the comic clothes of its owners!

[*Photo by F. Taylor*

THE outstanding vintage-car fixture this month is the V.S.C.C. Silverstone Race Meeting (the second this year organised by this club) which takes place on June 15th, starting at 12.30 p.m. The meeting will include a 50-kilometre All-Comers' Scratch Race for vintage and historic racing cars, a 5-lap Inter-Section Handicap, a 3-lap Edwardian-car race and the usual supporting races. There are no High-Speed Trials this time. Entries have closed. Admission is free but tickets must be obtained in advance, from any V.S.C.C. member or from T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berkshire, on receipt of a s.a.e. Car parking costs 5s. The first V.S.C.C. Silverstone of 1957 attracted a record crowd in spite of an Icelandic gale. It cannot be *quite* so cold in June, so make a note of this vintage day in your diary or on the back of that envelope, " date " your non-vintage girl-friends, and see if you can break the former spectator record. The V.S.C.C. will be pleased and you should enjoy it all enormously, even if you spend the day just looking at the cars in the public car-parks (or at other chaps' non-vintage girl-friends).

* * *

A big incentive for old-car enthusiasts to be at Le Mans this year will be the special events which are to precede the famous 24-Hour Race. At 6 p.m. on pre-race Friday, June 21st, a parade of cars which have made history on the Sarthe circuit will be held. From 7 p.m. the same day two 50th Anniversary Races will be held, each of one hour's duration. The first will be for cars built prior to 1913, the second for cars of the 1913-1923 period. High-speed trial procedure will be used for determining awards but high speed will be encouraged past the pits. Afterwards competing cars and veterans back to 1900 will form a pageant behind the pits.

This all sounds enormously interesting, if only because old cars seem in their element in France and the Sarthe is steeped in motor-racing history. It will be intriguing to see what French veteran and vintage cars compete and many appropriate cars exist in England, especially if sports cars of Le Mans type, as distinct from cars that actually competed there, are acceptable. Bentley, Aston Martin, Lagonda, Austin, M.G., Riley, Lea-Francis, etc., should most certainly be represented. Apparently 43 entries had been notified before the end of April but anyone interested can learn more from the V.S.C.C.

* * *

The V.S.C.C. is due to judge a vintage and p.v.t. Concours d'Elegance on the village green at Holyport, near Maidenhead, at 4 p.m. on June 1st. So if you feel in need of a look at good machinery, you know where to go this afternoon . . .

* * *

In conjunction with the Rempstone Traction Engine Rally at Rempstone, near Loughborough, Leics, an exhibition of vintage and veteran cars and motor-cycles is promised. The date is June 29th, you can enter free (and will be given free lunch tickets), and details are available from C. G. Duce, Brook Street, Wymeswold, Loughborough, Leics.

The Veteran C.C. has a non-competitive rally to Hatfield this month, on June 8th, and its S.W. Section rally to Poole, Dorset, on June 29th. Details from the V.C.C., 46, North Row, London, W.1.

* * *

It is announced that an ambitious old-car parade and Concours d'Elegance, the latter for large money prizes, is being held on June 29th in conjunction with Leeds and District Sports and Gala Day at Roundhay Park. Details can be had from D. Keech, " Treen," Allerton Park, Leeds, 7.

ANGLO-AMERICAN VINTAGE RALLY FINAL PLACINGS

American Team	Points Lost	British Team	Points Lost
1929 Studebaker	582	1927-28 Frazer-Nash ...	525
1914 Simplex	840	1920 Vauxhall 30/98 ...	674
1913 Lozier	895	1928-29 Bentley 4½ ...	1,092
1909-10 Chalmers	913	1927 Sunbeam	1,231
1929 Dupont	1,157	1913-14 Vauxhall P.H. ...	1,567
1911 Pierce-Arrow	1,279	1908 Hutton	1,593
1916 Pierce-Arrow	1,519	1925 Alvis	2,287
1928 Ford	1,647	1913 Talbot	2,700
1911 Simplex	—	1910 Rolls-Royce	3,104
1922 Mercer	—	1913 Lanchester	4,217

NOSTALGIC

A very interesting heirloom from the past has been sent to us by Mr. A. Kennerley of Woodhall Spa which must appeal to those accustomed to attend present-day auction sales. It is none other than the catalogue of the second of the Anglesey Castle sales held on August 3rd and 4th, 1904, concerned with horses, carriages, harness and motor cars. Issued by W. Dew & Son of Bangor, this catalogue cost 1s. even in those days. And evidently this was some sale, for seven carriage horses and 17 carriages, not including a rubber-tyred Leverson bath-chair had to be disposed of. These carriages comprised a Jones high dogcart, a Jones luggage cart, a Muhlbacher ralli car, a tilbury and a park-gig by the same Parisian coachbuilder, a Forder hansom cab, a shooting car, a Jones pair-horse waggonette, a Muhlbacher large brake (" very costly "), a Holland & Holland grand pair or four-horse brake (yellow, lined in blue), a " most expensive " pair-horse rubber-tyred landau and a pair-horse landau (these two by the noted Muhlbacher), an Ival & Large brougham, two more broughams (tyre pump missing from one), a Muhlbacher victoria and another victoria with " extra inner tube ").

So Anglesey Castle was well provided with transport up to the summer of 1904. However, I observe that six of the seven horses are described as " aged." So it wasn't surprising that motor cars had also been employed. They formed, as set out for sale in the catalogue, a remarkable assortment.

There was a Sunbeam Mabley with 2¾-h.p. de Dion engine, with water-cooled combustion chamber, for which 4 to 20 m.p.h. was claimed. It is described as "an exceedingly handy little car, which can easily be stored in a small place"—just what is needed today! Next on the list—Lot 268—was a 6-h.p. Locomobile dos-a-dos steam car. Nothing much is given away about its mechanism but the auctioneer did his best: "Large petrol and water tanks, large boiler and burner, special side draught for burner, heavy frame and running gear, large piping and connections." We trust bidding was not discouraged by the special side draught! This Locomobile had a wheelbase of 4 ft. 10 in. and yet it seated four persons. Two American rubber tyres for it were sold separately.

Then there was a 10-h.p. 5-seater air-cooled Lanchester brougham tonneau, able to do from 5 to 30 m.p.h. Extras, calling for separate bids, for this car included 870 by 90 tyres, a 2½-cwt. pulley block and two iron beams "for raising the brougham top" (!) and "eight friction blocks."

Another splendid car in the sale was a 16-h.p. water-cooled 98 by 130mm. Panhard-Centaur tonneau with canopy top. It had a 4-speed and reverse gearbox and, from the extras, it can be deduced that it was chain-driven and possessed h.t. ignition. This Panhard was described as "magnificent" but obviously the plum of the stable was a 1903 28-h.p. Mors with Lamplugh Pullman decorated by Maple of Paris and finished in dark blue with red lining, the wheels being primrose, lined in black. The 4-cylinder T-head engine had l.t. magneto ignition and developed 35 to 40-b.h.p. A specially lengthened frame with 11 ft. wheelbase was employed and in the gears this Mors would, it was claimed, achieve 8, 16, 24 and 32 m.p.h. It ran on 920 by 120 Michelin tyres.

This was the only dated car in the sale and a two-page account of it, in small type, was reprinted from *The Car*. The auctioneer differed with this, making the wheelbase 6 in. longer and the top speed 7 m.p.h. higher, so perhaps motor journals of that day were not infallible. Apparently this Mors had coachwork designed by M. Graham White, which won a gold medal at the 1903 Paris Salon. Four persons could sit inside in "revolving arm chairs," two more could be accommodated outside and there was electric light, an indicator to the driver, a heater, mahogany side cupboard, folding card-table, plate-glass windows, with spring sun-blinds, upholstery being in dark red morocco leather. The ceiling was decorated in Louis XV style! The influence of Mercedes was seen in the statement: "Mercedes cooler (fan drive)" and apparently the firing in each cylinder could be tested independently "by releasing the spring contact rods forming the circuit to the sparking plugs, each cylinder being hinged to a rod forming positive conduct from the magneto"—if you follow!

Where, one wonders, is the Marquis of Anglesey's special Mors today, and was the similar car under construction for the Countess of Carrié ever completed?

Besides these petrol and steam carriages, an electric brougham and an electric phaeton were offered. Neither was in running order—could they still be there?—W.B.

A reader who picked up a silver dollar at Goodwood on the occasion of the Anglo-American vintage/veteran contest would like to contact the owner. A letter will be forwarded.

* * *

From the excellent Alvis 12/50 Register Circular comes pleasing evidence of the longevity of vintage cars. A member's 1927 TG Alvis two-seater, owned by him since new, had covered 258,200 miles at the time of writing and "it seems to need a major overhaul about every 70,000 miles—between overhauls it runs with only owner-attention." Incidentally, 7,832 gallons of petrol have been consumed, equal to 33 m.p.g.

* * *

In Darlington a Sunbeam Speed Twenty is available as a gift to anyone arriving with a tow-trolley or a new back-axle for it. Letters will be forwarded.

* * *

Valuable proof of the safety-factor of vintage cars, which might well be brought to the attention of the Minister of Transport before he squanders more of the National exchequer on compulsory checks on old cars is the fact that a modern 100 m.p.h. sports car crashed recently due to breakage of its cast-iron front hub. Vintage cars often have forged steel hubs, *verb sap*!

* * *

Three different makes of motor-cycle, all of vintage persuasion, are referred to in "The Selected Letters of T. E. Lawrence," edited by David Garnett (World Books, 1938/41). They are a Triumph ridden by Lawrence in Cairo, his various Brough-Superiors and a twin N.U.T. Against the last-named, rather delightfully, there is reference to a footnote, which explains that N.U.T. refers to a "Motor bicycle." We are reminded from this book that Lawrence had several Brough-Superiors, including a 1926 S.S.110, and that he rode one as a combination. On one of these Broughs he averaged no less than 44½ m.p.h. for the 250-mile out-and-home journey Wimborne–Hounslow–Wimborne, and got 108 m.p.h. on the road. He had several accidents, writing off one machine, and was killed in 1935 on a Brough given to him anonymously by Bernard Shaw and Mrs. Shaw. In this book Lawrence mentions the firm of Henry Meadows: "They are an interesting firm; not many flies on them."

* * *

Nigel Arnold-Forster tells us he is contemplating relinquishing his Trojans in order to concentrate on his vintage G.N. and Frazer-Nash. For his wife, a Volkswagen.

* * *

The Second Anglo-American Vintage Rally, the first such contest to take place in America, was won by the American team. They lost only 619 points, whereas the British team lost a total of 3,074 points. Our cars showed up well in respect of good brakes and proved notably reliable but the U.S. vintage and Edwardian machinery was far faster.

Amongst the troubles experienced were a broken piston in the model-A Ford, a broken back axle on the Mercer, a cracked hub on the 1913 Talbot, misfiring on Breen's Bentley, flat batteries on Hutton-Stott's Lanchester, loss of a rim-bolt from the Chalmers, but happily all seem to have recovered except for the 1911 9.8-litre Simplex, the engine of which, alas, disintegrated. Best American vintage and Edwardian performances were made, respectively, by Dr. Woodward's 1929 6.8-litre Studebaker and S. E. Baily's 1914 9.9-litre Simplex. Our respective bests were by A. T. Pugh's 1927 1½-litre Frazer-Nash and L. Pomeroy's 1914 4-litre Prince Henry Vauxhall.

VINTAGE POSTBAG

Sir,

Being an interested reader of your journal, especially the vintage section, I find these articles most absorbing. I am 62 and have held a licence since 1912, so some of these articles have memories for me. In this month's issue reference is made to the Star as from 1922. I have an illustration and specification showing a 1920 Star 15.9-h.p. 5-seater, chassis price £600, complete open tourer £750. They also produced a 20.1-h.p. model in the same year at £675 and £725 respectively. Incidentally, I have in my possession an illustrated review of 1920 models on the British market. This was apparently a supplement to the *Autocar* (March 13th, 1920). This I would willingly lend to any genuine individual or club who may be interested, should you be able through the medium of your journal to make this known. Believe it or not there are 158 cars described. Although not a veteran car owner myself, I have owned since 1937 a 1913 Matchless J.A.P. outfit which has carried me quite a few hundred miles, and brought home quite a bit of bronze.

I am, Yours, etc.,

Povey Cross. F. E. Collis.

* * *

Sir,

I should like to correct Mr. Peter Blackbury regarding the eventual fate of the Mercedes in which Archduke Franz Ferdinand and his morganatic wife Sophie met their death at Sarajevo on June 28th, 1914.

My parents saw this car, displayed with the uniform worn by the unfortunate Duke in the Arsenal in Vienna in about 1936.

After World War II this building was, I believe, occupied by the Russians. Last year when I was in Vienna I took the opportunity of searching for the car. The Army Museum inside the Arsenal was then undergoing restoration and the car was not to be found.

But just as I was leaving the building I saw a bulky object under a dustsheet in the porch which proved on examination to be the car itself. Its wheels, and various other parts, I think, were missing and it was painted dark green—not the yellow which Mr. Blackbury mentions. An attendant assured me that this was the original car and it would be placed on exhibition this year.

If Mr. Blackbury cares to visit the Arsenal I hope he will find it on display in its original condition, complete with bullet-holes, etc.

I am, Yours, etc.,

Oxford. C. D. L. Piggott.

Sir,

With great interest I have read the several letters about Austrian cars in the section of your excellent magazine devoted to old car matters. Especially I think of the Archduke Ferdinand car at the moment of Sarajevo, June 28th, 1914.

Old photographs make me doubt if the car was a Mercedes; it seems rather to be a Austro-Daimler 27-60-h.p. of about 1912-14 vintage. In the early 'twenties I read that the car had been sold after the Kaiser-war to a man who had very little luck with it and finally he crashed the car so it was written off.

Some years sooner a photograph in a non-motor paper told me the car was standing in a museum of Vienna but the picture only exposed the tail of the car with the hood missing and the two historic bullet holes well preserved. Unfortunately the paper not told the name of the museum but perhaps it is standing there also in present time.

I am, Yours, etc.,

Koping, Sweden. B. LINDBLAD.

* * *

Sir,

Having owned a 15.7 Crossley saloon for some two and a half years, I am interested in forming a club or register for the mutual benefit of Crossley owners.

I understand that this has been done before, the club being called "The Green Cross," after the radiator badge, but I have been unable to find out what happened to the club. I have traced one or two one-time members but they have been unable to help.

May I therefore ask anyone who is a Crossley owner, or who is interested in the *marque*, to contact me so that I can ascertain how much support we are likely to obtain?

I feel that under the circumstances we should not confine ourselves to vintage models only, and owners of later models will be welcomed.

I am, Yours, etc.,

Harpenden. D. H. TAYLOR.

* * *

Sir,

I enclose a photograph which you may care to publish of a B.M.W. Dixi of uncertain vintage, but obvious ancestry. Apart from the electrical equipment, which I believe was of Bosch manufacture,



the car would have felt quite at home at Longbridge! The photograph was taken in the staff car park at Volkwagenwerk, G.M.B.H., at Wolfsburg.

I am, Yours, etc.,

Coventry. T. R. SEAGER.

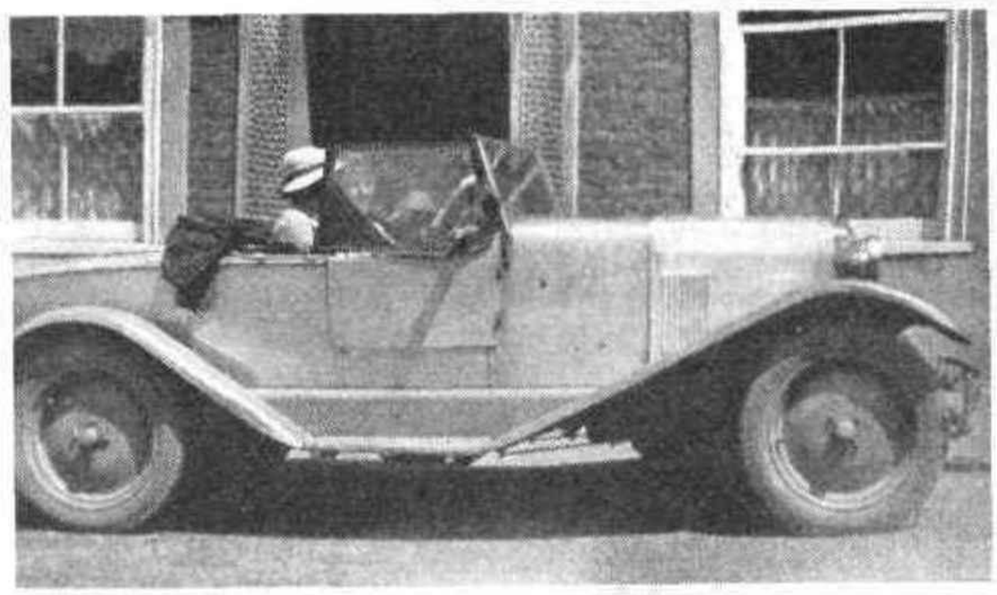
* * *

Sir,

Although I was very young at the time I can well remember my mother's Rover which we (the family) had in 1932/34 era. My elder brother and myself, both at school, aged 9 and 7, and my younger brother, aged 4, all loved it as the dickey proved a source of fun and excitement, especially with our spaniel, also out for a ride. It was purchased for £5 from a master at our school, with the snag that the sparking plugs had to be heated in the oven before it would start on a cold day.

As can be seen, it had beautiful lines, with a real boat-tail and aluminium bodywork. The photograph was taken before a crash, which wrote off a brand new saloon but entailed only the loss of the Rover's bumpers.

The brakes, which could be best described as weak when we had the car at Deal (scene of the crash), were found to be totally inade-



quate during our holidays at Lyme Regis, and on our mother's half-expressed wish that she would have to get rid of it, found after coming home from a walk one day that our grandfather had sold the Rover to some young men who happened to be passing by our home which was near the top of the Sidmouth Hill. The sale price of £5 must have been satisfactory as we heard no more, nor did we hear a crash at the bottom of the hill.

The photograph was taken outside "the Old House," Upper Deal, Kent, and I make a wild guess that the Rover was built in 1925 Does anyone know better?

I am, Yours, etc.,

Harrow. John SWEET-ESCOTT.

* * *

Sir,

In looking through a copy of *Esquire* I found a list of American Veteran Cars and among them in 1908 was one called a "Benner."

As this is my name I was interested but I have been unable to find any particulars.

Can you help in any way?

I should like to get a print and some detail, because I'd like to make it my next year's Xmas Card!

I am, Yours, etc.,

Balcombe. CHARLES BENNER.

* * *

Sir,

I wonder if the enclosed photos will interest you? They are of, I think, a rather pretty little Peugeot *circa* 1913 which my father drove at that time and in which he went to Scotland and back in a week! Memory only allows that it was not fast (about 55-60 m.p.h.) and perhaps of 14-h.p.

I am, Yours, etc.,

Sandhurst. H. F. STEVENS.

[One photograph is reproduced below.—ED.]

* * *

Sir,

Thank you for your nice remarks about my 1929 Grand Sport Amilcar. I feel I should make it clear, though, that my car was not made in Italy, but it is quite probable that the body was made by an Italian coachbuilder who also added the radiator badge, which reads:—

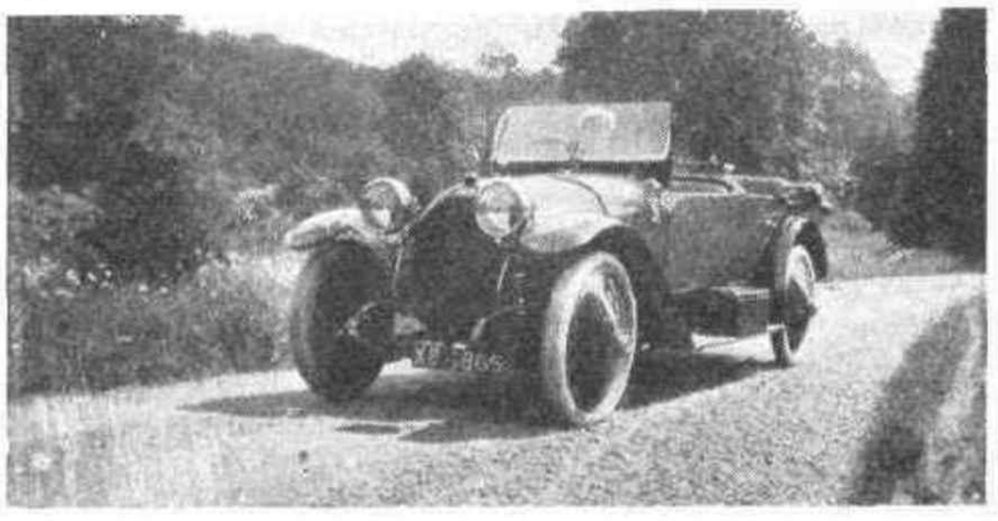
"Amilcar Italiana S.I.L.V.A. Verona."

I, in fact, purchased the car from its original owner, who bought it new in Rome.

If any of your readers can give any further information as to the meaning of the radiator badge, I should be extremely grateful.

I am, Yours, etc.,

Reigate. B. K. GOODMAN.



CONTINENTAL NOTES

THE recent spate of Grand Prix races, with Pau and Naples in the same week, caused something of a stir among the regular runners in the "Continental Circus." It is so often easy to overlook the behind-the-scenes activity that goes on in order to get cars and drivers on the starting line every weekend over the length and breadth of Europe, when races can be as much as 1,500 miles apart. How many times do we read an entry list or a race report and subconsciously notice that the same drivers and cars have competed as were running in an event reported the previous weekend, yet seldom does anyone give a thought to what happens between the weekends? In fact, naive people often ask me what I do between races. For me it is simple, I merely have to drive 1,000 or 1,500 miles between Monday morning and Thursday night, in order to be ready to watch practice on Friday morning, and I have a pleasant high-speed touring car for getting about. What of the workers of the various teams who have trucks to drive and cars to repair?

The activities of the Connaught team over the recent three Grand Prix races, Syracuse, Pau and Naples, make typical reading. Immediately after the Sicilian event the two cars had their engines taken out and put into one of the transporters, which then had to be driven through the small hours of Monday morning to Catania so that the two power units could be loaded into the Connaught Club charter-plane and flown back to England. Then the two chassis and the remains of the burnt-out car that Leston was to have driven were loaded into the two A.E.C. buses and course was set for Pau, on the far western side of France. To appreciate this journey it is well worth while getting out a map of the Mediterranean and studying the route. At the same time Engineer Mike Oliver set off for England in his Vanguard shooting-brake. Exactly eight days later this same Vanguard was leaving Send in Surrey, loaded up with two new engines and was headed at high speed for Pau, to arrive and meet the two transporters containing the two Connaught chassis to be used for the Pau Grand Prix. The team of mechanics, having got to Pau, had to have the cars ready to receive the new engines when the heavily laden Vanguard arrived, fit them and have everything ready for practice on Easter Saturday. The Pau Grand Prix being over on Monday evening, out came the engine from Bueb's car, a spare one was fitted and on Tuesday one of the transporters set off for Naples, a mere 1,000 miles away, with the car ready for Lewis-Evans to drive. Meanwhile, the debris of the *equipe* was loaded into the other transporter and driven back to Send, the mechanics seeing England and home for the first time for nearly six weeks. Meanwhile, the Naples contingent had to drive day and night in order to get to Naples by Thursday night, and be ready for Friday's practice. By the time the whole team was back in England nearly eight weeks had gone by since leaving.

That was the activities of only the Connaught team, but it must be remembered that most of the others who were at Naples were also at Pau. The two English private owners, Halford and Gould, had to organise their mechanics for similar trips. At 7 a.m. on the Tuesday morning after Pau, a big grey Alfa-Romeo truck carrying the two Maseratis drove non-stop to Modena, arriving mid-morning on Wednesday, the two mechanics taking turns to drive. Back at the Maserati works both cars had to be checked over, and have the rear axle ratios changed. Halford's had to have a new crown wheel fitted and then on Thursday evening his was put into his royal blue A.E.C. transporter and driven non-stop to Naples, a journey of 15 hours through the night and over the Apennine mountains. Gould's car was loaded into the Alfa-Romeo van, along with another Maserati, and that set off at the same time, arriving a bit later at Naples due to having broken both springs on the near side. In addition to these the Scuderia Centro-Sud lorry, with its two Maseratis on board, did the same trip, the time spent at the factory being on giving the engine of the car Schell drove a complete overhaul, for it had been thrashed for three hours at Pau. All this activity would be comparatively simple with unlimited numbers of mechanics and lorries, but only Daimler-Benz can work on that scale, so to the general run of Grand Prix competitors it means a lot of work, little sleep, hours and hours of driving, irregular meals, a night in a bed about one out of four and little relaxation. That there are men who will do this behind-the-scenes work is remarkable, but it is no wonder that they are few and are difficult to find. They seldom complain about conditions, for they know what they are tackling before they start, they never get a mention in the programme or their photographs in the magazines, but then they are not really worried about such things. To them the real joy is to hear their cars running at peak revs. with the exhaust as clean-as-a-whistle, and if the driver does justice to their efforts by making a really searing lap-time and beats his rivals, then they feel a justifiable glow of satisfaction, and the previous four days of hard graft seem really worth while. They are at every race meeting, these workers, sometimes a little haggard-looking, often a bit unshaven and grubby, but invariably spruced-up and in clean overalls for the start of the race. No matter what country they come from they speak the same language, a sort of mechanics' "Esperanto," and whether it is Joe, Tony, Jimmy or Fred, Luigi, Gianno, Pietro or Ciccio, Jean-Pierre, Marcel or Louis, these "circus workers" are all the same; they work on racing cars because they like nice mechanical things, none of them have aspirations to become racing drivers, for that makes for a bad mechanic, they just have the passion for motor-racing and for racing cars. If you ask them why they do it they just grin, and say, in any of four different languages, "I wonder myself sometimes, I must be bloody mad." But they do do it, and without them the lot of the racing hero-driver would be a sad one, just as the mechanic would be non-existent if there were not men with an equal passion for designing and building racing cars. All of them are vital cogs in the great wheel of the motor-racing circus, all as important as any other and it is this great team-work behind the scenes that is a fascinating part of motor racing for anyone lucky enough to be allowed "round the back" to have a look.

* * *

Just as the mechanics have a full week, some of the drivers have an equally full time, especially those who do it as a means of livelihood. Some drivers are content to race on Sunday and until practice starts for the next Sunday race they disappear to the seaside or return to their homes and relax. One driver who simply refuses to relax, and who has an obvious passion for driving in all its aspects, apart from racing driving, is Jean Behra. After the Pau Grand Prix which he won, he had a night's sleep, attended the prize-giving next morning and then set off in a very tired 1,100-c.c. Fiat saloon and drove non-stop to Monza where he met another part of the Maserati team with the 4.5-litre sports car that had recently returned from Sebring. Having driven right through Tuesday afternoon, evening and night, arriving Wednesday morning, Behra proceeded to cover 300 miles on test round Monza with the "four-five." Finishing just before dark he then drove the three-hour run down to Modena, arriving in time for supper on Wednesday evening, looking a little grubby and tired, but well pleased with the big "four-five" Maserati. As many another driver has remarked, "He's a glutton for work, and never seems to need to do anything special in order to keep fit."

* * *

At the end of June the Monza 500-mile race is due to be run, and at the moment the Italians appear to have given no thought to the matter. The Americans, however, have got down to the job, building new cars specially for the race, for it is too soon after Indianapolis to rebuild the cars used there. The Firestone company were at Monza recently with their test car, a Kurtis chassis, of typical Indianapolis layout, rigid axles back and front, carefully located, two-speed transmission, magnesium wheels and so on, with a 5½-litre V8 Chrysler engine installed. With an engine so big the car is naturally experimental, for the limit at Monza is to be 4.2 litres, but the performance of this car gave those Europeans who were present something to think about. With a maximum of about 185 m.p.h. along the straights, and lifting-off for the bankings, Pat O'Connor, the test-driver, lapped easily at 165 m.p.h. and before finishing turned in a quick one at 170 m.p.h. Up to last year the Grand Prix cars, with 2½-litre engines, could take the whole speed-track flat-out and turn laps at around 156-158 m.p.h. June 30th looks like being a real fiesta of ultra-high speed and the drivers are going to earn every lire they get at this meeting. As this is the first attempt to run a race on the banked track only, the 500 miles is to be split up into three heats of 63 laps each, a distance of approximately 165 miles each heat. Between the heats will be a break of one hour for repairs, but during that time the cars must remain on the track and no engines may be changed. The results of this 1957 Monza 500 miles will be added to those of the 1958 Indianapolis race and the winner will receive the "Two Worlds" Trophy. If an Italian car wins the forthcoming Monza race one can foresee a serious attempt at Indianapolis in 1958, if not it is possible that interest will flag.—D. S. J.

U.S. CONSUMER REPORTS

Consumer reports have a big following in America, where they cover such things as films, cameras, nylon hosiery, " Hi-fi," sunglasses, lawn-mowers, paint, fishing rods, men's socks, solders and frozen beef-pies, as well as automobiles.

The 1957 special automobile issue is of outstanding interest, especially as we have nothing comparable in this country. Each car analysed is bought for cash and then subjected to exhaustive and comprehensive testing by a team of experts, after which it is traded-in and another car for test takes its place.

The Consumers' Union, a non-profit-making organisation founded in 1936, supplies its reports by subscription, which costs 5 dollars 50 cents to foreigners.

It would hardly be fair to quote liberally from its auto report but this is certainly worth studying; those interested will no doubt find means of obtaining it in this country. The address of C.U. is 256, Washington Street, Mount Vernon, New York.

We will confine ourselves to a few comments on the 1957 analysis of American cars. C.U. punches hard to the body, as witness : " A good reason for choosing this model is hard to find," of the Dodge Coronet Six, and " For city and suburbs, the car is too big; for the open road, its engine is too ' busy ',"' of the Plymouth Savoy Six. After which, praise is praise indeed !

The C.U. names as " best buy " in the 2,253—2,631-dollar low-price class the Chevrolet 210 V8, in spite of its hard ride. In the lower-medium-price group it finds no one car outstanding, ditto in the upper-medium-price group. It rates the Cadillac 62 as best in the high-price, over 4,053-dollar class, but, even so, remarks that " the Cadillac name is more impressive than the road behaviour."

Singled out for special mention, although not all of them received top rating in their respective price groups, are the following, which, if your friends roll up in one, you can rate as a good average 1957 automobile : Plymouth Belvedere, Rambler Six, Mercury Montclair, Chrysler Saratoga, Lincoln, Chevrolet Six and V8, Pontiac Chieftain, Oldsmobile 88.

Writing of special cars, the C.U. says the Ford Thunderbird has been developed away from the true sports car, whereas the Chevrolet Corvette has moved towards it. The Lincoln Continental Mk. II (9,966 dollars) is praised for quality, simple lines and lack of trashy ornamentation but is " chiefly an investment in prestige." The Cadillac Eldorado brougham with self-levelling air suspension is Cadillac's answer to the Continental and is considered a good answer. A note of warning is sounded in connection with the 3,800-dollar Rambler Rebel as to whether proper servicing of the fuel injection will be readily obtainable. Pontiac are being cautious about the fuel-injection Bonneville and may not market it. C.U. suggests that the supercharged Studebaker Golden Hawk will remain below the top flight of semi-sports-car handling and for this reason the Silver Hawk is more practical. Foreign cars are only referred to briefly but—for those readers whose heads are in the sand—C.U. rates the VW as " king of the cheap-car class " and gives special commendation to Jaguar, Porsche 1,600, Mercedes-Benz 219 and Volvo Amazon.

Besides the reviews the auto issue contains articles on many aspects of U.S. motoring and is a very complete guide to this year's American cars. Serious students should chase it up.—W. B.

RENAULT VICTORY IN TULIP RALLY

Out of 216 starters a little Renault Dauphine in the special touring class won the 9th International Tulip Rally, from a 300SL Mercedes-Benz and a Porsche 1,600. Ford took the Team Award, Anne Hall's Ford the Ladies' Award.

Results :

General Classification : H. Kreisel/D. ten Hope (Renault Dauphine).
Team Prize : Ford Zephyr team.
Ladies' Prize : Anne Hall/M. Hopkinson (Ford Zephyr).
Best British Entry : Wallwork/Pownall (Alfa-Romeo 1,900 Super T1).

Normal Series Production Touring Cars :

Up to 500 c.c. :	Letten/Korte (Goggomobile).
500-1,000 c.c. :	Siepe/Seegers (D.K.W.).
1,000-1,300 c.c. :	Martens/Eerligh (Fiat).
1,300-1,600 c.c. :	Ray/Hall (Sunbeam Rapier).
1,600-2,600 c.c. :	Wallwork/Pownall (Alfa-Romeo).
Over 2,600 c.c. :	Carstedt/Mrs. Carstedt (Ford Fairlane).

Improved Series Production Touring and Special Touring Cars :

750-1,300 c.c. :	Kreisel/Hope (Renault Dauphine).
2,000-3,500 c.c. :	Riess/Kufner (Mercedes-Benz 220A).

Normal Series Production Grand Touring Cars :

1,300-1,600 c.c. :	Gerlach/Brug (Porsche 1,600 Speedster).
1,600-2,600 c.c. :	Waddington/Cave (Triumph TR3).
Over 2,600 c.c. :	Tak/Niemoller (Mercedes-Benz 300SL).

WEST ESSEX CAR CLUB SPEED TRIAL (Snetterton, April 28th)

Compelled to switch venues at the last minute from Gransden Lodge to Snetterton, the West Essex Car Club's Annual Speed Trial (a National event), was held over a standing 800 yards course instead of the traditional kilometre. Cars ran in pairs, just like Brighton, but without the sea and the waves, and were timed by the Beaune-Langines system.

An entry of over 130 had been received, for saloon, sports, sports-racing and racing cars, and contained many cars of interest. These included K. B. Shaws' ex-Holland, ex-Elives, ex-Seaman 2-litre speed model Aston Martins, known more familiarly as "The Red Dragon," looking somewhat naked and unadorned in comparison with modern all-enveloping machinery. The two 1½-litre E.R.A.s of W. F. Moss and M. L. Brewer, made authentic noises and were perhaps most people's idea of what racing cars should look like. These two cars are beautifully prepared, and are the ex-White Manx stable " Remus," and the ex-Seaman, ex-Cotton car, respectively.

E. B. Wadsworth's Volkswagen based Denzel, a smart red coupé, attracted admiring glances, and proved much quicker than anticipated. Eight 250-c.c. racing cars ran with varying degrees of success, being slow off the line, then scuttling up the course at prodigious revs. The Smith/Anzani of K. R. Harris was by far the noisiest, with its unsilenced, screaming twin-cylinder two-stroke engine. Other power units favoured were Norton (linered down ?), Velocette, and Excelsior o.h.c. Manxman.

R. R. C. Walker fielded three cars—his Formula II Cooper-Climax, Formula I Connaught and Mercedes-Benz 300SL (ROB 2)—to collect two firsts and a second in class.

The obvious challenge for B.T.D. came from two guided missiles in the shape of Archie Scott-Brown's Lister-Jaguar and John Ogier's Tojeiro-Jaguar, the former collecting the honours with an electrifying run of 19.64 sec.—J. H.

	(*For 880 yards*)
Fastest time of the day : A. Scott-Brown (Lister-Jaguar)	19.64 sec.
Fastest member : J. L. E. Ogier (Tojeiro-Jaguar)	20.05 ,,
Fastest lady : Miss P. Burt (Tojeiro-Jaguar)	23.38 ,,
Fastest standard-bodied M.G. : A. T. Foster (M.G. MGA)	26.68 ,,
Saloons :	
Up to 1,100 c.c. : P. G. Riviere (D.K.W.)	32.64 ,,
1,101-1,300 c.c. : M. J. Kingham (Volkswagen)	32.65 ,,
1,301-1,600 c.c. : J. R. Walker (M.G. Magnette)	30.12 ,,
Over 1,600 c.c. : L. S. Demeza (Ford Zodiac)	28.33 ,,
Sports cars :	
Up to 1,500 c.c. : D. R. Millbank (Lotus-M.G.)	24.85 ,,
1,501-2,700 c.c. : A. M. Park (A.C.)	23.50 ,,
Over 2,700 c.c. : J. Bekaert (Jaguar C)	23.26 ,,
Sports Cars—any trim :	
Up to 1,200 c.c. : W. S. Frost (Lotus-Climax)	22.95 ,,
1,201-1,500 c.c. : Hon. Mrs. K. S. Richardson (Porsche)	26.38 ,,
1,501-3,000 c.c. : F. C. Davis (Lotus-Bristol)	21.85 ,,
Over 3,000 c.c. : P. M. Salmon (Jaguar C)	22.42 ,,
Racing cars :	
Up to 250 c.c. : H. B. Pickett (J.B.S.)	31.60 ,,
251-500 c.c. : H. Taylor (Cooper-Norton)	24.06 ,,
501-1,500 c.c. : R. R. C. Walker (Cooper-Climax)	20.20 ,,
1,501-2,500 c.c. : R. R. C. Walker (Connaught)	20.31 ,,
1,172 Formula : S. J. Digby (D.B.M. Special)	30.16 ,,

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BUGATTI O.C. PRESCOTT SPEED HILL-CLIMB (May 5th)

Our condolences go to the B.O.C. over the first fatality to occur at any Prescott hill-climb since the course was opened in 1937. Unfortunately Lord Ebury, the well-known motor sportsman, overturned his Jaguar and was killed instantly.

Results :

Ladies' Award : Miss P. Brock (Cooper 500)	46.77 sec.*
Sports Cars—Up to 1,100 c.c. : C. M. J. Andrew (Lotus)	46.46 ,, *
,, **—1,101-1,600 c.c. :** E. Lewis (Lotus)	46.90 ,, *
,, **—1,601-3,000 c.c. :** W. Bradley (Lister-Bristol) ...	46.84 ,, *
,, **—Over 3,000 c.c. :** E. P. Scragg (H.W.M.-Jaguar) ...	46.70 ,, *
Racing Cars—F. I : M. Christie (Connaught)	45.56 ,,
,, **—F. II :** M. Christie (Cooper-Climax)	42.82 ,,
,, **—F. III :** R. B. James (Cooper)	45.03 ,,
,, **—Formule Libre :** P. Stubberfield (Bugatti)	45.14 ,,
,, **—Formule Libre, 2-cyl. :** M. Christie (Cooper)	42.82 ,,
Bugatti Handicap : Stubberfield.	
R.A.C. Hill-Climbing Championship : A. E. Marsh (Cooper 1,100) ...	42.33 ,, †

* *New class record.* † *F.T.D. and record for the hill.*

FOR LOVERS OF STEAM

Traction-engine rallies are due to be held this month at Appleford on the eighth, North Leach and Saffron Walden on the 15th, and at Rempstone on the 29th/30th. If you have never seen one of these delightful events, here is a possible opportunity. Vintage cars always seem to be welcome.

LETTERS from READERS

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

ARE TUBELESS TYRES FOOLPROOF?

Sir,

Having read the letter from H. A. Smith of Ipswich under the heading "Are Tubeless Tyres Foolproof" I feel that I must, in fairness to tubeless tyres, give my experience of them.

The car—a Hillman Husky—registered November 1955 and already fitted with Dunlop Tubeless. To date the car has done 36,000 miles and with the exception of one new cover fitted at 35,000 is still running on the original covers which still have tread on them. During this time I have only had to change a wheel once on the road. This was due to a piece of metal swarf entering the tread and working its way out through the wall of the tyre. Dunlops admitted that they could not repair this cover as there is no method of repairing a hole in the wall of a tubeless tyre. Of course I have had other punctures including those made by a couple of 2-in. screws but apart from the tyre pressure dropping a few pounds a week these could be ignored until there was time to repair them.

In case your readers should think that the Husky has been driven in a quiet manner I would like to point out that on regular trips to Manchester from Romford and back I used to cover the journey in each direction in 5 to 5½ hours. This time included a stop for refreshments.

I have no connection with the Dunlop Co.

I am, Yours, etc.,

Romford. H. E. Legg.

Sir,

H. A. Smith's letter in your May issue concerning tubeless tyres surprised me considerably.

I have in my possession a 1956 Mark I Consul which has covered to date 15,250 miles on the original set of Dunlop Tubeless tyres, which appear to be good for at least another 5,000. There have been no punctures and the spare is unused.

Mr. Smith's average figure of 5,000 miles would appear to suggest that the cars have been driven fast and furiously, and it would surely be unfair to judge and condemn the makes mentioned under these circumstances.

I am, Yours, etc.,

London, N.9. E. J. Willis.

Sir,

Reading the letter of H. A. Smith of Ipswich in the May issue of Motor Sport respecting the wear of his tubeless tyres, I should like to inform him that my Morris Minor, registered January 4th, 1956, has to date completed 26,047 miles.

The tubeless Dunlop tyres are the original ones. They have never given me any trouble, not even a flat tyre.

Every 3,000 miles the wheels are changed round, and my estimation is that there is at least another 5,000 miles of wear in the tyres.

I am, Yours, etc.,

Hove. G. H. Herniman.

[Jolly good luck, then, to the tubeless. The question remains, are they worth the extra cost—remembering 36,000 miles with only one (nail) puncture and little tread wear, on the normal Michelins on the Editorial hack? Perhaps not until we have such faith in them that we banish the heavy, space-wasting spare wheel! This correspondence is now closed.—Ed.]

* * *

THE VALUE OF LINDLEY

Sir,

As an avid reader of your stimulating journal and also, as one who has spent his eleven years working life in various capacities within the structure of that controversial enterprise popularly known as the "British Motor Industry," I should like to register a plea for less biased and more enlightened criticism from those readers who write to you.

A point in question is the slighting reference made by one of your correspondents in the May issue to M.I.R.A.'s test track at Lindley. My present employers, albeit makers of heavy commercial vehicles, have gained invaluable data by utilising the facilities available at Lindley. To suggest that time spent there with a prototype, be it car or lorry, is wasted or superfluous is utterly ridiculous. I should be very surprised if Mr. Taylor could get much "joy" by lapping the Belgian *pave* section for hours on end. Probably Uganda roads would seem quite reasonable after that.

In my opinion, Mr. Taylor's comments would have been more valid if it had been found necessary to completely re-design the Vanguard suspension layout after experience in Uganda. Shock-absorbers, although essential, are by no means the heart of a suspension layout, and to select a particular shock-absorber whose damping characteristics are entirely suitable for road conditions anywhere is asking a lot if not an impossibility. That it has been found necessary to fit larger capacity dampers in this instance surely does not merit such scathing criticism? Or again, is there in existence a road-spring with periodicity suitable for an infinite variety of road conditions?

I do not claim to be an accomplished expert in matters of design, but those of us within the industry and familiar with its day to day problems can only say to the laymen: you just don't know the half of it!

I am, Yours, etc.,

Birmingham. C. D. Watters.

[No, the British Industry should not look a gift-horse in the mouth and Lindley is of considerable value to designers and manufacturers—on the other hand, nothing equals long-distance racing and rally driving for finding the weak places in a motor car.—Ed.]

* * *

ALVIS ENGINE LIFE

Sir,

I was interested to read Mr. Douglas's letter regarding the probable life of the Alvis 3-litre engine. This I understand to be on the average, 50,000 miles.

I own a 1952 drophead bought at 16,000 miles. It was reasonably trouble-free until 38,000, within six months the fan had penetrated the radiator three times, at 44,000 starter teeth on flywheel were renewed, at 45,000 the main bearings went and a new engine was advised, estimated cost £111 against the old one. Then a telephone call from the distributors, there would be an additional £50 as my cylinder head was distorted and Alvis said it was of scrap value. I wrote to Alvis who were polite but in no way upset by the performance of their product. I have maintained the car as the advertisements say "regardless of expense." I have always taken it to the Alvis distributors in Glasgow for anything apart from greasing. They fitted repaired radiators and water pumps. I know of two other owners whose fans went through the radiator, but only once each.

Since the reconditioned engine was fitted I have done 4,000 trouble-free miles apart from two blown exhaust flanges. I write as an Alvis addict, when I form an affection I am not readily swayed. My first car was a 12/50, I have had two post-war Fourteens, I have owned no other make until I bought a Morris Minor as a spare for use during the various indispositions of the 3-litre. The 12/50 was unbreakable, I sold it two years ago; it was a little galling when walking the dog at night to hear this twenty-six-year-old burble pass while my three-litre lay in Glasgow having a major operation. The Fourteens were good for at least 70,000 miles.

I like the 3-litre, the drophead has excellent lines, it handles well though the brakes should be better. I shall keep it. As a photographer I have occasion to hear the wedding service, "Love suffereth long and is kind"; it seems to be true, even where cars are concerned!

I am, Yours, etc.,

Ayr. George Crawford.

Sir,

Before the unfortunate story of Mr. W. S. Douglas's friend and his experiences with post-war Alvis 3-litre engines spreads too far and becomes to be taken as characteristic of this make, I should like to relate my experience of a 1951 3-litre Alvis saloon.

Bought in November 1955, with 53,000 on the milometer, it was two months and 2,000 miles later before a pint of oil could be squeezed into it to top up the sump. Now, after 72,000 miles, the oil consumption has not increased and the engine will still pull this heavy car from 15 m.p.h. to any speed required up to 90+ m.p.h. in top gear with no other sound than the proverbial whisper.

I can only suppose that the previous owner of Mr. Douglas's friend's car treated it without the customary care and affection common to the majority of the owners of these lovely cars.

I am, Yours, etc.,

Cambridge. JOHN R. GERRARD.

Sir,

I would like to reassure your correspondent W. S. Douglas regarding the Alvis 3-litre engine that he need have no fear as to the engine life of that model at the mileage he mentions.

I have just fitted Hepolite pistons, Hepoflex rings, valves and big-end shells. Mains were o.k., at 45,000 miles, cylinder bore wear was not more than .004 in. in any bore, but it was essential to remove the "top lip" of the bores.

This operation has, with careful running-in, brought the engine back into full performance again.

There is one other point worth mentioning: that whilst the job is being done it is advisable to remove the engine and replace the rear oil seal.

I am, Yours, etc.,

Sutton Coldfield. A. BREEZE.

* * *

TEAM OF MINORS?

Sir,

I would be most grateful if you could squeeze in a mention somewhere in MOTOR SPORT of my need for a few keen Morris Minor owners to complete a team for the Silverstone Six-Hour Relay Race.

Ideally, I would like Alta-headed cars, but anybody with a 1000, o.h.v. or even s.v. car—and of course an unrestricted competition licence—would be welcomed.

I can be reached at Horsforth (Leeds) 3726.

I am, Yours, etc.,

Leeds. ALLAN STANIFORTH.

* * *

"BUT, MY *DEAR*, HE DRIVES A FOREIGN CAR . . ."

Sir,

In support of your remarks in the April issue of MOTOR SPORT, I would suggest that it is NOT patriotic to Buy British UNLESS it is the best. To do otherwise is to encourage inefficiency, incompetence and complacency. In the long run these will do more damage to British interests than any temporary loss of sales while the motor industry puts its house in order.

I am, Yours, etc.,

Iraq. H. W. S. MARSHALL.

* * *

A MATTER OF STYLING

Sir,

A second reading of your correspondent G. Richard's letter which describes the Vauxhall Victor as a "really good bit of contemporary styling" suggests that it was written tongue in cheek. For the preservation of his sense of good taste I can only hope that this is so. For surely no odder stylist's nightmare has been produced for a long time even for a British factory.

Without wishing to indulge in an orgy of destructive criticism it really is time for the Vauxhall company to be taken to task for combining every "styling" gimmick into a superbly incoherent mass of bobs and bows. Take those two vestigial knobs at either end of the front bumper—Cadillac did it better years ago and used real points. They did the concealed exhaust system too, and Vauxhall's do it no better. Note also the super side elevation—from front to back, a flute, a twiddle and a chromium-trim all unrelated, insignificant and entirely unfunctional. Clever too those parallel rust-prone strips of chrome over the bonnet; indelicate though to ask their purpose. A final mention of the brilliant advertising copywriter who whets our imagination by suggesting that a four-cylinder four-seater car is something really new. I seem to remember something called a 30/98 which had the same specification 30 years ago.

Seriously though, the current crop of British cars are even worse than their predecessors from a styling viewpoint. Most designers on the Continent have realised long ago that a motor car is a functional piece of machinery, devised to transport human beings from place to place at varying speeds and in varying degrees of comfort depending on price and specification. Styling has been related to the prime function of the machine and thus has harmony and beauty been achieved.

The Fiats, Simcas, Lancias, even the Borgwards to a lesser degree, look like precision machines. The fact that they also perform that way is incidental. In this country some of our popular cars perform quite well; to say that their looks are in keeping would be to ignore everything that has ever been written or spoken about design.

I am, Yours, etc.,

London, W.2. J. S. STEPHENSON.

* * *

THE MILLE MIGLIA

Sir,

Yet another accident has occurred in the Italian road race, the Mille Miglia, claiming the lives of many spectators. However, one must not be misled by public outcry into condemning the Sport itself forthwith.

In an event of this character, unlike closed-circuit racing, the onus of adequate spectator control lies not with the organisers, but in the hands of the spectators themselves. In watching this race, they are given the responsibility of choosing individually a safe vantage point.

If by irresponsible actions they permit in encroaching upon the road to within inches of the competing vehicles, are we to be expected to offer our sympathies if they are run down and killed or injured?

It is the spectators who jeopardize their own lives, and those of others, and place motor racing into disrepute and disgrace. It is all the more deplorable that they should call themselves enthusiasts.

I am, Yours, etc.,

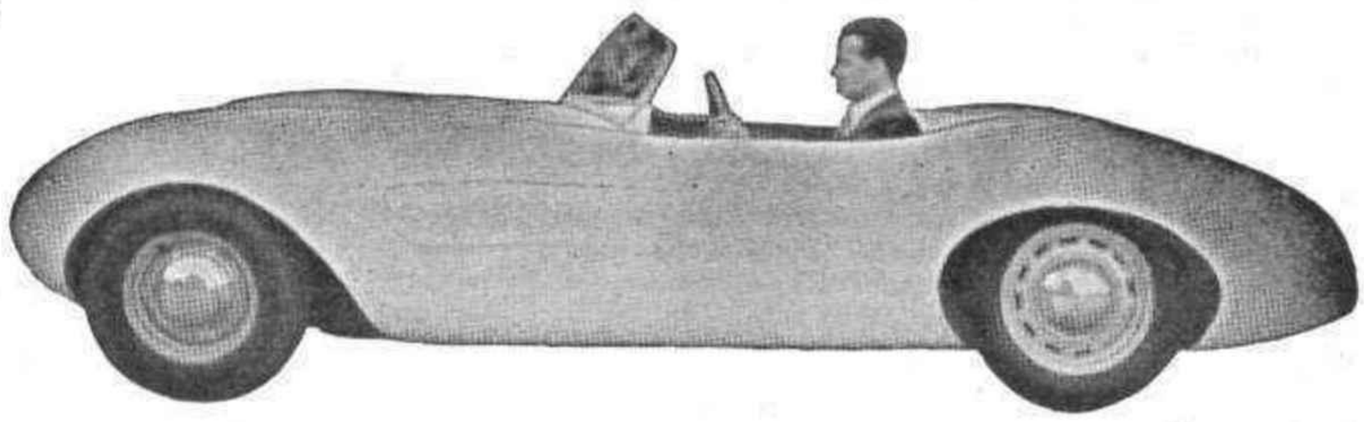
STEPHEN J. N. WRIGHT,

Loughton. *Secretary*, Epping Forest Motorsport Association.

[It was unfortunate that, lacking front-page news of murder, rape, robbery with violence, etc., many English newspapers used the Mille Miglia accident as their horror story. Not content, further horror reports followed the triple crash at Monaco, caused by Moss' error of judgment, but *in which neither drivers nor spectators were injured*, the majority of newspaper reports omitting to pay tribute to Fangio's skill and mastery in evading an accident which two front-rank British drivers failed to do. This horror journalism was sparked off before either race had even started by self-confessed "Frightened Man Cade," who was permitted to give prominence on the front page of the *Star* to, in our opinion, unnecessary sensationalism.—ED.]

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FOR SALE

ALPHA 1750 ZAGATO. Superb condition. True vintage car for enthusiast. Any test. Offer to Macintyre-Cathles, Cedar House, Fenstanton, Huntingdon. [2273

CITROEN, 12 h.p., D.H., 1939, 3/5-str., dickey. Dark green; tonneau. Citroen maintained since new (2nd owner). Engine, steering, appearance gorgeous. This exclusive car seen Gloucestershire or, on June 4th, London or elsewhere. £160 or best offer. Ring Stow-on-the-Wold 102. [2274

1955 MINOR/AUSTIN A.30 engine, reconditioned, with clutch, manifolds, w./pump, gearbox, £50. Javelin Series III, crank, bearings, crankcases, 2 liners, £15. Morris 8, 48, "E" engine, £10. Singer Roadster, 48, full zip tonneau, £5. 53, brand new h.c. cyl.-head for S.V. Minor, £3 10s. Scintilla-Vertex, Ford 8/10, £3, any offer considered. 69, Rhodes Ave., Newbold, Chesterfield. [2275

LANCIA FARINA D.H.C., 2,960 c.c., 1938. Engine, transmission, suspension, brakes, all recently overhauled. New twin exhaust. Red/silver. Photo. Offers. Roberts, "Conings*by," The Rise,* Sevenoaks. WOO 2872. [2276

ROLLS-ROYCE, 25 h.p. 1932 Park Ward, owner drive saloon. Immaculate bodily, and mechanically faultless after overhaul and maker's check. *£300. Couchman, Admirals House, Lee-on-Solent.* [2277

VINTAGE '27 SUNBEAM, 2-litre Weyman Coupé. Unique; engine, bodywork and interior immaculate. 22,000 miles since new, 2 owners, new tyres *all round, 20 m.p.g., sports car performance.* Owner emigrating. £145 o.n.o. Rogerson, 8, Holland Close, Stanmore, Middx. Grimsdyke 524. [2278

CRESTED EAGLE ALVIS. 1934 Tickford Tourer, *2-litre, £80 or exchange vintage Delage, Lancia,* Buegatti, Bentley, any condition. 86, Upper Tulse Hill, Streatham, London. [2375

1938 RAILTON, 10 h.p. D.H. Coupé. Blue. Standard engine and chassis spares, easy, taxed, rare *and pretty car in good condition. £195 offers.* Jenner, "Eddington," Dane Road, Birchington, Kent. Thanet 41615. [2280

FIAT MODEL 1500 SPARES. Clutch pressure plate complete, clutch male plate lined, Marelli *ignition distributor,* offside front wing, gearbox gears, radiator water pipes, door handles and locks. 153, Billing Road, Northampton. Telephone 2264. [2284

RENAULT, 1929, 9/15. £75. Special coachbuilt saloon with folding head. Original paint. New valves and guides. Sound throughout. Ready for road. South, 53, Bramley Rd., London, N.14. [2285

ROLLS-ROYCE 20/25, 1930. Saloon body. 20 m.p.g. For sale at £160. View (and what a view!) London area. Box No. O.286. [2286

AUSTIN 7, 1928. Complete less body. Reground crankshaft, new rear axle components. Basis for special or spares. Offers. Phone: Uxbridge 5013. [2287

SINGER LE MANS, 1934. 4-str. Immaculate. Finished cream, red. 70 m.p.h. untuned. Coupons available. Detachable fibreglass hardtop, also canvas hood, two sets of sidescreens. £150. Porter, 26, St. Andrews Road, Henley, Oxfordshire. Phone 798. [2289

UNUSUAL VINTAGE SALOON in quite exceptional and original condition, £150. Italian-bodied 1928 Lancia Lambda, extensively overhauled including new rad-core, well-base wheels, 550/19 tyres, brakes relined, new battery, rewired and so-forth. Spare engine. Photographs and particulars gladly on request from V.S.C.C. owner with other vintage commitments who cannot afford 22-23 m.p.g. Box No. O.290. [2290

RILEY MONACO, 1934. Back axle £5, starter, wheels £1 each, head £1, crankshaft, camshafts, lights, seats, front axle, offers to. Moore, Lovells Farm, Manhull, Dorset. [2291

FOR SALE—*continued*

VINTAGE 1929 STANDARD. 9.9 Fabric Weymouth saloon. Only 20,000 miles and in excellent condition. Quite unique. Nearest offer to £100 secures. Henderson, 2, Barnet House, Westward Ho! Devon. Tel.: Northam 541. [2292

FOR SALE—M.G. MAGNET. Excellent condition, just returned from complete re-spray. Good all weather equipment and tyres. £165. Ring Walton-on-Thames 6453—after 6 p.m. [2293

VINTAGE A.C. SIX COUPE (1926). Well-kept. £60. Box No. O.294. [2294

LANCIA LAMBDA, 8th Series. Ford engined Special. Attractive, fast tourer. Well shod, 25 m.p.g., but needs hood. £100 o.n.o. Ferguson, Stable Cottage, St. Catherines House, St. Catherines, Guildford. Weekends only. [2296

750 PARTLY BUILT SPORTS SPECIAL. 4 speed gear box. Austin 1934 engine. Long chassis, drop suspension. £50 offer. Fry, Cardington Vicarage, Bedford. Phone: Cardington 203. [2297

BENTLEY, 1926. 3-litre Red Label U.D.P. Engine overhauled. Body sound and original, £250 or offer. Showell, Island House, Belbroughton, Worcs. Phone: Belbroughton 326. [2299

M.G. T.A. T.C., 1939. Immaculate. Trials or inspection. £275. Worton, 6, Highfield Rd., Colley Gate, Cradley, Staffs. Phone: Cra 69394. [2300

RILEY NINE, 1933. Engine resleeved; four newish tyres; body unfortunate. Running order. £25. Also most spares 1931 saloon. £10. Webster, "Thornlea," Colton, Ulverston. [2301

AUSTIN HEALEY 100 LE MANS. Ivory with red leather, hardtop, heater, overdrive, radio, plastic cover. *£775* o.n.o. Tel.: PROspect 2475. [2302

1936 RILEY FALCON 12/4. Complete engine overhaul. 2 new tyres. New battery. Good condition. £150 o.n.o. 133, Medlock Road, Woodhouses, Failsworth. [2303

***1938* MORGAN 4/4.** 4-seater Coventry Climax. £70 spent in one year. £195. Holland, 37, Broomwood Rd., St. Pauls Cray, Kent. [2304

1923 10/23 CLEMENT TALBOT, in very good condition. £100. Can be viewed any time, but *all enquiries after 17th June. Matrimony forces* sale. Pawson, Packway Mess, Larkhill, Salisbury. [2305

CHRYSLER SPECIAL. £100. Fast, reliable, good brakes. Sound condition throughout. Many *spares. Comber, 114, Lynchford Road, Farn*borough, Hampshire. [2306

1934 RILEY 9 KESTREL for sale as spares or in one piece. 4 new tyres. Scintilla Vertex mag. Full range of instruments. Preselector gearbox, *etc. R. D. Ackerley, Golborne Bridge Fm.,* Handley, Chester. [2312

UNFINISHED A.7 SPECIAL, chassis, overhauled engine. Recond. dyn., mag. Zenith carb., Ford front axle, 5 easi-clean wheels. 41, Wellfield Road, Hatfield, Herts. [2313

M.G. 8 H.P. SPECIAL, built 1955. Perfect order, fast, economical—professional body. £56. Write Taylor, Westmill School House, Buntingford, Herts. [2314

AUSTIN 750 SPECIAL. J.f.s. aluminium body, numerous modifications. Recent rebore, detachable hood, boot. £70. 55, Burnham Drive, Worcester Park, Surrey. Derwent 4724. [2315

LANCIA APRILIA, very smart, drop head foursome by Ghia, 1939. £300 offers. 45, The Dingle, West Green, Crawley, Sussex. Photo available. [2316

RILEY FALCON, 1937. 12 h.p. saloon. Grey. Beautiful condition. New battery and tyres last Dec. Engine perfect. Inspection invited. £145. Nimmo, Chinnor, Oxon. Tel.: Kingston-Blount 283. [2319

CITROEN BIG 15, 1940. Body sound. Interior perfect. 2 new front hubs. 2 new tyres. Engine good. 26 m.p.g. £165. 50, Syke Ings, Iver, Bucks. [2320

PAIR ALLOY BUCKET SEATS, Dunlopillo, red hide £15. Austin Nippy cylinder head £2. 7, Albert Road, Sutton, Surrey. [2321

£300 O.N.O. Beautiful drophead coupé 4½-litre Bentley. Engine and body perfect. A gift. Owner must sell. 20, Christchurch Street, S.W.3. FLAxman 3221. [2322

ALVIS 1934 SPEED 20 CHARLESWORTH. £135. Also 1936 Silver Eagle Saloon. £85. Both cars superb, one must be sold due to completion of Speed 20 Special. 29, High St., Green St. Green, Farnborough 3070 (Kent). [2323

TOLEDO FIBREGLASS BODY. £80 model as new. Will fit Austin 7 Special. Offers. Dobbins, 68, Longmead Ave., Bishopston, Bristol 7. [2324

TWO 5.25 x 20 DUNLOP covers and tubes. £10. Watson, High St., Hoddesdon, Herts. [2325

2½ IN. ENGINEERS LATHE—14 in bed, E.N.V. 110 gear box ex 1933, 2-litre A.C., also crankshaft, cylinder head, conrods, sump, etc., for above. Large quantity Motor Mags., from 1947 onwards—buyer collects. Also 1949 2½-litre and 1939 16 h.p. Riley Instruction Manuals. What offers? Box No. O.326. [2326

1½-LITRE ASTON MARTIN long chassis Bertelli coach built saloon, 1936. French grey; beige leather upholstery. In excellent order, entirely rewired. £295. Box No. O.327. [2327

FOR SALE—*continued*

MORGAN J.A.P., 1,000 c.c., 1930. Taxed and insured, excellent condition. £50 o.n.o. J. Hodson (Farm), Coton-in-Elms, Burton-on-Trent. [2328

M.G. P.A., 1935. Racing history. Good condition. Duroflex rings. New battery. 40 m.p.g. £175. Godrich, Barts Hospital, London. CLE 0661. [2329

RILEY 1½ KESTREL, 1937. Wonderful respray, new tyres, springs, pins, chrome, carpets, headlining, engine 4,000, gearbox 100%. £225. Webster, 225, Main Road, Gidea Park, Essex. [2330

HORCH STRAIGHT 8. *5-litre drophead* sports type 850/53. Contemplating arriving in U.K. from B.A.O.R. in June seeks good home with a less penurious owner. Box No. O.331. [2331

1927 VAUXHALL 14/40 TOURER, fine condition, *full* weather equipment. *£85* o.n.o. MAI 6118. [2332

1951 LAGONDA SALOON, immaculate, specially modified Vantage engine, luxurious 110 m.p.h., speedometer reading 10,000 miles. Condition as new. £1,000. Errington. Castle Combe 231. [2333

1934 ROLLS BENTLEY 3½-litre. 22 m.p.g., 90 m.p.h. Extremely powerful brakes, steering overhauled, mechanically perfect. Oil 20 lb. A really good motor car. Sole reason for sale have bought 4¼. Price £275 o.n.o. Exchange considered. S.A.E. please. 47, March St., Burnley. [2334

1939 M.G. 2.6-litre Tickford D.H.C. Very good condition throughout. £185. Moverly, 1, Woodville Rd., Exmouth, 4175. [2335

1929 EARLS COURT EXHIBITION AUSTIN 16/6. Engine and coachwork perfect condition, magnificent hide upholstery, original paint. £140 for quick sale. Seen Ely or London. Howard, 2, The Almonry, Ely, Cambs. [2336

SINGER SPORTS SALOON, 1934, 1½-litre. Very rare model. Body (aluminium) immaculate—perfect *mechanically. Photos. £165 o.n.o. Hamil*ton, 132, Hawthorne Road, Bolton, Lancs. [2337

M.G. P.A. SPARES. Cylinder head £8. Differential carrier complete £10. Half shafts with hubs 50s. each. S.A.E. for detailed list. 19, Eric Avenue, Emmer Green, Reading. [2338

COOPER-J.A.P. ENGINE, 500 c.c., specially built for Stirling Moss by Works. 1,100 c.c. Electron l./cases modified to 500 c.c. Ali, barrell, h./pin valves, B.T.H. racing mag. A bargain at £40 o.n.o. R. L. Jones, 13, Freelands Grove, Bromley, Kent. RAV 7828. [2345

PRACTICALLY COMPLETE RILEY BROOKLANDS, rebuilt fitted with '38 Sprite engine, alloy body, new tyres, preselector box and rewired. Tow away for £99. From J. Lewis, 4, Dingle Vale, Liverpool 8. [2346

TRIUMPH 1,800 ENGINE, and gearbox, with starter motor, water pump, petrol pump, etc. Perfect except one small end taps slightly. £30 the lot, would separate. Also radiator, dash equipment, wheels, seats from 1950 Vanguard, cheap. Hibbins, Barclays Bank, South Elmsall, near Pontefract. Tel.: S.E. 58. [2347

3-LITRE BENTLEY ENGINE; good condition, complete. £35 o.n.o. Cleave, "Ashburton," Maldon Road, Hatfield Peverel, Essex. [2349

JAGUAR 2½ S.S., 1950 James Boothby Special. Alloy shell. B.M.W. tubular chassis. Small mileage. In excellent condition. 2-seater. £220. Phone: BYRon 0930. Leach, 37, Beechwood Avenue, South Harrow. [2350

LAGONDA 16/80, 1933, one of few two-seaters. Dickey. Mechanically excellent, engine overhaul and new radiator 18 months ago, tyres almost new, genuine 23 m.p.g., new hood, P.100s. £135. Elmbridge 5589 (Surrey). [2351

£50, M.G., 1935 1,087 c.c., aluminium body saloon, or exchange Austin 7. 70 Sherwood, Seaford, Sussex. [2352

SINGER LE MANS, 1935. 4-seater. Fitted reconditioned Ford 10 engine, good condition. £85. Le Mans engine spares. Weekends. 20, Aberdare Gdns., London, N.W.7. [2355

M.G. MAGNA, 1932. 4-seater, running well. £53. Mr. Knight, Beach Garage, Littlehampton, Sussex. [2356

AUSFORD 1172 SPECIAL. Some work but little expense completes rebuild. £60 o.n.o. Details from Webster, 45, Endsleigh Gardens, Ilford, Essex. [2357

ALL CHUMMY AND VINTAGE AUSTIN 12/4 spares for sale. 568, Dunstable Road, Luton. [2358

M.G. T.C. SUPERCHARGED, Marshall, late 1949. Black/red. 35,000 miles, 2 owners only. Superb condition, host of extras. Body undersealed, heater, fog and long range lamps, conversion headlamps, windtones, oil coil, 500 x 19 tyres, flashing indicators. This car has never raced, is in concours condition, and is one of the most attractive *T.C.'s on the road. No room for* growing family! £450—no dealers. Weekends only—26, Boreham Road, Warminster, Wilts. Tel. 3378. [2359

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Citroen Light Fifteen saloon, 1949, finished in bronze, with red leather interior, the appearance being in keeping with a much later model. Mechanically the car is in excellent order throughout and has been fitted with a special 4-speed box (cost £150) which greatly improves both performance and economy. **£298**

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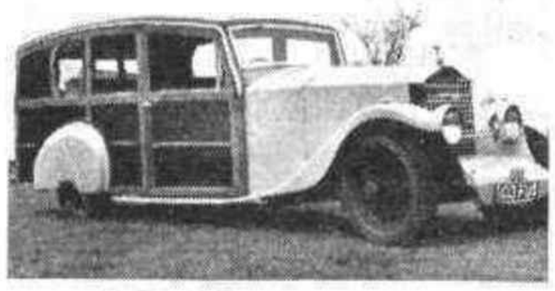
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Tel.: SWI 2020 ● 9 a.m.—6 p.m.

Citroen Twelve, 1939, saloon, finished in black, with brown leather interior, appearance in keeping with a post-war car. Engine and front-wheel drives overhauled recently. One of the few 12-h.p. model. which have been well preserved. **£165**

Ford Anglia, 1946, fitted reconditioned 10-h.p. engine recently. Steering, brakes, suspension, etc., all in really good order. Appearance immaculate. Finished in black. **£239**

Frazer-Nash-B.M.W. cabriolet, 1937, 15.7 h.p. This car is in exceptional condition throughout, bodywork cellulose, interior, tyres; late-type headlights. Fitted three carburetters and i.f.s. Very pleasant to drive. Mechanically excellent throughout. **£125**

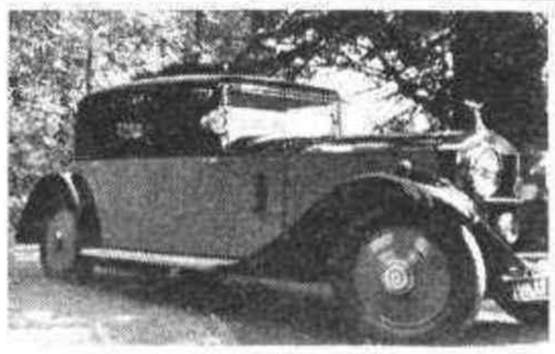


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R.-R., '32, P. II

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Citroen ,, ,,	54T				...	£4	2	6
Delage ,, ,,	58T				...	£4	10	0
Hudson (pairs only)	56T				...	£5	17	6
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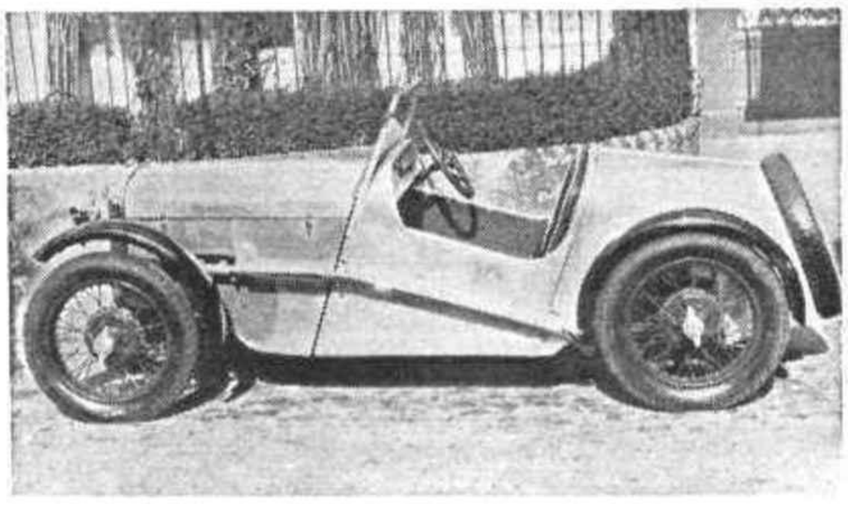
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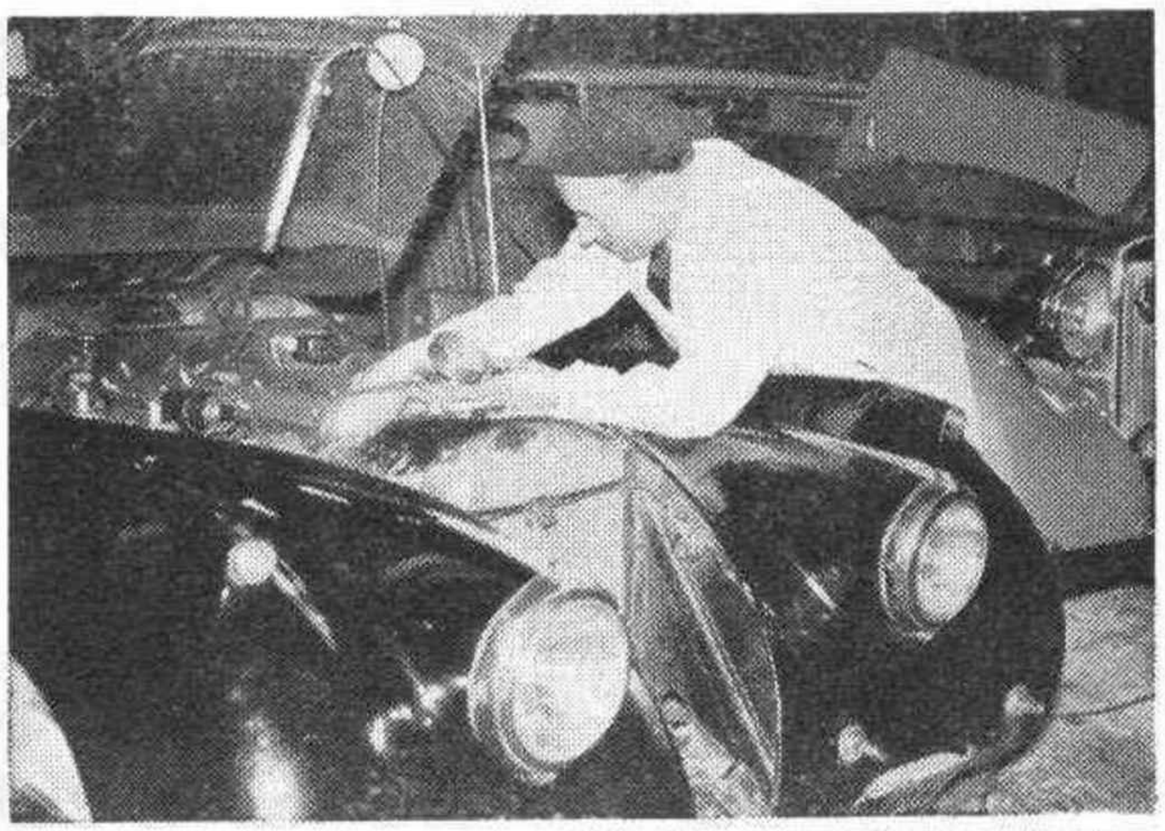
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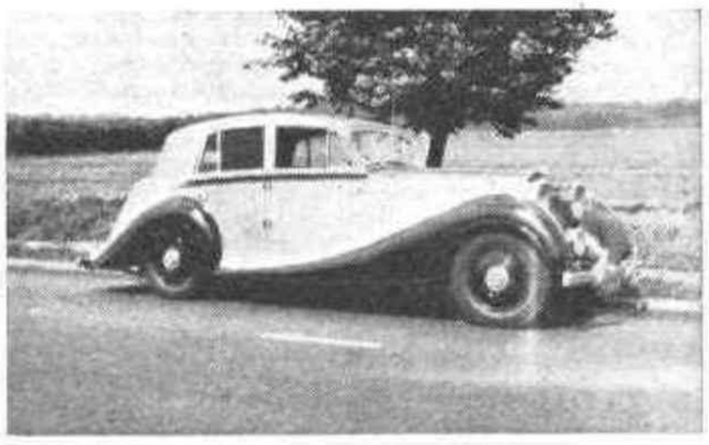
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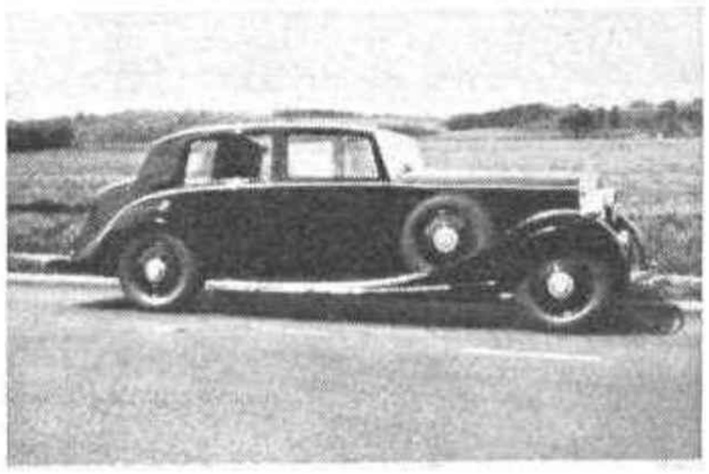
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RILEY MONACO, rebuilt and re-registered 1951. Re-cellulosed, new fabric by Weyman; rewired. h.c. head, twin S.U.s, etc. Exceptional. £120. HUR 1835 or HUR 3563. [2410

12 H.P. MERCEDES BENZ, 1947 Reg. Independently sprung 4 wheels. Upholstery, headlinings and body sound. Radiator and exhaust overhauled. Sacrifice. £130 o.n.o., or exchange small 10 h.p. car. No junk. TOT 8380. [2411

RILEY SPECIAL with Imp engine and e.n.v. pre-sector. Toledo fibreglass body, reconditioned axle, steering, brakes, Marchal lamps. Taxed. Drive away cash £160. 110, Park Road, Hampton Hill, Middx. MOL 4704. [2412

RILEY PRE-SELECTOR GEARBOX, starter, trico wiper motor, steering column. 223 Willow Road, Enfield. Phone 6485. [2413

SUPERB 1934 ALVIS Speed Twenty. Cream, Van Den Plas Tourer. Red upholstery. Concours winner. £195 o.n.o. Thompson, 8, Purves Road, N.W.10. Ladbroke 5755. [2414

ROLLS 20 h.p. 1934 Sports Saloon on 1929 chassis. Very sound. £170, or would exchange for smaller car. Pinner 7928. Box No. O.415. [2415

ALVIS 1931 T.J. 12/50. Rebored, new clutch. Hardy's, excellent tyres. £150 o.n.o. Taylor, 777, Middleton Road, Chadderton, Oldham, Lancs. [2416

1934 RILEY LYNX, 1½/6. Destitute student must sell this somewhat rough tourer. What offers? Box No. O.417. [2417

"DEAR OLD CHARGER!" 1932 Austin Heavy 12/4. New batteries, tyres, etc. £35 or offer. Elmbridge 2518. (Surbiton, Surrey.) [2418

BENTLEY. Original and immaculate 1925 V.D.P. Red Label. Big sump engine, "A" box, rebuilt and stoved wheels, good tyres, rechromed. Fold flat and aero screens. Very fast; reliable; and 20 m.p.g. £245. Rodwell, 6, Station Road, Cuffley, Herts. Phone 2726 (9-5). [2419

MERCEDES-BENZ 3.8 litre L.H.D. Foursome Coupé. First registered 1941. In perfect condition. Black and grey. Fitted overdrive. Regularly serviced. Licensed to end of year. Fast and reliable; suitable long distance touring. £360. Cobb, West Chaldon, Dorchester, Dorset. [2420

1938 STREAMLINED D6.70 DELAGE, English coach-built Saloon. Wonderful appearance, original carpets and leather upholstery; one owner; low mileage; cotal box, mechanically faultless. New tyres, batteries. S.U. carburettor fitted. Remarkable performance, yet very economical. Complete set of tools. £265. Miss R. Jones, 384a, Camden Road, N.7. North 3636. [2429

MERCEDES-BENZ 230, 1940. Radio, o/drive, new tyres, s/roof, spot lights, etc. £180, offer. Box No. O.430. [2430

ALVIS FIREBIRD engine and gearbox. All accessories, perfect condition. £40 o.n.o. 20, Bourne Avenue, South Ruislip, Middlesex. [2431

LARGE FAMILY forces sale of immaculate Fiat 1100 Pillarless Saloon. Late 1938. I.F.S., hydraulic brakes; first class road-holding. Black and red with red leather upholstery. First offer over £180 secures. 8, Plymouth Avenue, Brighton. [2432

D.K.W. F.7 Saloon. Gearbox and engine recon. '56, interior completely retrimmed. Numerous spares. Well known car in D.K.W. Club. £165. BER 1846. [2433

AVAILABLE: Motoring/motor cycling journals, catalogues. 1895-1939. S.A.E., Lambert, 347, Gertrude Road, Norwich. [2434

RILEY 9 MONACO, 1929. Good body and chassis, invaluable for spares. Clean throughout. Highest offer. Saunders, 72, Brighton Road, Sutton, Surrey. [2435

LOTUS-FORD, fully modified. Completely overhauled. Hood, 12V., hydraulics, Scintilla, 2 cylinder-heads, 4-speed. £275. Cobham 558 [2436

RILEY IMP. Probably the most perfect and carefully maintained specimen of this famous model in existence. Engine not yet run in after extensive overhaul. £350 o.n.o. Holloway, The Quarry, Burghill, Hereford. [2437

FOR SALE—*continued*

1924 STANDARD 13.9 h.p. Mechanically and bodily sound. Brakes relined, good hood. Any offer considered; owner bought motor cycle. Peirce, c/o Mrs. Treloar, Pendarves Mill, Camborne, Cornwall. [2438

1934 LAGONDA 3 litre Saloon. Rough body, mechanically sound. Everything works. £45 o.n.o. 97, Charter Avenue, Canley, Coventry. [2439

M.G. 18/80 2/3-seater, 1930. Excellent condition throughout (photo on request). £100. Mathieson, 6, Woodhurst Avenue, Garston, Herts. Garston 2455. [2440

M.G. "M" ENGINE and clutch. 200 miles since completely reconditioned. New bearings, re-sleeved, new pistons, valve seatings and guides. Receipts available. £35. Sutton, 161, Prince George Avenue, N.14. LABurnum 2900. [2441

1939 DOLOMITE Roadster, 3-carburettor 6-cyl. 2 litre. Well cared for. Wings, bonnet, etc., zinc sprayed before recent recellulose. New hood. No rust or rot. Owner going abroad. £140. Rose, 69, Lytton Avenue, Letchworth, Herts. Phone 1733. [2442

TALBOT 75 SPARES, including differential, c.w.p., preselector box, new Zenith 36VEA carb. £5 apiece. Dynamotor £3. New "Motomac" cover for large limousine, cost £25, offers? 19, Leigh Ave., Marple, Stockport. [2443

750 SPECIAL. Smart 2-seat tourer in first class condition; aluminium body, exceptionally well shod; good hood, tonneau and sidescreen. Engine reconditioned in January. New battery and dynamo, rewired throughout. £100 or offer to: J. Sacre, 19, Hawkshead Road, Willesden, London. [2444

ALVIS SILVER EAGLE, 1936, Cross and Ellb D.H.C. Exceptionally handsome car; numerous replacements recently. Nearest £100. SPEedwell 1987 evenings. [2445

LATE 1933 TALBOT 95 coachbuilt sportsman's coupé. Well maintained. 20 m.p.g. V1-2 carburettor; oil coil. New batteries; wheels rebuilt; new tyres 3,000 miles ago; new track rod ends; brakes relined. About £95. Capt. Jefferies, 17, Westrow Gdns., Seven Kings, Essex. S.K. 3179. [2446

LAGONDA RAPIER S/Brake. Reliable. £70. Barker, Banktop, Hutton-Rudby, Yarm, Yorks. [2447

EUSTACE WATKINS WOLSELEY HORNET. New battery. £70 o.n.o. Rich, Electricity House, Nailsea, nr. Bristol. [2448

T.C./T.D. M.G. stage 2 cylinder head. T.D. workshop manual. Blower's M.G. manual. Best offers. Davies, 11, Lone Valley, Widley, Portsmouth. [2449

STONEGUARDS, heavily chromium plated, easily fitted to all Lucas sealed beam headlamps. 27s. 6d. pair. Special sizes, made to customer's requirements, including C.P. radiator stoneguards. Judge, 234, Tullibardine Road, Sheffield 11. [2450

£5 REWARD for information leading to capture of healthy 1936/7 Riley Lynx. 1, Queen Street, Houghton Regis, Beds. [2451

RILEY 12/4 KESTREL SPRITE, 1935, cream. Just rebored. £195. View London, Box No. O.452. [2452

FOR SALE: HILLMAN Sports Special. Elegant cream body, excellent condition. £375 o.n.o. Phone PALmers Green 1982 after 6 p.m. [2453

1172 FORMULA ENGINE. (Pre-100E). Buckler "Goldtop" head; aquaplane v.c.-cover; enlarged inlet ports; double valve springs; bored, new pistons, valves, chain (3,000 m.); crank-flywheel assembly expertly dynamically balanced; pistons, rods statically balanced; components crack-detected. £35. Downland 1546. [2454

AUSTIN NIPPY, 1934. Excellent running order. Engine good, body fair. Worth £60. Ring SPEedwell 6914, 2nd June or later. [2455

LAGONDA 16/80 Saloon, 1935. Preselector, magneto, cromards good 70,000, recellulosed, new battery, five good tyres. Taxed. All spares available. Seats make bed. Utterly reliable. £125 give away. No snags. Owner bought Bentley. Lockington, Newnham, near Gloucester. (Newnham 357.) [2456

WOULD MR. TED LLOYD-JONES or Mr. Hind-Hempseed please contact M. Wilcock, who now owns the Triangle Flying Saucer? Swandean Cottage, Arundel Road, Worthing. [2457

SALE: MORGAN I.F.S., brakes, wheels, tyres, £4 15s. Chassis £2. Vauxhall rear axle, wheels tyres, £4 15s. Details WORdsworth 5572. [2462

£5 REWARD TO ANYONE for every tip resulting in successful purchase. Owners' offers invited. Trade employees—come in! All confidences respected. Where are those family treasures salted away? Inform even if buying prospects unknown. Wanted: Vintage, Veteran, Edwardians. Prefer good condition and history, tourers and dropheads, but anything interesting considered—originable, restorable, rebuilt. Examples: Rolls 20 h.p. and Ghost to Phantom III (P.II/III D.H.C.s wanted immediately). Supercharged Mercedes, 100 m.p.h. Invicta, and other British/Continental classics. Steamers, or W.H.Y. brass age? Box No. O.463. [2463

FOR SALE—*continued*

1946 M.G. T.C. New hood, sidescreens. Extras include spotlamps, windtones, etc. Well maintained. Bargain for enthusiast. £360. Smillie, Ravenscroft Road, Willenhall, Staffs. Willenhall 807. [2464

AUSTIN 750 SPECIAL. Lowered suspension. Aluminium body. Oversize tyres. £75 o.n.o. C. M. Harris, Newchurch Hall Hostel, Risley, Warrington, Lancs. [2465

1934 BENTLEY 3½. £260 o.n.o. Park Ward Sports Saloon. Radio, heater, sunroof, discs, P.100s. Excellent throughout. Warne, Officers' Mess, 15 Bn., C.O.D., Bicester, Oxon. [2466

TALBOT 14/45, 1931, Sportsmans four light saloon. Good looker; in running order. £80. 2, Greenaway Close, Birmingham 22a. [2467

1949 TRIUMPH Roadster 2000. New hood and steering, excellent tyres and appearance; heater; many extras. £365. Sgt. Corbett, R.A.F. High Wycombe. [2468

CITROEN F.W.D, 12 h.p., 1939. Maroon. 30+ m.p.g. Mech. 100%, tyres, battery, marchel lamps, new carb, Citroën reconditioned gearbox, crown wheel and pinion, half shafts and bearings. Harrison, Tel.: AMBassador 0324 evenings. [2469

ALVIS SPEED 20 Saloon. Complete engine overhaul. Many extras. £120. Exchange and terms arranged. 252, Southwell Road West, Mansfield, Notts. [2471

3 LITRE SPORTS BENTLEY. 1923 T.T. replica, short chassis. Reliable. Photo on request. £150 o.n.o. J. Parker, Ivy Cottage, Walton-le-Dale, Preston. [2472

1936 SINGER LE MANS Saloon. Clean; good runner. Fair tyres, new battery, sound body and wings. £45. Howard 4306. [2473

SINGER 9 ENGINE and gearbox. Offers. Alderson, 213, Preston New Road, Blackburn. [2474

£47 8s. 2d. Good old Riley Nine. Taxed. (Yorks.) Box No. O.476. [2476

1936 O.H.V. 2½ LITRE JAGUAR open 4-seater. Requires some work. Spare engine with block linered, crank ground and pinned up. £50. K.1 4-seater M.G. Barrowclough, 4, Derker Street, Oldham. [2477

A.C., 1938, Drophead Foursome. New hood, kingpins, brakes, engine, carburettors, tyres, exhaust, much replating in past year. Body, paintwork excellent. £225. GLA 7562. [2479

ALLARD 2-SEATER, V.8 Mercury, special body. Excellent mechanically. £160. J.2 M.G. Engine broken, chassis, etc., reasonable. £30. Little Orchard, Gorse Hill Road, Virginia Water, Surrey. [2480

ROLLS-ROYCE SPARES for 1933 20/25 limousine being dismantled. Lanser, Westfield, Stratford Road, Watford, Herts. Gadebrook 6456. [2481

BENTLEY, 1924 Red Label, in above average condition. Offers over £200. For further details and appointment to view, write H. Runciman, 1, Eccles Old Road, Salford 6. [2482

4½ BENTLEY SERIES A.D, F.H. Coupé. Two owners, 82,000 miles. Smooth engine and works (still sealed), original pneumatic cushions, handsome body. Superb comfort. Six good tyres, all instruments. Bosch starter; recent battery. Usual sad but unarguable reasons for selling, for which the car is not to blame. £195 o.n.o. Brockenhurst 2129. [2483

1935 LAGONDA 4½ fitted unused 1938 engine 20,000 miles ago. The back axle has partially rotated but complete new prop shaft available. Otherwise in good mechanical order. Several good 6.50 x 19 tyres and rebuilt wheels. Weird "Van-type shooting brake body." Will sell as a whole or in parts. Carpenter, 4, Beresford Road, Birkenhead. [2484

75% COMPLETE REBUILD. Car stripped to the last bolt. Chassis rebuilt, engine lined to standard crank reground, new bearings throughout. Opportunity for enthusiast with time to complete. Four-seat body available. Offers or exchange. 129, Manor Road, London, E.17. [2486

1938 RILEY KESTREL 1½ litre Saloon, in lustrous black cellulose. Brilliant chrome in perfect condition. Green hide upholstery and interior unmarked and original. Mechanically faultless. Fitted with "Ace" discs and many extras. In absolute showroom condition. Owned by fastidious lady Riley enthusiast and maintained by Riley specialist regardless of cost. One previous owner from new. (Coucours d'elegance winner.) Any inspection welcomed. For appointment to view, write Box No. O.487. [2487

RAPIER 1937 Drophead. New hood; twin cam engine, 5 in. instruments, telecontrols, etc. Bills shown for extensive overhauls in last 18 months. Good tyres, battery. £125. Terms. Clissold, Peterbrook, Shirley, Warwicks. Tel.: Maypole 2116. [2494

RILEY NINE, 1936, Merlin. £50 o.n.o. Whyte, 34, Limes Ave., Horley, Surrey. Horley 4273. [2495

1939 FIAT 1500 Saloon. Completely reconditioned engine, suspension; new transmission; recellulosed. £175. 34, Sheen Lane, S.W.14. Prospect 2584. [2496

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

DUESENBERG Model J. Believed to be the only one now in the country. 7 litre twin overhead camshaft engine, 265 b.h.p. Barker Sedanca de Ville body. Beautiful walnut fittings. Just re-sprayed black and smoke blue. New batteries. All tyres as new. Mileage 58,000. Two owners since new. Original cost over £5,000. This exceptional car is in wonderful condition both mechanically and otherwise and is a showpiece for the vintage connoisseur. Can be seen London by arrangement. Box No. O.497. [2497

TROJAN. 1925 Utility in very exceptional condition. Stored under cover 1929 to 1956. 17,000 miles only. New hood, side curtains, uholstery, battery, etc. Set of solids (new in 1956) and set of pneumatics. Trojan/Bosch electric starter fitted, otherwise 100% original. £65. Trojan. 1926 3-door Tourer. My old faithful Bucephalus. Enhanced performance (has covered 60 kilometres in one hour on Spanish roads). Splendid Trials car (regular Land's End competitor). Full weather equipment, Marchal lights, new trials-tread tyres, two spare engines and many other spares. £65. N. Arnold-Forster, Basset Down Farm, Swindon, Wilts. Tel.: Wroughton 331. [2498

RILEY 9 GAMECOCK. Exigencies of business force very reluctant sale. Resleeved, new mains, big-ends, recon. dynamo and magneto, all in last 2,500 miles. Recent respray. Whole car thoroughly sound and reliable. Hood weatherproof but not up to rest of car. All bills available. £165. Houston, 4, Thurleigh Avenue, London, S.W.12. BATtersea 1585. [2499

UNIQUE HEALEY SILVERSTONE, 1951 E-type chassis. Aluminium closed coupé body. All mod. con. Complete mechanical overhaul 1,500 miles ago. Two new tyres. Body rattles a bit but weatherproof. Offers around £325. Box No. O.500. [2500

1939 M.G. T.A. Red. Excellent condition. Good tyres, 16 in. rears. £210. Hurstway 2320. [2501

ROLLS-ROYCE CONTINENTAL P.II with estate body by H. Radford. Fitted with rev. counter, built-in jacks, shock absorbers adjustable from driver's seat. Automatic chassis lubrication. A very clean and dependable carriage equally suitable for a visit to the theatre or carrying a load of farm produce. £175 o.n.o. 44, Mab Lane, Liverpool 12. [2502

LEA FRANCIS 1700 c.c. 1949 model sports 2-seater with occasional seat. Exceptionally good condition. £295. 88, Oxford Road, Swindon, Wilts. [2503

1911 FIAT 15 h.p. Front half only of original body. Mechanically good; instruments, two new tyres, recond. magneto. £110 o.n.o. J. E. Manasseh, 57, Campden Hill Road, London, W.8. [2504

1931 AUSTIN 7 Saloon. Repainted, rewired; good tyres, new battery, taxed. £35. J. E. Manasseh, 57, Campden Hill Road, London, W.8. WES 5930. [2505

1922 HUDSON SUPER SIX, with English Edwardian landaulette body. New tyres; basically sound but needs a lot of restoring. £40 o.n.o. J. E. Manasseh, 57, Campden Hill Road, London, W.8. [2506

RILEY 9, 1929. Converted to vintage looking aluminium bodied open tourer. 29 guineas. Hounslow 3412 evenings. [2507

"AUTOCAR/MOTOR." Six years complete set up to date, mint condition. Offers. Box No. O.508. [2508

RILEY GAMECOCK. Very good mechanical condition and of pleasing appearance. £110 or nearest offer. 27, Park Side, Pelsall, nr. Walsall. [2509

ADAM just lost a rib to get his wife; I gotta sell my car! 1933 M.G. J.2, B.R.G., all round good shape. Taxed, insured. £125 o.n.o. Parkinson, Fairleas, West End, Chobsey, Berks. [2510

M.G. T.A., 1938. Mechanically excellent. Taxed year. £230, cash only. Apply Rogers, 102, Burnt Ash Road, Lee, S.E.12, after 6 p.m. [2511

OPPORTUNITY FOR TALBOT ENTHUSIAST. 1935 14/65 Saloon. S.T.D. Register No. T155. Perfect mechanical condition. Two new tyres. Any trial. £85, no offers; no dealers. Tolman, 291, Camp Road, St. Albans. [2512

FRAZER NASH, 1935, Colmore, minus engine. Good condition. £50. Blackburn engine, 6-cylinder, less block. Offers. 11, Langdale Close, Horsell, Surrey. Woking 4731. [2513

MERCEDES-BENZ, type W.18 (2.9 litre), 1934, 4-seater cabriolet. Overdrive, radio, wearing four 50% tyres, two new on spare wheels; leather upholstery, nearly new hood. All very good condition except one big end going. Insured. Handbook. Average 16-17 m.p.g. What offers? Or exchange/part exchange sound smaller car. Appleyard, "Hillside," The Street, Mortimer, Berkshire. Tel.: 109. [2514

JUPITER 1950 Le Mans Class winner at 75 m.p.h. average. Altin drums, racing seats; special car ex-Wise. Spare H.C. cylinder heads. Bench seat, tonneau covers, brake linings, racing screen. Two spare wheels, etc. £375. Merer, "Redcroft," Bo'ness. [2517

FOR SALE—*continued*

ALVIS 1932 T.J. 12/50 Saloon. Good condition. 3,000 miles since bottom overhaul. £65 o.n.o. Kneller, Beaconsfield 920. Whitehall 1182 9.30 to 6.00. [2515

CADILLAC-ALLARD J.2 X. Built for Le Mans 1951 but not raced. Engine has two twin choke Carter carburettors and special Detroit racing equipment manifold. Wire wheels. Dural drums. Total mileage 20,000. Bodywork absolutely unscratched. Top speed well over 100 m.p.h. Darby, Badger Heath, near Wolverhampton. Ackleton 217. [2516

BRITISH SALMSON, 1936. Attractive 12 h.p. Drophead. Grey/maroon. Fast, economical, sound throughout. £95 or thereby. Box No. O.518. [2518

LANCIA AUGUSTA, scarlet, pillarless saloon, 1934. Bottom reconditioned, clutch relined 6,000 miles ago. Body fair/good. Suspension fair. £85 o.n.o. Gordon, 23, Nayland Croft, Birmingham 28. Shirley 2742. [2519

SCOTT AERO ENGINE, 653 c.c. air-cooled two-stroke twin, all alloy, adapted for vehicle use with sprocket drive. Installed in nearly-completed "special" motor cycle. £20. Long, 48, Parliament Hill, N.W.3. Hampstead 9442. [2520

750 SPECIAL built 1956. Professionally welded tubular frame on lowered chassis. Complete engine overhaul. Four-speed box. Hood, tyres, battery excellent. Fast. £79. Chinery, 2, The Rookery, Westcott, Surrey. Tel.: 3239. [2521

IMPECUNIST'S IDEAL. Two seater Morris 8, 1934. Beautiful condition. Resleeved. All new tyres, new hood, new battery. £49. Chinery, 52, Ottways Lane, Ashtead, Surrey. [2522

1929 ROESCH TALBOT 14/45 Tourer. Good running order with sound body. Unique car of great character for only £45. Floyd, 119, Cranston Park Avenue, Upminster, Essex. Upminster 3579. [2523

1936 ROVER 12, mechanically excellent. Good tyres, new battery, relined brakes, heater, demister, burglar alarm. In daily use. £60. LORds 1433. [2524

LAGONDA 3 litre Saloon, 1932. Extensively reconditioned, full details available. Mechanically very good, body good, brakes, tyres and chrome excellent. P.100s, flame thrower, chrome horns, searchlight, etc. A lovely looking car, fast and great fun to drive. Burns no oil; very reasonable on petrol. Photo to genuine enquirer. Seen Dorchester. Must be sold, owner bought Rolls to accommodate increased family. £160 or offer. Box No. O.525. [2525

FORD 10 SPECIAL. Enveloping body. 4.7 c.w. & p. 75 m.p.h., 45 m.p.g. £75 o.n.o. Photos. G. Bath, "Sunnydene," Swainswick, Bath. [2526

ROLLS ROYCE 20 h.p., 1928, landaulette by Barkers. One driver. Perfect order. £120 or near. Eckersley, Maldwyn, Kenelm Road, Colwyn Bay. [2527

1½ LITRE INVICTA SPARES (Blackburn). Gearbox, blocks, heads, cranks, etc. S.A.E. for list. Maycock, H.M. Dockyard, Sheerness. [2528

VINTAGE SUNBEAM 20 Saloon, 1930. Good throughout. Excellent family chariot. 20-25 m.p.g. Re-ringed. Five good tyres. £75 o.n.o. Shenton, Hatch, Tisbury, Wilts. [2530

1955 JUNE D.K.W. Sonderclize de luxe saloon. One owner. 7,200 miles; as new. All extras, radio, etc. £795. Consider part exchange modern Minor or similar car. Write to 26, Trinity Street, Ipswich. [2531

1937 2½ JAGUAR. Body horrible. Magnificent engine, etc. Knock ons. Chrome windtones. Deliver reasonable distance. £25 to clear. Pound, Rock 207 Worcs. [2532

1933 ROLLS ROYCE WINDOVER small landaulette. Regularly serviced and maintained in excellent condition throughout. Five hardly worn tyres. £245. Also 1938 Riley Blue Streak Kestrel 2½ litre. Overdrive. 30 m.p.g. Good all round condition. £210. Unfortunately one must go. Greenwood, 93, The Crescent, Davenport, Stockport. Stepping Hill 2741. [2533

BUGATTI BRESCIA, Martlets, bodyless. £40. Rover 14, 1936. £250 spent. £70. Owen, Gwenarth, Caernarvon. [2534

1938 VAUXHALL 12/6 D.H.C. Offers. Breaking Talbot 14/45. Cheap. Besnard, Camp Cottage, Holbatch, Sutton, Hereford. [2535

ARNOTT SUPERCHARGER installation for M.G. T.B. to T.F. £25. 54, South Royd Street, Tottington, Bury, Lancs. [2536

ALFA ROMEO, 1936, 1900 c.c. 5-seater saloon. Complete engine overhaul. Mechanically perfect, bodywork good. 41a, Rodwell Road, Weymouth. [2537

ALLARD 1949 Convertible. Blue. Same owner since 1951. 63,000 miles. Reconditioned engine 47,500. New vynide hood. Impeccably maintained by firm as director's second car. Radio, windscreen washers, central gearchange. £210. No haggling. Wood, Market Place, Kegworth, Derby. Tel. 255. [2538

H.R.G. 1500, 1948. Black. Non aerodynamic; not raced or trialed. Approx. 34,000. Nursed by one owner since end 1949. Body and mechanically excellent. £365. Watkin, 71a, Rose Valley, Brentwood, Essex. Brentwood 4318. [2545

FOR SALE—*continued*

1939 M.G. T.A. Coupé. Smart, sound. One previous owner. £285. Or exchange post-war series "E" four door similar value. Box No. O.539. [2539

BELGIAN F.N. Saloon, 12 h.p., 1927. Original condition. Reliable; well shod; new battery. Spares available. £60. ACO 5987. [2546

ALVIS SPEED 20, 1936, Van den Plas D.H.C. Mechanical condition excellent. New c.w. and p. Hood recently renewed. Bargain at £110 o.n.o. GLAdstone 0788. [2548

BENTLEY RED LABEL Speed Model, 1925. V.D.P. Engine, carbs, mags, wheels, radiator, springs, A box reconditioned. Hardy Spicer conversion. Six good tyres. £160. Lilley, Officers' Mess, Biggin Hill, Kent. [2549

TRIUMPH GLORIA, 1935, Black/cream, red interior. 12.9 h.p. Climax engine, giving 30 m.p.g. Five excellent tyres, superb batteries. Free wheel. No rust. Above average condition. Photo on request. Bargain, £75. Morgan, Golden Lion Hotel, Bromsgrove, Works. Bromsgrove 203211. [2550

1938 RILEY 16 h.p. Bluestreak close coupled saloon. £150. Seen West Sussex or Somerset. 4, Aldwick Gardens, Bognor Regis, Sussex. [2551

1928 BENTLEY 4½/3, exceptional condition. Engine rebuilt 7,000 miles, 21 m.p.g. Four-seater tourer. New chrome, telecontrol shockers, P.100s. £275. Bolam, St. John's House, Knaresborough 3475. [2552

GARAGELESS ALVIS 12/50 T.J. 1931 Saloon seeks good home. Grasping owner demands £80. Hobbs, 23, Homecroft Road, S.E.26. [2553

P.B. MIDGET, 1936. Excellent condition. Rebored 1,500 miles ago. Aeros, tonneau, new screens, etc. £190. POLlards 3436. [2554

M.G. P.B. Excellent. Windtones. £165. Shrivenham 409. 2, Compton Road, Shrivenham, Swindon, Wilts. [2555

P.B. M.G. Complete engine overhaul 700 miles ago; recent new brake linings and clutch plate. Very sound bodywork. Brooklands wheel, twin chrome windtones, new Lucas spot, luggage carrier and Philco wireless. Must sell, P.B. fad ended. £125 for quick sale. Evans, 63, St. Margarets Road, Ruislip, Middx. [2556

AERO MINX alloy cylinder head. High compression. Perfect. £5 10s. 28, The Drive, Bexley, Kent. [2557

RILEY 12 FALCON Saloon. Good running order. £60. 105, Upland Road, Sutton, Surrey. Vigilant 3184. [2558

RILEY FALCON, 1936 model, 12 h.p. £125. Black with red upholstery. Economical and dependable. MAI 6120. [2559

RILEY 9 1933 FALCON Special Saloon (door flaps). Enthusiast maintained. Reconditioned engine. 40 m.p.g. Superb condition. £125. WEM 5678. [2560

PACKARD STRAIGHT EIGHT. Specially built alloy 2/4-seater saloon. Very streamlined. Spatted rear wheels. Vast luggage space. I.F.S. Bodily, mechanically excellent. New Exide. Valsparred green/black. Terriffic performance. 0-90 in top with fantastic acceleration. Chassis 1938, body built 1955, lowered considerably. Absolutely reliable and trouble-free. About three hours' work to finish rear lights and top of lowered grill. £90. Davidson, 22, Queen Anne's Road, York 23660. [2561

RILEY MARCH SPECIAL. Excellent condition. £150. Phone evenings: Strulo, HAM 1043. [2562

A.C. 1936 Coupé 4-seater. Recent crankshaft regrind, new mains, rings, conrods remetalled, clutch relined, radiator reconditioned, tuned by makers. Tyres, upholstery and body very good condition. £160 o.n.o. 39, Robinhood Green, St. Mary Cray, Kent. [2563

M.G. "K" TYPE 2-seater. Hyd. brakes, h/c head, three Amals, modified camshaft drive, belt driven high output dynamo, preselector; headlamps 700s. Exceptional condition. £150 o.n.o. "Fairway," Bundys Way, Chertsey Lane, Staines. Phone 2781. [2564

"S.S." JAGUAR, 1937, 2½ Saloon. Very fast. Mechanically A.1. New radiator, new rear axle, spotlight rechromed; P.100s, one badly dented. Taxed. Webley, Springpark 1248. £65—offers. [2565

JAGUAR 2 litre S.S.1 4-seater sports roadster. Sacrifice for £150 or exchange 1938-39. Sunbeam Talbot 10 saloon or tourer. Full details on request. 103, Corporation Road, Workington, Cumberland. [2566

AUSTIN 8 SPECIAL. Reconditioned engine, gearbox, steering. Good tyres, alloy head, s.u., alloy body. 50 m.p.g. Hood, sidescreens. Box No. O.567. [2567

M.G./P.A., 1934. £60 o.n.o. 16, Hillside Road, South Benfleet. Phone 3121. [2568

"NIPPY" CONNOISSEUR! Immaculate, ivory model. New red hood, sidescreens. Oversize rears. D/D carburettor, sports sump. Fast, economical. Taxed. £140. Welwyn Garden 4211. [2569

JAGUAR ENGINE, gearbox, front/rear axle, wheels, good tyres, 550 x 18, steering box. Waxlow 3828. 174, Ferrymead Ave., Greenford. [2570

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£385 M.G. TC, 1948, 2-seaters. Choice of two. Ivory or cream. Both excellent.
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£365 M.G. TC, 1947, 2-seaters. Choice of two. Red or black. Both good cars.
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£345 BENTLEY 4½-litre Black Label drophead foursome. Mint condition.
£325 ATALANTA V12 (Lincoln), 1939, 2-seater fixed-head coupe. Immaculate. Black.
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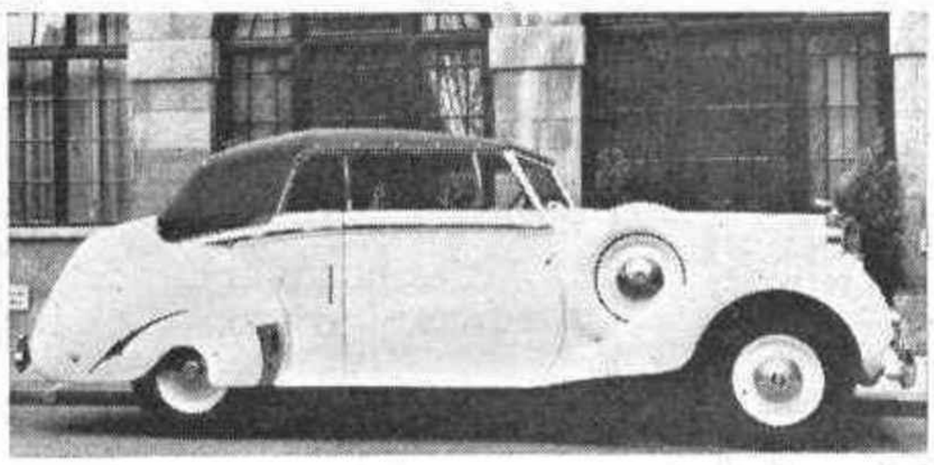
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1934 ALVIS SPEED TWENTY, on Vanden Plas foursome coupé. Good engine, excellent tyres, new battery, upholstery. £120. Phone Molesey 2705 evenings. [2751
M.G. MIDGET 8 h.p. 2-seater in beautiful condition. Hydraulic brakes, " Brooklands " steering wheel, excellent tyres and perfect grey cellulose, with new red upholstery. £165. HAR 6303. [2752
LAGONDA 2 litre, 1930, 1/chassis Tourer. General condition good. £175. Phone: GULliver 7337. [2753
ALVIS SPEED TWENTY, 1935, Charlesworth saloon. Good condition throughout. £85. D. Whattingham, " The Bungalow," London Road, Abridge, Essex. [2754
RILEY ULSTER IMP. Silverstone Club circuit 1 m. 28 s. Four Amals, Martletts, Borg & Beck clutch, close ratio crash box, hydraulics, full road equipment. £350 o.n.o. Owner posted abroad. Thomas, Ullesthorpe House, Ullesthorpe, nr. Rugby. Tel.: Leire (Leicester) 208. [2755
1933 LAGONDA 3 litre sports/saloon model. Coachwork made by Gurney-Nutting. Condition is fair throughout. Practically rewired. Will accept best of any offers or exchanges. Box No. O.756. [2756
TWO 18 x 500 WHEELS; covers, tubes hardly worn. Morris 8 six-stud fitting. Also unused retread. £10. Smith, Parsonage Croft, Bakewell, Derbys. [2757
'32 MONACO. Mechanically very sound, body rough. Spare head and cams. Taxed. £30. VIGilant 7084. [2758
AUSTIN 7 UTILITY, 1936. Oak framed body with rear loading doors. Engine, clutch, dynamo, brakes, steering and suspension overhauled Jan. 1957. Rewired throughout. Flashing indicators, Marchal lamps. New battery, good tyres, smart paintwork. £55. AMB 6202 evenings. [2759
ALVIS 12/50 Duck's back, 1925. £95. 12/40 Tourer, 1924. £70. Both used regularly. Wedgwood, 14, Puers Field, Jordans, Beaconsfield, Bucks. Office: Garston 4040. Evenings: Jordans 2274. [2760
ROLLS-ROYCE 20/25, O/D., GDX-3, Mulliner aluminium body, boot. £220. Dr. Wintersgill, Rawcliffe, Goole, Yorks. Tel.: Rawcliffe 201. [2761
M.G. P.B. Red. Scintilla, " Brooklands " wheel, aeros, spots, windtones, heater, etc. Rebuilt wheels, four spares. New hood, tonneau, battery, tyres. Engine overhauled. Excellent condition throughout. £185. 34, Fountayne Street, Goole, Yorks. [2762
ROLLS-ROYCE "TWENTY," Barker four-light Saloon. Reg. 1.1.37. Offers, please, or exchange " 3½ " Bentley. Particulars and photographs. Box No. O.763. [2763
1934 MORRIS MINOR 2-seater. Excellent condition. Absolutely trouble-free. £75, or part exchange for larger car owing to expanding family. 63, Berry Lane, Rickmansworth, Herts. [2764
OLD LADY: 1931 Morris Oxford 14.9 Six. One devoted owner. Immaculate in appearance. Hydraulics relined, ditto clutch, rebored, big ends remetalled. All in perfect mechanical order. Paint and glass and leather smart, but could use new head lining. Sunshine roof works and don't leak. About £120, but will argue. Box No. O.765. [2765
RILEY MONACO. Excellent tyres, battery, mechanics. Rewired, brakes relined, etc. Taxed, insured October. About £40. Abbott, 72, Warden Avenue, Rayners Lane, Harrow, Middlesex. [2766
1929 AUSTIN SEVEN Tourer; available soon. Completely overhauled, reupholstered; no hood. T. & I. £37. Evans, Wissett Place, Halesworth, Suffolk. [2767
RILEY KESTREL, 1935, 12/4, dismantling. Mechanically/electrically very good. First reasonable offers accepted. Gorton, " The Chestnuts," Caistor Road, Laceby, Grimsby. Week-ends preferably. Laceby 377 evenings. [2768
T.R.2/3 HOOD, frame, tonneau, aero-screen, side screens, £15. Morris Minor. Four Dunlop tubeless. 800 miles. £10. Sprinzel, Speedwell 9818. [2769
M.G. MAGNETTE, 1954. Radio, screen washers, heater, etc. Black. One owner. £690. Presland, 7, Astral House, London, S.W.1. Victoria 2095 (evenings). [2770
MERCEDES 500 K; supercharged. 8,000 odd miles since £385 overhaul by Messrs. Mercedes Benz. Resprayed black-silver; fitted new hood, loose covers, Dec. 55, at £147. A.A. or R.A.C. inspection welcomed. Smaller open car taken part exchange. H.P. arranged. A beautiful car to last a life-time at £350 o.n.o. Garrett, Longmead, Blisworth, Northants. Phone: Blisworth 281. [2771
£55 RE-AL ENGINEERING tubular chassis, takes Ford 10 components. Ford 10 gearbox and dismantled engine. Fox, 36, Old Tye Ave., Biggin Hill, Kent. [2772
1935 RUBY CHASSIS with axles, etc., less wheels, engine, gearbox. £12. 1938 3-bearing engine rebuilt throughout. £55. Four-speed gearbox, £3. Pair 7 in. headlamps, £2. Aerodynamic body, steel, needs finishing, £5. Two Ruby doors, complete, £3. Telephone: Hertford 3895. [2773

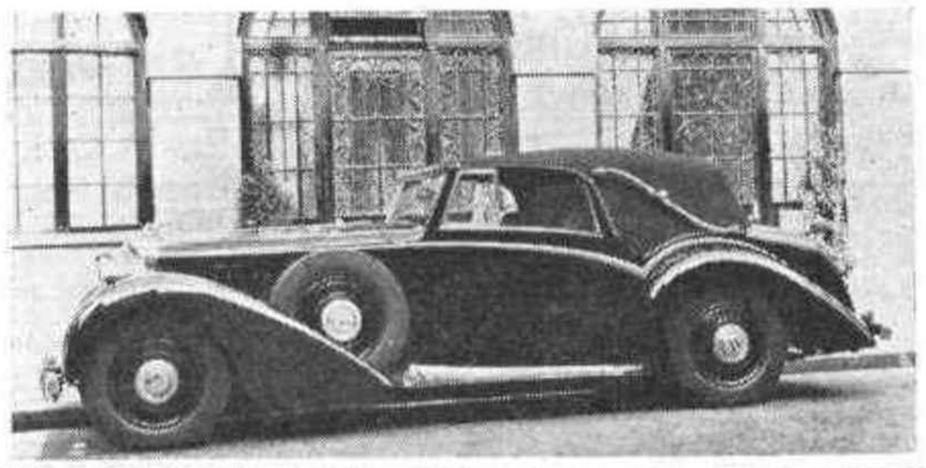
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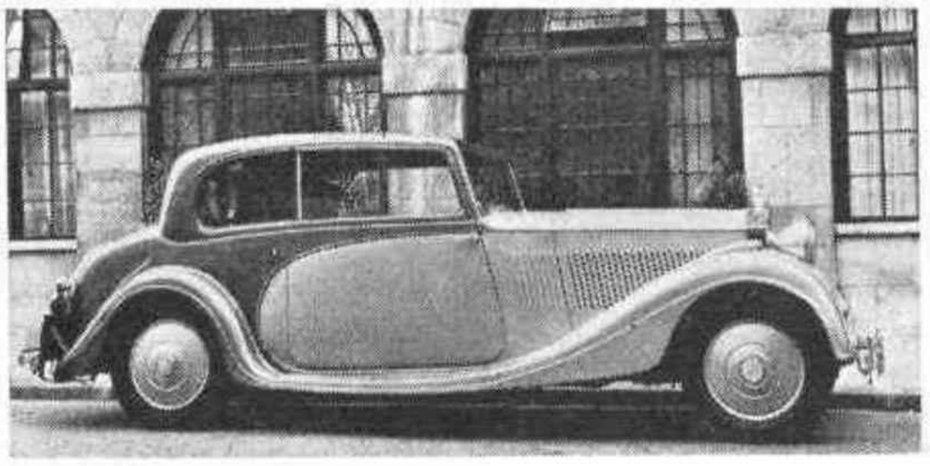
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BENTLEY Mk. VI (1948). Individually-styled sports drophead coupe by Parx Ward. Built to the order of a noted industrialist, and finished in ivory with two-tone blue trim and midnight-blue hood, this particular Bentley is in the most impeccable condition throughout. Moderate mileage. Bentley-specified modifications to date. Manufacturers' history from delivery. Radio, heater, etc. Schedule-service and recellulosed to our order this month. **£1,750**



ROLLS-BENTLEY (1940) 4¼-litre, MX overdrive series, sports drophead coupe by Windover. Black with scarlet hide trim, ebony appointments and black hood. Manufacturers' history from delivery and recent detail of extensive R.-R. rebuild. A brilliant example of the later-type overdrive, and one of the most coveted sports models, of any marque, ever conceived. Radio, heater, etc. In faultless order. **£950**



ROLLS-ROYCE (1935) 20/25-h.p., GWE series, 2-door coupe by Windover. Birch and dark grey with grey trim. Post-war history only. R.-R. schedule-service this month. Exceptionally quiet and a very attractive specimen of this styling. **£575**

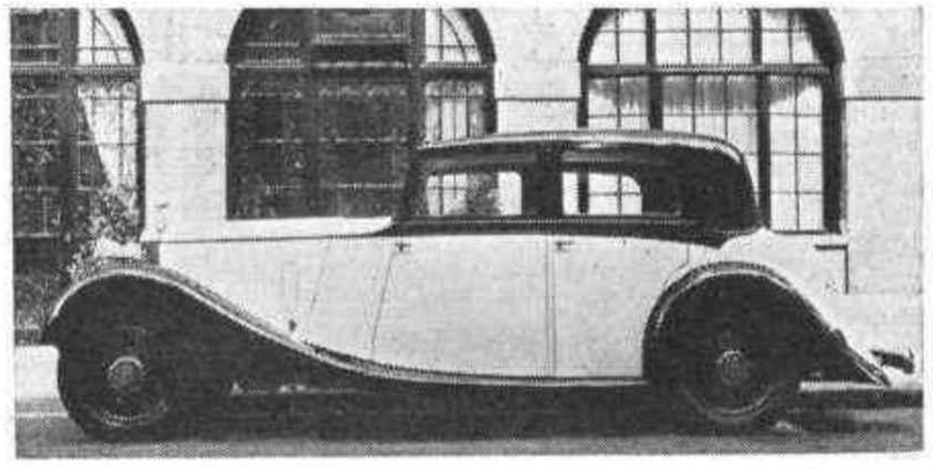
ROLLS-ROYCE Wraith (1939) 25/30-h.p. sports saloon by Hooper. Dark maroon with gilt mock-cane rear door panelling and fawn cord trim. We await details of the history from the French concessionaires by whom this carriage has always been serviced. Available second week in June; photograph and details will be forwarded upon request. **£875**

ROLLS-ROYCE (1938) 25/30-h.p., GGR series, owner-driver sliding-head, swept-back town saloon by Hooper. Grey with black morocco trim. Low mileage. Concessionaire's history. Radio, heater, etc. A dignified specimen. **£625**

ROLLS-ROYCE (1933) 20/25-h.p. close-coupled sliding-head sports saloon with boot by H. J. Mulliner. Black with tan trim. One owner from delivery. No significant post-war history. Schedule-service is in process, however, and a detailed workshop report will be available. **£425**

ALVIS (1939) Speed Twenty-five three-position drophead by Vanden Plas. Black with natural pigskin trim. Works replacement unit and *carte-blanche* chassis overhaul in late 1955, since when less than 3,000 miles have been completed. Radio, heater, etc. A most attractive and outstanding specimen. **£350**

ALVIS (1951) TA21 3-litre sports saloon. Black with dark red trim. Works history. New unit 1955. Radio, heater, etc. **£550**



ROLLS-ROYCE (1936) 20/25-h.p. sports saloon by Hooper, ivory and black, natural pigskin trim. One owner from delivery. Details of recent work includes £120 expended in March 1957, since when nil mileage has been recorded. Unmarked coachwork on an excellent chassis. **£525**

ROLLS-BENTLEY (1937), KT series, sports saloon by Park Ward. Black with tan trim. One owner from delivery. R.-R. bills available for £750 expended November 1956 on extensive rebuild, including coachwork. Radio, heater, etc. **£525**

ROLLS-BENTLEY (1937), KU series, sports 2-door drophead coupe by Hooper. Two-tone burgundy with matching trim. Radio, heater, etc. Reputedly extensive R.-R. history awaited. In very fine order throughout. **£550**

BENTLEY 3½-litre (1935) 2-door sliding-head coupe by Gurney Nutting. Grey with powder-blue trim. Although it is no longer our policy to stock the 3½-litre model owing to the increasing difficulty in obtaining spares, we offer this particular specimen as a unique 3½-litre which has been most fastidiously maintained by its only owner and possesses very attractive lines. Taken in p/e. last month. **£385**

AUSTIN Princess (1951) A135 sliding-head saloon by Vanden Plas. French-grey with dark grey trim. One owner. 51,000 miles. Chauffeur maintained. Fitted radio, heater, etc. **£550**

DAIMLER Conquest (1954). Black with fawn trim. 26,000 miles. Radio, heater etc. One owner. **£775**

At the time of going to press we are negotiating the purchase of a **R.-R. Phantom II,** *circa* 1933, close-coupled Continental " 12 " chassis with Freestone & Webb coachwork in most pristine condition, and a 1918 **Daimler 40/50-h.p.** touring limousine which will be very familiar to the patrons of the Turf, having had one very notable owner since 1918. A further **Bentley Mk. VI** S. Steel saloon (1950) will be available during the first week in June.

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RILEY 9 GAMECOCK. Twin S.U.s. New: tyres, c.w.p., speedometer. Retrimmed. Excellent condition. £125 o.n.o. Horner, 84, Northumberland Road, Barnet, Herts. BAR 9030. [2573

JUPITER 1½ litre D.H. Coupé, 86 m.p.h., 28 m.p.g., oil nil. Perfectly maintained. Metallic green. £540. ELMbridge 6467 day, DERwent 5656 evenings. [2574

LANCIA LAMBDA, 1929, Drophead. Seats five inside, two in dickie. Good chassis, engine, tyres; body rough. £75. Purser, 237a, Park Road, Peterborough 2014. [2575

RILEY 12/6 LYNX, 1934. Engine just rebuilt by Riley expert. Very good body, tyres, weather equipment, etc. Spare car available. £100. Gahm, 18, Stanley Road, Salford 7, Lancs. [2576

1935 SPEED MODEL ENGINE, only requires valve regrind. Alo Scintilla mag, gearbox, etc. £30 lot. Separate. Haggle. Maciver, THO 6262, Ex. 16, day. [2577

MORRIS OXFORD 15 h.p. saloon, 1929. Body and mechanics first class. £60. H. R. Hitchcock, 12, Hanbury Croft, Acocks Green, Birmingham 27. [2578

M.G. J.2. Red. Body in good condition, engine fair. Good hood. £95. Ring Harrow 8256 evenings. [2579

FORD 10 M.G. J.2. Aquaplane mods, including rev. counter; wheels respoked to 16 in. rims, Lockheed brakes, tyres as new. 80 m.p.h.+. Engine rebore, fitted new crank, conrods, camshaft; gearbox overhaul recently. £160. Paynter, Manor Farm, Knotting, Beds. Sharnbrook 286. [2580

ALLARD 1951 P.1. Saloon. Excellent condition. Washers, heater, flashers, special manifolding. Taxed year. £290. 40, The Vale, N.W.11. Mead-way 3728. [2581

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SINGER LE MANS, 1934, 2/4-seater. Twin carbs; good tyres, etc. £55. 750 Special, all mods., needs body. £40. Kibble, Bath Lane, Buckingham. [2582

1932 ROLLS ROYCE, Park Ward. Black. Good mechanically, excellent body. £200. Offers. Weybridge 2490. [2583

SINGER LE MANS Sports 2-seater. Excellent condition. £150. Laburnum 2524. [2584

VINTAGE AUSTIN HEAVY 12 4-cyl Saloon. 1928. In very good and original conditon. Good tyres. £45 o.n.o. 38, Lime Grove, Cheadle, Cheshire. [2585

RILEY-BUILT AUTOVIA, 1938, 5-seater Sports Saloon. V.8 engine, using many 1½ litre Riley parts. Impressive low and wide appearance. Fast and stable. Ideal car for family. Mulliner coach-built aluminium panelled body in very good condition. 18-22 m.p.g., negligible oil consumption. Present owner for four years. Very good value at £175. Todd, 27, Couchmore Avenue, Esher, Surrey. Emberbrook 4983. [2586

AUSTIN 7 1927 4-seater tourer. Exceptionally sound, pretty and original. £35. Bloor, 10, Lawrie Park Gardens, London, S.E.26. Telephone: SYDenham 6231. [2587

BROOKS SPECIAL, 1953. V.8 engine, recent overhaul; new batteries, good tyres. Good condition throughout. Terrific performance. Ideal competition car. £130. Farthing, Tintinhull, Yeovil. Martock 3212. [2588

A.C. 16/70, 1935, 4-seater. Original Greyhound. Good tyres, battery; engine rebuilt 8,000 miles; new carburettors, water-pump; good starting and acceleration. 20 m.p.g. but heavy oil. In daily use, but large family has necessitated Hereford. A lot of minor blemishes. NOT a specimen car, hence price only £65. Eversley, 58, Norman Road, Birmingham 31. [2589

SINGER ROADSTER, 1951. Exchange engine installed 3,000 miles ago. B.R.G. Genuine reason for sale. £335 o.n.o. Lieutenant Furness, R.N.A.S. Curdrose, Helston, Cornwall. [2590

ALVIS SPEED 25 Saloon, 1938. Recon. engine. £135 or exchange Vintage Rolls or W.H.Y. Eddison, H.A.A.C., Newport, Salop. [2591

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BENTLEY 1929 4½ litre 2-seater D.H.C. + dickey. Bentley standard specification and performance. Unmodified in any way except 20 in. wheels. Any trial or examination welcome. £200 o.n.o. Full details Lings Mill House, Hatfield, Nr. Doncaster. [2592

M.G. 2 LITRE D.H. Coupé, 1937. Exceptional throughout. £150. Massey, 43, Green Park Road, Halifax. [2593

ROLLS ROYCE 20/25, Nov. '32, Barker light limousine. Engine and consumption excellent. bodywork, tyres, upholstery, battery, windows good. Bills available. Festival car of noble pedigree. Owner wants speedster. £200 o.n.o. to Ponsonby, Butchers Garage, Queen's Gate Place Mews, London, S.W.7. [2594

TYRES: Two 5.25 x 21 and one 4.75 x 21. Good condition. Scott, 80, Botley Road, Oxford. [2595

DISMANTLING FOR SPARES: Alvis 12/50 Firebird, 16.95 h.p., Silver Crest, 17 h.p. and 20 h.p., Speed Twenty and Speed Twenty-five. Some instruction books. Alvis cars bought for breaking. 135, St. Walburgas Road, Blackpool, Lancs. Phone 31346. [2596

ROLLLS 20, 1926, Hooper aluminium Tourer, 5/6 seats. Coronation rally prizewinner. Maintained Fisher. Mascot, handbook, five very good tyres 650 x 19, new battery. £180. 24, Harborne Road, Birmingham. Edgbaston 5131. [2597

BRITISH SALMSON 12 h.p. Drophead. Receipts shown for £100 spent recently, including brakes relined, new battery, rewiring, etc. £75. Cairnes, Bollingham House, Kington, Herefordshire. Eardisley 271. [2598

ASTON-MARTIN Mark II short wheel-base. In good condition. £285. Hatton, "Beacon," Maplehurst Road, St. Leonards-on-Sea, Hastings 51088. [2599

ALVIS SPEED TWENTY Charlesworth Saloon. Extremely good throughout. Insured year. Photo. £115. 80, Wentloog Road, Rumney, Cardiff. [2600

LAGONDA 2 LITRE (Vintage). Genuine enthusiast regretfully offers his partly finished concours condition tourer. Almost all parts duplicated. Inspection and offers welcomed with the minimum of haggling. Box No. O.601. [2601

RILEY 9 RILEY 12/4 RILEY 12/6

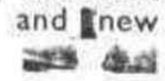
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TALBOT 65, 1935. Good home and £70 required for elegant well-bred old lady. Present owner unable to give attention deserved. 135, Ingrebourne Gardens, Upminster 2364. [2603

'51 DELLOW Hardtop. Four-branch exhaust, twin carbs, 4.7 axle, good upholstery, tyres and cellulose. Not raced or trialed. £335 o.n.o. No dealers. Phone: Burgh Heath 3901 or Wallington 3059 between 9-6. [2604

RILEY 1½ litre, 1935. An enthusiast's car. New bearings, liners, pistons. Good body and tyres. Bargain. £135. Stiff, 38, Reynolds Road, Beaconsfield 1315. [2605

1½ **M.G. V.A.,** 1938, Tourer. Being broken up. Gearbox £10. Axle and transmission £8. Engine minus minor pieces £12. Instruments, windtones, radiator, sets in blue or green leather, windscreen, etc. The lot for £25 if collected. Please make offers. 67, Powis Road, Preston 86454. [2606

ROLLS-BENTLEY 3½ litre, 1935, Park Ward, with ride control. Fitted heater, oil filter, etc. Excellent condition. £335. Also 1935 4½ litre Lagonda Saloon. Relined clutch, new batteries; fine condition. £135. Both cars taxed. Private h.p. possible. Would accept £460 for the two. 194, Sherwood Park Avenue, Sidcup, Kent. [2607

FORD V.8, 1938. English 5-seater drophead. Lovely Marchals, good tyres, hood. Reconditioned engine. Fast, reliable. £75 o.n.o. Dennis, "Woolland," Camelford 3227, Cornwall. [2608

SINGER 9 LE MANS. Immaculate condition. Austin 7 chassis complete. Offers. Devon. Box No. O.609. [2609

M.G. SPARES

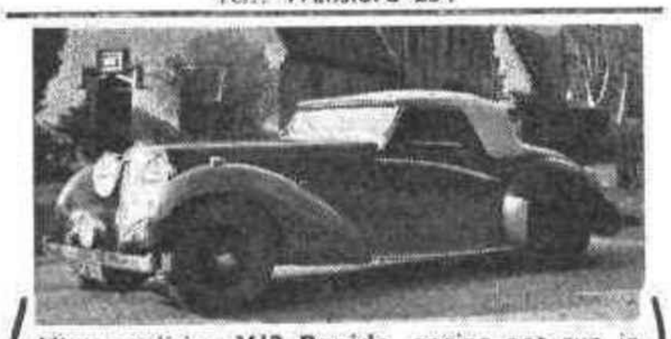
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1939 ALVIS DROPHEAD, 17 h.p. Silver Crest. Superior condition. £145. Smith, 41, Chislehurst Road, Bickley, Kent. Imperial 4508. [2698

M.G. T.D. Marshall Nordec supercharged. Green. Sept. 1950. Immaculate condition throughout. Andrex, tonneau, coil, fog, spot, rack, bar, etc. Spares. £495 o.n.o. Saloon wanted. Shelley, "Springs," Somersham, Ipswich. [2699

RILEY 9 KESTREL CHASSIS. Really good condition throughout, including tyres. Complete with new Standard Eight radiator. Ideal basis for Special. £20 o.n.o. W. E. Littleboy, 95, Eastfield Road, Louth, Lincs. [2700

DISMANTLING TRIUMPH GLORIA and Dolomite. M Type M.G., Singer Le Mans. All parts cheap. Paris, 6, Fort Road, Halstead, Kent. Phone: Sevenoaks 3769 evenings and weekends. [2701

SET OF P.I. ROLLS BLOCKS. Resleeved, standard pistons. Modern body from P.I. and spares from dismantled chassis. E. Larren, 117, Falcon Road, S.W.11. BAT 5432. [2703

B.S.A. SCOUT SERIES 5, 2/3-seater. Genuine 35,000 miles; 2,000 since complete overhaul. New carburettor and batteries. One meticulous owner. Unusually good condition. A bargain at £165. "Oakwood," Cumberland Road, Bromley, Kent. RAV 2019. [2704

HEALEY "SILVERSTONE," 1950. Unblemished paint & coachwork, new tyres & hood. Reputed reconditioned engine, 700 miles. £420. Booth, 55, Headingley Lane, Leeds 6. Tel. 54795. [2705

ALVIS 1936 SILVER EAGLE, 16.9 h.p. drophead coupé. Gross & Ellis body, in perfect condition. Fitted heater, Ace discs, spot lights. Mechanically perfect. 22 m.p.g., uses no oil. £135 o.n.o. Hayes, "Minerva," 4, Alexandra Road, Biggin Hill, Kent. [2706

1950 DELLOW MK. II. Mechanics, body excellent. £325 o.n.o. S.A.E. Pullen, Leighton Park, Reading. [2707

ASTON MARTIN INTERNATIONAL. 2/4-seater sports. Professionally fitted V.8 engine giving unbelievable acceleration. 20+ m.p.g. Bertelli body. £105 o.n.o. 230, Norton Lane, Earlswood, Birmingham. [2708

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BEAUTIFUL ATALANTA D.H.C. Bronze/black Abbott aluminium body, perfect chrome. Excellent V.8 engine, Alfin drums, 4-wheel independent suspension. About £265. Gadebrook 6566 (Watford). 2737

1933 ROLLS ROYCE 20/25 Sedanca. Really excellent condition. £265. Similar 1933 limousine. £85 overhaul; body/interior good, paint poor. £165. Early "20" 2-seater, extremely attractive. F.W.B. Terms, exchanges. J. B. M. Adams, Great Gidding, Huntingdon. Winwick 216. [2738

ALVIS 1947 T.A.14. Jones Bros. coachbuilt low station wagon body. Excellent road holding. 25 m.p.g., 80 m.p.h. Photograph. Beautifully maintained. Bills available inspection. Suit enthusiast for towing competition model carrying spares, camping two persons. Box No. O.741. [2741

1946 AUSTIN 8 Tourer. Recellulosed; completely overhauled; taxed; insured. £175 o.n.o. 40, Leamington Ave., Bromley, Kent. RAV 8085. [2742

£24. AUSTIN HEAVY 12/4 Saloon. Good tyres; good runner. 1934. GIP 3749. [2743

GRIEF AT PARTING will be more bearable if good home found for M.G. M-type. New carburettor, starter, silencer. Excellent tyres. Wheels respoked; brakes overhauled. Smart body. A willing and attractive little car. £60. Mutter, 226, Old Brompton Road, S.W.5. FRE 9185. [2744

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RILEY 9 Tourer. Going well. New hood. £35. Also spare chassis, etc. Long, 22, Downs Road, Coulsdon, Surrey. [2747

LAGONDA 3 LITRE D/H. Sale now urgent, owing to bogus applicant last month, and house purchase. First reasonable offer. T. & I. D. E. Genhardt, 28, Hampstead Grove, N.W.3. HAM 2036. [2748

RILEY MONACO, 1937, Special series. Twin Zeniths. All o.k., but paint and headlining a bit untidy. £150. Pinner 7566. [2749

FORD ANGLIA DE LUXE, 1956, Lichfield Green. One owner. Recorded mileage under six thousand. Town and Country tyres; heater and other extras. Full tank. £535. Also 1932 Sunbeam "20" (the classic 80 m.m. bore model). Four door saloon by Sunbeam. Reputed two owners and seventy thousand miles only. Clock stolen and plating poor, otherwise excellent. £95. Scott-Moncrieff, Rock Cottage, Basford Hall, Leek, Staffordshire. Telephone Churnet Side (Stoke-on-Trent) 300. [2750

FOR SALE—*continued*

JAGUAR S.S.90 Sports Tourer, 1936/37. Clean, running order. £55. Fleet, Hants, 1316. [2610

LANCIA ASTURA Drophead Coupé, 1936. One owner since new. This desirable car must be sold and is offered at the sacrifice price of £100. Read, Hollesley, Woodbridge, Suffolk. Tel.: Shottisham 87. [2611

1915 CALTHORPE 10 h.p. 2-seater with dickey. Complete and original. Stored 24 years. To highest offer. Read, Hollesley, Woodbridge, Suffolk. Tel.: Shottisham 87. [2612

B.N.I. AUSTIN-HEALEY, Reno red. Excellent condition. Any trial. Many extras, including flamethrower and flat top lamps. Luggage grid. £675. Box No. O.613. [2613

ALVIS 1936 FIREBIRD Saloon. Just resleeved; clutch relined. Manual gearbox. Mechanically excellent. £110. "Ellensleigh," Beacon Park Road, Plymouth (next "Albion" ground). [2614

1957 VAUXHALL SPECIAL. Aluminium body, etc. Good throughout. P. Hills, 26, Gravel Hill, Ludlow, Salop. [2615

LANCIA APRILIA FARINA Cabriolet. Distinctive car in excellent all round condition. For inspection now or further details and photograph. Walker, 14, Percy Gardens, Whitley Bay. Tel. 21376. Can be seen by arrangement at Wargrave, Berks. [2616

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TRIUMPH 1800 Roadster. Excellent condition. £320. Exchange M.G. or similar. 24, Masons Road, Crawley. [2618

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ROLLS TWENTY. Recent shooting brake body on 1923 chassis. A sound, reliable and well-maintained car. About £75. Palin, 16, Rochester Road, Coventry. [2774

1926 SUNBEAM 21 h.p. 2-seater racing body. 25 m.p.g.; excellent mechanical order; tyres, etc. Photo. Full particulars from Harris, Yarnton, Oxford. (Harris) Kidlington 2166. [2775

VOLKSWAGEN, '47, L.H.D. 25,000 m. Second owner. Excellent mechanical condition. Re-sprayed. £210 or offer. Vigilant 0054. Belmont Hospital, Sutton, Surrey. [2776

M.G. S.A. 2 litre Saloon, 1936. Recent engine overhaul. Good tyres and body. Emigrating. £110. Box No. O.777. [2777

RILEY M.P.H. 2-seater Sports. Fitted with recon. Sprite engine and gearbox. £260 o.n.o. Apologies all enquirers. Buyer unable to raise cash. Snaresbrook 3214 evenings. [2778

M.G. T.A., Sept. 1940. Black, red interior. Brooklands wheel, twin windtones, spotlight. Reconditioned steering, electrics overhauled, new battery. Immaculate condition. £275. Telephone Howard 4951. [2779

ALVIS CRESTED EAGLE Saloon, £155. 1939. 25.6. In original condition and sound throughout. Good tyres, good value for the money. Woollford, 12, Rances Lane, Wokingham. Tel. 262. [2780

12/50 ALVIS Beetleback, 1929. First class condition. Reasonable price for quick sale. Box No. O.781. [2781

1934 M.G. MAGNETTE Tourer. New king pins, lamps, side screens, c.w. & p. Licensed, insured. Best offer about £80. Rolt, Hornecroft, Pulborough, Sussex. [2782

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BENTLEY 4½-LITRE Corsica sports saloon, chassis RC 46; genuine mileage under 60,000, in magnificent order. **£275.**

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LAGONDA 3½-LITRE sports saloon, 1935, average coachwork, good mechanically. **£100.**

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M.G. V.A. 1½ litre 1938 saloon. Four new road springs. Very good condition throughout. £170. 77, Totton Road, Thornton Heath, Surrey. THO 2392. [2784

VERY RARE MORRIS ISIS, 1928. Spacious Saloon. Ideal vintage family car. Immaculate condition. Battery new. Tyres perfect. 30 gallon tank full. £95 or offer. J. Flood, Stouts Hill, Uley, Dursley, Glos. [2785

1937 2½ JAGUAR Saloon. Dark green. Hot to trot. £110. Lieutenant Perkins, R.N.A.S. Merryfield, Ilminster, Somerset. [2786

1953 MORGAN PLUS 4. Cream and red. Exceptional condition. Many extras. Best offer to F/O Shaw, King Edward Sanatorium, Midhurst, Sussex. [2787

1932 MORRIS MINOR. Excellent runner. Five good tyres. £35 o.n.o. Letters. Benairn, 23, Glaston Road, Street, Somerset. [2788

SUNBEAM, 1931, Tickford Drop Head Saloon. Recent recellulose and rebore. Perfect condition. Offers. Must sell. Crosley, Sarisbury Green, Near Southampton. [2789

500K MERCEDES. Rebuilt, registered 1949, with pretty alloy windover drophead foursome. Mechanically excellent; appearance magnificent. Sacrifice. Best over £295. Box No. O.790. [2790

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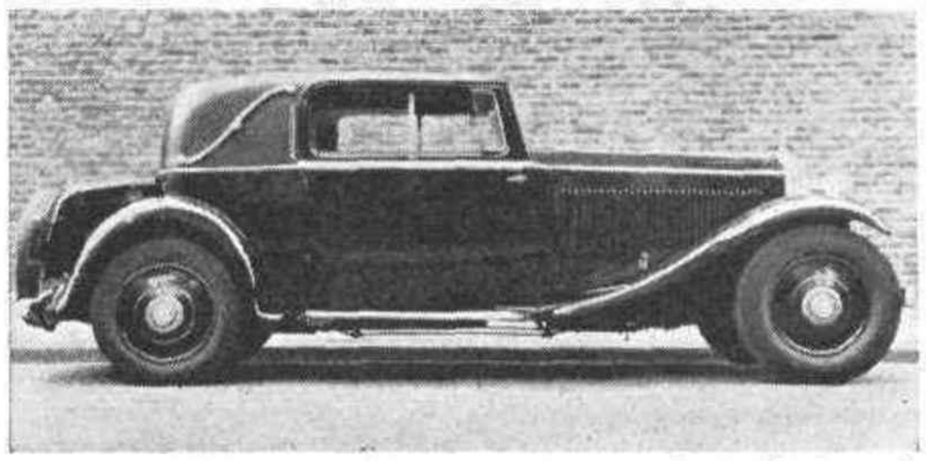
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229, WEST END LANE, LONDON, N.W.6
(Nr. West Hampstead Station) **HAMpstead 3430**



ROLLS-ROYCE 20/25 fixed-head coupe, late 1932, fitted with the much-sought-after Freestone and Webb Continental body, in black with leather top and chromium waistband. The interior is in green leather, the two doors have independently-operating windows, there are twin windtones, spot-lamp and very good tyres. Taxed. **£395**

BENTLEY RED LABEL short-chassis Speed Model, with original 2-seater body. This car has been completely rebuilt regardless of cost, the outside hand-brake and track-rod is chromium plated, all tyres are as new, as is also the hood and tonneau. The finest example we have ever had the pleasure of seeing. **£395**

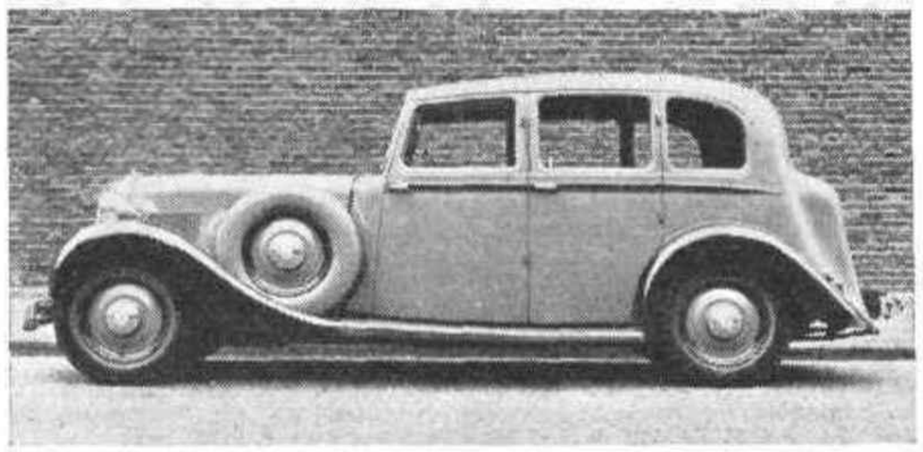
ROOTES TALBOT, 1938, 3-LITRE, special saloon, in black and grey, all bright parts rechromed on copper; almost new tyres, new carb., Rotoflos, relined brakes, all bills available. This is fine value at **£170** Taxed.

CITROEN LIGHT FIFTEEN, 1939 model, in gunmetal grey, with red interior. Recently fitted new gearbox and couplings. Taxed. A very good buy on condition at **£225**

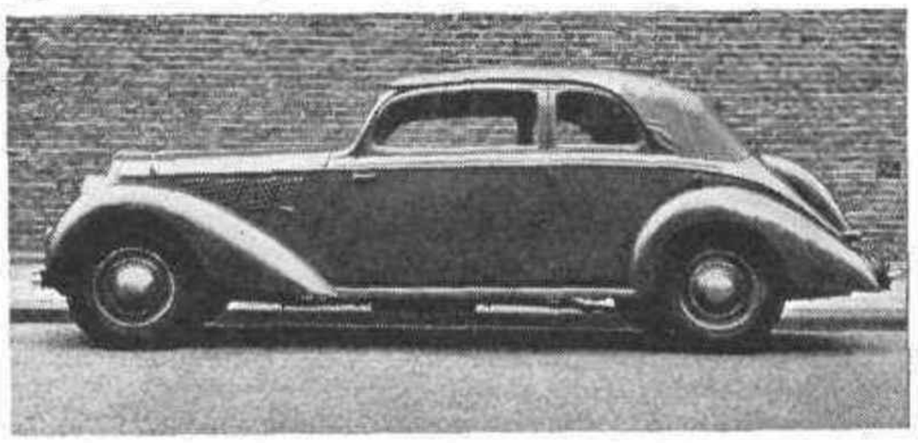
RENAULT drophead roadster, 12 h.p., 1939. A very pretty 2-seater with concealed dickey, fold-flat screen, winding windows, new hood, very good tyres, good beige leather interior, the body in two tones of green. **£165**

FRAZER-NASH COLMORE 2/3-seater, fitted with the original Meadows 4ED Brooklands engine. This car is probably one of the finest examples in the country, having been completely restored by the previous owner during 1956, at the cost of £600, and full restoration history and data is available. All weather equipment is new. Taxed. **£350**

H.P. TERMS AND INSURANCES QUICKLY AND EASILY ARRANGED ON ALL CARS OFFERED FOR SALE BY US.



ARMSTRONG-SIDDELEY TWENTY-FIVE, absolutely immaculate, perfect chrome (and we mean perfect), beautiful body in two tones of green, with soft green hide interior, fitted heater, picnic tables, foot-rests, twin adjustable front seats with arm-rest, original carpets. Tyres as new; the recorded mileage is 44,000, and looks less on condition; preselector gearbox absolutely silent; steering, brakes, transmission, like a new car; the large sun-roof will slide open at a touch of a finger. This car has to be seen to appreciate the real craftsmanship of 1937. Taxed. **£295**



HOTCHKISS 3½-LITRE cabriolet, in steel grey, with maroon leather-type hood with buff lining, bright red leather interior, fitted heater. It is the Grand Sport short-chassis model, with excellent tyres. Taxed year, and the price is **£295**

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Alan Baker offers

SINGER 1,194-c.c. roadster, 1947, exceptionally well cared for, in red. First-class mechanical condition, beautifully maintained regardless of financial consideration; road performance and handling of the highest order; de luxe glass sliding screens. A real pippin. **£279.**

A.C. Ace 4-seater drophead coupe, 1938 model. Fine specimen of this hand-built *marque*, first-class condition, typical excellent performance. Recently fitted with latest-type cylinder head; excellent hood, good tyres. **£189.**

M.G. PA 2-seater sports, almost unmarked in red; first-class mechanical condition, quite outstanding. **£179.**

M.G. VA 1½-litre, 1938 model, sports, black, blue leather. Much above average in every respect. Altogether a really good VA. **£199.**

M.G. TA 2-seater sports, 1938 model, quite immaculate in black; first-class mechanical order, new hood recently fitted; extras including spot-lamps and chrome luggage grid. In all an outstanding TA, the condition of which would do justice to an M.G. twelve years younger. **£269.**

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We urgently require good sports cars of all breeds—top cash prices paid.

156, HIGH ROAD, FINCHLEY, N.2
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2 minutes East Finchley Station.

FOR SALE—*continued*

1938 BENTLEY 4¼ Saloon. Duo beige and black. In very excellent cond. throughout. Engine overhaul 22,000 miles ago. Stored for period. Fitted post war type heater, screen-washer, twin horns, discs, instruction book, etc. Taxed. A striking looking car in unusually fine condition. £550 o.n.o. Evans, "The House in the Wood," Chaldon, Nr. Caterham, Surrey. Caterham 3522. [2792

RILEY DOUBLE NINE V.8 18 h.p. Adelphi Saloon. In beautiful condition. Excellent engine; very fast. Clutch needs attention. What reasonable offers? KNI 0746. [2793

BENTLEY SPEED 6 Aerodynamic Saloon, ex Woolfe Barnarto. Works demonstration car. Mechanically sound, body in process of renovation but uncompleted. £225 or offer. Bentley 1931 4 litre Mulliner Sedanca de Ville. Engine stripped, crank and bearings ground, etc. £225 or offer. Bentley spares, Speed Six; Riley spares. Alvis Speed 20, 1933, Vanden Plas 2-seater. £175 or offer. Speed model 105 Talbot (Roesche), 1937, Vanden Plas Tourer, reconditioned engine and chassis. Fast. £350 or offer. Lagonda 3½ litre, 1935. Very sound mechanically, roof timbers need attention. £125 or consider offer for lot. Box No. O.795. [2795

ALLARD D.H.C., 1949. Good condition. Must sell. £250 or offers. Phone UPLands 6761. Seen London. [2796

RILEY 9 SPARES: 1932 block, axle, wheels, sumps, rockers, gears, etc. First £5. Sanderstead 3559. [2797

TALBOT 10 Tourer. Good runner. Sound weather equipment. Good battery. Needs tidying and man hours. Devon. £50 or offer. Box No. O.798. [2798

1935 RILEY FALCON Saloon. Condition fair. £50 o.n.o. 123, Corporation Road, Darlington. [2799

YOU LUCKY DEVILS! Must sell for medical reasons, and buy saloon, so £100 will buy my S.S. Tourer (4-seat), first registered 1938. Just fitted reconditioned 1939 3½ litre Jaguar engine. Twin exhausts. Chassis excellent, having had £160 spent on it during last 7,000 km. Body sound; needs detail work, but presentable. Screen rechromed. New floor. Interior trim middling. Hood weatherproof, but slightly agricultural. Excellent tyres. Twin spares part-worn. Genuine bargain. Young, Middleton, Belford, Northumberland. [2800

Gordon & Glynn

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We are the people who deal in no other cars but pre-war Rileys—because we believe that they are the best cars on the market today at their price. Our normal range is from £100 to £300 and we have the widest selection in the country, including the following carefully chosen cars :—

1934 Monaco 9-h.p. saloons. Choice of two of these lively and handy little cars, both in extremely good condition. One has gleaming black paintwork, single-carb. engine and is quite standard, whilst the other is a little duller in appearance but has a heater, oil filter, double-dip Lucas lamps, special temperature gauges, wing mirror, etc. Both are excellent mechanically and very reasonably priced at **£125.**

1937 Kestrel 1½-litre, six-light saloon. This car requires a respray to be made really perfect but otherwise it is in extremely sound condition. Black with green leather. Recent engine and gearbox overhaul. **£220.**

1932 Gamecock 9-h.p. 2-seater. Recently we have overhauled the engine, gearbox, back axle, brakes and suspension on this car. It has only had two owners from new and the engine was attended to by a Mr. Dixon. The chrome and the hood need attention but otherwise it is faultless. **£165.**

We have many other Rileys in stock from sports saloons to open tourers. Let us know your requirements and we will tell you whenever a suitable car comes in.

WE URGENTLY REQUIRE GOOD RILEYS

We will always buy a first-class pre-war Riley from you and we offer the highest prices for really good examples.

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FOR SALE—*continued*

J.2 M.G. OWNERS. S.A.E. comprehensive lists, realistic prices, most parts, including head, blocks, camshaft, crankshafts, carbs, starter, dynamo. Harold Procter, 48 Cavendish Road, Hull. [2619

M.G. K.D. MAGNETTE 4-seater saloon, 1934. Engine partly dismantled. Towable. Offers complete. Would consider breaking. 6, North Grove, Little Hulton, Walkden, Manchester. [2621

S.U. ELECTRIC PETROL PUMPS; six 6 volt, four 12 volt; excellent condition. £2 each, postage 1s. 6d. or C.O.D. Box No. O.622. [2622

1939 RENAULT 8. I.F.S., alloy head, new built-in headlights, leather seats. A smart little car for £130. Taxed. Ring Biggin Hill 0579. [2623

SCUDERIA FERRARI LAPEL BADGE, also Maserati; chrome/enamel, 30s. each. Two vols. "The Automobile," 1909, £6. Three vols. "Modern Motor Cars," 1924, £3. Collection badges, books, magazines, accessories, etc. Detailed list, S.A.E. 12/50 engine £9. Gearbox £5. V.G.C. Most other parts. Box No. O.624. [2624

AUSTIN 750 SPECIAL. Reg. '51. Professionally built. Resprayed green. Fold flat screen. Oversize rears. Excellent condition. £125. Stork forces sale. 99, Commercial Road, Parkstone, Dorset. [2625

1934 MORRIS 10/6 SALOON. New clutch, battery, S.U. pump, starter overhauled. Taxed. £47 10s. or offer. 45, Westwood Green, Cookham, Berks. [2626

4½-LITRE LAGONDA SALOON. £85 o.n.o. Owen, 78, Woodbury Rd., Bridgwater, Som. [2627

RILEY 12/4, 1936 FALCON model, good mechanically, smart inside, economical, all original handbooks. Taxed, insured. £110 o.n.o. Wilde, 6, Alma St., Taunton. [2628

RILEY 9 KESTREL, 1934. Resprayed. Good mechanical cond. £65. 1929 Salmson diff. £5. 1929 "2 speed" Scott, £7. "Onaway," Coast Drive, Greatstone, Kent. [2629

S.S. 2½-LITRE JAGUAR SALOON, 1936. Rebored, crank reground 4,000 miles ago, body only fair. 21 m.p.g. £65 o.n.o., need smaller car for wife. 29, North Road, Clifton, Rugby. [2630

ALLARD J.2 MERCURY. New engine (2,000 miles); resprayed; hood and screens; fantastic performance; reasonable economy; reliable. Sacrifice £195 for quick sale. CLI 5912. Private sale. [2631

1931 SUNBEAM 16 SALOON. Taxed. Good bodywork, tyres. £30. Austin 7 Special. Alloy body, £45. Photos available. Richards, Cwymp Hill, Llanddulas, N. Wales. [2632

ALVIS FIREFLY. Good running order, new body. Very roomy. £75. Ruislip 4508. [2633

CHANGING STABLE. Railton Fairmile d.c. Immaculate condition, fast, finishing Ming blue and black. Best offer over £240. Sunbeam 23.8, 1934, in beautiful order both body and machinery, best over £160. We have been rebuilding a 1929 Sunbeam 20.9 chassis, overhauled, lowered, classic type aluminium body shell fitted, not completed, what offers? Seen at Harrow. Box No. O.634. [2634

ALVIS FIREFLY, 1934. Saloon. Wilson box. Splendid car for £70 o.n.o. Tolson, Quarry Farm House, East Farleigh, Maidstone. [2635

£80 AEROMINX, 2/4-seater tourer, sound, economical performance. Dominic Cottage, Rectory Lane, Stevenage 1462. [2636

1950 LLOYD 650 4-seater tourer. Recent complete factory overhaul. Factory reconditioned engine just run in. £245. Butler, The Croft, Durrants Lane, Berkhampsted, Herts. Phone 1722 evenings. [2637

LAGONDA 2-LITRE WEYMAN SALOON, 1928. Good condition. New radiator. Trussel. 57, Vernon Avenue, Handsworth Wood, Birmingham. [2638

BREAKING SINGER NINE Le Mans Coupé. All parts available. Many new. S.A.E. please. I. G. Simpson, 33, Kensington Rd., Oldham. [2639

RARE RILEY MK. V TOURER, 1931. Roomy 4-seater in excellent order throughout. £85. Details and photo from Jepson, 1, Longford St., Derby. [2640

HAMPTON, 1929 D.H. Coupé, 11.9 Meadows 4 E.D. sleeved, crank reground, new £33 magneto, hood modernised, taxed. £58. 20, Burcott Gdns., Weybridge. Tel. 3576 evenings. [2641

SUNBEAM, 1933 23.8 h.p. saloon. Mechanically v.g. Scintilla Vertex. Taxed. £78. 20, Burcott Gdns., Weybridge. Tel. 3576 evenings. [2642

LANCIA ARTENA, extremely rare. Exceptional condition throughout. Saloon body by James Young. £100 o.n.o. Details, photo, S.A.E. Howard, 77, Whitesmead, Stevenage, Herts. [2643

SUNBEAM 23.8 SPORTS SALOON, 1934 (July). Aluminium body, finished in black cellulose, brown hide, in original condition. Good tyres and splendid mechanical condition, everything complete and working. Photos available. Bargain. £85. 31, Bedford Road, Orpington. Phone 28303. [2644

J.2 GEARBOX, complete, perfect. £8. Lancaster, 110, Clockhouse Lane, Romford, Essex. [2663

FOR SALE—*continued*

RILEY 1½ 1937 MONACO, many improvements. Or W.H.Y. After 7th June please. 8, Derek Ave., Hove 3. [2645

LAGONDA 4½-LITRE. March 1935. Tourer with immaculate coach built aluminium body. Wind-up safety glass windows. Resprayed and rechromed in October 1956. In excellent mechanical condition following complete engine and transmission overhaul. Uses no oil. Good tyres and upholstery. Three owners from new. Present owner 11 years. Stored during the war. Total mileage 160,000. £200 o.n.o. Box No. O.646. [2646

1936 KESTREL 14/6 SALOON. Very good condition. Taxed, insured. £130. Exchange smaller car. Also S.8 Sunbeam, 1952. T. & I. £110. Write first, Sunton, 118, Smithfield Close, S.W.19. [2647

ALVIS SPARES. Complete engines, gear boxes, etc. Tamworth Park Autos, 54, Tamworth Park, MIT 2859. [2648

D.K.W., 1937. 4-seater Cabriolet, new hood. New interior in red vianide. Mechanically good. Well shod. 45 m.p.g., 60 m.p.h. £145. Robinson, 72, Buckingham Road, Heaton-Moor, Stockport. HEA 5711. [2649

9 H.P. CLYNO, 1929 saloon. Good condition. Reliable. Numerous spares, including engine. £45 o.n.o. 86, Piggottshill Lane, Harpenden. [2650

ASTON MARTIN. 2-litre short chassis. Mechanically first class. Chrome, paintwork, hood, tonneau, upholstery really exceptional. Challenge anyone to find better car for £275. 49, Rokeby Gardens, Woodford. BUC 3947. [2651

ROLLS 20, Feb. 1930. G.V.O. Series aluminium saloon. Oneshot lubrication. Offers. Noscoe, Beaucroft Mews, Wimborne. [2652

1927 MORRIS COWLEY. Coupé with dickey. T. & I. New tyres, etc. Everything works. £50. Manchester. Rusholme 3508. [2653

1938 B.M.W. TYPE 326. Good all round condition and appearance. £165. Phone: Rayner, Manchester Deansgate 7211. [2654

£56 9s. 4d. Standard coupé, 1925, 12 h.p. o.h.v. Attractive, sturdy vintage motorcar, genuine 30/35 m.p.g. Sound body nicely finished two tones grey. Good brakes, electrics, battery, klaxon, two new tyres. Spare cylinder head, c.w.p. Garaged below after June 15th. Perren, Pomeroy Lodge, Wingfield, Trowbridge. P.S. Hello Fred. [2655

1932 ALVIS 12/60 BEETLEBACK. Very good condition. Many spares. £120. Moore, Staveley, Park Road North, Birkenhead. [2656

RAILTON S.8, Aluminium Ranalagh body 4-str. tourer, B.R.G. extremely good condition. New hood, clutch, starter ring. Aluminium head, telecontrols. 0-60, 10.3 secs. ("Motor"). £165. 115, Roman Rd., Middlesbrough (86537). [2657

1938 D.K.W. F.8 black saloon L.H.D. Extensively overhauled mechanically and of very attractive appearance. New crankshaft, battery, gearbox, etc. £70 o.n.o. Bolsover, 159, Compstall Rd., Romiley, Cheshire. [2658

MORGAN 4/4, 1938, Spares for sale. Ledbrook, Snitterfield, Stratford-on-Avon. [2659

FIAT 500, 1937. Invoices shown £40 worth spares last year. £135 or swop open vintage sports 12/50. F.N., W.H.Y. Hill, 1, Meadowhill Cres., Redditch, weekends (not Whit). [2660

ALVIS SPEED 20, 1934 Vanden Plas. Grey drophead coupé. Enthusiasts car. Good condition and running order. £125. Phone FLE 2668 (office) or FIN 3925 (home). [2661

1935 RILEY KESTREL 9. Excellent condition, immaculate. New tyres, brakes, battery. £105. Photographs available. Leicester Spencefield 466 or 9, Greenbank Drive, Oadby, Leicester. [2664

ALVIS SPEED 25, 1937, 2-door saloon. Bodywork good; engine in excellent condition. Bambridge, 155, London Rd., Peterborough. [2665

ALVIS, 1929. 12/50. Sound, home made 4-seater tourer, in daily use. £75. 345, Station Rd., Dorridge, Solihull, Warwickshire. Knowle 3113. [2666

LAGONDA, 1933 sports saloon, 3-litre. Good order. £50. Prefer sale to Lagonda Club member. Croydon 3019 after 6 p.m. Monday to Thursday. [2667

RAILTON STRAIGHT EIGHT. Superb motoring for £75. Trial. 36, Salcott Road, Beddington, Croydon. [2668

DYNA PANHARD, November 1950. 610 c.c. air cooled F.W.D. with overdrive, heater, excellent condition. £325. Walton-on-Thames 2966. [2669

LEA-FRANCIS and Meadows spares. Valves, guides, gaskets, brake and clutch linings, bearings, oil seals, also large quantity good S./H. spares. Riley, 46, Foxgrove Rd., Beckenham. BEC 0565. [2670

M.G. P.B., 1936. Fast, economical, plus immaculate condition. £165. Eades, Devonshire Rd., Bathampton, Bath (88555). [2671

M.G. V.A., 1939. 12 h.p. 4-seater tourer. Excellent condition throughout. Resprayed grey. Good upholstery, hood, tonneau, tyres. Radio, extras. 28 m.p.g., 44,000 original mileage. All bills available. £215. Sibley, 41, Attimore Road, Welwyn Garden City, Herts. Tel. 3796 evenings. [2672

FOR SALE—*continued*

FIBREGLASS BODY, 7 ft. 6 in. wheelbase. Windscreen, hood and bench seat. 13, Audley Gardens, Ilford, Essex. [2673

K.N.-ENGINE, gearbox and body. T.A. manifolds. Cheap. Chris Craft speedboat. 22 ft., 35 m.p.h. £200 or swap for clapped out T.A./T.C. or good P. Type. 96, Stainforth Road, Ilford, Essex. [2674

1934 ALVIS SPEED TWENTY Tourer. Mechanically sound, body fair. £95. Galler, 4, Harvey Gardens, Charlton, S.E.7. [2675

ALLARD J.2, 1950. Sports racing 2-seater, Mercury engine. Wonderfu condition and performance, always carefully used. £365. Details from Box No. O.676 [2676

MORGAN 4-4 BODY, windscreen, side screens, serviceable radiator and chrome headlamps. Damage to nearside wings but repairable. Ideal Special. £15. 89, The Chesils, Coventry. [2677

MINOR, 1952. Alta head, twin carbs., Chromard liners, Derrington racing exhaust, straight through silencer. Engine overhauled Derringtons, 5,000 miles ago, fitted new pistons, rings, bearings, crankshaft and clutch Laystall balanced. Car has following accessories: fog and driving lights, reversing light, windscreen washers, wing mirrors, over-riders, rad. blind, inspection lamp, signpost lamp, temp. gauge, ammeter, klaxon, twin wind tones, link mats, loose covers, heater, sixth wheel, snow chains, hand brake fitted grease nipples, badge bar. Nearest £450. (Ealing 7475.) [2678

FIAT 500, 1939, regstd. 1941. Convertible, good all round condition. 50 m.p.g. £125 o.n.o. Bush, 26, Ridge Crest, Enfield, Middx. ENF 0418. [2679

TALBOT 10, 1938. D.H.C. Engine reconditioned 1,000 miles ago. New hood, battery, springs, tyres, shockers and exhaust. Attractive car £150 o.n.o. Hanking, 996, Harrow Road, Sudbury, Middx. ARNold 3800. [2680

1935 FORD 10 DE LUXE. Rattling good runner. £40. 9, Salisbury Gardens, Welwyn Garden City, Herts. [2681

SPEED SIX BENTLEY TOURER. Quite original and mechanically faultless. Offers or exchange modern saloon. C. Arnold, 8, Homestead Way, Northampton. [2682

LAGONDA 2-LITRE, 1929. Close-coupled saloon. Complete engine rebuild 1954. 20,000 since. Bodywork and paint good. Three new tyres. £190 or exchange for 3½-litre. Hewett, Rawlins Farm, Ramsdell, Basingstoke. [2683

FORD V.8, 1938 saloon car, reconditioned engine fitted and spare gear box. £65 o.n.o. C. Grindey, Hall Bank, Hartington, Buxton, Derbyshire. Phone: Hartington 283 9.30-10 a.m. or after 8 p.m. [2684

4-LITRE BENTLEY, 1932. Vanden Plas 4-seater tourer with occasional seats. Low mileage car in excellent condition. Four new tyres. £225 or near offer. 1935 Riley Imp in exceptional condition. Engine, gear box and body far above average. £265. 124, Knowl Road, Mirfield. [2685

M.G. T.C., 1947. Black, red upholstery and hood. Good condition throughout. Reconditioned engine 25,000. New battery. Luggage carrier, spotlight. Seat covers. Twin windtones. Demister. Tonneau cover. Petrol lock. Good tyres, Rebuilt wheels. £315 o.n.o. Bagley, 70, Horseley Road, Tipton, Staffs. [2686

1933 M.G. J.1 CRANKSHAFT. Offers. Box No. O.687. [2687

8-LITRE BENTLEY LIMOUSINE by Thrupp and Mabberley, in excellent mechanical condition; tyres in good condition. Offers. Sanderson, 1, Hoyle St., Facit, Rochdale, Lancs. Phone: Whitworth 52322. [2688

SPEED SIX SPORTSMAN'S SALOON, "D" box and 3.3 rear axle, on 6.50 x 18 brand new tyres. Engine overhauled. Offers. Spare engine and most other parts from dismantled Speed Six, including crankshaft, rods, gearbox, etc. Sanderson, 1, Hoyle St., Facit, Rochdale, Lancs. Phone: Whitworth 52322. [2689

RILEY SPARES. Good selection from dismantled 9 & 12 h.p. Also some new spares. Green, 59, Upper Kingston Lane, Shoreham, Sussex. [2691

LAGONDA RAPIER 10 H.P. Excellent condition. £180, offers considered. Ring BOW 9176. [2692

SINGER LE MANS. New carbs., b./axle, hood. Just decarbonised. £100. Exchange Ford 8/10. Ewell 1094. [2693

M.G. 18 SALOON, 1936. Very clean, excellent condition. Taxed. £10. Phone: Fleet 1316. [2694

BENTLEY RED LABEL 3-LITRE, 1927. Mechanically excellent, sound open 4-seater body. £175. Arthur Taylor, Caius College, Cambridge. [2695

FIAT 500 SALOON, 1937. Good condition, well shod, best over £100. Or 1935 Singer Eleven. Fluid drive, good condition, offers. One must go. Harling, 48, Leasowe Road, Rubery, Birmingham, evenings. [2696

RILEY, 1938 BIG FOUR KESTREL. Sound throughout. Reasonable price for quick sale. Box No. O.697. [2697

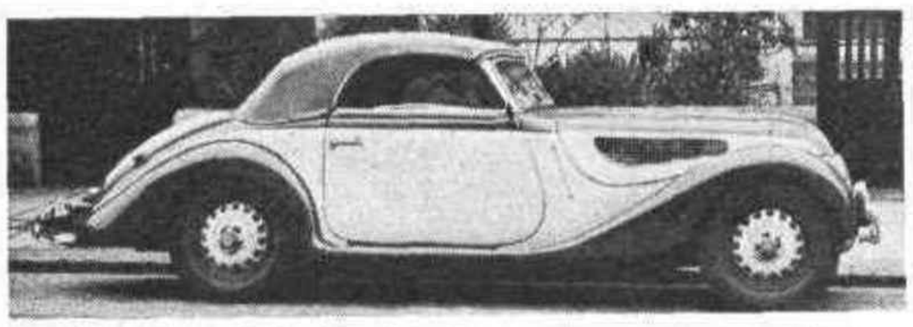
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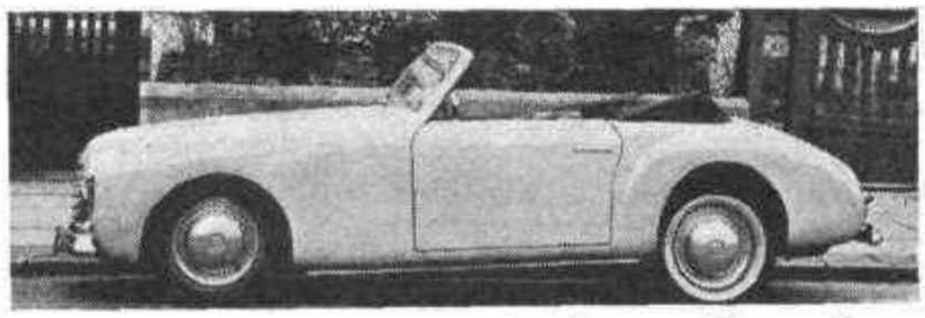
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B.M.W. 327/55 drophead coupe; one owner since new **£475**



SIMCA 1950/51 Farina drophead coupe; 80 m.p.h.; 40 m.p.g. Actual £2,000 show model **£495**

ASTON MARTIN 1935 Mark II Le Mans short chassis. A real specimen car **£350**

AUSTIN-HEALEY 1955, many extras, small mileage **£725**

BENTLEY Mark VI standard saloon, one owner, full flow engine, exceptional condition **£975**

B.M.W. 502 V8 2½-litre, 100 m.p.h., full 4-seater saloon, cost £2700, now offered at **£1,725**

BRISTOL 1954 401 saloon, one owner **£1,350**

DARRACQ 4½-litre 120 m.p.h. coupe... ... ... **£795**

FERRARI. Fabulous 4.1-litre, 12-cylinder, 135 m.p.h., Ghia sports saloon. Reputed cost £9,500. The only car of this type in the country **£2,750**

HEALEY 1951 Abbott drophead coupe, one owner... **£495**

JAGUAR XK140 fixed-head coupe, special equipment, chromium wire wheels, overdrive, 13,000 miles only **£1,375**

JAGUAR 1954 XK120 drophead coupe, "C"-type engine, every extra including radio **£875**

JAGUAR 1954 XK120 drophead coupe, exceptional condition **£875**

JAGUAR 1951 XK120 hard top, radio, twin spotlights, etc. **£525**

JAGUAR XK120 fixed-head coupe, special equipment, 6,000 miles only.

LANCIA 1955 Gran Turismo saloon, small mileage, almost unmarked **£2,150**

LANCIA. Specially tuned and prepared 2-litre Gran Turismo saloon **£1,450**

LOTUS 1955 late. Recorded mileage 3,000, almost undistinguishable from new, special engine **£595**

M.G. 1954 TF 2-seater **£595**

M.G. 1½-litre VA 4-seater **£225**

PORSCHE, Regd. late 1955, specially tuned 1,500 super fixed-head coupe. Finished in cream with red leather upholstery **£1,395**

TRIUMPH 1955 TRII hard top, overdrive, special upholstery, almost unscratched **£745**

TRIUMPH 1955 TRII 2-seater **£650**

DELAHAYE 1950 3½-litre, superb, 100-m.p.h. drophead 4-seater coupe **£595**

LOTUS, 1956. Full Le Mans specification. Very special Stage II engine. All latest works modifications. Borrani wheels. Almost as new.

If you have a sports or continental car of any type for disposal it will pay you to consult us first as we are without question the best buyers.

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OPEN ALL DAY SATURDAY

FOR SALE—*continued*

FIAT 500, Ford 1172 conversion. Telescopic shockers. A joy to drive. £135. Part exchange Austin Nippy or other small car. Hawkins, Hitchin 4195. [2802

AUSTIN SEVEN SPECIAL Sports. Massive crank. High-lift cams. All mod. cons. 65 in third. Photos for returnable florin. £210. Mercer, Harwarton, Speldhurst, Tunbridge Wells. [2801

MORRIS MINOR O.H.C., 1930, stripped engine, including reconditioned crankshaft assembly; selling together or separately. Box No. O.803. [2803

RILEY NINE MONACO, 1931. Crash gearbox, crankshaft bearings need attention. £35. ELMbridge 9868. [2804

AUSTIN 7 CHUMMY. Alloy body, good hood. Runs well. Exceptional chassis. Cunliffe, Pictor Hall, Buxton 935. [2805

WOLSELEY HORNET SPECIAL Saloon, 1935. Good condition mechanically, body, tyres. £70. Denton, 170, Birchfield Road, Widnes. [2806

1925 TROJAN UTILITY. Exceptionally sound, well shod. £30. 1934 Riley 9 Kestrel; off-side of body crashed but worth putting new body on, or for spares. J. Wallace, Napleton, Kempsey, Worcs. [2807

LAGONDA 1936 M.45R, 4-door pillarless Saloon fitted Ford V.8 engine. Girling brakes. All tyres good (used 1,000-3,000 miles). Mechanically sound. Body not so good. Plenty of life left in faithful servant, but my wife cannot drive her and we have not space for two cars. Gordon, Normandy Arms, Blackawton, Totnes, Devon. [2808

LAGONDA 16/80 Saloon (1933). Body fair, mechanically sound. Spare gearbox. £50 o.n.o. P. Ashfield, ACO 2636. [2809

TALBOT 110. Complete car being broken for spares. Many new parts, including radiator, starter-dynamo, tyres, etc. KNI 4587/8. 18, Culford Gdns., S.W.3. [2810

CHAIN GANG FRAZER NASH, Basically 4-speed Shelsley with Mercury engine and clutch. Re-registered 1948. Engine excellent, new parts include Exide battery, reliable and easy starting; 24 m.p.h. per 1,000 r.p.m. in top and smooth as silk. Owner going abroad, so would sell to enthusiast for £70. Seen at West Byfleet. S.A.E. to Box No. O.813. [2813

1935 M.G. MAGNETTE 4-seater in very good condition. Taxed. Recent overhaul. £175 o.n.o. To view, phone BAL 8026. [2814

MORGAN 4/4, 1937. Excellent condition. Climax engine, new S.U., rewired, repainted; good tyres, flamethrower, modern headlights, screen washers, flashers, other extras. £200 o.n.o. Ring Croydon 6555. [2815

1936 RILEY FALCON. Very sound condition throughout. Circa £150. Peacock, Arborfield Cross 258. [2816

VICTORIA 1926 20 GYK, unique Continental Cabriolet. Magnificent condition, body, mechanics. Documented recent rebore. Spares, including boot, bench seats, four tyres. Offers over £250 for this rare specimen. Crowborough 969 after 7.30 p.m. Write Chillies, Crowborough, Sussex. [2817

DISMANTLING "L" TYPE M.G. All parts cheap. Evenings or week-ends. D. A. Wilson, 99, Langley Way, West Wickham, Kent. [2818

VERTEX N.V.4, £3 10s. Lagonda 16/80 water-pump, 15s. 20 in. R.W. wheel, two tyres, £2. Enquiries welcomed for crashed 1929 15.7 Crossley, repairable. D. H. Taylor, 21, High Street, Harpenden, Herts. [2819

TALBOT, 1936, 18/75 SPARES. Offers. Perfect Roesch engine, axles. Three 600/650/18 golden-seals. 208, London Road, Peterborough. [2820

M.G. D-TYPE, 1932, 8 h.p., 4-speed box, 4-seater. £60. This is a fair selling price, not a basis for bargaining. Arkieson, 3, Friar's Pond Road, Fareham, Hants. [2821

ALVIS S.P.20 V.D.P. Tourer, 1933. Red. Exceptional. £130. South Lodge, Croxton 275, near St. Neots. [2822

M.G. 1½ LITRE V.A. Saloon. Reconditioned engine, clutch, gearbox. New battery, king pins. Meticulously maintained and in exceptional condition. £240. HILLside 4389. [2823

£710 OR OFFER. 1954 Austin-Healey 100. Red, with red interior, in exceptional condition throughout. New tyres. Many extras, etc. Never raced. 25, Alban Crescent, Borcham Wood, Herts. Elstree 2163 evenings; High Wycombe 3415 daytime. [2824

1949 JOWETT JAVELIN Saloon, in very nice condition. Reconditioned engine 1,500 miles ago. Five very good tyres. Servais silencer. A snip at £340. Bennett, 34, Coombe Street, Lyme Regis, Dorset. [2825

VINTAGE GEM, 30/98 Vauxhall E-type Velox. 1922. One owner from new, apart from myself. Complete history known. Full particulars, price, photo, apply Rawlings, 44, Morrab Gardens, Seven Kings, Essex. S.K. 3753. [2826

M.G. 18/80, Mk. II D.H.C./Dickey. 1931. Just completed 10,000 miles since complete rebuild which included engine, clutch, brakes, rechroming, upholstery, etc. £115 including spares. McVeigh, 2, St. Katherine's Road, Caterham, Surrey. Tel. 4861. [2827

A.C. DROPHEAD, 1933. Good condition throughout. Offers over £100. Box No. O.828. [2828

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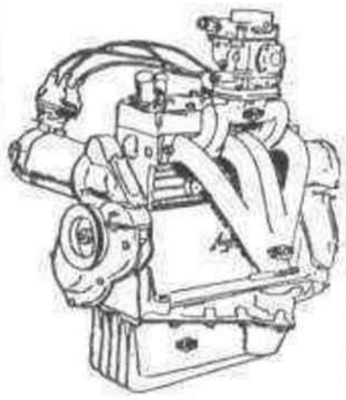
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Four-branch exhaust manifold	**79/6**	,, 3/- ,,
High-compression cyl. head	**99**/-	,, 3/- ,,
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3-blade dummy hubcaps, set (5)	**25**/-	,, 2/- ,,
Water pump pulley	**45**/-	plus 1/6 p. & p.

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FOR SALE—*continued*

VAUXHALL 12 h.p. engine/gearbox, with all accessories. 21 lb. vacuum. £40. Box No. O.829. [2829

M.G. M-TYPE. Red. Healthy engine, o.h.c.; good steering, brakes, body, etc. £75. Tel.: Tudor 5477 evenings. [2830

1931 STANDARD 9 Saloon. Mass of spares. £20 o.n.o. Harding, PAL 0404. [2832

AUSTIN 7 2-seater Sports, 1931. Good condition. Used daily. £50. Watts, 2a, St. James' Gardens, Muswell Hill, London, N.10. [2833

RILEY LYNX, 1934. £55 recently spent. Taxed December. £185. SWI 2900. 50a, Netherhall Gardens, N.W.3. [2834

1924 VAUXHALL 14/40 2-seater Tourer. Recond. engine, restorable bodywork, broken sun-wheel. Offers. Box No. O.836. [2836

RILEY AUTOVIA, 1940, 24 h.p. Good condition. £150 o.n.o. LAB 7296. [2837

M.G. 1932 F-type Magna. £45 o.n.o. 32, Anne's Walk, Caterham, Surrey. [2838

SPORTS/RACING M.G. P.B. Recent engine overhaul, rewire and respray B.R.G. £200. North Middx. Box No. O.839. [2839

1952 "ALTA HEAD" MORRIS MINOR 4-door Saloon. Black with red leather. Heater, spots. Immaculate condition. 8,000 miles since new engine and head fitted. £485. Terms arranged. THO 2160. [2840

RILEY NINE KESTREL, 1934. Twin S.U.s, reconditioned dynamo, distributor. Engine good, coachwork fair, tyres poor, hence low price. £65 o.n.o. Squire, 117, Combe Street, Chard. Tel. 3018. [2841

M.G. MAGNA 1250 c.c. 2-seater, 1932. Well above average condition. Complete engine rebuild 10,000 miles. £115. 212, Banstead Road, Banstead, Surrey. Ewell 2882. [2842

SINGER LE MANS, 1934. Red. Taxed, insured. £75. CUNningham 1747 6.00 - 7.30. [2843

SALE: PARTS for M.G. T.C. Windscreen, doors, seats. Darling, 9, Morella Road, Wandsworth. [2844

TRIUMPH, 1933, "Southern Cross" 4-seater Tourer. Good runner. Taxed, insured. £55. Dawson, 31, Seymour Road, Wimbledon Common, S.W.19. [2845

1939 MORGAN 4/4. £230 o.n.o. Box No. O.846. [2846

RILEY FALCON 12/4, 1936. Good condition, appearance, tyres, new battery, carburettor, wiring, suspension, exhaust, engine overhauled, all within last 8,000 miles. Bills shown. £85 or nearest. 5, Park View, Great Bookham, Surrey. Bookham 3283. [2847

1929 LEA FRANCIS SPECIAL, fitted Ford V.8 engine. Brakes relined, new battery, rev counter, twin exhausts, twin spots, Marchal headlamps. Finished in red and black. Sounds like a "Jag" and moves like one. £75 o.n.o. 28, Heathfield North, Twickenham, Middx. POPesgrove 8574. [2848

VINTAGE DELAGE, 1926 D.1 Tourer. In good running order. Interesting car for enthusiast. Photographs available. £85 o.n.o. Tel.: MIT 6844. [2849

32 RILEY NINE Shooting Brake. Good appearance. Spare front and back end, engine, gearbox, wheels. Offers. Enquiries Duncan (Junr.), Wheston, Tideswell, Buxton, Derbyshire. [2850

1937 RILEY NINE Touring Saloon. Special series. Manual gearbox, twin Solex, heater. Excellent condition. £195. Hemingway, 78, The Street, Fetcham, Surrey. [2851

M.G. T.C., 1947. Good condition. Offers, or part exchange later R.H.D. Volkswagen. 128, Market Street, Edenfield, Ramsbottom, Lancashire. [2852

M.G. N.A., 1935. Good condition. £130. Elsey, 8, Park Lane East, Reigate. (Tel. 5969.) [2854

BRITISH SALMSON, 1934, 12/70 2/4-seater Sports, fitted with the famous twin o.h.c. engine in excellent condition. 14,000 since first rebore. Twin S.U.s, Girlings, excellent tyres, chrome, hood and side screens. New battery. No spares difficulties. This attractive car with very good performance a bargain at £125 o.n.o. Bell, 56, Carlton Terrace, N.18. PAL 3816. [2855

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FOR SALE—*continued*

M.G. 2-STR. "L" MAGNA. Ford 10 engine professionally fitted. M. G. box. Brakes relined, recond. shockers. £115. GULliver 4023. [2864

1934 MODEL TALBOT 18.75. Excellent condition. £40 or exchange plus cash for a coupé or 4 light saloon. Box No. O.865. [2865

SPECIALIST IN REPAIRS to Vanguard and T.R.2, also breaking two 52 Vanguards. Wanted: crashed Vanguards and T.R.2s. (SHE 8210.) [2866

ALVIS SPEED 25 D.H.C., really smart looker. Repainted, and fitted new instruments. Any offer considered. Must sell. 76, Hartshorn Street, Bilston, Staffs. Tel. 41607 (business), 42564 (home). [2868

RILEY 9 1936 MERLIN. Black/red. Mechanically electrically excellent. Body fair. 4,000 miles since £100 overhaul. Good tyres. Owner purchased new car. £130 o.n.o. Payne, 24, Windermere Road, Noctorum, Birkenhead. [2869

SPARES FOR M.G., 8 h.p., 1931-2 M-Type. All main engine components, starters, dynamo, some clutch parts. Front axle, track rods, stub axles, back plates. Hinton, 4, Longden Gdns., Coleham, Shrewsbury. [2870

1937 ASTON-MARTIN SPEED MODEL, 2-litre, black. First class condition, new radiator, king pins, clutch, starter ring, battery, brakes re-lined. Best offer over £300. K. Turton, "The Warren," Pattingham Rd., Perton. Phone (Wolverhampton) 61527. [2871

BENTLEY 4¼. 1929 Gurney Nutting Sports Saloon. Chassis PB3538. Excellent mechanically. Carefully stored many years. Any trial. £150. Phone: Walton-on-Thames 2328 evenings. [2872

ASTON-MARTIN 1½ MK. II late. In last 12,000 specialist rebuilt engine, reconditioned carbs., mag., dynamo, starter, clutch, drums, shoes, new cables, late type con. rods, high cam, oil hot 40. Good, faster than usual Aston. Holborn 8396 after 7 p.m. [2873

LAGONDA 3-LITRE Pillarless Saloon. 1933, in excellent condition, economical. £130 o.n.o. Redditch 3455. [2874

M.G. S.A. SALOON, 1938. Engine good, body fair but presentable. £75 offers. 12, Noel Green, Burgess Hill, Sussex. [2875

1926 ARROL-JOHNSTON, Model "GK" Tourer with dickey. This car has been completely restored and is now in perfect condition after being stored for 20 years. £140. Bell, 26, Midland Terrace, Victoria Rd., N.W.10. [2876

M.G. J.2. Red and silver. Complete rebuild, including engine, dynamo, gearbox and steering. New upholstery and tyres. Bills for £200 in last 18 months. Specimen car. £125 for quick sale as new car has arrived. Tel.: Chorleywood 260. [2877

LOTUS SUSPENSIONED 1172 SPORTS. Tubular chassis, Girling brakes, polished inlets, twin carburettors and banana exhaust system. This excellent open two-seater finished in red. £300. Impending nuptials. Demand motoring divorce. Phone: Farnborough (Hants.) 2227 evenings, weekends. [2878

RILEY KESTREL, 1934. New mag. Good runner. £80 o.n.o. Fowell, 37, Partridge Ave., Baguley Hall, Wythenshawe, Manchester. [2879

A.C. 2-LITRE, 1933, breaking for spares. Bettin, "Withies," Westbrook Lane, Elstead, Surrey. [2880

M.G. 1½-LITRE SALOON. 1938. Excellent condition and performance. Very low mileage. £250. 28, Derwent Road, Warrington, Lancs. [2881

M.G. T.D., 1953 model. Black/red. Reconditioned engine, gearbox. Heater, split tonneau, grid, aeroscreens, "Drok," spare stage 2 head. Viewable also Bucks. £450. Hellings, 10, Sherrardspark Road, Welwyn Garden City. [2882

LAGONDA 16/80. Sports Saloon. Mechanically good. Sports coil conversion. Body sound but requires repaint. £60 o.n.o. Exchange. 94, Allens Lane, Pelsall, Walsall. [2883

1937 CORD, American super sports coupé. Front wheel drive, electric fingertip gears, good tyres. Bargain if only for spares. First offer accepted. Birmingham: NOR 7742 evenings. [2884

URGENT SALE. Humber Sixteen, 1938, with 1955 22 ft. Residential caravan. Both immaculate. Plus luxurious complete equipment. Private country site, convenient coasts. £525. Sully, Fletcher's Bridge, Bodmin 2388. [2885

X.K. 120 JAGUAR, red. Heater, winkers, screen washers. Good condition. £585, exchange T.R.2. 86, Downend Road, Kingswood, Bristol. Tel. 73545. [2886

SINGER LE MANS 9, two-seater Speed Model. Offers or exchange W.H.Y. Full particulars Richardson, 38, Clay St., Burton-on-Trent. [2887

MORRIS EIGHT various chassis parts. V.8 engine and accessories. 6/12v. coils/horns. Scintilla Vertex. 4.50-17 600-18 tyres, tubes. Benington, Twitten, Crowborough, Sussex. [2888

MERCEDES BENZ MODEL 170 saloon, black, 4-door, original cellulosed coachwork. Engine recently overhauled. New tyres, R.H.D., battery. Taxed. Guaranteed 3 months. £245. Seen Birmingham. Box No. O.890. [2890

1935 SINGER LE MANS 1½-litre. In daily use and in excellent condition, first reasonable offer accepted. Webb, "The Stead," Drakes Broughton, Pershore, Worcs. [2891

FOR SALE—*continued*

ALVIS 1935 SILVER EAGLE, 16.9 h.p. Tickford saloon. Absolutely original and in exceptionally good condition throughout. Engine, brakes and rear axle completely overhauled during past year. 20 m.p.g. £100. Hotblack, Charlocks, Dormansland, Surrey. Dormans Park 396 or Belgravia 3785 9.30-5.30. [2892

FORD 10 SPECIAL, August 1956. Pale blue "Mistral" body. Victory tubular chassis. New windscreen & hood. 4-branch manifold. Twin carburetters. Reconditioned engine. Completely new electrical & cooling systems. Fully upholstered. A road sports or club racing car. £280 o.n.o. or exchange modern saloon. C. Bullock, 4, Dora Road, Wimbledon, S.W.19. [2911

VINTAGE 1927 MORRIS COWLEY. Immaculate throughout. £95 o.n.o. 209, Kimbolton Road, Bedford. [2912

M.G. T.D. OWNERS. Bargain. Chrome luggage carrier, full tonneau, unused retread, workshop manual. Excellent condition. £12. James, "Upcott Hall," Bishops Hull, Taunton. [2913

ALVIS SPEED 20 COUPE, complete. Chassis or dismantle for spares. Evenings, weekends. SHE 8550. [2914

EX R. C. WILLIS SPORTS RACING B.M.W. SPECIAL. 328 engine, Bristol head and valve gear. Racing camshaft. Short stroke crank giving 1,475 c.c. C./R. preselector gearbox. Two L./S. brakes. Elecktron body. Exceptional performance. Also spare 1,997 c.c. engine less head, cracked water-jacket. 56, The Grove, Totley, Sheffield. Phone 74257. [2915

FORTHCOMING BIRTH FORCES SALE of 1947 Triumph Roadster, resprayed, new hood, front carpets, good tyres, screen washers. £325. Herring, "Peregrine," Woodlands Road, Little Bookham, Surrey. [2916

CHUMMY SEMI-SPECIAL. Everything renewed or overhauled. Not quite finished. £35 I hope. VALentine 6334. [2917

M.G. M TYPE. Good condition, modified back. £65. 26, Kingswood Rd., London, S.W.2. [2918

M.G. P.A. Engine and gear box for sale. Johnson, Providence Place, Coningsby, Lincoln. [2919

SUNBEAM 20 COUPE, 1933. Aluminium body, in perfect condition throughout. Engine recently overhauled. Must sell. £180 o.n.o. Flemington, Brediland House, Paisley, Scotland. [2920

£150. ALLARD 71K 2-seater. Sept. 1947. 284. Crewe Road, Gresty, Crewe. [2921

M.G. 1937, T.A. Excellent condition throughout. Engine completely reconditioned 3,000 miles ago. Sound and reliable. £195. Huyton, Arncliffe, Skipton, Yorkshire. Arncliffe 241. [2922

SUNBEAM, 1934 Speed Twenty saloon. 83,000 miles only, very clean and sound, instruction book, 3 owners. £110. Nottage, 14, Kingsway West, Newton, Chester. Phone 27569. [2923

21 x 5.25—new, unused Dunlop tyre, nearest £10. KEN 7515. [2925

£45. MORRIS 8 H.P., 1935. 4-seater tourer. Sound and tidy car. Owner emigrating. 29, Howard Road, Dorking 3461. [2860

1935 WOLSELEY HORNET Daytona Special. £98. Aluminium body. Good hood, oil cooler. Insured. Gasson, Gladstone Cottages, Farm School, Redhill, Surrey. [2861

IMPECUNIOUS SPECIAL BUILDERS: 1935 Singer chassis, reconditioned Ford 8 motor, rough 'brake body. Excellent mechanically. £25. Welwyn 521 (Herts.). [2862

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MERCEDES-BENZ CLUB is anxious to acquire, for preservation, pre-war Motor Show literature, works manuals and anything of technical or historical value. Pre-war spares or damaged models of interest. Club membership is open to all Mercedes owners. Spares Registrar, 77, Gresham Street, E.C.2. [2283

FORD TEN 4.7 C.W.P. Good condition, for spare. 52, Arden Oak Road, Birmingham 26. [2307

ALVIS SILVER EAGLE ENGINE, triple S.U.s, must be nearly complete, any condition. Pilot Officer Lisle, Officers' Mess, R.A.F. Oakington, Cambs. [2308

ROLLS PH. 2 DROPHEAD, 2 or 4 door saloon, no division, Continental chassis, local examination arranged. Consider Mercedes 540 K and Bentley 4¼. Mint or nearly so, please. Box No. O.309. [2309

WANTED—STAGE 1 CONVERSION for V.W. Forfar, 19, Mostyn St., Llandudno, Caerns. [2310

CRASHED AUSTIN-HEALEY, A.40 Sports or anything modern. Particulars, 12, Coombe Rd., Birmingham 20. [2311

DELLOW 100E. MODEL. Also Nordec blower kit. Barker, 44, Haling Park Road, South Croydon. CRO 4517. [2317

SMALL POSTWAR SPORTS or tourer wanted, about £200. Telephone: COL 5043 after 7 p.m. [2339

TWIN 1¼ IN. S.U.s, with if possible, manifolds suitable 1,489 c.c. B.M.C. Series "B" Unit. Alternatively consider suitable supercharger. For sale: Quantity A.40: A.50: M.G. Magnette, spares, unused: 12v. dynamos; starter; horns; camshaft; pistons; Zenith carb. and manifolds, etc. Write for list. Fleetwood, 67, Bills Lane, Shirley, Solihull, Warwicks. SHI 3304. [2341

WANTED—*continued*

SILVER GHOST ROLLS-ROYCE wanted. In running order, fit for and able to be driven on the highway. Price, photo. Box No. O.340. [2340

TWIN S.U. CARBURETTERS and manifolds for Morris 803 o.h.v. Condition unimportant. M. Henderson, Pembroke, Cambridge. [2342

WANTED BY PRIVATE BUYER, vintage car, preferably pre-1915, condition immaterial, excellent cash price offered, will collect anywhere. 49, Henry Street, Rishton, nr. Blackburn, Lancs. [2343

MOTOR SPORT WANTED. Complete years, from 1951 and back. What have you? Send price and details to C. W. Saffell, Rt. 4 Box 200, Huntsville, Alabama, U.S.A. [2344

T.R.2 HEAD WANTED, complete with valves, rocker gear, carbs. and manifolds. Must be uncracked and reasonably priced. Also wanted, Triumph 1800 wheel. Hibbins, Barclays Bank, South Elmsall, near Pontefract. Tel.: S.E. 58. [2348

T.R.2/3. DAMAGED ONE REQUIRED. State condition and price. 24, Heworth Hall Drive, York. [2353

LANCIA AUGUSTA REQUIRED in really good condition by enthusiast who will not appreciate a chassis or body rusted away. An excellent model will have a good home and price will be of second consideration. Box No. O.354. [2354

HANDBOOK DAIMLER 15, 1937. Plowman, Flat 1, 344, Bearwood Rd., Smethwick, Staffs. [2376

PRE 1916 VAN or light lorry, Model T Ford or similar, any condition considered. Kemsley, 1, Riversleigh Avenue, Lytham, Lancs. [2377

WANTED. 1954 Ford Anglia, with Aquaplane, or similar mods. Box No. O.378. [2378

WANTED. Complete engine and gearbox from A.30, B.M.C. Minor, o.h.v. Standard, plus allied pieces. Write Flt. Lt. Ford, R.A.F. Kinloss, Moray. [2379

WANTED: 750 Special, reasonable price. McClean, 10, Weydon Hill Rd., Farnham, Surrey. [2380

OVERSEAS VISITORS IN LONDON June-July wishes purchase Rolls-Bentley, 3½ or 4¼, body and mechanical condition must be first class. Preferably sports tourer or drophead foursome but classic sports saloon considered. Also 18 in. knock on wheel and set of 5 ditto for Riley, with or without tyres. Replies to McLeod, National Bank N.Z., Moorgate. [2381

BUY 3.54 TO 1, 6 stud 9/32 tooth crown wheel and pinion for 1935 light sports Railton. Reply by airmail please, stating condition, price and where seen to Box 1674, Christchurch, New Zealand. [2387

RECONDITIONED OR SOUND RADIATOR "M" type M.G. Midget. Also hubcaps. Oxborrow triple stud remould, 19 x 4.50. Bruce-White, Winterbourne Gunner, Wilts. [2421

BUGATTI 19 in. wirewheel, T44/40/37 engine or block and cambox, rev. counter. T40 gearbox, rear axle complete or crown wheel and pinion only. Sell two 21 in. wire wheels, tyres and tubes. Dixon, 29a, The Crescent, Brinklow, Rugby. [2422

WANTED: Aluminium or fibreglass bodied Austin 7 Special. Realistic price. No junk please. Photo appreciated. All letters answered. Write Crowe, 47, Northlands Avenue, Orpington, Kent. [2423

ASTON MARTIN Mk. II, 35-36, 2/4-seater. State oil pressure and condition. Good price offered. Griffin, 62, West End, Witney. Phone 3381. [2424

1172 POST WAR FORD SPECIAL. Price and full history to Oliver, 12, Bostall Hill, Abbey Wood, S.E.2. Phone Woolwich 3325 after six p.m. [2425

FIBREGLASS BODYSHELL suit A.7 Special, 6 ft. 9 in. wheelbase. Give full particulars. Box No. O.426. [2426

J.2 M.G. CRANKSHAFT, knowledgeably sound. State price and if possible crankpin diameter. Fortin, 32, Woodhall House, Welwyn Garden City, Herts. [2427

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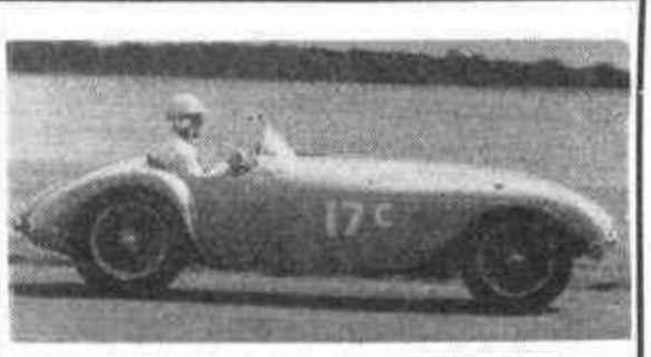
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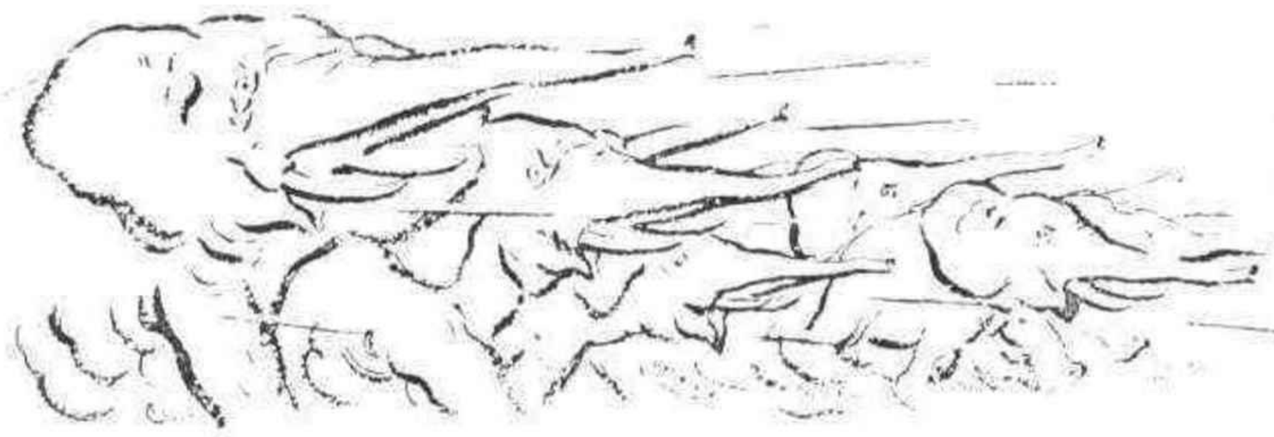


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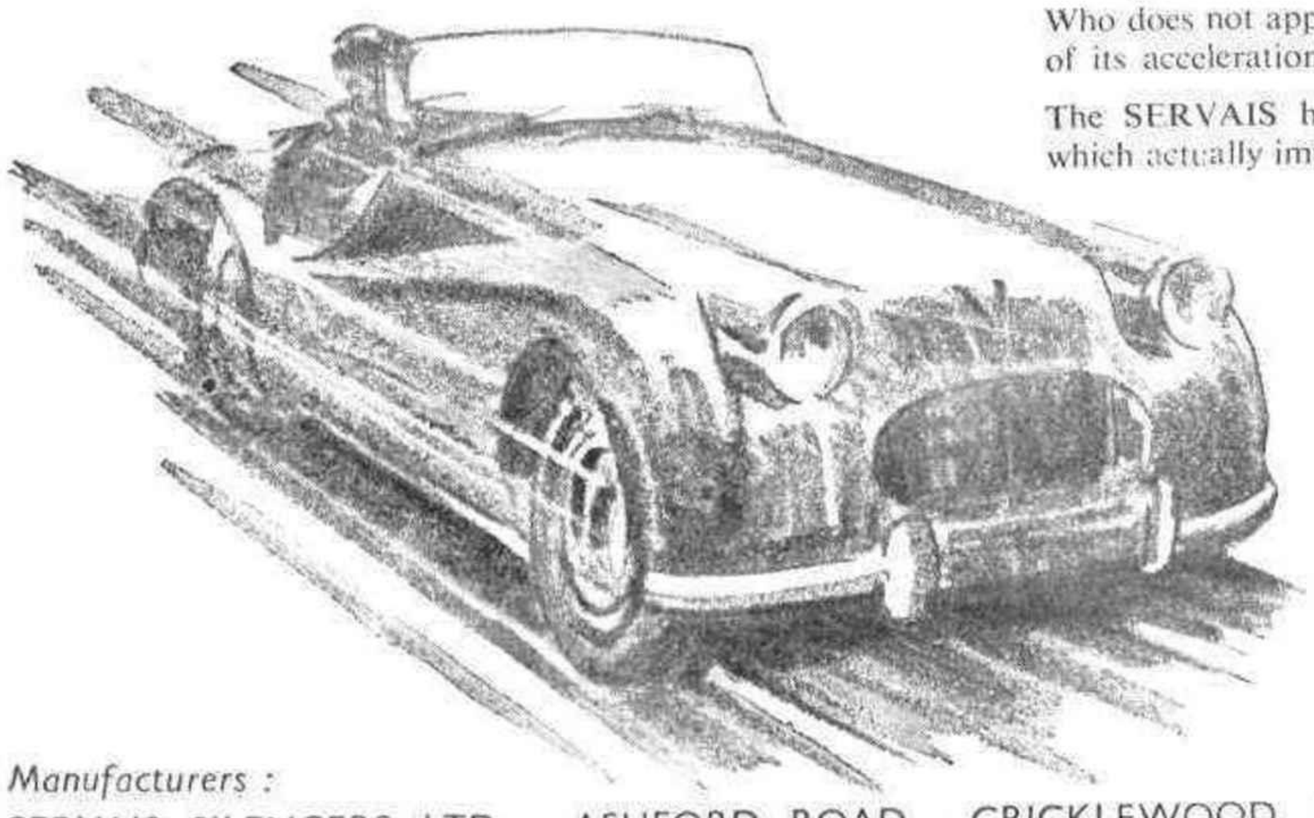
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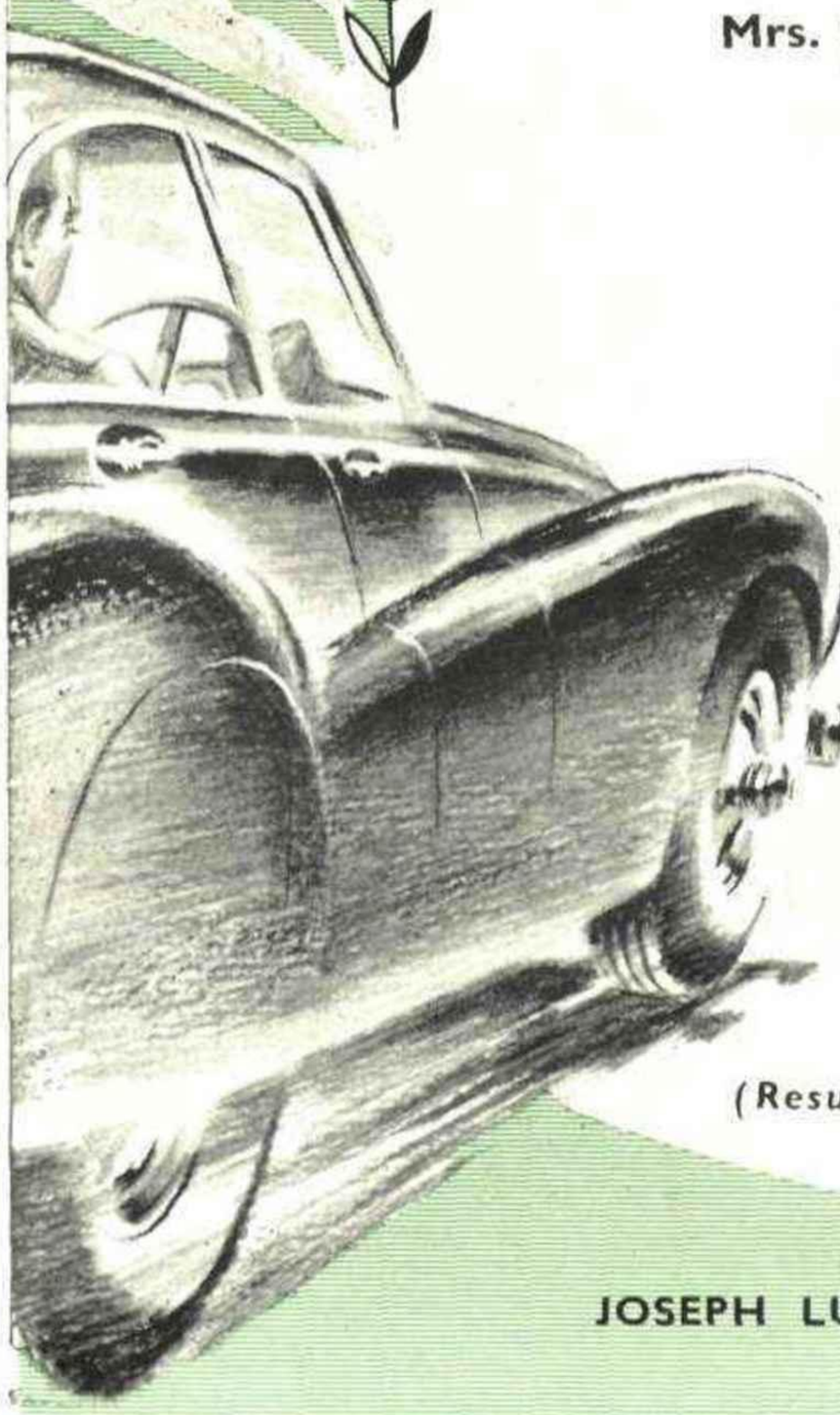
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