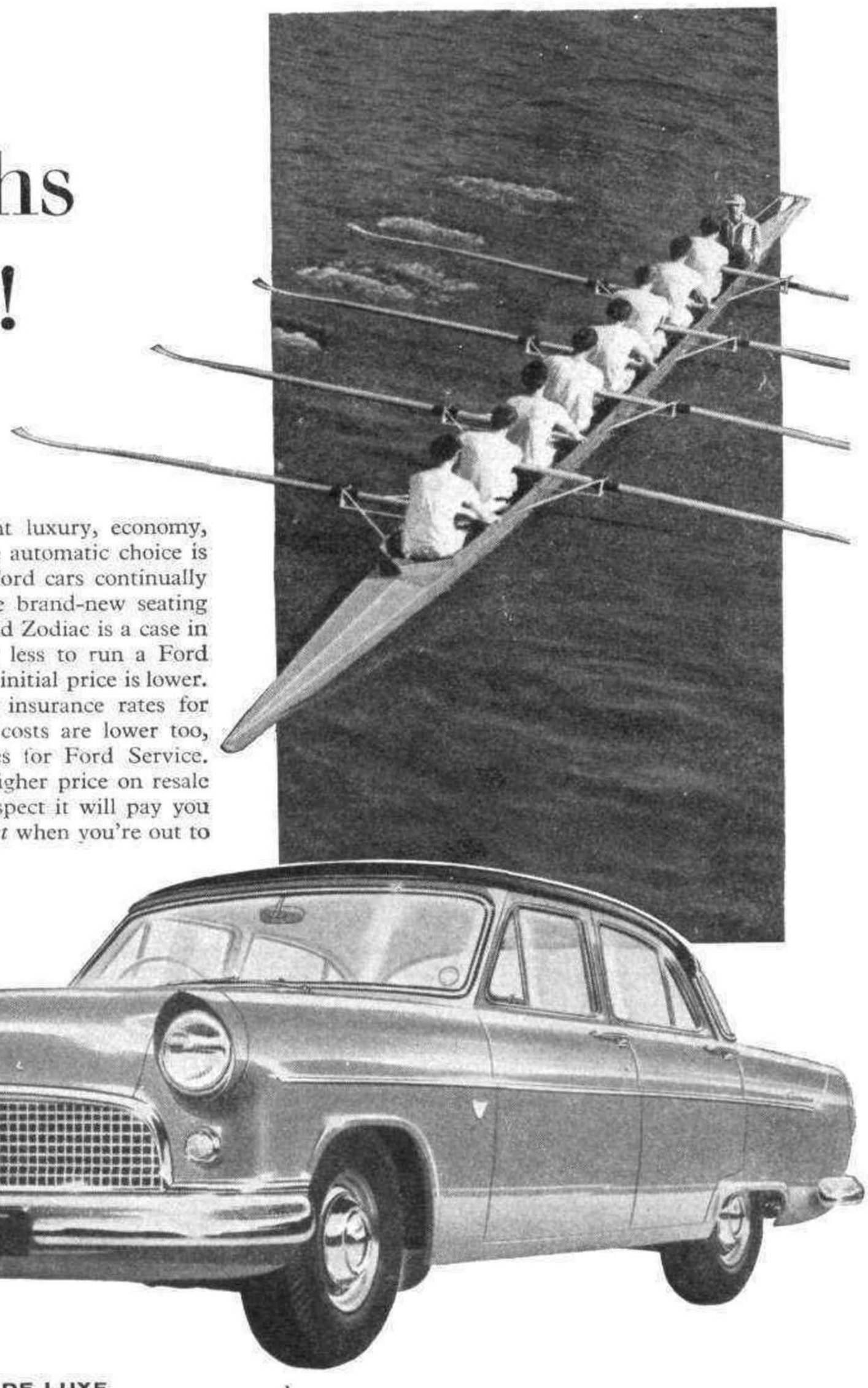
Vol. XXXIV No. 4 ONE SHILLING AND SIXPENCE April, 1958

MOTOR SPORT

LARGEST CERTIFIED NET SALES 34th YEAR OF PUBLICATION



Lengths ahead!



FOR MOTORISTS who want luxury, economy, and value for money the automatic choice is FORD. For instance *all* Ford cars continually enjoy improvements (the brand-new seating in the Consul, Zephyr and Zodiac is a case in point). It also costs far less to run a Ford than any other car. The initial price is lower. There are specially low insurance rates for Ford owners. Running costs are lower too, with low, uniform prices for Ford Service. And a Ford fetches a higher price on resale or trade-in. In every respect it will pay you to see a Ford Dealer *first* when you're out to buy your new car.

CONSUL DE LUXE

de Luxe, two-tone family car – 6-seater with a host of luxury fittings.

OVERDRIVE – available on Zephyr and Zodiac saloons, convertibles and estate cars.

FULLY AUTOMATIC TRANSMISSION – available on Zephyr and Zodiac saloons and estate cars.

FORD

Ford Motor Company Limited · Dagenham

the DOUBLE-CRASH DANGER

The second crash of the double crash is the one that does the damage. This is the crash INSIDE your car—the one to beware of most.

In a motoring emergency the greatest threat to the safety of you and your passengers—PARTICULARLY IF THEY ARE CHILDREN—comes from the INTERIOR of your car more than from the external impact itself.

In an accident—perhaps even minor in itself—you can be catapulted from your seat with incredible speed and force to crash violently against the surrounding bodywork and fittings.

Careful, courteous, skilful driving averts many an accident. But against the unforeseen, the sudden emergency stop, the swerve to avoid a collision, and the skid on a greasy road, a door swinging open, against these, and against the SECOND CRASH, you need the protection of the IRVIN SAFETY BELT.

Evolved by the IRVING AIRCHUTE CO., from many years of making world-renowned safety equipment, the IRVIN SAFETY BELT is tremendously strong, easily fitted, convenient, unobtrusive and comfortable to wear, and is fitted with the INSTANT-RELEASE buckle.





DON'T WAIT FOR THE EMERGENCY TO ARISE, GET MAXIMUM PROTECTION WITH THE IRVIN CAR SAFETY BELT.

Trafalgar **CAR SAFETY BELT**

Available at 65/- each from Garages, Dealers and Stores, or if in difficulty direct from us

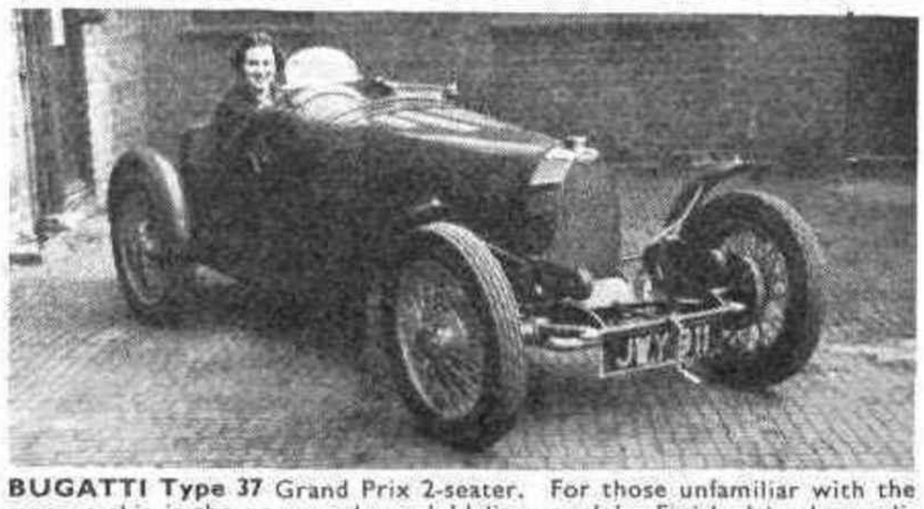
Distributed by :

JOHN SYDNEY LTD., BRIXTON HILL PLACE, LONDON, S.W.2

Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD

Bedfordshire. **Tel. : Leighton Buzzard 2060**



BUGATTI Type 37 Grand Prix 2-seater. For those unfamiliar with the marque this is the unsupercharged 1½-litre model. Finished in the traditional shade of blue and in excellent and almost entirely original condition throughout. **£295.**

1953 MORGAN Plus Four 2-seater, finished in green. New tyres, new weather equipment; 2,000 miles since complete overhaul and in quite exceptional condition throughout. **£485.**

1948 (Jan.) TC M.G. 2-seater. In exceptionally good condition throughout, finished in green. 16-in. rears, twin spots, heater, wing mirrors. **£375.**

1948 (Oct.) TC M.G. 2-seater, finished in cream, with red leather upholstery, generally well above average condition. **£385.**

1948 (Oct.) LEA-FRANCIS 1½-litre sports 2-seater roadster, with room for an occasional third passenger. Finished in Alfa-red, with beige Vynide hood and trim. Very good mechanically and sound coachwork. **£345.**

1954 M.G. Magnette, twilight grey, 34,000 miles, heater, screen-washers, wing mirrors, twin spotlights, excellent condition throughout. **£645** or exchange good TR2 with overdrive.

1956 (September) FORD Anglia de luxe, heater, wing mirrors, etc., 14,700 miles. Fitted Elva o.h.v. conversion giving 90 m.p.h. with improved economy. **£525.**

1939 M.G. TA 2-seater. Black with red upholstery. A good example, mechanically sound, good tyres. **£255.**

1935 FRAZER-NASH-B.M.W. 2-litre saloon, hydraulic brakes, Bristol oil pump, above average condition. **£135.**



BENTLEY short-chassis **Red Label** 4-seater. Fitted with a 4½-litre engine which has been sleeved to standard. Magnetos and carburetters recently overhauled. New hood and sidescreens. Attractively finished in B.R.G. **£275.**

1938 (August) BENTLEY 4¼-litre LE Series Park Ward sports saloon. An exceptional car with comprehensive Works history. **£525.**

COOPER-FORD. A potent 1,172 contender with Aquaplaned engine, Cooper frame and i.f.s. The final drive is by a 4.7 : 1 Ford axle coupled to the Cooper transverse spring and located by Panhard rod. **£195.**

RILEY 1½-litre six-light **Kestrel** sports saloon. Finished in original light grey with blue leather upholstery. An attractive and well-maintained car. **£225.**

1937 S.S.100 2½-litre 2-seater, finished in dark green, new hood and sidescreens, attractive interior. The chassis and steering are excellent, and the engine has just had a complete overhaul by a specialist firm, bills available, **£295.** Also similar model, white, reconditioned engine, **£265.**

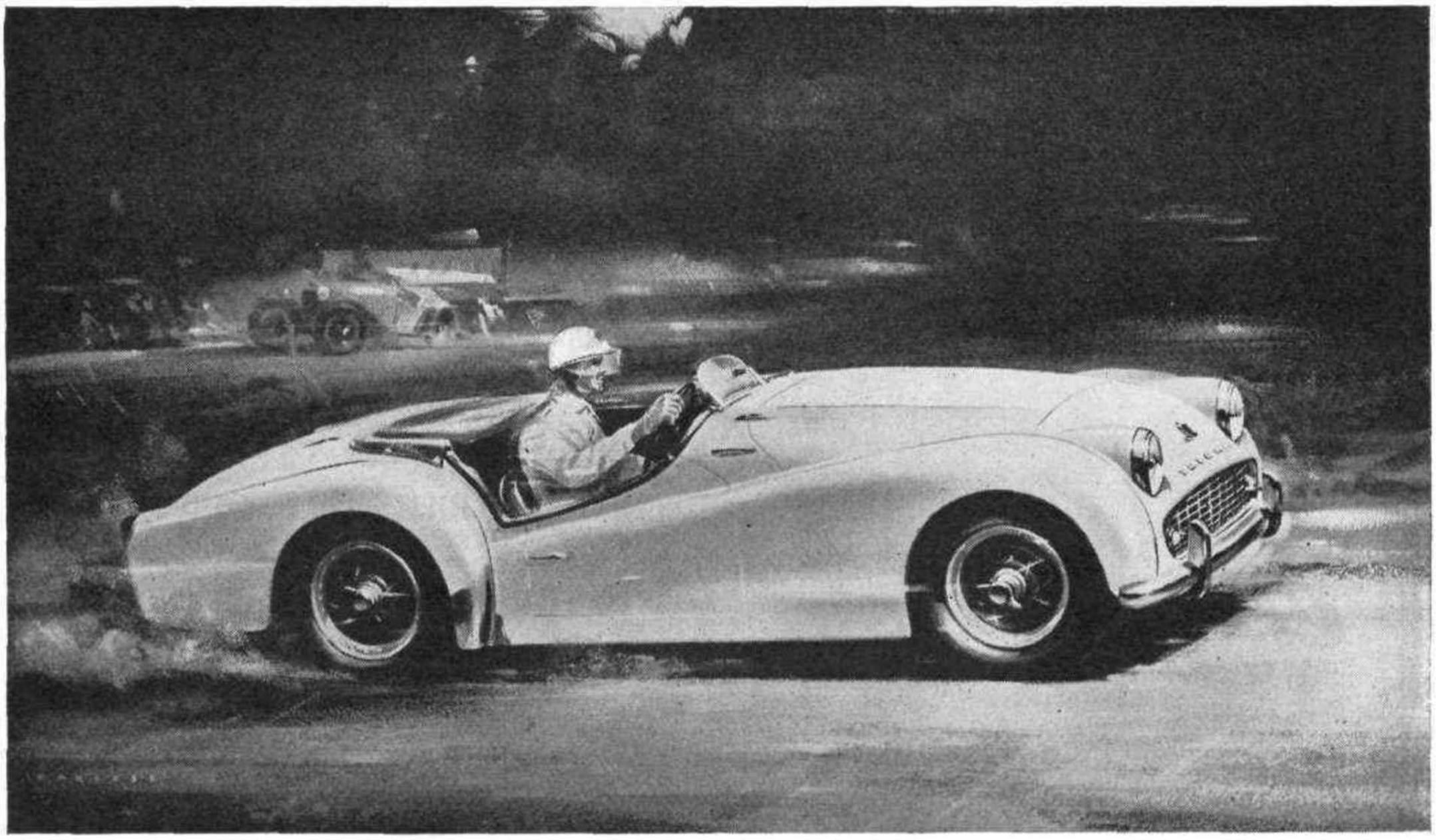
1938 ALVIS Silver Crest saloon. In fine mechanical order with excellent bodywork and interior. Many extras, including radio, heater, spotlights, windtones, etc. **£145.**

BUGATTI Special 2/4-seater. An attractive Jarvis-type body, well constructed and finished in Bugatti blue has been fitted to what is believed to be a Type 44 chassis. The gearbox and radiator are also believed to be Type 44 but the original Bugatti engine has been replaced by a specially-tuned 25-h.p. Vauxhall unit, giving vivid performance with reliability. Brakes have been converted to Lockheed. **£125.**

EASY TERMS **EXCHANGES WELCOMED**

WE ARE INTERESTED IN PURCHASING MOST TYPES OF BRITISH AND CONTINENTAL SPORTS CARS IN GOOD CONDITION. IF YOU HAVE A CAR OF THIS TYPE FOR DISPOSAL, WHY NOT CONTACT US?

Ask the man with a TRIUMPH!



. . . in competition trim

He'll tell you that for sheer value for money there is nothing to equal the Triumph T.R.3. Consider these facts: a top speed of over 100 m.p.h.; petrol consumption of 32 m.p.g.; disc brakes for super safety; large rear boot; adjustable bucket seats and a collapsible top and sidescreens to give snug protection in bad weather.

Price **£699** *Plus P.T. £350 . 17 . 0*

Still way ahead – Triumph T.R.3

Your Standard or Triumph car is backed by a 12 months guarantee and the world wide Stanpart spares service.

Triumph Motor Co. (1945) Ltd., Coventry, England *A subsidiary of The Standard Motor Co. Ltd* London Showrooms: 13-17 Berkeley Sq., W.1. Tel: Gro. 8181

SO MUCH MORE VALUE



SO MUCH MORE
in mileage, silence and grip.

SO MUCH MORE
in cornering stability, even wear and comfortable riding.

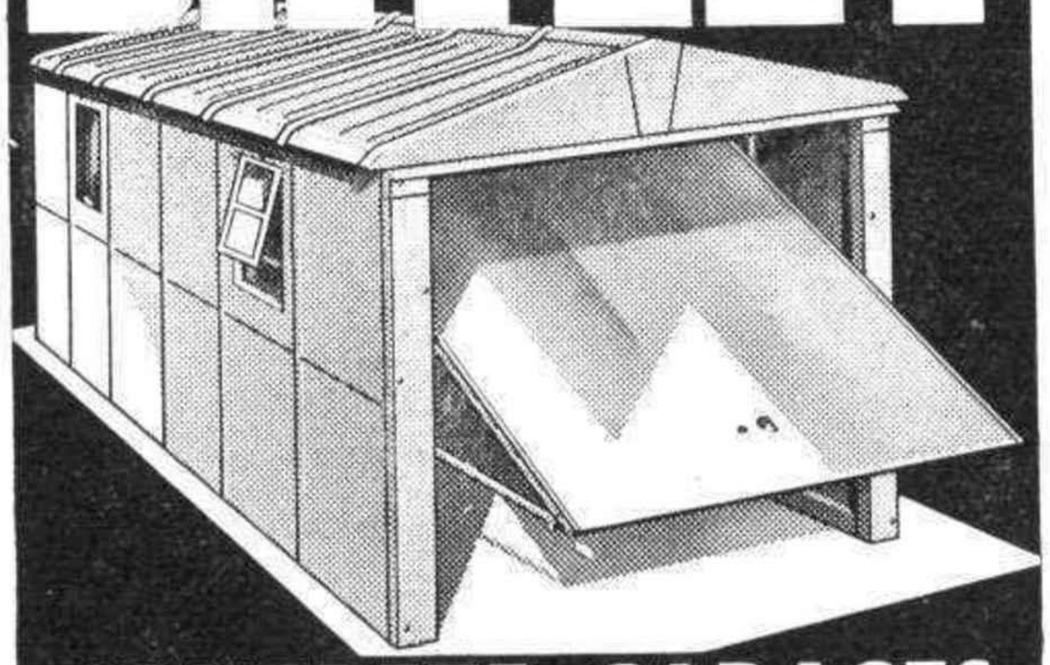
SO MUCH MORE
in all-round value.

That is why it was immediately fitted as standard equipment by the majority of British Motor car manufacturers.

THE **New DUNLOP**
'Gold Seal' Tyre

RH/107

BATLEY



CONCRETE GARAGES

FOR EVERY CAR-AND EVERY SITE!



'LEAN TO' GARAGE — EXTRA WIDTH GARAGE — 'MULTIPLE' GARAGES

FROM £49 OR DEFERRED TERMS

Fully illustrated brochure on request **ERNEST BATLEY LTD.**
151, Colledge Road, Holbrooks, Coventry *Tel.: 89245/6*

HOODS READY TO FIT FROM £6

Best-quality Double Duck. Flexible plastic rear window. For most makes, including M.G., Morris, Austin, Hillman, B.S.A., Singer, Standard, Land Rover, etc. Plastic hoods also available, prices on request. Specials and vintage cars made to order, self-measurement charts available on request.

● *Sent by post or fitted same day*

CARPETS. Ready to fit for all popular makes. Standard colours. Complete set from **5 gns.**

HOOD REAR WINDOWS. Flexible plastic (Full width if required). Ready-built replacements. **16/6**

REPAIR SERVICES. Fabric and sliding roofs repaired and re-covered. Seats and door panels repaired and renewed.

TRANSPARENT LOOSE COVERS. For seats and door panels. Made in tough, durable, crystal clear plastic.

SIDESCREEN RECONDITIONING SERVICE. For full details see booklet.

Postal Service if required. Please add postage and packing extra.

Write for free Catalogue to Sales Dept. (7)

TONNEAU COVERS, with centre zips, from **£5.**

TRANSPARENT FOLDING HOODS. In crystal clear, flexible plastic. Tailor made, ready to fit.

BUCKET SEATS. Best quality. Fluted backs. Suitable all popular sports, saloons and vans. **75/-.** Tubular frame for raising off floor if required.

TRIMMING MATERIALS. Large range, inc. Leathercloth, Hooding, Mouldings, Carpets, Headlinings, Adhesives, etc. Complete range and prices in catalogue.

ACCESSORIES. Complete range available, inc. Lamps, Polishes, Cleaning Materials, Nuagane, Body Paints, Mirrors, etc. Full range Holts' products.

THE LONDON TRIMMING CO. LTD.

Sales : 436 King's Road, Chelsea, London, S.W.10
Works : 40 Queen's Gate Mews, Kensington, S.W.7
Sales Dept.: open SATS. until 5.30p.m. Tel. (all depts.): FLAxman 3192

MIDLANDS BRANCH : 72 Cambridge Street, Birmingham 1. *'Phone : MIDland 1747*



Send for FREE ILLUSTRATED 24 page CATALOGUE

Petrols do differ

Of course they differ. A reputable company like Cleveland would not advertise the superiority of its leading grade year in, year out unless its claims could be fully substantiated by the test of experience. So don't be put off by all this talk about "not an atom to choose between them." There is, you know.



For Superior Performance

Cleveland Discol is a very fine petrol to which ALCOHOL has been added. This means instant starting, more top-gear driving, better consumption and a carbon-free, clean engine. So become one of the very large number of motorists who are already confirmed Discol users – discriminating drivers all, who value the superior performance of Cleveland Discol and the many advantages that only an ALCOHOL blend can give.

CLEVELAND is the registered trade mark of Cleveland Petroleum Company Limited and DISCOL is the registered trade mark of The Distillers Company Limited.

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
HATTERS

JUST ARRIVED

the new Herbert Johnson crash helmet. Made in fibreglass with temple protection, detachable peak, quick release chin strap.

6 gns.

Photographs shortly available on application.



The H.J. Lightweight Crash Helmet now made in fibreglass £5.15.0. Sprayed any colour 15/-. Box and postage 5/-.

CELASTOID VISOR £3.3.0.
Leather visor cover, 21/-.

DRIVING GLOVES.
Split hog, net backs, 26/6. Cape, crocheted backs, 41/-.

OVERALLS. Grenfell cloth in a variety of colours, £8.15.0, or two-piece: Jackets £5.15.0, Trousers, £4.15.0. Cotton drill overalls now £2.10.0.

Herbert Johnson
(BOND ST) LTD

38 New Bond Street, London, W.1. Mayfair 0784

NUBREX TITE-SEAL NIPPLES

Now sold in a handy Pack!
FOR ONLY
5/-



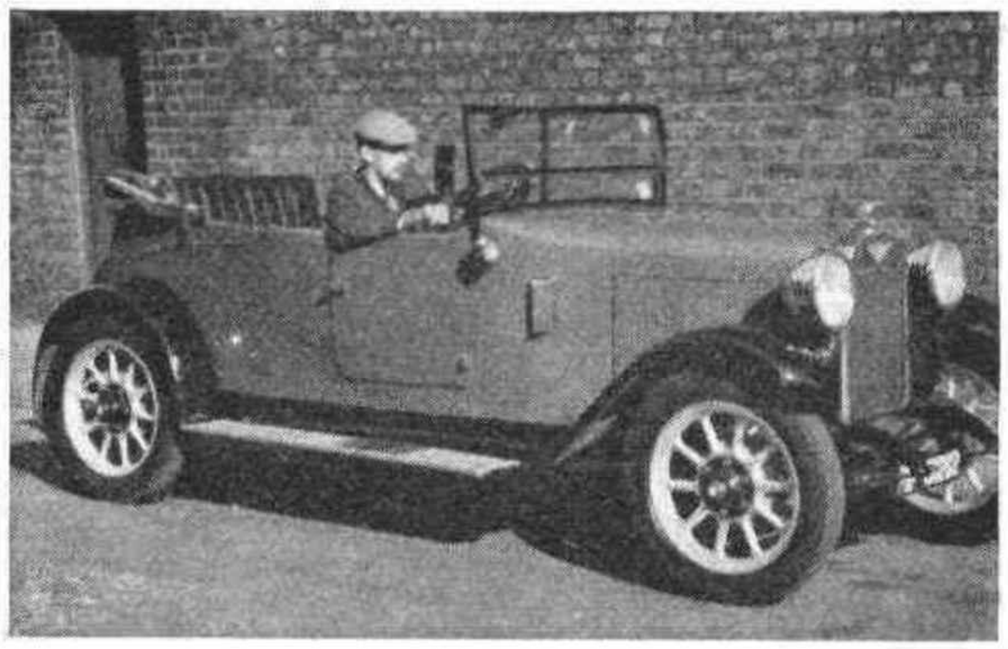
Registered

These famous grease nipples automatically prevent any dirt entering the bearings and always give 100% effective lubrication. And now for the first time they are made easily available to the private motorist.

Each pack contains a selection of five of the most suitable nipples for each of the following groups of vehicles: **Rootes Group Vehicles—B.M.C. Vehicles—All British Vehicles—General Motors' Vehicles—Ford Vehicles—All American Vehicles.**

Obtainable at Halfords and other leading stores. Wholesale stockists: Buck and Hickman

Manufactured by CH. J. NEUMAN LIMITED
445 Brighton Road, South Croydon, Surrey



'Finish . . . quite remarkable'

ONE OF MANY VALSPAR TESTIMONIALS

Dear Sirs,
The job of painting "Matilda" (my 1927 Austin 12) was completed in about 4 hours, with a 1" brush, and the finish, well quite remarkable, as you can see from the enclosed photograph.
Everybody who sees the car remarks on the beautiful green (B.R.G., of course), and the black wings and chassis set it off to perfection, thanks to Valspar.

Yours faithfully,
(*Signed*) G. A. NYE

- NO UNDERCOATING REQUIRED FOR A FIRST CLASS FINISH
- DRIES IN 2 - 4 HOURS
- STEAM, HEAT, OIL & PETROL PROOF
- EASILY APPLIED, EASY TO KEEP CLEAN

VALSPAR
2-4 HOUR LACQUER

The enamel that boiling water made famous



When you have any spare time Valspar Paints are ideal for *all* home decorating.

Use
VALSPAR CAR POLISH
which cleans and polishes at one and the same time.

To: GOODLASS, WALL & CO., LTD. 179/185 (P.4) Great Portland St., London, W.1

Please send a free copy of the Valspar Handbook giving full details of how to use Valspar paints

NAME _____
BLOCK CAPITALS

ADDRESS _____

MICROBOATS AND CAR BODIES AVAILABLE

EX STOCK

elegant — safe — versatile — outboard motored — reinforced plastic



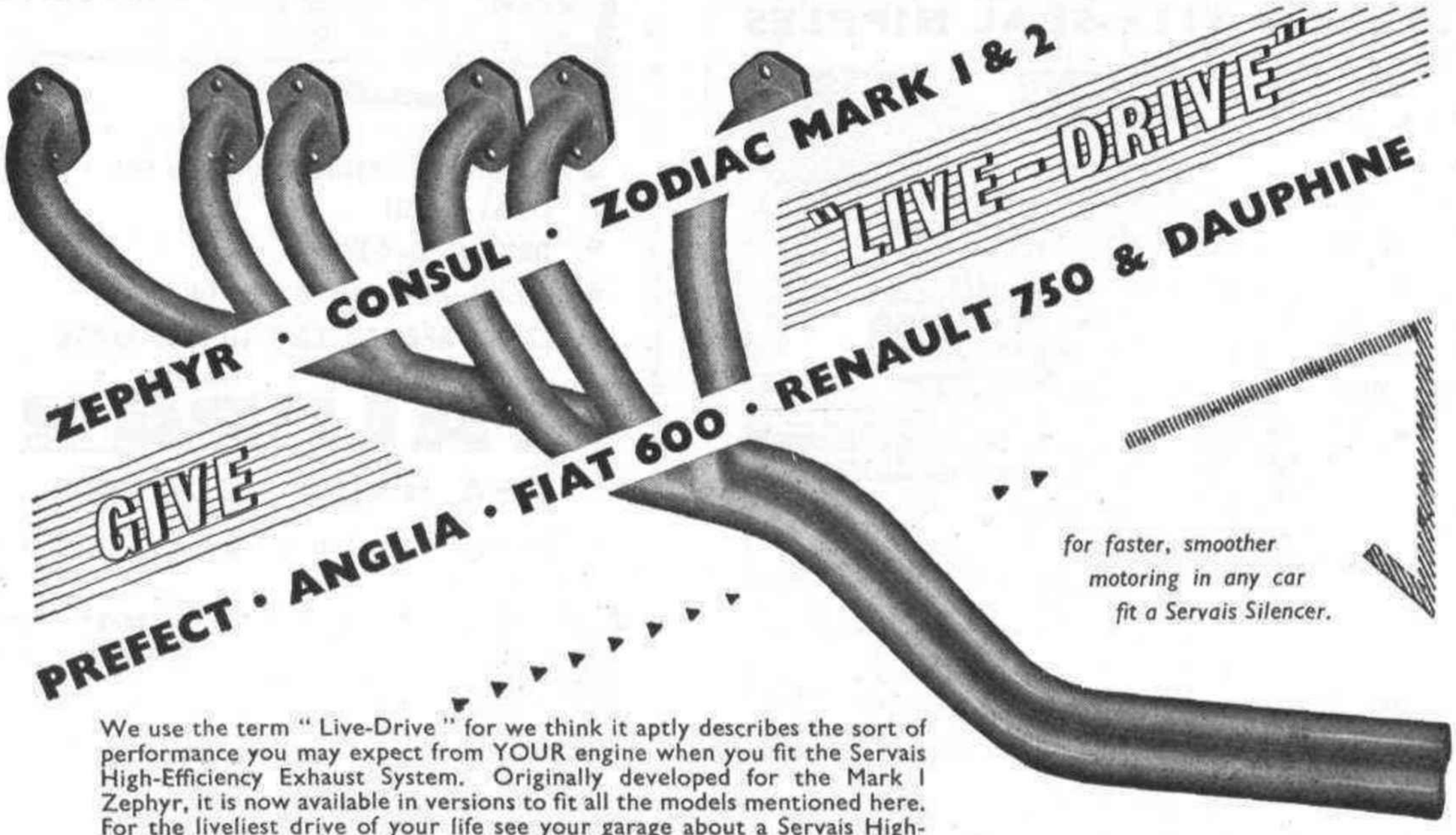
lightweight — robust — practical — miniature runabout — built-in buoyancy

THE NEW MICROBOAT

At £45 *ex-Mitcham* **yet another outstanding product joins the well-established successes of the "Mistral" and "Stiletto" reinforced plastic body shells.**

MICROPLAS LTD - MITCHAM - SURREY

SERVAIS HIGH-EFFICIENCY EXHAUST SYSTEMS



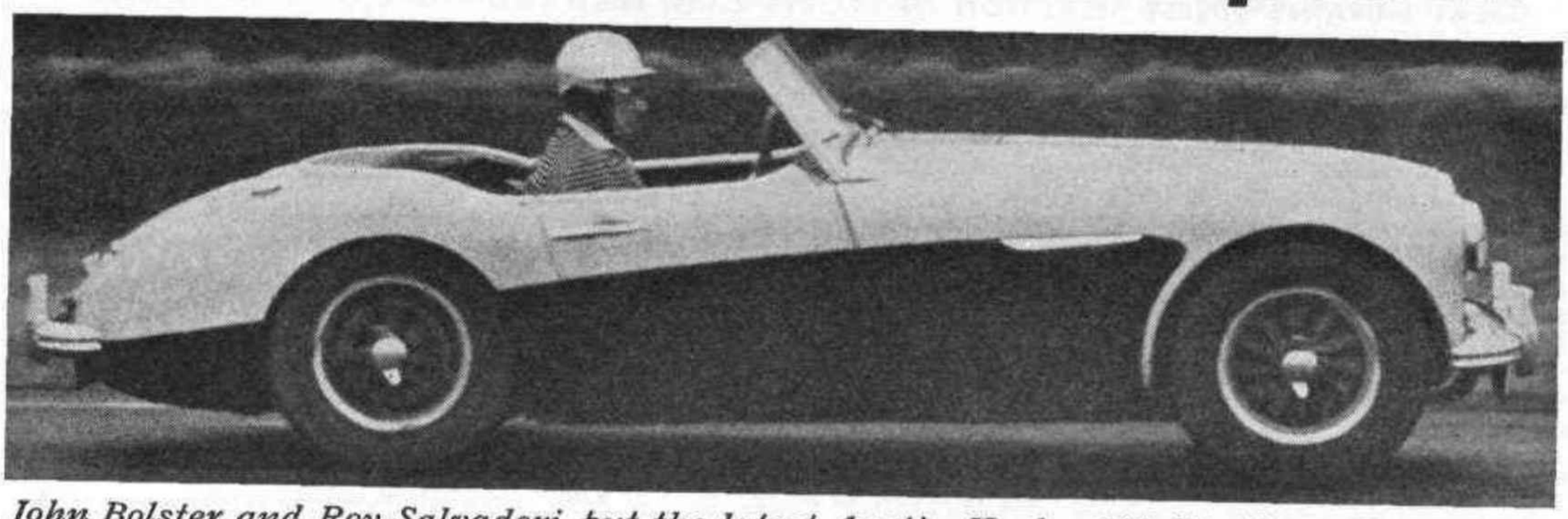
We use the term "Live-Drive" for we think it aptly describes the sort of performance you may expect from YOUR engine when you fit the Servais High-Efficiency Exhaust System. Originally developed for the Mark I Zephyr, it is now available in versions to fit all the models mentioned here. For the liveliest drive of your life see your garage about a Servais High-Efficiency Exhaust System.

QUICKER AND QUIETER

In case of difficulty write to the manufacturers

SERVAIS SILENCERS LTD · ASHFORD ROAD · LONDON NW2 · *Tel.: GLAdstone 0023 (3 lines)*

'an impressive increase in punch'



John Bolster and Roy Salvadori put the latest Austin Healey 100 Six through its paces



BOLSTER How do you find her with the new cylinder head, Roy?

SALVADORI This new 6-port induction system gives her an impressive increase in punch, particularly in top from 50 to 80. You know the technical story — one port to each cylinder means vastly better gas flow. The upshot of it is, BHP is now 117 at 4,750 revs. The Austin Healey always had plenty of dig, but now it's really outstanding.

BOLSTER Does her handling match up to this performance?

SALVADORI Oh, more than that. Push her really hard (she's a first-rate sprint car) and she still handles beautifully. The gear-change is as slick as they come, and the ratios are just the job for fast work on the intermediates.

BOLSTER How about finish? Not exactly Spartan, is she?

SALVADORI No, thank goodness. I sell Austin Healeys and I know my customers. Sleek lines, modern colour schemes, leather upholstery, the lot — that's what they want and that's what they get. This car's a gem.

BOLSTER Speaking as a racing driver or a salesman, Roy?

SALVADORI Both, old boy.



THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

CHARLES SIMPSON

The House of Quality

GREAT BRITAIN'S FINEST SELECTION OF SPORTS CARS, FAST TOURING CARS AND COUPES

1956 JAGUAR 2.4 saloon, radio and htr., 10,000 miles **£1,229**
1955 JAGUAR XK140 drophead, radio and htr., 26,000 miles **£1,199**
1954 JAGUAR XK120 drophead, htr., 1 owner, 29,000 miles **£839**
1953 JAGUAR XK120 sports **£679**
1952 JAGUAR XK120 sports **£659**
1951 JAGUAR XK120 sports **£659**
1951 JAGUAR XK120 sports **£659**
1950 JAGUAR XK120 sports **£659**
1947 JAGUAR 3½-litre saloon **£249**
1955/56 TRIUMPH TR2, 21,000 miles ... **£609**
1955 TRIUMPH TR2, 10,000 miles ... **£739**
1955 TRIUMPH TR2, 21,000 miles, overdrive 2, 3 and top **£739**
1955 TRIUMPH TR2, 24,000 miles, wire wheels **£659**
1954/55 AUSTIN-HEALEY 100, 29,000 miles **£739**
1954 AUSTIN-HEALEY 100, with special hard top **£719**
1954 AUSTIN-HEALEY 100, highly tuned engine, disc brakes **£699**

1947 HEALEY 2.4 4-seater sports tourer **£349**
1956 SUNBEAM Mk. III, 10,000 miles, o/drive and htr. **£929**
1954 SUNBEAM Alpine, 23,000 miles, htr. **£699**
1951 SUNBEAM-TALBOT 90 convertible, htr. **£529**
1939 SUNBEAM-TALBOT Ten tourer **£219**
1950 MORGAN 4/4 2-seater **£369**
1947 MORGAN 4/3 drophead coupe ... **£389**
1947 MORGAN 4/4 4-seater **£359**
1947 MORGAN 4/4 2-seater **£349**
1939 MORGAN 4/4 2-seater **£279**
1938 MORGAN 4/4 2-seater **£239**
1938 MORGAN 4/4 4-seater **£249**
1954 M.G. TF, 21,000 miles **£649**
1954 M.G. TF, 29,000 miles **£629**
1951 M.G. TD, recon. engine 4,000 miles **£479**
1949 M.G. TC, radio, choice of 2, from **£399**

1947 M.G. TC, bucket seats, 16-in. rear wheels, recon. engine **£399**
1946 M.G. TC, 16-in. rear wheels ... **£369**
1947 M.G. TC, excellent condition ... **£389**
1947 M.G. Special, PB/Magnette, very stark, very quick **£199**
1938 M.G. VA tourer, choice of 2, from **£99**
1955 FIAT 110 T.V., many extras ... **£749**
1953 FORD Special, 1,172, 4-seater ... **£229**
1954 DELLOW, excellent condition ... **£399**
1953 (Nov.) DELLOW, 12-volt electrics **£429**
1952 AUSTIN A90, hard top, radio, htr. **£469**
1951 AUSTIN A50, hard top, htr. ... **£429**
1950 AUSTIN A90 convertible, htr. ... **£329**
1956 AUSTIN 750 Special **£129**
1936 AUSTIN Seven Nippy **£159**
1946 SINGER Nine roadster **£249**
1953 BUCKLER, aluminium body ... **£389**
1954 A.C. Ace, htr. **£899**
1950 A.C. 2-litre saloon, htr. **£459**

In addition to the cars shown in this advertisement we have over 300 Saloons, Convertibles and Vans, and a vast stock of Three-Wheelers, Motor-Cycles and Scooters. Part exchanges with Motor-Cycles or Scooters welcomed. Try our new self-reducing hire-purchase terms. No Guarantors or References required.

Good cars of all types urgently required for cash.

STAPLES CORNER, HENDON, LONDON, N.W.2. Tel.: GLADSTONE 0164

Any car can be almost a convertible with

the **WEBASTO**

Continental **SUN-ROOF**

for £65 approx.



- **Completely watertight**
- **One-hand operation**
- **Immaculate interior**
- **Approved by car manufacturers**

Add health and enjoyment to your motoring with this wide-open sunroof!

Details from the sole 'Webasto' distributors:

CAR-COVERALL

who also make fine

SEAT COVERS

To: Car-Coverall Ltd., 168 Regent St., London, W.1 REGent 7124/5

Make..... Year..... Model..... ☐ *Sun-roof information.*

Name ..... ☐ *Seat cover quote and patterns.*

Address ..... *Please tick appropiate square.*

MS/4 (BLOCK CAPITALS PLEASE)



Do you enjoy motoring? Go Rallying? Or are you just looking for a car that is different?

If you haven't tried the **SKODA 440** you haven't experienced motoring at its best. The feather-light steering, combined with independent suspension all round, gives roadholding better than any car you have driven. Its sturdy construction will take you over the roughest terrain without trouble, and it is renowned for long life. Its exhilarating acceleration and real petrol economy (40 m.p.g.) all add up to the finest, most exciting car we know. The price is **£863 17s. 0d.** inclusive.

We could keep on telling you about this wonderful **SKODA 440,** but why not try it yourself?

Demonstrations any time, anywhere, or visit our Showrooms at:

THE SKODA SPECIALISTS

Watling Street Garage,

Flamstead, Nr. St. Albans, Herts

(Midway between St. Albans and Dunstable on A5)

Telephone: Markyate 240/420

The Scientific Answer to Chromium Corrosion

Chromium, though in appearance hard and smooth is, in fact, quite porous and left unprotected will soon rust. This is especially true of modern plating where, in many cases there is insufficient preparation of the metal surface before the chromium is applied. Lasting damage is caused when dampness impregnates through and the metal starts to rust, causing the chromium to 'bubble' and lift.

The answer to this problem is 'Solvol Autosol' a chromium polish *that leaves behind a protective film* which effectively seals off the pores of the chromium against any dampness. 'Solvol Autosol' is capable of removing the most stubborn rust deposits though is gentle enough in its action to be used on soft metals such as silver.

A tube of 'Solvol Autosol' costing 4/6d. will last about a year which is cheap enough when it is considered how much damage can be done to unprotected chromium in that time. It is available from garages, accessory shops, Halfords, Gamages, Army & Navy Stores, etc.





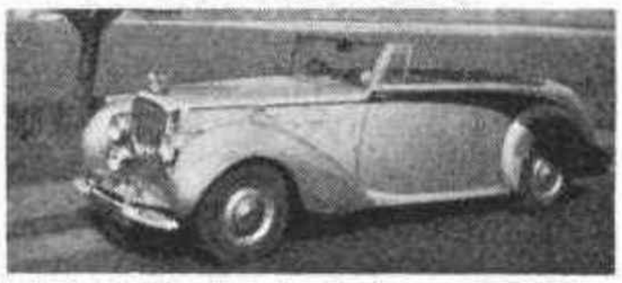
SOLVOLENE LUBRICANTS LTD

24 REGINALD SQUARE · LONDON · S.E.8. TIDEWAY 2241

THE HALFWAY GARAGES (PADWORTH) LTD.

PORSCHE · BORGWARD · LLOYD · JAGUAR

BENTLEY CARS



Mark VI Bentley drophead coupe, full-flow engine. Fitted radio, etc. A beautiful car in magnificent condition **£1,495**

1954 Bentley Continental, H. J. Mulliner, with synchromesh gearbox. One owner, full history. In immaculate condition.

1928 Bentley 4½-litre drophead coupe. This car is in magnificent condition, having had a complete engine overhaul **£395**

1924 Bentley 3-litre saloon, exceptional condition **£295**

Bentley 8-litre limousine. In very good order and wonderful value at **£250**

1938 Lagonda V12 sports saloon. Very fast and striking **£350**

1939 Delage D8 120 saloon. The only one in the world built for the 1939 Motor Show ... **£595**

Daimler saloon, fitted with new Perkins P.6 diesel engine, 18,000 miles only, very economical. **Offers**

0 - 60 in under 10 seconds ! !
In fact, better than 3.4 Jaguar performance for **£995. 1957 Mk. II Ford Zephyr** with full Raymond Mays conversion and every extra.

M.G.A 2-seater sports. One owner from new. Fitted with many extras, including Stage II tuning, oil cooler. Wire wheels. Dunlop Road Speed tyres. Heater, adjustable steering, fog-lamps, reversing light. Tonneau cover, etc. Low mileage, in immaculate condition **£895**

1948 Citroen Light Fifteen. Engineer owned and maintained. Exceptional condition. Finished in maroon with red interior. Must be the finest specimen today **£375**

1950 Jowett Javelin saloon, Series III engine. *Very good condition* **£395**

1949 Ford Aero coupe, fully independent suspension, economical. Must be seen **£295**

Bugatti Type 57 saloon, the actual 1939 Show car. In very good order having recently had a complete engine overhaul **£525**

Bugatti Type 40 fixed-head coupe, concours condition and must be seen to be described. **Offers**

ROLLS-ROYCE CARS



Rolls-Royce Phantom III. Specially built for titled owner. 70,000 miles only, chauffeur maintained and in immaculate condition. One owner from new **£1,000**

1937 Rolls-Royce P. III sports saloon, Park Ward body, very good condition **£625**

1937 Rolls-Royce P. III owner-driver H. J. Mulliner sedanca coupe ... ... **Offers**

1935 Rolls-Royce 20/25 sports saloon, in exceptional condition and recommended at **£595**

1933 Rolls-Royce P. II Continental saloon **£275**

Lloyd estate car, new and unregistered; 50 m.p.g. and 65 m.p.h. **Reduced to clear.**

1930 Cadillac limousine, one owner from new. The car has only done a genuine 37,000 miles. Unbelievable condition **£350**

1952 Land Rover, hard top. Very good condition **£360**

BARGAIN BASEMENT—FOR THE LESS WEALTHY ENTHUSIAST :

Delage D.6 II sports saloon. A good-looking car **£125**
Lagonda 3½-litre saloon. Fast **£150**
1935 Wolseley 14-h.p. saloon. Good order **£75**

TERMS — PART EXCHANGES — OPEN AT WEEKENDS

BATH ROAD, PADWORTH, Nr. READING, BERKS. Telephone : WOOLHAMPTON 505/6

Trafalgar WINDSCREEN WASHERS

QUICKEST OF ALL JET SPRAYS

KEEP YOU IN THE CLEAR

at the touch of a button—

No. TH/410J. Twin jet with 1 pint container, 27/6.
No. TF/550J. As above but for foot operation, 29/6.
No. TH/410. Twin jet with 2 pint container, 31/6.
No. TF/550. As above but for foot operation, 33/6.

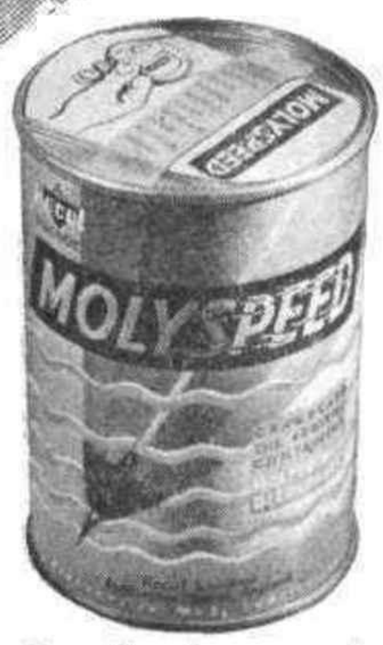
★ Fits any car!
★ Self-contained unit, independent of engine or battery!
★ Unbreakable rattle-free polythene container!
★ A touch of the button and your screen is made crystal clear!
★ As MUCH or as little water as you want—when you want it where you want it!
★ Neat—efficient—simple to fit!
★ The experts' choice—fitted and recommended by British and Foreign manufacturers of over 30 different cars!

FROM 27/6

Available from Garages, Dealers and all accessory shops or in case of difficulty write direct to the manufacturers.

JOHN SYDNEY LTD BRIXTON HILL PLACE LONDON SW2 *Phone: Tulse Hill 3251-2-3*

A MILESTONE IN THE HISTORY OF ENGINE LUBRICATION



From all good garages and Speed Shops, or Gamages, Halfords, etc. 15/- tin (sufficient for 8 pt. sump). Mixes with all engine oils, including Detergent and Multigrade.

MOLYSPEED is not 'just another additive'. It is a new addition to the range of Rocol Molybdenised Lubricants—the recognised heavy duty lubricants of industry. Now for the first time available in a suitable form for motor car engines.

Buy a tin and pour it in—with every other change of engine oil. Above all — protect your engine with MOLYSPEED when running in!

* Up to 20% MORE POWER!

* Up to 10% MORE M.P.G!

MOLYSPEED contains Molybdenum Disulphide, the wonder lubricant of industry. Defies tremendous heat and pressure. Prevents 'scuffing' by reducing friction.

MOLYSPEED bonds with the metal. Makes moving parts self-lubricating—even when starting cold. Increases engine power. Increases m.p.g.

MOLYSPEED reduces carbon formation. Prevents sticking valves. Lengthens engine life.

MOLYSPEED *Engine-Oil Additive*
containing MOLYBDENUM DISULPHIDE

A Rocol PRODUCT

IBEX HOUSE, MINORIES, LONDON, E.C.3. *Telephone:* **ROYal 4372**
ROCOL LTD., ROCOL HOUSE, SWILLINGTON, LEEDS. *Telephone:* **Garforth 2261/2**

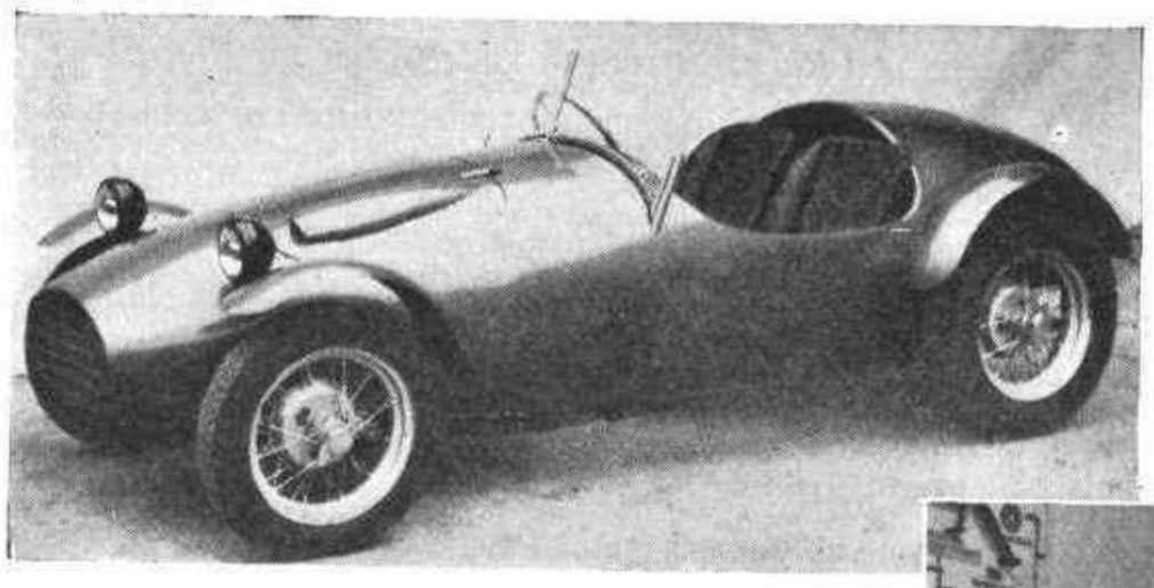
ndh 10601



Switzerland the Land of Great Alpine Roads

A fabulous land, a land of plenty, where you get most for your money and most out of your holiday. You'll love the glorious scenery and you'll love the hotels that for food and comfort cannot be bettered. As a private motorist, you don't need a triptyque for entering Switzerland. Petrol is cheap, and excellent patrol services of the motoring organisations are operated on all principal routes. Further information from your TRAVEL AGENT or from the Swiss National Tourist Office, 458 Strand, London, W.C.2. Visit SAFFA 1958—a national exhibition devoted to the Life and Work of the Swiss Woman, which is held in Zurich from 17th July to 15th September, 1958.

Switzerland



AUSTIN 7 SPORTS COMPONENTS

★ **Come and see the amazing new "CADET" A.7 fibreglass sports/racing bodyshell.**

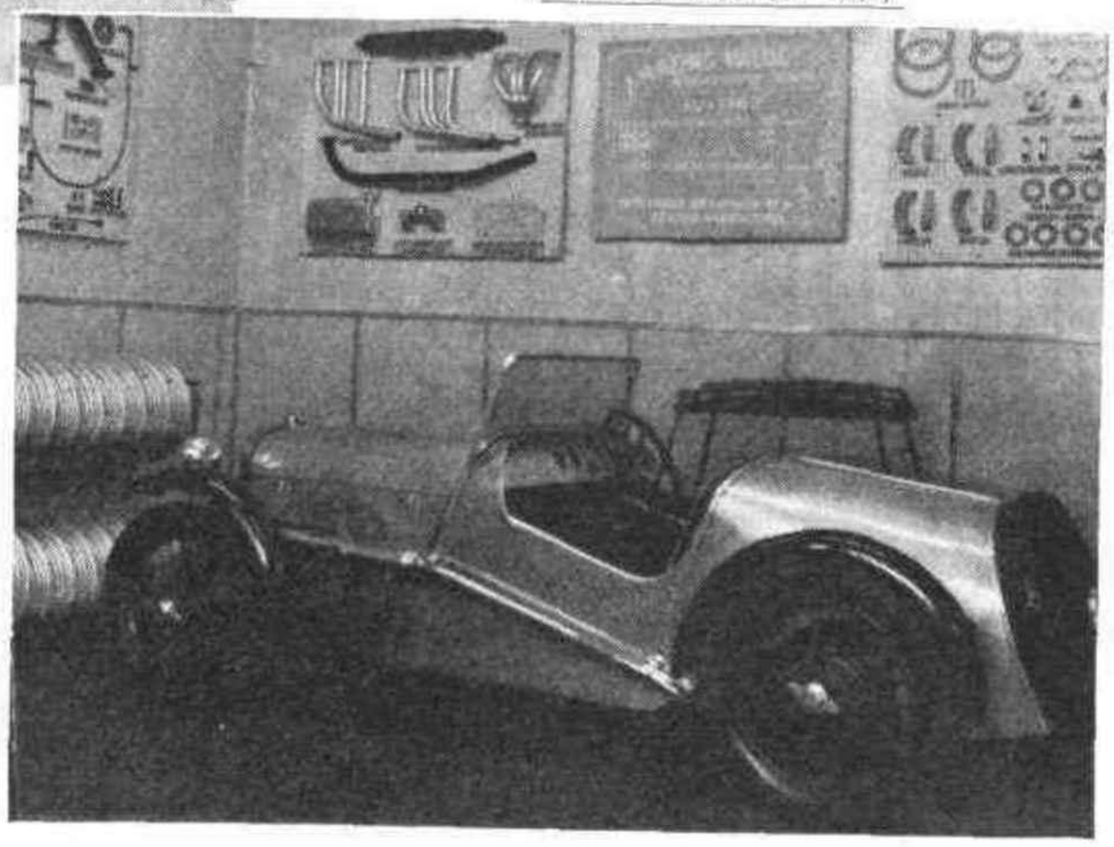
£37-10-0
(UNTRIMMED)

Fibreglass Mudguards	20/-ea.
Bonnet "Blister"	19/6
All edges trimmed	£6 0 0
Bonnet cut, with receiving flange	£7 10 0

Weight 54 lb., complete with front and centre mounting brackets. Suitable for 6′ 3″ and 6′ 9″ wheelbase.

Red, Green, Blue, Cream or Black

(Delivered G.B. for 50/-)



★ We are, of course, still making our extremely popular "SUPER" aluminium lightweight A.7 shell (seen here in a corner of our showroom), at only **£25**. COME AND SEE IT!

★ SPORTS/RACING A7 PISTONS **22/6** each *(post and packing 2/- set)*

★ YOUR A7 BLOCK REBORED, NEW PISTONS, **79/6** *(carriage 10/6)* (Sports/Racing pistons 28/- extra)

★ BOWDENEX BRAKE KIT, to help you pass your brake test, **75/-** *(post and packing 3/-)*

★ RADIATORS, BEARINGS, SUSPENSION KITS, WINDSCREENS, *15 in.* WHEELS, MANIFOLDS, ETC., AND ALL STANDARD 7 REPLACEMENTS.

★ **EASTER HOLIDAY.** Owing to the way you have bombarded us for A7 saloon replacements and sports conversions, we simply must have a break, in order to get our breath back to continue the good work. We will be closed from Good Friday to Easter Monday, inclusive.

★ STAMPED ENVELOPE FOR 1958 LIST.

SUPER ACCESSORIES

1, SOUTHLANDS ROAD, BROMLEY, KENT

Weekdays 9-5.30. Sat./Sun.: 9.30-1.00. Telephone: **RAV 1665**



The pattern's a knockout

It takes an expert to tell a good car tyre.
The Pirelli pattern 337 is designed to give extra long life, together with firm, safe road-holding. It is a particularly valuable tyre if your car has independent front suspension. It is one of three patterns evolved by Pirelli scientists who have studied every possible aspect of tyre wear with the most advanced equipment in the world.
The three patterns the 337, Aerflex, and the new Dual Purpose, are each built on to carcasses which are unsurpassed for ply strength and rubber quality.
Pirelli offer several patterns because different cars and different *kinds of motoring* create different problems in tyre performance. Make sure of getting the tyres your car needs by calling on your Pirelli dealer. He will recommend the patterns which will give the highest mileage and the greatest safety for *your* car and *your* kind of motoring.
He'll save you pounds in the long run.



PIRELLI

WITH TUBE OR TUBELESS

VOL. XXXIV No. 4 CRITICAL ANALYSIS OF A REMARKABLE CAR APRIL, 1958

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone : MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 25/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-FOURTH YEAR OF PUBLICATION

MATTERS OF MOMENT

THE RETURN OF THE ENGLISH RACING SEASON

After a particularly hard winter it is good to contemplate the coming motor racing season. This month English motor racing gets off to a good start. At Easter the B.A.R.C. will organise its Bank Holiday Monday Meeting at the improved Goodwood circuit, a meeting which will include a 100-mile F1 race, which it is hoped will attract entries of B.R.M., Ferrari, Maserati, Cooper and Lotus G.P. cars, a 36-mile F2 race, a 21-lap Le Mans-start over-1,100-c.c. Sports-Car race, a 10-lap 1,100-c.c. Appendix C Sports-Car race and the usual 500-c.c. event—an excellent programme, which gets going at 1.30 p.m. If you require something nearer London the B.R.S.C.C. has a very full programme of racing, sports- and saloon-car races at Brands Hatch on Easter Monday.

On April 12th the B.R.D.C. holds the classic British Empire Trophy Race at the excellent Oulton Park road circuit, the sports-car entry contesting three 20-lap heats and a 25-lap Final, the first heat commencing at 1.15 p.m. On the same day the first V.S.C.C. Silverstone Race Meeting of 1958, featuring the opening round of this year's MOTOR SPORT Club Trophy Contest, takes place—what a disaster that these two meetings clash, as they have before.

On the following week-end the B.A.R.C. is active again, running the historic 200-Mile Race at Aintree. F1 and F2 cars will compete together over this traditional distance, which now constitutes a full-length Grand Prix, the Trophy being awarded to the winner, so that a most absorbing contest between the two closely-matched classes should result, again, it is expected, with leading G.P. cars engaged in full-bore battle. There will be two 51-mile Sports-Car races and a 10-lap Saloon-Car contest. If you wish to enjoy the entire programme, get to Aintree before 11 a.m.

April 26th marks the first of the B.A.R.C. Goodwood Members' Race Meetings counting towards the 1958 MOTOR SPORT Brooklands Memorial Trophy Contest. Altogether April is well endowed with first-class motor racing. Remembering that a good "gate" is essential to the continuance of the Sport and that with politicians and the Bomb racing could be snuffed out at any time, we hope to see you attending these meetings in record numbers. Gum-boots are, we see, recommended at Goodwood but we hope you will be able to leave duffle-coats and umbrellas in the car!*

CONTENTS

	Page
MATTERS OF MOMENT	197
FIXTURES FOR APRIL	198
SPRINGTIME ACTIVITIES	199
ENTHUSIASTS DIRECTORY No. 12	201
R.A.C. RALLY	203
VETERAN—EDWARDIAN—VINTAGE	205
THE FRONT-WHEEL-DRIVE ALVIS (Part II)	210
RUMBLINGS	216
4,000-MILE TEST OF THE CITROEN DS19	217
PICTORIAL REVIEW	220
TROJAN—THE MAN AND HIS CAR	225
THE BEST CAR IN THE WORLD	228
BOOK REVIEWS	229
LETTERS FROM READERS	230

Front Cover Picture : WINTRY CONDITIONS returned for the 1958 R.A.C. International Rally, as emphasised in this night shot of Linden Sims' Aston Martin descending towards the "Traveller's Rest" after tackling the Ulpha brake test. Competitors, finding Hardnott blocked, had to ascend the hill before turning round for this downhill brake test

THE R.A.C. MEETS THE CLUBS

The annual Clubs Conference took place at the R.A.C. on February 28th, club delegates meeting the R.A.C. Competitions Committee in open discussion. There was less on the agenda this year and the discussion was chiefly notable for the frequency with which Lord Howe reiterated that matters would be carefully considered by the Competitions Committee in due course and that the best possible action would no doubt be taken . . .

Many clubs expressed dissatisfaction with the high cost of Competition Licences and the need for competitors in their own clubs' restricted events to buy a restricted licence. Another pertinent question was whether too many clubs are now permitted to compete in restricted events. The Singer O.C. felt that registration fees payable to the R.A.C. should be on a *per capita* basis. In all discussions touching on finance the R.A.C. became touchy, remarking, *via* its C.C. Chairman Lord Howe, that money is essential to the smooth-working of its affairs. For the first time in the history of these conferences it produced a financial statement, to show that the Competitions Department, after earning £13,834 last year, had a deficit of £2,921, salaries costing it £7,211, printing, etc., £3,297, travelling expenses £2,405 and rent, rates, insurance, lighting and heating, etc., £3,842. This does not take into account any profit or loss from R.A.C.-sponsored events. Since the war the R.A.C. has had a deficit of £31,949 arising from its government of motor sport. John Lesty queried the item of insurance that helped to swell the office expenses (presumably the R.A.C.'s charge to the C.C.) to a matter

Continued on page 198

* For the purpose of booking tickets, etc., the addresses of these organisations are :- B.A.R.C., 55, Park Lane, London, W.1 (GRO 4471).

B.R.D.C., 9, Down Street, W.1 (GRO 8737). (Bookings from : Cheshire Car Circuits, Ltd., 29, East Gate Row N., Chester.)

B.R.S.C.C., 6, Buckingham Street, W.C.2 (TRA 1352). (Bookings from: Brands Hatch Circuit, Ltd., near Farningham, Kent.)

Motor Sport Events for April

★ **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
April 4/5th ...	M.C.C.	—	—	Land's End Trial	—
April 5th ...	B.R.S.C.C.	Full Sutton Airfield	York	(*R.*)	12.30 p.m.
April 6th ...	Darlington & Dist. M.C.	Catterick Camp	Darlington	Hill-Climb (*R.*)	2.30 p.m.
,, ...	East Anglian M.C.	Wolves Hall	Tendring	Autocross (*R.*)	2.00 p.m.
,, ...	Eastwood & Dist. M.C.	—	Llandudno	Trial	10.00 a.m.
,, ...	Brighton & Hove M.C.	Club H.Q.	Brighton	—	2.15 p.m.
April 7th ...	West Cornwall M.C.	Trengwainton	Penzance	(*R.*)	2.00 p.m.
,, ...	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (*INT.*)	1.30 p.m.
April 11/12th	Midlands M.E.C.	Fleur-de-Lys	Lowsonford	(*R.*)	11.00 p.m.
April 12th ...	B.A.R.C. (Yorks)	—	Leeds	Rally	2.00 p.m.
,, ...	V.S.C.C.	Silverstone	Towcester	Race Meeting	12.15 p.m.
,, ...	London M.C.	Queen's Hotel	Farnborough	" Little Rally " (*C.*)	8.30 a.m.
,, ...	Falcon M.C.	Hatfield & Royston	Stevenage	Trial (*R.*)	11.00 a.m.
,, ...	Guildford M.C.	" The Green Man "	Burpham	(*R.*)	2.30 p.m.
,, ...	Old Merchant Taylors' M.C.	" Durrants "	Croxley Green	—	—
,, ...	Romford E.C.C.	" White Hart "	Romford	Rally (*C.*)	7.00 p.m.
,, ...	Knowldale C.C.	—	Blackpool	(*R.*)	9.00 p.m.
April 12/13th	Yeovil C.C.	Haven Garage	Yeovil	Rally (*R.*)	9.00 p.m.
,, ...	B.A.R.C. (S.E.)	London and Eastbourne	—	—	10.30 p.m.
,, ...	Cumberland S.C.C.	Chollerford	Hexham	Navigation Rally (*R.*)	11.00 p.m.
,, ...	Huddersfield M.C.	—	Huddersfield	Rally (*R.*)	9.00 p.m.
,, ...	Bugatti O.C.	Prescott	Cheltenham	(*C.*)	12 noon
,, ...	Southsea M.C.	Club H.Q.	Portsmouth	Rally (*R.*)	7.00 p.m.
,, ...	Rhyl & Dist. M.C.	Rhyl and Chester	—	(*R.*)	8.00 p.m.
April 13th ...	B.A.R.C. (S.W.)	—	Brunton	Hill-Climb (*R.*)	2.30 p.m.
,, ...	King's Lynn & Dist. M.C.	—	King's Lynn	Treasure Hunt (*C.*)	3.00 p.m.
,, ...	Harlow M.C.	Edinburgh Way	Harlow	Scavenge Hunt (*C.*)	2.30 p.m.
,, ...	Coventry & Warwicks M.C.	" Sportsman's Arms "	Coventry	Rally (*C.*)	10.00 a.m.
,, ...	750 M.C.	Brands Hatch	Farningham	Practice Day (*C.*)	8.30 a.m.
,, ...	Fifty-five C.C.	Perth	Perth	Rally (*C.*)	2.00 p.m.
,, ...	Oxford M.C.	City Motors	Oxford	Rally (*C.*)	1.30 p.m.
,, ...	Lancashire A.C.	Bay Horse Garage	Osbaldeston	Rally	1.00 p.m.
,, ...	Pinn Vale C.C.	Kodak Car Park	Wealdstone	Rally (*C.*)	1.45 p.m.
,, ...	Plymouth M.C.	Elfordleigh Hotel	Plymouth	Rally (*C.*)	8.00 p.m.
,, ...	Cranleigh & Dist. M.C.	Pitch Hill Car Park	Exhurst	(*R.*)	10.00 a.m.
,, ...	Sporting C.C., Norfolk	Drayton	Norwich	Rally (*C.*)	2.30 p.m.
,, ...	Eastern Counties M.C.	Snetterton	Thetford	Sprint (*C.*)	10.30 a.m.
,, ...	Leicestershire C.C.	" Red Lion "	Rothley	Rally (*C.*)	1.30 p.m.
,, ...	Mid-Surrey A.C.	Newlands Corner	Guildford	Trial	2.30 p.m.
April 19th ...	Stafford & Dist. C.C.	Penkridge	Stafford	Rally	8.00 p.m.
,, ...	Torbay M.C.	Three-point Start	Plymouth	(*R.*)	8.30 a.m.
,, ...	Worthing M.C.	George V Avenue	Worthing	(*C.*)	6.30 p.m.
April 19/20th	Cemian M.C.	" The Falcon "	Woodley	(*R.*)	8.30 p.m.
,, ...	Riley M.C. (N.E.)	—	Ilkley	Rally (*C.*)	12.30 p.m.
,, ...	Matlock & Dist. M.C.	Lily Bank Hydro	Matlock	Rally (*R.*)	8.30 p.m.
,, ...	M.G. C.C. (N.E.)	Red House Café	Poole-in-Wharfedale	Rally (*R.*)	9.00 p.m.
,, ...	Skegness M.C.	Kirton	Boston	(*R.*)	8.00 p.m.
April 20th ...	Thames Estuary A.C.	—	London	Driving Tests	10.30 a.m.
,, ...	C.S.M.A. (N. Cotswold)	Sports Pavilion	Cheltenham	Treasure Hunt	2.30 p.m.
,, ...	Fiat 500/600 M.C.	Robin Hood Gate	Richmond Park	(*C.*)	11.00 a.m.
,, ...	Lothian C.C.	Winfield	Berwick	(*R.*)	2.00 p.m.
,, ...	Singer O.C.	B & M Motors	Amersham	(*R.*)	10.30 a.m.
,, ...	C.S.M.A. (Farnborough)	—	Farnborough	(*C.*)	10.45 a.m.
April 23rd ...	Newry & Dist. M.C.	Cranfield Airfield	Kilkeel	Driving Tests (*C.*)	2.30 p.m.
April 25/26th	Midland A.C....	—	BIRMINGHAM	RALLY (*N.*)	10.00 p.m.
April 26th ...	500 M.R.C., Ireland	Cairncastle	Larne	Hill-Climb	2.00 p.m.
,, ...	B.A.R.C.	Goodwood	Chichester	Members Meeting (*C.*)	2.00 p.m.
April 26/27th	Per Ardua M.C.	Bell House Hotel	Beaconsfield	Rally (*C.*)	8.00 p.m.
,, ...	Wirral 100 M.C.	Horseman's Garage	Queensferry	(*R.*)	11.00 p.m.
,, ...	Berwick & Dist. M.C.	Redfearn's Garage	Berwick	(*C.*)	10.00 p.m.
April 27th ...	Aberdeen & Dist. M.C.	Hazlehead	Aberdeen	Rally (*C.*)	2.30 p.m.
,, ...	Northampton & Dist. C.C.	Cattle Market	Northampton	Rally (*C.*)	2.00 p.m.
,, ...	Darlington & Dist. M.C.	Gandale Moor	Darlington	Trial (*R.*)	1.30 p.m.
,, ...	Southern Jowett C.C.	South London	—	(*C.*)	10.30 a.m.
,, ...	Peterborough M.C.	—	Peterborough	Rally	5.00 p.m.
,, ...	Marconi A.C.	High Woods	Chelmsford	(*C.*)	10.30 a.m.
,, ...	Malden & Dist. M.C.	U.S.A.F. Base	Denham	Driving Tests (*R.*)	10.30 a.m.
,, ...	Gosport A.C.	Eastney	Portsmouth	(*R.*)	12 noon
,, ...	B.M.W.C.C.	*Moore Place Hotel*	*Esher*	(*C.*)	2.30 p.m.
,, ...	B.A.R.C. (Yorks)	—	Leeds	Rally	2.30 p.m.

MATTERS OF MOMENT—continued from page 197

of nearly £75 a week. Lord Howe didn't know the answer, Dean Delamont didn't know, and in any case his Lordship said he would have expected the figure to be higher . . .

So the meeting ran to tradition. We were able to drowse in our chairs until the free tea and cakes—knowing that no discussion would be allowed to get out of hand or develop too far—and how nice it was to hear the continual publicity received!—whoever thought of the title of this journal 'way back in 1925 was certainly a genius.

There was nothing else outstanding apart from statistics, such as the rise in registered clubs from 333 to 353 during last year, when 1,123 permit events were held and 7,108 competition licences issued.

The C.C. was at pains to ensure that no one should think that a competition licence issued by it implies any guarantee of the holder's competence to drive on the road, John Eason-Gibson retorting that some members of the C.C. have had endorsements on driving licences which, if these were taken as a criterion, would render them quite unable to obtain a competition licence!—he seemed to fix his eyes on the chairman. The R.A.C. was criticised by the Newcastle and Dist. M.C. delegate for sending this year's R.A.C. Rally competitors to congested Otterburn but after Lord Howe had passed the buck to Maurice Toulmin and he to J. D. Stuart, the last-named as the responsible C.C. member stated an excellent defence case for the R.A.C. The Esso (Fawley) M.C. representative was continually bobbing up and down, wanting the R.A.C. to use its influence with the B.B.C. to obtain radio and T.V. coverage of national rallies(!), and Mr. Sweetman (Sheffield and Hallamshire M.C.)—a man one feels one would like to have at the head of affairs in any club one subscribed to—made an excellent and clear statement on the danger of footpaths, bridle-ways and private land being banned to motor vehicles. The R.A.C. hand-out had this down as referring to " bridal ways "—an equally delicate matter! Holland Birkett provided light relief in the minds of the frivolous by trying to convince the assembly that people don't mind being woken up and inconvenienced by night rallies providing they have had warning of when and where this is going to happen to them.

Springtime Activities in the Workshops

AS Easter approaches, and Goodwood opens the International racing calendar as far as Britain is concerned, there is more and more work going on in the various racing departments, and new cars begin to near completion while old ones are being finished off after a winter overhaul. In the middle of March, in time to get these words into print on April 1st, we made a visit to some of the premises where racing is the keynote, in and around London. Our intention was not to hear what was going to be done, but to see what had been done and estimate what might be ready by Easter Monday.

Our first objective was the Cooper Car Company, but on the way we made a brief stop at Connaught Engineering, ever hopeful that Grand Prix racing might be showing signs of revival down at Send. Such a hope was wishful thinking, for there was not the slightest sign of the Connaught team ever being re-formed, or even a new one being started; all the activity was concentrated on motor trading, the distributorship of Citroën DS19s being very much to the fore. However, the thoughts of high performance and roadholding had not gone completely, for there were indications that experiments were being tried on these remarkable French cars, while two of the former racing mechanics were still on the staff, attending to the more interesting vehicles, and an Alfa-Romeo Giulietta S.V. was receiving attention. At the back of the workshop the B-type Siracusa Connaught of Piero Scotti was still awaiting a buyer, and the last Formula I Connaught to be built, with very light space frame and new rear suspension, was nearly completed. Like the B-type, this too was awaiting a buyer.

Arriving at Coopers we were impressed with the fine new frontage and the large well-lit workshop that now replace what used to be a rather poky little establishment. In two rows were seven of the new Formula II chassis, all with double-wishbone and coil-spring i.f.s., and the one nearest to final completion was that for Alfred Moss, to be driven by Lewis-Evans. Indeed, this was the only one actually fitted with an engine, the twin-cam Coventry-Climax, using two double-choke S.U. carburetters, the other six cars being nearly complete as far as chassis components were concerned, but all awaiting engines from Coventry. These cars were destined for Alan Brown, probably to be driven by Jean Lucas, Reg Parnell, George Nixon, A. E. Marsh, Jim Russell and Alan Mackay, though whether Easter Monday will see them all with twin-cam engines is a moot point. In the body shop was an eighth chassis, on order for R. R. C. Walker, and a brand new frame had just left the welding jig and was awaiting painting. This last was earmarked for the Cooper works team and, along with another chassis in a separate workshop, was to form a pair of Formula I Coopers for Salvadori and Brabham to use on Easter Monday in the 100-mile race at Goodwood. At the time of our visit John Cooper and his drivers were away at Silverstone with the 1958 prototype car, which was eventually to be used as a works Formula II car for Brabham to drive.

A visit to Charles Cooper in his large comfortable office produced some further information about the Formula I cars, and we soon adjourned to the stores to inspect castings, forgings, gears and brakes, there being an abundance of bits for the new cars, but, alas, a chronic shortage of engines. The Formula I cars for 1958 are basically the same as the Formula II, except that the rear suspension has two wishbones on each side, one top and one bottom, and the transverse leaf-spring is smaller and lighter than the Formula II, and is coupled to the elektron hub-carrier by a short link. This means that the spring no longer takes any accelerating or braking loads, its only function being springing, so in consequence it need not be so robust as previously when it formed the top wishbone member of the rear suspension. There is no actual gain in suspension by using this new layout, the only advantage being that braking from very high speed is improved. As it is not anticipated that the Formula II car will reach such high speeds this double-wishbone layout is not in use on the 1½-litre cars. However, all the 1958 chassis frames are fitted with the extra lugs to take the top wishbones, so that any Formula II car that is later modified to take a larger engine can also have the Formula I suspension fitted. The general layout of the cars is not greatly altered from last year, though the engine is now lower in the frame and parallel with the ground. Between the engine and final-drive unit is now fitted a pair of spur gears which have two functions : first to raise the crankshaft line up to the mainshaft line and, secondly, provide an easily changeable final-drive ratio. There are at present three ratios available and to make a change the gearbox and differential unit is withdrawn out through the back of the car, engine and gearbox being behind the driver it goes without saying. Large elektron drum brakes are fitted as standard, though disc brakes can be supplied as an extra, as is a ZF differential unit. Although the internals of the gearbox are unchanged from 1957, the casing is entirely new, now specially made for the Cooper and no longer a French proprietary four-speed Citroën unit. The gear-selector mechanism is housed in the gearbox top, which itself has the name Cooper cast into it, and the whole final-drive unit looks a neat and tidy job. Fuel is now carried in two tanks, one on each side of the cockpit, and holding a total of 24 gallons, the scuttle tank now being done away with. The oil tank is mounted just behind the radiator and aluminium pipes connect this to the engine. Front suspension uses an Alford and Alder king-post with a ball-joint at the top and a screw thread bearing at the bottom for the short bottom king-pin. In shape this king-post is like a Standard Ten's, but it has extra stiffening webs and carries a larger diameter stub axle. An anti-roll bar is coupled to the lower wishbone, and this bar is passed through the front cross-member of the tubular chassis frame.

Taken all round it was very noticeable that the Cooper was showing signs of growing up into quite a complicated piece of machinery, especially when compared with a Cooper 500. Formula III machinery was not being ignored, and a brand new car was awaiting collection and another was being built on the chassis frame jig.

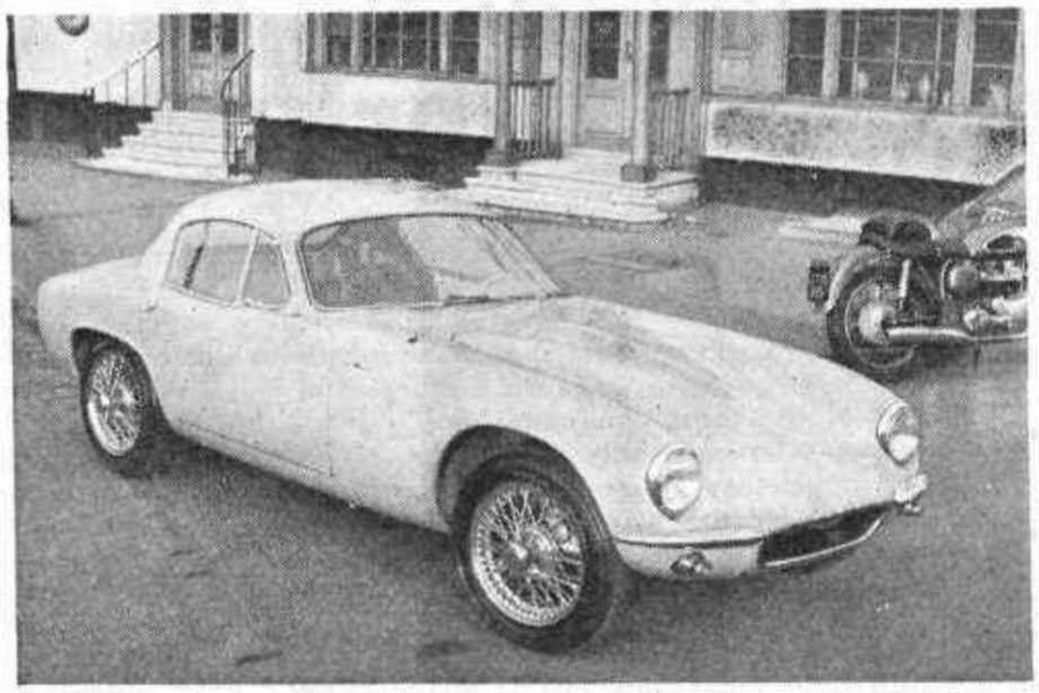
On the subject of engines for the Formula I and II cars Coopers are in the hands of Coventry-Climax and at the moment have only two 1,960-c.c. engines to use in the Grand Prix cars. These are normal 1,500-c.c. Climax twin-cam engines fitted with a special crankshaft with a throw of 83.8 mm. and new liners bored out to 86.4 mm., giving 1,960 c.c. These are the maximum dimensions to which the Climax engine can be stretched with safety, though it might be possible to squeeze another millimetre on to the bore, but it would be risky. The Coventry firm are at present working on a new engine which will be the 1,500-c.c. unit with, probably, a new block casting, and this will allow a capacity of 2,200 c.c. to be used, but when this unit will be ready is anybody's guess, least of all Charles Cooper's. Six of these enlarged engines are planned, three for Coopers and three for Lotus, and they will be essentially works engines for this year at any rate. If a seventh can be made without too much trouble it will go to R. R. C. Walker, as some compensation for the win by his car in the Argentine Grand Prix.

Leaving Coopers, we felt that if for any reason the cars are not ready for Easter it will not be their fault and, in fact, we were somewhat impressed by the progress made since the beginning of the year.

Our next call was on Pippbrook Garage at Dorking, to see R. R. C. Walker, and here we learnt that Moss was signed up to drive in Formula I events other than World Championship races, with the Argentine car, and Trintignant was signed up for Formula II races, and Formula I when Moss was not driving. The Easter plans were for Moss to drive the Argentine-winning car in the 100-mile event, and probably the new 1958 Cooper we had seen being built in the Formula II event, while Trintignant was entered for Pau with the 1957 Formula II car. For Monte Carlo Trintignant would drive the Formula I car, as Moss would be in the Vanwall.

The 1,960-c.c. car had not arrived back from the Argentine at the time of our visit, but we gathered the chassis was bent beyond repair, so Walker had bought Leston's 1957 Formula II Cooper to break up and use the frame in the rebuilding of the Grand Prix winner. To start the season the Pippbrook Stable would comprise the 1957 Formula I car, and Formula II car, and the 1958 car, though there were many projects under way for later in the season, among them the adaptation of S.U. fuel injection to the Climax engine, a twin-plug head, and suspension modifications.

Leaving Dorking in a snowstorm it seemed hard to believe that the racing season was nearly upon us, but we headed north for Hornsey to see how the Cooper rivals were getting on at Lotus Engineering. Colin Chapman and Cliff Allison, his number one driver, were just off to Sebring, while the number two driver, Graham Hill, was just back from the R.A.C. Rally, so it was pretty obvious that Hornsey was not hibernating. Our first sight, and indeed a very welcome one, was to see a Lotus Elite, finished in yellow, with left-hand drive, standing at the kerb. The original grey Earls Court model was still in the showroom and a non-runner, but this new one was all complete and working, and had not long arrived back



The second Lotus Elite, a complete and finished car, was just back from its initial try-out at Brands Hatch. This left-hand-drive model was destined for the Geneva Show but was completed too late. However, it is now undergoing extensive road testing and is an encouraging prelude to production Elites.

from being diced round Brands Hatch. This was something for which everyone has been eagerly waiting and, just to prove it was no fake, it was driven about for me to photograph, though as yet too new for me to be permitted to try. By the time these words are in print it will probably have covered many test miles and will have appeared in many places.

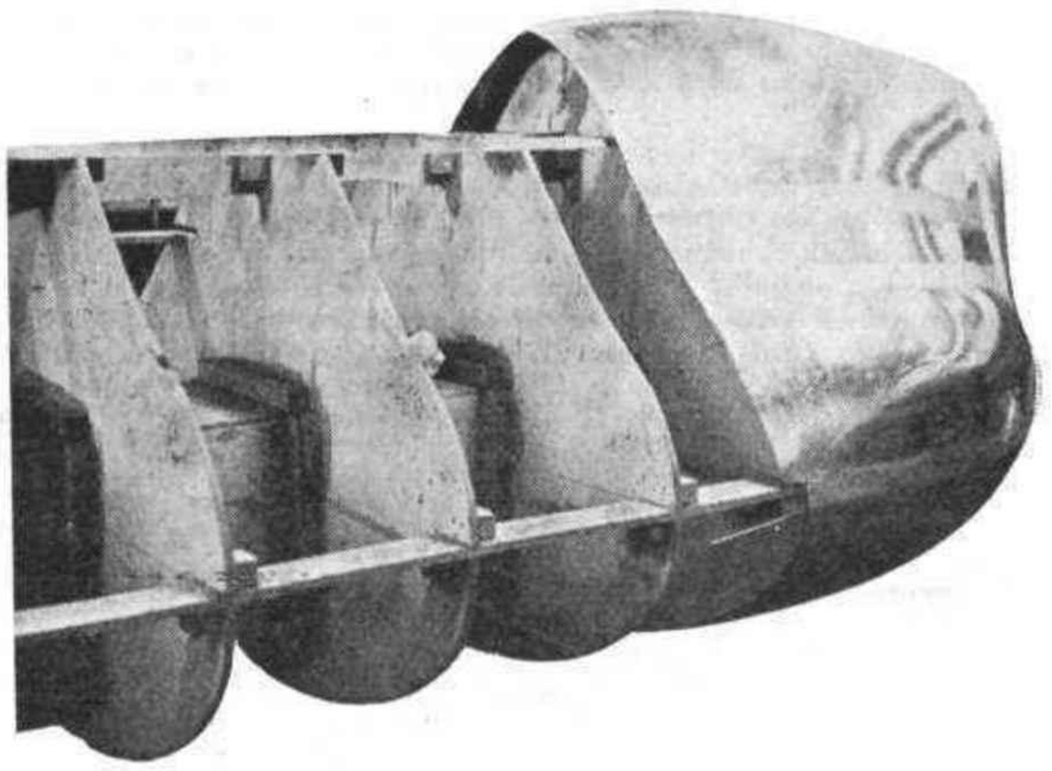
Passing into the workshop, it was no surprise to find things moving apace, especially in the experimental shop. The production workshop was busy with Lotus Sevens, Elevens and Club models, while production chassis frames literally hung from every rafter. In the experimental workshop the second Lotus Fifteen was nearing completion, the first one being away at the bodybuilders being clothed. This new model is full of interest. The general idea of the frame follows the Lotus Eleven, but this new one is fitted with a twin-cam Climax engine canted over to the right until it is only 29 deg. from the horizontal, while it is offset to centre-line of the car by 7 deg., and the prop.-shaft runs at an angle rearwards to a five-speed gearbox/rear-axle unit identical to that used in the Formula II cars of last year, all crown-wheel and pinion troubles now being completely eradicated. Front suspension is identical to the Formula II car, with the anti-roll bar forming part of the top wishbone, and using combined coil-spring and shock-absorber units. At the rear the suspension is fully independent, as on the Formula II car, using a coil-spring/damper unit, one forward-facing radius-rod and the half-shaft itself to supply rigidity. Although the half-shaft has two universal joints, thus making the suspension fully independent and not swing-axle, there is no sliding joint in the shaft, side thrust being taken by the universal joints, as on the Rover Turbine car T3 and the space-frame Connaught. With the engine lying on its side some modifications had to be made to the scavenge pump pick-up points in the sump, though the valve gear needed no modifications. Being one half of the still-born V8 Coventry-Climax "Godiva" engine, the cylinder head on the 1,500-c.c. engine was meant to operate at an angle of 45 deg. anyway, so oil drainage from the valve-gear was allowed for in the basic design. In the Lotus Fifteen the engine is hung from two tubular structures at the front and a single point at the rear, while the carburetters are mounted on tubular manifolds that curve almost through a right-angle. An 18-gallon fuel tank is mounted in the tail and on its right a spare wheel is mounted vertically, and on its left is the battery. Due to the engine position the overall size of this new car is less than the Lotus Eleven, which appeared to have reached the limit of "lowth"!

The first two cars will be used for the works team but a series is envisaged for customers, and already W. S. Frost, of the Car Exchange, Hove, is awaiting his. For Easter Monday the two works Fifteens will be running in the unlimited class providing two 1,960-c.c. engines are forthcoming from Coventry, and this will be a try-out for the Empire Trophy at Oulton Park, where it is obvious that Chapman is aiming for an outright win. After the success at Le Mans in 1957 it is not surprising that plans for this year's event are well under way, and the works have entered a 750-c.c., 1,100-c.c. 1,500-c.c. and a 2,200-c.c., while Hechard and Masson will have another 750-c.c. and Frost and Hicks a 1,100-c.c. model. Greatest interest lies in the works 1,500-c.c. and 2,200-c.c. cars, these being Lotus Fifteens as just described, the latter using one of the three engines promised by Coventry-Climax. Bearing in mind how high in General Classification the factory Porsche Spyder 1,500-c.c. cars have finished at Le Mans in the past, it is reasonable to expect the 2,200-c.c. Lotus Fifteen to be not far off the running for an outright win, especially now that Jaguars, Ferraris and the like are limited to 3,000 c.c.

At this point a shattering roar from outside in the yard sent us all hurrying to see what was afoot, and there we found a single-seater based on the 1957 Formula II car, fitted with a single o.h.c. Climax engine and very little else. It was Michael Christie's Hill-Climb Special, which was carrying the very minimum of equipment and weight. It had just been got running and was being tried up and down the yard, to the obvious delight of all the Lotus workers. This naturally brought us to the subject of single-seaters for 1958, and we discovered that to start the season two of last year's Formula II cars would appear, running at Goodwood, and the only real modification was the adoption of a positive-stop gear-change mechanism for the five-speed gearbox, while the lubrication of the box had undergone some interesting modifications, reducing oil drag and improving lubrication efficiency. However, in mock-up form, and about to be built once the Lotus Fifteen prototypes were completed, was the 1958 Formula II Lotus, and this was a highly exciting project. In a small specialist body shop next to the main workshop was a plywood jig for making the body of the new Formula II car, and most of the panels were completed. When one bears in mind that Frank Costin designed the Vanwall body-shape, and was the main influence in Lotus body design, it was no surprise to find this new Lotus a scaled-down Vanwall. With an overall height to the top of the tail of 35 in., this scaled-down Grand Prix car was a joy to behold, the radiator opening being barely large enough to put one's hand in, while the wrap-round Perspex screen almost makes it a saloon single-seater. Under this beautiful little projectile is to be fitted a new chassis frame, retaining the 1957 suspension layout but with the engine lying on its side as in the Lotus Fifteen, the propeller-shaft running alongside the driver's left leg. The five-speed gearbox/differential unit is used, but the gearbox is rotated through 90 deg. so that instead of the gearbox shafts raising the transmission line upwards they now move it sideways, back into the centre of the chassis. To begin with this car will be fitted with the 1,500-c.c. Climax unit, and used for Formula II, but if and when the three 2,200-c.c. engines are delivered one of them will be fitted into the new single-seater, and it is hoped it can run at Monte Carlo, probably driven by Allison, in which case it will be a truly lethal projectile.

With a final reminder to Colin Chapman not to forget about our 2,000-mile road test with the Elite, as we felt it was the first car that might improve on our Porsche for fast Continental travel, we left Lotus Engineering very much a Lotus fan. In passing, it is interesting to note that Chapman was using a Porsche 1600 Super as transport, not to learn anything about roadholding or suspension but to get an appreciation of a standard for interior finish and general quality of production for the Elite. He felt that Porsche

Continued on page 202



The wooden former for the body of the new Formula II Lotus, which will later be fitted with a 2,200-c.c. Climax engine for Formula I events. The tail is very Vanwall-like and the plywood sheets show the cross-section of the body at the cockpit. The horizontal top line is the overall height of the wrap-round Perspex screen.

ENTHUSIASTS' DIRECTORY: No. 12 — ENGINE TUNING EQUIPMENT

[From the very early days enthusiastic owners have endeavoured to improve the performance of their cars above the manufacturer's intention, by tuning or, more correctly, "hotting-up" their engines. In the nineteen-twenties o.h.v. conversions were available even for such staid vehicles as the Rover Eight, Fiat 501 and Austin Heavy Twelve, and one recalls the popularity of the proprietary supercharger in the 'thirties. Below we provide a survey of the speed equipment that is available today. Next month's Directory will cover chassis modification equipment and fibre-glass bodies, etc.—ED.]

A.C.—Modified cylinder heads are available from Barwell Motors, Ltd. Anthony Crook Motors, Ltd., can modify the Bristol engines fitted to these cars by arrangement with the manufacturers.

Aston Martin.—Special cylinder heads are available from Barwell Motors, Ltd., for £35.

Austin.—Engine conversion sets are available for A30 and A35 models from Speedwell Performance Conversions, Ltd., for £65 10s.

Special cylinder heads are available for all Austin models from Barwell Motors, Ltd.

For the A50 and A55 models Rally Equipment, of Elstree, can offer special cylinder heads and exhaust systems for a total cost of £44 10s., including fitting charges. Customers can have their own cylinder heads modified and a set of parts for the exhaust system supplied for £7 less than this figure. Alternatively, heads may be supplied on an exchange basis, when a deposit of £10 is required against the return of the customer's cylinder head in a reasonable condition. The cost of these alterations to A30 and A35 models is £42 10s., including fitting, or £7 less if the work is done by the customer.

The Aquaplane Company can provide speed equipment for A30 and A35 models. Special twin-carburetter inlet manifolds, exhaust manifolds, valve springs, and revolution-indicator kits are available.

Alexander Engineering have conversion kits for A30, A35, A40, A50, A55 and A90 (Six) Austins.

Bristol.—Special cylinder heads are available from Barwell Motors, Ltd. These cost £38.

Special engines and modifications to existing engines are available on application to Anthony Crook Motors, Ltd., of Hersham, Surrey.

Citroen.—For £26 special cylinder heads can be supplied for the four-cylinder Citroëns, for the six, £29, from Barwell Motors, Ltd.

Daimler.—Special cylinder heads are available for £31 from Barwell Motors, Ltd.

Fiat.—For both 600 and 1,100 models cylinder heads with special high compressions can be supplied by Barwell Motors, Ltd., for £26 and £28, respectively.

Modifications of Fiat 600s to Abarth 750 specifications can be carried out by Anthony Crook Motors, Ltd.

Ford (Anglia and Prefect).—A specially strengthened overdrive unit for hotted-up Anglias and Prefects is being offered at a price of £48 10s., plus £5 10s. fitting charge. The kit is produced by Vehicle Developments, Ltd., 60, Balcombe Street, London, N.W.1.

Modified exhaust and carburetter systems are available for New Ford Anglias and Prefects from Alexander Engineering Co., Ltd., Haddenham, Bucks.

Barwell Motors, Ltd., supply modified cylinder heads for 100E models. Varying stages of tuning may be specified.

One of the largest companies making speed equipment for all Ford models is the Aquaplane Company. Cylinder heads, manifolds, flywheels, camshafts and many other components are available, even for the early 8-h.p. models.

Ford (Consul and Zephyr).—Aquaplane modifications cover essential tuning conversions for all model Consul and Zephyr cars. In addition to major modification parts all manner of small items are also listed on the comprehensive parts sheets for each model.

Barwell Motors, Ltd., supply cylinder heads for Mark I and II Consuls and Zephyrs in various stages of tune and with different carburetter sets.

Alexander Engineering supply speed equipment for all Consul, Zephyr and Zodiac models.

Raymond Mays supplies conversions for Zephyr models. Special cylinder heads and triple-carburetter manifolds are available.

Healey.—For the Austin-Healey Barwell Motors, Ltd., provide special cylinder heads for £29.

For the Riley-engined Healey, Barwell Motors, Ltd., also provide special high-compression cylinder heads. The cost, in this case, is £34.

Hillman.—Speed equipment can be provided for Series I and II Hillman Minx cars by the Alexander Engineering Co.

Jaguar.—Barwell Motors, Ltd., make cylinder heads for all 2.4, 3.4, 120 and 140 models. Prices are approximately £35.

Lea-Francis.—Special cylinder heads can be obtained from Barwell Motors, Ltd., for £30.

Metropolitan.—Engine-tuning kits are available for this model from Speedwell Performance Conversions, Ltd., and cost £60.

Engine modifications to these cars can be carried out by Alexander Engineering, of Haddenham.

M.G.—Alexander Engineering Co., Ltd., of Haddenham, Bucks, can supply a complete range of parts for the M.G. TD, together with components for the similar TB, TC, TF and Y models.

Modified cylinder heads are available from Barwell Motors, Ltd.

M.G.A.—Oil-cooler kits are available from S. A. H. Accessories, 17a, Bridge Street, Leighton Buzzard, Beds.

Engine-tuning kits are available from Speedwell Performance Conversions, Ltd., and cost £50.

Special cylinder heads are available for all models from Barwell Motors, Ltd.

Modified cylinder heads, exhaust systems and competition tuning for M.G.As can be had at Rally Equipment, of Elstree. For fitting a new cylinder head and exhaust pipe of larger diameter, and for other tuning and adjusting, the charges amount to £52 10s. Your own cylinder heads can be modified and exhaust parts supplied for £7 less than this figure.

M.G. Magnette.—Engine conversion kits are available from Speedwell Conversions, Ltd., and cost £50 for this model.

Rally Equipment, of Elstree, can supply modified cylinder heads with enlarged ports, higher compression-ratios and other alterations. New exhaust systems can be fitted and cars tuned by experts. The cost of this for the Magnette is £52 10s.; this includes all labour charges for fitting.

Tuning equipment is available for ZA and ZB M.G. models from Alexander Engineering.

Morgan (TR engine).—Oil-cooler kits are available from S. A. H. Accessories, 17a, Bridge Street, Leighton Buzzard.

Morris Cowley.—Tuning kits are available from Alexander Engineering Co., Ltd.

Morris Isis.—Alexander Engineering can modify these cars with their kits of tuning parts.

Morris Oxford.—Speedwell Performance Conversions, Ltd., provide engine conversion kits for these models. The cost is £60.

For the Morris Oxford Series II and III, Alexander Engineering Co., Ltd., can supply modifications and fit them within 48 hours.

Morris 1000 and Minor I and II.—Speedwell Performance Conversions, Ltd., supply performance engine kits for the Morris 1000. These cost £65.

Alexander Engineering Co., Ltd., of Haddenham, Bucks, can supply all modifications to Morris Minors of all types.

For £26 special cylinder heads are available from Barwell Motors, Ltd. Carburetter sets are also available from the same firm.

Cylinder heads and exhaust pipes of large diameter can be supplied by Rally Equipment, of Elstree, for a total cost of £42 10s., including fitting. A charge of £7 may be dropped if customers do their own dismantling and have their own cylinder heads modified. The time taken to complete the work is five days.

Aquaplane supply speed equipment for 803 and 948-c.c. B.M.C. engines as fitted to Morris Minor Series II models. Special manifolds, valve springs and rev.-counter kits are obtainable.

Renault Dauphine.—Complete sets of parts for modifications to standard cars are available from the Performance Equipment Co. These comprise special cylinder head, twin carburetters, manifold and exhaust system for £37.

For £26 a special cylinder head may be obtained from Barwell Motors, Ltd.

Alexander Engineering supply equipment for tuning Renault Dauphine engines.

Riley 1.5.—Engine conversion kits are available from Speedwell Performance Conversions, Ltd., at £50.

Special high-compression cylinder heads can be supplied for these models by Rally Equipment, of Elstree, for £52 10s.

Simca.—Anthony Crook Motors can carry out engine modification to Simca models at their Hersham, Surrey, workshops.

Singer Gazelle.—Special cylinder heads are available from Barwell Motors, Ltd., for £29.

Standard.—Special cylinder heads are available for Standard Vanguards, Eights and Tens for approximately £28 from Barwell Motors, Ltd.

Alexander Engineering Co., Ltd., market engine tuning kits and can modify engines for Standard Eight and Ten models.

Sunbeam.—For £28 Barwell Motors, Ltd., can supply special cylinder heads for the Rapier.

Also for this model, equipment for tuning can be purchased from Alexander Engineering Co., Ltd., or can be fitted at their Haddenham works.

Triumph TR2 and TR3.—Modified cylinder heads, inlet manifolds, oil-cooler kits, exhaust systems, and general tuning can be obtained from S. A. H. Accessories, 17a, Bridge Street, Leighton Buzzard.

Modified cylinder heads are available from Barwell Motors Ltd.; these cost £32 each.

Vauxhall Victor.—Engine modifications are now available for this model from Alexander Engineering Co., Ltd., Haddenham.

Volkswagen.—Twin-carburetter kits, engine conversions, and special silencers are available from the West Essex Engineering Co., Ltd. The engine conversion costs £100, the twin-carburetter kits cost £40, and the silencer £6.

Wolseley 1500.—A modified cylinder head and exhaust system can be supplied by Rally Equipment, of Elstree, for the 1500 for £44 10s. This includes all fitting charges but the parts can be supplied for £7 less than this for home fitting.

The Alexander conversion comprises modified cylinder head, with 8-to-1 compression-ratio, special valve springs, twin 1¼-in. S.U. carburetters on special manifold, special sparking plugs, and air filters on each carburetter. The cost of this kit is £43, with fitting £12 10s. A Stage II kit is available at £58, with an axle conversion set costing £15, and a fitting charge of £15 15s. for both kits together.

Engine conversions can also be carried out by Speedwell Performance Conversions, Ltd., at a cost of £60.

Special cylinder heads and carburetter sets are available from Barwell Motors, Ltd.

Wolseley 15/50 and 4/44.—Conversion kits are available from the Alexander Engineering Co., Ltd., Haddenham, Bucks.

Rally Equipment, of Elstree, offer high-compression cylinder heads for £44 10s. Special exhaust systems are also obtainable from this firm.—I. G.

(*For addresses of suppliers, see foot of page* 203.)

SPRINGTIME ACTIVITIES—*continued from page* 200

standards would have to be the very minimum in the way of detail finish on his own Gran Turismo car, and with that we could not agree more.

Heading westwards at 80 m.p.h. along a perfectly safe double-track road, now restricted to 40 m.p.h., we went to Vandervell Products, the headquarters of the largest shell-bearing manufacturers in the world but also, of course, the home of the Vanwall Grand Prix team. In spacious and well-ventilated workshops it did our eyes good to see numerous engines being assembled, four chassis frames in various stages of assembly, and detail lightening going on, in respect of suspension components. Mr. Vandervell was far from happy about the 1958 fuel regulations restricting Formula I to 130 octane aviation spirit. The four-cylinder Vanwall engine was going well enough on the stuff, but he wanted to know what had been gained by wasting the whole winter converting his engines from alcohol fuel to aviation spirit. It seemed that the F.I.A. had altered the regulations without having any very clear idea as to why they were doing it, unless some outside influence had been brought to bear. The first excuse had been that the petrol companies wanted to discontinue alcohol fuel as they could not advertise their wins on it, feeling that " pump petrol " as sold to the public would be the thing. In general principle this was not a bad idea, but then someone asked, " But what is pump petrol ? ", and the F.I.A. gave the bland reply : " Petrol that comes from a pump as sold to the public." They completely overlooked that every European country has different pump petrol, so that running on Esso Golden Extra in England would be a very different thing from using B.V. Aral in Germany, Azur in France or Supercortemaggiore in Italy. They looked for a standard petrol throughout Europe and realised that aviation spirit was the only truly International fuel, the same in any country, the only difference being that you and I cannot buy it. In a brilliant piece of muddled thinking the Formula I regulations were changed to restricting fuel to this aviation spirit, unobtainable by the public, so therefore of no value to the petrol companies as advertising material, and we were back where we started, except that Mr. Vandervell and the others, such as B.R.M., Maserati and Ferrari, all had a lot of futile work to do. In consequence of this the Vanwall team will not be at Goodwood at Easter, and in all probability they will only appear once before Monte Carlo. As last year, Vandervell intends to concentrate on having a first-class team for the World Championship events, and will not be bullied or bludgeoned into supporting smaller events and thereby straining his team beyond its capabilities, which is a sound and sensible piece of planning. Nowadays there is so much racing taking place that nobody can hope to take part in all of it, so far better that the Vanwalls, which we know to be Grand Prix winners, are kept for the real Grand Prix events counting for the World Championship.

In general principles the Vanwalls will remain unchanged from 1957, and they were certainly well in advance of all their rivals then.

Time did not permit a journey northwards to Bourne to see B.R.M. or to Scotland to visit Ecurie Ecosse, but we heard that work was progressing satisfactorily in both camps. B.R.M. were concentrating on the conversion of the four-cylinder engines to aviation fuel and modifying the front suspension layout, and two cars are anticipated for Goodwood, to be driven by Behra and Schell, who will naturally lead the Bourne attack in the World Championship races.

In Merchiston Mews the David Murray *equipe* have their same three D-type Jaguars as last year and the Jaguar firm are supplying 3-litre and 3.8-litre engines as required. In addition, they have a Lister-Jaguar, making its debut under the Scottish flag at Aintree, and thoughts are already on the Monza 500-mile race, probably using a single-seater open-wheeled Jaguar Special. As last year, the Ecosse aim will be the major sports-car events and they will, in fact, be the Jaguar spearhead until the Coventry firm return to racing themselves.

At Camberley we saw Paul Emery, whose Emeryson chassis now has a 2.4-litre Jaguar engine fitted, suitably polished and tuned, and also fitted with a fuel-injection system using a C.A.V. diesel pump converted to inject petrol into a fabricated manifold which is fed with air from a large forward-facing intake fitted with a single butterfly throttle, on the lines of the W196 Mercedes-Benz. The chassis, with its double-wishbone and coil-spring front end, and de Dion rear end, is unchanged from 1957, but has been fitted with a new sleek body-shell, having the fuel tank in the tail instead of alongside the cockpit.

At Twickenham we called on John Willment, only to discover that his promising 1,500-c.c. twin-cam Climax-engined sports Willment had been sold in America. However, a second car was under construction, though unlikely to appear in the first part of the season. A mile or two from the Willment establishment we called on the Speedwell Garage to inspect the H.W.M.-Jaguar of the Speedwell Stable, a private group comprising John Bekaert, Monty Mostyn, Bill Smith, and John Sprinzel, these four entering under the Speedwell banner in Club and National events. Bekaert and Smith will use the H.W.M., Mostyn his supercharged Austin-Healey-engined " special," and Sprinzel the hot A35. The H.W.M. is the last car built by John Heath before his untimely death, and it has undergone a complete revision, being literally newer than new.—D. S. J

SUNBEAM RAPIER SERIES II WINS VERY DIFFICULT R.A.C. RALLY

Fiat 1,100 Vanquishes Small Fords : Standard Pennants Secure Team Award
Pat Moss (Morris Minor 1000) Wins Ladies' Prize

THIS year's R.A.C. International Rally, counting towards the Rally Championship, was described as the Rally of the Tests. It was hoped that Continental entrants, intimidated by the difficult map-reading involved in the 1956 rally, would be attracted, and Le Touquet was named as a starting point. In fact, only one Continental entry was received, the Le Touquet start being abandoned, which was probably just as well, for winter weather returned to render much of the route hazardous and some Passes were so blocked with snow that rapidly-organised map-reading had to be laid on to discover alternative routes to controls. Indeed, in the Lake District we came upon many lost rally cars, motoring about the lanes and emerging from every side turning with blinding lights ablaze and even dazzling us with unextinguished reversing lamps as we overtook them in the comfort, sure-footed security and well-warmed interior of a Citroën DS19.

Starting from Hastings and Blackpool, the competitors, who numbered the usual works teams and well-known names, converged on Prescott Hill and after a hill-climb there took a manoeuvring test at Chateau Impney, went to Eppnt, where sheet ice on the approach put Tommy Sopwith's 3.4 Jaguar off the road and caused delay, for another hill-climb, thereafter taking tests or racing round circuits at Lydstep, Oulton Park, Aintree, Blackpool, Tow Top, Ulpha, Charterhall, Otterburn (three tests), Croft, Sherburn-in-Elmet, Chapel-en-le-Frith (hospitality, too, from Ferodo), Snetterton, Mallory Park, Silverstone, Brands Hatch and Hastings. Great sport for the drivers and no mean test of a motor car, this 1,800-mile rally of the tests.

Driving up through the night we arrived to find Aintree in the grip of a biting wind that eventually turned to a blizzard. After three breakdown trucks, a huge fire-engine, an ambulance and Major-General Loughborough had arrived the 3-lap speed test commenced, taken by cars dispatched in groups after one practice sortie. Many had lost their competition numbers, so quite how the General timed them we don't know. Already many cars bore the customary signs of impact with solid objects and we heard that Wallwork had pranged his Alfa-Romeo and was out. Later, Nancy Mitchell shot through a stone wall and down a ravine on Bowes Moor, completely wrecking her works 1.5 Riley, she and Joan Johns being lucky to escape death.

One of the highspots at Aintree was the fine driving of Scott's Ford Zephyr, which disposed of a TR Triumph, a Morgan and an M.G. Taylor's Ford Zephyr arrived with severe damage on the near side, a " Stanpart " carton in use in lieu of a side window. A fine duel was fought between Rorke's Jaguar and E. Harrison's Ford, the Ford being steadier and out-accelerating the Jaguar, although later in the Rally it had trouble. Bolton's A.C. Ace lapped Aintree very fast but John Patten had considerably altered the pattern of his A.C. ! Newsham spun his Triumph and Fursden's Skoda couldn't catch Kelsall's Ford.

Leaving Aintree before the test was concluded, we lunched very satisfactorily in Blackpool, where we heard that Rudd's A.C. Ace was in trouble, losing much oil from a hole in its sump, before spending a snowy night at Ulpha watching those cars which found a way to the control with Wrynose Pass blocked, undertaking a tame and rather unnecessary downhill brake test.

After a night's sleep we left early for Silverstone. Here another 3-lap high-speed dice was staged, cars taking it in varied groups, with Eason-Gibson in command. We heard there had been a big prang at Mallory Park, where the circuit had been lapped in the reverse of the usual direction. This had been suggested at Silverstone but Gibson would have none of it, pointing out that the safer direction is the clockwise one and this is the direction for which the circuit is licensed. So, although there was some heart-stopping dicing, only A. P. Grant's M.G.-A fell into the Woodcote ditch, without damage. By now the team of Berkeleys had fallen out, a Skoda had landed on its roof and Gold's Standard Pennant had lost overdrive, and top and second gears were jumping out when 5,000 r.p.m. were reached. One " race " was led by two 1.5 Rileys, the Michelin X-shod car noticeably faster than the other, which was on Dunlops. The Ford works team had their tyres changed by squads of mechanics before every test—which private entrants cannot do. James' Riley had carried a " Help Stamp Out Sports Cars " notice, as if we aren't Americanised sufficiently as it is. Tommy Sopwith's 3.4 Jaguar arrived as if just out of the showroom and he simply *hurled* it round the circuit, in a group led by Lewis' battered Lotus and Patsy Burt's Alfa-Romeo Giulietta S.V., which was Michelin-X shod. Many competitors were X-shod, of course.

Lord Avebury's little Standard merely toured, whereas Hopkirk (Standard) really turned on the power through Woodcote. The two VWs were running reliably, one with S.U. carburetter and anti-roll bar. Day's Ford wallowed slowly round and, though very fast, the new Sunbeam Rapiers rolled considerably and a Singer Gazelle lifted its inner front wheel on the corners. The Renault Dauphines were slow, Gradwell (Morris) used lots of road at Woodcote, whereas Fishwick's Austin A35 was excellent.

Leston, disguised in a space helmet featuring a Union Jack, easily led his contingent in a 1.5 Riley, Pat Moss drove her Morris really fast and Whitmore (Austin A35) was simply terrific, just avoiding the Woodcote ditch each time. Sopwith's Jaguar had broken radius-arms and seemed about to lose its back axle. One Goggomobile was still running but there was no Fairthorpe. Very courageous was Baldet, whose Isetta bubble-car was still in the running, although so slow round Silverstone that it came in after two laps and had to be shoved off again to complete its third. Anyone who watched Mather's Fiat 1,100 wasn't surprised to hear that it had vanquished its Ford rivals. It left them and a Morris completely, rolling very little at Woodcote. Kilden's Saab was truly impressive, using the full width of the track for cornering, tyres protesting, but far faster than the Standards of Mabbs and Westwood. Incidentally, the Saab had three spare gaskets taped to the lid of its luggage boot.

So the 1958 R.A.C. Rally ran to its conclusion, after weather conditions of Monte Carlo Rally severity had engulfed much of the route.

That Harper won outright is excellent, because he has tried for so long and the new Sunbeam Rapier deserves its success, too, being a car developed by the Rootes Group through competition work of this sort. It is significant that the more spacious Rapier beat the 1.5 Rileys. The excellent showing of the modified Standard Pennants, which took the Team Prize, will boost sales of this interesting little car, and Pat Moss fully deserves her victory in the Ladies' Class in the well-established Morris Minor. The Morgans proved themselves to be good sports cars still, and the all-round excellence of the 1,100-c.c. Fiat was demonstrated convincingly, while the Jaguars did what has now become expected of them.—W. B.

Results :

1st :	Harper/Deane (Sunbeam Rapier)	652.8	marks lost
2nd :	Gouldbourn/Turner (Standard Pennant)	1,179.3	" "
3rd :	Gold/Cave (Standard Pennant)	1,231.4	" "
Ladies' Prize :	Pat Moss/Ann Wisdom (Morris Minor 1000) ...	1,474.5	" "

Team Prize : Standard Pennant team.
Best Foreign Entry : Hopkirk/Scott (Standard Pennant), Ireland.

Class Winners :

Standard and Modified Touring Cars :
1,000 c.c. : Miss Moss (Morris Minor 1000).
1,300 c.c. : D. A. Smith (Fiat 1,100).
1,600 c.c. : P. Harper (Sunbeam Rapier).
2,600 c.c. : B. Waddilove (Jaguar).
Over 2,600 c.c. : E. Brinkman (Jaguar).
Special Touring Cars, Standard and Modified Grand Touring Cars
1,300 c.c. : R. Gouldbourn (Standard Pennant).
2,000 c.c. : A. Yarranton (Morgan Plus Four).
Over 2,000 c.c. : D. Pulley (Jaguar).

ENTHUSIASTS' DIRECTORY—continued from page 202

Addresses of Suppliers

Alexander Engineering Co., Ltd., Haddenham, near Aylesbury Bucks.
Anthony Crook Motors, Ltd., Esher Road, Hersham, Surrey
Aquaplane Co., Ltd., Oulton Broad, Suffolk.
Barwell Motors, Ltd., Leatherhead Road, Chessington, Surrey.
Carburettors, Ltd., Grange Road, Willesden Green, London, N.W.10.
G. M. Carburettor Co., Ltd., Cranford Works, Malt Street, Knutsford, Cheshire.
Performance Equipment Co., 327-329, Tower Building, Water Street, Liverpool 3.
Rally Equipment, High Street, Elstree, Herts.
Raymond Mays, Ltd., Bourne, Lincolnshire.
S. A. H. Accessories, 17a, Bridge Street, Leighton Buzzard, Beds.
Speedwell Performance Conversions, Ltd., 7, Accommodation Road London, N.W.11.
Vehicle Developments, Ltd., 60, Balcombe Street, London, N.W.1.
West Essex Engineering Co. (Abridge), Ltd., Market Square Abridge, Essex.

4,000-*MILE TEST OF THE CITROEN DS*19

—*continued from page* 223

really hard driving, never after normal motoring. It warms to its work in a matter of a few yards, even on cold mornings. The bonnet has two safety catches which have to be sought for after the interior release-ring has been operated, before it can be opened, after which its lid has to be propped up. Once opened a veritable mechanical maze is revealed, which will render the average repairer quite impotent! The dipstick, oil and water fillers are accessible, however, but we had to scrounge a length of hose before water could be replenished in the screen-washer reservoir. The Exide battery is well placed.

In contrast to the bonnet the lockable boot-lid, released by pressing a button, is held open automatically by struts. The deep well-type boot provides excellent luggage space; the side sills run through it but, if anything, enhance it, because luggage lowered down into the deep well thus formed can be packed securely. There is automatic illumination of the interior when the lid is raised—a splendid feature—and the Citroën further endeared itself to the writer because the gallon can of petrol he carries permanently as a penance for his curiosity about the fuel-consumption of the cars he drives, in this case fitted securely into the foot-pump compartment at the rear of the boot whereas usually it falls over and spills its contents over the luggage. Indeed, four such cans could be carried thus, if desired, thereby increasing the already-meritorious fuel range before a garage need be resorted to by approximately 100 miles.

It is difficult to exhaust the DS19's practical features—the effective bumpers, which safeguard the lamps at the rear, the ingenious mounting of screen and rear window in rubber-backed clips, peg-secured rear wings easily detachable by removal of single nuts for wheel removal or replacement if damaged, the roof-high direction-flashers forming part of the styling motif, the untidy but accessible stowage of tools within the under-bonnet-mounted spare wheel, the boot lid hinged forward of the back window to ensure reversing visibility while the lid is up, provision of tow holes, mud flaps forward of the back wheels . . . the list is inexhaustible.

During our extended trial of the car we made some careful checks on fuel consumption. At first we averaged only 20.3 m.p.g., using the Citroën mainly in London and its environs, for short local journeys and with many cold starts. When the big freeze-up drove Londoners into the Underground and left the roads clearer we recorded 23½ m.p.g., in spite of wheelspin on frozen surfaces, while fast cross-country driving gave a figure of 23 m.p.g. Certainly the DS19 owner should never get less than 20 m.p.g. and might well increase this to 25 m.p.g. on sedate outings, although few enthusiasts care to "waste" the car in this manner. The petrol filler is beneath a spring-loaded flap in the off-side back wing. It has an unsecured bayonet cap, can just about be filled from a can without resorting to a funnel and has a drainaway for spilt fuel. A claimed tank capacity of 14 gallons ensures a range of over 300 miles. The filler is rather small, resulting in blow-back. After 1,400 miles we returned to Slough, where the Citroën was greased and the sump drained and replenished. Up to this time no oil, water or hydraulic fluid had been required.

THE CITROEN AT SPEED

Soon after this routine servicing the car was subjected to a high-speed night drive round MOTOR SPORT's usual strenuous circuit. Conditions were unfavourable, the roads dry, but mist and some motor-coach traffic being encountered. The experienced driver who conducted this part of the analysis returned bursting with praise for the DS19. He applied to the Citroën such superlatives as "fabulous motor car," "brakes terrific," "it really is safe," "when thrashed it just would not put a wheel wrong," and similar expressions of pure unalloyed enthusiasm. The overall average speed for this test was 62.9 m.p.h., the speedometer being taken to 90 in third and top gears whenever possible. This was fractionally faster than the average attained by the same driver in a 1½-litre British sporting saloon, but on a winding leg of the route the DS19 averaged 77.5 m.p.h., or 6.1 m.p.h. *faster* than the smaller so-called sports saloon! Driven flat-out petrol thirst was 19½ m.p.g., and again no oil or water was consumed. To obtain these results it was found essential to wind the engine up to an indicated 90 m.p.h. in third gear, when the engine felt perfectly unconcerned. Impressions formed during this run were that the steering is generally superb except for some front-wheel shimmy and a disconcerting lightness after a sharp corner on sudden full lock, roadholding far in excess of engine power or the limit of the "X" tyres, so that full throttle can be used and more steering lock wound on in difficult situations, the wheels never breaking away on dry roads and the ultimate effect being that the car digs in its outside front wheel and restores its equilibrium. During this run the car was cornered so that the front tyres doubled under the rims and both front-wheel knave plates flew off and have not been seen again! Such roadholding is exceedingly safe and "forgiving." At times, although the car understeers satisfactorily, the power-steering introduces a neutral-steel feel which diminishes the driver's judgment, but on bumpy fast corners the Citroën is as steady as a rock and some 5 m.p.h. faster than many sports saloons. Driving visibility is 100 per cent. but the inbuilt Lucas 700 headlamps are not adequate for 90-m.p.h. cruising nor is the beam sufficiently "spread" for fast cornering. The panel lighting tends to reflect on the screen. On winding roads, or long, straight main roads, unless badly baulked by traffic, this Citroën really comes into its own and, apart from engine noise, does not tire the driver, while front and rear-seat passengers remain comfortable and confident if somewhat thrown about while the driver is applying himself to his task. It proved possible to write legibly while the car negotiated fast curves and was driven at 80 m.p.h. over a notoriously poor surface. Coasting for several miles in neutral with dead engine while operating the suspension lever, braking and using the power steering to the full failed to exhaust the reserve of hydraulic pressure. Only once did we fail on a hill and that was when baulked by an Army Champ to a standstill on sheet ice—the Citroën restarted satisfactorily after being reversed onto a slightly less severe but still ice-covered gradient.

After forming our high-speed impressions the DS19 was put back into everyday service as town carriage, school 'bus and fast long-distance transport, including covering the R.A.C. Rally, etc. Further petrol-consumption checks while covering the R.A.C. Rally proved the range on a tankful of fuel to be 305 miles, driving hard, while over the entire 760 miles of pressing-on, including hurrying over snow-bound roads, the consumption came out to 22.7 m.p.g. A pint of oil was put into the sump, more to ease our conscience than because the dipstick suggested it to be necessary. We had covered 4,200 miles as this report went to press, and no further servicing was required, nor had any major or minor faults intruded—the answer, surely, to those sceptics who, while complacently accepting hydraulics in aircraft, eschew them in a motor car. This mileage is, obviously, but a fraction of the car's total life, but it was achieved in less than six weeks, under varied hard-driving conditions, and Citroën's attitude of "take it away and return it when you are tired of it" endorses their confidence that the DS19 no longer hides any "bugs" or teething troubles in its complex mechanism. This was a dangerous boast for Slough to make, however, for we are unlikely ever to tire of driving this incredibly safe, fast-cornering, superbly comfortable and well-braked car. It is a decade ahead of contemporary design and should appeal not only to engineers and other enthusiastic connoisseurs of good cars but particularly in America, because the gear-change of the DS19 is practically as foolproof as fully-automatic transmission and Citroën is not playing with air springing but applying it scientifically to independent front and rear suspension. And, in the States 2-litres constitutes a small car, in spite of the DS19's spacious interior and excellent performance. This is one more of those exclusive cars which, although wide and long, feel like small cars to the driver—as the Continental Correspondent remarked after trying it, "I must keep reminding myself that it is a big family saloon and not a Gran Turismo two-seater! I am really reluctant to return it."

Before this test the Editor wondered if he ought to own a DS19. Now he not only wants one but also wants to reside in Paris and do nothing else except drive it between there and the Cote d'Azur. Considering all the applied science and mechanical complexity involved, this Citroën cannot be regarded as expensive at £1,150 (£1,726 7s. 0d. with p.t. and import duty). For those who prefer a normal clutch and four-speed manually-operated gearbox the ID19 is virtually the same car, priced at £1,498 7s. inclusive. At Slough about twenty-five DS19s are assembled per week and the first ID19 arrived in England at the end of February. The French factory, however, is producing some 200 DS19s and 100 ID19s weekly.

To conclude, this splendid car makes all other family saloons take a back seat and its safe roadholding and cornering make it more than a match for many cars which claim to be sports models. It is, indeed, "the car of the future, for the roads of today," and withal a magnificent car both to contemplate and to travel in.—W. B.

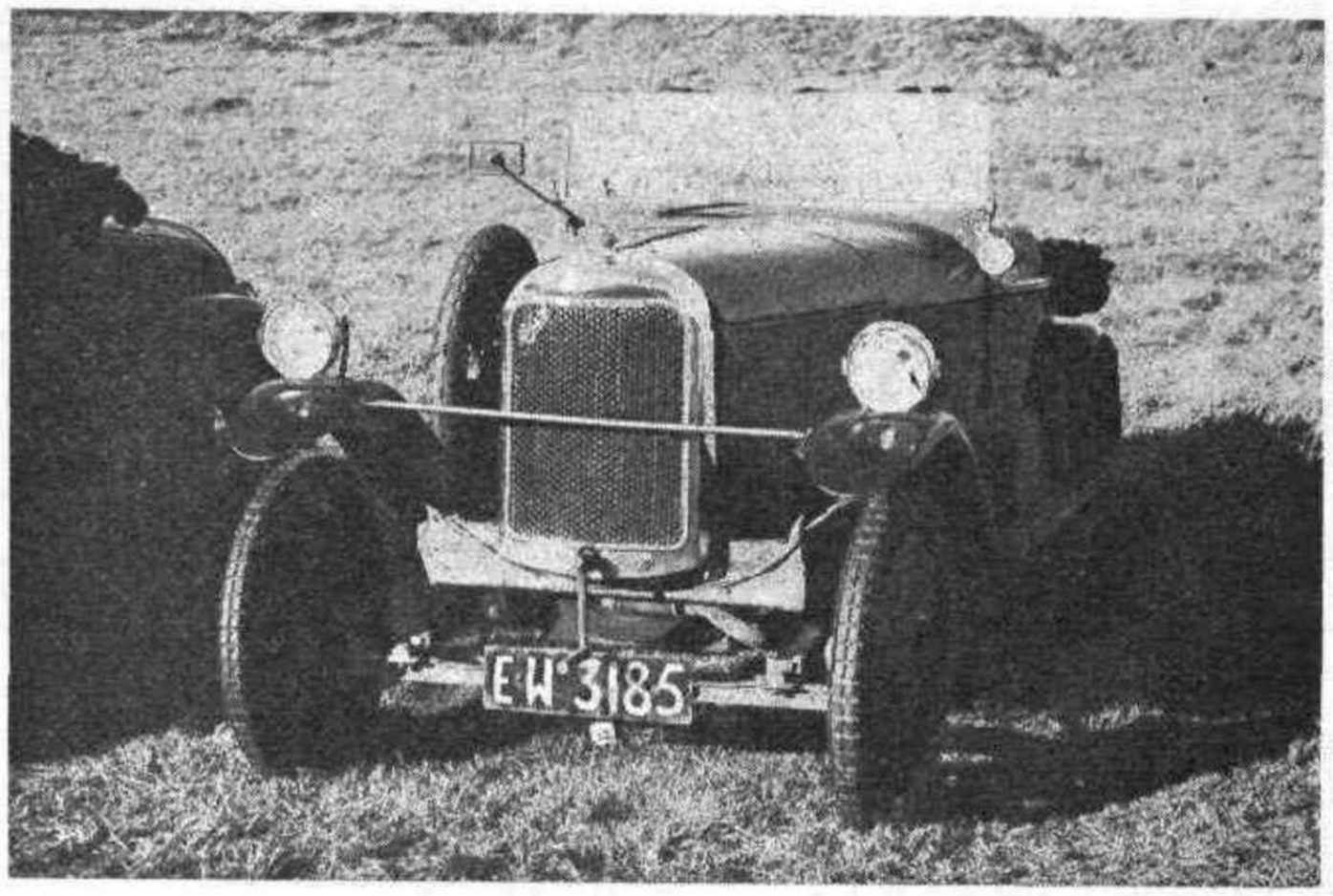
NEW DUNLOP TYRE

A new tyre named the Gold Seal is now available from Dunlop stockists. The pattern of the tread is entirely new, having ribs separated by zig-zag grooves to give better grip on corners and when accelerating and braking. It is available with or without tube and with either black or white sidewalls.

Veteran-Edwardian-Vintage

A Section Devoted to Old-Car Matters

A RARE LIGHT CAR.—Members of the Light Car Section of the V.S.C.C. were no doubt distressed to hear Cecil Clutton, an ex-President of the V.S.C.C., describe their cars as of "slight technical interest and inconspicuous power" during his recent broadcast on the B.B.C. Network Three programme. However, we believe that two other ex-Presidents of the V.S.C.C., Kent Karslake and Laurence Pomeroy, disagree with Clutton's opinion that vintage small cars are "humdrum, uninteresting and drab little cars, simply not worth preserving," and certainly the Editor of MOTOR SPORT *isn't in agreement. So we venture to present this picture of a rare vintage small car, an oil-cooled V-twin Belsize Bradshaw seen at the last V.S.C.C. Heston meeting, in the belief that Karslake, Pomeroy and very many others will agree that such cars are well worth preserving, if only for their technical interest and rarity.*



THE Vintage S.C.C. opens the 1958 vintage racing season at Silverstone on April 12th, when those who like the variety of motoring and sartorial fashion seen on these occasions should make every effort to be present. Admission is by ticket only, obtainable in exchange for a s.a.e. from T. Carson, Brook Cottage, Bishops Green, Newbury, Berks, and a compulsory car-park fee of 5s. will be charged—excellent value!

Competitors report by 9.15 a.m., the programme opens with a One-Hour High-Speed Trial for vintage sports cars at 12.15 p.m., and the races will include the G.P. Itala Trophy Race over 10 laps for vintage racing cars, an Edwardian Handicap and a 10-lap All-Comers' Scratch Race for vintage and historic racing cars. The first round of the 1958 MOTOR SPORT Club Trophy Contest will be held at this meeting. Entries have closed. Stick this date—April 12th—in your diary, chaps.

* * *

The 50th Anniversary M.C.C. Land's End Trial at Easter is open to vintage cars, motor-cycles, combinations and three-wheelers, and pre-1914 motor-cycles and three-wheelers. The observed hills will be Porlock, Lynmouth, Station Lane, Beggars Roost and the original dreaded Bluehills Mine. Strictly this event is not so "traditional" as was the vintage "Land's End" of 1952, for this year the cars converge from different starting points on Taunton and the trial ends at Newquay, whereas in 1952, when the Editor of MOTOR SPORT competed at the wheel of a 1924 11.9 Lagonda, the correct 1927 route, starting at Virginia Water and finishing at Land's End, was adhered to.

In 1930, in which year any of the vintage cars which will set out this Easter could have competed, there were 221 car competitors. In that year the hills included Grabhurst and Ruses Mill, however. The 50th Anniversary route is more reminiscent of the 1929 "Land's End," in which 178 cars started, embracing A.C., Alfa-Romeo, Alvis, Amilcar, Arrol-Aster, Aston Martin, Austin, Bayliss-Thomas, Bean, Bentley, Beardmore, Bugatti, Buick, Ceirano, Clyno, Delage, Delahaye, Diatto, Fiat, Ford, Frazer-Nash, Gardner, Hillman, Hupmobile, Invicta, Lagonda, Lea-Francis, M.G., Moratt, Morris, O.M., Peerless, Rally, Riley, Rover, Salmson, Schneider, Senechal, Singer, Standard, Star, Sunbeam, Swift, Talbot, Triumph, Trojan (including A. F. Scroggs' car), Vauxhall, Willys-Knight, Windsor and Wolseley. That year Porlock stopped 29 cars, Lynmouth 12, Beggars Roost 69 and Bluehills 16. At the time belt-driven motor-cycles were quite a common sight and the R.A.F. was protecting the peace in Gamecock and Siskin fighters . . .

At Easter, apart from Scroggs' Trojan in the Land's End proper, 27 vintage cars are destined to compete in the Vintage Section, comprising two early Frazer-Nashes, two Austin Sevens, a 9/20 Humber, a Ballot, three 12/50 Alvises, a 1929 Hillman Fourteen, a Type 46 Bugatti, an M.G., two Morris-Oxfords, two Bentleys, Hayward's legendary Bayliss-Thomas, a 1919 Chevrolet, a Fiat, a Lea-Francis, a Lagonda, a 30/98 Vauxhall, a Jowett, Patricia Stocken's Trojan, a Riley Nine, a 1927 Rolls-Royce and the Jack Barclay 1910 Silver Ghost Rolls-Royce, which we hope won't damage itself on Bluehills hairpin.

NOSTALGIC

With the opening of another season of motor racing there is topical interest in an elaborate book, kindly sent to us by a reader, entitled "Automobile Fortnight in Ireland," a 9½ in. by 7¼ in. 150-page 6d. tome issued in Dublin to commemorate the 1903 Gordon Bennett race and the speed trials, hill-climbs, official tours and motor-boat races that spread this gathering of sporting motorists over a couple of weeks.

From this interesting publication we learn that the Irish A.C. was founded in Dublin in January 1901, its then-President being the Rt. Hon. Horace Plunkett. The book pictures many personalities prominent in Irish motoring circles at this early date. Thus William G. D. Goff, J.P., is depicted in cap, beard and one of his Napiers—he had two of these, a 16-h.p. and a 24-h.p., as well as a de Dion tricycle and a Werner motor-bicycle. Incidentally, his hobbies are quoted as "yachting and fishing." H.R.H. The Duke of Connaught is seen in a military Wolseley, a full-page plate is devoted to His Excellency, The Lord Lieutenant of Ireland, who owned two 12-h.p. Panhard-Levassors and a 10-h.p. Mors (he was giving a tea-party at the Vice-Regal Lodge after the Phoenix Park Speed Trials—the Automobile Fortnight was a social occasion!), and S. F. Edge is shown at the wheel of the Napier with which he won the G.B. Trophy in 1902. There are some fine pictures of some of the competitors, although apparently photographs of the French cars and drivers were not available. The G.B. course is described in detail and Hutton & Co. ambitiously offered free garage and a free map of the circuit "to all who apply."

The Gordon Bennett rules and race-day arrangements are there in full, cups and trophies galore are illustrated and the officials get adequate publicity, Lionel Earle being portrayed in his 20-h.p. Gobron-Brille, Mark Meyhew, L.C.C., on a 50-h.p. racing Napier, W. F. Peare in his Gladiator, and Dr. and Mrs. Colohan seated in a very smart Daimler. Officials wore coloured badges to distinguish their duties—marshals, green; starters, white; timekeepers, red; registrars, blue; Press stewards, yellow; control stewards, green stripe; and cyclists, green armband and gold badge. Robert E. Phillips, chief timekeeper, had 84 chronograph watches under his care, and we note that, "large green flags will be stretched entirely across the road to indicate that a corner has to be negotiated within 300 yards."

The Automobile Fortnight itinerary included the G.B. race on July 2nd, an exhibition of racing and touring cars at the Irish Automobile Garage, Earlsfort Rink, speed trials in Phoenix Park, a hill-climbing trial for the Henry Edmunds Trophy, a speed and hill-climbing trial at Cork, a motor-boat race for the Alfred Harmsworth Cup at Queenstown and a hill-climbing trial on the Killorglin-Tralee Road, these secondary contests being linked by competitive tours round Ireland. It is interesting that in the lists of competitors the Daimlers are designated by b.h.p., other cars by rated h.p. Unusual cars advertised in this official guide include the Mohawk Manon, with either de Dion or Aster engine, the Earl, Boyers, Evart-Hall and Brooke, not forgetting the Lamplough-Albany steam car.—W. B.

Another discovery! In a shed in Essex a 1921 598-c.c. B.S.A. motor-cycle combination has recently been found. First registered in May 1921, it was used by the original owner until 1933, when it was put away and forgotten. It is in good order, with its original documents, but the tyres have perished. If anyone would care to restore it we can forward stamped letters.

* * *

A reader who would like to commence vintage motoring with a 1924 dark blue Morris-Cowley two-seater, FF 1669, which his father bought new and sold for a fiver in 1933, remarks that in 1941, when he was a member of the Cambridge O.T.C. there used to exist a vintage Bentley chassis used for instructional purposes at the Grange Road premises of the Armoured Corps section. If it is still there enthusiasts might care to save it. We suggest they form an orderly queue!

* * *

Last month we gave the address of the Hon. Registrar of the Lea-Francis Register incorrectly. He is Alan G. Woodland, 42, Bath Road, Leamington Spa, Warwicks, and the Register is open to all model Lea-Francis cars.

* * *

From Adelaide's Public Library of South Australia comes a request for a Brocklebank workshop manual, suggesting that one of these rare six-cylinder cars is still in existence there. Letters can be forwarded.

* * *

Vintage three-wheelers are particularly scarce, but we note from the Vintage M.C.C. magazine that a 1920 Coventry-Premier Super Runabout has *come to light in Leicester.*

* * *

A most interesting account of how the ex-Dubonnet Boulogne Hispano-Suiza with tulip-wood body was restored by Mr. Albertini will be found in *The Manchester Guardian* dated March 3rd.

* * *

Last year parades of old cars were a feature of several Continental race meetings and some of these are likely to be repeated this year. In addition we hear that a veteran and vintage-car rally and "regularity race" is to be held in Rome next September. The Fiat Register is rallying to Turin on September 2nd.

* * *

Vintage Austin Fancier John Oldham, in addition to his 1927 Austin Twenty Mayfair limousine and 1928 Austin Twenty Ranelagh limousine has added to his stable another 1927 Austin Twenty, a high-chassis model now endowed with an open torpedo body from a 16/55 Daimler of the same year, and one of the rare 1925 Austin Seven fixed-head coupés, painted red and black to match his Mayfair limousine. He also retains his very fine 1911 20/30 Renault limousine.

* * *

Vintage accessories.—Attractive cuff-links with colour reproductions of historic cars on them—Edwardian Austin Seven, bull-nose Morris, Ford N and T, Vauxhall, Mercedes and Peugeot—are available for 15s. 6d. a pair in extremely nice imitation mother-of-pearl cases, from Bolders & Co., Ltd., 370, Strand, W.C.2. They are just the job for Easter wear and would make excellent Club prizes.

* * *

A platinum brooch in the form of, apparently, a Golden Bugatti, set with diamonds, is for sale and is held at the MOTOR SPORT offices. Unless sold we gather it will be melted down.

VINTAGE POSTBAG

Sir,

I hasten to correct any misapprehension which may exist in your readers' minds after reading Mr. C. L. Wills' remarks on the Riley Twelve in "Cars I Have Owned" in the February issue.

Whatever caused his troubles with No. 1 big-end bearing, it was not a fault of the breed in general, I am sure. I know a number of owners and ex-owners of these grand old cars, in addition to my own 1925 car, and it is the first I have heard of it.

I am unable to understand his remarks about the white metal being run direct into the con.-rod, either. I have, among my bits and pieces, 1925, 1926 and 1928 crank assemblies and all these have detachable bronze or brass shells.

If I had to pick on one feature of the Riley side-valve engine, it would be its indestructibility. Perhaps, Mr. Wills, the No. 1 oil-feed hole to the big-end was obstructed.

I was also interested to see the Hampton radiator adorning an A.C.-engined G.N. It seems to be an exact replica of the extremely leaky component on my 1919/20 Hampton, still in the course of a very leisurely rebuild. Can someone put me in touch with the owner, please? There may be more bits where that radiator came from.

While on the subject of Hamptons, Mr. Editor, may I take up a little more of your space?

These cars were made here in Stroud and I am trying to gather together material for a little history of the firm. There were a number of personalities connected with them, about whom I would welcome information. Some of the names are: Messrs. William Paddon, Gerald Dixon, J. W. Leno, M. Daniel and his father, Sir J. Daniel. There was also a Captain Hunter, who drove an early post-war model in the M.C.C. trials with some success about 1923. Any information about these people which would be relevant to my *history would be very welcome.*

Personal experiences of owners of Hamptons would also be of interest, as I hope to deposit a copy of the completed history in the local museum, and the addition of a few personal touches brings life to otherwise dry facts.

I would like to know of any Hamptons or parts thereof which still exist. Excluding my own, there are two cars in the V.S.C.C., one at Weybridge and one at Horsham, both Meadows-engined coupés of the late 'twenties. I did track down the last Hampton of all, a straight-eight (DG 5009), but it has now been lost again! This car was built by the ex-works manager, after Hamptons closed down, from parts bought at the winding-up sale. He ran it from 1932 to the time of his death during the war.

I am, Yours, etc.,

Stroud. A. M. WILLIAMSON.

* * *

Sir,

May I say how glad I was to read Mr. L. Thurston's remarks concerning his 1927/8 Chrysler 72 roadster in the "Vintage Postbag" of March. My father owned a "hardtop" version of this car, and he is full of glowing praise for it. With a top speed of around 90 m.p.h. and extremely vivid acceleration, it was unbeatable by any untuned machinery, including the Bentleys of the period. A glance at its instruction book reveals that practically every moving part of the car is adjustable for wear, most of the adjustments being of the "turn till tight then slacken" variety.

We still have the remains of this car today—I say "remains" because during the war it was converted into a pick-up truck—and even in its present rather neglected and unused state, it is incredibly silent and smooth running. Sitting inside the cab, it is almost impossible to detect engine sound at tickover speed.

I am hoping at a later date to restore the car but, like Mr. Thurston, I am worried about the state of the radiator. The lower half of the shell contains a hole for the starting handle, the surround of which is in no way strengthened to withstand the strains consequent on using the handle. The leakages in this area are ominous!

With regard to Mr. Thurston's query about the function of the plunger on the brake-fluid reservoir, it has the dual purpose of a pump and a screw-down valve. In the screw-down position the reservoir is cut off from the rest of the system. When it is desired to replace fluid losses in the system (detected by increase of resistance-free pedal travel), the plunger is unscrewed and pumped up and down until resistance to this motion is felt, and then screwed down to isolate the reservoir once more. Operation of the brake pedal whilst the plunger is unscrewed will, of course, result in the contents of the hydraulic cylinder entering the reservoir instead of operating the brakes. In a sense it is rather a clever system, in that the unknowing person, whilst exploring, will nearly always do the right thing by accident; *i.e.*, pump and screw down the plunger!

Finally, I should be most interested to hear of readers' experiences in running and/or restoring these cars—there must be quite a few still around!

I am, Yours, etc.,

Cambridge I. BENNET

* * *

Sir,

I was most interested—and I must say, delighted—to read Mr. Thurston's letter regarding his Chrysler 72.

For several years I have been the very proud owner of various American cars, including an Essex Super Six, Cord, Auburn, and many others. I can safely say that I get more pleasure out of these vehicles than I do driving the "tinware" of today.

I feel it is worth noting that my last Cord would happily show many of the current sports cars the way home. Quite a few Jaguar and TR2 drivers were badly shaken when they attempted to overtake "that old Yankee heap."

I am, Yours etc.,

London, S.W.9 P. H. SHORT

Sir,

The Dawson car, I remember, was made by a Jack Dawson, who came from Wolverhampton and at one time was works manager at the Hillman Motor Car Co., Folley Lane, Coventry.

He was fortunate enough to make contact with F. Neale, a real "πr^2" engineer, who designed the car throughout and which, according to report, was far ahead of its time. Sorry I cannot give you any mechanical details, because at that time I was engaged by the parent company of Hillmans. Unfortunately, Dawson and his merry men ran out of funds, so he (Dawson) got into touch with some honest moneylenders in Birmingham, where they were as welcome as a flitch of bacon in a synagogue, resulting in the total collapse of the whole scheme.

I think it was a very regrettable conclusion, and Neale went to America and Dawson to Australia, since when I have lost all trace of them. As you remark in your footnote, very few were made and I only regret I am unable to give Mr. Dawson the information he requires.

I am, Yours, etc.,

St. Helens. FREDERICK W. RELPH.

* * *

Sir,

I have a Dawson engine, gearbox and radiator, and can supply some information to interest Mr. M. F. Dawson.

The car was manufactured during 1920 and 1921 by the Dawson Car Co., Ltd., Coventry. The freehold and plant were acquired at the end of 1921 by the Triumph Cycle Co. for the production of the Triumph car.

My engine is number 166-10-20. The block was cast in 1919. It is a four-cylinder unit of 69 by 120 mm. bore and stroke (1,795 c.c.). The crankcase and sump are of cast aluminium, the detachable head and block being cast iron. A three-bearing crankshaft drives a single overhead camshaft through vertical shaft and skew gears at the front. The camshaft operates eight vertical in-line tulip valves through the medium of adjustable caps screwed to the valves and secured by locknuts. There are two inlet ports on the right and four exhaust ports on the left. The connecting-rods are steel H-section forgings, and are stamped with the date and bearing sizes. The pistons are domed aluminium with three gas rings and fully floating gudgeon pins.

From the vertical shaft a pair of skew gears operate a horizontal shaft at right angles to the crankshaft axis, on the right of which is the coupling for the platform-mounted magneto. From the left of *the horizontal shaft another pair of skew gears rotate a shaft with* a pulley for the fan at the front and a flexible coupling for the cradle-mounted dynamo at the rear. The starter is similarly mounted on the right of the engine. A further pair of skew gears operates a vertical shaft to the gear-type oil pump in the base of the sump. Lubrication is by a series of troughs for the crankshaft bearings and by pressure to the camshaft.

There is a fixed starting handle. The separate three-speed gearbox has a universally-jointed lever working in a right-hand gate, and an internal-expanding transmission brake. Drive to the gearbox is through a cone clutch, the flywheel having a bolted-on starter ring. The connecting shaft has one fabric coupling.

The radiator is similar to that of a 3-litre Bentley and has a bulldog badge.

I am, Yours, etc.,

Bristol. P. W. EVANS.

* * *

Sir,

I noted with interest the inquiry made by Mr. E. D. Woolley for information in respect of the French Bedelia, an example of which he is in the process of renovating.

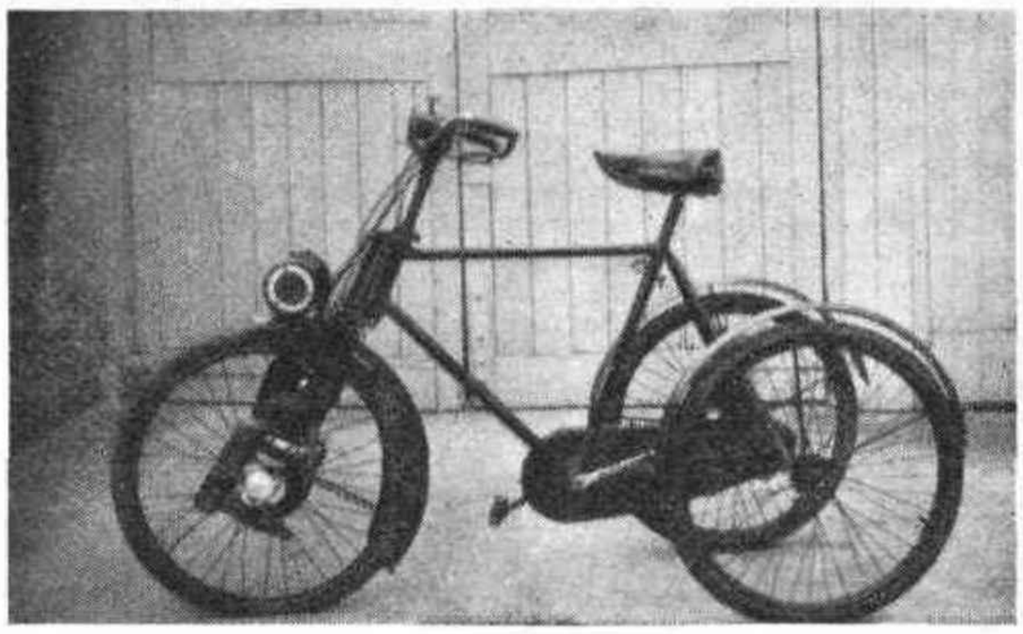
In 1913 I acquired a 1910/11 Bedelia fitted with a twin-cylinder air-cooled engine. It had tandem seating, the steering and driving controls were in the rear seat, the passenger occupying the front. This lay-out, I was assured, was as originally turned out by the manufacturer.

I didn't keep it long because it was a most unreliable and, in my opinion, dangerous machine. The steering was laid out with cable and small pulleys, and gave much trouble. The engine very rarely completed even a short journey of 10 to 12 miles without one or more involuntary stops.

It had twin belt-drive outboard on each side of the body. When a belt broke—as it often did in those days—the machine would make a sudden dive towards the ditch on the side on which the remaining belt was still functioning, and unless the driver's reactions were very quick the whole contraption finished up in the ditch.

I am, Yours, etc.,

Colwyn Bay. ALBERT BRAID



Sir,

I was very interested in the steam car, "Vintage Tailpiece" (page 35). But I am sure it should be Sheppee, and not Sheppey.

Enclosed is a snap ([See above.—ED.] of a machine I have just purchased; it is a Cyklaid and was made by Sheppee Motor Co., Ltd., York. When I first had it, I wrote to them and they sent me a leaflet C.1923.

A few details are: Bore/Stroke 55 by 55.5 mm., 131 c.c. two-stroke, Villiers flywheel magneto. I have not yet got this machine running, but hope to in the spring.

I am Yours, etc.,

Wombourne. JAMES G. BOULTON.

* * *

Sir,

With reference to J. H. Cock's article on the 18/80 M.G., in which I was very interested, I agree with him that the 18/80 M.G. is hardly heard of now.

My father had two of these cars: a 1929 18/80 M.G. four-seater tourer (Reg. No. U.V 2353), and a 1933 18/80 M.G. four-speed 'box saloon, colour red and grey (Reg. No. AUL 240). He disposed of the latter in 1947.

I would be grateful to anyone who knows the whereabouts of these two cars, also Brough Superior motor-cycle, Reg. No. CA 9813.

I am, Yours, etc.,

Penrhyn Bay. G. MATHER.

* * *

Sir,

Le Zébre cars were nothing like as old as 1904. They were a sporting type of French small car and were advertised in the motoring journals in the very early nineteen-twenties. They are not to be confused with the Zebra, a French small single-cylinder car of about one hundred pounds which was marketed from 1910 until about 1914.

I was very interested in Mr. Elphick's picture of the steam Sheppee car, but please notice the correct way to spell it. I don't think they made very many steam cars; the one illustrated is 1912. But they made a number of light steam lorries and exported a good many, especially to Zululand. These were advertised from 1906 to 1914. In the early nineteen-twenties they made a neat i.c. engine attachment for cycles, called the Cyklaid; and also motor accessories.

I am, Yours, etc.,

Knaresborough. G. A. SHAW.

* * *

Sir,

Mr. R. R. Brain asks for information respecting the Zébre make of car. In 1916 I was Road Officer for the M.T. attached to a battery of 12-inch howitzers, road-mounted type. Whilst outside Albert, on the Somme, we put our mobile workshop in a small wrecked motor factory. There were masses of bits and pieces of car parts, and sewing machines as well, and I am pretty certain that my memory is correct when I say that there were remains of brass nameplates lying about with "Cie Automobile Le Zébre" on them. The make of car must have been quite a small voiturette type, judging from the cylinder castings and chassis.

I am now entering my 54th year of motoring. In 1905—I think it was whilst working at the British Consulate at Rouen—I acted as interpreter for S. F. Edge and Clifford Earp, who were over for the Gaillon hill-climb with a huge bull-nosed Napier racer. They took me to the climb in a works open touring model.

I am, Yours, etc.,

Chalfont St. Giles C. S. ROSCOE

Sir,

I was most interested in your correspondent's letter signed R. R. Brain and the accompanying photo of his 1921 Zébre. This car, which was very advanced for its year, was rated at 8/10-h.p. (7.8 R.A.C.) had four cylinders of 55 mm. by 105 mm., cast *en bloc*, and sold complete for £345—a price which included an insurance policy for 12 months! It had four forward speeds and reverse with a top gear ratio of 6-1. Valves were side by side driven by a helical drive camshaft. Ignition was by magneto, pump lubrication, thermo-syphon cooling and electric starting and lighting was fitted as standard.

It was handled by Tattersalls Ltd. of Great Marlborough Street, W.

The Le Zébre was produced in Paris in 1923 and although it may have been of common origin was a different car

There were a number of very commendable features. The universal joints at each end of the Cardan shaft were particularly sturdy and were protected from the ravages of grit by leather covers. The fully floating bevel-type rear axle was another good point. The rear cantilever springs were relieved from torque strain by a channel section torque stay attached to the axle casing and the frame cross-member by an eccentric adjustment. The worm and sector steering was provided with an adjustment to take up wear and also for alteration of steering wheel position for long or short drivers. Brakes were internal expanding, hand brake on the rear wheels and foot brake on a drum aft of the gearbox. The clutch was a single-plate type separately housed.

Petrol consumption claimed was 40 m.p.g. with a modest maximum speed of 45 m.p.h.—altogether a very fine little job, Mr. Brain, and well worthy of renovation.

Mr. Peter Gough's La Licorne appears to be of the same vintage—1921. It was rated at 10/14-h.p. (R.A.C. 10.4) and was fitted with one of the famous four-cylinder Ballot engines with a bore of 65 mm. and a stroke of 120 mm. This engine was capable of quite high revs. It had a leather cone clutch and a three-speed forward and reverse gearbox worthy of note. It had a straight through " gate " with a spring-loaded ball to locate each gear which worked very well.

Springing was a very good feature, wide leaves, few in number and underslung at the rear. Three more double shock damping springs over the front axle which gave a most excellent suspension.

Brakes were internal expanding on the rear wheels in large drums and adjustable by thumbscrews.

The standard four-seater sold at £600 with a de luxe model at £640.

The car was handled by Mr. A. Pickard of New Burlington Street, W.1.

I am, Yours, etc.,

Wheathampstead. ROBERT E. M. RAYNS.

* * *

Sir,

Sorry, but here I am again; this time about the inquiry of your reader R. R. Brain, of Oxford (page 15), about the Le Zébre car. I drove a Zébre for two years and over 20,000 miles in the French army (heavy artillery) in 1917 and '18. It was supposed to be a liaison car, but was used for all sorts of jobs, one of which—often unpleasant—was to take the observation officer " as near as possible " to the observation post, which itself was " as near as possible " to the German lines. Needless to say, cars took some heavy punishment, including pieces of " flying metal " at times. We were always in a hurry to get out of the unhealthy zone, and the potholes were many and deep, being caused mostly by German shells. I, of course, broke innumerable springs, with curses from the repair-shop officer, who said I drove too fast—he never went " up there "—but otherwise that baby car appeared to be indestructible.

It was called a 5 c.v. It revved up willingly and was quite lively for its vintage, much more so than the later, but heavier, 5 c.v. Citroën. The snap enclosed [Not reproduced.—ED.] was taken near Verdun in 1917. As you will see, it is much the same as the " modern " 1921 version shown on page 15, except that the latter has domed wings and a nicely shaped radiator, also electric headlamps instead of acetylene. Notice the canvas pail hanging from the paraffin lantern. All European cars, of course, had right-hand steering at the time. Talking about steering: one painfully weak point about the Zébre was the steering lever (at the receiving end, near the right-wheel), which broke off three times while I was driving the car, and once more with my successor. That last time resulted in a complete wreck, because the fellow wasn't used to it and lost his head. This may never occur in civilian—and civilised—driving, but it is distinctly unpleasant.

I have known, but not driven, another type of Zébre, about 1908. It had a single-cylinder engine and fixed wooden wheels, and appeared to be painfully slow.

I am, Yours, etc.,

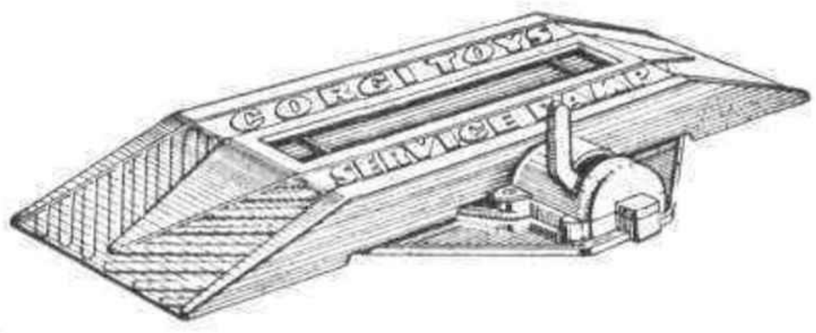
Blessac, France C. JORRAND.

MINIATURES NEWS

Three eagerly-awaited new Lesney scale-model miniatures in the fascinating and beautifully-detailed " Models of Yesteryear " series are now on sale. They comprise Nos. 5, 6 and 7, respectively a very good Bentley tourer, an A.E.C. Y-type 3/4-tonner lorry of the 1916-1921 period, and a 4-tonner Leyland 36/40-h.p. van of the type reconditioned after the 1914/18 war from Government surplus stocks of this famous R.A.F. heavy lorry, designated a 3-tonner during hostilities.

These Lesney models are gay additions to the motoring enthusiast's home and they also have the merit of being excellent value, priced, respectively, at 2s. 9d. for the Bentley and 2s. 3d. each for the commercial vehicles. They come packed in large blue-and-yellow " matchboxes " which bear accurate historical and technical descriptions of the models within. The Bentley is a 1929 " blower-4½" Le Mans car bearing the racing number 5, and is complete with ribbed Villiers supercharger between the front dumb irons, spare wheel and big rear petrol tank. Measuring 3¼ in. in length, this model recaptures admirably the spirit of those great green cars from the vintage years. The A.E.C. is an open lorry with cab, bearing the insignia of Osram Lamps, and the Leyland a massive van in use by W. & R. Jacob & Co., Ltd., biscuit manufacturers. The disc wheels and bonnet rivets and louvres of the Leyland are faithfully reproduced. Both these commercials are 2¾ in. long. These latest Lesneys will no doubt be in great demand, especially amongst members of the B.D.C. and the Historic Commercial Vehicle Club. Every one purchased will encourage additions to the series, which we believe is to include a Foden steam wagon and other pleasing replicas. The makers are Lesney Products & Co., Ltd., 38, Barretts Grove, N.16.

Model-car enthusiasts holidaying in France should keep their eyes open for small replicas, in plastic cases, of the vintage 7.5 Citroën, which have been appearing in some toy shops.



The Playcraft Corgi working model car service ramp.

Playcraft have introduced a Corgi Major articulated low-loader to their commercial-vehicle miniatures, this model of the Bedford S.A.O.-type tractor and Carrimore trailer having quick release for the trailer, which has a working winch, line and grab-hook. The length with ramp extended is 11⅛ in. and the price 12s. 9d. Another new Corgi model is a realistic service ramp, which can be raised and lowered by imitation hydraulic mechanism. This costs 6s. 11d. The March issue of the *Corgi Model Club Magazine* contains much of interest to collectors of miniatures. It is available from Playcraft Toys Ltd., 120, Moorgate, E.C.2, to members of the Corgi Model Club (subscription 1s.).—W. B.

KEY-RING COMPUTER

The Lucidator is a miniature dual-scale computer for attaching to the car key-ring. From it journey times, average speed, fuel consumption, conversion of m.p.h. to k.p.h., kilometres to miles, kg./sq. cm. to lb./sq. in., and *vice versa*,, and many other calculations are possible without recourse to mental or finger arithmetic. The circular calculator has a leather case and is accompanied by a paper wallet of instructions. Made by Lucidator Ltd., 7, Birchin Lane, E.C.3, it is rather high-priced, at 10s. 6d., but should prove useful during the Continental tour to those bad at sums.

NEW ENGINE FOR GAZELLE

Following closely on the introduction of the new Sunbeam Rapier Series II, with a 1,494-c.c. overhead-valve engine, comes the announcement that the Singer Gazelle is now obtainable with a 60-b.h.p. version of the same engine. The well-known Singer overhead-camshaft unit will continue to be listed as a production option and the prices of the Gazelle models remain unchanged. The new Burman recirculatory ball steering gear is also being fitted to the latest Singers.—J. B

the NEW 1½ litre SUNBEAM RAPIER



. . . SETS A NEW STANDARD

IN PERFORMANCE—SAFETY—ELEGANCE

Monte Carlo Rally
SUNBEAM RAPIER
wins
Stuart Trophy
FIRST BRITISH CAR
irrespective of price, size or class

(Drivers: Peter Harper; Peter Elbra Reg Phillips)

Subject to official confirmation

NEW power-plus 'Rallymaster' engine gives you sparkling performance allied to economy and reliability. Now 1½ litres (1494 c.c.)... twin carburettors... larger valves... compression ratio increased to 8·5... higher torque. All new features... but tried, tested and proved in the toughest competitions.

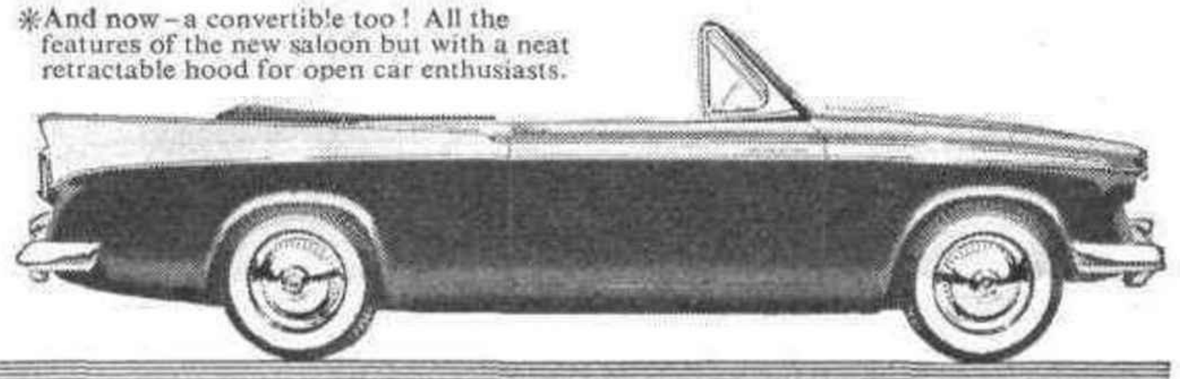
NEW Gear Change A short sports centre gear lever to give a direct, quicker, cleaner change to match the new engine's great performance.

NEW Safety features to give you the safest ride you ever had. New 10" brakes, higher rated coil springs and shock absorbers... entirely new positive featherlight steering... all contribute to a new experience in road holding.

NEW looks to thrill the eye... new comfort to shorten the miles. Re-designed exterior set off by elegant fins. Re-styled interior – luxurious foam rubber seating for tireless driving. Wide choice of new contemporary two-tone colour schemes.

Price: Saloon £695 (plus P.T. £348.17.0) Convertible £735 (plus P.T. £368.17.0)
Whitewall tyres, overdrive on 3rd & 4th gears available as extras.

*And now – a convertible too! All the features of the new saloon but with a neat retractable hood for open car enthusiasts.



A product of **ROOTES MOTORS LTD**

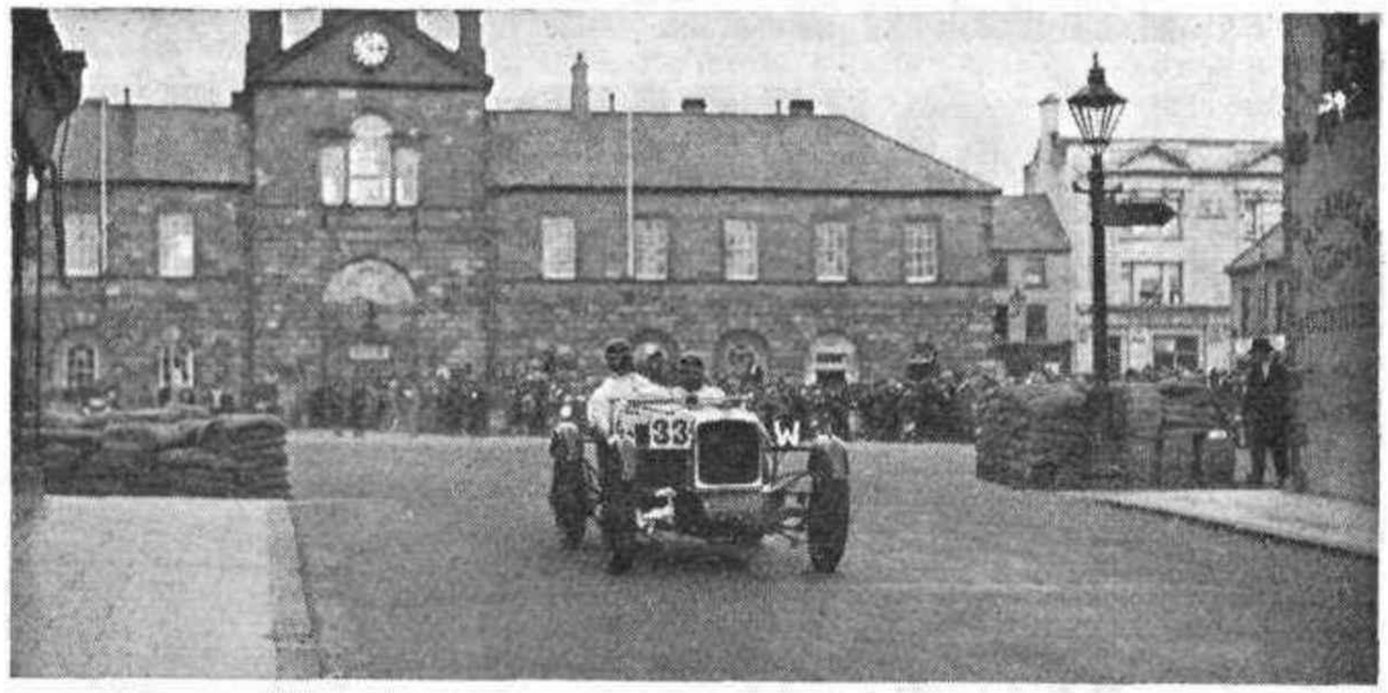
Sunbeam-Talbot Ltd. Coventry. London Showrooms and Export Div: Rootes Ltd., Devonshire House, Piccadilly, London, W.1

THE FRONT-WHEEL-DRIVE ALVIS

Its Development and Racing Career

By G. N. S. Davis

PART 2: THE SPORTS CARS



F.W.D. IN THE T.T.—One of the Alvis cars in the 1928 Ulster T.T. race, crossing Newtownards Square. The driver is Willday, who was running at the conclusion of the race, after experiencing much tyre and plug trouble. The driving position looks far from comfortable!

THE Alvis Company had built their last pure racing car in 1927, but this by no means indicated that their interest in entering races as a works team was over. Largely as a result of the 24-hour race for sports cars at Le Mans, which was increasing in importance from year to year, sports-car racing was attracting a great deal of interest in this country. The idea of being able to buy, and run on the road, cars similar to those entered by works teams in classic races was already beginning to prove of no little assistance to sales, and Alvis were not slow to realise this.

Their policy for 1928, therefore, was to prepare F.W.D. sports cars for selected events, and to produce similar cars for sale to the public. Several models were offered: two-seater super sports, four-seater sports tourer, and "Alvista" fabric saloon, a supercharger being optional in each case. These F.W.D. cars, which were in addition to the well-established range of rear-drive cars, were a completely new design, although, of course, based on the earlier racing cars. Two chassis lengths were available, giving a wheelbase of either 8 ft. 6 in. or 10 ft. The newly-designed engine was a single-o.h.c. unit, of 68 mm. by 103 mm. bore and stroke, giving a capacity of 1,482 c.c., with the camshaft driven by a train of spur gears. Some of the engine parts were common to the sports 12/50, including crankshaft, valves, con.-rods (duralumin), and a Roots-type blower was again used, fed by a 40-mm. Solex carburetter.

The transmission and final-drive unit was very similar to that used on the very first F.W.D. racing car in 1925, with single-plate clutch, four-speed gearbox, and bevel final drive, in that order. The front brakes, still inboard, and bolted to the differential casing, were two-leading-shoe, and really powerful, even by today's standards. It is interesting to note that the method of linking the shoes by means of an external adjustable rod is used, in slightly modified form, on one of the very latest racing motor-cycles.

The independent front suspension was by eight transverse ½-ellip



ALVIS FOR LE MANS.—The two four-cylinder F.W.D. cars which ran in the 1928 Le Mans 24-Hour Race. Major Harvey is sitting in the driving seat of the right-hand car, S. C. H. Davis in that of the Alvis on the left of the picture. The cars were placed sixth and ninth, respectively.

tic springs, following the pattern of the 1927 G.P. cars, but Rudge knock-on wheels were used, and the hubs had been tidied up. Rear suspension was also independent, by means of leading ¼-elliptics, and radius-arms, parallel with the chassis, suspended from a cross tube of large diameter. On the early cars, the radius-arms pivoted about a simple shackle pin, and when this pin wore to any extent, the behaviour of the back end became somewhat wayward. The result of this was that the springs were able to move sidewards in relation to the chassis whenever there was any tendency for the rear wheels to lose adhesion, whereupon the tail would perform a series of spring-loaded hops outwards. Provided the driver kept his right foot well down, this was seldom serious, but very few people at that time had had any opportunity to gain experience of front-wheel drive, and several owners got themselves into difficulties by lifting the foot at the wrong moment, thus gaining for the cars an unjustified reputation for instability. On later cars, in order to eliminate the shackle-pin wear, and to make the suspension more rigid, the radius-arms were mounted on massive ball-races, which did much to cure the trouble.

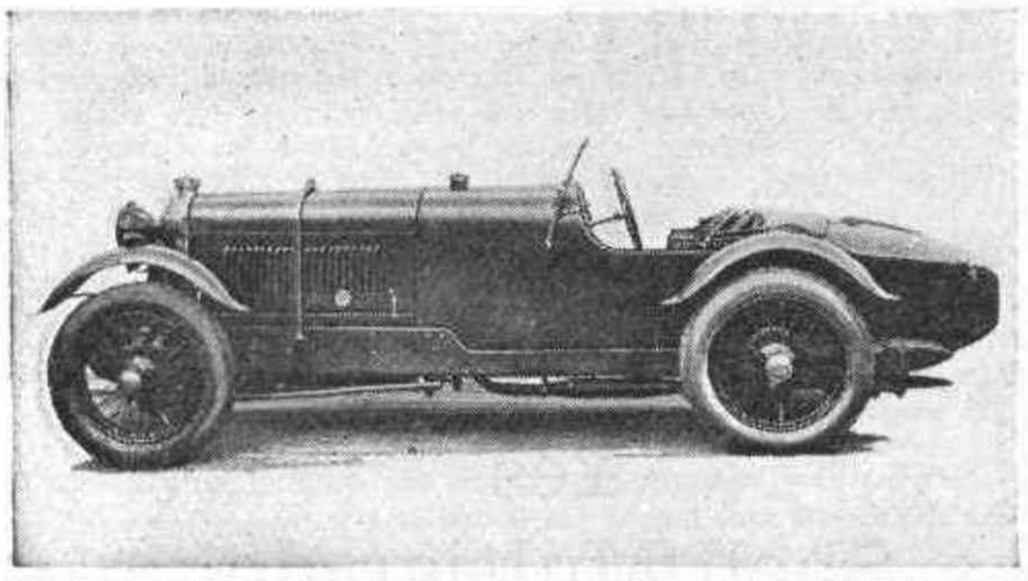
The rear brakes were never very wonderful, since if for any reason the front brakes lost their efficiency, the rear springs would immediately "wind up." With very little weight on the tail, however, if the front brakes were kept up to the mark, the braking as a whole was excellent.

Alvis entered their new cars in the two premier sports-car events of 1928: Le Mans on June 16/17th, and the Ulster T.T. on August 18th, with which event the R.A.C. were to replace the British Grand Prix. In order to give the as yet untried car a dress rehearsal for the all-important Le Mans, a car was entered for the Essex M.C. Six-Hour Race on May 12th, but it could not be prepared in time, and the entry had to be scratched at the last minute.

For Le Mans, five cars were originally entered, but the team was later reduced to two, the drivers being C. M. Harvey/H. W. Purdy and S. C. H. Davis/W. Urquhart-Dykes. The cars were shipped to France in good time for preliminary practice, during which several detail alterations were found to be necessary. Both front and rear suspensions had to be stiffened, and brakes and steering required attention. Perhaps the biggest headache, however, was caused by the regulation requiring the hood to protect all three seats. In order to put a third seat in a two-seater car, the Alvises had been provided with a dickey seat in the tail, and to get the hood to at least appear to protect this was quite a task. Hoods acceptable to the scrutineers were, however, contrived, and the cars were ready to race.

In spite of being so new and unproved, the two cars put up a splendid performance. Harvey and Purdy took sixth, and Davis and Urquhart-Dykes ninth, place in the General Classification, and first and second in their class, after a completely trouble-free run. Both cars had beaten the previous 1½-litre record for 24 hours by a comfortable margin. The performance of Harvey and Purdy was particularly notable, since the five cars which covered greater distances, two Bentleys, two Chryslers and a Stutz, were all of around 4½-litre capacity.

Greatly encouraged by their fine showing at Le Mans, the Alvis team were determined to enter the best possible team in the first



SIDE VIEW of one of the successful 1928 four-cylinder F.W.D. Alvis cars, which ran so well at Le Mans and finished second in the first Ulster T.T. race, driven by Cushman.

Ulster T.T. on August 18th. The new race attracted a great deal of interest, and, when the regulations were published, several violent protests. All capacity classes, from A to H (unlimited to 750 c.c.), were to be included, with a system of credit laps for the smaller cars, thus allowing a massed start. Owing to various objections, no Bentley nor Mercedes teams appeared, but, nevertheless, nearly sixty entries assured the success of the new race.

Four works Alvises were entered, to be driven by Purdy, Harvey, Cushman and Willday, with Urquhart-Dykes as a works-supported private entry. Cushman only came into the team at the last moment, after his Bugatti had seen fit to break its crankshaft. When he asked Captain Smith-Clarke, the Alvis team chief, for a ride, the only car available was the practice car, which had taken a severe belting from all and sundry. Cushman, however, was determined to race and he gladly accepted the car. As is now history, he drove a splendid race and was credited with second place, being the only member of the team to finish, although Willday, having suffered a series of tyre and plug troubles, was still running when the race was stopped. Harvey had spun his tail into a bank, while in second place, due to a wet road; Urquhart-Dykes, while in the lead, had overturned at Bradshawes Brae, after colliding with the bank, and Purdy was forced to retire with a broken piston.

The first Ulster T.T., although a great success, had certainly punished the machinery, only 12 cars out of 44 starters completing the course. The official results gave K. Don, driving a Lea-Francis, as the winner, at 64.06 m.p.h., and L. Cushman second, at 64.02 m.p.h., only 13 sec. behind him. The Alvis was clearly faster than the Lea-Francis, but Cushman had been troubled by the knowledge that he was short of both fuel and oil, but dare not stop; his petrol tank ran dry only a mile after crossing the finishing line!

In addition to their fine performances in races during 1928, the F.W.D. cars took several International Class F records at Brooklands: the 1,000 km. and 500 miles, and six hours at 91.77 m.p.h. Harvey also attempted the twelve-hour record, but was foiled by a series of minor troubles. A few weeks later, however, Mr. and Mrs. Urquhart-Dykes, in a works-prepared car, broke the twelve-hour record by a considerable margin, in spite of a howling gale and a bout of magneto trouble.

The four-cylinder F.W.D. was now a production car, and cars were being bought by enthusiasts in all parts of the world. A few, mainly in bare chassis form, were shipped to Australia, where one or two survivors are still running to this day. Except for detail refinements the cars were unchanged for 1929, and were in their final form. About a score still exist, although not all in original or running order.

The growing prominence of Le Mans in the sporting calendar was, by 1929, causing a demand for an event on similar lines in this country, and the ever-progressive Junior Car Club were the obvious people to organise it. Since night racing at Brooklands was forbidden, a non-stop 24-hour race was impossible, and to overcome this difficulty the race was to be run on two days, twelve hours each, with the cars in a sealed park in between. Thus, on May 10th and 11th, 1929, was held the first of the famous " Double Twelve " series.

The new race was obviously going to assume no little importance in the motoring world, and the Alvis team were going to be there if at all possible. A new and very promising sports car had been designed, and in prototype form it looked like being a most potent machine. It was based on the previous year's car, but powered by a modified version of the 1927 G.P. straight-eight engine.

Front suspension was again by the now standard arrangement of transverse ½-elliptics, but the rear was by means of a single transverse semi-elliptic spring and short radius-arms. This arrangement cured the problem of the springs moving in relation to the chassis, which troubled the four-cylinder cars, although the rear brakes were still none too effective. The wheelbase was rather long, being 10 ft., which added rather more weight than was desirable but was necessary to comply with various regulations.

The engine, externally very similar to the 1927 G.P. unit, and having the same bore and stroke of 55 mm. by 78.5 mm., had been much improved. Steel con.-rods, with needle roller big-ends, replaced the early duralumin ones, and the crankshaft was supported by ball and roller main bearings at each end, with needle-roller intermediates. No longer was a separate oil tank used, although the sump was " dry," the oil being contained in a separate chamber. A prototype car, fitted with a single-seater body, and driven by W. Urquhart-Dykes, made its first public appearance at the Brooklands Easter meeting, winning the Light Car Handicap at 101.64 m.p.h.

Although this new eight-cylinder F.W.D. was showing great promise, it was quite clear that the cars would be too new and untried to produce their full power in the " Double-Twelve." On the other hand, all-important Le Mans was to take place only a month later, on June 15/16th, and it was considered that without the opportunity of a trial run afforded by the " Double-Twelve " at Brooklands, their chances of repeating the previous year's fine performance would be considerably reduced.

A team of three cars, therefore, was duly entered. Major Harvey was unfortunately suffering from an illness which was to keep him out of racing for most of the season, and the drivers were: Cushman and Paul, Mr. and Mrs. Urquhart-Dykes, F. Hallam and G. Willday.

In spite of the pre-race panic, all three cars started, but none managed to complete the distance, although the Dykes' car ran for 21 hours before the collapse of a crown-wheel put them out. Cushman was forced to retire after 23 hours, with clutch trouble, having run for two hours with only top gear working; the Hallam-Willday car had been suffering oil-pump trouble, and was out after only three hours' running.

So far as Le Mans was concerned, the experience gained in the " Double Twelve " was invaluable. Although no car had finished, two had run all but the full distance, showing that, with teething troubles eliminated, the new straight-eights had sufficient stamina to compete in long-distance events.

Two cars were entered for Le Mans, to be driven by Cushman/Urquhart-Dykes and Paul/Davis. Practice showed the cars to be very fast indeed, but also brought a host of lubrication troubles. At low speeds the cars emitted clouds of smoke, and in order to combat this the mechanics opened up the high-pressure relief valves more and more, until the engines were obviously starved of oil, but still the smoke was produced. It was at last discovered that the excess oil was not getting past the piston rings, but was flowing down the valve guides. The twin camshafts were pressure fed, but the oil had to return to the sump by gravity, and the passages provided for this purpose were not quite big enough, with the result that the cam-boxes were soon flooded, and oil poured down the inlet guides. As soon, of course, as the engine was turning fast enough for the blower to produce a positive pressure, the smoke suddenly abated, but much head-scratching, to say nothing of bad language, was to be expended before the penny dropped.

Teething troubles were still plentiful, however, and only the



MAJOR C. M. HARVEY at the wheel of one of the early straight-eight supercharged F.W.D. Alvis sports/racing cars. A team of these cars finished the course in the 1929 Ulster T.T. race.

Can
Shell Multigrade
take speed
in its stride?

Yes
Shell Multigrade
is a fast car's
best friend



SPORTS CARS like Greyhounds should be fast, lively and quick off the mark. To keep them that way fast cars need Shell X-100 Multigrade for perfect engine lubrication.

Shell Multigrade might have been made specially for fast cars. That's because at starting temperature Shell Multigrade flows so freely you get immediate engine lubrication, yet when your engine warms up and you are driving flat out–even on long runs–Shell Multigrade is tough enough to stand up to the strain and continues to give perfect engine protection.

Get Shell Multigrade next time you stop for petrol and to round off the job ask your dealer for Shellubrication Service to take care of the rest of your car.



FOOTNOTE. *Because Shell Multigrade comes in two grades, 10W/30 and 20W/40, it is ideal for all cars—fast or slow, old or new.*

EVERY ENGINE'S BEST FRIEND

Paul/Davis car started, only to retire with a cracked cylinder head after covering 210 miles. The cylinder head (non-detachable) and block were cast in one piece, and weight had been saved wherever possible, with the result that the metal was rather thin in places. This would not have been of any great consequence but for the regulation which forbade any replenishment of fuel, oil or water until 210 miles had been covered. When the Alvis drew into its pit, having covered the requisite distance, the engine had become seriously overheated, and as fast as water was poured into the radiator it flowed in a steady stream out of the exhaust pipe, telling the team all too plainly that their race was run.

After its success in the previous year, the Ulster T.T. was looked upon as one of the major sports-car events for 1929. Three Alvis straight-eights were entered, to be driven by Major Harvey, now fully recovered from his long illness, Leon Cushman and Cyril Paul.

The cars were fitted with two-seater bodies, with a large fuel tank in the tail, and full-width windscreens, as required by the regulations. The engines were modified versions of the Le Mans type, with needle-rollers used for both main and big-end bearings. Roots-type, Alvis-made blowers were again used, fed by 46-mm. side-draught carburetters, which protruded from the bonnets on the off side. Two B.T.H. polar-inductor magnetos, of special design and having no distributor gears, were used, each serving four cylinders.

All three cars showed great promise in practice, both in speed and roadholding, and during the race itself were well up among the leaders for the early laps. It was, however, the weather which put paid to the team's chances of doing really well. Rain, which varied from slight drizzle to a heavy downpour, was falling for most of the time, and although the wet roads didn't seriously affect the stability of the cars, water was being sucked up into the blower intakes, causing constant misfiring. All three drivers, however, put in some very fast laps during the brief dry spells, and Cushman made a particularly rapid pit stop, picking up 16 gall. of petrol and 3 gall. of oil in 50 sec. The team did finish intact, with Cushman 8th, Harvey 10th and Paul 17th, in a particularly gruelling race, more so because of terrible weather. Out of 65 starters only 22 finished the course.

Class records at Brooklands were of ever-growing publicity value and during the summer of 1929 Harvey and Cushman took a single-seater version of the Le Mans/T.T. straight-eight to the track, to collect for Alvis as many International Class F records as they could. In this they were very successful, and the following records fell: 200 miles at 99.39 m.p.h., 500 miles at 98.37 m.p.h., 1,000 miles at 95.24 m.p.h., with the corresponding kilometre records, and three hours at 98.13 m.p.h., six hours at 96.55 m.p.h., and 12 hours at 86 m.p.h., which last was a particularly fine performance, since a faulty fuel pump towards the end of the attempt caused a long delay, and the car broke the previous 12-hour record without actually running for 12 hours.

During 1929 the Alvis factory had concentrated almost entirely on the production of their standard four-cylinder F.W.D. cars, only a few conventional 12/50 and six-cylinder cars being built. A straight-eight F.W.D. sports car, with various types of body available, was advertised, with details and specification appearing in the various motoring publications, but no eight-cylinder cars were actually sold to the public in the normal way. These advertisements were necessary to qualify the cars as catalogue models, as required by various race regulations; the company had no intention of selling



READY FOR BATTLE.—The 1930 team of T.T. Alvis sports/racing cars. Beaten only by the 1,750-c.c. blown Alfa-Romeos, these 1½-litre cars filled the first three places in their class.

any of the cars at this stage. One or two of the Le Mans/T.T. cars did appear in private hands in the early 1930s, and one or two were built to special order for people closely connected with the works. Leon Cushman had an attractive two-seater body built onto one of the ex-team chassis, by a firm of coachbuilders in Brighton, and T. G. John, Managing Director of Alvis at that time, ran a fabric-bodied saloon for some years. This car was later to become the "one-off" six-cylinder F.W.D. car, when it was fitted with a production six-cylinder Speed Twenty block, mounted on a specially-cast crankcase.

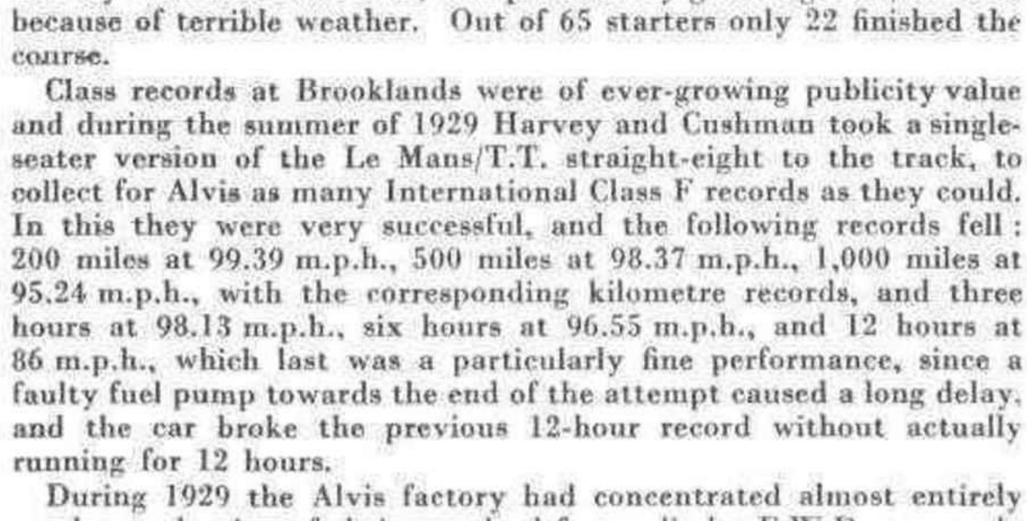
The Alvis company had, for many years, suffered to a greater or lesser extent from chronic shortage of funds, but with the coming of the general depression the spectre of the Official Receiver loomed large indeed. The production F.W.D. cars had not proved to be anything like the success which had been expected and liquidation was only averted by their being discontinued, and a return made to the well-tried 12/50 and six-cylinder Silver Eagle models. Such a course must have caused many regrets, but proof of the wisdom of this change of policy is provided by the fact that the company managed to remain in business at a time when so many makers of motor cars went under.

In view of the prevailing circumstances, the continuance of works participation in racing during 1930 was in doubt for quite a time, but it was decided at length to run the new six-cylinder cars, with, of course, conventional drive, in the "Double-Twelve" at Brooklands, and at Le Mans, the F.W.D. cars now being out of production. Three six-cylinder cars were accordingly run in the 2-litre class in the "Double-Twelve," but achieved no notable success, and the Le Mans entries were scratched.

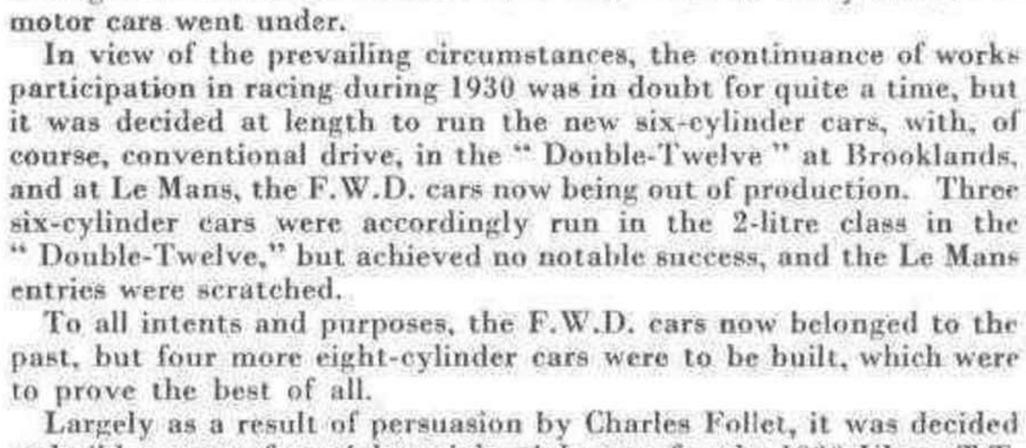
To all intents and purposes, the F.W.D. cars now belonged to the past, but four more eight-cylinder cars were to be built, which were to prove the best of all.

Largely as a result of persuasion by Charles Follet, it was decided to build a team of special straight-eight cars for the 1930 Ulster T.T. These cars were improved versions of the 1929 cars, but with rather wider bodies. The front suspension was by two transverse semi-elliptic springs, and radius-arms which incorporated powerful Hartford shock-absorbers. Following the previous pattern, inboard, two-leading-shoe front brakes were used, but in improved form. The blower was fed by a large S.U. carburetter, covered by a bulge in the side of the bonnet, to prevent a repetition of the previous year's water troubles. This bulge caused great speculation as to what lay beneath it, and many and various were the stories thus arising.

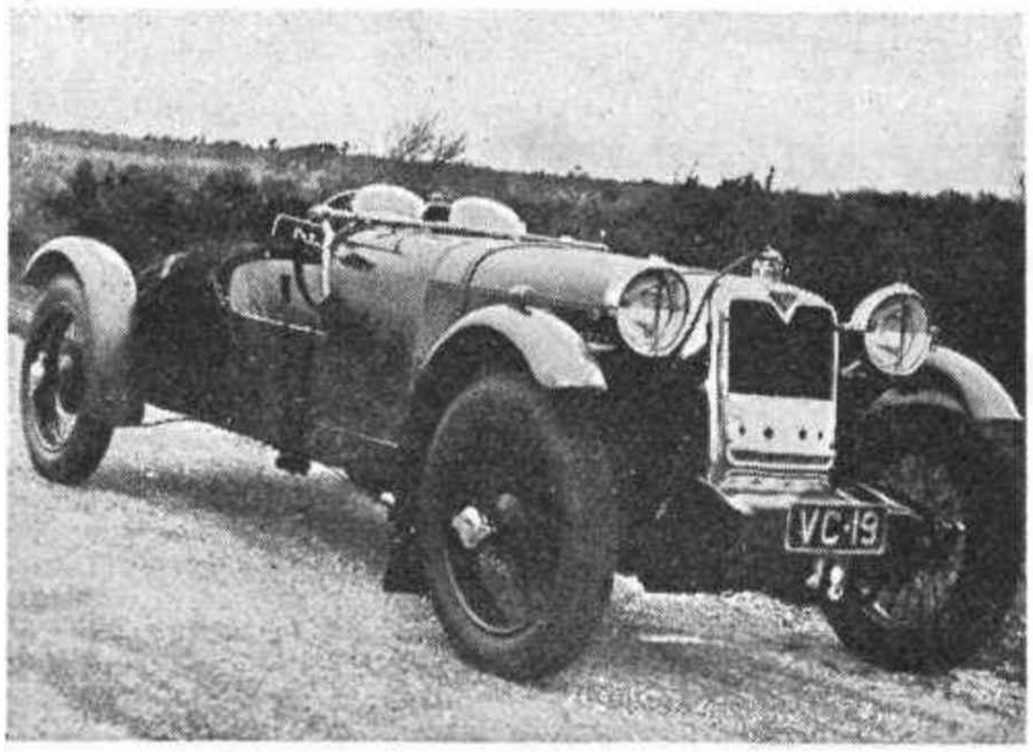
The three cars were to be driven in the T.T. by Cushman, Paul and



RARE MODEL.—This is one of the very few straight-eight F.W.D. Alvis cars to get into private ownership. It is one of the ex-team cars with a special body fitted to the order of Leon Cushman.



LAST OF THE LINE.—One of the 1930 straight-eight F.W.D. Alvis cars, of which a team of four was built at the suggestion of Charles Follett. The bulge on the bonnet covers the big S.U. carburetter which fed the Roots supercharger.



SURVIVOR.—This 1929 T.T. car is another of the few straight-eight Alvis cars to be used on the road, in private ownership.

Harvey, with H. W. Purdy driving a fourth, entered by D. K. Mansell, of motor-cycle fame. Early in the race the Alvises began to show their worth, with several laps at over 72 m.p.h. The pace soon began to tell, however, and Cushman stopped at Dundonald with engine trouble, but managed to cure it quickly and was soon back in the race. Major Harvey had a minor crash and was considerably delayed wiring up a front wing.

In the general results Paul, Purdy and Cushman finished fourth, sixth and seventh, respectively, giving the team a splendid first, second and third in Class F; the only cars in front of Paul being the 1,750-c.c. blown Alfa-Romeos, driven by Nuvolari, Campari and Varzi.

On this successful note Alvis finally withdrew from racing, and, at the same time, abandoned for good their F.W.D. cars, which, although so full of promise, had been so costly as to all but cripple the company. A radical change of policy was on the way, and although the conventional 12/50 was to continue in production for another year or so, it served only to bridge the gap until the advent of the first of a series of new types aimed at a different market.

It is now nearly thirty years since work on the Alvis front-wheel drive ceased, and it is fortunate that at least a few of the cars are still in existence, if only to serve as a reminder that features which, in the motoring world today, are being hailed as ultra-modern developments, were proved at Brooklands, and on the road, over a quarter of a century ago.

SOMETHING DIFFERENT

As a change from watching motoring contests some readers may like to note that at Brighton on April 19/20th motor-coaches taking part in the Fourth British Coach Rally will compete in driving tests on the Madeira Drive at Brighton, after completing a road-section from Croydon Airport. There will also be a Concours d'Elegance, with six classes. Five tests will be undertaken " to demonstrate manoeuvrability and driving skill "—which sounds worth watching! Coaches arrive at 11.30 a.m.-1.30 p.m. on the 19th, tests take place from 2.30-4.30 p.m. that day and the Concours d'Elegance and parade occupies from 10 a.m.-3 p.m. on the 20th.

SAFETY BELTS

The Irvin Air Chute of Great Britain Ltd. is marketing Irvin car seat safety belts. Popular in America, some British motorists are fitting such safety belts. Irvin state that their nylon webbing belts withstand a shock load of 3,000 ft. and must only be fitted to cars with metal floors.

A FOUR-WHEEL-DRIVE AUSTIN

The Austin Motor Co. has introduced a new petrol/diesel cross-country vehicle, in outline somewhat resembling the Land-Rover, which is ten years its senior. This new vehicle, called the Gipsy, features four-wheel-drive and an ingenious system of Flexitor rubber suspension applied to all-round independent suspension. It is, we understand, absolutely untrue that in Solihull staunch Rover.tes are singing a new version of the old nursery rhyme :—

" The wise farmer said,
' I never should
Take my Gipsy
In the wood '."

FIAT 500 BREAKS RECORDS

Record-breaking is one of the more interesting aspects of high-speed motoring. At Monza, in February, a Fiat 500, with Abarth engine conversion, broke six Class J International records, thereby confirming the technical merit of this twin-cylinder, air-cooled, rear-engined car, the power output of which was increased recently. The records broken were the four, five, six and seven days' duration and the 15,000-km. and 10,000-mile distance records. For the full seven days the little Fiat averaged 67.268 m.p.h., inclusive of refuelling stops.

A HILLMAN GRAND SLAM

Having commented in the February MOTOR SPORT on the excellent handling qualities of the modern Hillman Minx, we were interested to learn that the Manufacturers' Team Prize in the recent Canadian International Winter Rally was won by a team of these Rootes Group cars. There were 89 retirements out of 149 starters in a rally covering 1,358 mountainous miles, many of them rendered almost impassable through blizzards and snowdrifts. In general classification Hillmans finished fifth, seventh and ninth. We believe the winner was a Volvo, that a Karmann Ghia VW was second, a Volvo third.

RECENT RALLY SUCCESSES

Some idea of the sort of cars which are doing well in rallies can be gleaned from the following results of some recent contests :—

Rally	*Winner*
Thames Estuary " Cat's Eyes "	K. Faire (1.5 Riley)
Y.S.C.C. Yorkshire Rally	T. A. Gold (Austin-Healey 100-Six)
Hants and Berks M.C. Riverside Rally	J. Sunley (Sunbeam Rapier)
C.U.A.C. Mini-Monte Rally	F. Copeman (D.K.W.)
Bolton Rally	R. Gouldbourne (Triumph TR3)
O.U.M.D.C. Targa Rusticana	R. Crispe (M.G.-A.)
Sestriere Rally	Cussini/Argenti (Fiat-Abarth Zagato)

THE THIN END OF THE (STANDARDISATION) WEDGE

When the Rootes Group absorbed the Singer Company enthusiasts for the Singer feared that this long-established make might lose its identity through having a push-rod o.h.v. engine substituted for the classic o.h.c. Singer power unit. For a time all was well, for although Rootes announced that they wouldn't proceed with a twin-o.h.c. engine for the Singer, the quality-equipped Singer Gazelle continued to have its valves prodded by the classical and efficient o.h. camshaft. Matters are still all right—except that the push-rod o.h.v. Sunbeam Rapier-type engine is now offered as an alternative to the o.h.c. engine in the Singer Gazelle. How much do you bet that by the next London Motor Show the o.h.c. Singer power unit will have sunk unsung into oblivion?

" MOTOR SPORT " CLUB TROPHIES

The MOTOR SPORT Club Trophy will be contested this season at Silverstone and the MOTOR SPORT Brooklands Memorial Trophy at Goodwood, as in previous years. The Goodwood B.A.R.C. Members' Meetings counting for this contest will be held on April 26th, June 14th, July 12th, and August 23rd. The winner, on points gained during these meetings, receives the Brooklands Cup and a cheque for £75. Second and third prizes are £50 and £25.

The following clubs are participating in the Club Trophy contest : Vintage S.C.C., Aston Martin O.C., M.C.C., Midlands M.E.C., Eight Clubs, and Peterborough M.C. The Vintage S.C.C. is the first, being held on April 12th, beginning at 12 noon. Each club sets aside three five-lap handicap races in its programme, the first six finishers in each of these then running in a MOTOR SPORT race, the last event of the meeting. The first six finishers from this event become automatically eligible for the final race of the season, the winner of which receives the Silverstone Trophy Cup and a cheque for £75. Second and third prizes are £40 and £15. Small cash prizes of £10, £6 and £3, respectively, are awarded to the first three finishers in each qualifying event.

ENDURANCE

in your tyres, too

—thanks to RAYON



THREE punishing miles behind—another mile of head-wind to go—and stroke, is pushing up the rate. Above all, an oarsman needs *endurance*.

Your tyres need endurance just as much. They get it from their *rayon-cord* carcase.

Every time you swerve, brake, accelerate, rayon takes the strain. The tough rayon cords are there, under the rubber, in nearly every car, bus and lorry tyre.

Courtaulds scientists are improving tyre-cord rayon all the time. Before the war, a single strand took 21 lb. strain. The latest rayon cord, Tenasco Super 105, takes over 35 lb. strain—better, weight for weight, than steel.

Next time you buy tyres, ask your dealer to make sure they're RAYON reinforced. Only rayon combines such comfort, safety and extra mileage.

HIGH-TENACITY RAYON HAS ENDURANCE— this means SAFER, MORE ECONOMICAL DRIVING FOR YOU

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

COURTAULDS HIGH-TENACITY RAYON

THE WORLD'S LEADING TYRE CORD

"TENASCO" COURTAULDS HIGH-TENACITY RAYON

RUMBLINGS

America is an ally of ours and, indeed, her armed forces occupy our island. So it is necessary that a conscientious motoring journalist should keep a watchful eye on the automobiles that emanate from the U.S.A. More than ever before are Americans small-foreign-car conscious. While their own products seem to be standing unsold in the showrooms to some extent small imported cars are in great demand, following the lead given to motor-car import sales in the U.S.A. by British M.G., Jaguar and other sports cars.

ACROSS THE MILL POND

There is no doubt about it, Americans know far more about motoring, fast motoring and motor cars than they did a mere decade back—W. O. Bentley predicts that one day they will win at Le Mans. Their specialised journals nowadays publish technical road-test reports on their own and foreign automobiles, whereas at one time very little was available to American readers about comparative car performance so far as their own publications were concerned. Of these reports, those in *Motor Trend* are perhaps the most technical and complete accounts. England, of course, led the way in publishing technical road-test reports and the writer will continue to compile outspoken analyses of interesting cars, although it is unlikely that he will wear overalls when driving test cars, and if he does wear overalls they certainly will not be inscribed MOTOR SPORT across the shoulders, as is the practice in the States!

One interesting piece of information which has emerged from California recently is that the Californian Highway Patrol, which uses more than 800 police cars, buying 200 to 300 at a time, has conducted exhaustive tests at Riverside International Motor Raceway, near Los Angeles, to decide on its next order for patrol automobiles.

In the first place the Californian Highway Patrol engineers draw up a basic specification of their requirements, submitting these to automobile manufacturers anxious to secure the contract—which spells not merely much money but, perhaps even more valuable, high-pressure publicity. The car required is a two-door saloon with a wheelbase of not less than 10 ft. 2 in., with ample head and leg-room, automatic transmission (interesting, this!), heavy-duty springs, shock-absorbers and brake fluid, no trace of fuel vapour-lock, adequate speed, acceleration and braking and good roadholding. It has to be an o.h.v. single-carburetter V8 of not below 350 cu. in. and a compression-ratio of at least 10 to 1, and bigger tyres than are usual on modern U.S. vehicles, 15-in. heavy-duty nylon, are specified. Weight must be less than approximately 34 cwt. unladen.

To this tender Buick, Dodge, Mercury, Oldsmobile and Pontiac submitted automobiles. These the Californian police technicians put through a series of exacting tests. Not unnaturally, the results are not disclosed to the public but—we quote from *Motor Trend*—it is significant that, on average, the cars tested exceeded police minimum requirements by 7.26 m.p.h., 7.65 m.p.h. and 11.94 m.p.h. in a series of three acceleration tests. These tests comprised, respectively, a s.s. $\frac{1}{4}$-mile, $\frac{1}{4}$-mile from a 50-m.p.h. f.s., and speed at the end of a s.s. $\frac{3}{4}$-mile. Patrol drivers handled each of the five cars in these tests, under the supervision of the Commissioner of the Californian Highway Patrol, with a Police Inspector as assistant. So it is significant that the speed average in the third of these tests was no less than 111.94 m.p.h.

In addition, braking was tested for power, deviation from straight-line stopping and fade, and the patrol drivers each drove five laps of the 3.3-mile race circuit, which has 11 corners per lap, while the roadholding qualities of the cars were assessed. During the tests the Oldsmobile seems to have rolled too much and when braking the Buick actually shed a front wheel!

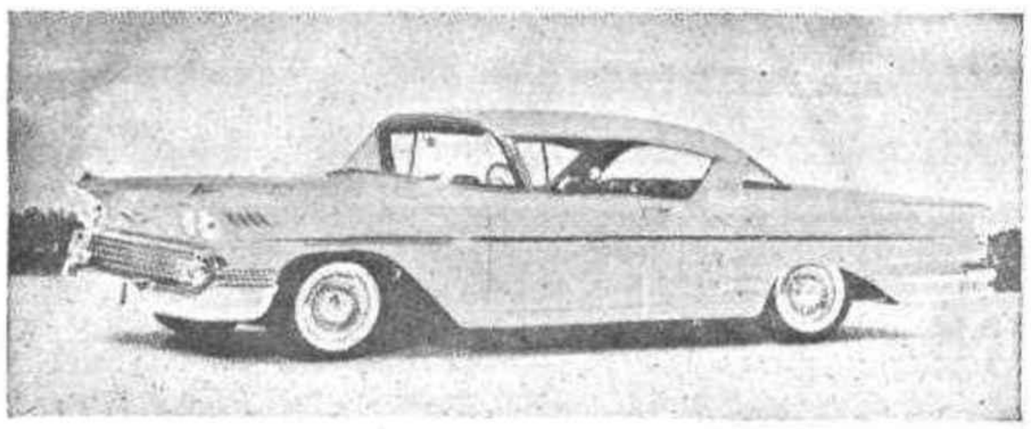
It seems that the American Automobile Industry takes this police testing very seriously, sending to the track their technical representatives, who record and photograph the happenings and then return post haste to Detroit to report to their company's engineers, designers and testers.

Intrigued at the thought of the head of Scotland Yard's buying department putting prospective police cars through similar tests at Silverstone or Goodwood, we asked the Metropolitan Police how they choose their Wolseleys, Morris Oxfords, Humbers and Jaguars. They replied that their cars are chosen after tests by their Engineering Section but that the nature of these tests cannot be disclosed to the Press.

Reverting to Los Angeles and Detroit, which car did the Californian Highway Patrol choose as a result of their tests? They decided on a specially-equipped Dodge Custom Coronet two-door saloon with D-500 engine. These cars have safety belts, extra long and strong back springs, non-power steering requiring 5.2 turns lock-to-lock, non-power brakes, torsion-bar Torsion-Aire i.f.s., Torque Flite three-speed automatic transmission and twin four-choke carburetters. The power claimed for the police Dodge Custom Coronet is 320 b.h.p. and it goes from 0-60 m.p.h. in 9.3 sec., covering the s.s. $\frac{1}{4}$-mile in 17.3 sec. (84 m.p.h.). The single-carburetter version is claimed to give 305 b.h.p. and acceleration of the four-door Dodge Custom Royal D500, which will no doubt receive a big sales-boost on account of police acceptance of the very similar two-door version, is within mere fractions of a second of those of the hotted-up police job.

* * *

Taking the three top-horsepower cars of the three top-selling U.S.A. makes and studying the road-test reports in the aforesaid painstaking journal, it seems that the Chevrolet Bel Air Impala two-door saloon, with 348 cu. in. oversquare 280-b.h.p. engine and Turboglide two-speed automatic transmission, puts it across its rivals well and truly on most counts. Its rivals being, in order of merit, the Plymouth Belvedere Fury two-door saloon with 350 cu. in. engine and Torque Flite three-speed push-button automatic transmission, which scores on acceleration, and the Ford Fairlane 500 two-door saloon with 352 cu. in., 300-b.h.p. engine and Cruise-o-Matic three-speed automatic transmission. All are good cars of their kind but the Chevrolet Impala seems almost twice as good as the Plymouth and is described as "the car to capture those interested in an American Gran Turismo." Last thought—these big American V8s turn over pretty rapidly—the Plymouth Belvedere Fury V-800 engine peaks at no less than 5,200 r.p.m. in "hot" tune.



QUITE A SPORTS SALOON!—The 280-b.h.p. Chevrolet Bel Air Impala two-door saloon, one of the best high-performance models of one of America's top-selling makes.

POLICE CO-OPERATION

It is pleasing to learn, in connection with the 1,000-mile *Glasgow Herald* Highland Rally to be held at Easter, that the Dumbartonshire police have promised that "arrangements will be put in hand to facilitate competitors," the police of Renfrewshire have advised the organisers of co-operation, and "all reasonable assistance" has been guaranteed by the Argyll police.

XVth SCOTTISH RALLY

The next Scottish Rally of the R.S.A.C. takes place from May 26th-30th. The route returns to the Highlands, with Grantown-on-Spey as its centre. The event, of International status, takes in historic and beautiful districts in the North and West Highlands. The prize list is described as generous and there will be a special class for four-wheelers with reverse gear and an engine capacity not exceeding 350 c.c. Entries close on April 28th. Details from A. K. Stevenson, R.A.S.C., Blythswood Square, Glasgow, C.2.

TROPHIES

For the record, the R.A.C. has awarded the Dunlop Rubber Co. the Dewar Trophy for their disc-brake development work and tyre development, Stirling Moss has won the Segrave Trophy for 1957 in recognition of his racing and record-breaking activities in British cars, Tony Vandervell was deservedly presented with the Ferodo Trophy for building the G.P.-winning Vanwalls, and *The Autocar* Formula II Championship Trophy for 1957 was won by Tony Marsh—runners-up, Salvadori and Brabham.

4,000-MILE TEST OF THE CITROEN DS19

"Motor Sport" Investigates One of the World's Most Advanced Cars. Extreme Comfort and Security the Highlights of this Spacious 2-Litre F.W.D. Saloon with Hydraulic Clutch, Gear-change, Steering and Brake Actuation, and Self-levelling, Oleo-Pneumatic All-Independent Suspension. Very High Average Speeds Possible due to Outstanding Cornering, Road-Adhesion and Braking Power.



ONE OF THE WORLD'S GREAT CARS.—The Citroen DS19, or "Goddess," has pleasingly aesthetic lines which look aero-dynamically efficient, make no concession to fashion and dispense with a radiator grille, air for radiator and front inboard disc brakes entering via the shallow nose slot. Technically the DS19 is a decade ahead of other cars.

WHEN you have established a definite and convincing lead in motor-car design and construction, the fame and commercial advantages such initiative secures are tempered by the need to maintain one's reputation and position. In 1934 the Citroën engineers evolved their front-wheel-drive, torsion-bar-suspended all-steel saloon which put them twenty years ahead of contemporary automobile design. These cars, particularly in Light Fifteen form, gained an enviable reputation for stability, safety and controllability. But as the years rolled by the three-speed gearbox, a rather awkward gear-change and rather sluggish performance dropped sales of this famous Citroën.

Having got the brilliant little 2 c.v. on the market the great Citroën concern had to produce a new car to replace its former Light Fifteen and six-cylinder f.w.d. models. They had already provided oleo-pneumatic self-levelling rear suspension as optional on the Six and a courageous step was taken when it was decided to replace the earlier models with the revolutionary DS19, with automatic clutch, assisted four-speed gear-change, power steering, power brakes and the ingenious oleo-pneumatic independent suspension front and back.

Having put this advanced car into production in France and at Slough in England, Citroën are once again twenty years ahead of other manufacturers. Their use of hydro-pneumatic automation befits a concern owned today by the great Michelin Tyre Company, not only because of Michelin's association with pneumatic products but because, as confirmed by an American authority, the excellent Michelin "X" tyre, fitted as standard to the DS19, is particularly suited to air suspension.

THE DS19 IN DETAIL

With a view to discovering how the Citroën DS19 behaves and what disadvantages, if any, come to light when it is used as regular transport over an appreciable period, we completed recently a 4,000-mile test of this intriguing motor car. After this extended road-test of the DS19 we tend to deplore the labour involved in driving other cars and crave the luxury, riding comfort and sense of security imparted by this truly remarkable Citroën. Its makers, we feel, are justified in describing it as "The car of the future, for the roads of today." Apart from its hydraulically-operated components and ingenious suspension, it has many other unusual items of specification, such as front-wheel-drive, inboard disc front brakes, single-nut road-wheel fixing, absence of a hand-brake, deletion of the usual ignition distributor, a nylon cooling fan, automatically balanced braking, single-spoke safety steering-wheel, an aero-dynamic appearance, pronounced crab-track, and roof and side-walls of plastics construction.

Because this Citroën is so unorthodox it takes even experienced drivers some time to become accustomed to its controls and to feel at home in it. All the controls work to a light touch but they are placed unconventionally, so that the effect of teaching oneself to drive the DS19 is rather like learning to read Braille. In the first place there is no hand-brake, its place being taken by a knob under the facia which slides in a vertical slot. To hold the car a foot pedal is depressed and the knob pulled down and to the left, whereupon the pedal remains depressed and the car is held firmly. A tiny safety catch is provided which can be used to lock the knob in the "on" position, presumably on the basis that children or others strange to the car are more likely to fiddle with knobs, with possibly disastrous results, than with levers. As there is no clutch pedal this foot pedal can be used for holding the Citroën on hills or in traffic before the clutch takes up the drive. Although the subsidiary pedal and its retaining knob remained in correct adjustment, in combination their function is more clumsy than that of a hand-brake, although quite in keeping with the character of the DS19! This subsidiary brake pedal will stop the car in the event of failure of the power brakes but it does not possess any real retarding power.

Having released the retaining brake the DS19 driver is confronted with only three main controls—the light, excellently-situated treadle accelerator, the gear-lever, and the press-button for applying the power brakes. The gear-lever extends upwards from behind the top of the facia, moving in an arc. It might with slight advantage be placed beside the wheel, because, as placed now, it is necessary to reach for it over the rim of the steering-wheel. First gear is selected by pushing the lever forward, after which it is brought back through neutral to select, respectively second, third and top gears by moving it from left to right. It is thus a quadrant change and it is necessary to go through the third-gear position to gain top from second gear, and *vice versa*. This is no particular disadvantage because it is possible to push the lever to the position corresponding to the next gear required, changes being encouraged by manipulation of the accelerator but otherwise accomplished fairly leisurely, so that the lever can be moved through one gear and the change into that gear by-passed, at the risk of a jerky change-down or terribly sluggish acceleration after a change-up unless such manoeuvres are allied carefully to road speed. If second gear is selected from top the car will continue in top gear until the accelerator is depressed or road speed falls to that for automatic engagement of second, so that some pre-selection is possible.

The gear-lever is finger-light and exceedingly smooth in operation. Three aircraft-style labels indicate the gear locations. The lever is moved left from neutral to actuate the starter, so that the engine cannot be started with the car in gear (an idea used, incidentally, by the late J. G. Parry Thomas for his Leyland Eight of 1919/20). Reverse gear is selected by moving the lever well to the right of the gate, beyond first-gear position.

Having started the engine the hydraulic storage cylinder is charged and the car rises up and levels itself. First gear is selected, it being necessary to be sure to push the lever fully forward, and on depressing the accelerator the automatic clutch takes up the drive smoothly, albeit it refuses to be hurried, the lag being disconcerting until the driver's mood has become attuned to that of the DS19's.

Even before driving off, the occupants of this Citroën are impressed by the appointments within this unusual car, apart from the comfortable ride they anticipate enjoying. This sense of luxury is

FOR

PERFECTION

REFLECTED

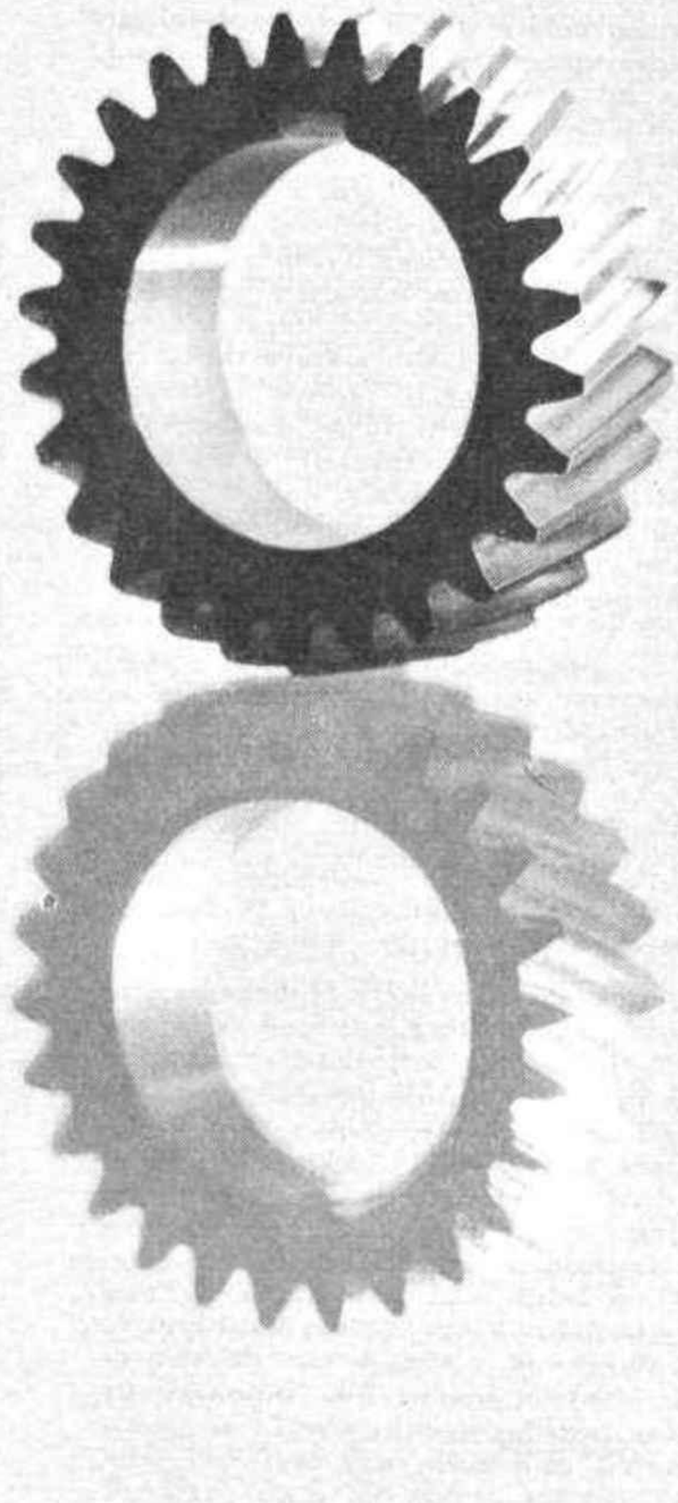
IN

EVERY

DETAIL

VOLKSWAGEN



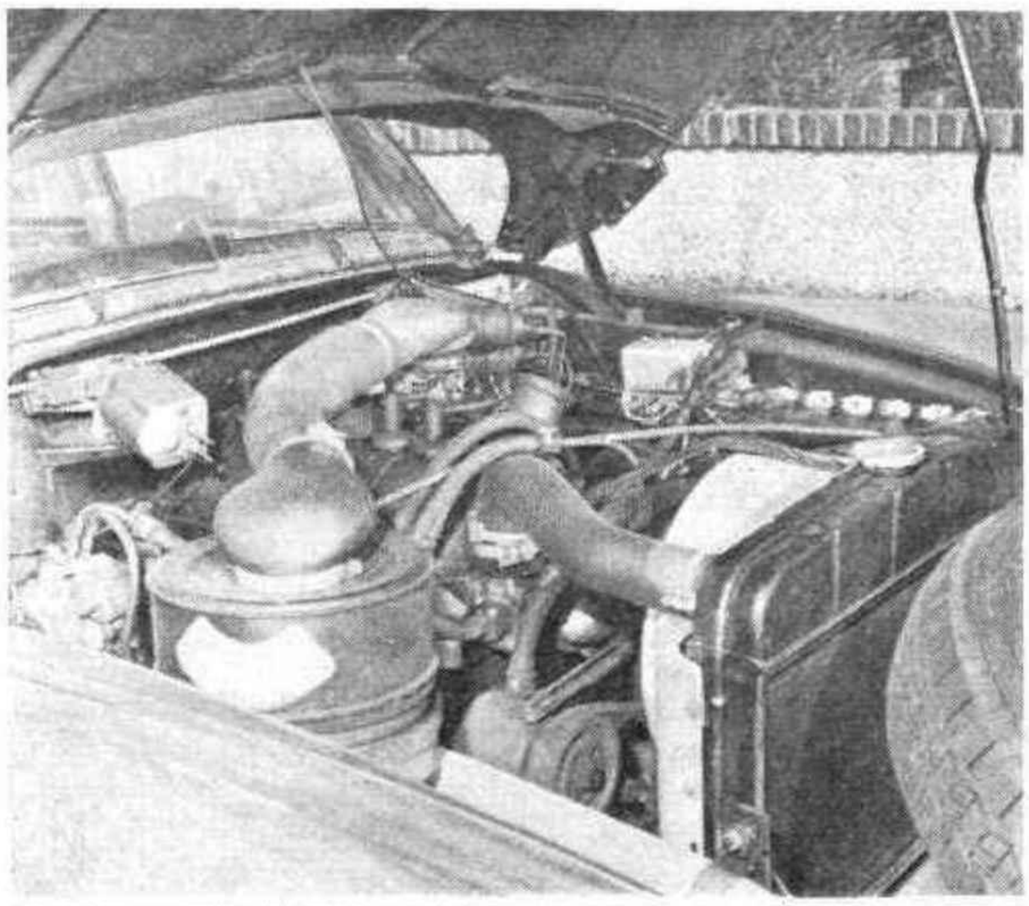


PAMELA CHANGER

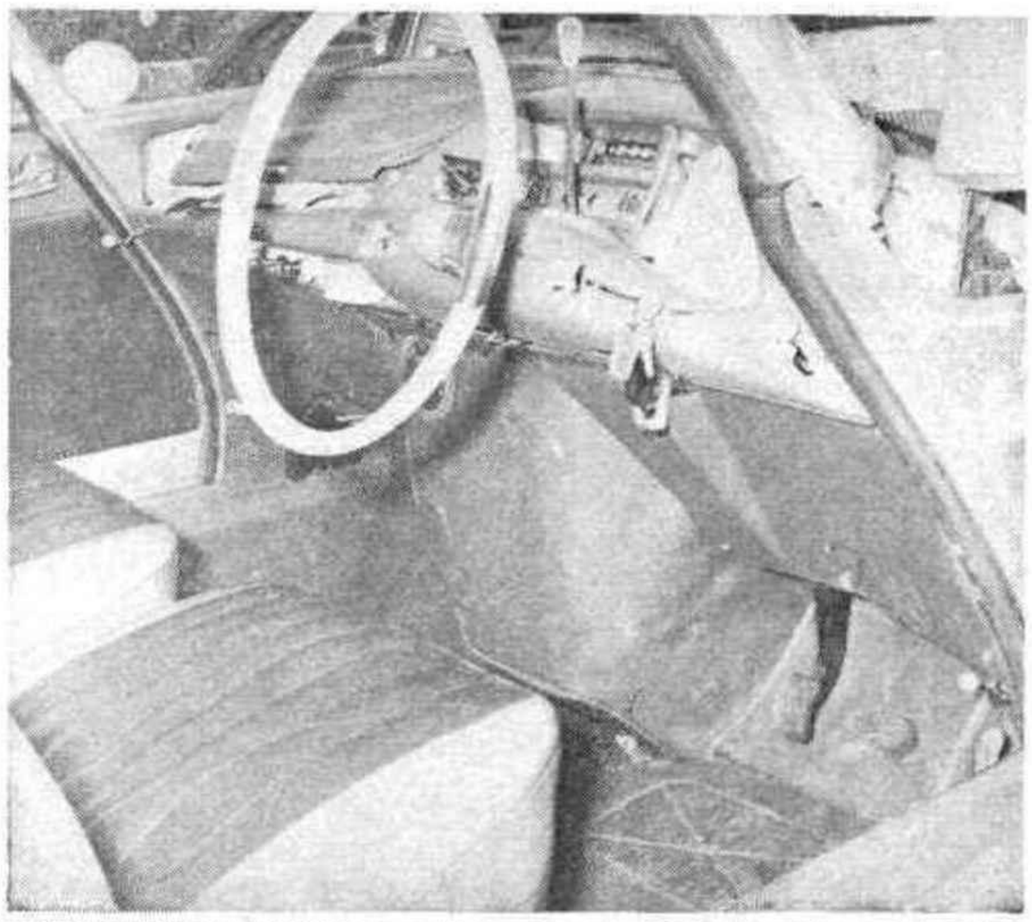
VW MOTORS LTD., LORDS COURT, 32-34 ST. JOHN'S WOOD ROAD, LONDON N.W.8
also BYRON HOUSE, 7-9 ST. JAMES'S STREET, LONDON S.W.1
Sole Concessionaires

imparted by the wide, deep seats, beautifully upholstered in high-quality soft hide in the Slough-assembled cars, by floor carpets that feel like the thick pile found in Directors' offices, and by the splendid visibility through the wrap-round windscreen with its notably thin pillars, wide side windows, again with really slender pillars, and generous wrap-round sloping rear window. At night the interior is lit by subdued strip-lighting down the interior of the door pillars and in both the rear corners of the body—and we *mean* strip-lighting, those on the door pillars each being 14 in. long. This very pleasant interior *lighting is put on by operating a pull-out switch on the facia which*, set in the halfway position, ensures that the lighting is actuated automatically when the driver's door is opened. A drawer-type ashtray on the facia and a small ashtray for the rear-seat passengers are provided for those who must smoke in motor cars.

The front seats are separate and easily adjustable not only for 5½ in. fore and aft travel but with squabs which can be set at any desired angle or folded flat to form a bed in conjunction with the back seat, this squab adjustment being effected by unscrewing and relocking two screws at the seat base. The back seat easily accommodates three people and has a folding central armrest. All the seats are deep and extremely comfortable, the squabs of the front ones having roll-over tops. Two children can be accommodated beside the driver but the bulge accommodating the rear-set engine restricts leg room for a second adult front-compartment passenger. Otherwise the front-drive ensures a floor completely clear of obstruction. The frame side-members form deep sills over which all occupants have to step, but this offers no inconvenience and is in the Citroën tradition of having to step down into a low safe car. The only criticism that can be levelled at the seats is that when cornering fast lateral support is somewhat lacking, against which, useful grab-handles are provided on the doors, very necessary in view of the DS19's cornering adhesion! All four doors trail and possess windows that wind down fully, those in the front doors requiring 4¼ turns, those at the rear over 4¼ turns, from fully closed to fully open. There are no quarter-windows. The doors close rather "tinnily." They have push-button external catches incorporated in sensible handles. Special catches are incorporated in similar *interior handles, pulling the main catch forward locking the door*, pressing a small catch and pulling *back* the main catch releasing the doors, which are light and incorporate effective "keeps." The interior handles are too far forward for these big forward-hinged doors to be easily opened in a single movement. Locking the back doors from the driver's seat is, however, simplicity itself due to this forward-location of the handles, a very useful feature. Both front doors are lockable with their own key, the key being easy to insert in excellent rotary locks embodied in the push-buttons. Each door, except the driver's, has a deep inclined armrest, and all doors possess kick-plates.



MUCH MACHINERY!—The engine compartment of the Citroen DS19 is well packed with mechanism, hydraulic storage reservoirs being located there as well as normal components. Note the large drum-type air cleaner, accessible battery and sparking plugs recessed in the valve cover, also the spare wheel ahead of the radiator.



CITROEN CONTROLS.—This picture shows the finger-tip gear-lever, safety steering-wheel, and, on the floor the treadle accelerator (the button above it controls heat flow to the rear compartment), the brake button and, to the left of this, the parking brake pedal. Below the ignition key is seen the knob which locks the parking brake and on the extreme left of this right-hand-drive car is the aircraft-style lever actuating suspension heights

Study of the facia layout of the DS19 confirms that, as with the exterior styling, the Citroën designers have made no attempt to ape American flamboyancy. The facia is of plastic material, unimaginatively matching the body colour. We saw at Slough a Director's DS19 in which imitation wood-veneer had been applied over the plastic dash and we believe two-colour facia schemes have been tried, to brighten up this functional aspect of the Citroën. At each side of the facia two somewhat-crude ventilator grilles admit varying degrees of fresh air according to the setting of their control levers, while a flap at the base of the grille deflects cool air upwards away from the eyes if required. For hot-weather motoring this simple arrangement is admirable. In the centre of the facia is a well-type storage space or cubbyhole, covered rather than closed by a non-lockable spring-loaded plastic lid. This well is lined and its floor is recessed in the corner adjacent to the passenger for the retention of a chocolate-box or suchlike, but this well is really too shallow and will not take, for instance, a large handbag or a camera. *It has another serious disadvantage—with the heater in use* the contents are baked, causing, we discovered to our dismay, a bar of chocolate to melt over our maps. On the other hand this storage well is easily accessible to the driver for quick manipulation of maps, etc. The Citroën is none too adequately endowed with stowage space, for there are no door pockets and no under-facia shelf. There is, however, the usual useful shelf below the rear window.

The minor controls consist of a row of small discreet knob-actuating, from left to right, interior lighting, screen washers, choke self-parking screen-wipers and demister fan. There is also a knob for manual adjustment of ignition advance—rather archaic, but useful when fuels of low octane-rating have to be tolerated. A knob protruding through a hole beneath the instruments actuates the instrument lighting, with rheostat-control, speedometer lighting remaining brighter, however, than that of the adjacent dials. A finger-lever protruding from another under-facia hole serves to lock the clutch should a tow-start or servicing involving engine cranking be essayed. The Jaeger speedometer is of oblong type, reading to 110 m.p.h. in steps of 10 m.p.h., but with the more prominent figures spaced every 20 m.p.h. Its needle reads steadily and total and trip with decimal mileage counters are incorporated, but the face is set rather far back, behind the level of the other dials. There is a rather noisy, not entirely accurate, clock, an ammeter, and a petrol gauge, all by Jaeger. The petrol gauge, marked E, ½, F, has the disconcerting habit of reading mainly zero, even with some four gallons in the tank, but is reasonably accurate while the car is stationary.

Continued on page 222

PICTORIA

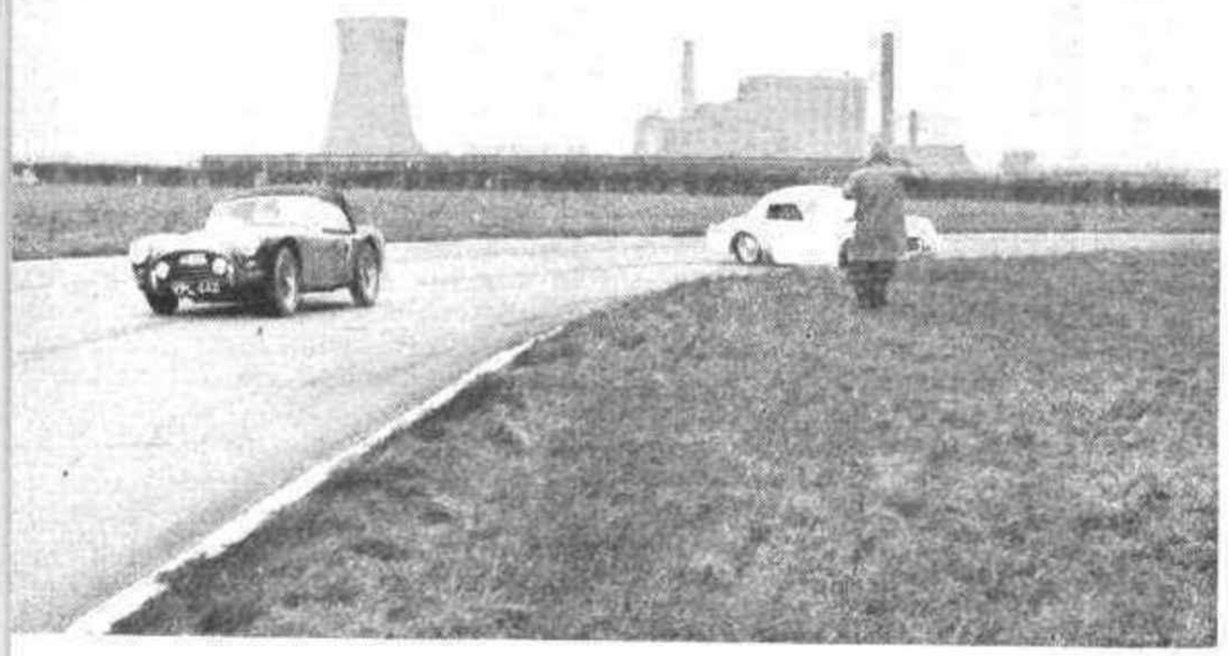
R.A.C. Rally



SLIPPERY.— T. A. Gold's Standard Pennant goes straight on at Ulpha after tackling the downhill brake test in the snow during the R.A.C. Rally. To get to this point competitors had to devise their own route, because Hardnott Pass was snow-blocked. Gold's Standard was one of the three modified Pennants that creditably won the Team Award.



HIGH SPEED TEST AT SILVERSTONE.— R.A.C. Rally competitors being marshalled for one of the "races" they competed in at the well-known Club circuit. In the foreground the Morgan Plus Fours of, l. to r., Peter Morgan, A. Yarranton and Mrs. Mayman, are leaving the line and the lone 190 SL Mercedes-Benz is seen in the second row. Yarranton's Morgan won its class.



TIME LOST.—As the R.A.C. Rally went its way at Aintree, where three timed-laps had to be covered, Newsham's Triumph spun as Bolton's fast A.C. Ace leaves a corner.



LINE-UP.—Toeing the line at Aintree for the R.A.C. Rally test— Lindon Sims' Aston Martin, Mitton's Jaguar coupe, Damm's Jaguar and Pulley's Jaguar.



POPULAR VICTOR.—Peter Harper and Dr. Dean The Series II Sunbeam Rapier proved its worth and ju second finisher, beating in its class the 1.5 Riley

ANCIENT AND MODERN in racing-car design was Show and entitled "50 Years of the Racing Car." Illust a 1907 Fiat and the 1914 French G.P.-winning Mercedes the 1954 W196 short-chassis Mercedes." No. 20



AL REVIEW

Geneva Show



e were popular winners of this year's R.A.C. International Rally. stified its rally-breeding by winning outright, many points ahead of the s. Bravo, Harper, congratulations Deane, good show, Rootes!

de ed in the form of an exhibition staged as part of the 1958 Swiss -ate re, from left to right, are a 1904 Renault, a 1904 Swiss Dufaux, , wh representing the modern era are the 1953 3.3-litre Lancia sports, Va all, the 1954 3-litre Monza Ferrari and a D-type Jaguar.



VERY FAST INDEED in the R.A.C. Rally tests was Tommy Sopwith's 3.4 Jaguar, here seen at Hastings, although broken rear radius arms made it seem likely that the back axle would fall off before he reached the famous seaside town.



DICING AT SILVERSTONE.—Jack Sears drives the works Austin-Healey 100 Six to good effect at Silverstone, in the R.A.C. Rally test.



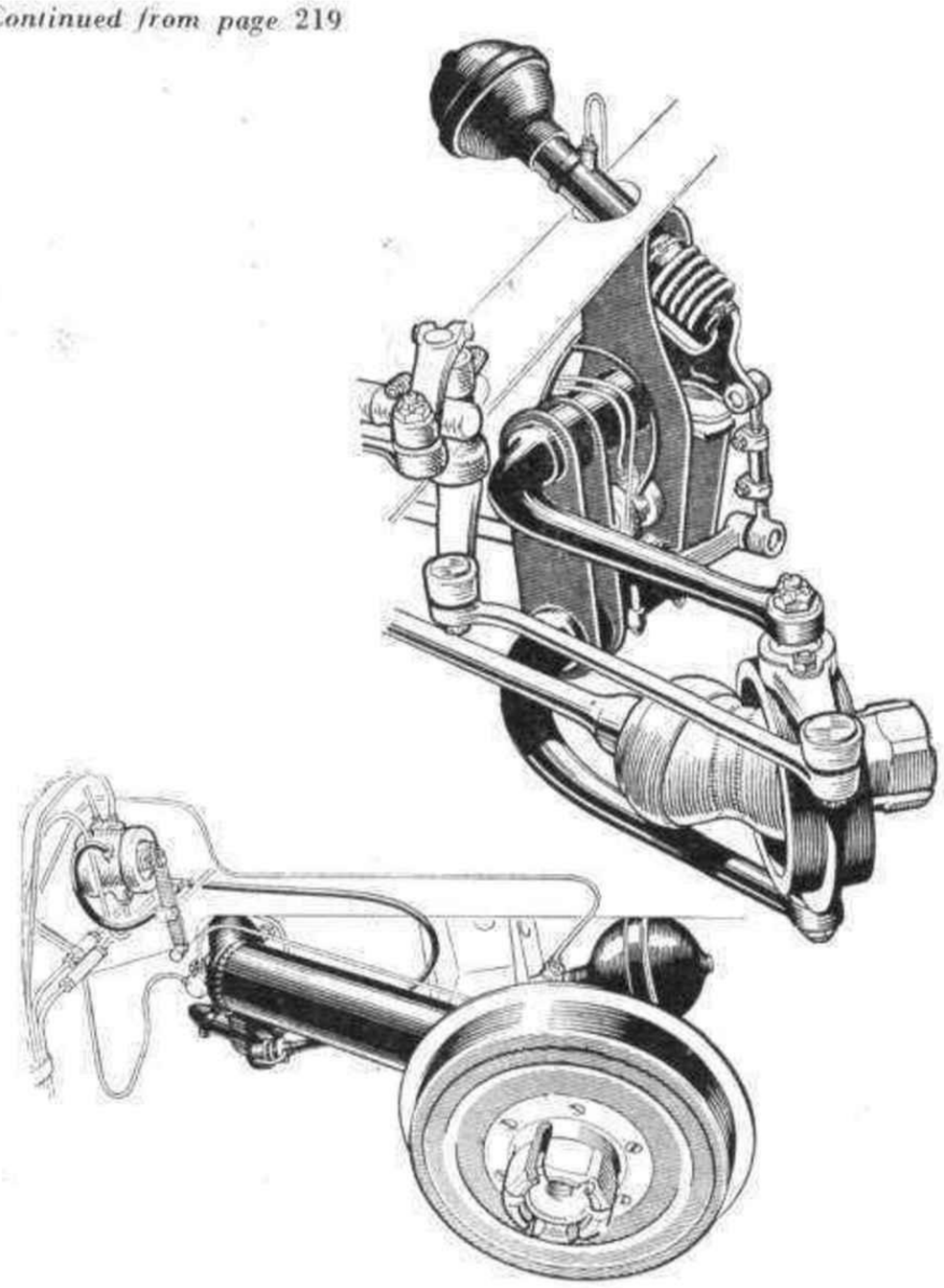
CLOSE COMPANY.—Pulley's Jaguar leading Damm's Jaguar during an R.A.C. Rally test with the familiar Aintree sky-line for a background.



ANOTHER LINE UP.—To Aintree again, where our camera catches, l. to r., Burton's A.C., Liptrot's Triumph, and two M.G.-As about to undertake the 3-lap timed test.



Continued from page 219



THE SUSPENSION UNITS.—Here are seen, above, the independent front suspension and, below, the independent rear suspension units of the Citroen DS19. This ingenious oleo-pneumatic system can be varied to provide additional clearance over bad roads and is automatically self-levelling according to the load carried. The controlling high-pressure hydraulic system is fed by an engine-driven pump, pressurised inert gas keeping the reservoir-stored fluid under pressure. The steering layout of the DS19 gives the lie to the theory that front-wheel-drive must spell a restricted steering lock.

On the right of the steering-column is the usual, excellent Citroën lamps' control, its lettered knob twisting to select side- or head-lamps and its stalk also moving up and down to select sidelamps/dipped headlamps or dipped/full headlamps beam. Thus, at the slight risk of extinguishing the lamps by turning the knob the wrong way if absent-minded, the driver can instantly flash a warning of approach or go instantly from dipped headlamps to sidelamps. This is a truly praiseworthy arrangement enhanced by tiny sidelamp indicator-lights visible above each front wing. By depressing the knob the horn is operated, a low note or high open-road note being available, depending on the pressure exerted.

Reverting to the facia layout, three indicator lights are provided—for headlamps full beam (a bright, badly placed, blue light), lack of oil pressure, and to warn should pressure for power braking and steering fall too low. It is significant that, although the main reservoir operates at up to 3,000 lb./sq. in., this small red lamp is the only indicator considered necessary for the entire hydraulic system, apart from a float-level on the reservoir.

The minor control knobs are lettered for identification, except the screen-washer button, which is plated. Additional items include a retractable lever under the facia which can be extended to provide manual screen-wiper operation in the event of failure of the wiper mechanism, and a 6-volt socket for a map-light or other accessories. Lightly constructed anti-dazzle vizors, which swivel sideways, are fitted, the roof is generously crash-padded, and there is a rather inadequate central rear-view mirror. The heater is controlled by a single large knob on the engine-compartment wall. Knobs on each side of the facia control heat flow into the car and a knob by the driver's right foot regulates heating of the rear compartment. In the worst winter weather heating and demisting proved fully adequate. A control for the self-cancelling direction-flashers, incorporating a warning light, is situated on the edge of the facia, convenient to the driver's left hand. The switch can also be used to cancel the warning before the automatic flasher has ceased to function.

The suspension of the remarkable DS19 is adjustable for height, apart from the automatic self-levelling action, which causes the car to rise up or sink down with an audible hiss. An aircraft-style lever at the left of the front compartment is set in line with a white paint mark for normal motoring. This lever can be moved upwards to two other settings, to increase the ground clearance very appreciably, at the expense of maximum comfort. To jack up the Citroën this lever is first operated to set the car in its highest position, the jack is inserted, and the lever then set to its lowest position, below the normal setting, whereupon the car lowers itself onto the jack, raising two wheels on one side clear of the ground! That concludes a description of the control arrangements.

TECHNICAL ASPECTS OF THE CITROEN DS19

The engine is that used for the Light Fifteen, but with inclined o.h. valves in hemispherical combustion chambers in an alloy head, higher compression-ratio and, on the British version, a Zenith-Stromberg carburetter. The plugs are recessed in tunnels in the Lancia Aprilia-like valve cover and fired by twin Marchal coils, fed with l.t. current from a contact-breaker, there being no room for a conventional h.t. distributor.

* * *

The seven-cylinder swash-plate hydraulic pump for the high-pressure power system is belt-driven from the crankshaft. The low-pressure pump for the "brain" which controls the clutch is incorporated in the belt-driven water pump

* * *

The drive goes through a single dry-plate clutch, engaged by spring pressure but withdrawn hydraulically.

* * *

The servo disc front brakes have automatic adjustment for wear and their segmental pads can be easily renewed. The parking brake operates the pads by cable. Automatic balance is provided so that when passengers weigh down the back of the car a greater proportion of braking power is applied to the back wheels.

* * *

Suspension is by transverse parallelogram i.f.s. and trailing-link i.r.s. Anti-roll torsion-bars couple front and rear oleo-pneumatic suspension units, self-levelling being prompted by a trimming-valve connected to the torsion-bars.

* * *

The roof and facia are of plastic, the rest of the body-work being conventional pressed steel. That there is no need for an unsightly air-entry at the front of a car is emphasised by the narrow inlet on the Citroën which feeds air to the radiator, which is behind the spare wheel, and to the inboard disc brakes.

* * *

The range of suspension movement between parking and jacking positions is approximately 5 in.

ROAD IMPRESSIONS

The steering-wheel has a rim nicely bound in sweat-proof plastic cord. Visibility from the driving seat is excellent and the driver soon becomes completely confident in taking this quite wide car through gaps with bare inches to spare, while the 8-in. crab-track assists tight cornering. Visibility for reversing is not so good.

On the road, as experience over more than 3,000 miles and under almost every possible combination of weather and traffic, including driving over the sheet ice and snow of late February, taught us, the DS19 provides fast, safe, extremely comfortable transport, is interesting to drive, is at its best on long open-road journeys, and is even more "sure-footed" and foolproof under bad conditions than its famous predecessors.

Due to the fact that upward gear-changes cannot be hurried and the car takes its time in moving away from rest, and because the comparatively poor power/weight ratio is allied to high gear ratios, acceleration is the least impressive aspect of the car's performance. The s.s. ¼-mile occupies 22½ sec., 0-50 m.p.h. is achieved in 14.6 sec., 0-60 m.p.h. in 23.2 sec. On the other hand, once in its stride in the 3.3-to-1 top gear, cruising speed rises naturally to 80 m.p.h. and beyond. Let the pace drop and there is a sharp reminder of the high gearing, because second gear is needed where many drivers would

expect the car to pull away in third gear. The hydraulic gear-change renders this no particular hardship, however, except for the fact that the engine is noisy when accelerating, while the "clutch-slip" effect of too hurried throttle opening following hurried changes is also audible. In top gear the DS19 becomes a pleasantly quiet car, engine noise subdued, road noise, except for the characteristic sound from the "X" tyres, divorced from the occupants, and wind noise at a commendably low level. Given sufficient clear road this Citroën will achieve fractionally over 90 m.p.h. (Citroën modestly claim 87), but at least a mile of uncongested road is required in which to greatly exceed 80 m.p.h. Yet third gear can be held to fractionally beyond this speed and the indicated maxima in first, second and third gears are, respectively, 30, 60 and 90 m.p.h. There is no synchromesh for first gear, which engages with a faint "clonk" and must not be selected except from very low speeds. The gears are inaudible, enabling third and second to be used impartially in traffic driving, the gear-lever action can be likened to flicking ash off a cigarette, and, unless hurried, the changes are effected impeccably.

The rack-and-pinion steering becomes exceedingly light, as soon as the car starts to move and renders parking an effortless operation. The well-placed wheel calls for just under three turns, lock-to-lock—and the lock (turning circle averages 36½ ft.) does credit to a taxi-cab designer! Although this power steering is finger light on the move, if heavier for initial manoeuvring, and is completely devoid of kick-back, column vibration or castor-return action, it is not insensitive and the car can be steered accurately and "quickly" with this entirely effortless steering. If this is typical of power steering, we are all in favour. Only when driving at the limit are any disadvantages apparent, as will be described later. On the test car the steering-column, when turned, gave rise to a horrid screech, where it was binding in a tight bush.

In spite of the softness of the suspension, the Citroën rolls only slightly in normal fast cornering, although rally-type tests cause it to heel over rather a lot. Not only on account of its all-independent suspension but because, as a glance at the car reveals, Citroën have adhered to their policy of "a wheel at each corner," the DS19 is a commendably stable, safe car, which can be cornered exceedingly fast once the driver is accustomed to the light, high-geared steering action. On wet or icy roads the car shows up to advantage, nor is the driver conscious of the front-wheel-drive affecting control, either on drive or over-run. If pressed to the limit on wet roads understeer causes the DS19 to run wide.

The brakes are as interesting as most other aspects of this futuristic motor car. The rubber-covered brake button may at first confuse a driver accustomed to a normal brake pedal, especially in these days of high-set pedals not arranged for heel-and-toe manipulation. Confusion arises only because the foot *drops* from the Citroën accelerator to this button. There seems less likelihood of the foot slipping from it than from a pedal and certainly valuable time is saved by this ability to drop the foot straight down onto the brake. In action this button, which possesses only the faintest movement, has been criticised as not permitting progressive braking. The action is certainly sensitive and the driver is apt to apply too much pressure before backing off, resulting in slightly jerky braking; but, if the application is not always entirely progressive and if a rather unfortunate lag is apparent, actual retardation can still be achieved progressively. The stopping power of these disc-cum-drum brakes is exceedingly impressive, even apart from the very light button pressure required. The Citroën halts as if running into invisible sand without wheel-locking or deviation, even on slippery roads, and the only vice these superb brakes have, apart from the aforesaid sensitivity and lag, is occasional screech when applied at low speed. Certainly their power gives the driver of a DS19 great confidence when cruising fast in difficult conditions. The pedal-cum-knob parking brake holds securely.

Naturally most people, when invited to ride in the DS19, pay closest attention to the suspension. Although it is not perfect, quick negotiation of hump-back bridges having the same effect as on a vehicle with ordinary springing, except that the car lands squarely and without subsequent pitching, and bad road irregularities causing shock to be transmitted, the sheer merit of the hydro-pneumatic system is revealed by driving at, say, 80 m.p.h., over roads which shake up the occupants of normal cars, even those considered to be well sprung, at anything over 35 m.p.h. Moreover, in spite of this ability to absorb bad surfaces the Citroën does not suffer from undue sponginess, dipping its bonnet but slightly under emergency braking, wallowing very little when driven rapidly over inhuman pot-holes, and refusing completely to pitch.

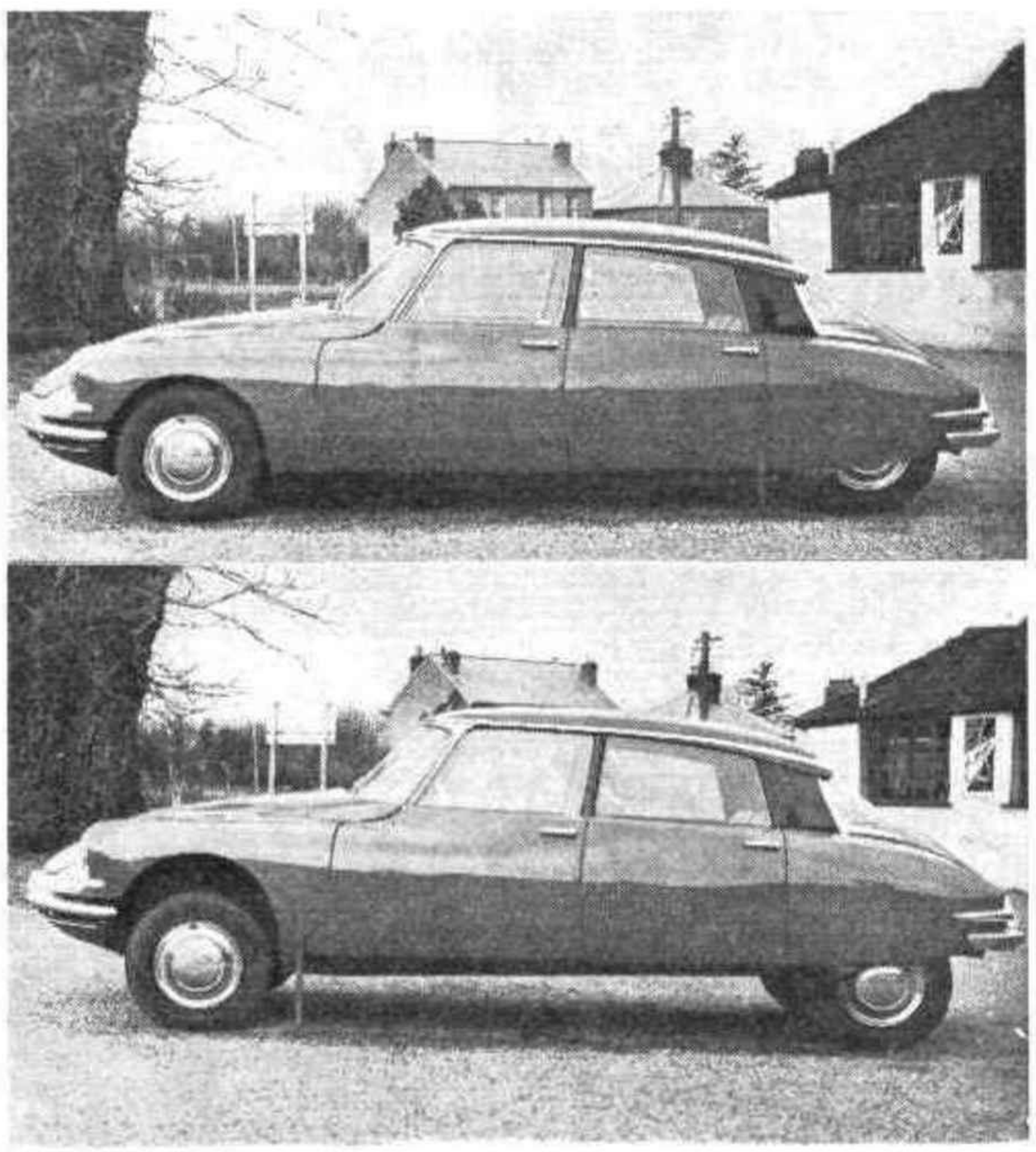
The bodywork is mainly free from rattles, although a few mechanical tinkles emanate from near the dash. Gear-changing is apt to be followed by very discreet sighs, as of a maiden with something troubling her conscience. The noise of the demister fan, which, however, is rheostat-controlled for speed, intrudes to some extent on the otherwise praiseworthy hush. The flat floor and unobstructed driving compartment enable the owner to enter the car impartially from off or near side. The screen-wipers fail to wipe the outside edges of the wrap-round screen and tend to smear it in heavy rain, but the blades park effectively.

The farther we drove this Citroën the more we became attached to it. Many small, as well as its major, design features appeal. The choke, for example, has only a very small effect on throttle opening, so that manoeuvring from cold on the automatic clutch is not rendered embarrassing. Incidentally, choke is not normally required, even for starting after parking for a winter night in the open. Nor does the engine "pink" on good petrol. It runs-on only after

Continued on page 204

THE CITROEN DS19 SALOON DE LUXE

Engine : Four cylinders, 78 by 100 mm. (1,911 c.c.). Push-rod-operated inclined o.h. valves. 7.5-to-1 compression-ratio. 75 b.h.p. at 4,500 r.p.m.
Gear ratios : First, 13.8 to 1; second, 7.35 to 1; third, 4.78 to 1; top, 3.30 to 1. Hydraulic non-automatic gear-change. Automatic clutch.
Tyres : 16.5 by 4.00 Michelin "X" on bolt-on steel disc wheels.
Weight : 1 ton 4 cwt. 3 qtr. 14 lb. (less occupants, but ready for the road, with approximately two gallons of petrol).
Steering ratio : 2.9 turns, lock-to-lock. Power steering.
Fuel capacity : 14 gallons. (Range approximately 305 miles.)
Wheelbase : 10 ft. 3 in.
Track : Front, 4 ft. 11 in.; rear, 4 ft. 3 in.
Dimensions : 15 ft. 9 in. by 5 ft. 10½ in. by 4 ft. 10 in. (high).
Price : £1,150 (£1,726 7s. inclusive of p.t.).
Makers : Citroën Cars Ltd., Trading Estate, Slough, Bucks.



AT THE DRIVER'S DISCRETION.—The ground clearance of the Citroen DS19 is variable for driving over bad surfaces and for self-jacking. In the top picture the car is riding normally, in the picture below it is fully raised. The clearances, at the ruler point, are, respectively, 10 in. in the upper picture, 14½ in. in the lower, at the front; 10 in. and 15¼ in., respectively, at the rear. When parked between two Rovers in Bournemouth it was pleasant to be able to elevate the DS19 to their level by operating the suspension control lever and letting the engine idle for a few moments!

CASTROL WINS

SESTRIERE RALLY
OUTRIGHT WINNER

CUSSINI/ARGENTI—FIAT-ABARTH

also 5 class wins

and at

R.A.C. RALLY
LADIES' AWARD

Miss Pat Moss & Miss A. Wisdom

MORRIS MINOR 1000

also 5 out of 8 classes

(Subject to official confirmation)

Follow the experts

ALWAYS ASK FOR

CASTROL

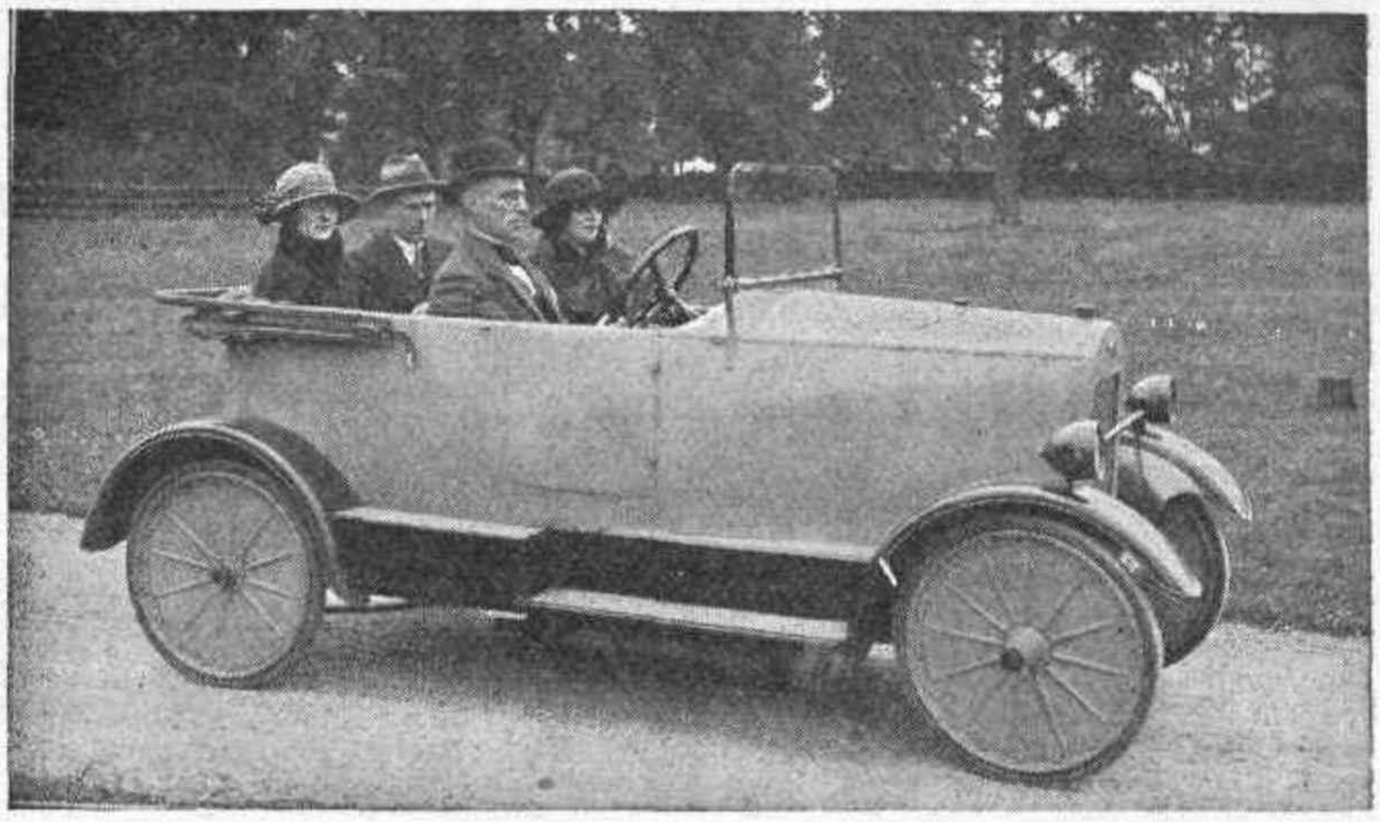
by name

WAKEFIELD Castrol MOTOR OIL

THE MAN AND HIS CAR

The Story of Leslie Hounsfield's Trojan

At Easter spectators who watch the M.C.C. 50th Anniversary Trial will see Group Captain Scroggs' famous Trojan once again in action and another Trojan competing in the Vintage Section of this historic trial. Some of them may wonder, what is this remarkable light car which refuses to be its age when it comes to climbing "impossible" hills? Therefore, with the aid of the Trojan Owners' Club we present this article, which puts into proper perspective the car of which its sponsors used to maintain that to run *one was cheaper than to walk.*— ED.



THE CAR OF THE PEOPLE.—A 1924 Leyland-built Trojan Utility model, on solid tyres.

"FOR SALE—TROJAN TOURER JUST EXTRACTED FROM VICARAGE STABLES AFTER TWENTY YEARS' STORAGE . . . TOWABLE AND MIGHT START ON THE WAY HOME.—£10."

MANY readers of MOTOR SPORT must have seen this advertisement in the December 1955 issue—and fifty-two of them answered it within four days. To some it conjured up pictures of hill-climbs in the M.C.C. "Exeter" and the "Land's End" trials, with two or three very upright and unstreamlined Trojans calmly and as a matter of course earning First Class Awards year after year. To others it probably brought to mind many thousands of miles successfully completed at an absurdly low cost. There were those also who looked back to their early mastery of skidding technique, learnt as a matter of course, whilst negotiating a Trojan on wet cobbles and on (sometimes in) wet tramlines. Ex-members of the R.A.F. no doubt remembered the Trojan tenders which were used on aerodromes all over the World.

Here, then, is the story behind the Trojan and its designer, the late Mr. Leslie Hounsfield, who dreamed of producing a "poor man's car" and lived to see his products vindicate all that was claimed for them.

Leslie Hayward Houndsfield, A.R.C.S., A.M.I.C.E., Wh.EX., M.I.Mech.E., was born at Watford in 1877. He showed early signs of brilliance in engineering subjects and, after apprenticeship and service with Simpsons Pumps, the Crompton Electrical Co., Ransomes, Sims and Jeffries Ltd., and at Woolwich Arsenal, he won a Whitworth examination to the Royal College of Science. He served with the Electrical Reserve Volunteers during the South African war, and, in 1904, started his own business at Clapham. It was this company which became Trojan Ltd. in 1914 and operated from the factory in Vicarage Road, Croydon.

During this period the design of a "poor man's car" was constantly in his thoughts and, in 1913, the first Trojan was built, to be followed closely by two other experimental cars, all with many revolutionary ideas in engine and chassis design. The No. 1 car is still preserved at the Croydon factory and, except for the vertical position of the engine and the absence of a reduction gearbox, is very similar in design and layout to later Trojans.

The Trojan factory was turned over to war productions early in 1915 and it was not until 1921 that a further six cars were built there. These were known as "model T" (all were registered in Devon under the registration letter "T") and were very like the later production "utility" model. A model "T" car was entered by Mr. Hounsfield in War Office trials in 1921 and, though it apparently acquitted itself triumphantly in all the tests, it was considered by the authorities to be too unorthodox.

Soon after these trials Leyland Motors became interested in building the Trojan. They were, however, sceptical about the claims made for the suspension and chassis durability when using solid tyres, and submitted a number of the cars to extremely severe tests. The main test consisted of driving the Trojans over a course laid out with railway sleepers bolted at approximately six foot intervals. The cars survived this course at high and low speeds for several days. Leylands were satisfied and their works at Ham Common was turned over to production of Trojans in 1923, when Mr. Hounsfield was appointed Chief Engineer for the project.

Details of the models produced are given later in this story, but roughly speaking, it may be said here that, during the period 1923 to 1933, there were three main models of the car and two of the van. These were:

The "Utility" car (1923-1926)
The "Three-door" car (1926-1929)
The "Rear-engined" car (1930-1933)
and
The "7 cwt." van (1924-1930)
The "10-12 cwt." van (1928-1940)

The "Utility," "Three-door" and "7 cwt." van were all mounted on the same chassis. The "10-12 cwt." van was also identical, except for the substitution of ½-elliptic springs at the rear and a "friction" differential.

The engines were basically all the same—1,527-c.c. two-stroke, two-pair, water-cooled units with an R.A.C. rating of 10-h.p. From 1923 to 1925 the engines of all models were known as type "PB" and had plain bearings. In 1926 the "XL" engine was brought out, chiefly because of the large number of bearing failures in the previous models, and in order to bring the Trojan within the then light car class. These engines had roller big-end bearings, and the capacity was reduced to 1,488 c.c. The next change was made in 1930, for the rear-engined car only. The "XL" type was modified for upright mounting and known as type "RE." It had ball main bearings and oil pump, all the other versions having "petroil" lubrication and a side-entry carburetter. In 1933 a new (though again similar) engine was put into use on all the main models. This was known at type "PH," which differed from the "XL" mainly through having a side-entry carburetter.

Having dealt with the different models, here is a general description of what must surely be one of the simplest and the most effective "utility" vehicles ever marketed. It was the proud boast of the Trojan Company that the engine had only seven moving parts, and that no engine had ever had to be rebored through normal cylinder wear. The engine consists of a "square four" block with non-detachable cylinder-head, and two pairs of pistons on forked connecting rods—making the engine, in effect, two "split-singles" *set side by side. Indeed in the original prototype cars (1913) it was* intended that, in case of trouble, or to save fuel, the car should be driven on one or other "side" of the engine alone.

Induction, from crankcase compression, goes into the top cylinders (with the engine mounted horizontally), passes through ports in the wall separating each cylinder from its twin, and exhausts from the bottom cylinders. Each pair of cylinders has, in effect, a common combustion chamber, because of the "port" connecting them, and therefore only two plugs are required. At T.D.C. both pistons are level, but, as they travel up the bore, the piston at the bottom lags slightly behind that at the top.

The engine has quite fantastic pulling power at really low revs. This is materially assisted by the extremely heavy flywheel which is used. The normal practice is to change into top gear at a speed of or below 10 m.p.h., most normal and traffic driving being done in this gear. A Trojan with normal transmission gear ratios will climb any hill up to 1 in 9 in top gear (4 to 1), and bottom gear (12 to 1) will take it up anything on which the wheels can get a grip.

A description of the engine does not by any means exhaust the novel features of the Trojan. The chassis consists of two channel sections with steel sheeting riveted across the bottom and ends to form a " punt." Traverse sections and tubes span this and the car floor goes on top. Into the " punt " fit the engine, gearbox, dynamo, pedal linkage, gear-change and starting mechanisms. The conventional bonnet contains only radiator, petrol tank and remote-controlled petrol tap, steering box, horn and carburetter (this last was removed to closer proximity with the engine, inside the " punt," with the introduction of the " PH " engine).

Springing is by long cantilever leaf springs meeting at the centre of the vehicle, where they are held between rollers. Halfway along each spring clips are fitted to attach it to torsion tubes which run across the punt and are also used as engine bearers. The hand controls, placed on the right of the driver, consist of gear lever, " walking stick "-type handbrake (working on the transmission), and the starting handle.

The front axle is tubular and, by slackening off the two clamps fixing it to the front end of the front springs, it can be easily rotated to set the king-pin inclination for the degree of castor-action required. One revolution of the steering wheel gives lock-to-lock, of the epicyclic steering gear.

The Trojan was designed to run on solid tyres and is quite reasonably comfortable when doing so. An advertisement in *Motor Cycling* in 1925 reads : " Can I have my Trojan on pneumatics ? is a question our agents are sometimes asked. The answer is ' why not.' We don't think it necessary, but if you think the sheer luxury of the combination of pneumatic tyres with the wonder springs worth the risk of a puncture, then, why not ? " Indeed, on pneumatics the car is extremely comfortable.

The rear tubular axle has no differential. It is driven from the engine through a two-speed epicyclic gearbox, a transfer box, and a duplex chain which drives the sprocket on the right-hand side of the rear axle. This chain is partially lubricated by oil spillage from the gearbox. On the left-hand wheel is an 11 in. (later 16 in.) brake drum, inside which are two internal-expanding shoes, operated from the footbrake pedal *via* rods.

The electrical equipment, though of the simplest, is extremely well made. As no self-starter was fitted until 1930 cars made before then only required a 6-volt battery of small capacity. The dynamo, combined side and head lamps and the cut-out are of Miller manufacture, Delco-Remy coil ignition being used, with its distributor driven by a long shaft and protruding through the side of the " punt." The switchboard, made by Trojans themselves, is a masterpiece of simplicity. This controls the normal lights, an under-the-dash lamp which illuminates the floor (and the engine underneath it when necessary) and also the glove pocket (which is big enough to carry a wholesale stock of gloves). Ignition, horn and petrol tap are controlled by a removable key built into the switchbox. This key also provides for a reserve petrol supply. An ammeter and a speedometer are provided, and the dashboard controls are completed by a " petrol/air ratio " lever which controls the main carburetter-jet and enables fine mixture adjustments to be made whilst running. In the early " Utility " cars there was a small hole in the rear seat squab, so that the driver could see that his rear lamp was alight without leaving his seat. The rear lamp shines through a translucent number plate, in which is inserted a red glass.

The foregoing description applies in general to all cars and vans until the production of the rear-engined model, with pre-selector, three-speed epicyclic gearbox. This model was an attempt to bring the appearance of the vehicle up to date, and to make it faster. It certainly looked good in its day, and was faster than its predecessors, but inevitably there was trouble, with the added complication of remote controls and because of the concentration of weight at the rear end. This model was the last passenger car put into production by the company, though the van remained almost unchanged from the original design until 1940.

In commercial form Trojans were available in some variety. Besides the vans a 10 cwt. lorry, 10 cwt. milk float and three-door four-seater dual-purpose four-seater with drop tail-board were listed. (The normal three-door tourer could be converted to the last-named form for the modest sum of £7 10s.) Various special bodies such as traveller's brougham, R.A.F. lorry, wire-mesh-sided van and travelling dispensary were fitted to 7 cwt. and 10 cwt. chassis, as well as unusual bodies in the form of Cow and Gate milk tin, Absolom's Golden Tips teapot and Duckham's Adcol oil can enlivened the roads of the 'twenties, Trojan commercial vehicles had 2½ in. N.A.P. front and 2½ in. solid rear tyres. Chassis prices were £115 (7 cwt.) and £125 (10 cwt.). Users included the People's Dispensary for Sick Animals, the India Rubber, Gutta Percha and Telegraph Works Co., Ltd., United Dairies, Shell, the G.P.O., C.C. Wakefield, C. Waterman Ltd., Phillips Rubber Co.. Lipton's, the



ON TEST.—The unique suspension system of the Trojan being tried out at the Ham works of the Leyland Company, circa 1923-4. Note the ex-W.D. lorries awaiting reconditioning beside the test road.

Salvation Army, the L.G.O.C., David Greig and other famous firms too numerous to list. Brooke Bonds ordered 41 Trojans in 1924 and by 1929 had bought 1,865 Trojan vans.

One last open tourer was made in 1937 and the story behind it goes to show the amazing amount of trouble the Trojan Company will go to to help owners of their vehicles. Seven years after general production on the model had ceased an order was received for a three-door tourer for a lady in Gloucester. One can only imagine that she had perhaps had one before and decided on a repeat order, as by this time the 1926 style of bodywork was hardly fashionable.

The van chassis was still basically the same, so the extra length necessary for ½-elliptic springs was cut off and the original-style cantilever springs fitted. The latest " PH " engine was retained, a complete body (one of several kept as spares) completed the car, and when acquired by a new owner in 1954 the speedometer only showed 28,000 miles.

The 1939-45 war caused the inevitable break in output and, today, almost the whole Trojan production is centred on the very successful and well-known two-stroke petrol and diesel vans.

In 1928, because of the increase in production of their heavy commercial vehicles, Leylands ceased to make the Trojan at Ham, and production was returned to Trojan Ltd., by then at Purley Way, Croydon. Hounsfield continued his directorship of the Company until 1930, when he turned his inventive genius to the manufacture of a tensometer and the Hounsfield " Safari " camp-bed. For 40 years he was a member of the Council of the Institute of Automobile Engineers, and was its President for the year 1928-29. He died in Croydon in September 1957 at the age of 80—still alert and full of ideas, and many of his cars have outlived him and are now the prize possessions of their owners. In 1955 some of these owners got together to form the Trojan Owners' Club. It then became apparent how many Trojans there still were in use (th Club knows of over forty) and a grand display was made at the works (amidst gentle snow) with 12 cars on show. The 1913 prototype was entered by the works, and also the post-war shooting brake used by the Chief Engineer of Trojan Ltd., John Perrett. Another rare model was one of the 1934 pre-selector-gearbox, rear-engined cars, but in the snow-covered trial following the meeting, it proved unsuitable for this type of country driving.

Various rallies were held during the year, one on Nigel Arnold-Forster's home ground in the Chilterns. Here 22 miles were covered cross-country, ending up at his farm, where a barn had been set aside to house the stock of spares which now belonged to the Club. By this time there were about 25 members with cars, but they are scattered all over the Midlands and Southern England (plus one in Uganda), so that the Club can only count on a small number of Trojans turning up to its rallies and hill-climbs held in different parts of the country. During 1955 one Trojan was taken on a 3,000-mile trip through Spain and in 1956 another did a 2,520-mile journey to Venice and back, all without trouble.

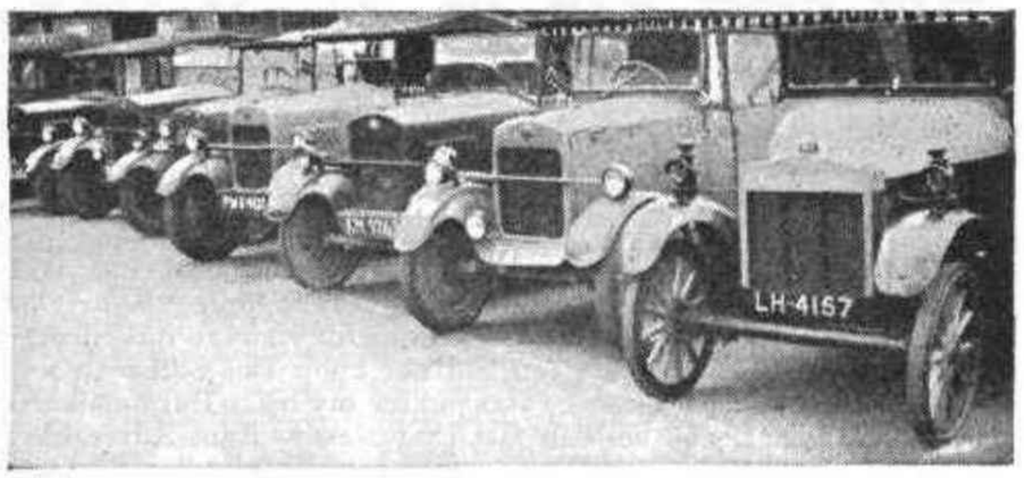
The Club has a large quantity of spares and, through Mr. Hounsfield, its first President, and the Trojan Company, has obtained a great deal of technical and historical information. The Trojan Company is most helpful to the Club. It can, incidentally, give full works service on all cars right back to 1924 models.

As one of the aims of the Trojan O.C. is to recover disused or

delapidated Trojans and to pass them on to the members for restoration, word was passed round, and soon reports of cars began to come in. One, which was towed from Cambridge to London over ice-bound roads, had stood unused under a cedar tree since 1944 after the Nobleman who owned it had literally "put it out to grass." Apparently he used it for following the hunt, standing in the back in full hunting kit whilst his chauffeur took the solid-tyred car across country in company with the riders and hounds. It took just 45 minutes to get that car running after 11 years' exposure to the weather.

Another car recovered had had the back chopped off and a baker's van made out of cardboard and strips of timber, nailed in place. This car was restored and was later seen on a T.V. broadcast from the Radio Show at Earls Court

The Club averages about half-a-dozen "discoveries" a year and generally has a Trojan available to pass on to an enthusiast. A description of the Trojan would not be complete without reference to the very excellent "Maintenance Manual" which was issued with each vehicle. This book really tells you all you need to know for every part of a complete overhaul. But it also admits to the defects which occurred and suggests how to overcome these. It is essentially and refreshingly honest. Perhaps its nicest contribution is to be found at the end of a long fault-finding chart under "Consistent missing on one cylinder": The conclusion is: "This may be due to almost anything!"



Some Trojans assembled during the first meeting of the T.O.C. On the right of the picture is the No. 1 experimental 1913 Trojan.

PARTICULARS OF TROJAN VEHICLES IN FULL PRODUCTION—1923-1940
(Excluding Experimental Vehicles)

Year	*Model*	*Description*	*Engine Type*	*Gearbox*	*Rear Axle*	*Tyres*		*Approx. Price*	*Identification Notes*
						Type	*Size*		
1923-4	**Utility**	2-door, 4-seater tourer	PB	2-speed, epicyclic	Solid	Solid	28 × 2	£157 10s.	Fold-flat windscreen. No bonnet louvres. *Chassis. Nos. previous to* 5000
1924	**Coupe**	2-door, 4-seater, with detachable coupé top	PB	" "	"	Solid	28 × 2	£190	
"	**7-cwt. Van**	65 cu. ft. capacity	PB	" "	"	Solid	28 × 2	£160	
1925	**Utility**	2-door, 4-seater tourer	PB	" "	"	Solid	28 × 2	£125*	Two-piece windscreen, bonnet louvres, 4-stud fitting for pneumatic tyre, non-detachable solid tyred wheels (as for previous models)
"	**Utility**	2-door, 4-seater tourer	PB	" "	"	Pneumatic, beaded edge	710 × 90	£130	
"	**7-cwt. Van**	65 cu. ft. capacity	PB	" "	"	Pneumatic, beaded edge	710 × 90	£130	
"	**7-cwt. Van**	65 cu. ft. capacity	PB	" "	"	Solid	28 × 2	£125	
1926	**Utility**	2-door, 4-seater tourer	XL	" "	"	Solid	28 × 2½	£125*	4-stud fitting for pneumatics and solid-tyred wheels, steel radiator shell in lieu of aluminium
"	**Utility**	2-door, 4-seater tourer	XL	" "	"	Pneumatic, beaded edge	710 × 90	£130*	
"	**3-Door**	3-door, 4/5-seater tourer	XL	" "	"	Pneumatic, beaded edge	710 × 90	£145	
"	**3-Door**	3-door, 4/5-seater tourer	XL	" "	"	Pneumatic, well-base	27 × 4.40	£145	
"	**3-Door**	3-door, 4/5-seater tourer	XL	" "	"	Solid	28 × 2½	£140	
"	**7-cwt. Van**	65 cu. ft. capacity	XL	" "	"	Solid	28 × 2½	£125	
"	**7-cwt. Van**	65 cu. ft. capacity	XL	" "	"	Pneumatic, beaded edge	710 × 90	£130	
1927	**6-Wheeler**	½-track "Colonial" type utility	XL	6 forward, 3 reverse	" (2)	Pneumatic, well-base	27 × 4.40	£390	Fan Cooling, larger radiator, lower gear ratios (truck £37 10s. extra). Hand primer on extreme left of dashboard
"	All other models unchanged.								
1928-9	**3-Door**	3-door, 4/5-seater tourer	XL	2-speed, epicyclic	"	Solid	28 × 2½	£140	With drop rear panel for use as tailboard £7 10s. extra. Larger petrol filler cap. "TROJAN" on amp. meter. Flat dash-locker cover without raised beading. main fuse on runningboard. "Clearhooter" on o/s runningboard. Round speedo. (trip knob within circumference)
"	**3-Door**	3-door, 4/5-seater tourer	XL	" "	"	Pneumatic, well-base	27 × 4.40	£145	
"	**"Achilles"**	4-door, 4/5-seater fabric saloon	XL	" "	"	Pneumatic, well-base	27 × 4.40	£175	
"	**7-cwt. Van**	65 cu. ft. capacity	XL	" "	"	Solid	F. 28 × 2½ R. 28 × 3	£135	
"	**7-cwt. Van**	65 cu. ft. capacity	XL	" "	"	Pneumatic, beaded edge	710 × 90	£140	
"	**10/12-cwt. Van**	102 cu. ft. capacity	XL	" "	Differential	Solid	F. 28 × 2½ R. 28 × 3	£150	Body 1' 4" longer than 7-cwt. ½-elliptic springs at rear
"	**10/12-cwt. Van**	102 cu. ft. capacity	XL	" "	"	Pneumatic, beaded edge	710 × 90	£155	
1930	**"Blackdown"**	Rear-engined 4/5-seater, 2-door fabric tourer	RE	4-speed, epicyclic (plus 2 reverse), on all three models	"	Pneumatic, well-base	27 × 4.40	£179	Disc wheels
"	**"Exmoor"**	Rear-engined 4/4-seater, 2-door fabric saloon	RE		"	Pneumatic, well-base	27 × 4.40	£179	
"	**"Purley"**	Rear-engined 4/5-seater, 2-door fabric saloon de luxe	RE		"	Pneumatic, well-base	29 × 5.60	£198	Wire wheels, 6-volt electric starter
1931-2	All models unchanged except for fitting automatic clutch and preselector to RE cars.								
1933	**"Cheviot"**	Re-styled RE car, fabric top on aluminium body	RE	3-speed, epicyclic	Differential	Pneumatic, well-base	29 × 5.00	£198	6-volt electric starter
"	**"Atlas" Van**	15 cwt., 110 cu. ft.	BH	" "	"	Pneumatic, well-base	29 × 5.00	£180	6-volt electric starter
		(The 7-cwt. and 10-cwt. vans were manufactured up to this time, unaltered since 1929.)							

* *Coupe top* £28 *extra.*

Between 1934 and 1940 the main production was centred on the 10/12/15-cwt. vans, which remained almost unaltered except for minor innovations such as a shorter bonnet, giving greater carrying space, a forward-drive model with the driver over the front axle, and the "Lightweight," which had worm-and-shaft instead of chain drive. The "Wayfarer" 3-door tourer was a car fitted with a "BH" engine (*roller big-ends, ball main bearings*), shaft-and-worm drive and a pre-selector gearbox. The last new model in cars was the MASTRA (*about* 1937) which was exhibited at the Motor Show but never went into production. This was offered as a saloon (£395) or a coupé (£380). The engine was a Trojan six-cylinder water-cooled two-stroke of 2,232 c.c. (Treasury rating 15 h.p.), with four plain bearings, roller big-ends, and the engine at the rear, with pump cooling and controllable "central heating." It had a 12-volt circuit, electric starter, four-wheel Girling brakes and cam-type steering, with 5.25 by 17 Magna-type wire wheels. The body was a saloon five-seater with a sun roof. Other than engines mentioned above, all vans were fitted with the "PH" engine (which had roller big-ends and three plain main bearings) up to 1940.

THE BEST CAR IN THE WORLD

By "Baladeur"

THE Editor informs me that a motoring journalist has been seriously suggesting that the Rolls-Royce is no longer the best car in the world, and that he has been airing his views to this effect in the columns of *The People*. If I did not know the Editor as well as I do, I might suspect that he was pulling my leg. But he assures me that he is not, and adds in fact that Messrs. Rolls-Royce have replied to the attack. Well, well . . . things have changed since I was a boy.

Among them, of course, the Rolls-Royce. The company, you will be surprised to hear, did not consult me about the nature of their reply to their latest critic, but if they had I should have been able to assure them that, for as long as I can remember, the Rolls-Royce, like *Punch*, never has been as good as it was. That is not just since the death of the late Sir Henry Royce either, let me assure you. I can remember far further back than that. I cannot remember the first appearance of the Silver Ghost, but even if I could it would not signify, because it was only after that that the Rolls-Royce began to call itself the best car in the world. And until it did, there was not the same object in saying that it wasn't.

But take 1922 when the 20-h.p. Rolls-Royce appeared. Now that really did cause a commotion, and Sir Henry Royce was very much alive at the time, only he was plain Mr. F. H. Royce then, and instead of *The Autocar* being allowed to see the new chassis so that they could write an account of it, Mr. Royce wrote an account of it for them. He was described at the head of the article as "the *designer and Chief Engineer to Rolls-Royce Ltd.*," *so that he* presumably designed this chassis as well as writing an account of it, and presumably too, therefore, there was no truth in the suggestions that, I remember, some people made at the time that most of it was designed by somebody quite different, who traded under the name of Buick. But even Henry Royce's signature on this chassis did not stop the critics getting at it.

Not a bit of it. Why, the very next week Mr. Leslie Northcott was writing to say that his "impression was one of disappointment." Mr. Royce, in his article, had said that one of his leading mottoes was "spend as much money in the construction as can be done wisely, but not unnecessarily." I suspect that Sir Henry was better at designing motor cars than sentences, but it is fairly clear what he meant. Mr. Northcott, however, attributed his disappointment to his liking for thinking of the Rolls-Royce car as the best in both workmanship and *design*, "particularly as a leading 'R.-R.' motto is: 'Spend as much money in the construction as can be done wisely but not necessarily'." For more than 35 years now I have been wondering whether he or the printer was responsible for that joke.

Anyhow, although "in fairness to the Rolls-Royce" he admitted that he had not yet seen one of the new 20-h.p. models, let alone tried one on the road, he then proceeded to list a number of points in the design which he considered disappointing. He did this, I may say, not at all didactically, but in the form of questions which "perhaps a brainier reader than I can answer." But my word he got a wigging, in spite of this diffident method of approach, for daring to criticise. It was quickly clear, in fact, that even at that date, the Rolls-Royce was not so much a motor car as a cult. Even rival manufacturers, who might have been expected to be pleased if anything by suggestions that the self-styled "best car in the world" was not, perhaps, all that much better than theirs, were evidently outraged by any such suggestion. "If I were Mr. Northcott," declared Lord Nuffield—only he was plain W. R. Morris then—"I should not criticise the work of a firm which has for so many years held the reputation of designing and manufacturing the best car in the world." Mr. G. Campbell Muir was even more indignant. "Who is this Mr. Leslie Northcott," he wanted to know, "who has written you such a strange letter? . . . Just and sensible criticism is always interesting, so I hope you will not inflict us with any more samples like the letter I complain about." No one seems to have pointed out that, if this means anything, it expresses a hope that the Editor will keep his correspondence columns dull by excluding just and sensible criticism like Mr. Northcott's. But I don't think Mr. Muir meant this at all. He said he was "tempted" to answer each of Mr. Northcott's queries in detail, but he resisted this temptation and instead asked "why does Mr. Leslie Northcott not try the new 20-h.p. Rolls-Royce first of all, then write about it afterwards?" I must say I suspect from this that he had not tried it himself; otherwise he might not have been so free with invitations for comments on its performance.

Poor Mr. Northcott! However, the Army came gallantly to his rescue. Lt.-Col. C. Dawson confessed that "on reading Mr. Campbell Muir's remarkable explosion, one is tempted to make an inquiry as to identity similar to that proposed by himself in the case of Mr. Leslie Northcott"; and Captain J. Guy Knight, who was "rather surprised at the tone of Mr. G. Campbell Muir's letter," suggested that "one would apparently be equally justified in beginning a reply to it by: 'Who is this Mr. G. Campbell Muir?'" As so often before and since, too, it was Lord Brabazon who put the thing in perspective—only he was, I think, Colonel J. T. C. Moore-Brabazon at the time. "I very much resent the type of letter appearing in your last issue from Mr. G. Campbell Muir," he wrote. "It contributes nothing to the world's knowledge but a consciousness of bad manners . . . I know exactly Mr. Northcott's feeling. He expected a super-car 'out-bristling' the French even in originality of design; what he finds is a very excellent vehicle of somewhat uninteresting standard American type."

Now one of the criticisms of the current Rolls-Royce is, I gather, that it uses an American-type automatic gearbox built under licence from General Motors. And I think it would be true to say that over a long period of years, both in Sir Henry Royce's day and subsequently, Rolls-Royce have been more willing to adopt design features from America than from the Continent. As far as I know, for instance, the present chassis does not incorporate a modernistic suspension system made under licence from say Citroën or Mercedes-Benz. And this, I believe, is the basic reason for the ambivalent attitude adopted towards Rolls-Royce in motoring circles, because while the majority of motorists in this country would probably be happier with an American than with a Continental car, the opposite might well be true of the readers of MOTOR SPORT. It certainly would have been, I think, in 1922.

Anyhow it is time perhaps to return to that distant period, see what it was that Mr. Northcott found to criticise, and, with the hindsight of 1958, try and determine how far he was justified. Some of his points were not, of course, of vital importance even if they were valid criticisms. For example, he asked why the petrol gauge was on the rear tank instead of on the dashboard. The answer may well have been that the only reliable gauge for remote mounting at that time was French. Then he wanted to know why there was no grid or other provision for luggage on the "touring" car, but then this omission was still nothing exceptional in 1922. Even open touring cars were still frequently driven by chauffeurs, with the result that ample leg-room had to be provided for the *owner in the back seat, and the designer found himself at the end* of the chassis before the question of luggage had so much as presented itself. Nowadays, as far as I can make out, we have gone to the other extreme: designers, I sometimes think, start with the boot and work forward towards the driver's seat, with the result that you are forced to have children, if you want to fill up the back seat with passengers who do not justifiably complain of lack of leg-room.

Another question, as to why semi-elliptic rear springs were used instead of cantilevers, has a decidedly period air about it today, but curiously enough the question that Mr. Northcott probably thought most important of all has hardly dated in 35 years. Why push-rod operated overhead valves, he asked, instead of an overhead camshaft? Would it, in fact, have been possible in 1922, assuming that the cost was no object, to design an engine which conformed with Rolls-Royce standards of silence and so on, but which was on the lines of the present-day Jaguar? For a designer of genius, I think that it would have been, and if, as a result, he could have produced a little more power, it would have given the car, as it turned out, just what it wanted. But push-rods already had a venerable tradition behind them, on the Bedford-Buick; overhead camshafts, in spite of such British exponents as Maudslay, Napier, A.C., Leyland Eight and others still smacked terribly of racing cars and the Continent.

Mr. Northcott wanted to know why the radiator shutters had to be operated by the driver instead of being automatic, which was not, perhaps, an epoch-making matter anyhow, and he was also puzzled by Royce's claim that "the oil consumption is remarkably low, the car running 1,000 miles to the gallon." This consumption, he said, was not, in his opinion, remarkably low at all, and one is inclined to agree with him, without, perhaps, getting very worked up about it anyway. But his next question was calculated to arouse much more passionate interest. Why, he asked, only three forward speeds, and why central control?

To take the second point first, it has amused me a lot in recent years to read bitter complaints of steering-column gear levers coupled with pleas for a return to the good traditional central

control, for in 1922 central control instead of being regarded as good and traditional was apostrophised as new-fangled, American, cheap and nasty. So much so that Rolls-Royce very soon gave it up, and it is, I think, surprising that Royce ever expected his customers not to be shocked by this particular Americanism. They very soon gave up the 3-speed gearbox too, and some people will think that the choice of this in the original design was even more surprising. I am myself a bit heretical over the tenet that " every 3-speed car would be a better car with four speeds," but if three speeds can be defended anywhere it is not, I should have thought, on the 20-h.p. Rolls-Royce, which was listed from the start with a chauffeur-driven landaulet body and had an engine whose middle name was scarcely torque. But one must of course remember that synchromesh mechanisms were still hidden in the womb of time.

And anyhow I have left what is, in my opinion, the crux of Mr. Northcott's indictment to the last. " Why," he asked, " not front-wheel brakes ? " How, indeed, could anyone have designed a high-class chassis from scratch in 1922 and omitted them ? The Birkigt mechanical servo system, which, with slight modifications, Rolls-Royce were eventually to adopt, had been extant on the Hispano-Suiza since 1919 and had been close to perfection from the start. To this last point in the indictment there is, I think, no reply.

But of course this is not the end of the story. To that genial correspondent of *The Autocar* who used to write in those days from Amsterdam and who signed himself " Observer," these criticisms of the new Rolls-Royce came as no great surprise. " I think it is an exaggeration," he wrote, " to call the Rolls the best car in the world. It is, of course, a good car, but there are many other cars, like the Hispano-Suiza, Lanchester, Napier, etc., which are as good as, if not better than, the Rolls . . . " I wonder if " Observer " is observing still, and if he still thinks that there are cars " as good as, if not better than, the Rolls " ? The Bentley, perhaps ?

BOOK REVIEWS

" Floyd Clymer's Indianapolis 500-Mile Race Official Year Book." 120 pp. 11 in. by 8½ in. (*Floyd Clymer Publications*, 1268, S. *Alvarado Street*, *Los Angeles*, 6, *California*. *Two dollars.*)

No race has been so completely covered in book form as the Indianapolis 500-Mile Race since that prolific publisher of motoring books, Floyd Clymer, has been publishing annually his review of the famous American track race. The coverage, both in text and picture, is comprehensive indeed, embracing every aspect of the race. The 1957 edition does not seem to be quite so well illustrated as earlier editions but it has the merit of including an account of the Monza 500 track race, which was to have been the Italian equivalent of Indianapolis but which became little short of a fiasco. Clymer also includes opinions, for and against, of his challenge to Fangio, in which he suggested that the Argentine driver is not truly the World Champion because he has never raced at Indianapolis. Clymer attempted to attract Fangio to the American 500-Mile Race with a monetary offer. The British Press stated later that Fangio, through his manager, had turned down the money but had answered Clymer to the effect that if an adequate Indianapolis car were available he would go to Indianapolis. This statement of B.U.P. was published in *The Motor* and *The Autocar* but twice in his book, in heavy type, Clymer states that : " As of February 1st, 1958, I have never heard directly from Fangio or his manager." On the subject of U.P.P.I.'s ban on the Monza race, Clymer quotes in full the views of Denis Jenkinson, published in MOTOR SPORT dated July 1957.

The " Indianapolis 500 Year Book " contains much of interest, including pictures of mechanics, Pressmen, and of Cyd Charisse, Queen of the Speedway, as well as of drivers. There is an article on the Offenhauser engine, but less technical data than in certain earlier issues. Some historical material is included and there is an informative illustrated account by Jim Bryan on how to drive round the Indianapolis track, where they reach between 170 and 180 m.p.h. along the straights and corner at over 130 m.p.h. This book is available here through the usual sources of supply.—W. B.

" Automobile Year." 224 pp. 12¾ in. by 9½ in. (*G. T. Foulis*, 7, *Milford Lane*, *London*, *W.C.2.* 50*s.*)

" Automobile Year," the beautifully-produced review of automobile matters published annually by Edita S.A. in Lausanne under the Editorship of Ami Guichard, is one of the publications eagerly looked forward to each year. If last year's edition had tailed off in quality the 1958 edition is fully up to the earlier " Automobile Reviews " and a magnificent publication withal. It is high time a publishing house in England matched the beautiful art paper and lavish colour illustrations and advertisements which make this Swiss review the *Vogue* of automobile annuals.

This year's edition carries a long article on the new miniature cars by Jacques Ickx, a treatise on car production entitled " Automation versus Rising Prices," by M. Froesch, a short appreciation of Ettore Bugatti with some previously unpublished pictures of *Le Patron*, by Roger Labric, Gordon Wilkins' survey of Cars of the Year, the usual excellent reviews of racing, hill-climbs and rallies in 1957, a technical article on Formula I racing by Paul Frère and, of course, hundreds of superb photographic reproductions.

We like the pictorial captions which accompany race reports and which themselves explain how each race developed. We found Ickx's discourse on the new " smaller " cars rather difficult to follow in his opening chapters but interesting thereafter—he concludes with gloomy views on the future of the new miniature cars and considers the cabin-scooter doomed, but thinks that small 2/4-seater, sports versions of these, the Citroën 2 c.v. and the Zandapp Janus may survive. We were flattered to find the coloured dust-jacket featuring the three Vanwalls at Monza and a cut-away drawing of the Vanwall G.P. car (a larger, unfolding reproduction of this drawing is a feature of the book, together with technical photographs of this victorious British G.P. car, and there is a similar cut-away drawing and pictures of the Maserati 450S sports/racing car). We like the charts which show the progress of each car in the major races. This year the illustrations of the World's finest coachwork are mostly devoted to the work of Italian specialists. Copious illustrations of the ordinary 1958 cars of the World are included, although these would have been enhanced had they been all to a common scale. Once again vintage cars are ignored by Guichard, but there is a page of colour illustrations of veterans and Edwardians which paraded at Le Mans.

Browsing through this lavish album recalls many highlights and incidents of last season—the sensational accident caused by Moss at Monaco, the Vanwall victories at Aintree, Pescara and Monza, Ecurie Ecosse's fine showing in the Monza 500 with their Jaguars, Taruffi's Mille Miglia, the great Aston Martin victory at Nurburgring and the mastery of Fangio—the last-named nicely pointed by the colour-shot of the maestro removing his helmet, which is published on the back of the dust-jacket. There are small incidents in the many photographs pleasing to recall—the spectators watching Edgar Barth's Porsche RS making f.t.d. at Freiburg seem to be sheltering under the well-known Porsche umbrellas, which reminds the Editor of MOTOR SPORT, for instance, that he was delighted to receive one of these umbrellas last Christmas, a notable gift from an Industry which in his experience is notoriously niggardly in respect of presents to the Press.

We know the demand that exists for this unique volume—some years ago we noticed one of the first in a bookseller's window in Monte Carlo; within a few hours it had been sold. So we are pleased to see that the following British firms have had the initiative to take advertising space in the 1958 edition beside the lavish announcements of the Continental firms—B.P., Ferodo, Austin, Redex, Jaguar, Lucas and Shell, while the bookmarker is by Vandervell. Go out quickly, to secure your copy !—W. B.

Those who believe that drink is evil and does not mix with motoring will welcome " The Cup of Fury," by Upton Sinclair (Arco Publications, Ltd., 12s. 6d.), while if you enjoy studying criminology, with cases in which cars figure, " Criminal Files," by John Rowland, by the same publisher (16s.) is recommended.

The " Foreign Car Guide," which was referred to in the February MOTOR SPORT and which deals mainly with Volkswagen enthusiasms but includes road-test reports on other foreign small cars, is now published monthly, from 215, Fourth Avenue, New York, 3, at 35 cents. The Editor is Don Ellenberger, who, in his March issue, reports on the Ford Anglia, which he " can't recommend as a highway car, if you're used to the greater-but-still-not-good-enough power of the VW. Another cog in the transmission is what's needed . . . "

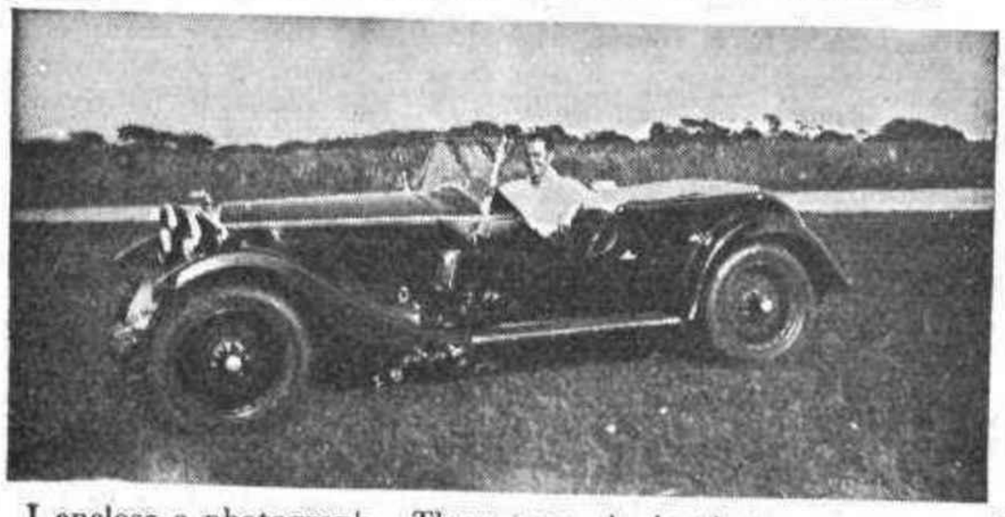
LETTERS from READERS

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

A 1933 RILEY LYNX

Sir,

Further to the letters of Mr. Arnold Bell and Mr. D. A. J. Bentley, I wish to instance a beautiful Riley I owned long ago—a 1933 12/6 Lynx—which also completely enclosed the hood when not in use, in very similar manner, no doubt, to the Rovers mentioned.



I enclose a photograph. There is no doubt that pre-war cars of this type incorporated ingenuity in design, character and beauty of line seldom equalled today. Lately I have been trying to find a Riley Lynx for pleasure and old times' sake, but have had no luck so far. Perhaps some of your readers can help?

I am, Yours, etc.,

Rochford. E. SELBY.

* * *

AMERICAN CARS

Sir,

After reading your magazine for many years I feel it time a few words were said in favour of American-produced cars. I have owned a total of something in the region of 30 cars, 25 of which have been "Americans." These cars *always* have thief-proof latches on windows, independent suspension since 1934, they do not "go out of tune" every 1,000 miles, are very comfortable, and performance figures are invariably good. The inside lights have come on with opening of the front doors for at least 20 years, and guide light to obviate ignition-key fumbling in the dark also rates for this long. Suspensions are good and stand up to chronic roads.

My 1950 Chevrolet sedan did 123,000 miles before complete engine overhaul (one valve grind at 72,000 miles), and at 90,000 had its first change of shock-absorbers. The bores were worn .011 in. on strip, and .0025 in. crank wear. This car returned an honest 23-25 m.p.g. and was cruised at 65-70 m.p.h., often for twelve hours a day. On one occasion, from dawn to dusk, I covered 834 miles with occasional stops. Dawn to dusk is approximately 5 a.m. to 6.30 p.m. the year round. I have a 1940 Ford V8 coupé which is only 10,000 off 300,000 miles, original engine but now due for its third overhaul. This still returns 20-22 m.p.g. Only one car tempts me to sell my V8, and that is the successful air-cooled saloon.

I am, Yours, etc.,

S. Rhodesia. "SCOT/RHODESIAN."

* * *

THE 15s. DRIVING LICENCE

Sir,

The "burden" (p. 80, February issue) is greater than you suggest, for the motorist is compelled to pay 10 of today's shillings in advance for one year and five for two years, which owing to persistent inflation, for which the Government alone is responsible, are more valuable than the shillings of 1959 or 1960. If he had the shillings he would be able to earn with them the cost of inflation or, failing that, 2½ per cent. p.a. by lending them to the Government.

But if the charge for the licences is solely to cover administrative charges, why not charge £1 and issue the licence for life, which would be sensible. Why not? Because hundreds of form flunkeys and pen-pushers would be pushed off their feather beds and would be available to do some useful work.

I am, Yours, etc.,

Biddenden. W. H. S. WILLIAMS.

[This letter is in reply to Editorial comment on the increased price of a driving licence from 5s. to 15s. A further objection to the issue of compulsory three-year licences is that the signed clause that the applicant is fit to drive, which was formerly assumed valid for a year, now applies for three years—and health and eyesight might deteriorate considerably in this longer period.—ED.]

THE COST OF INSURANCE

Sir,

When I read of the dreadful losses sustained by the motor departments of various insurance companies, my heart bled for them; it was enough to make one burst into tears—the poor things. Then I began thinking: Why do insurance companies chase motor insurance so hard? Why are so many brokers fiercely competing with each other, cutting rates in their efforts for more business (or should I say "more losses")? If companies lose so much, why take Motor insurance at all? Perhaps the truth is that there is sometimes a tiny margin between premiums and claims that enables them to build huge buildings and finance loans. Whatever it is, the present tale doesn't impress me a bit.

In New Zealand, where the same cry of heartrending losses is heard, the premiums are less than one third that of England, yet there is one company which does motor-car insurance exclusively who recently returned 20 per cent. of the premiums to their policy holders (they are a mutual company). They have for years been vigorously engaged in acquiring and erecting large buildings to house their offices and take care of expanding business, yet have not raised one penny of additional capital. They do not finance mortgages, concentrating on insurance, not moneylending. The management is good, but surely it cannot be three times better than in England.

Personally, I can think of only three reasons why anyone should indulge in motor insurance: (1) You intend to smash the car completely and immediately, yourself. (2) The finance company, who are the real owners, demand that you insure to protect their security. (3) You're crackers. I would not dream of insuring my car, for I have no intention of hitting things and smashing it, and make sure that doesn't happen. Should anyone hit me, his third party will take care of that. Perhaps you think this is stupid reasoning, but here is how it has worked out: From 1924 to 1947 I carried the risk myself (no insurance). No accidents and no losses. If you average the premiums that would have been paid at £18 per annum, I saved £414. Quite a lot of money. From 1947 to 1957 I did insure my car, because cars were hard to get and the dealer who obliged me was an agent, it cost me nearly £180. A dead loss, for again no claims and no accidents.

Now good reader, apply my system to yourself; add up what insurance has cost you for the past years and set against the total all the claims paid out. You will be surprised. A short while ago, a few people were sitting around the fire when I mentioned my savings. One chap commented: "It's all right for you, but I had a crash last year." How much? It cost £60 to repair, but he has been paying £35 p.a. for seven years, so there is still £180, plus interest, left of the money he paid the insurance company. None of the remaining four had had a claim at all. Net profit to the insurance company. I am some kind of a business man. I require a profit from every penny I invest. I do not invest in motor insurance because I cannot see any returns.

None of the foregoing refers to the compulsory third-party insurance, which I think is a good thing in principle, but not at the rates charged in England.

I am, Yours, etc.,

Shepperton-on-Thames. A. R. E. MESSENGER.

[This correspondence is now closed.—ED.]

* * *

GADGETRY!

Sir,

In reply to Mr. Kelly's letter in the March issue of MOTOR SPORT, I can only regard the quantity and uselessness of his extras as somewhat distasteful.

However, I should like to draw attention to a pre-war Wolseley Sixteen which may be seen in the environs of Birmingham, and which carries no less than *fifteen* spotlamps majestically on, or around, its front bumper. I only regret I cannot enclose a photograph in order to prove the authenticity of this.

I am, Yours, etc.,

Birmingham. D. SPENCER CROSS.

Sir,

This character Jack Kelly, Jnr., has only just started collecting gadgets so far as I am concerned. Yes, I can beat his list.

The car is a 1936 Ford V8 drophead coupé and listed below are the gadgets hung in and about it.

Eleven badges—A.A., Redex Car Club, National Benzole, Automobile Club de Cannes, R.I.A.C., two St. Christopher, Burma Star Association, R.A.F.A., Staines Stock Car Supporters' Club, Goodwood Badge.
Two Bags—Wide World Brotherhood, Staines Stock Car Supporters' Club.
Fourteen transfers advertising various petrols, oils, clubs, etc.
Kerb-finders.
Rally plates.
Driving light.
Outside mirror.
Reversing knob on steering wheel.
Klaxon horn, sports horn.
Bugle horn.
Wolf whistle.
Route indicator, windscreen washer, accelerator pedal.
Two extra ashtrays.
Brake test meter, thermometer, compass.
National Hot Rod Association emblem on windscreen, sun vizor with make-up mirror.
Two-gallon petrol can attached to rear of car.
Exhaust ejector, earthing chain, four reflectors.
Reflector tape on rear bumpers.
Engine has Gelerators fitted, Zenith fuel filter.
Vacuum tank for wipers, plug holder and bulb case fitted to scuttle.
Inspection lamp, spare oil tin.
Initials on doors.
Adverts for stock-car racing on a board at the back.
Fire extinguisher, vacuum gauge, St. Christopher badge on dashboard.
Jaguar seat covers, map board and pins for touring, Perspex map holder, cup holder for picnics.
Chromium-and-glass bird mascot on bonnet.
Six stars—three each side of bonnet. The name "The Heap" painted in red either side of the radiator in letters about 1 in. high.
As well as this, the dashboard contains notices about "adjusting your dress before leaving," keeping quiet when someone else is doing the driving, and similar gags. Grab handle, map measurer, and map-reading light.

The wife says it looks like a Christmas tree, small boys love it, and even adults stand and stare and scratch their heads when confronted with it.

In spite of all the extra weight, the petrol consumption is about the same as before the gadgets were added!

I am, Yours, etc.,

Lee Green. V. OUTEN.

[This correspondence is now *definitely closed*!—ED.]

* * *

FORD RELIABILITY

Sir,

I have just been reading your correspondent H. Lang's letter regarding Ford reliability with great interest. Some of his figures have given me a good deal of thought.

First, assuming that he is not exaggerating when he says the cam follower was nearly worn away, I am loath to believe that the car was still giving the same fine performance at 70,000 miles as it had given when new, let alone at 97,500 miles, when the valve needed checking every day. Surely followers do not suddenly collapse in this manner without at least an inkling of the trouble to come? Cam trouble on an M.G. I owned showed itself in a decrease in power over a long period, and on an A40 with which I was associated, though the owner was quite happy, a driver new to the car could see at a glance that the power was not up to much under similar conditions to those described by Mr. Lang.

Second, if Mr. Lang changed his oil every 1,500 miles—and I think the Consul has about a 1-gallon sump, give or take a pint—this represents a cost for oil alone of about £60. Note, not for oil consumed, just for oil thrown away. By this reckoning Mr. Lang had just about paid for his new engine at 60,000 miles. If on the other hand, he had not changed his oil so regularly but had relied on a clean filter, would his engine have collapsed any faster? Evidence I have personally been able to accumulate, regardless of oil companies' propaganda, seems to indicate that his engine would have lasted just as long, though perhaps needing decarbonizing a little more frequently.

Some of his replacements, too, have given me some thought. New rear springs and a new radiator, for example, and the new wheel bearings. I wonder if the radiator gave up through overheating caused by binding rings early on in the car's life? 'Tis possible. In view of the MOTOR SPORT "that car again" achieving 42,000 miles on two of five tyres, presumably sportingly driven as well, Mr. Lang, with 20,000 miles per set of tyres, might well query (*a*) his driving habits, (*b*) his adhesion, and (*c*) his make of tyres. With heavily-loaded lorries run by B.R.S. achieving 100,000 miles per set of tyres (I have checked these figures), there is surely no excuse for today's average car tyre running for less than 50,000 under normal driving and proportionately less under sporting driving. On a Y-type M.G. I owned I was assured that I had less than 5,000 miles left on the front tyres when I bought the car, by a reputable tyre agent; 10,000 miles later I was given the same diagnosis on the same tyres: so maybe Mr. Lang had the same treatment.

I am, Yours, etc.,

London, E.8. ALAN H. GAYFER

HE DOESN'T LIKE IT

Sir,

Having just read Mr. R. Smith's letter, I should like to add a few comments on the subject of British small cars as opposed to the German Volkswagen. That the Volkswagen has a long-lasting engine, excellent gearbox and suspension is undeniable, but this is where its features end. Its roadholding resembles an empty double-decker 'bus, its body is downright ugly, and although there is a rear seat, it is only capable of being occupied by infants or pygmies.

Although I hate admitting it to my friends, I was considering purchasing a Volkswagen a few months ago, but, liking a reasonable performance from my car and not wishing to pass into the next world yet, I thankfully chose a Morris Minor 1000. I realise that the engine will probably not cover the same mileage as a Volkswagen, but, having spent £125 less, I can replace it several times before the cost of the car reaches £758 17s. 0d., the cost of the Volkswagen.

A glance at performance figures (taken from road tests) shows that the Minor reaches 60 m.p.h. no less than 5 sec. before the Volkswagen, is capable of 72 m.p.h. as against 66 m.p.h., and will give nearly 40 m.p.g., compared with 31 m.p.g. Figures for other British-built small cars, the Anglia, A35 and Standard Ten are 6, 5 and 2 sec. quicker to 60 m.p.h. These cars have a maximum speed of 70, 72 and 69 m.p.h., respectively, and a fuel consumption of 31, 35 and 35 m.p.g. Incidentally, the Volkswagen engine of 1,192 c.c. is larger than those in any of the British cars mentioned above.

Owners of cars having a sporting instinct and wishing to compete in races, sprints, etc., can, if necessary, obtain more power by fitting a "factory-approved" conversion, but, alas, the poor Volkswagen owner would quickly require new engines. I have a letter in front of me from the main Volkswagen agents in London, stating that no modifications to the Volkswagen engine are recommended by the "Werke" as, when tried a few years ago, it led to "unusual wear of component parts and the breaking of the crankshaft." I am aware that a few miles from here there is a firm who provide a costly conversion for the Volkswagen, but, I wonder, does this firm also undertake to pay the funeral expenses of the unfortunate driver, which must surely be imminent?

In closing, I would add that the Volkswagen is probably a reasonable buy for a person who has never experienced the performance and handling qualities as provided by the small cars produced in Great Britain.

I am, Yours, etc.,

Great Baddow. F. A. SHAW.

[We wonder where Mr. Shaw obtains performance figures for what, throughout the original letter, he called a "Volkswagon"? We dealt with VW versus Minor 1000 on page 368 of our issue dated July 1957 and quoted the VW as 0.3 sec. slower from 0-60 m.p.h. than the Morris and a couple of m.p.h. or so slower in top gear.—ED].

HE DOES!

Sir,

It is with avid interest that I read your comments on the VW. I am amused by the eulogies of owners who have covered 15,000 miles or so. I am more amused by the pathetic defence of other cars.

It appears to me that up till now you have no real mileage experience of the VW, and so I think, at 75,000 miles, my story should be of interest. It is time our industry woke up to realise the truth.

After a 24-year procession of secondhand junk, I finally saved enough to buy a new car. It *had* to be the *best*. I regret to say that the short list favoured Continental cars, in the following order: German, Italian, French! Naturally, I chose VW.

The car was delivered with 208 miles on the clock. The very first time out, the screen-wiper failed, and the next day I went into the local sub-agent and played hell. I said I had come to call his bluff and wished to see this wonderful service system work. It did. A new wiper motor was produced in 40 minutes—only to find that this one didn't work either! We had committed the unforgivable sin of overlooking a fuse that was not making contact!

800 miles: Taken in for 500-mile check. This was done by Houdini. He sand-blasted plugs without taking 'em out, and adjusted tappets without removing the rocker boxes! I didn't bother with the other checks; in fact, it has still not had its 500-mile check.

I decided on a definite policy with this car: to test the maker's claims, and to "leave well alone." To this end I grease about every 2,500 miles when I change the oil; I kick the tyres and top up the battery at Easter, Whitsun and August; I cruise it at 55 to "off the clock"; and generally average 42 to 45 m.p.h. or so.

12,000 miles: Letter from Wolfsburg stating: "If you have not

yet had trouble with your induction pipe, you soon will have. Take into your agent, who will fit a modified one, free of charge." They did.

16,000 miles: Front tyre badly cut by a nasty piece of swarf. Became the spare.

28,000 miles: Continental tour of 3,000 miles. Preparation: grease 13 nipples, change oil, wash. Within two hours of finishing a 700-mile week we were on the way to Dover, with five up and all luggage under cover.

Stormed 17 major Alpine passes, including the Stelvio, and towed a Consul over the top of the Pordoi! Then went a distance of 242 miles to Cologne in four hours. The only attention to the car on this trip was the removal and refitting of the petrol-filler cap.

38,000 miles: Ice, snow—garaged outside. Became progressively more difficult to start over three mornings. Finally jibbed. Removed plugs for first time. Gaps about .090 in. Knocked 'em in with a spanner and she started first piston up. Careful consideration decided I could manage the £1 for a set of Bosch plugs, and at the same time I replaced the hitherto unseen contact points. Pity! but the record was spoilt.

60,000 miles: Rammed in the back by a Norton Dominator doing around 80 m.p h. Bumper, rear mudguard and running-board wrecked; some slight damage to body. Made like new in three days as spares were in stock.

62,000 miles: Disaster! Front tyres wore out (Michelin). Fitted two Michelin remoulds to rear and brought rear to front. The rear wheels had *never* been off! Found that steering had gone to pot—wobbles. Checked and discovered tyres had worn about 6 oz. out of balance. Swapped them to the rear again.

71,000 miles: Owing to another Continental tour was forced to play safe and replace rear tyres. (Regrettable, for I am convinced that in dryish main-road conditions the original tyres would have covered 90,000 miles.) Thus I lost these tyres as they were handed in against Michelin remoulds.

Made same tour preparations as before—three adults, two children, luggage and picnic tackle. As I backed down the bank out of the garden the front tyres rubbed something. Had a look-see and decided I had a broken front torsion springpack. But there was a boat waiting at Dover, so—without alarming the party—I pressed on regardless on one spring. Speedo. cable broke. (Too much up-and down at the front, I think.) Tore down to Brussels in about one hour. On over the storm-battered and broken Arlberg and Mendola to Venice. Back through the Dolomites and Austria, onto the autobahn, and so to Aachen on the last night (2,800 miles).

Took the car into the Aachen VW depot at 8 a.m. next day. Yes, one spring was broken. New one fitted and the following separate spares supplied: speedo. cable, two wiper blades, fan belt, two lamp bulbs.

The car was ready in two hours, and was greased and cleaned out automatically—and the cost: 57 dm. (£4 13s. 0d.).

Decided to fit speedo. cable at the lunch stop, only to find that I had been (naturally enough) supplied with a Continental one—2 ft. too short. Called in at the Ostend VW depot, where they explained that they did not stock the "English" length cables. But they very readily took it off me, and paid me back in Belgian francs. Just imagine buying one in Glasgow and getting your money back in "Brum"!

74,000 miles: Expensive noises at rear. Front dynamo bearing failed (never lubricated since new). I am afraid I neglected this and ran it until the armature rubbed the coils; thus necessitating a reconditioned dynamo at £11 (with labour), instead of a bearing at 12s. 6d.

75,000 miles: And so this brings my story up to date. This has been my VW experience. A log has been kept, and it pans out like this:—

Oil consumption	Nil (4,000 m.p.g on wastage due to oil changes).
M.P.G.	41.5 (on pool petrol)
Cost per mile	1.7 pence.
Ditto, plus depreciation ...	2.8 pence.
Ditto, ditto, plus cost of car	6.3 pence (but improving).

I have decided that one can forget the depreciation bogey, for the potential life is unknown, and the best policy is to keep 'em indef.

The finish has remained as new; there are still no rattles whatever, and I am still guilty of trying to restart an engine which is so quiet in traffic jams that I think it has stopped. The only signs of deterioration are the rear carpets, which the kids have kicked about a bit, and the front bumper tends to rust fairly easily, but this is understandable for it is continuously shot-blasted by grit from the tyres of cars in front, which are continuously overtaken.

I am, Yours, etc.,

Birmingham, 22B. K. BRIDGEWATER.

ROLLS-ROYCE QUALITY

Sir,

I have counted ten before replying to the article by Charles Gretton [In *The People*.—ED.] on Rolls-Royce cars—and perhaps it's as well that I do so.

It appals me to think that a reputable Motoring Correspondent should be allowed to print such piffling criticisms for the world to read about a car that he handled for a weekend. Let me quote his grievances—not one of which has any bearing on the mechanical perfection of the car.

(*a*) *The battery.* A component accessory made by a firm of world-wide repute, and passed by R.-R. designers as perfectly adequate to do the job intended for it. The fact that a Silver Cloud refused to start has nothing whatsoever to do with R.-R. as a car, but to the clot who sent the battery out on test in a flat condition or, alternatively, to the driver who could not, or would not, see the red warning light denoting dynamo not charging.

(*b*) *The mascot.* Since when has a mascot had anything to do with the mechanical perfection or otherwise of a motor vehicle?

(*c*) *The self-locking hub cap.* No mystery to the driver-mechanic, but a bugbear to owners having had no instructions on how to remove a wheel, and now superseded by a standard wheel assembly universally tried and tested on cars throughout the world.

(*d*) *Marles-type steering.* This is fitted because R.-R. engineers, who have some slight knowledge of these things, decided for it as against the worm and nut—good as it was.

(*e*) *The electrically-operated ride control.* This functions perfectly when used under conditions for which it was designed, but if Charles Gretton, or *The Autocar*, expects *rigor mortis* to set in at the flick of a switch on a road like a billiards table, both *The Autocar* and he would be disappointed.

(*f*) 19-*in. wheels.* These went out when low-pressure tyres came in, and the modern tyre is so nearly perfect that it would be superfluous to manufacture tyres exclusively for R.-R.

(*g*) *Rubber fan belt.* The use of rubber today is universally practised by all motor manufacturers and allied industries. If a superior substitute were available, R.-R. would use it—irrespective of price.

(*h*) *Hydraulic jacks.* Now discontinued, were made by Smiths Accessories, and functioned perfectly when properly used. Instructions issued with these jacks requested the owner to use them once a week, and not wait years for a puncture before he was reminded that they were fitted at all. No car manufacturer can be blamed for such negligence.

(*i*) *The automatic gearbox.* This is indeed a General Motors' product with improvements, and was tested for 500,000 by G.M. before going into production. It is the best box in production today and, after initial bedding-down adjustments, quite trouble-free—one of the reasons why R.-R. use it.

For over thirty-three years as a professional driver, I have driven every R.-R. model from the Ghost onwards, and this includes its sister car, the Bentley, logging over 500,000 miles up to 1954, when I stopped counting.

Over half of this mileage has been covered on long Continental tours and business trips with influential foreign visitors; journeys from New York to California and return, through blizzards and Arizona heat, showing average speeds that would shake "C. G." into incredulous disbelief. Over fifty runs to Monte Carlo and as many again to Rome and back, with visits to most of Europe's capital cities thrown in, many times over roads given that name through courtesy only. These were trips to try any car, but only the best could survive them all *without one* solitary breakdown that I could not deal with myself.

There is only one car for me, and I have handled the pick of the world's best products, and it is still described as "The Best Car in the World."

With my employer's permission, who, incidentally, is quite unconnected with Rolls-Royce, I should be glad to give "C. G." a *real* test run in our Continental, and despite its poor old-fashioned rubber fan belt, and lack of a mascot, its easy 115 m.p.h. in silence, comfort, safety, and without fuss, plus unfailing reliability, may bring forth a revised version of the car of which he takes such a poor view.

I am, Yours, etc.,

T. E. HETHERINGTON

Roehampton. (Chauffeur-Mechanic. R.-R. Badge No. 4706).

[Further letters on this subject will appear next month.—ED.]

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES
FOR PRIVATE ADVERTISERS
6d. per word (maximum number allowed 80)
Minimum Charge 6/-.
Box Numbers, 2/- extra.

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

No insertion will be made unless prepaid. Copy received after first post on the 21st of the month will be held over until the next issue unless cancelled in writing before the 10th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

FOR SALE

VERTICAL TAKE-OFF. 1955 ZODIAC. Laystall big-valve gas flowed fully polished. 9:1 Cr. head. 3 S.U.s, Servais manifold, every sensible extra, 50 guinea Ekco radio, racing brake-linings, 60 watt lights, seat cover, very potent car, 100 m.p.h. overdrive 70+ in second, will do most Mk. VII's, very economical, 24 m.p.g. driven fast. Faultlessly maintained. Black/Worcester Red. Excellent order. £650. "The Coven," Tanner's Green, Wythall, Worcs. WYT 3212. [7816

1929 ROLLS-ROYCE. 21.6 light small fabric body H. J. Mulliner. Full history. 63,000 miles, original state, good condition throughout. Dr. Olliff, Chipping Campden, Glos. [7852

REALLY SUPERB DAIMLER. "Light Straight Eight." 22.3.37. Majestic appearance, Beautiful lines, magnificent throughout. £198. Licenced 31.12.58. Greenwich 0772. 21, Westbrook Road, S.E.3. [7853

100 M.P.H. LOW-CHASSIS INVICTA, 1932. Good condition. £350 for quick sale, Box No. D.854. [7854

DELAGE D.6 70, 1938. Coachcraft aluminium saloon body. Grey hide upholstery. A car people stop to admire. Mechanically first class and resprayed last year. £350. Boxmoor (Herts) 291. [7855

M.G. 18/80 Mk. II. 2/3-seater. Engine and clutch fully reconditioned, 12,000 miles, formidable appearance, fast and reliable. Offers about £175. Evenings, Brighton 53982. [7856

1929 ROLLS-ROYCE 20 h.p. Saloon. Original cream/black body, upholstery, fittings but brakelights, traffic indicators. £175. Tel: HAMpstead 4848 or Box No. D.857. [7857

AUSTIN "NIPPY." 1934. £90. Cordwell, 19, Grosvenor Gardens, Woodford Green, Essex. Tel: BUCkhurst 5353. [7858

AUSTIN 750 SPECIAL. Aluminium body, reconditioned engine and dynamo, new hood, fast and economical. For quick sale £65 o.n.o. 2, Hunger Hills Ave., Horsforth, Nr. Leeds. [7859

TRIUMPH GLORIA 12 h.p. 4-seat Tourer, 1934. Good condition, new hood. £55. Teague, Church Cottage, Ightham, Kent. [7860

RILEY 9 SPECIAL. 2/4-seater. Special Series engine, twin S.U.s, Helical gearbox, V.G.C., new batteries, reasonable tyres. Seen Birmingham. Insured. £130 o.n.o. Write first please. Dawson 42, Solent Road, N.W.6. [7861

TALBOT 105 SALOON, 1933. Immaculate. Hudson. 17, Boston Gardens, Brentford, Middx. Ealing 3842. [7862

CLEARANCE. A.7 chassis and engine, 1932. £10. Delage D.I.S.S. head and valve gear. Fiat 500 head, pistons, diff., and odds. Two Henley 19 x 500 wrapped. Poole, 13, Lindale Ave., Royton, Lancs. [7863

ALVIS SPEED '20' Sports Special, 1934. I.F.S., completely rebuilt (modified) 1956. £180 o.n.o. 7b, Rothamsted Ave., Harpenden, Herts. [7864

S.S.I. 1935 2½-litre D.H.C. New battery. New twin Solex carburettors, dynamo, starter overhauled, brakes relined. £80. Lt. Morton, Gibraltar Barracks, Bury St. Edmunds. Tel.: 2394 Ext. 58 or 40. [7865

RILEY KESTREL. 1936. Rebuilt, resprayed, £100 engine overhaul. Twin Strombergs, 80 m.p.h. 28 m.p.g. Enthusiast maintained. Really sound. Private sale. £220. Seen, Sea Place Garage, Goring Road, Worthing. Tel.: Goring 42389. [7866

K.K.120. 1951. Red, hardtop, magnificent. £565. Morris, "Owlzawake," Longdon Road, Knowle, Warwicks. [7867

1955 MORGAN PLUS 4, T.R.2. Ivory, rimbellishers, 23,000 miles, new radiator, dynamo, etc. £545. Terms poss., or exchange V.W. Standard 10, or W.H.Y. Langley 21 (Bucks) daytime. [7868

AUSTIN CHUMMY AND 12-4. Selling most parts. 568, Dunstable Road, Luton. [7869

FOR SALE—*continued*

12-50 RADIATOR. Block excellent, shell fair. £3. Williams, 43, Electric Avenue, Westcliff, Essex. [7871

D.K.W. New heavy duty crank, rebore and pistons. £85 or near. Ivens, Willingham Road, Market Rasen, Lincs. [7872

M.G. T.A., 1938. B.R.G. Excellent condition. maintain regardless of cost. Many extras and replacements. £275 o.n.o. Phone: Beaconsfield 1221. [7873

T.R.2 TRIUMPH, 1956 model, with scuttle vent and large brakes, signal red, radio, heater. Rimbellishers, spotlight, w/washers, 19,000 miles. Tel: Kidderminster 2994. [7874

MORGAN PLUS FOUR, 1953, Blue, 4-seater Tourer. Vanguard engine. New hood, sidescreens, tonneau and steering box. Heater, spotlight. In beautiful condition, mainly through not being rallied, raced, etc. Low mileage. £490. Green, 63, Elmroyd Avenue, Potters Bar, Middx. 9-5.30, ring Elstree 2021, Ext. 8. [7875

TALBOT 10, D/H 1938. Maroon alloy body. Smart black hood. 37 m.p.g. £150. No offers. MAI 3766. [7877

M.G. T.C. Professionally maintained, very nice specimen. £365. Would consider pre-war thoroughbred in part exchange. 3, London Road, Guildford. Tel: 5960. [7878

AUSTIN 7, 4-seater Tourer, 1935. Reliable, good condition, new hood. £45. 147, Holly Road, Handsworth, Birmingham. [7879

AUSTIN-HEALEY B.N.1. Cylinder head complete. Distributor, camshaft, all perfect. Sell or exchange for hard top and screens. LIV 4980. [7880

B.S.A. SCOUT, Series 6, November 1938, 2-seater Sports. Very good condition, rebored November. Full weather equipment. £120. National Service regretfully forces sale. 36, Goston Gardens, Thornton Heath, Surrey. [7881

M.G., 1932. Running order. £30. Loughlin, 8, North Road, Stourport. Stourport 2751. [7882

ALVIS FIREBIRD Special bodied Tourer. Smart appearance and excellent mechanical condition. High compression engine, high axle ratio. Many spares including Firefly engine. ? m.p.h. 25 m.p.g. £100 to good home. 31, Cordelia Crescent, Borstal, Kent, or view Banstead, Surrey by appointment. [7883

MERLIN CRANKSHAFT for Riley 9, cheap. Also H.C. head, cams., etc. Gudgeon, Norman Bank, Boars Hill, Oxford. [7884

M.G. T.A. Reconditioned engine, 6 tyres as new, good weather equipment, heater, seat covers, etc. First £200. Mottishaw, 9, Norton Avenue, Yew Tree Estate, Walton, Chesterfield. [7885

M.G. M-type engine and gearbox. High compression head. New valves, guides, and rings. Perfect running order. £20 or nearest offer. Millington, 54, Sherifoot Lane, Sutton Coldfield, Warwicks. [7886

RILEY FALCON, 1½. Really Good throughout. Register Member. £135 o.n.o. 239, Queen Edith's Way, Cambridge 88812. [7887

1955 FORD SPECIAL. Professionally built body, hood, tonneau, 11,000 miles. £210. Ruislip 7639. [7888

AUSTIN 750 FORMULA SPECIAL. Lowered suspension. Modified Ulster engine, fully tuned, with Whitehouse manifolds, etc. Neat 2-seater. Completely overhauled. Fast and reliable. Reason for sale, Canada bound. At £150 or offer. Full details and trial at 10, Arthur Road, Horsham, Sussex. [7889

AUSTIN CAMBRIDGE SPECIAL. Aluminium body, potent engine, good tyres and battery. Tonneau but no hood. £127. Phone: SPE 0394. [7891

ROLLS-ROYCE, 1939 25/30 engine and gearbox for sale. Starter motor included but not other engine accessories. Mileage under 30,000; stored since 1941. Seen Kensington. Price £78. Write Box No. D.892. [7892

1927 O.E. 30/98. Sound throughout. Full weather equipment. £225. Whittle, Bloxham, Oxon. [7893

SEX APPEAL getting you nowhere? Try my 1937, 4-litre, Humber Snipe for immaculate luxury. £150 or exchange vintage or P.V.T. 1½-4½-litre plus cash. H.P. arranged. 87, The Commons, Welwyn Garden City. [7894

1934 WOLSELEY HORNET Sports Special, 4-seater. Oil 60, v.g. body, tyres, etc. 32 m.p.g. Terrific performance. £135 o.n.o. or exchange 10-14 h.p. saloon. Phone: WT2. 3651. [7895

ALVIS SPEED TWENTY, V.D.P. Tourer. Excellent original condition. Recent engine overhaul. Good tyres, good battery. Only one previous owner. £130. Phone: URM 7161. [7897

FLYING TO SOUTH AFRICA, owner must offer 1936 Talbot/Darracq 17.97 h.p. saloon at bargain price of £105 o.n.o. £60 overhaul 950 miles back. Numerous spares. GREenwich 0092 (evenings). [7899

DECEMBER 1936 B.S.A. SCOUT, 2-seater, Red. Excellent condition giving 34 m.p.g. Paintwork and chrome good, 4 good tyres. £60 o.n.o. Box No. D.903. [7903

FOR SALE—*continued*

A.C. 1939 Black Drophead Coupé. Radio, heater. Excellent condition. Engine recently overhauled. £250 o.n.o. Wembley 6586. [7900

M.G. F. MAGNA, 1932 2-seater. Running. Basis Special? £50 o.n.o. 6, North Grove, Little Hulton, Walkden, Manchester. [7902

RILEY 1937 1½-LITRE, Kestrel Sprite Six Light Special. Bodywork excellent. Engine, p/s box, and rear axle all in first class condition. Enthusiast maintained. £190. Write Box No. D.904. [7904

ROLLS-ROYCE P.III 1937 Limousine de Velle. Black, immaculate, heater, radio. Only wants seeing. Photos. £385. 31, Bedford Road, Orpington. Phone: 28303. [7905

ROESCHE TALBOT 75 Saloon. Original, immaculate. Prolonged illness reason for selling at only £125. R. Cox, 33, Grosvenor Court, Vicarage Road, E.10. RIV 4666 by day, LEY 8574 after 7.30. [7906

SPECIAL BUILDERS. Ford 10 Saloon, 1938 Model. 8 h.p. engine. Runner. £40. Circumstances necessitate sale. "The Forge," Keyworth, Notts. [7907

FIBREGLASS 2-seater body shell for 7 ft. wheelbase, white finish as new, never fitted to chassis. £70. 28, Stanton Road, Ilkeston, Derby. [7908

M.G. J.2, Red. Good condition, engine professionally overhauled, new hood, battery. Eills £70. Lobb, TRAfalgar 1391, 10-5.30. £145 o.n.o. [7909

SPEEDY SUNBEAM seats seven sardines. Stark selling 77 gns. 1924 tourer 14/40. Hertfordshire. Box No. D.910. [7910

CHANCE OF A LIFETIME. A very nice 1928 Rolls-Royce 40/50 Hooper Limousine, 85,000 miles. New tyres, mascot, etc. Only £69. Can be seen at Malvern, Worcs. Write for photos and details to Thomas, Post Office Parade, Parkstone, Poole, Dorset. [7911

LANCIA APRILIA, 1939 de luxe Ghia D.H.C. Specimen car. Lovely condition inside and out. Mechanically excellent. 'X' tyres. Meticulously maintained. Must be sold. £300 o.n.o. H.P. if required. Stenning, 27, Highmoor Road, Caversham, Reading. [7913

£65. 1937 D.H.C. Alvis "Silver Crest." Good engine. Resprayed. 1939 type 230 Mercedes. All parts. Onaway, Coast Drive, Greatstone, Kent. [7914

30 H.P. V.8. Engine Com. 4-speed gearbox unit. All accessories inc. rad. Little used. £30 o.n.o. RAV 0091, 6-8 p.m. [7915

SINGER LE MANS SPECIAL. Aluminium body on tubular steel subframe. 1,500 miles since over £120 build. Also spares. K.O. wheels, stub axles, halfshafts, etc. Owner posted Hawaii. Quick sale £70 or exchange grass skirt. P/o Young, 34, Coventry Road, St. Leonards-on-Sea, Sussex. [7916

INVICTA 1½-LITRE Saloon. Good cond. consider exchange (Rolls 20-25, small P.V.T.?). Boulter, 'Phred,' Quedgeley, Glos. [7917

ALVIS SPEED 20, 1936 Charlesworth Saloon. Completely rebuilt 1954. Excellent bodily and mechanically, any trial. £135 o.n.o. 10, Graham Walk, Gildersome, Leeds. [7918

HORNET SPECIAL, 1935 14 h.p. Daytona Sports. Above average. Well shod. New hood, carbs, excellent chrome. Spare engine. £135. Ruislip 2101. [7920

M.G. J.2 ENGINE. Less head, broken crankshaft. Offers around £6. Box No. D.921. [7921

1936 ALVIS SPEED 20. Needs attention. £60 for quick sale. Dismantling Riley 12-4 1936, windtone horns 30s. Good 18 in. tyres £2 each. 17 in., 18 in. wheels 10s. each. Chambers, 29, Grosvenor Road, Muswell Hill, N.10. Tudor 1778 (except Sundays). [7922

MUST I WASTE TIME breaking my 1934 Vauxhall 27 h.p. saloon. Body, chrome, tyres very good. Oil pressure low. £30 o.n.o. Holme-Barnett, 54, Anchorage Road, Sutton Coldfield, Warwickshire. SUT 2494. [7924

MERCEDES-BENZ 540K CABRIOLET B. Late property of shipping millionaire, and maintained regardless of cost. Best offer over £450. PAD 0820 or write 65, Westbourne Terrace, W.2. [7926

ALVIS SPEED 20. 1935. Two owners. Excellent. £150, offers. Would exchange smaller h.p. car. (Liverpool) G.T. Crosby 5402. [7927

£20, RILEY 9. 1934. Engine needs overhaul. 43, Kingshill Ave., Worcester Park, Surrey. [7928

REAR WHEEL SPATS for Jaguar 2.4 (pearl grey). New April, 1957. In perfect condition and unscratched. What offers? Box No. D.942. [7942

JUPITER, 1952. Immaculate. B.R.G. Reconditioned engine, gearbox; new hood; good tyres; extras. £400 o.n.o. Details: Skinner, Bradway Grange Road, Bradway, Sheffield. [7943

M.G. J.2. New mains, valves, rockers, battery, piston, two new tyres, remetalled con-rods, recond. dynamo, vertical drive u/s. £85 o.n.o. D. Marshall, The Frythe, Welwyn, Herts. Welwyn 400 (business). [7944

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

FOR SALE—*continued*

ROLLS ROYCE 20/25 Shooting Brake. Magnificently proportioned and in fine fettle. £225. Mitchell, Newton-on-Ouse, York. [7945

JAGUAR MARK V, 1949-50, black. Good, but needs tyres. £350. Phone or write Mrs. Milner, Cornerways, Norton Road, Stourbridge. Tel. 4214. [7946

AUSTIN NIPPY. Recon. engine (bills £26). Good tyres, bowdens, seat covers, banana exhaust, spare rods, 50 m.p.g. Need larger car. £125 o.n.o. Beer, 37, Victoria Park Road, E.9. Amherst 0780. [7947

1934 M.G. P.A. Chassis complete less engine, box. £30. "Glenhead," Sowood, Stainland, Halifax. [7949

B.S.A. SCOUT, 1940, Mk. 5, 4-seater Tourer. Fast, economical, attractive, reliable. F.W.D. Red/leather upholstery, twin horns, grid, Fram, full weather equipment, new Lucas battery, taxed, handbook; spares obtainable. Over £70 spent during last year. Photo. Genuine reason for sale. £160 o.n.o. Marshall, 12, Redlands Road, Sevenoaks, Kent. (Tel. 2997.) [7950

1925 ROVER 9, 3-door Tourer. Complete, but needs rebuild. Instruction book, spares manual available. Two perfect tyres. Box No. D.951. [7951

1923 ROLLS ROYCE 4-door Tourer. Immaculate condition (seeing is believing). Engine reconditioned, body recellulosed, good tyres, hood and side screens. All instruments complete and working. No front wheel brakes and centre change. Two spare wheels. £395 o.n.o. 138, Framingham Road, Brooklands, Cheshire. Tel. No.: Sale 0069. [7954

TALBOT 10, 1937. K.O. wheels, remote g/lever. Everything working; rough body. Ideal basis special. £45. Clifford, Bentmoor, Low Bentham, Nr. Lancaster. Phone 3817. [7955

FRAZER NASH 328. Exceptional condition. Big ends, mains, last 3,000. B.R.G. 100 m.p.h.+ category. £395 o.n.o. Simpson, 5, Queensway, Dymchurch, Kent. [7957

LAGONDA, 1934, M45 Saloon, in very good condition throughout (but poorly shod). £100 o.n.o. Morris, 4a, Highbury Street, Old Portsmouth. [7958

ALVIS SPEED TWENTY Saloon, Nov. 1935. Engine and chassis excellent. Body very clean inside and out. Forced sale. Will sacrifice at £110 or near offer. Yewgarth, Haverbreaks, Lancaster 2257. [7960

MORGAN THREE WHEELER. Tuned Ford 1,172 c.c. Unit alloy, high comp head, racing valve springs, polished ports, etc. Recond. gearbox recently. Full weather equipment. Any inspection invited. £110 o.n.o. 30, Broadwheel Road, Helpston, Peterborough. [7961

1933 RILEY 9 MONACO. In really excellent condition throughout; has been in regular everyday use. £120. D. J. Hands, 291, Oxford Road, Reading. [7962

B.S.A. SCOUT, 1937, Red. Exceptionally good compression, hood, chrome, tyres and body. 2 spare wheels. £100. Holmes, Lindeth Lea, Silverdale, Carnforth, Lancs. Silverdale 324. [7964

BENTLEY 3-LITRE Engine, and spare parts for sale. S.A.E. List. Box No. D.965. [7965

M.G., N.A. and L.2 Engines. Complete or break. Stagg, Nuthill Farm, Aberford, Leeds. [7969

SUNBEAM, 1926, 25 h.p. Landaulette. Outstanding condition. Photographs available. Two owners. History known. £90 o.n.o. Could arrange viewing in Shrewsbury or Leominster. McCrone, Castle Cottage, Sea View Place, Aberystwyth. [7970

INVICTA 3/4½, 2-seater. Fibreglass body. £500 rebuild. Fantastic performance. £195. Accept Ford 10 in part exchange. Dartford 5263. [7971

SALISBURY 4.44 to 1 Hypoid axle, new less brakes, suit 1,500 £15. Connaught radiator "B" type, Serck, new £10. Prop shaft, E.1564 x 27 in. new, £5. Singer L.M. gearbox £3. 10, Lansdowne Close, Gt. Malvern, Worcs. [7972

£75. Pre-war Packard Straight Eight Shooting Brake. Meticulously maintained mechanically. Mason, Hartley House, Hartley, Longfield, Kent. [7973

LANCIA Lambda short 8th series close-coupled 4-seater, with racing wings. Excellent mechanically, polished engine, body recently repainted. Spare crankshaft con-rods, pistons, gearbox. Taxed year. Owner purchasing earlier series. £150. Borthwick, Send Lodge, Send, Surrey. Woking 2213. [7974

AUSTIN 750, Formula Special. Occasional 4-seater. B.R.G. Full doors. All weather equipment. My usual formula modifications. £175 o.n.o. West, 71, Oakwood Road, Bricketwood, St. Albans. WAT. 6596. [7975

VINTAGE WOLSELEY, 1921 2-seater. Splendid condition, resprayed, good tyres, self starter. £80. Gibbs, 44, Lawrence Grove, Henleaze, Bristol. [7976

1929 AUSTIN 7 Tourer. Engine reconditioned, spares. 1935 Morris 8 Saloon, running order. Hardy-Kelsall, 6, Wake Green Road, Birmingham. [7979

LE MANS, 4-SEATER. B.R.G. Small fortune spent to preserve very fine specimen. Genuine bargain. £150 o.n.o. Potters Bar 2324. [7980

SINGER ROADSTER outgrown by family. New Ford engine and Flextron hood fitted recently. £160. Southend-on-Sea 44803. [7981

ALVIS owner, forced to give up real motoring as distinct from mere transport, reluctantly offers his 1935 Silver Eagle d.h.c. Much above average in all respects. For details write: Box No. D.982. [7982

A.B.F. 1922, 7-9 h.p. two-seater "one off." Very good condition. Two owners only. £90 o.n.o. Metcalfe, Deddington, Oxon. [7983

COMMANDER 60, Convertible Buick. Spots, radio, heater, cord matts, lighter, etc. 1 owner. £160 o.n.o. or exchange American saloon similar condition. Also Talbot '95' F.H. Coupé. Sell £85 or exchange something similar or W.H.Y. PER. 8051, evenings. [7985

1925 O.M., 2-litre, Green Tourer. Completely overhauled. "Bishop's," 15, Union Street, Ryde, I.W. [7987

PACKARD. Beautifully maintained, Sports Drop-Head Coupé, 33 h.p. Straight Eight. R.H. drive. Car off the Motor Show Stand 1935. Every conceivable extra!! Radio, heater, Bosche headlamps, windscreen washers, new seats, hood and battery. Loudest horns in Pinner. Two spare wheels fitted. Extra spare tyres. Finished black with red wire wheels. A real aristocrat. Enthusiast's much loved and cared for car. Only one previous owner. £150. "Cheyne Place," West End Lane, Pinner, Middlesex. Pinner 6311. [7989

ARNOTT low pressure supercharger. Suitable 1¼-1½ litre. Last fitted Wolseley 4/44. £30. Hamson, Sunningdale, Sunnyhill Burbage, Leics. [7990

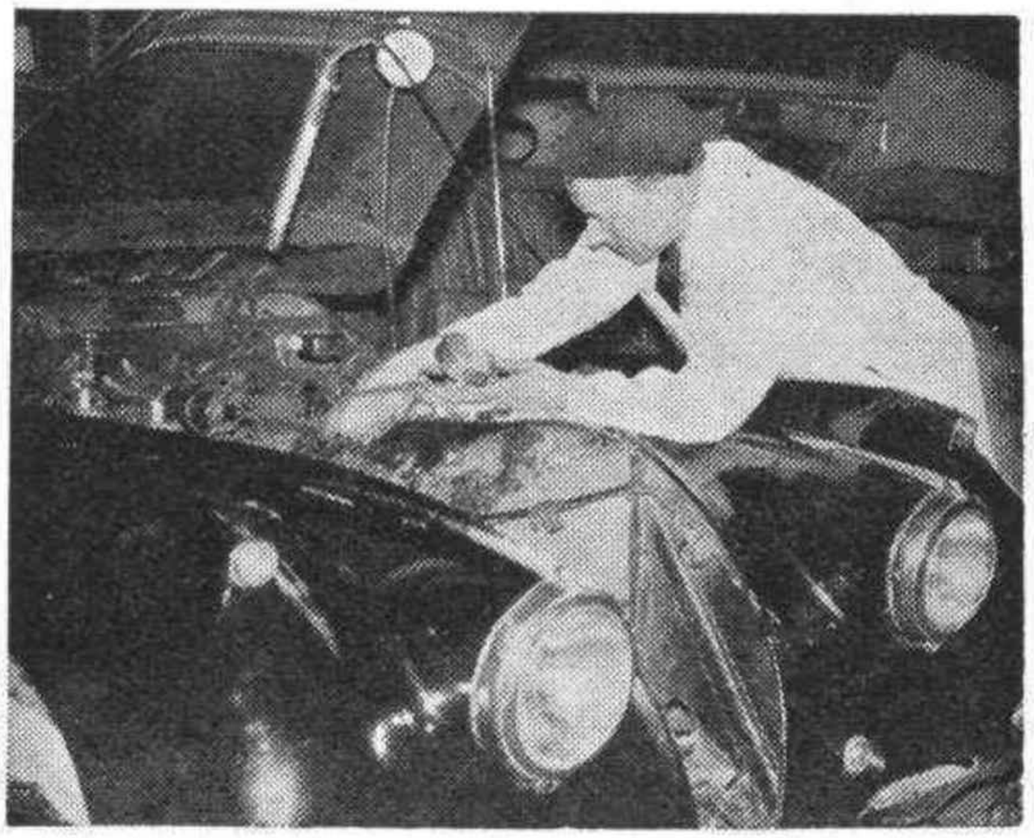
VINTAGE GEM!! 1927 Austin 7 Tourer, "Jumbo." Brass lamps, horn etc. In concours condition and almost original. Lovingly maintained. Insured. Load of spares (part of another "Seven"). The lot, £100 or near. Coombes, "Wyman," Seaton, Devon. [7991

1958 VOLKSWAGEN, Black de luxe Saloon. Roll bar, 2,000 miles. Cost £760, accept £729, or exchange 3/4 seater X.K., potent glassfibre special. W.H.Y. 60, Baring Road, Bournemouth. [7992

Lambs

of WOOD GREEN

1951	**Daimler 2½-litre** Special Sports convertible ...	£799
1954	**Jaguar Mk. VII,** 1 owner, excellent	£744
1955	**Triumph TR2,** immaculate, 1 owner	£645
1950	**Delage** convertible, cost £3,000; a dream car ...	£599
1952	**Jaguar Mk. VII** saloon, 2 from	£585
1954	**Zephyr** convertible, electric top, heater, radio	£579
1953	**Regd. Mercury** 2-door sports sedan, magnificent	£545
1952	**S/Talbot 90** sports saloon, mint condition ...	£529
1951	**Jaguar Mk. V** convertible, specimen condition	£525
1951	**S/Talbot 90** convertible, like new	£499
1952	**Triumph Mayflower** convertible, the only one	£465
1952	**Jowett Jupiter** sports coupe	£459
1950/1	**S/Talbot 80 & 90s** available, from	£455
1936	**Rolls-Royce 25-h.p.** sports divisioned saloon ...	£455
1950	**Jaguar Mk. V,** mint condition, 3½ & 2½s available	£444
1948	**Triumph** roadster coupe, choice two	£399
1949	**Austin A90** convertible, beautiful, 2 others, from	£399
1950	**Austin Sheerline,** magnificent car, worth double	£399
1955	**Regd. Riley 2½-litre** roadster	£399
1951	**Minx** convertible, 2 owners	£399
1948	**Riley 2½-litre** sports saloon, 2 from	£399



Lincoln 2-door sports sedan, 6-seater, £200 overhaul ... **£399**

1946 Armstrong-Siddeley convertible **£265**

1938 Rover Twelve sports saloon, excellent **£255**

1938 M.G. 2-litre sports saloon, beautiful **£235**

OVER 100 CARS IN STOCK. **PHONE YOUR ENQUIRY—WE MAY HAVE IT COMING IN**

Best possible Hire Purchase facilities and Part Exchange

FREE OF CHARGE - £50 (average) **OVERHAUL** on all cars over £150

See the Workshops — See our cars, every one a specimen, overhauled with

THREE MONTHS' WRITTEN GUARANTEE

421-423, HIGH ROAD, FINCHLEY, N.12

Quote "MOTOR SPORT"

FINCHLEY

6222-3-4-5-6

FOR SALE—*continued*

DISMANTLING A.7 SPECIAL. Modified chassis front suspension, slab tank, lightweight wheels, modified axle casings, halfshafts. Full details. Lee, 1518, High Road, N.20. Hillside 2018. [7993

1939 JAGUAR 100. Works prototype body. Very little used since rebuild four years ago. Less than 1,000 miles last year. Engineer owned. Nearest £390, or exchange saloon. Terms arranged. Also brand new Marshall Nordec supercharger. All fittings for Ford 10. Fit any 1,100 to 1,500 c.c. Cost £65. Sell £42 10s. 186, Tillesley Old Road, Coventry 2110. [7994

M.G. P.A. Perfect specimen but family outgrown it. Recently spent £100 on it. £150 o.n.o. Plant, 21, Nelson Road, North Walsham, Norfolk. Telephone 3322. [7995

ALVIS SILVER EAGLE. 1932. 20 h.p. saloon. £85. Parrish, 12, Lidgett Lane, Garforth, near Leeds. [7996

ALVIS. 1935, SPEED TWENTY Charlesworth Saloon. Fast and dead reliable. Well shod. Radio. Very clean internally and externally. Polished engine. Everything working. £120. No offers. Parker, WORdsworth 5807 (Middlesex), after 6 p.m., a.m. on Sats. and Suns. [7997

A.7 SPEEDY, 1935. Rare model. Perfect, recon. all round, fast, modified, bills available. Best in country? £190. WOR. 4253 (London). [7998

BUGATTI T.35. C.W./P. 14:54, Bugatti manufacture, sound, £8. Squared primary gearbox shaft, £2. Box No. D.999. [7999

BARGAIN. Ford Special. New Ford chassis. All parts. Part assembled. £55 with spares. Delivered. HITher Green 8383. [8000

ROLLS-ROYCE MASCOT. Genuine 1920. £12. Write, Stewart, 15, Grangeway, Handforth, Cheshire or phone Wilmslow 3204. [8001

1936 AUSTIN NIPPY SPORTS. Completely overhauled in last 4 years. S.U. carb., 4 branch manifold, twin tail pipes. Excellent engine, just decoked, valves reground and reseated. Bowdenex brakes, good steering, gearbox and instruments. Really sound body repainted B.R.G. with good hood and sidescreens. Marchal headlamps. 40 m.p.g. Host of extras and spares. £130. Full details from P. Albertini, Waddington, Nr. Lincoln. [8002

AUSTIN SPECIAL. Fibreglass. New block, pistons, big ends, clutch, brakes. £160 or offers. Forest Hill 8104. [8003

1947 ROVER 12. Open Tourer. First registered in 1951! One of the very few. Has only done 22,000 miles. Black with white-wall tyres. Alloy coach-built body, paint work, etc. In showroom condition. Recent rechroming, engine perfect. 80 m.p.h. at 25 m.p.g.! A gift at £440. Photo. "Old Turnpike," Lidlington, Beds. [8004

RILEY 1½ FALCON. Exceptionally good condition. Engineer owner. £100. Seen at Jordans Garage, Milford, Surrey. (Godalming 670.) [8006

DISMANTLING, 1935 ROVER. 10 h.p. McCall, Brockton Cottage, Nr. Shifnal, Shropshire. [8007

H.R.G. "1500," 1948. Good working order. Recent brake reline. New tyres. £300 o.n.o. At Colchester, Layer-de-la-Haye 330 until April 8. [8008

LANCIA APRILIA, 1938. Sound condition. Engine unbored. Oil 2,000 m.p.g. £285. Box No. D.009. [8009

GWYNNE 8, 1925. Engine superb, body very good, new side screens, spare engine, well maintained throughout. £75 o.n.o. Tewson, 32, Buxton Road, Weymouth. [8010

500 c.c. ARNOTT RACING CAR. New engine. Ready for season. £250, or exchange road car. Thompson, Old Maltings?Nayland, Colchester. [8011

M.G. J.2. Completely rebuilt. New body to original design with many improvements. Professionally constructed and sprayed. Engine rebuilt, three bearing crankshaft reground −.020 in. Stellited valves, rockers. Rebored once only + .020 in. Fram, oilcoil, windtones, spot, Lockheed brakes. Real leather upholstery in beige, Vynide hood, tonneau. Cellulosed red and bronze, swept wings. Four almost new tyres. Must be seen and tried. Over £200 in bills. Sacrifice £165. Further details: Davey, 71, Braemar Avenue, London N.W.10. Tel: Mayfair 1713, daytime. [8012

M.G. J. gearbox and engine parts cheap. Baker, Manse Road, Bowling, Glasgow. [8015

QUITE FAULTLESS, 1956 M.G.A. 13,000 miles. Engine 1958. Specification with new Hepolites 1,000 miles ago. Radio, washers, heater, etc. Best over £750. Davis, 32, Lichfield Road, Walsall. [8016

LAGONDA LG45, 1936. 3 owners. Mileage 60,000 odd. 4 new tyres, new batteries. Colour grey, blue leather. Laid up 12 years. Exceptional condition throughout. Original instruction book. Can be seen Kent or London by appointment. £245. Box No. D.017. [8017

MORGAN F. SUPER, 3 Wheeler, 1947. Ford 10 engine. Mechanically and visually very good. Hood and tonneau cover. Spot light, tyres good. £210. Terms. SYD. 4395 or 26a, Bell Green, Lower Sydenham, S.E.26. [8018

ROLLS-ROYCE, 1930. 6-8 seater, 40/50 chauffeur-drive landaulette. All original, no modern extras. Mech. sound. Original paint chipped, needs cleaning inside. D. Firth, Essex County Hospital, Colchester. [8019

MERCEDES-BENZ, 1937, 2.3 gearbox wanted. Chambers, 19, Rhine Banks, Farnborough, Hants. Office Tel: 1150. [8022

TALBOT 105. Very fast. Comfortable, beautiful tourer. Bills £150. Completely reliable. Offers. 8, Salcott Road, Beddington, Surrey. [8023

RILEY "9" MERLIN, 1936. For sale. Good condition. £130. Hedditch, "Bronwydd," Porth, Glam. Tel: Porth 263. [8024

BULLNOSE SPARES. Front axle, stubs, nitralloy linered drums. Croshaw, Loretto, Wraysbury, Staines. [8025

TYRES. Four brand new 5.60 x 13 Goodyear covers (not old stock) £5 each or £18 the lot. Franklin, Round Hill, St. Ippolyts, Hitchin. Phone: 4163. [8026

BUCKLER, Mk. VI, 1172 c.c. Fully modified engine, Twin carbs., etc. 4.7 axle, plastic hood, side screens, heater, screensprays, Marchals. Complete mechanical overhaul. Win and places Formula etc., Silverstone. 1 ft. 28.5 in. available early summer, £250. Also A.50 engine. New carb, needs crank grind. Both must be sold to best offer. Box No. D.027. [8027

M.G. T.A., 1938. Genuine complete engine overhaul. Tyres excellent, new hood, luggage rack. Just resprayed B.R.G. 35 m.p.g. £245 o.v.n.o. Box No. D.028. [8028

M.G. T.D. Red. Stage II. New carbs. Complete engine overhaul 3,000 ago. Tubeless fronts. Twin Marchals spotlights. Unique luggage rack. Wintones, horns. New Vyanide hood, side screens and hood cover. Regency leopard skin seat covers. Hand Spot light, new battery. Above average condition. Price £485. Drake, 4, Devonshire Gdns., London, N.21. LAB. 6363, evenings. [8029

AUSTIN SPECIAL. Goes fast, stops fast, with 2 LS hydraulics. All usual mods., then some. Goode, 143, Laceham Road, Shepperton, Middx. £120 o.n.o. [8031

MERCEDES-BENZ, 3-litre, L.H.D. Foursome Coupé. First regd. 1941. In perfect condition. Black and grey. Fitted overdrive independent suspension. Red leather, good tyres. Ideal for continental touring or caravanning. £360. E. J. Cobb, West Chaldon, Dorchester, Dorset. [8034

M.G. HOODS BY POST
J and P Models, **£6 5s. 0d.**
T Models, **£6 15s. 0d.**
J and P Tonneau, **£5 0s. 0d.**
T Model Tonneau, **£5 15s. 0d.**
T Model screens ready to bolt to your frames, **£5 10s. 0d.** per set.
A. C. WINMILL
37, TONSTALL ROAD, MITCHAM

ALEXANDER CONVERSIONS
supplied and fitted to all popular makes
48 HOURS' SERVICE
HALLS (FINCHLEY) LTD.
314, REGENT'S PARK ROAD, N.3
Tel.: FINchley 5908

RILEY SPARES & SERVICE
All spares available, including valves, **10/-**; guides, **4/-**; single valve springs, **8/-** set; double, **14/-** set; gaskets, **17/-** set; brake cables, **28/6**; speedo. cables, **22/6** complete; crown and pinion, **£7 10s.**; solid copper head gaskets, **17/-**; track-rod ends, **17/6**; tappet locking bolts, **4/-** doz. Also timing gears, oil pumps, camshafts, crankshafts, clutch withdrawal races, oil seals, etc. Exchange starters, clutch plates, brake shoes. 12/4 oil pumps. *All plus postage.*
WELFORD BROS.
CENTRAL GARAGE
ROTHLEY — Nr. LEICESTER
Tel.: ROTHLEY 140

FIBREGLASS for that Special or to repair that Vintage model
THE BONDAGLASS HANDBOOK covers this, plus gen. on car moulds, boats and modelling uses, illustrated, **2/- post free.**
S.A.E. brings **How to Repair Car Bodies,** price and gen. sheet free. All materials supplied.
BONDAGLASS LTD. (Dept. MSI),
55, SOUTH END, CROYDON

Hornet SPARES SERVICE
(Still under the personal supervision of S. H. Scott)
For :
The Sporting Motorist's Agency Ltd.,
Moat Lane, Limbury, LUTON, Beds.
SEND FOR PRICE LIST

ROLLS-ROYCE and BENTLEY
SPECIALISTS
All Spares New and Second-hand for pre-war Rolls-Royce and Rolls-Bentley cars. Full repair service by fully qualified Rolls-Royce Mechanics — Specialists in the Repair of damaged engines. Also Exchange reconditioned engines for all Models.
COMPTON'S
69 WESTOW ST., CRYSTAL PALACE, S.E.19 *LIV. 3362*

VOLKSWAGEN
The full range of vehicles and a few good used cars usually available for immediate delivery.
We specialise in VW Accessories.
Please send for list.
PRESTWICH (HOVE) LTD.
ST. JOHN'S RD., HOVE (34037), SUSSEX
Distributors for the County.

HEADLAMP REFLECTORS
Electroplated in pure hardened silver.
One quality, the best! **6/-** each.
Cork seals, **6d.** each. Bulbs, **3/-** each. *P. & P. 1/6 ea.*
Returned day received. Send P.O. to :
R. PACKER
169, HOTWELL ROAD, BRISTOL 8

HARD-SURFACED ROCKERS
M.G., 6s. each exchange; rocker bushes, **5s.**; shafts, **12s. 6d.** to **22s. 6d.** pair; valves from **7s. 10d.** each; guides, **3s. 3d.** to **4s.** each. Gaskets—all models, oil seals, grommets, king-pin sets, crown/pinion sets, half-shafts, V/D races, brake cables, etc. Many other spares from stock. **WOLSELEY** rockers, **6s.** each exchange; rocker bushes, **5s.**; single shafts from **11s. 6d.**; twin, **22s. 6d.** pair; valves from **7s. 10d.**; guides, **3s. 3d.** to **4s.** Gaskets all models, king-pin sets, half-shafts, brake and clutch linings, and many other spares.
S.U. Exchange Service, carburetters, pumps, spares. Engine reconditioning.
WANTED—Secondhand M.G. spares.
C.O.D. SERVICE. S.A.E. LIST.
THOMSONS'
104/106, KINGSTON ROAD, WIMBLEDON, S.W.19
Tel.: Liberty 8498

FOR SALE—*continued*

ALVIS 1936, 16.9 D.H.C. Mechanically sound. Hood and body rough. £65 o.n.o. Hayward, Alne, York. [8035

LANCIA LAMBDA. First Series with original detachable hardtop. Late type brakes, 4 speed box. Reg. 1951. Very well preserved car. £100. Carpenter, 223, Common Road, Kensworth, Beds. [8036

£195 o.n.o. 30 ft. open motor sailer. Hollow mast, sails, (Bermudan). 16 b.h.p. Austin, V. P. prop. Triple skin mahogany, designed Uffa Fox. Will sell highest bid (above reserve price) before 10th April. Seen appointment. Hay, Rush Barn, Wallingford. [8037

HUMBER 9/20, 1926. 2-seater with dickey. In original order. £80. Gadebrook 6430. [8038

MORRIS CUNARD, 10-6 Four seater Sports. Taxed. £55 o.n.o. 78, Lower Richmond Road, Putney, S.W.15. [8039

VINTAGE ROLLS 20 Landaulette, 1925. Good mechanically. Well shod. Good battery. Body requires some detail work. £100 o.n.o. Milestone Cafe, Barnby Moor, Retford, Notts. [8040

ROLLS PHANTOM II, 1935. The rare 12 ft. Continental chassis; Royce's finest achievement. Mulliner 2-door coupé. Engine and chassis perfect. Very good tyres. Taxed. £385. H. Sweeten, The Mellings, Cross Way, Cleveleys, Lancs. [8041

OFFERS? "Motor Sport," June 1950-December 1957. "Autocar" show number, 1953-57. "Motor Racing," April 1955-December 1956. Apply, 90 West End Street, Norwich. [8042

1929 ASTON SALOON. Paint, wings, scruffy. With/without fitted A.70 engine (original available). L.P. rear tyres. 17, Northorpe, Bourne, Lincs. [8044

SUNBEAM TWENTY, 1933. As photograph page 26 January "Motor Sport." One owner, resprayed, rebored, first class condition. Many spares. £100. Smith, 5, Tyldesley Old Road, Atherton, Manchester. Telephone Atherton 170, daytime. [8045

MANY TALBOT 8/18-10/23 spares. Reconditioned engine, cylinder heads, etc. Amilcar Surbaisse body. New Teleflow shockers. Collection classic motor books. 22, Semilong Road, Northampton. [8046

TRIUMPH DOLOMITE 4/14, 1938. 4-door Saloon. Black coachbuilt aluminium body, hide upholstery. In immaculate condition. £175. Seen Guildford or Luton. Tel: Guildford 66260. [8047

FOR SALE—*continued*

MORRIS ISIS, 1936, dismantling. All parts. Space urgently wanted. Brittain, 96, Wilkes Avenue, Bentley, Walsall, Staffs. [8043

BENTLEY 3-litre engine bits. Crank, block, sump, B.M. 2391 camshaft, flywheel, etc., dismantled. £12 the lot. Unused 5.00 x 20 retread £3. Neilson, 10, White House Lane, Enfield, Middx. Enfield 6983 (evenings). [8048

PERKINS new pistons £1 15s. each. Used injectors 12s. 6d. each. 2 brand new P.4 blocks £29 each. Plus carriage. Write, 10, Delamere Road, Southsea, Hants. [8049

"MOTOR SPORT," 1950-56 inclusive. As new. £4. "Wayford," Windsor Road, Chobham, Surrey. [8050

AERO MORGAN, 1930 M chassis, 1100 o.h.v. J.A.P.. Later type brakes. Generally superior condition. £55 o.n.o. Tons cheap spares available. Tarring, Westfield, Fairmile Lane, Cobham, Surrey. Tel: 615. [8051

LITERALLY GIVEN AWAY! 1933 Frazer-Nash frame with M.G.-ish body. Perfectly sound but premium on space. Westfield, Fairmile Lane, Cobham, Surrey. Tel: 615. [8052

ASTON MARTIN, 1934. Long chassis Tourer. New radiator, magneto, seats reupholstered. £275. Bazley, 3, The Fairway, Northwood, Middx. [8055

10 T.A., 2-seater. Aluminium monococque construction, with all round independent suspension. Rear-mounted 322 c.c. Anzani twin, with electric starter and reverse. 3,000 miles only. Finished in pale green. £275. William Mayne, Westover House, Bitton, Bristol. Bitton 3166. I shall be away from April 3rd to 12th, but will try to answer letters. [8056

AUSTIN CHUMMY, breaking. Pair new 500 x 20 taxicords. 21, Seymour Road, Northfleet, Kent. [8057

VOLKSWAGEN, 1947. Excellent condition, good tyres, battery. Recent engine overhaul. £230. ELT. 9210. [8058

1929 ROLLS-ROYCE 20 Limousine. Windover body. Excellent condition with heater. £195. Weldon, Barn Hey, Burghfield Common, Berks. Phone: 466. [8059

M.G. 1932 MAGNA. Stripped to chassis. Good engine, chassis, axles, wheels, tyres, etc. Offers for lot, or enquiries for parts. Mason, 17, Mount Street, Northwood, Hanley, Stoke-on-Trent. [8060

VERTICAL MAGNETOS, B.T.H. Brand new. Fit 4-cyl. Fords. £4 10s. Thorp, Leverton Road, Retford, Notts. [8065

FOR SALE—*continued*

1937 S.S. 100 JAGUAR, 2½-litre Competition 2-seater. Red coachwork, new hood, full tonneau, excellent chrome, tyres. Fantastic performance, 20 m.p.g. Spare engine and gearbox. £295. M.G. P.A. spares cheap. Head 20s. Crankcase and shaft 40s. Conrods 7s. 6d. Rockers 2s. 6d. Camshaft 10s. etc. Triumph 7 (1932) engine, gearbox and clutch complete £5. 2 halfshafts 10s. Flewitt, 42, Carrwood Road, Wilmslow, Cheshire. Wil. 3552. [8061

M.G. P.B. Supercharger, entirely rebuilt. New engine 4,500 miles ago. Never raced or rallied. Lady owner. £190 o.n.o. Styles, FLA, 4213, evenings. [8062

1937 2½-LITRE JAGUAR 100, 2-seater. Using oil otherwise near perfect mechanically. Paint dull, hood tatty. Startling performance. Original unmodified bodywork. A genuine bargain for the enthusiast. £225. J. Taylor, 121, Somerset Street, Hull. Tel: 37301 after 8.30. [8063

ALVIS FIREFLY, 1934. Open 4-seater. Same owner since 1939 and most carefully maintained. New tyres, batteries and tonneau in 1957. Whole car in excelelnt condition. £150. Parker, 11, Preston Road, Southport. [8064

BOUND REPRODUCTIONS of the 500K Mercedes-Benz Handbook in English, available for 30 dollars. De Blasio, Box 371, Sarver, Pennsylvania. [8066

1937 AUG. LANCHESTER, 11 h.p. Saloon. Good tyres. New battery. Nice Condition. £39. Howard 3998. [8067

AQUAPLANE inlet manifold C/W twin 1½ in. S.U.s for Mark II Consul. £20. Keywood, 3, Royal Crescent, Bridlington. [8068

3-LITRE BENTLEY, Red or Green Label Tourer. Photograph if possible. Details and price. Box No. D.069. [8069

1940 MERCEDES-BENZ 320 4-seater, 4 light, drophead L.H.D. In excellent condition. Re-spray, new hood and lining Sept. 1955. £80 engine overhaul 6 weeks ago (500 miles since). Foglights, Bray heater, winking indicators, heater, one-shot lubrication (overhauled), overdrive all gears, reversing light, fitted cases boot, towing bar. £165. Photograph on request. Wilson, 16, North Close, R.A.F., Medmenham, Marlow, Bucks. [8070

ROVER 14 h.p. Saloon, 1935 model. £200 rebuild recently. Bills available. Excellent tyres, heater. £125. Vessey, 3, King Street, Kirton, Boston. [8071



BLOWN JUPITER, Series III engine, special mods. by JOWETT. FARINA-copied 2/3-seat body and accommodation for two children. High back axle. Full instrumentation, Bray engine heaters. WADE supercharger, 5/6 lb. FULL SPARES service from Jowett. Cellulosed golden gleam, blue leather.

Guaranteed 25,000 since new.

A very desirable high-speed road car which cost £1,800 to build.

PRICE

£625

no offers, no dealers

Full details and arrangements for trial to original owner :

R. C. TRUSSLER

LONG MEADOW, PINE GROVE, CHICHESTER, SX.

'Phone : 2063



We offer the following high-grade motor cars for cash, exchange or easy payment plan.

ASTON-MARTIN DB3S. One of the last works cars to be completed. Twin-plug head. Disc brakes. Whole car in absolutely superb condition **£2,650**

New JAGUAR 'D'-type. One of the last made. British racing green **£2,650**

ASTON-MARTIN DB3S. Ex-works car. Twin-plug head. Finished in blue. Really excellent condition. Ex-John Dalton. Registered March 1956 ... ... **£1,875**

H.W.M. ALTA-JAGUAR. Ex-Scragg. Finished in green. This car has plated axle beam and suspension parts and is absolutely as new. A very fast motor car indeed. Suitable for either road work or track. Registered in 1952 ... **£975**

H.W.M.-JAGUAR, in reasonable condition. Very fast indeed **£575**

BENTLEY Continental. Latest model. Bodywork by H. J. Mulliner. Power starting. Finished in most attractive shade of light blue, with light blue upholstery. Genuine mileage 4,800. Present-day list price £8,120 ... Our price **£6,500**

BARTON MOTORS

(PRESTON) LIMITED

CORPORATION STREET, PRESTON

Tel.: Preston 4664 (10 lines)

THE CHEQUERED FLAG

(SPORTS-CAR SPECIALISTS) LTD.

PROUDLY OFFER AN INCOMPARABLE SELECTION OF HAND-PICKED SPORTS CARS AT ATTRACTIVE OUT-OF-SEASON PRICES

JAGUAR XK140 DROPHEAD 1955, impeccable black, fitted : overdrive, radio, heater, twin spots, washers, mirrors, trims, etc., 1 owner ... **£1,095**
H.W.M.-JAGUAR Competition 2-seater, green, De Dion rear, unit to "D"-type specification with triple Webers, special cams, etc. ... **£1,095**
JAGUAR XK140 FIXEDHEAD 1956, unmarked maroon with biscuit interior, fitted heater, washers, etc., moderate mileage **£1,095**
ACE-BRISTOL 2-litre sports 2-seater, superb in maroon, overhauled B.S.1 unit with oil-cooler, latest wheels, Alfins, "X" tyres, etc. ... **£1,095**
AUSTIN-HEALEY 100 B.N.2 1956 2-seater, spotless pale green with hard and soft tops, radio, overdrive, twin spots, heater, etc., 1 owner ... **£885**
M.G.A. 1½-litre 1957 2-seater, immaculate in red with black leather, fitted X-tyres and wheel discs, 1 owner **£875**
AUSTIN-HEALEY 100 B.N.2 1956 2-seater, gleaming ivory with red leather, fitted overdrive, twin spots, heater, etc., low mileage **£865**
JAGUAR XK120 FIXEDHEAD, special equipment 1954 model in black with red interior, wire wheels, radio, heater, twin spots, etc. ... **£815**
JAGUAR XK120 DROPHEAD, unspoilt lavender grey, fitted radio, heater, X-tyres, wheel discs, spots, mascot, etc., 1954 ... ... **£795**
TRIUMPH TR3 1956 sports 2-seater, bright red with beige cockpit, 3-speed overdrive, heater, etc., another 1-owner car **£775**
JAGUAR XK120 DROPHEAD, French-grey with red leather and red plastic hood, 1954 series with radio, heater, etc. **£765**
M.G.A. 1½-litre 1956 2-seater, unblemished in pale-blue with grey leather, heater, X-tyres, 1 owner **£765**
AUSTIN-HEALEY 100 B.N.1 1955 2-seater, unscratched ice-blue with dark blue leather, overdrive, twin marchals, heater, 'grid, etc. ... **£725**
TRIUMPH TR2 1955 2-seater, dazzling ivory with blue leather, fitted overdrive, heater, washers, X-tyres **£685**
AUSTIN-HEALEY 100 B.N.1 1955 model 2-seater, attractive 2-tone Oxford blue and ivory, overdrive, radio, heater **£685**
COOPER-BRISTOL 2-litre 1954 competition 2-seater, unit overhauled, excellent chassis, streamlined body, recellulosed B.R.G. **£685**
SWALLOW DORETTI 1957 registered, 2-seater, handsome in mid-blue, TR2 unit and components, very low mileage **£645**
M.G. TF 1500 1955 2-seater, red with beige leather, new plastic hood, etc., and new set of X-tyres; wooden-rimmed steering wheel **£645**
AUSTIN-HEALEY 100 B.N.1 1954 2-seater; flame-red with black leather, overdrive, heater, 'grid, signpost and reversing lamps **£645**
M.G. TF 1,500 1955 2-seater, ivory with red leather, highly-tuned unit, wire wheels with racing tyres, etc. **£645**
TRIUMPH TR2 1954 2-seater, black with white hardtop, fitted : wire wheels with X-tyres, soft-top, radio, heater, spots **£635**
M.G. TF 1954 2-seaters, 2 superb polychromatic-green examples, 1 with wire wheels, 1 with 16-in. rear wheels **£615**
TRIUMPH TR2 1954 2-seater, red with beige cockpit, a well-maintained car with heater, twin spots, etc. **£595**
M.G. TF 1954 2-seaters, choice 4 beautiful cars; red, ivory, or grey, each at **£595**
LESTER-M.G. 1½-litre 1955 competition 2-seater, all independent chassis, very potent unit, fibreglass Falcon shell **£585**
MORGAN "PLUS-FOUR" 1955 model sports 2-seater, Oxford blue with black leather; TR2 unit, twin spare wheels **£585**
JOWETT JUPITER 1½-litre 1953 convertible, full series III unit, radio, heater, etc., bronze with beige leather **£525**
M.G. TD 1953 2-seater, superb example in racing green, loaded with extras **£525**
JAGUAR XK120 1951 Roadster, dark green, moderate mileage, fitted heater, flashers, mirrors, 'grid **£515**
HEALEY "SILVERSTONE" 2.4-litre D-type 1951 2-seater, red with beige leather, very fast and handles well **£495**
M.G. TD 1953 2-seater, red with red leather; also 1952 2-seater, green with beige leather **£495**
LOTUS Mk. VI 1,172-c.c. 2-seater, fully modified and tuned unit; painted green with full weather equipment **£465**
M.G. TD 1951 2-seaters, 2 excellent examples; black with beige leather and red with red leather **£465**
H.R.G. 1,500 1949 2-seater, first-class example of this sought-after model in black, with 16-in. wheels **£425**
LEA-FRANCIS 1,767-c.c. 1949 sports roadster with 2 occasional seats; maroon with new hood and full tonneau **£415**
M.G. TC 1949 2-seaters, choice 2 really fine examples, red or green, both with various extras **£395**
JAGUAR "SS100" 3½-litre 1947 2-seater, rare specimen, beautiful in dark red, twin spare wheels **£395**
TRIUMPH "2,000 Roadster," 1949 Polychromatic-grey with red plastic hood and unholstery, Vanguard unit **£395**
MORGAN 4/4 1950 roadster, in red with black leather; engine, steering, and front suspension just overhauled **£395**
JAGUAR "SS100" 2½-litre 1937 2-seater, scintillating specimen in pure white **£385**
M.G. TC 1948 2-seaters, 2 really outstanding examples, black or green **£385**
DELLOW Mk. II 1952 2-seater, dark green, fully-tuned 1,172-c.c. unit, new weather equipment **£365**
RILEY "SPRITE" 1½-litre 1936 sports 2-seater, incomparable specimen, in black with red cockpit, manual gearbox **£345**
COOPER 1½-litre 1950 sports 2-seater, tuned Vauxhall unit, new hood and tonneau, ex-Sir Bernard Docker **£325**
M.G. TB 1940 1,250-c.c. 2-seater, black, superb example of a true enthusiast's car **£315**
M.G. TA "TICKFORD" 10-h.p. 1939 2-seater coupe, dark green, reconditioned unit not yet run-in **£315**
RILEY "IMP" 9-h.p. 1935 sports 2-seaters, choice 2, white (4 Amals, E.N.V. 'box) or blue (twin Zeniths, manual 'box) from **£275**
ASTON-MARTIN "Le Mans" 1934 1½-litre short chassis 2/4-seater, gleaming black, modified con. rods **£265**
M.G. TA 10-h.p. sports 2-seaters, choice 6 of these popular models, 1937-9, various colours, from **£245**
MORGAN 4/4 10-h.p. 1938 4-seater roadster, black, enthusiast-maintained, new tyres **£225**
AMILCAR "Petit Sport" 1926 2-seater, nigh perfect example of beautifully restored vintage car **£215**
BENTLEY 3-litre Red Label 1926 pointed tail, 2-seater speed model in racing green, new hood, seats, etc. **£195**
M.G. PB 9-h.p. 1936 sports 2-seater, red, unit just overhauled, one of the finest available **£195**
M.G. PA 8-h.p. 1935 sports 2-seaters, choice 3 above average examples, red, green or black **£165**
M.G. J2 8-h.p. 1934 sports 2-seaters, choice 3 sound examples, all with swept wings, green, red or blue **£145**
M.G. NA 12-h.p. 1936 "Magnette" sports 4-seaters, choice 2 blue/grey, or green, both reasonable **£95**

DEFERRED TERMS (one-third deposit, balance over 12, 18 or 24 months) : COMPETITIVE INSURANCE : three months' specific GUARANTEE : fair PART EXCHANGE allowance (sports cars, saloons or motor-cycles) and genuine after-sale SERVICE are offered with pleasure.

★ **Please remember that we are the best trade cash buyers of sports and competition cars** ★

Open 9 a.m.-9 p.m. weekdays 10 a.m.-5 p.m. Sundays *200 yds. from Chiswick Park Tube Station — District Line, three stops before Northfields*

THE CHEQUERED FLAG (Sports-Car Specialists) LTD., 492-496 CHISWICK HIGH RD, W.4

TELEPHONES : CHI 0558 and 2619



MONKSPATH GARAGE—*The Sports Car Specialists*

Sole Distributors for the 'Kenmar' 2 and 4-seat fibreglass Sports Car Bodies

This extremely successful body, designed to give adequate protection and durability in every-day road use, is, without a doubt, the best value for money today. Fully trimmed, fitted tube frame, box-section double-skin doors and boot lid. Ford chassis sizes only: 7′ 6″–7′ 10″, 2 or 4-seater bodies, **£89.** Also available already mounted on new boxed 7′ 6″ chassis, at **£129 . 10.** You only have to transfer axle assemblies, etc., from your old car.

HIRE PURCHASE FACILITIES AVAILABLE

FIBREGLASS. Body repairs and modifications of all sorts—Resin and Glass Cloth sold as required to callers.

SATURDAYS & SUNDAYS OPEN 9 a.m. TO 7 p.m.

HARD TOPS FOR THE 'KENMAR'

4-SEATER MODEL, FULLY FINISHED AND GLAZED **£35**



824-826 STRATFORD RD., SHIRLEY, SOLIHULL, WARWICKS. Tel.: SHIRLEY 1645

STAMPED ADDRESSED ENVELOPES PLEASE

FOR SALE—*continued*

RILEY 9 MONACO. 1931. Reliable, fair all round condition, everything works (petrol gauge excepted!) £40. Watford 7785 after 7 p.m. [8072

1172. Professionally built 1954. Similar Lotus Mk. VI. Engine completely overhauled. All mods., not raced, very good condition. Just married. Best over £250. Boyd, Willow Cottage, Low Road, Mettingham, (Bungay), Suffolk. [8073

T.R.2, June 1955. In mint condition. Ivory. Heater, tonneau. One owner. Serviced standards throughout. No competition work. Re-sprayed 1958. Outstanding performance. 25,000 miles. £650. Tel. Fordcombe 317. Penshurst, Kent. [8074

RILEY FALCON. 1935 4-cyl. 1½-litre. Large amounts spent during last 3 years. Including new block, head, timing gears, rear springs, brakes, etc. Body, good condition. Completely reliable car. £110 o.n.o. 45, Common Lane, Wilmington, Dartford 5493. [8075

ARE YOU VINTAGE COMMERCIAL MINDED? Having decided that I live too far from the main rallying grounds, I am selling my 1921 Model T one tonner. Unused since the war, and last of a fleet of twenty-six kept for sentimental reasons by the owner, only to be sold last fall by indifferent executors. Running order with new brakes, but rather shabby with one eye missing. The price, aptly enough I think,—One Ton. Gary Galpin, "Fourwinds," Newton Ferrers, Plymouth. [8076

£80, or exchange for large diesel saloon, cash adjustment. 1935 Daimler, 15 h.p., 25 m.p.g. No oil, repainted, very reliable. Box No. D.077. [8077

SWALLOW DORETTI. T.R.2 engine. Black, white interior, 33,000 miles, tip-top condition. Hardtop, hood, full tonneau, overdrive, wire wheels, heater, fog lamp. £720 o.n.o. Moore, Peasebrook Farm, Broadway, Worcs. [8079

T.R.2/3. Hardtop (Champagne). £30 o.n.o. Occasional seat. Offside sidescreen (Fawn) Woodfield, Chippenham, Wilts 2283. [8080

1958 REGISTERED "567 C.K.J." MISTRAL. Fibreglass bodied 750 c.c. tuned Special. I.F.S. lowered rears. J.25 x 16R, 4.00 x 15F new tyres. "Bowdenexed." Taxed. Pre-focused lights, hood, etc. £235 o.n.o. 'Roger,' 88, Woodside, Wigmore, Gillingham, Kent. [8081

V.12 LAGONDA, 1939. Good condition throughout. Car must be sold, no reasonable offer refused. Box No. D.082. [8082



Elephant Fibrite

SILENT TIMING GEARS

Elephant FIBRITE timing gears wear longer than steel or bronze gears. One intermediate FIBRITE timing gear will silence noisy timing and absorb vibration.

Fibrite Gears *for the following Makes from Stock*

Alvis 12/50 Camshaft Gear	68T			...	£4	8	0
Citroen	,,	,,	54T		...	£4	2	6
Delage	,,	,,	58T		...	£4	10	0
Hudson (*pairs only*)	56T			...	...	£5	17	6
Lagonda Rapier	...	...		...	...	£3	10	0
Morris Isis & M.G.	34T			...	...	£1	18	6
Morris Oxford 1949-52 (*pairs only*)					...	£3	4	0
Opel	48T	£3	0	0	50T	£3	10	0
Renault	48T	£3	10	0	54T	£4	15	0
Riley (*see below*)								
Singer Junior	45T			...	...	£1	2	6
Sunbeam	48T	£4	10	0	54T	£4	10	0
Talbot 42T 5½" dia.	£3	17	6	42T 6¼" dia.		£4	17	6
,, Oil Pump Gear	18T	£2	2	0	22T	£2	2	0
Wolseley Eight 50T (*pairs only*)					...	£5	5	0

Other makes on application.

TIMING GEARS FOR RILEY NINE

	1928/30	1930/35	1935/38
Intermediate (Fibrite)	£3 18 0	£3 18 0	£4 12 6
Camshaft Gears (C.I.) ea.	£1 12 6	£1 12 6	£1 12 6
Crankshaft Gear (Steel)	£2 0 0	£2 5 0	£2 5 0
Magneto Gear (Bronze)	£1 15 0	—	—

Advise Engine Number on ordering.

ELEPHANT MOTORS LTD.

97-103 NEWINGTON CAUSEWAY

Tel.: HOP 3262 **LONDON, S.E.1**

FOR SALE—*continued*

1934 ALFA SPARES. Whole car less engine. 1,750 c.c. All parts perfect. Some engine parts, sump, crankcase, manifold, carb., dyno., distributor. Sunbeam and Talbot spares, 1931 Sunbeam Twenty. Whole or dismantle. Granville Jones, 47, Edmondstown, Tonypandy, Glam. [8083

BULLNOSE MORRIS COWLEY. Completely rebuilt last year to original specification, and now in mint condition. £150. R. E. Lamb, Mill Farm, Sawston, Cambs. Phone: Sawston 2175, lunchtimes or evening. [8084

DELLOW. 1951. 1,172 c.c. Black. Full weather equiment, 4.7 rear axle, enthusiast maintained. 18,000. Gardner, 19 Wrythe Lane, Carshalton, Surrey. £325 o.n.o. [8085

M.G. J type engine, good cond. £15. Gearbox £8. Back axle complete £6. Front axle complete £4. Springs front and rear 15s. each. Buyer collects. W. E. Spindler, 44, Kynaston Road, Didcot, Berks. [8089

TALBOT 105, 1932 Alpine Rally "Fox & Nicholl" Team Car. P.J.7363. Full history since 1954. 8 tyres, 2 unused. Numerous spares. £275. R. Jolliffe, Ammerdown, Radstock, Bath. [8090

ASTON MARTIN, 1938 2-litre S/C. Needs attention. £175 o.n.o. Also D.B.1 engine £50. o.n.o. D. Palmer, 112 Edgwarebury Lane, Edgware. STA. 6071. [8091

1935 SINGER LE MANS. All parts, reground crank, C/W rods. Handley, 32, West Street, Scarborough. [8092

LAGONDA, 1929. 2-litre leather body. £155. Beeches, Rhosesmoor, Mold, N. Wales. Tel. Halkyn 366. [8093

1951 STAGE II T.D. offered by original owner. Carefully used, obsessionally maintained, Chromium, leather perfect; original Clipper Blue cellulose. Included: Fram, reversing light, demister, badge bar, mirror, workshop manual. New/reconditioned items include battery, radiator, hood, screens, headlamp units, handbrake/clutch cables, starter, exhaust tract, dynamo. Perfectly sound in every detail (two cars kept); purchaser wont be disappointed. £450. BRAmhall 2868. 19, Broadoak Road, Bramhall, Cheshire. [8094

ASTON MARTIN, 1937 2-litre four seater. Fitted new D.B.1 engine 1956. Recent respray, rechrome, retrim. Good hood, tonneau covers, side screens. Whole car very clean. 2 new tyres brakes overhauled. £285 on.o. Photo. 29, Southern Crescent, Bramhall, Stockport. (Bra 3563). 8095

K.S.K. MECHANICAL DEVELOPMENTS LTD. ANNOUNCES

the most needed improvement for the Ford Anglia, Prefect, Thames and Escort series of vehicles.

A FOUR-SPEED CONVERSION WITH REMOTE CHANGE FOR 100E GEARBOXES

Indispensable for Morgans, Bucklers, Lotuses and all Ford-engined sports cars.

Exchange Price **£38-5-0**
Includes new synchro-blockers, bearings and seals throughout.

Outright Price **£49-15-0**
All parts new.

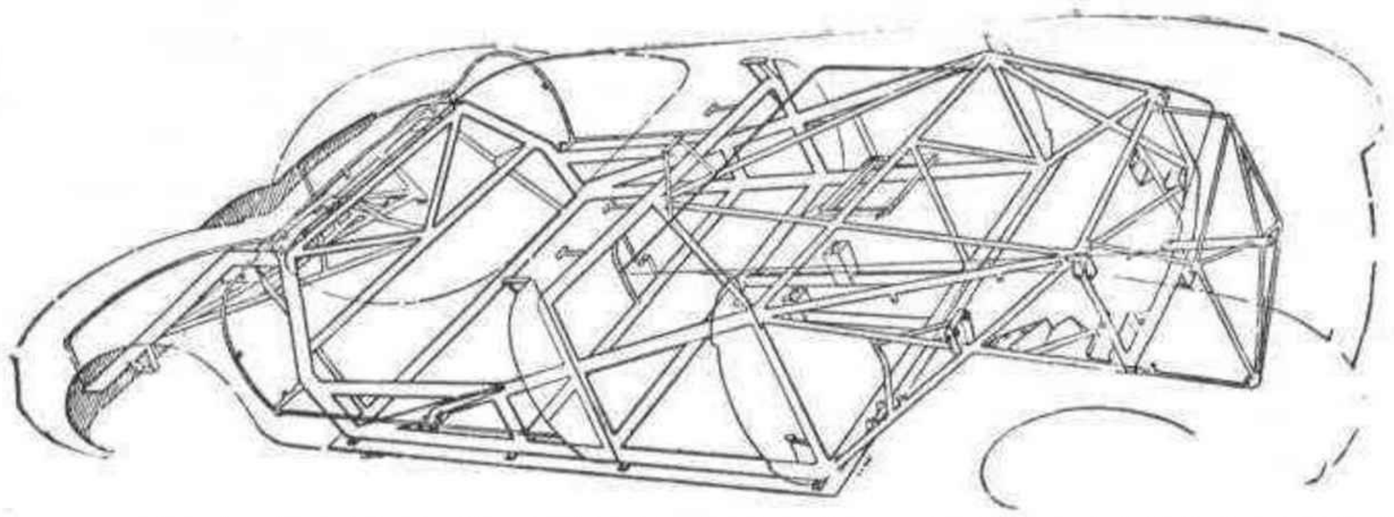
Fitting can be done at our works for **£2 . 9 . 6,** or by anyone with Ford fitting knowledge.

Call, write or telephone:

K. S. K. MECHANICAL DEVELOPMENTS LTD. COMMON LANE, KENILWORTH

Telephone: Kenilworth 973

.....and now the NEW exciting **BUCKLER** SPORTS



THE UNIVERSAL MODEL FOR THE HOME CONSTRUCTOR

★ MULTI-TUBE SPACE-FRAME—LIGHT AND RIGID
★ BUCKLER RACE-PROVED I.F.S.
★ COIL SPRING—TELESCOPIC DAMPER STRUTS
★ SPACIOUS DRIVING COMPARTMENT—2-SEATER
★ FOLD-FLAT SCREEN—HOOD OR HARD TOP
★ ACCEPTS ANY ENGINE UP TO 2 LITRES
★ MOST REAR AXLES OR BUCKLER DE DION
★ WHEELBASE—CHOICE 7 ft. 3 in., 7 ft. 6 in. or 7 ft. 10 in.
★ TRACK—Up to 4 ft. 2 in. GROUND CLEARANCE—6 in. or 7 in.
★ 18-in. SEAT WIDTH—40-48 in. LEG LENGTH

★ BUCKLER LIGHT ALLOY STREAMLINED BODY OR MISTRAL GLASS-FIBRE AS ILLUSTRATED

AND OF COURSE BUCKLERS ROADHOLDING AND CORNERING
NO ROLL — HANDS-OFF STEERING — NO PITCH

1,172 Formula Engine
Fully tuned—**90 m.p.h. and 35-45 m.p.g.**
Partially tuned—**80 m.p.h. and 40-50 m.p.g.**
Fitted o.h.v. head—**110 m.p.h.**

Agents :
BUCKERS (N.Z.) LTD., P.O. Box 9159 AUCKLAND
D. GORRINGE (PTY) LTD., HOBART
AUTOSPORT, COOKSVILLE, ONTARIO
DUBLIN SERVICE, NEW WESTMINSTER, B.C.

EASY TO ASSEMBLE
A REAL SPORTS CAR AT LOW COST

BUCKLERS

67, CAVERSHAM RD., READING
'Phone : Reading 54031

With **Coventry-Climax 1,500, 130+ m.p.h.**
With **Coventry-Climax 1,100, 120+ m.p.h**
With untuned **Consul** **100 m.p.h.**
With untuned **MGA** **110 m.p.h.**

I.F.S. Units—1,172 Populars & Specials	£26	10	0
Close-ratio Gears—New Anglias & Specials	£12	10	0
4.7-1 Crownwheel/Pinions—1,172 Specials	£8	16	0
Thin C/A Cyl. H'd G'k'ts—Pop'l'rs, New Angl's	10	0	
Gold Cyl. H'd—Populars & New Anglias	£5	2	0

FOR SALE—*continued*

M.G. T.A. Recent extensive overhaul, new batteries. £200. Wanted, V.W. or Minor. Rushton, Worsley's Farm, Skip Lane, Hutton, Nr. Preston. [8096

RILEY 1½. Springs, C.W. & P. wheels, 4.75 x 18, covers, etc. Some Riley spares. S.A.E. 81, Broomleaf Road, Farnham, Surrey. [8097

ROLLS ENTHUSIAST now in hospital and condemned to 6 months as semi invalid, must sell his Rolls 20. Beautiful streamlined body by Southern Motors. Blue/Silver. New battery, recon. starter, good tyres, heater, mascot, tools. A most elegant car. £350 or v.n.o. 10, Brighton Road, Coulsdon, Surrey. Uplands 8236. [8098

ALLARD 4-SEATER COUPE. 1948 Model. Heater, new hood, silencers, rear axle. Excellent condition. £210 or nearest. Box No. D.099. [8099

DRY ROT forces breaking B.S.A. air cooled 3-wheeler. Mechanical parts good condition. S.A.E. please. 19, Mavis Road, Northfield, Birmingham. [8100

1917 CHEVROLET TOURER. This desirable chariot is still with me. Absolutely original. Now offered at £150. Mayes, Dochas, Bray Road, Maidenhead. [8101

1934 RILEY KESTREL 9. E.N.V. preselector £5. Pair S.U.s 40s. Fuel pump 10s. Radiator 20s. Eborn, 157, Bedfont Lane, Feltham, Middx. [8107

ALVIS SILVER EAGLE. 1930, 4-door Saloon. Ideal family/vintage owner. Body (original) excellent. Top half engine good, bottom requires attention. Offers? 32, Eastbury Road, Watford. Gadebrook 4536. [8108

MORRIS COWLEY D.H.C. Mechanically sound. Repainted. Good hood and tyres. £85. LIBerty 2959 day-time. 598a, Kingston Road, Raynes Park, S.W.20. [8109

SKODA, 1950, 1089 c.c. Saloon. All independent suspension, o.h.v., 4-speed. Heater. Attractive and clean car. £175. Bugatti, Brescia, rebuilt 1952, with smart new body, dual ignition, new tyres, hood, on the button. Spare engine. £165. Exchanges, cash either way. Keeling, Woodyates, Salisbury, Blandford Road, Wilts. Tel. Handley 334. [8110

VINTAGE AUSTIN SEVEN. 1930 boat tailed tourer. Aluminium body pretty and original. Very willing performer. New hood, sidescreens, tyres. £50. 53, Ravenswood Avenue, West Wickham, Kent. Springpark 1051. [8111

ALVIS SPEED 20, 1935, Charlesworth Saloon. Black. Extensively overhauled. Above average condition. £150. Crawley, 6a, Park Road, Beckenham, Kent. BEC 6907. [8112

Reproof your hood with MAXOL the flexible rubberised waterproof dressing!



MAXOL is a rubberised waterproof dressing for

CAR HOODS ● TONNEAU COVERS
SIDECAR HOODS ● RAINCOATS
BOAT COVERS ● PANNIER BAGS
SPORTS WEAR

Only one coat of MAXOL keeps out the heaviest deluge : two applications of *coloured* MAXOL and faded fabric looks like new ! BUY MAXOL in Transparent, Fawn, Black, Maroon, White, Blue and Grey. Easily applied by brush 9/6 per pint—covers 20-25 feet.

From Halford's, Grose's, Gamages, Accessory and Camping Stores, or write to : **Dept. M.S.2**

GRANGERSOL LTD.
IMPERIAL WAY, WATFORD

FOR SALE—*continued*

RILEY 1100 c.c. Special, reg. 57. Professionally built enveloping aluminium body. B.R.G. finish. Twin S.U.s. Mechanically and electrically excellent. £130. 3, Gosbury Hill, Chessington, Surrey. ELM 1922. [8113

BREAKING: '33 Crested Eagle Alvis. I.F.S., E.N.V. gearbox, 3 S.U.s. Hill, Ettrick Cottage, Guildford Road, Farnborough, Hants. [8114

RED LABEL. 1924, 3 litre Bentley speed model. Original Vanden-Plas. New tyres, battery, hood and tonneau. £235. Stephenson, c/o Paddock Garage Ltd., Hampton Court. Kingston 3446. [8115

DISMANTLING 3½, 2½ JAGUARS (recon. engine £20), 1935, Southern Cross, Gloria and Riley 9 Spares. 450 x 18 in. tyres, Wolseley 14 gearbox £5. Chambers, 29, Grosvenor Road, N.10. Tudor 1778 (not Sundays). [8116

RILEY 1934 12/6 ENGINE complete with accessories, £20. 1934 all-helical gearbox, £10. Numerous 1934 and 1937 Kestrel body parts. Newbury Radio Conversions Ltd., Clarendon Road, London, N.8. BOW 3043. [8117

FIAT 1100 c.c. black Pillarless Saloon, 1948, registered 1952. Good condition throughout. £250. Sundays, or write "Hogs Island," New Road, Gustard Wood, Herts. [8118

APRILIA, 1937. New shafts, late wheels, Bow radiator shell, Burgess, Telecontrols, Slumberland tubular front seats, screen jets, six tyres. Offers over £200. 1947 Standard 8 Saloon, in very sound condition. Offers over £185. Culverlands, Shedfield, Southampton. Wickham 2104 view, or phone evenings or Sundays. [8119

T.R.2. Two wheels, tyres and tubes. £10. R. Roger, 106, Rochester Street, Chatham. [8120

ALVIS 14 T.A. Shooting Brake. Ash body, 4-door. Mechanics perfect, good tyres. 1948. Ideal holiday car. Requires painting and graining. Drive away. £125. A snip. CRO 6590 office hours; Pollards 1358 after 7 p.m. [8121

RILEY 1937 12/4 Engine and preselector box, complete with accessories taken from Adelphi Saloon broken chassis. Very good condition. First reasonable offer. Phone: Wolverhampton 32428 or 23562. [8122

VINTAGE BERLIET Tourer, 10.4 h.p. Mechanically excellent, good all-weather equipment. Bodily sound. An unusual example of a French light car. £95 o.n.o. Tel.: Maidenhead 1704. [8123

RILEY MARCH SPECIAL. Good mechanical order. Full weather equipment. £120. Cannon, White House, Rectory Lane, Ashington, Sussex. Ashington 393. [8124

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

FOR SALE—*continued*

RILEY SPECIAL. 8 ft. 2 in. wheelbase. Potent, reconditioned engine, 6 cyl., fitted h.c. pistons, 3 S.U.s, 6-branch exhaust. Many spares. All-enveloping body needs completion. Towable. Cost £150. £45 to clear, or exchange 4½ in. lathe. Box No. D.127. [8127

ARMSTRONG SIDDELEY Long 15. Brown/black hide upholstery. First class example of a now rare motorcar. Good tyres, batteries, etc. Recent decoke. Roomy, reliable, comfortable and quality car. Exchange for 5 cwt. Ford van or similar. Would sell £95. T. W. Sanger, Rock Cottage, Wick Rocks, Wick, Nr. Bristol. [8128

FORD PILOT. Oct. 48. Mercury engine, Allard heads, Marchal headlamps. Radio, heater, front stabiliser. Good tyres. Strong neat ballhitch. Reliable fast transport for racing tender or caravan. £265. Southcombe, Moonfleet, Milborne Port, Sherborne, Dorset. [8129

T.R.2, 1956 (Oct.). 14,000 miles. One owner. Red, with black hardtop. Very good condition. Never raced. Undersealed. £695. Part exchange considered. Smith, Gt. Crosby (Liverpool) 4512. Box No. D.130. [8130

1923 HUMBER 11.9 Saloon. Very good condition. Off the starter. Original. Drive anywhere. £65. Set of Marshall musical horns, as new, £25. 168, Utting Avenue, Liverpool 9. [8131

MAGNIFICENT POST-WAR TOURER. 1945 Humber Snipe, "Old Faithful's" sister. New engine 1951. Towbar. Safe bet vehicle tests. £145. Larkhill, Great Woodcote Park, Purley. UPLands 7546. [8132

3 **LITRE BENTLEY** Red Label. Very sound. V.D.P. body. Everything working. Reliable and docile. £250 o.n.o. Box No. D.135. [8135

VOLKSWAGEN
REPAIR & MAINTENANCE HANDBOOK, 16/-
SERVICE MANUAL, 42/-
Handbooks, Workshop Manuals, Motoring Books; catalogue 1/3
VIVIAN GRAY
HURSTPIERPOINT, SUSSEX
The Motorist's Mail Order Bookseller

FOR SALE—*continued*

WOLSELEY HORNET (Daytona) Spares. Engine £4; starter 30s.; dynamo 30s.; 12v. S.U. pump 15s.; radiator, slab tank, etc. All in good condition at reasonable prices. A. L. Bushell, Cornerways, Rowledge, Farnham, Surrey. Tel.: Frensham 3107. [8133

1172 TRIALS SPECIAL. Twin S.U.s, special manifolds, 8 head, water pump. I.F.S. Professionally built space frame and aluminium body. Hood. Complete electrical equipment. Mechanically perfect. First registered 1953. 3,000 miles. £130. Sykes, "Stonelea," Oldfield Road, Honley, Huddersfield. (Honley 61051.) [8134

M.G. T.C., 1946. In excellent condition; taxed to 1959. Recently resprayed B.R.G. Fitted seat covers, w/washer, windtone horns, full tonneau cover, spotlamp. £335. Lattimore, 49, Walton Road, Sale, Manchester. [8136

LAGONDA M.45, 1934, 4½ litre Pillarless Saloon. P.100s, battery, tyres good. Runs well. Reliable. Exciting performance. Too fast present owner. £150 o.n.o. Box No. D.137. [8137

FIAT 500 Coupé F.H. Recent complete overhaul brakes, steering, engine, etc. Bodily good. £100 o.n.o. 73, Leam Terrace, Leamington Spa. [8138

"BUILDING A 750 SPECIAL"
This book shows in detail how to design, build, modify and tune Austin 7 Specials. 40 illustrations.
Price 5/- post free

"BUILDING A FORD 10 SPECIAL"
Contains detailed information on how to design, build, modify and tune Ford 10 Specials. Illustrated.
Price 6/- post free

"THE FORD 10 TUNING MANUAL"
Covers in detail all stages of stripping, rebuilding, modifying and tuning Ford 10 engines to Formula Racing standards. 80 pages. Many illustrations.
Price 8/3, including post and packing

Obtainable from
M.E. DISTRIBUTORS
11, OLD BOND ST., LONDON, W.1

FOR SALE—*continued*

M.G. T.A., 1938. Excellent tyres, good hood, etc. Nearest £130. Seen Oxfordshire. Write Walker, 587 Bradford Road, Bradley Bar, Huddersfield. [8139

M.G. T.A. Engine recond. 4,000 miles. New waterpump, sidescreens, two tyres. Immaculate kingfisher blue. Potent performance. £240 o.n.o. Gerrards Cross 3482. [8140

MINX CONVERTIBLE, 1953. Excellent order throughout. New tyres. Heater. £430. Terms. 120, Unthank, Norwich. [8142

£10. COACH-BUILT SPORTS COUPE body, complete with widscreen for Riley 9 or similar car. Also Dennis motor mower, 24 in. Good condition. £68. Col. K. F. W. Thomas, Hatchmead, Burley, Hants 2243. [8143

LANCIA AUGUSTA Pillarless Sports Saloon, in specimen condition throughout. Italian road-holding and braking, with 30 m.p.g. £170. 6, Herlwyn Avenue, Ruislip. Tel. 2910. [8144

PAIR LUCAS LAMPS, fog and pass. £6 the two. J. Shade, 13, Ravensdale Avenue, London, N.12. HIL 3169. [8146

ALVIS T.J. 12/60, 1931, "Doctor's Coupé." Sound and original, but noisy. Everything works. Weatherproof, well shod. Recon. S.U.s and starter. New starter ring. £80 or offer. Taylor, 80, Beaufort Mans., London, S.W.3. FLA 1304. [8147

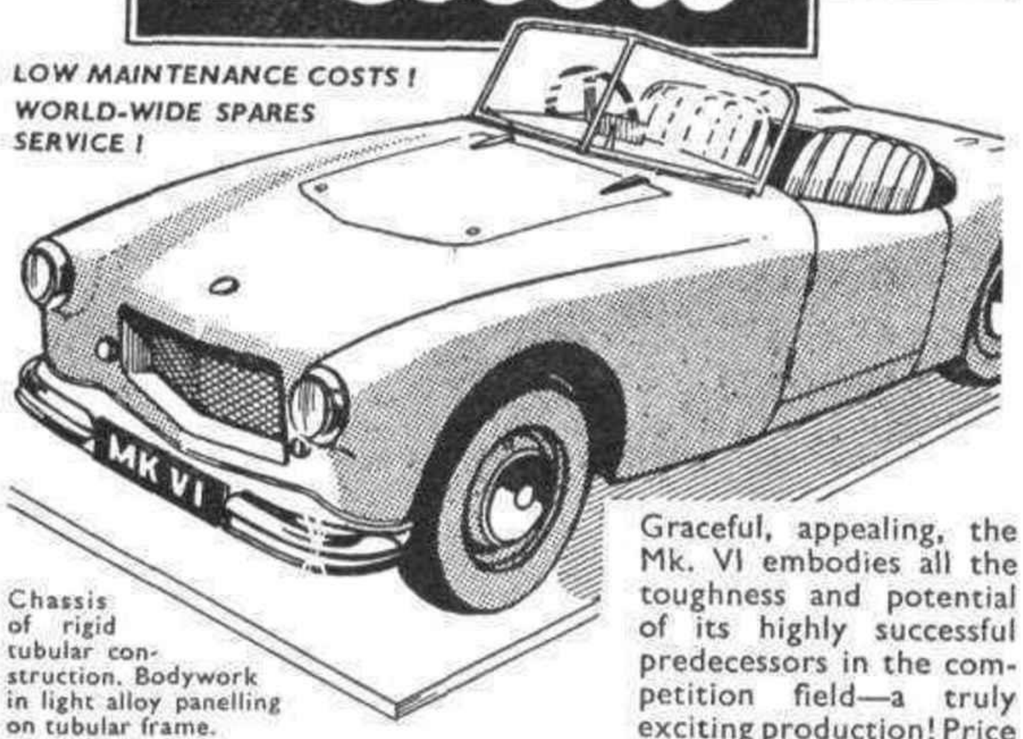
FORD 8 SPECIAL. Strong, well finished ash and aluminium "trials type" body and complete mechanical overhaul recently completed. 4-branch manifold, S.U. carbs, electrics completely rewired. Goes well. £80. 34, Ashley Road, Walton-on-Thames, Surrey. Phone 1771. [8148

ALFA 1932 1750 c.c. twin o.h.c. long chassis 4-seater tourer by Young. Engine just overhauled. View London or Portsmouth. £165 o.n.o. Hall, 2, Crescent, Alverstoke. [8149

Two Special Bargains
New, unregistered and fully guaranteed **Standard "Sportsman"** saloon, £100 under current list price.
Triumph TR2, 1955, small mileage, nearly new tyres, in excellent condition, **£685.**
STANBOURNE MOTOR CO. LTD.
169/171, OLD CHRISTCHURCH ROAD, BOURNEMOUTH. Tel.: Bournemouth 7007

Announcing the NEW LIGHTWEIGHT
MK VI Dellow SPORTS CAR

LOW MAINTENANCE COSTS!
WORLD-WIDE SPARES SERVICE!



Chassis of rigid tubular construction. Bodywork in light alloy panelling on tubular frame.

Graceful, appealing, the Mk. VI embodies all the toughness and potential of its highly successful predecessors in the competition field—a truly exciting production! Price **£625** *plus tax £313 17s. 0d.*

FOR DETAILS OF THIS EXCITING NEW MODEL write or call **SOLE DISTRIBUTORS**
GORDON GARAGE (DULWICH) LTD.
33-35 EAST DULWICH RD., LONDON, S.E.22
Phone: NEW CROSS 2456
SHOWROOMS: 8-10 LORDSHIP LANE, S.E.22

MICHELIN
MAPS & GUIDES

- **BRITAIN**
- **EUROPE**
- **N. & W. AFRICA**



Five of the famous **GREEN GUIDES** can now be had in English editions—**Paris, Brittany, French Riviera, Chateaux of the Loire** (*each 12/6, by post 13/–*), **Switzerland** (*15/–, by post 15/6*).

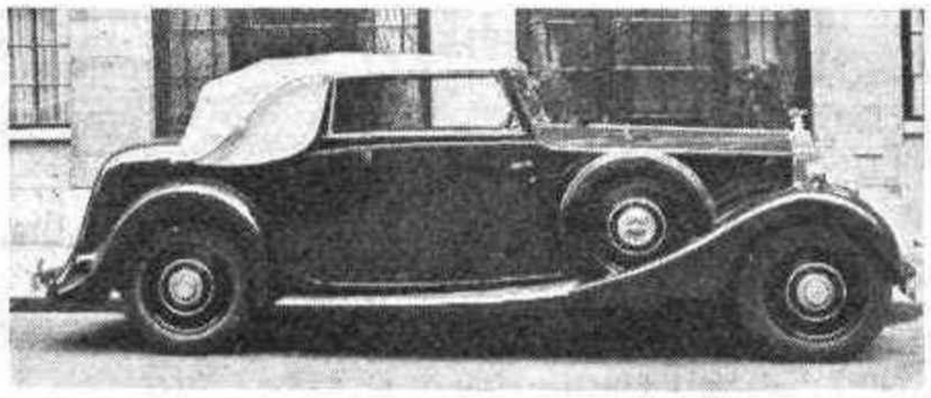
As well as the celebrated **GUIDE FRANCE** (*22/6, by post 23/6*), similar guides to **ITALY** (*18/–, by post 18/6*), **SPAIN** and the **BENELUX** countries (*each 15/–, by post 15/6*) are now available.

For the latest list send to:
NEWS CHRONICLE BOOK DEPT., Bouverie St., E.C.4.

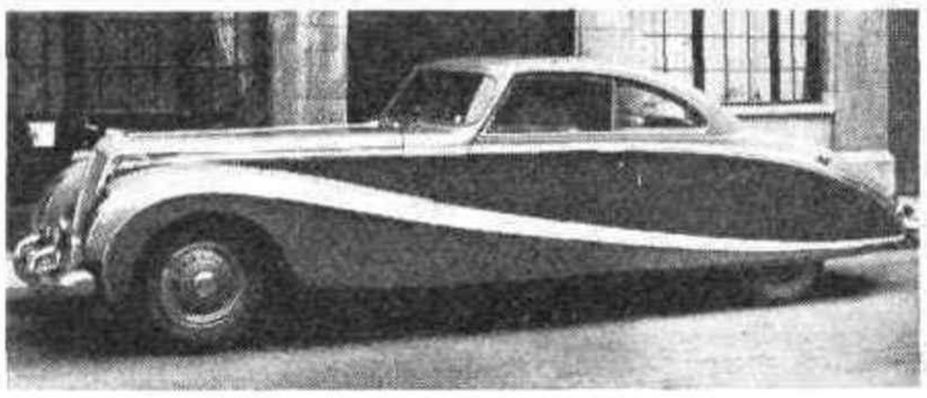
GROSVENOR 1188

SIMMONS

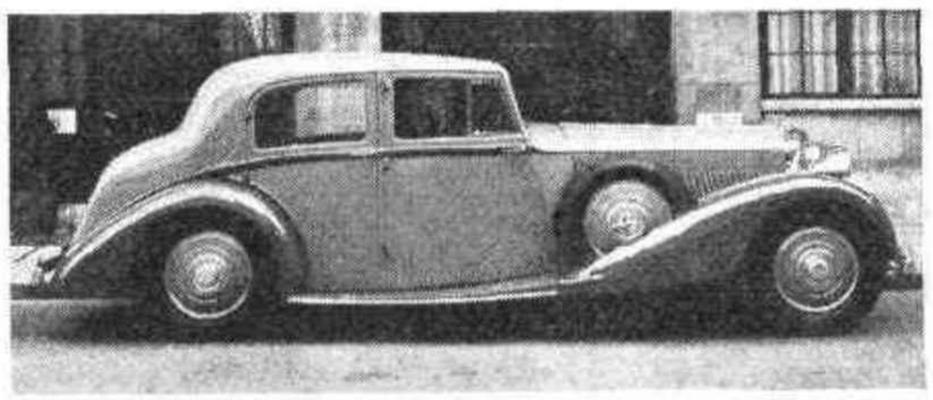
GROSVENOR 2635



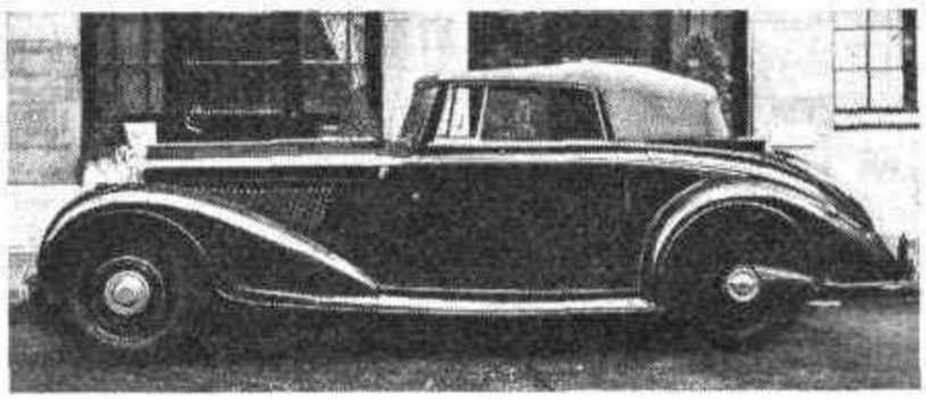
ROLLS-ROYCE (1936) 20/25-h.p., with individually-styled drophead coupe coachwork by James Young. Deep-claret with matching trim. 71,000 miles. R.-R. history existing but not to hand when going to press. Full details at time of publication. Schedule serviced. Workshop test and report. Excellent chassis. **£685**



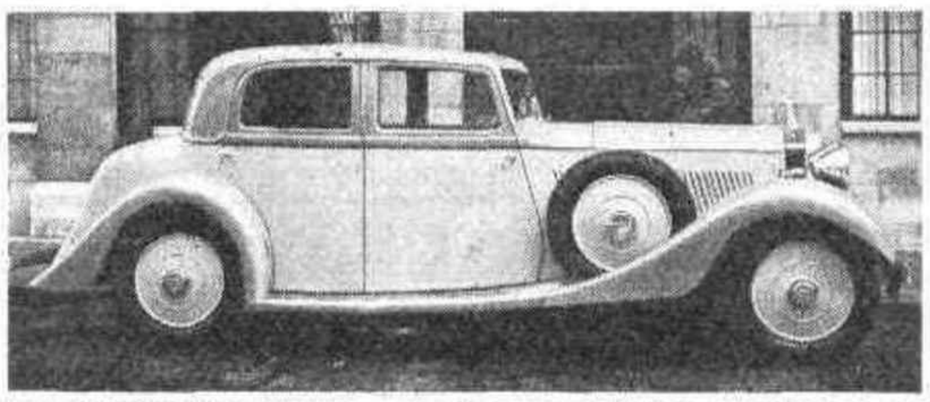
We are privileged to offer, on behalf of a client, the famous **"STARDUST,"** the second of the three fabulous Show models designed and built by Hooper Ltd. for Sir Bernard Docker. Readers may recollect that we sold the equally well-known "Green Goddess" in '56. Built in '53, and of the finest procurable craftsmanship and styling, at a reputed cost of £16,000, the elegance and quality of the appointments are completely unparalleled. **£3,750** or thereabouts



ROLLS-BENTLEY (1938), L5 Ch. series, with sliding-head sports saloon coachwork by Park Ward. Beige and tan, with tan trim. 22,000 miles since R.-R. Scottish concessionaire rebuild in '54. Majority of accounts to hand. Radio, htr. Not completely immaculate but a well-above-average example. **£625**



ROLLS-BENTLEY (1938), LE Ch. series, with semi-razor-edge sports drophead coupe coachwork by H. J. Mulliner. Black with beige trim. Comprehensive rebuild by R.-R. in '56. All accounts to hand. Radio, heater, etc. Distinctive and possibly the best existing specimen of this styling. **£785**



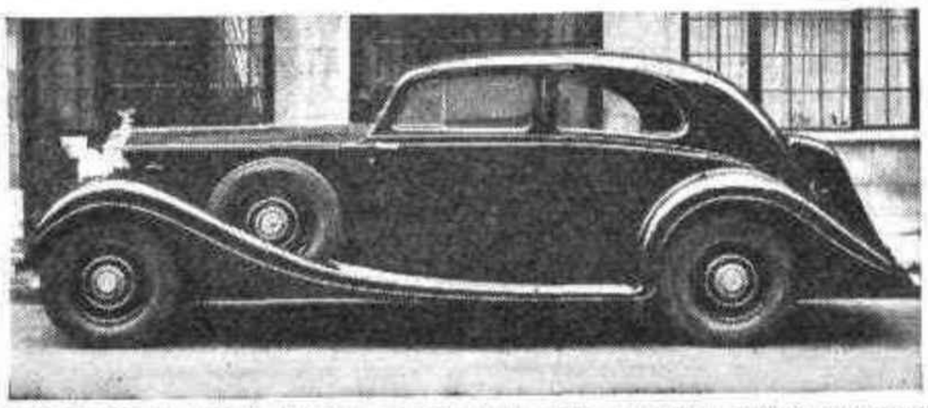
ROLLS-ROYCE (1935) 20/25-h.p., with Sportsman's "lightweight" saloon coachwork by Hooper. Pearl grey and grey with black morocco trim. Post-war history only, with detail of concessionaire overhaul in '53. Schedule serviced. Workshop test and report. Radio, heater. Recellulosed Dec. '57. **£575**

ROLLS-ROYCE (1934) 20/25-h.p. touring saloon by H. J. Mulliner, with boot. Black and fawn with natural calf trim. Taken p/e. History obscure, but workshop test and report will be available. Schedule serviced. Sound and attractive. Also a similar model in grey. **£385** and **£350**

VINTAGE BENTLEY (1927) Red Label 3-litre short-chassis Vanden Plas long-wing tourer. Completely original except upright carbs. Fitted 1800 camshaft. "C"-type box. Schedule serviced. In very fine order. **£325**

A very fine **Lagonda V12,** Sanction II, with Freestone & Webb saloon coachwork, at 37,000 miles from delivery, will be available in mid-April.

We offer without apology and because it may give someone a great deal of pleasure . . . **A GENTLEMAN'S FOUR-WHEEL RUBBER-TYRED TRAP BY WINDOVER, IN BRAND NEW CONDITION.** Replete with coachlamps, Melton cushions and a full set of burnished harnessing. Reputedly ex-Royal household, mid-nineteenth century. **£125** guineas



ROLLS-ROYCE (1937) Phantom III with sports touring saloon coachwork with large boot, by Gurney Nutting. Black with grey calf trim. 84,000 miles. Latterly the property of a nobleman. All specified R.-R. modifications to date, including solid tappets. R.-R. history awaited. An outstanding P. III in sparkling condition. **£575**

ROLLS-BENTLEY (1940), Mx Overdrive Series, with individually-styled four-door drophead coupe coachwork by Hooper. Black with red trim. 19,000 miles since *carte blanche* overhaul by West-Country R.-R. concessionaires. Radio, heater, etc. Purchased too late for illustration. Pretty, and in very good order. **£825**

BENTLEY (1949) Mk. VI, with sports saloon swept-door coachwork by Freestone & Webb. Black with natural hide trim. At present being fitted with reconditioned unit with full-flow modification. Available first week in April. Further details on request. Around **£1,375**

ROVER 90 (1953). Black. 31,000. One owner. Radio, heater. **£685**

At the time of going to press we are negotiating the purchase of a further **Rolls-Bentley (1937) 4¼** drophead by Park Ward, a **Speed Twenty-five Alvis (1939)** with Charlesworth saloon coachwork, and a **R.-R. 25/30 (1938)** with sports saloon coachwork by Windover. Details and photographs will be forwarded upon request.

A workshop test and report sheet is available on all vehicles advertised.

LEAVE REPURCHASE. For the convenience of those on leave from overseas, who require something other than the mundane we have been running this scheme for some years. Details will be forwarded upon notification of individual requirements.

WE SHOULD BE GRATEFUL TO RECEIVE DETAILS OF VEHICLES SIMILAR TO THOSE ADVERTISED, IN REALLY SOUND CONDITION, WHICH ARE CURRENTLY ON OFFER. MR. SIMMONS WILL BE PLEASED TO ATTEND ANYWHERE IN THE COUNTRY BY PRIOR APPOINTMENT.

AS A RESULT OF SELECTIVE BUYING WE ARE ABLE, BY ARRANGEMENT WITH A PRIVATE BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

GROSVENOR 1188 — **12, REX PLACE, W.1** — GROSVENOR 2635

Immediate insurance effected with Lloyd's Brokers. Export and Shipping. Engineers' reports and examination.
All vehicles and accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

FOR SALE—*continued*

ALLARD 1951 Saloon. Heater, washers, etc. £235. H.P. possible. Sharp, 15, Shirley Road, Droitwich. Phone 3067. [8150

TALBOT 10, 1937, Tourer. K.O. wheels, engine rebored, new crankshaft 2,000 miles ago, new battery and rear springs, resprayed B.R.G., good hood, tyres tatty; engine spares. £75. Ring Badgers Mount 381 after 7 p.m., or write Hollyden, Well Hill, Chelsfield, Kent. [8151

ASTON MARTIN 1½ litre Bertelli open 4-seater. Excellent car. £250 o.n.o. Please write Dean, 45, Longmoor, Windmill Estate, Cheshunt, Herts. [8152

BENTLEY, 3 litre Red Label, 1926, close-coupled Cooper Saloon. Body sound, interior immaculate, mechanics good. C.W.P. U/S (new avaliable at £38). £95. Price, 7, Church Lane, Peppard Common, Oxon. [8153

1933 WOLSELEY HORNET Special. Good condition. Must sell, can't afford run two cars. £150 o.n.o. Wright, 104, Hayes Chase, West Wickham, Kent. [8154

SINGER 9 Sports Saloon, 1934. Very nice condition. £85 o.n.o. Wilson, HAR 0469. [8155

T.R.2/3 PARTS: Sliding sidescreens (Triumph), fawn, £10 pair. Full tonneau, fawn, £6 10s. Short undershield £1. P700 light units, 60 watt bulbs, holders, £3 pair. All excellent condition. Ramsbottom, Westfield, Steeton, Keighley. [8156

1951 FIAT 500 C Convertible. Good condition. Green. £250 o.n.o. Bleasdale, Poste Restante, Sedgefield, Durham. [8157

M.G. P.B. 4-seater, beloved "Phoebe," just 22¾. Mechanically excellent, bodywork reasonable, needs new hood. £185 o.n.o. Dougharty, 148, Burbage Road, London, S.E.21. BRIxton 4554. [8158

M.G. J.2, recently resprayed, re-upholstered, engine overhaul. £135 o.n.o. 13, Court Road, Ickenham, Middlesex. [8161

THE PEEL P.1000 SPORTS BODY
FOR FORD 8/10-H.P. CONVERSION
Fully self-supporting, beautiful appearance.
Pigmented coloured finish.
Price £75 only
Send S.A.E. for full details to :
PEEL ENGINEERING, I.O.M.

CARR BROS GARAGES LTD
Leaders in Automobile Services since 1921
HIGH ST. **PURLEY** SURREY
End of Croydon by-pass UPLands 4811-7
SPORTS CAR DEPT.

HAVE TO OFFER :

LOTUS Mk. IX, 1955. Fully tuned 1,172-c.c. unit. Many major successes in 56/57. One of the quickest available.

TR2, green/beige upholstered, hard-top, heater, spot washers, "X" tyres, genuine, low mileage. A really nice one **£745**

M.G. TC, 1949. Excellent mech. cond. Virtually new tyres all round. A beauty ... **£395**

M.G. TC, 1947, ivory/green. Another very fine example **£375**

SINGER 1½-litre sports racing, 1949. Fully tuned unit. White coachwork in traditional style. Amazing performance **£335**

M.G. TA. Two very good specimens on offer. One finished in light blue, the other in B.R.G. Several extras. From **£195**

B.S.A. Scout, 1936. Good mechanical order **£75**

GOOD SPORTS CARS URGENTLY REQUIRED —KINDLY CONTACT ROD TUCKER AT : **UPLands 4812 TILL 9 p.m. AND WEEKENDS**

NEW TYRES FROM 17/6 DOWN AND 6 MONTHS TO PAY

ALL TYPES AND SIZES SUPPLIED

FOR SALE—*continued*

WHY NOT "Motor Sport" on water as well? A fast speedboat and trailer for sale. Gray Fireball engine of 140 h.p., twin carbs. Six seats, blue leather. Beautiful lines, bags of chrome. Short of cash, so what offers. Seen Poole Harbour. Box No. D.159. [8159

FOR RALLYING, ETC. Official Smith's parts for additional speedometer for Ford "New Anglia" or "Prefect," comprising 3 in. speedometer head, 0-80 m.p.h. with trip, three cables, and gearbox, £5. 3 in. Smith's 8-day clock, £4. All as new. 10, Kingshill Crescent, St. Albans, Herts. Tel. 51433. [8160

ALVIS SILVER EAGLE, 1935 Saloon, 16.9 h.p. Excellent condition throughout. Radio, heater. £105. Bagwell, 51, Harpenden Road, Wanstead, London, E.12. WAN 5658. [8162

RED LABEL BENTLEY D.H. Coupé. Hood a bit tatty, but waterproof. Mechanically perfect. Over £150 spent on her during the last 12 months, including rebuilt brake drums, complete engine overhaul, new parts where necessary, etc. £185. Bletchingley 443 after 7 p.m. [8163

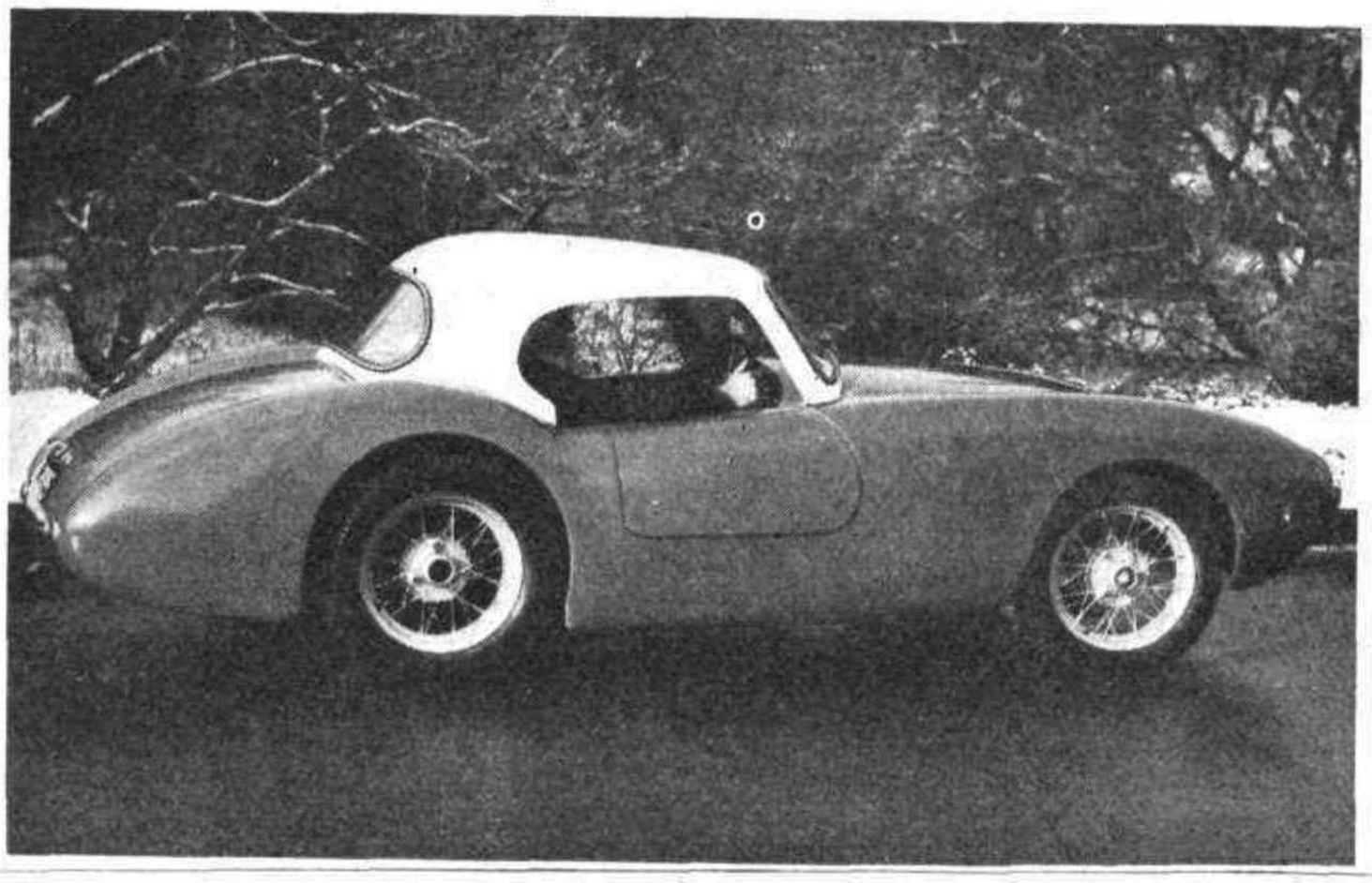
RILEY 1½ litre post-war, fitted new professional aluminium body similar Aston DB. Raised C/R, twin carbs., Burgess. Chassis, engine overhauled late 1957. Reregistered. £475 o.n.o. Brooks, Netherlea, Oxshott 2501. [8164

ALFA ROMEO



1934 ZAGATO, 1,750 c.c., SUPERCHARGED
Alfa-red, excellent original condition. 18-22 m.p.g. Bills for £1,200 shown. Three spare wheels.
£395, o.n.o. A. S. TAYLOR,
28, LYNWOOD GROVE, ORPINGTON, KENT
Tel.: Orpington 29924

EVERYTHING for the **AUSTIN SPECIAL BUILDER**



- BODYSHELLS POST 1931 **£78**
- 'GRAN TURISMO' HARDTOP **£25**
- MODIFIED SUSPENSIONS
- RADIATORS & GRILLES
- BONDING KITS
- CHASSIS MODIFICATION
- WHEELS & TYRES
- ALUMINIUM SHEETS
- LIGHTING SETS
- **H.P. TERMS AVAILABLE**

PAY US A VISIT AT OUR SHOWROOMS OR SEND S.A.E. FOR 1958 PRICE LIST

ASHLEY LAMINATES LTD.

ROBIN HOOD ROUNDABOUT, EPPING NEW ROAD, LOUGHTON, ESSEX

SPECIAL ANNOUNCEMENT!! Now Open 11 - 1 o'clock SUNDAYS

Hours of Business : 8.30 - 5.30 Weekdays, 8.30 - 1 o'clock Saturdays

FOR SALE—*continued*

RILEY 36 Adelphi 12, black, red interior. Roof rack, Scintilla, fair condition. Another ditto, black, green, less engine. Towable. 1940 1½ Nuffield engine and box. 32 Alpine 6 engine, box, radiator, back axle complete. Other 9 and 12 spares. Gourley, 28, Hallside, Cambuslang, Glasgow. [8165

RILEY ADELPHI, 1937, 1½ litre. Tyres nearly new. Mechanically excellent. £100 o.n.o. Hampstead 5359 evenings. [8166

RILEY LYNX Tourer 12/6, 1934. V.G.C. all round and in daily use. £135. Feltham 4658. [8167

ROLLS ROYCE TWENTY, 1929. Roomy but pleasant-looking Saloon by Arthur Mulliner. Goes well, stops well, uses very little oil and no more petrol than she should. £110. Faulkner, 24, Bewlys Avenue, Birmingham 20. Northern 9472. [8168

RILEY REBUILDERS, 1936 12 h.p. body, interior, electrics good, but externally frost damaged. Vauxhall engine. £10. Russell, Park Lane, Stubbington, Hants. [8169

CLOSING DOWN small motor repair business and disposing of complete stock; spares, tyres, batteries, equipment. Sell complete or separate. Exchange for car. S.A.E. for list. Box No. D.170. [8170

FIAT AND SIMCA CARS

FOR

IMMEDIATE DELIVERY

DENHAM MOTOR SALES LTD.

DISTRIBUTORS

OXFORD ROAD, DENHAM, BUCKS.

TELEPHONE : 3111

M.A.A. B.M.T.A.

NOEL ROSCOE LTD.

HUMBER HILLMAN SUNBEAM

EXCLUSIVE ROOTES DEALER

1955 **RILEY Pathfinder,** B.R.G. Pigskin upholstery, very low mileage, immaculate and faultless **£765**

1953 **DAIMLER Conquest** saloon; maroon, red leather. Owned from new by elderly gentleman. Genuine 21,000 miles; two spare wheels unused; radio and heater. Impeccable order **£695**

1952 **(Sept.) JOWETT Javelin** de luxe saloon, one owner from new; bronze; exceptionally well cared for **£425**

1950 **LAGONDA 2½-litre** sports saloon; a beautiful quality car at the right price; radio, heater, etc. **£498**

1949 **M.G. TC,** blue; heater, spot, luggage rack, etc.; exceptional performance and condition; taxed **£395**

1947 **M.G. TC,** cream/black; all good weather equipment, 16-in. rear wheels; condition and performance exceptional **£345**

1938 **B.S.A. Scout,** 2-seater; good weather equipment, fine runner **£99**

1934 **WOLSELEY Daytona,** special open sports, very fast **£99**

1933 **LAGONDA 16/60** 4-seater V.D.P. open sports; beautiful condition, overhauled 1956, all new weather equipment **£245**

1925 **BENTLEY 3-litre** ultra short chassis, ex-Wolf Barnato original 2-seater; Jarvis racing body; a very famous and well-known vintage racing car; engine just been overhauled, terrifically fast **£350**

1924 **BENTLEY 3-litre** short chassis, **Red Label** V.D.P. 4-seater sports; complete original, engine overhauled, specimen **£365**

We also have over 30 post-war cars in stock.

Open 7 days a week until 8 p.m.

Immediate Hire Purchase and Insurance arranged.

HIGH ROAD, BYFLEET, SURREY

Adjoining the old BROOKLANDS TRACK

Tel.: BYFLEET 270/4199

FOR SALE—*continued*

MISTRAL FIBREGLASS BODY, 7 ft. — 7 ft. 6 in. B.R.G. New. £55 o.n.o. Box No. D.171. (Essex.) [8171

LAGONDA 1933 3 litre Saloon. Resprayed black. Body and interior perfect. Engine overhauled 500 miles ago. £195 o.n.o. Hewett, Rawlins Farm, Ramsdell, Basingstoke. [8172

TALBOT 75, 1937, Saloon. Excellent paintwork, mechanically sound, negligible oil. New battery, starter, carburettor, radiator block. Good tyres. Smith's heater. Taxed for year. £115. Watson, 20, Vardean Gardens, Brighton 6. [8173

1954 FORD 90 in. chassis, lowered suspension and complete with all accessories ready for body. £80. 423-7, Stanley Road, Liverpool 20. [8175

1929 M.G. 14/40 Tourer. Good running order. £50. Haywards Heath 1355. [8176

1928 CITROEN Saloon. R.W.D. Excellent condition. Reliable. £30. Evans, 58, Elsham Road, W.14. [8177

RILEY 9 Tourer. One previous owner. Resleeved. New battery, tyres, reconditioned magneto, dynamo, brakes relined. Over 60 m.p.h., 30 m.p.g. £90. Hounslow 2755. [8178

FORD-BUCKLER 10 h.p. Sports. B.R.G. Twin carbs. 1952 (Dec.). New condition. £275. Exchange orthodox car. 41, Shirehall Park, N.W.4. Hendon 0604. [8179

T.R.2, Oct. 55. 23,000. Pearl white, red trim. Heater, washers, Xs, tonneau, spots, etc. £685. Exchange considered. Renown 2472 after 6 p.m. or week-ends. [8181

RARE TWO-LITRE TRIUMPH 2-seater Sports. Completely rebuilt and in truly magnificent order. For the connoisseur appreciating quality, classic lines and performance. £225. Comprehensive printed description, "Road Test" and photographs to genuine enquirers. Keen, 44b, Phillimore Road, Swaythling, Southampton. [8182

FORD SERVICE MANUALS

1953-56 ANGLIA & PREFECT ... 37/6
1951-56 CONSUL & ZEPHYR ... 35/-
1932-53 8 & 10-H.P. 32/6

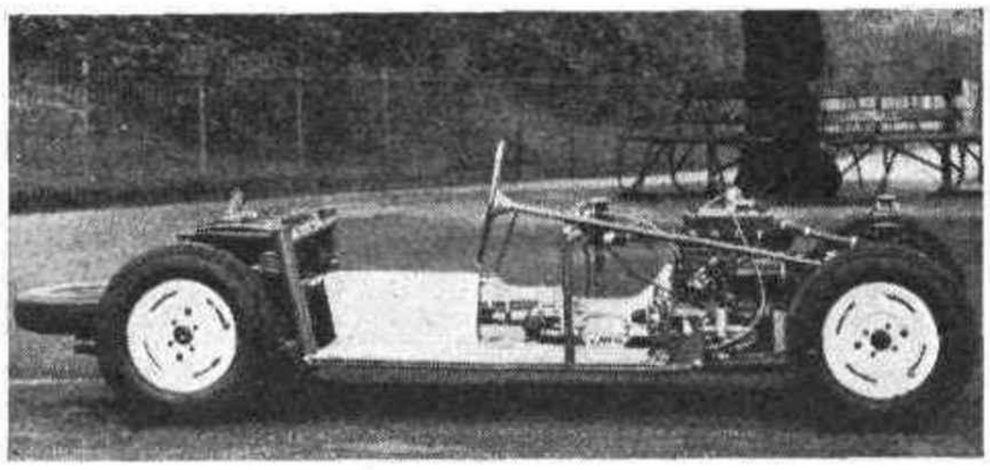
Handbooks, Workshop Manuals, Motoring Books; catalogue 1/3

VIVIAN GRAY

HURSTPIERPOINT, SUSSEX

The Motorist's Mail Order Bookseller

THE CONVAIR SPORTS CAR



(Convair Series 'S' chassis.)

Accepts the following power units :

★ MINOR 1000 AND GEARBOX.
★ FORD 100E AND GEARBOX.
★ M.G.A 1500 AND GEARBOX.

Features include :

★ RACK-AND-PINION STEERING.
★ UNEQUAL-LENGTH WISHBONE SUSPENSION.
★ B.M.C. REAR AXLE, CHOICE OF SEVERAL RATIOS.
★ COIL-SPRING DAMPER STRUTS ALL ROUND.
★ WEIGHT 65 lb.
★ ACCEPTS THE **"CONVAIR"** SHELL.

Chassis Frame, £65 ex Works.



(The Convair shell on a Ford chassis.)

★ DESIGNED FOR FORD 8/10 CONVERSION.
★ WINDSCREENS TO FIT.
★ HARDTOP WITH GULL DOORS.
★ HOODS AND TONNEAUX.
★ BONNET, BOOT AND TWO DOORS SEPARATELY MANUFACTURED. FULL WEATHERPROOF SEALS ALL ROUND.
★ BEADED EDGES ON COCKPIT AND WHEEL-ARCHES.
★ COLOUR TO CHOICE.

£68 ex Works.

FORD SPEED EQUIPMENT

4 : 7 : 1 C.W.P., **£8,** post free.
Close-ratio gears, **£12 10s.,** p. 3/6.

FULL RANGE OF **FORD** AND **BMC AQUAPLANE** SPEED EQUIPMENT SUPPLIED

HIRE PURCHASE TERMS AVAILABLE

CONVAIR DEVELOPMENTS
1A, TYPE STREET, ROMAN ROAD, LONDON, E.2
'Phone : ADVance 5475

SEND S.A.E. FOR FURTHER DETAILS OR, BETTER STILL, COME AND INSPECT OUR PRODUCTS

FOR SALE—*continued*

KESTREL 12/4. 1936. Black. Taxed, insured. Used daily, but requires some work. Good appearance. London. £115. Box No. D.252. [8252

1936 LAGONDA RAPIER. Good running order. £125. Ring St. Albans 53006. [8253

1952 A.40 Sports, fitted A.50 engine. Radio, heater, and many extras. Good throughout. £415. G. Beazley, Broncroft Parks, Craven Arms, Salop. Munslow 20. [8254

TALBOT 110 3.3 litre Sports Saloon. Excellent engine, tyres, gearbox, new axle. Magnificent condition, appearance. Including spare engine, handbook. £110. Phone Brindle, Caterham 2782. [8255

AUSTIN NIPPY. Engine, paintwork, hood, tyres good. Bowdenex brakes. £90. Phone BIS 5077, or call 27, Church Hill Road, Cheam, Surrey. [8256

SPECIAL BUCKLER chassis suitable up to 2 litre engine, fitted Rochdale aluminium body similar Le Mans F.N., offered with numerous Fords bits at £95 (less than cost of body). J. C. Brierley, 511, Whitworth Road, Rochdale. Tel. 49564. [8199

VINTAGE CAR ENTHUSIASTS. Morris Oxford, 1927, de luxe Coupé. One owner. Spares. Grand condition. Offers. Retiring. Box No. D.276. [8276

FOR SALE—*continued*

A.C. COUPE. Good condition. 1937. New battery, starter, dynamo, rings, pump, universals. £175. GIP 7081. [8257

JAGUAR S.S.100. O.H.V., 2½-litre. Ex. cond. New tyres. P.100s. Spot and pass lamps. £195. 31, Brook Road, Sheffield. Phone: 50544. [8273

RILEY 9 LYNX. 1934. Excellent condition. Helical box, windtones, cruise at 50 m.p.h.. £110 o.n.o. Crawhall, 4, Woodstock Close, Bexley, or Tel. Clerkenwell 0661. [8274

SPECIMEN ASTON-MARTIN. 1935. Mk. II. L.C. 1½-litre Saloon. Exceptional condition throughout. Superb mechanical condition. £350 or near offer. H.P. arranged. Wright, 95, Talke Road, Alsager, Cheshire. [8275

FRAZER-NASH. 1937 Shelsley fitted Speed 25 Alvis engine. Previously the A.N. Special and now rebuilt as 2-seater. Special bevel-box. Less body, and a few details uncompleted. Also a very large collection of chain-gang spares. Price for the lot: £250 o.n.o. Will not split. Only reason for sale, sprocket-weary after 30 years. Norris, Farnley, Vineyards Road, Northaw, Herts. Cuffley 2840. [8277

1935 SINGER LE MANS SPORTS. Standard sized engine, twin carbs, new hood, side screens, tyres, battery. Relined brakes, clutch. £150 o.n.o. Bromley, Kent. Springpark 2247. [8287

FOR SALE—*continued*

M.G. 2-litre black Saloon, 1939. Excellent condition, recent overhaul. £145 or near offer. Telephone Brentwood 838. [8286

WARNER GEARBOX. Overhauled, new races, etc.; no overdrive. Box No. D.281. [8281

M.G. T.C. Twin chrome wintones, spots, heater, radiator blind, luggage rack, half tonneau. Gift for quick sale. £295. Ruislip 8934. [8282

M.G. T.C. Front and rear axle assemblies, including C.W.P., complete dash., seating, etc. Cheap. Ruislip 8934. [8283

VINTAGE ROVER. 4-seat Tourer, 8.9 h.p. Completely stripped, rebuilt, recellulosed. Upholstery requires attention. Almost complete spare engine. Insured Feb. 1959. £75. Phone: Park 7255 (London) between 8-9.30 a.m. [8285

RILEY 12-4 KESTREL '35. Immaculate in black, excellent chrome, new springs, shocks, big and small ends, pistons, bores, carb., twin exhaust booster, vacuum gauge, wing mirrors, four very good tyres. Perfect fast touring. £140. Gray, 35, Claremont Close, London, N.1. TER. 4354 after 6 p.m. [8288

1954 JAGUAR XK.120 D.H. Coupé. Special equipment, wire wheels, newly painted, off white. New black hood. 27,000 miles. 1 owner. Showroom condition. Rear seat fitted. Taxed year. First offer over £825. William Hunter & Co., 40, Piccadilly, Bradford. 25112. [8272

A UNIQUE INSURANCE BUSINESS

Catering only for the genuine lover of the motor vehicle. What he or she can afford to drive and afford to spend is of no consequence.

ANTONY HYDE-EAST

gives personal attention at all times and is available to give advice on any insurance matter or to discuss the merits of cars both ancient and modern.

BURNESTON HOUSE,
44, EPSOM ROAD, GUILDFORD, SURREY
Guildford 4271

TALBOT

John Bland

REPAIR AND SPARES SPECIALIST

SPARES SERVICE on all pre-war Talbot models except side valve 20.9-h.p.

Four 750 by 23 **Dunlop Fort,** nearly new tyres, mounted on Daimler wheels, **£5** each. New, straight, heavy, **Bulb Horns,** black on brass, **£2.** Post 3/-.

27, SOUTHFIELDS ROAD, S.W.18

Tel.: Vandyke 1612

NEW LINED BRAKE SHOES

Hillman Minx ...	...	**1934/37**
Standard Ten ...	...	**1934/40**
„ Twelve ...	...	**1939/48**
„ Fourteen	...	**1946/48**
Talbot Ten... ...	...	**1936/39**
Sunbeam-Talbot Ten	...	**1939/48**

32/6 set of four shoes.

Undrilled Brake Linings, 12½ in. long, ⅜ in. thick, 1¼ in. and 1½ in. wide, **16/6** per set of eight.
Lucas Spotlamps, 5-in. reflector, with 12-volt 36-watt bulb. New, **27/6.**
Torque Wrenches, ½-in. sq. drive, 0-100 ft./lb., new, **55/-** (6 only).
Morris Series M Gearboxes, reconditioned as new, **£12 10s.**

A. E. DUTSON,
1214 GREENFORD ROAD,
GREENFORD, MIDDLESEX
Byron 0682

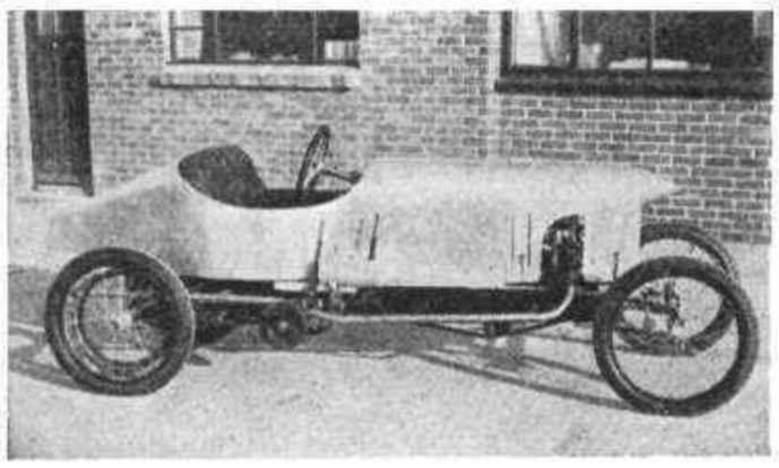
Lockhart's SERVICE DEPOT LTD

The Peugeot
Distributors



A NEW PEUGEOT FOR EASTER? Despite the unprecedented demand —we might almost say " clamour "—for **PEUGEOTS,** there is still time, but only just time, for you to have your new 403 saloon, in either azure blue, light green or light grey, for Easter. **BUT** don't delay. There are 72 hours to go —and even we cannot work more than 24 hours in one day. So, wherever you are, in England, Scotland or Wales, telephone Dunstable 114 right away. At the time of going to press, there is a delivery delay of three weeks on the handsome 403 Station Wagon and the 403 7/8-seater de Luxe Family Saloon, and the 203 saloon. However, we cannot emphasise too strongly that the delivery position is not likely to improve, and to make sure of your new **PEUGEOT** for this summer we do recommend that you place an early order with us. Brochures are available by return of post—and we would like to substantiate our claims for the 403—racing-car roadholding, cornering, steering and braking, 30-plus m.p.g. at 75 m.p.h. cruising, 80,000 miles without major overhaul—by an extended trial run over roads that you know near your own home. So far, every demonstration run we have given has resulted in a sale. You cannot fail to be impressed by **PEUGEOT.** May we hear from you? **NOW? We can usually offer a few used PEUGEOTS for immediate delivery.** At present, we have a 1950 203 saloon at **£365,** a later 203 saloon at **£450,** and a 1955 (November) 403 saloon which has covered 19,000 miles, with a low-mileage 1955 203 Station Wagon coming along at any moment. Other cars available for immediate delivery, including new **1958 VOLKSWAGEN de Luxe** saloons, are :—**FIAT, FORD, LANCIA, PORSCHE, ROLLS-ROYCE, SIMCA, TRIUMPH, TURNER, VAUXHALL, VOLKSWAGEN.**

Sports Cars, Racing Cars and Continental Cars Urgently Required.
12/16, CHILTERN ROAD, DUNSTABLE, BEDFORDSHIRE
Telephone : Dunstable 114



For Sale

1914 Grand Prix G.N.
V. C. C. certificate,
£325.

1916 Sunbeam £400.
Early Model T ton Lorry £50.
Few veteran tyres and lamps.

Park Garage

London Road, Burgess Hill, Sussex
Tel. 3249

FOR SALE—*continued*

ASTON-MARTIN 1938 2 litre 2-seater Sports. Immaculate in metallic silver/grey cellulose. Superb mechanical condition. 100% chrome. Excellent weather equipment includes new tonneau and sidescreens. New battery. Features of this car include Aero screens, Scintilla mag., external exhaust. Not many Astons are offered in this condition. Private H.P. not objected to. £395 o.n.o. Peter B. Moore, 18, Carlton Avenue East, Wembley Park, Middlesex. ARNold 1962 evenings. [8289

RILEY ENTHUSIASTS CAR. 99 b.p.h. Autovia V.8 with Mulliner sports saloon body. Beautifully made and in nice condition throughout. No difficulty over spares during last 5½ years. Low slung, stable, family car with impressive appearance and performance. 20 m.p.g. but only £165. Offer or exchange considered. Todd, 27 Coutchmore Avenue, Esher, Surrey. [8291

M.G. " P " TYPE 1936, Red. New Vyanide hood, reconditioned dynamo, 4 retreads. £170. 246, Gt. West Road, Hounslow. [8292

RILEY GAMECOCK. B.R.G. New plastic hood. Good brakes, tyres, etc. Original bodywork in almost perfect condition. Only 58,000 miles of this much sought after marque. Taxed. £139 since new—believed genuine. Outstanding example o.v.n.o. 26, Spencer Road, Isleworth, Middlesex. ISL. 4827, after 7 p.m. or weekends. [8293

FIAT 1900 Allemano Drophead Coupé, 1955. Beautiful, modern lines, ideal Continental touring. Immaculate, 25,000 miles. Seat 6, large boot. 5 speeds with overdrive, freewheel. Hide upholstery, radio, heater, Marchals, fogs, average speed indicator, screenwash. L.H.D. Cost near £3,000. 995 gns. SLOane 1553 evenings. Write 12, Smith Street, S.W.3. [8294

MORGAN 4/4. Red, Coventry Climax with D.D. S.U. Spare gearbox, hood and side screens. £165 o.n.o. J. Smith, 191, Carlton Avenue East, Wembley, Middlesex. [8295

RARE BULLNOSE. 1925 Cowley " Doctor's Coupé " with dickey. One previous owner. Completely original and in outstanding condition. Very low mileage. £145. Allen, 6, Hull Road, West Howe, Bournemouth. Office, Parkstone 108. [8296

VOLKSWAGEN DE-LUXE. 1956. 19,500 miles. Undersealed, many extras. Excellent condition. £650 o.n.o. 26, Wayland Crescent, A.E.R.E., Harwell. [8297

MAGNIFICENT 1929 REBUILT DAIMLER 25. £50. Sale due to split in syndicate. Drummond, Ross Barracks, Shorncliffe, Kent. [8298

FOR SALE—*continued*

1950 MORRIS MINOR. Heater, Vynide hood, Mercurys, luggage grid. £60 extras. Engine 15,000 miles. Immaculate condition. £385. "Canford," Brook Lane, Haywards Heath, Lindfield 2224. [8299

RILEY CONTINENTAL, 1939. Alloy body, very attractive specimen. Mechanically sound. £200. 13, Southdown Road, Carshalton, Surrey. Wallington 6199. [8300

RED HEALEY, Silverstone 1950. D Type, fast, reliable, good body. Price £455. Write: Bergman, 41, Langmead Drive, Bushey Heath, Hertfordshire. [8301

SINGER LE MANS, late 1935, 2-seater. Recellulosed metallic-blue. New battery, tonneau, sidescreen, excellent hood. £140. Wong, 49, Southdown Ave., Brighton 56185. [8302

MARSHALL SUPERCHARGER for sale. Brand new. Complete with new 1¾ in. S.U. and all fittings, pulleys, gauge, etc. £40 o.n.o. Creese, 15, Alcester Drive, Leicester. Phone Spencefield 326. [8303

M.G. L TYPE. 1934. Well shod, reupholstered, new battery, new head liner. £100 o.n.o. Frondeg, North Park, Gerrards Cross, Bucks. Tel: G.X. 3048 (after 6 p.m.). [8304

AUSTIN A.50 DE LUXE. July 1956. Light Green. Almost unmarked throughout. £600. Box No. D.305. [8305

1955 VOLKSWAGEN DE LUXE. Excellent condition. Would consider P/E Sports combination or £550. 27, Mandeville, Stevenage. [8306

RILEY FALCON 12/4, 1936. Mechanics sound, body fair, new battery. £100 o.n.o. RAV. 7817 (evenings). [8307

M.G. 'M' VINTAGE. A really nice bomb and perfectly sound. £68. 29, Thornbury Avenue, Isleworth, Middx. Phone: HOUnslow 9599. [8308

HORNET SPECIAL, 1934. Reconditioned engine, new battery, excellent condition. £120 o.n.o. Cooper, Vicarage, Datchet, Bucks. [8309

RENAULT 750. Oct. 51. Brand new tyres, good mechanical condition. £330 o.n.o. Romford 9271. [8311

FOR SALE—*continued*

FIAT 1100 TYPE 103. Spares, cylinder head, Weber carb, air filter, push rods, bumper overriders (new), Little used. Offers. Rickmansworth 4441. [8310

ALVIS 1937, 4.3 Unique. Superb 4-seater Tourer. Coachwork Vanden Plas. New hood. Truthful 50,000. Only 3 owners, all enthusiasts. Mrs. Eyre, Montfort House, Chigwell Row, Essex. [8312

SUPER-CHARGED LAGONDA RAPIER, D/H Coupé. In excellent condition. £175 o.n.o. Jackson, 7, Eudo Road, Skegness, Lincs. [8314

TRIUMPH DOLOMITE, 1939. £115 o.n.o. Stratford-on-Avon 2188 after 6 p.m. or weekends. [8315

1938/9 FRAZER-NASH B.M.W. 328 Coupé. Silver Blue. Excellent condition. Wing mirrors, spotlights, 30 m.p.g., 100 m.p.h. £385 o.n.o. Tel. Stebbing (Essex) 313. [8316

ROLLS-BENTLEY, 1936 3½-litre Gurney Nutting Saloon. Completely overhauled, beautiful car. £375. J. Hartley, Higher Red Lees Farm, Burnley, Lancs. Tel: 6057. [8317

MANIFOLD, complete with 3 Zenith Carburetters for Riley 36/15/6. Apply: 18, Bedford Avenue, Bexhill. Phone: 3579. [8318

LAYSTALL-LUCUS aluminium head with big valves and springs. Pair 1½ in. S.U. competition carbs. Lester-M.G. high lift camshaft and matching 4-branch exhaust. Used 3-4,000 miles on M.G./XPAG. Cost £65, £16 and £18. Reasonable offers. 88, Dartmouth Avenue, Westlands, Newcastle-under-Lyme. [8319

P.100 HEADLAMPS. Re-chromed, good condition. Offers. Leamington Spa 1889. [8320

LANCIA APRILIA Saloon, Sept. 1938. Two owners only. Good condition, low mileage, all tyres, battery recently new. Licensed end year. £235. Fyler, Whitway House, The Retreat, Topsham, Devon. [8321

1930 AUSTIN, 12 h.p. Tourer. Immaculate condition. New engine, tyres and hood. 2 owners. £125 o.n.o. Phone: Sydenham 6254. [8322

TRIUMPH SOUTHERN CROSS. 1933 4-seater Tourer. Sound, reliable, economical. £40. Wright, 97, Rivermeads Avenue, Twickenham, Middlesex. [8323

2-STR. SPORTS SINGER LE MANS. 1935. B.R.G. Red upholstery, very attractive and in lovely condition. £185 o.n.o. (Evenings), 106, High Road, New Southgate, N.11. [8324

A.C. 1937 Sports Saloon. Fast, good order. £130 or exchange H.R.G., unfinished Special, etc. Kingsley, 153, Frenches Road, Redhill, Surrey. [8325

MARLEY



make the best CONCRETE GARAGES

49 Models · FROM £55 or credit sales

Erection Service . Free delivery, wide area

MARLEY CONCRETE LTD., Dept. GN.2., Peasmarsh, Guildford. *Tel.: Guildford 62986*

The RILEY MAN

OFFERS

Full service for the pre-war Riley enthusiast. New replacement parts 9-h.p., including crown wheel and pinions, **£7 10s.**; all bearings; twin inlet manifolds, **45/-**; brake cables, **18/6**; speedo cables, complete, **22/6**; gasket sets, **17/3**; H.C. gasket sets, **14/-**; H.C. head gaskets, **8/-**; solid copper, **17/3**; valves, **10/-**; guides, **4/-**; valve springs, **8/-** set; universal bushes, **4/11** each; king-pin and bush sets, **50/-**; track rod assemblies, **19/6**; exchange dynamos, starters, hub caps, new springs, etc., etc. Hundreds of new and used spares, all models, money back guarantee.

Post or carriage extra. S.A.E. please, all inquiries C.O.D. service for postal items only.

A few selected examples of pre-war **Riley** cars for sale. Phone, write or call for details.

STANLEY A. BURVILLE

13, RAILWAY VIADUCT, EALING ROAD, WEMBLEY, MIDDLESEX

(Opp. Alperton Piccy. Stn.) Wembley 3345

CORNWALL GARAGE

Lancia Aprilia saloons. Choice of two; details on request.

1939 Aprilia drophead coupe. **£315.**

1936 Riley Kestrel 12/4 sports saloon. Excellent. **£195.**

1935 Augusta drophead coupe in beautiful condition. **£150.**

1936 Augusta saloon. A very good example. **£135.**

1935 Augusta saloon. Engine overhauled. **£125.**

1937 B.M.W. Type 45 sports saloon. Twin Solex. Very fast. **£125.**

Aprilia Spares, including diff. unit, gearbox, etc., at reasonable prices.

Terms, Exchanges.

SHAFTESBURY MEWS, STRATFORD RD., LONDON, W.8. Tel.: WEStern 2616.

CAMBRIDGE ENGINEERING

now under entirely new ownership offers

25 YEARS EXPERIENCE OF THE

AUSTIN 7

EXPERT AND HONEST ADVICE

ON ALL YOUR TECHNICAL PROBLEMS

(The engines of many leading formula cars have been built and tuned in our works.)

LARGEST STOCK OF RELIABLE GUARANTEED '750' SPECIAL COMPONENTS AND STANDARD SPARES IN THE U.K.

Here are just a few examples :—

CAMSHAFTS high lift, modified from standard. In exchange. **£3.10.0,** plus 2/6 p. & p.

HEADER TANKS pressurized in alloy, for all-enveloping bodies. **£3.10.0,** plus 3/6 p. & p.

MODIFICATION FOR REV. COUNTER DRIVE 30/-.

DYNAMO or **STARTER** completely reconditioned. In exchange. **£4.10.0,** plus 3/- p. & p.

DEEP ALLOY SUMPS. £2.5.0. plus 2/6 p. & p.

STEERING WEDGE to give sports rake. **14/-** plus 2/- p. & p.

Come and discuss your snags with us or send a stamped addressed envelope for full list of special, tuning and conversion parts.

CAMBRIDGE ENGINEERING WORKS

Dept. MS, Cambridge Road, Kew Green, Surrey

Telephone: Richmond 2126 *(behind "Coach and Horses")*

Open 8.30—7 p.m. weekdays, 9.0—5 p.m. Saturdays.

FOR SALE—*continued*

18/80 M.G. Rare 2-seater D/Head with dickey. Excellent two-owner history. First class mechanical condition throughout. Five really good tyres, new battery. All instruments function. Finished in beige with red upholstery and black hood. Undoubtedly one of the most handsome M.G.s ever built. Owner regrets new house forces sale. £185 o.n.o. Box No. D.183. [8183

1933 LAGONDA 3 litre (20.9 h.p.) "Z" type Weymann Saloon in beautiful condition and running order, but engine needs attention (bearing). Two spare wheels, twin S.U.s, photostat handbook, electric klaxon, etc. No sensible offer refused. Seen South London. Ring Tulse Hill 6924. 8184

M.G. T.C., 1946 (December). Black body in lovely condition. Mechanically excellent. New red Vyanide hood. Heater. Covers. £320. Stephenson, 98, Walton Lane, Nelson, Lancs. [8185

M.G. M-TYPE Hardtop Coupé, £45. 1928 Austin 7 Tourer, £28. Also A.7 chassis and parts. Silverthorn 3314. [8195

IMMACULATE 1935 ALVIS "Silver Eagle" 4-seater Coupé. Perfect mechanically and bodily. Original handbook, genuine 82,000 miles only. Seen London area. £200 o.n.o. Phone Valentine 6786. [8196

FOR SALE—*continued*

1½ LITRE BRISTOL/B.M.W. 328 racing engine, most parts available. Short stroke crank, lead bronze bearings, special Mahle pistons, all brand new. Various sets of rods, standard pistons, camshafts, flywheels, clutches, etc. Complete B.S. Series head. Solex racing carburettors. £250 the lot, or might separate. Cost £500. 1949 Healey 2½ litre rear axle, £15. Gearbox £5. Four Amal carburettors, brand new, with spares, £10. T.R.2 tonneau cover and aero screen. J. C. Brierley, 511, Whitworth Road, Rochdale. [8198

TALBOT 20.9, 1938, spare parts. Phone Waltham Cross 3877 between 8-5. [8200

ALVIS 1952 3 litre, black. Taxed/insured. Superb condition. Red leather upholstery, loose covers. Seen any time. £625 o.n.o. Uxbridge 3677. [8201

D/H MORRIS MINOR, 1950. New: three tyres, clutch, master cylinder, brakes relined. Straight sale £325, or consider part exchange reliable pre-war car value £80-£100. Tel.: Reeves, MAY 9181 days, FRE 2614 evenings. [8202

1955 MODEL MINOR Tourer, undersealed from new. Heater. H.M.V. radio. In immaculate condition. £475. Wordsworth 6732 evenings. [8209

FOR SALE—*continued*

ROVER PILOT 14 h.p. Saloon. Splendid body and mechanical condition. Just had top overhaul. £145. Phone MOU 2375. [8197

ALVIS FIREFLY Saloon. Attractive and exceptionally well maintained. £95. 3/29, St. John's Park, Blackheath, S.E.3. [8203

THREE UNUSED 880/120 CORD TYRES, beaded edge, £6 each. Crundall, Membury Farm, Ramsbury, Wilts. [8204

1929 SINGER JUNIOR. Renovated. Good condition. Many new parts. £65. Antrobus, Chuffs, Quarry Road, Oxted, Surrey. [8205

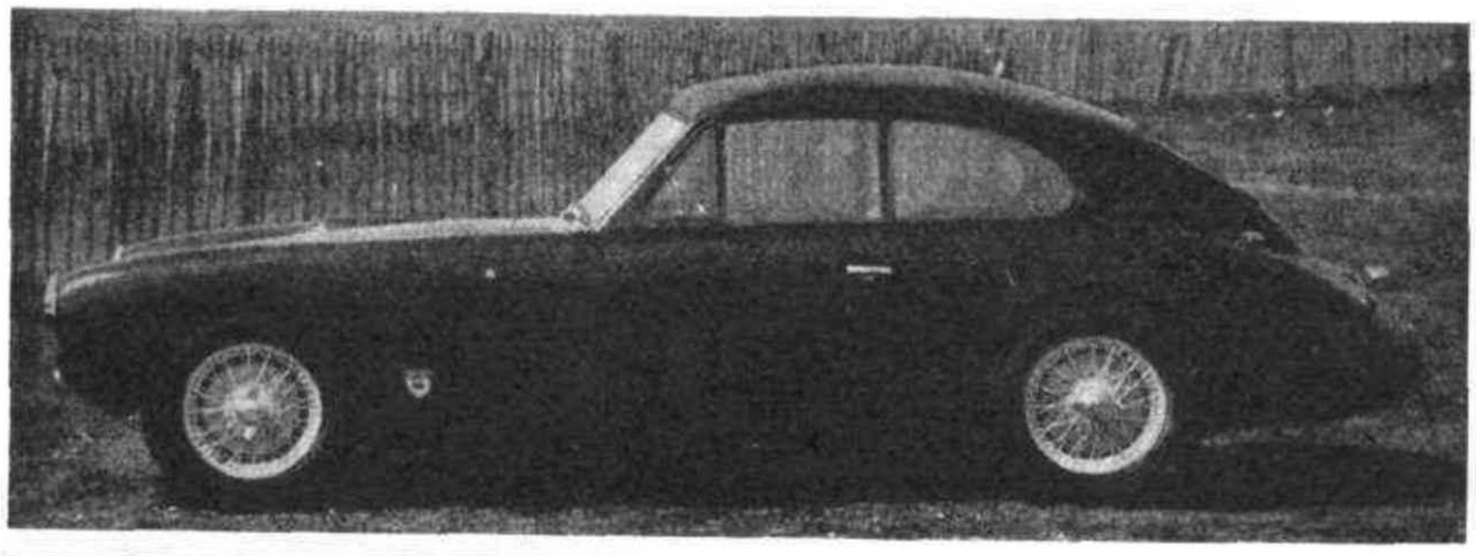
TRIUMPH VITESSE Sports Saloon, 1938, 14 h.p. £115. New clutch, valves, guides, springs, duaflex rings, tyres, carpets. Wheels rebuilt. Twin S.U.s, 30 m.p.g. on economy setting, but fast. Ashtead 4638. [8206

RILEY MERLIN 9, 1936. Enthusiast's specimen. Perfect. £165. Arnold 7203. [8207

1939 1½ LITRE JAGUAR Saloon. Very reasonable condition. £140. 49, Mixnams Farm, Chertsey, Surrey. [8208

CONDITION 1957, price 1937: Armstrong 1947 drophead. Immaculate mist green. Radio, heater, air-conditioned, demisters, fast, silent, aristocratic. Cost £1,700. Bargain: £250. "Oakbrook," Senna, Comberbach, Cheshire. [8211

R.G.S. Automobile Components Ltd. *announce their new 7′ 6″ wheelbase body shells*



For the FORD 10-BASED SPECIAL

7′ 6″ wheelbase by 55″ overall width, bodies now available:

Open Model — £49

Saloon Model — £87

Larger shells, of course, still available.

Made for us by Messrs. Wemyss Woodhouse Ltd., Talbot Road, Rickmansworth.

S.A.E. please for details to:

BROOKSIDE GARAGE, WINKFIELD, BERKS.

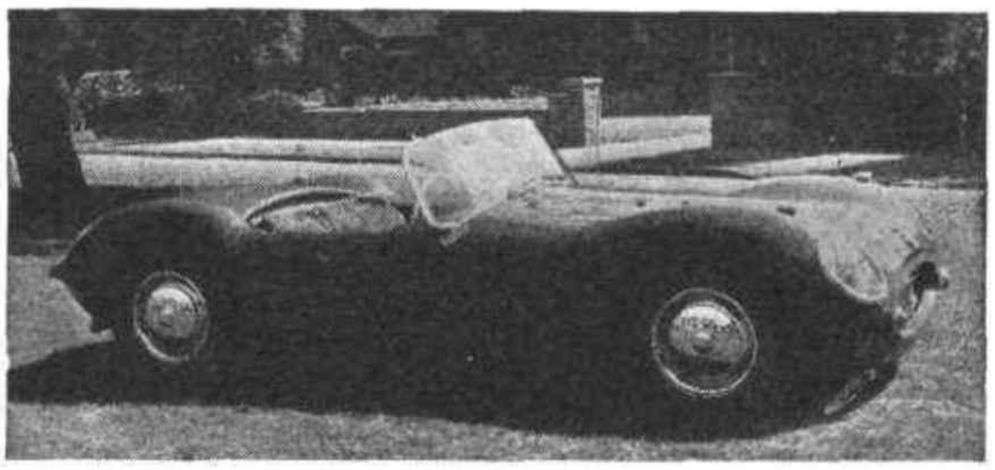
(State if our printed list already received.)

REMEMBER—Wemyss Woodhouse make their **"Satelite" Motor Dinghy (£89** complete), as in Pathe Pictorial No. 163.

REMEMBER—R.G.S. make the **Hydraulic Brake Conversion Kit for Ford 10** (for Girling-braked model only). Price **£13** complete.

FIT A FALCON SHELL AND TRANSFORM YOUR CAR





These beautifully-designed and constructed fibreglass bodyshells are specially manufactured to fit the **Austin 7** **(pre-1932)** *and the* **Ford 8** *and* **10** *chassis. They will also fit many other makes, including the* **Buckler DD2** *chassis.*

- ★ **Complete mounting frame for simple fitting to chassis.**
- ★ **Separate lids and doors already hinged.**
- ★ **Choice of colour and design.**
- ★ **Shells to fit wheelbase 6 ft. 2 in. to 7 ft. 8 in.**
- ★ **Windscreens or hardtop to fit.**
- ★ **H.P. terms available.**

Write for our fully illustrated booklet or call and inspect at

FALCON SHELLS LTD., 23 HIGHBRIDGE ST., WALTHAM ABBEY, ESSEX

RENAULT SPECIAL HIGH PERFORMANCE 'DAUPHINE'

FITTED WITH THE 'TWIN-TUNE' EXHAUST BOOSTER

Read what the Experts say

in the current issue of "Motor Racing and Motor Rally" about the much discussed modifications to the Renault "Dauphine" carried out by Performance Equipment Company of Liverpool.

"With the aim of obtaining a maximum increase in performance for a minimum outlay, it was decided to concentrate almost entirely on the design of a really efficient and scientific induction and exhaust system.

"Performance Equipment Company obtained a power increase of about 28 per cent., claiming 37.8-h.p. at 5,000 r.p.m. compared with 30-h.p. at 4,250 r.p.m. on the standard engine. By the more practical method of comparison, performance testing, the results are undoubtedly more impressive. Acceleration from 0-50 m.p.h. took exactly 15 seconds, compared with 24.8 seconds standard, while increased torque in top gear brought 0-60 m.p.h. down to 25.8 seconds (45.7 seconds standard). Maximum speed is of far less importance than improved acceleration, but nevertheless a true 78 m.p.h. was achieved, compared with 67.5 m.p.h. (not speedometer figures) in "stock" form. Equally notable is the fact that it was possible to cruise for several miles at a speed considerably above this standard maximum, 75 m.p.h. actually corresponding with the peak of the power curve, without causing the engine undue stress . . . the over-riding impression, however, after 650 miles, first on ice and snow, then on the subsequent mud and flood, and finally on dry clear roads, is that this is a performance conversion which IMPROVES the handling of the car. On a long run the PECO Renault covers the ground surprisingly quickly, especially on tortuous country lanes . . . on less hazardous roads, an average of 48 m.p.h. was recorded on a run of just over 90 miles.

"The price of the complete conversion kit is **£37**, plus approximately £2 for cylinder head machining (if required)."

★ AUTHORITATIVE ROAD TEST REPORTS will appear in most leading journals shortly.

For further details of the "Dauphine" conversion and PECO Exhaust Booster, which is *NOT* an extractor, write to :

PERFORMANCE EQUIPMENT COMPANY

TOWER BUILDING, WATER STREET, LIVERPOOL 3

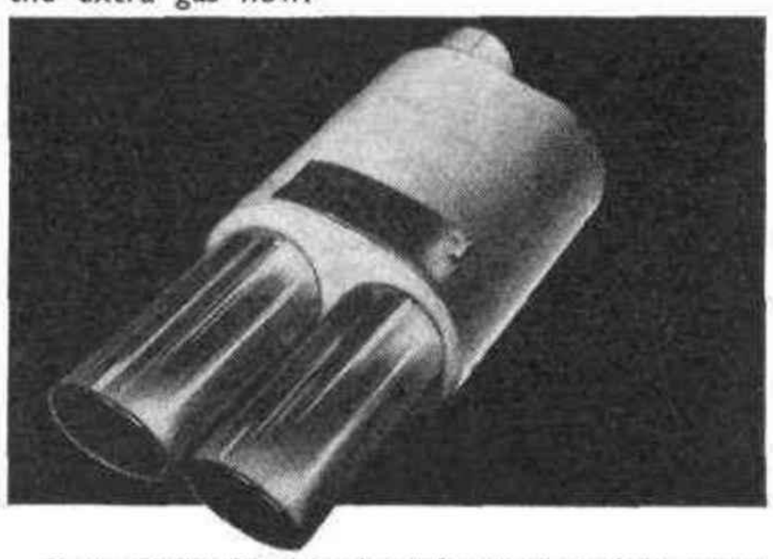
Designers and manufacturers of Exhaust Boosters and complete exhaust systems

★ THIS IS WHAT 'SPORTS CAR & LOTUS OWNER' SAYS ABOUT THE 'PECO' EXHAUST BOOSTER

March 1958

Recent tests have shown that after a high pressure exhaust pulse, a negative pressure occurs—causing air to rush back up the exhaust pipe. This produces a return pressure wave which opposes the free-flow of the next exhaust pulse, thereby causing considerable back pressure.

The "Peco" Exhaust Booster overcomes this by introducing a steady stream of cold air into the gas stream through a nozzle in a mixing chamber, fitted on the end of the exhaust pipe. Reflected pulses are absorbed by this one-way action and cannot get back up the pipe. Twin exhaust outlet pipes are provided to deal with the extra gas flow.



Tests of the Booster have been carried out on a staff A30 Countryman, and reference to the appended table will show that a marked improvement in performance is apparent by comparison with the "unboosted" figures. The nature of the unit is such that it would probably have an even greater effect on more powerful cars.

	Without booster	*With booster*
0-30	9 secs.	8.2 secs.
0-50	36.4 secs.	29.8 secs.
Standing ¼ mile	28.4 secs.	27.8 secs.

With regard to economy it is obvious that any efficiency-promoting accessory will allow the engine to run more freely at a given throttle opening than in "untuned" form.

The "Peco" Exhaust Booster Unit is obtainable from garages and accessory dealers, price **52s. 6d.** standard or **65s.** for the De Luxe model. Quite apart from its effect on performance it obviously enhances the appearance of any car and leaves following—and overtaken—motorists with the impression that a twin exhaust system is fitted !

FOR SALE—*continued*

D.K.W. 1938 Masterclass Saloon. Spare towable chassis, engine, etc. £80. Sharratt, 12, Spring Lane, Mapperley Plains, Nottingham. [8327

M.G. T.A. SPARES. Engine, gearbox, accessories, less head. Morris M.10 spares. Gearbox, camshaft, manifolds, carburettor. Reconditioned, unused. Urgently wanted, M.G. T.C. gearbox. Whittaker, 21, Moss Road, Wrockwardine Wood, Oakengates, Salop. [8328

1950 LEA FRANCIS 1767 c.c. Sports Special. Constructed by racing stable with alloy shell, but sold privately for fast roadwork. An interesting and beautiful machine. £475 o.n.o. Farnham Common 569. [8329

1926 HUMBER 2-seater/dickey. Front end bent. 11, Church Road, East Molsey, Surrey. [8330

AUSTIN 7 SPECIAL. Several mods. Durrant, 26, Kelston Road, Whitchurch, Cardiff. [8331

M.G. J.P. and L engine spares. Blocks, crankshafts, oil pumps. Most other parts. Ford model "A" head, camshaft, oil pump and starter. Timperley, M.T. Section, R.A.F., Abingdon, Berkshire. [8332

B.S.A. SCOUT. F.H.C., Aug. 1937. Red, black top. Extensive overhaul, 8,000 miles. £100. Owner getting married. Benton, 10, Constable Road, Felixstowe. [8333

1938 M.G. T.A. Good nick. Photo and list of faults (lets be honest) from owner expecting call-up. £250. Hearns, Wilsons Hotel, Runcorn, Ches. [8334

1938 4½ LITRE LAGONDA "RAPIDE" Pillarless Saloon. Black with red leather. Beautiful condition. All new tyres and batteries. Over 100 m.p.h., 23 m.p.g. £165. Lindsay Hatchett, Flat 33a, Tagwell Road, Droitwich. Tel: 3378. [8335

CITROEN LIGHT FIFTEEN, 1953. Absolutely in mint condition, owner deceased. Widow has no further use for car. A reasonable offer not refused. Mrs. H. Holyoak, The Square, Ellesmere, Shropshire. [8336

TOUGH RALLY/TRIALS SPECIAL. Minus engine. Basically 1933 Riley. 8 ft. 3 in. wheelbase, 16 in. rears. Offers over £60. Waltham Cross 2193 (Herts). [8337

INVICTA 1½ litre with 3-litre Meadows, required hood, bonnet. Work stopped after long illness. £45 o.n.o. Scott, "Pinehill," Lower Wokingham Road, Wokingham. Crowthorne 2538. [8338

M.G. T.D., 1953. Green. One lady owner from new. 30,000 miles. Absolutely 1st class. Exchange considered, private, terms arranged. £495. E. Peel, 8, Crawshaw Gardens, Pudsey, Leeds. Tel: Pudsey 5272. [8339

FORD 8-10. New water pump 50s. New four branch 60s. Carb. and petrol pump 10s. each. Other Ford spares, state requirements. G. Bulmer, 47, Boroughbridge Road, Northallerton, Yorkshire. [8342

CLARENDON MOTORS

BENTLEY 1925 short-chassis Red Label 2-seater coupe and dickey. Decarbonised, new hood. Upholstery, chrome, 100% original. **£195**

BUGATTI 1929 TYPE 30 2-litre 2/4-seater tourer. Excellent mechanics, tyres, battery, etc. **£155**

SOUTHAMPTON RD., SALISBURY 4881
TERMS, EXCHANGES

Only with perfectly clean plugs can you get the best from your engine!

PRICE

15/-

Plus Postage 1/9

Overall Length 6"



Use the

TECHNIBLASTER

and Sandblast your own Sparking Plugs with carborundum grit

Operated from own Tyre Pump. (Foot or Hand)

Trade inquiries invited

A PRODUCT OF HULME-MARTIN LTD. CHANCERY HOUSE CHANCERY LANE, LONDON, W.C.2. *CHANCERY 5448-9*

C. J. BENDALL

ROLLS-ROYCES :

PHANTOM II Park Ward owner-driver sports saloon, late 1933 MW series (sometimes called the Continentals); believed two owners from new; extensive engine overhaul 3,000 miles back. We are doing brakes and other minor repairs, including coachwork. Complete price about **£325.**

PHANTOM I James Young tourer, 1928; this is an absolutely outstanding car, 56,000 miles and one owner since new, confirmed by R.-R.s; the body is the true Continental tourer, with half-deck and built-in flared rear screens, wind-up windows in the front doors, bonnet and coachwork above the waistline is polished aluminium. The engine has just been rebored by R.-R.s; the car otherwise appears to be mechanically first class, and we are fitting new glass, etc., and will be repainting, which can be to customer's choice. Completed price will be **£600,** but there can be very few Phantoms, let alone in touring form, in such superb original condition.

SILVER GHOST tourer, *circa* 1923, body by Labourdette of Paris; French instruments and servo F.W.B. conversion, which is extremely good. Brought into England in 1939; over £100 has recently been spent at R.-R.s, covering a general check-up, new exhaust system, fuel supply system and engine tune-up, and the car is in first-class mechanical order; the extreme back of the body has been re-panelled and "modernised," and the rear seats are missing; the hood needs re-covering and the paint is new but cheap. Nevertheless, it cannot be unduly dear at **£300.**

20/25 small Thrupp & Maberley limousine, 1932, clean and in very fair order, **£200.**

TWENTY, 1927 chassis, unusual sun-roof sports saloon body by Willards; fitted *circa* '34; needs a decoke, but well shod; tidy and fair general order. **£145.**

TWENTY tourer by Watson's, of Liverpool, 1926, F.W.B.; basically a very sound car, with a new hood, tonneau and screens; ugly front wings, and needs a valve regrind, which we can do if time permits. This is still a cheap car at **£175.**

TWENTY truck, 1924, 3-speed and no F.W.B. A runner, but must be taken exactly as it stands, **£50.**

ALVIS 12/50 saloon, 1931, original, tidy, mechanically nice, well shod; fabric on top of body needs a bit of attention, but the price is modest—**£85.**

BENTLEY 3-LITRE SPEED MODEL, 1926, rebuilt by H. M. Bentley and re-registered 1938; 2-seater boat-tail body by Melhuish. Could do with new rings and a decoke, but otherwise a very nice-looking car in excellent order. **£210.**

CHRYSLER 22-H.P. sedan, 1927, in very fair and original order. **£40.**

DELAGE D-8 Chapron close-coupled open sports 4-seater, 1931; needs a new hood and a general tidy-up, but mechanically very fair; all original lamps and instruments and a very attractive-looking car. **£100.**

H.E. SIX Corsica 2/4-seater sports tourer, very weather-beaten but structurally sound, excellent tyres, all lamps and instruments, and a rare and attractive subject for restoration. **£50.**

PANHARD-LEVASSOR 21-H.P. limousine, 1930, two owners from new and in quite remarkably fine condition. This is a very nice car at a sensible price. **£75.**

PACKARD SUPER-8 limousine, 1929, 79,000 miles and in one family since new; a "specimen" piece. **£95.**

SINGER JUNIOR tourer, 1928, in very sound and tidy order. **£45.**

EDWARDIAN luxury—WOLSELEY 24/30 six-cylinder, six-passenger tourer, in magnificent mechanical order and the coachwork now in equivalent condition; new khaki hood and curtains; fully equipped with all instruments, electric lighting, compressed-air starting (this will still need some attention), and coach-painted and varnished dark red. Dated 1913 by V.C.C. With another chassis for spares, **£500.**

We anticipate having the following cars by April 1st : A very good **Bentley 4¼,** 1936, sports saloon with some recent history; a 1937 **Rolls-Royce Twenty Replica** sports saloon; a 1926 **Standard 14-h.p.** tourer, original and basically sound but suitable for restoration; and possibly a **Rolls Twenty** tourer, with front brakes.

Miscellaneous items for people with some workshop facilities, cheap, but must be taken as they stand :—

Rover 16/50 saloon, 4-cyl. twin o.h.c. engine, original and very rare car, damaged crown-wheel (spare axle has been located). **£40.**

"Bull-nose" Cowley 2-seater, minus wings, tyres and lamps and not running, but worth restoring. **£30.**

Model-T chassis, engine, axles, wheels, etc., 1913, **£35.**

25, ORCHARD RD., STEVENAGE, HERTS
Telephone : **Stevenage 566** *(Day)*
Hitchin 3108 *(Evenings after 7.30)*
OPEN ALL SATURDAY

FOR SALE—*continued*

FRAZER-NASH, 1933 TT rep. Chrome axle and steering, hydraulic brakes, new battery. £175. St. John, 44, Lancut Road, Witney, Oxon. [8340

VOLKSWAGEN, 1947 L/H Drive. Fitted new 1192 c.c. engine May '56. Good order, bills available. Phone: HOP 1926. [8343

M.G. T.D., 1952. Navy. New black hardtop, wraparound rear windows, sliding sidescreens, reconditioned engine, very carefully maintained throughout, beautiful condition, many extras. Corrie, 45, Grove Avenue, Yeovil. Yeovil 157. [8344

ASTON-MARTIN Mk. II, 1934. Black/Grey. 53,000 miles. 2 owners, present owner 6 months finds growing family no longer fits and reluctantly offers lifelong ambition to good home. 335 guineas. Jubb, Hillcrest, Thorner, Leeds. Phone: Thorner 391. [8345

VOLKSWAGEN 1954 de luxe Saloon. Black. 1192 c.c. Scrupulously maintained by VW agents since new. Superb condition. 27,000 miles. Many extras. £490. 24, Styvechale Avenue, Earlsdon, Coventry. Tel: Greyfriars 645. [8346

ALVIS SPEED 25 Sports Saloon, 1937. Good condition. Aluminium body, sun roof. H.M.V. radio. Engine very clean. I.F.S. Upholstery excellent. Tyres good. Comprehensive insurance. Taxed. Photo. £165 o.n.o. Wild, "Lancefield," Elmfield Road, Shrewsbury. [8347

HUMBER 1929 16/50 Tourer. All there and working. Needs loving care. £35. Scott 1927 two speed. Spare engine, wheels, tank. £20. Bell, 44, Eastlands Road, Rugby. [8348

M.G. T.C., Oct. 1949. New engine and crank. Bills for work done. Bodywork and interior immaculate. Best offer over £385. 27, Armorial Road, Coventry. [8349

RILEY KESTREL 34, 12/6. Fairly original but easily brought into mint condition. Nearest £65. And a Vintage 1930. One owner and completely perfect Riley 14. £65. PAD 1904. [8350

ALVIS 1935 CRESTED EAGLE Saloon. Brakes relined, new starter ring, clutch, etc. Excellent aluminium body. Offers. Snaresbrook 2250. 18, Grove Park, E.11. [8351

1930 MORRIS COWLEY 4-seater Tourer. £75. 1935 Austin Ruby. £35 or exchange M/C. Howard, 42, Wilding Road, Wallingford, Berks. [8352

MARSHALL SUPERCHARGER for Riley 1½ or similar. With brackets, pulleys, carburettor, ducts. Good condition, showpiece installation. £35. R. Jordon, 58, Mount Avenue, Westcliff, Essex. [8353

ROLLS-ROYCE VAN, 1931. 4-door, occasional seats with division, very good mechanical condition. Starts on the button. Dead reliable. Wings and windows require attention. Bargain £75. J. Taylor, 121, Somerset Street, Hull. Tel: 37301 after 8.30 p.m. [8354

SPRAY YOUR OWN CAR

SPRAYING OUTFITS FOR HIRE
10/- a day or £2 10s. a week.
Deliveries arranged in the London area.
Inquiries to :

J. PEMBERTON
14, QUEEN'S GATE TERRACE, LONDON, S.W.7
or 'phone KNI 7915 between 5 and 7 p.m.

The Riley Centre

At this time of the year we find it very difficult to keep up our stock of really good pre-war Rileys. There are always more customers than cars, but if you give us a ring, or call in, we will gladly let you know what we have in at the time.

At present we have a **1934 Kestrel Nine,** a **1936 Sprite** 2-seater, a **1937 Kestrel 1½-litre,** a 1932 **Monaco** saloon, and a **1936 Falcon 1½-litre.** All checked over and in really good condition. More are coming and more are urgently wanted. **If you have a first-class Riley, either pre-war or 1947-50, we will buy it from you.**

We also have a lot of **M.G.s** passing through nowadays. **1948 TC, 1949 TC and 1951 TD** available at the moment. We are looking for more in as good condition.

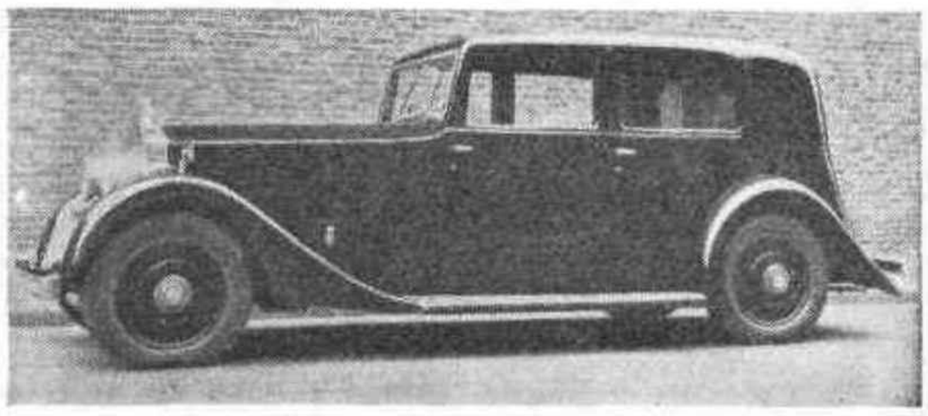
Any inquiries for our new and secondhand **Fiats** will be speedily dealt with. Brochures by return. Immediate delivery **600 Convertible** in light blue.

We try to answer all your letters but the ones with S.A.E.s go to the top of the pile.

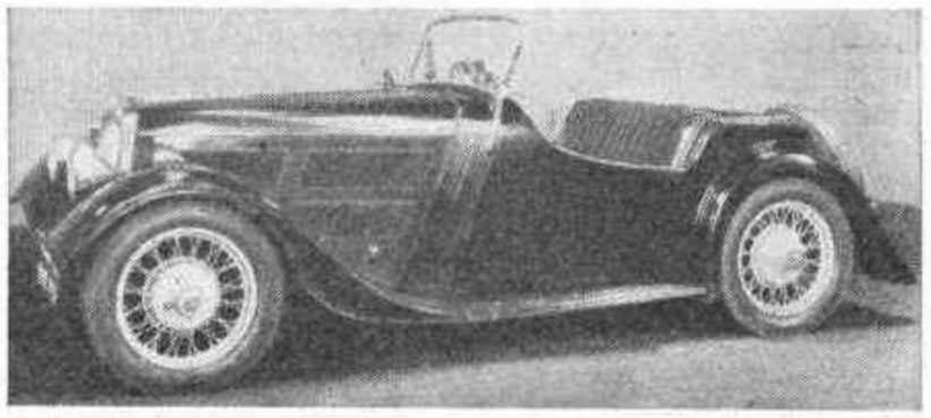
GORDON & GLYNN
73 & 79, CADOGAN LANE, SLOANE STREET, S.W.1
SLOane 8326

AUTOMO LTD.

229, WEST END LANE,
LONDON, N.W.6
(Nr. West Hampstead Station)
HAMpstead 3430



1936 *ROLLS-ROYCE* 20/25, *body by Barker, in black with immaculate grey interior, fitted loose covers, disappearing division, ride control, radio, concealed picnic tables, twin windtones, spot-lamp, first-class tyres, superb paintwork, and taxed until December.* **£425**



1938 *B.S.A. SCOUT open 2-seater sports, front-wheel drive, in dark blue, with blue interior, fold-flat screen, slab tank, almost new hood and side-screens, in Vynide, large instruments. The 10-h.p. engine is economical, but not fast enough for space travel at the price of* **£135.**

1935 ROLLS-BENTLEY 3½. French-bodied 4-door, pillarless saloon of unusual and attractive shape, in two tones of grey, with red hide interior, and we believe the recorded mileage to be genuine at 68,500, since new; all tyres are excellent and we have just relined the clutch. A very good buy at **£375.**

1938 S.S.100 JAGUAR sports 2-seater, 3½ litres, in red with red interior, fawn hood and sidescreens, twin horns; P.100s, fitted stoneguards; excellent tyres. **£350**

1935 BENTLEY 3½-LITRE Park Ward drophead coupé, in black with grey Vynide hood and grey interior, fitted heater with twin motors, latest Lucas electric screen-washer, independent damper control, twin windtones, badge bar, etc. Taxed December. **£395**

1938 LAGONDA V12 short-chassis saloon, black and grey. Fuller details and price on application.

DELAGE D6/75 Coachcraft saloon, with sun roof. A genuine 60,000 since new, and in amazingly fine condition. 1939. Full history and price on application.

WE ARE IN NEED OF GOOD-CONDITION CARS, VINTAGE BENTLEYS, OF OPEN TOURER TYPE; ALSO LAGONDAS, M.G.s, BUGATTIS, DELAGE, S.S.100, ROLLS AND ROLLS-BENTLEYS

VOSPERS
motor house

1958 Berkeley twin-cylinder sports de luxe, 328 c.c., red/grey interior, 700 miles only; absolutely as new **£535**
1956 Simca " Elysee," black/blue interior, heater, extras; exceptional **£695**
1956 Triumph TR3, two-tone ivory/maroon, radio, Redex Lubro charger; very fine car **£795**
1955 Austin-Healey, green/beige, low mileage, excellent condition **£765**
1955 Simca " Aronde," grey/red interior. Small engine giving amazing petrol figures for performance **£595**
1955 Fiat 600 saloon, green/green interior, low mileage; excellent example of this much-sought-after car **£465**
1955 Ford Consul convertible, black/red upholstery, Raymond Mays conversion, terrific performance **£625**
1955 Sunbeam Mk. III, grey/red interior, radio, one fastidious owner, excellent condition **£895**
1954 Simca " Aronde," blue/grey interior, low mileage, very good value **£485**
1954 Sunbeam-Talbot 90, black/red upholstery, very nice car **£635**
1951 Sunbeam-Talbot 90, duo-tone blue/grey, beige interior, excellent condition ... **£465**
1948 Jaguar 3½-litre coupe, black/red, hood, mechanically very sound **£245**
1938 Bentley 4¼-litre, ivory and black, semi-razor-edge sports body, one owner, excellent condition **£595**

Full H.P. and Exchange Facilities.
Trade Inquiries Welcome.

PRINCESS SQUARE, PLYMOUTH
Tel. : 64277 (3 lines)

FOR SALE—*continued*

TROJAN TOURER. 1931. Genuine, 21,000 miles only. Also complete Trojan van for spares. £65 the two. Simmons, Windmill Cottage, Windmill Road, Mortimer, Berks. [8355

T.R.3 HARDTOP. White, only one month old, as new. £35 o.n.o. Norwood House, Petworth Avenue, Goring by Sea, Sussex. Goring 44534. [8356

750 SPECIAL. Built by E. W. Bradley of Lola fame. Purchased new 1957. Less than 3,000 miles. Excellent condition. Complete to last detail. £160. Judd, Flat 1, 24, Bramley Hill, Croydon. Croydon 8227. [8357

1950 M.G. T.D. Body immaculate. Resprayed maroon and engine reconditioned Sept. '57. Spotlamp, demister, heater. £415. Good reason for sale. 13, Elm Grove, Winsford, Cheshire. [8358

COOPER-M.G. All-enveloping body, all independent suspension, fuly modf'ied 1500 c.c. unit, new hood and w indscreen, taxed and insured. £435 o.n.o. 44, Fifth Avenue, Chelmsford. Tel: 3448 for appointment. [8359

LANCIA LAMBDA. 1927 Saloon. Excellent condition. £100. 75, Cromwell Road, Brentwood, Essex. [8360

1927 2-LITRE LAGONDA Saloon. Black and grey. Very good condition. Spares. £85 o.n.o. 27, St. Gabriel's Road, N.W.2. GLA. 4574. [8361

MERCEDES-BENZ. 1937 500K Cabriolet B. Black. L.H.D. Well maintained and in original condition. Telecontrols, good tyres, new battery. £275. Thorton, Pinewood, Ottershaw, Surrey. [8362

SINGER LE MANS. Good condition, with plenty of spares. £115. W. Symes, Maryland Cottage, Burnt House Lane, Hawley, Nr. Dartford, Kent. [8363

ALEXANDER MINOR, 1955 Export Model de luxe Coupé. Complete twin carb conversion. 11,000 genuine miles. Amazing performance. Many extras. Taxed year. Owner bought ' 1000.' Best over £450 to enthusiast. CUN. 5047. [8364

M.G. J.2. B.R.G. Flared wings, immaculate throughout. Complete rebuild engine, body, back axle, gearbox. 10,000 miles. New Lucas conversion headlights. Brakes just relined. Must be seen to be appreciated. £145. Jones, 14, Wynn Road, Penn, Wolverhampton 21243, business. [8365

1938 D.K.W. CABRIOLET. Engine runs well but gearbox casting cracked, everything else works. Bodywork rough, good hood. £40. Radclyffe, 20, Finlay Street, S.W.6. Evenings. [8366

Cresscars
LIMITED
for the Best Sports Cars
ALAN BAKER offers

M.G. TC sports, 1947. A beautiful TC in black with spotless beige leather. Recently fitted reconditioned engine. Excellent hood and screens. **£369.**
M.G. TA Tickford coupe, 1939. Specimen car in British racing green, Vynide hood, 16-in. rear wheels; whole car beautifully maintained. **£269.**
M.G. TA sports, 1938. Red with beige leather. Lots of extras including chrome luggage grid, spotlamps, etc. Good hood and screens, tonneau. Certainly one of the better TAs available. **£269**
M.G. VA 4-seater sports, 1937. A most genuine car in excellent and original condition; black with beige hide. New top-quality hood and screens. A most excellent specimen. **£198.**
AUSTIN A90 Atlantic sports saloon, 1952. One owner from new, superbly maintained in blue with grey hide. Typical breath-taking A90 performance. Altogether an outstanding specimen of the model, held by many to be one of the better things to emerge from Longbridge. **£419.**
FORD Zephyr power convertible, 1954. An extremely well-cared-for example of the deservedly popular Zephyr. First-class mechanical condition, unmarked cellulose and interior; beautiful car at the most competitive figure of **£519.**
JAGUAR 1½-litre special equipment saloon, 1947. Practically unmarked in suede green. Engine recently completely reconditioned. A particularly nice car. **£339.**
MORRIS MINOR saloon, 1949. One owner from new, practically unmarked in green, heater; exceptional condition—just waiting for a high performance conversion ! **£359.**

★ MANY OTHER INTERESTING CARS
★ HIRE PURCHASE AND INSURANCE
We urgently require good sports cars

156 HIGH ROAD, EAST FINCHLEY, N.2
TUDor 9272
2 minutes East Finchley Station

SPORTS AND RACING

S. H. RICHARDSON

VINTAGE AND CONTEMPORARY

Sports Car Enthusiasts

WANTED ALL MODEL M.G.s

Selection of M.G.s always available, including a very nice 18/80.

M.G. Spares : Two new 600 by 16 in. Dunlop tyres, tubes, wheels; ditto, secondhand. TC luggage rack, Laystall head, also standard head, cranks, blocks. TA head, crank, and block. J2, PA, PB, NA, KN, L, F, M-type heads, blocks, cranks, gearboxes, axles, chassis, half-shafts, etc. VA engine and gearbox, rear axle. PB brakes, fit J2, hydraulic ditto. PA/PB 4-branch exhaust. J2 machined Laystall crank. J2 windscreen. K3 preselector box. TC Judson and Wade supercharger. Pair swept wings. New crown-wheel and pinions. Full engine reconditioning service.

"THE MEADS," 33, CHURCH ROAD, COWLEY, MIDDLESEX - UXBRIDGE 2062

FOR SALE—*continued*

1938 TRIUMPH VITESSE 14 h.p. 4-cyl. Saloon, £55. 1937 Singer 9 h.p. Saloon; good engine, body rough; £15. 1936 Lanchester 10 h.p. 2-door Sports Saloon, £25. 1948 registered Humber Super Snipe Tourer, modern appearance; good weather equipt. 1947 20 h.p. Snipe engine requires installing. Also requires slight attention to lights. Towable. £25. Rolls Ghost magneto £1 10s. Breaking 1938 Railton, 1939 2½ & 3½ Jaguar, 1934 Morris 10, 1937 Hillman Minx. Day-time, apply Cann, Gillbrook, Woodbury. Evenings and week-ends, phone Exmouth 5732. [8210

A.C. 1933 4-seater tourer. Good mechanical condition, body fair. £125. Pothecary, "Barberries," Kippington Road, Sevenoaks. Phone 3578. [8212

1945 AUSTIN 10 h.p. Utility. Reconditioned engine, new battery. Exchange for Ford Special, or sell £125, cash adjustment if necessary. Letters only. Pendleton, 87, Ninehams Road, Caterham, Surrey. [8213

FOR RILEY ENTHUSIASTS ONLY. The excellence of the coachwork has been my justification for spending £525 on my 1½ litre Kestrel during last three years. It is now the six-light par excellence: pearl grey and chrome; blue hide and mahogany; radio, scintilla; new Michelins, king pins, road springs and Silver Exide. 340 gns. Full details, renewals log and photos sent to genuine enquirers. Box No. D.214. [8214

MORRIS 10-6 Sports, 1935. Reground crankshaft, new differential, king pins and bushes, hood, resprayed red, very attractive condition. £135. 51, Bedford Road, Ampthill, Beds. Ampthill 3103. [8215

1929 HUMBER 9/28 Saloon. Running order. Numerous spares. £50. Huddleston, Lane House, Rampside, Barrow-in-Furness, Lancs. [8216

MORGAN SUPER SPORTS, O.H.V., W.C., 1933, J.A.P. Best offer. Lockwood, Glencar, Clarence Gardens, Shanklin. [8218

SPECIAL BUILDERS ENGINES

AUSTIN A70 o.h.v., 2,199 c.c. Complete working order. **£22 10s.**

FORD 10 h.p. £15. Complete with all Accessories ... **£25**

FORD 8/10 h.p. gearboxes **£6 10s.**

OVERSTRAND MOTORS LTD., Grove Garage, 62 Cottage Grove, London, S.W.9. BRI 2330

FOR SALE—*continued*

BARGAIN at £100 to impoverished enthusiast! 1934 Lagonda Rapier. Mechanically sound, decoked, etc., December. Body ropey. Miss Jackson, Lacock, Wilts. [8217

BENTLEY SPEED SIX, 1929, open Van Den Plas, £300. Rolls Royce 30 h.p. black Saloon, very smart, £500. 83, Hillside Avenue, Gravesend, Kent. [8219

MORGAN 1952 F. Super. Immaculate. Any trial. "Glen View," Judson Fold, Roughlee, Nr. Nelson, Lancs. [8220

RILEY NINE, 1933, 4-seater Lynx Sports open tourer. Enthusiast maintained, in specimen condition. Crash gearbox. Everything original. Nearest £140. Write for further particulars to W. Bradford, 42, Tinto Road, Glasgow, S.3. [8221

WANTED

We shall be grateful for details of any well-conditioned Mark VI Bentley, Rolls-Royce or Rolls-Bentley models, and vehicles similar to those advertised, preferably with a known history, of which readers wish to dispose. Mr. Simmons will be pleased to attend anywhere in Great Britain by prior appointment.

SIMMONS

OF MAYFAIR

12 REX PLACE, W.1

Grosvenor 1188 or 2635

FOR SALE—*continued*

LAPEL BADGE collection disposal, including vintage. Alfa 25s., Maserati 20s., Pegaso 20s. List S.A.E. Pair magnificent vintage Marchals, 12 in., £10. T.J. 12/50 dynamo 40s., starter 40s. All spares Rover 9, 1925/8. Box No. D.222. [8222

VINTAGE COWLEY OWNERS: A few new genuine original brake linings, drilled. Sets (4) 50s. Ferguson, 53, Brinkburn Avenue, Darlington. [8223

M.G. OWNERS: New complete brake cables for every model. M type 28s. each; all others 33s. Ferguson, 53, Brinkman Avenue, Darlington. [8224

750 C.C. AUSTIN SPECIAL. Red, streamlined alloy body on space frame. Telaflo hydraulic dampers. Four-branch exhaust, twin Amals, twin ignition, oversize piston and valves, double springs, water pump. New tyres, oversize rears. Lowered suspension, Bowdenex conversion, aero screen. New hood, tonneau, boot. Photos. Taxed, insured. Ready for season. £120 o.n.o. Further details, Cunningham, 18, Lyndhurst Rd., Ramsgate, Kent. [8225

1934 ALVIS FIREFLY spares. Cheap. State wants. Downes, 46, Muswell Road, Bedford 66526. [8226

BRISTOL-ENGINED FRAZER-NASH B.M.W. 326. First registered January 1939. Resprayed. Excellent condition. Carroll, 7, Thirlmere Road, Streatham, S.W.16. [8227

CUSTOM, wood, aluminium steering wheels, hand made to fit your column. £7 10s. Wallace, 98, Webber Street, S.E.1. WAT 5228. [8228

VOLKSWAGEN 1950. Black; immaculate. New engine, gearbox, axles, brakes, drums, front suspension, steering, lamps in 1955. Tools, works manual. Any trial, A.A. or R.A.C. examination. £310. Hawkins, 7, Pettsgrove Avenue, Wembley, Middlesex. [8229

HILLMAN MINX AND COMMER 7-CWT. NEW SPARES FOR 1938/46 MODELS

PISTONS—Rootes—with gudgeon pin and rings .020 in. oversize, Ref. P48015/20. **12/-** each.

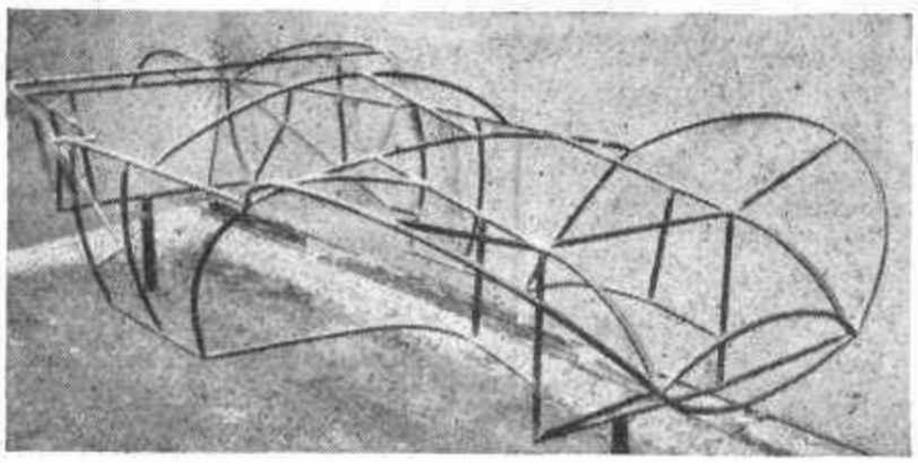
STARTER MOTORS—Lucas—12-volt, complete with pinion, etc., Refs. 250603 and 25016A. **75/-** each.

Carriage free U.K. Refund Guarantee.
Trade enquiries welcomed.

UNITED MILLS AGENCIES LTD.
29, CLEMENTS LANE, LONDON, E.C.4
Tel. : MAN 3261

DANTE

THE BARE BONES OF THE MATTER . . .



. . . enabling you to see how rigidly supported are the aluminium panels of the DANTE Mk. II body for the Austin 750 and DANTE Clubman 1,172. **Complete** bodies, requiring none of the usual " extras," and ready for immediate installation, from **£49** *ex works.*

For further details of the above and the full range of DANTE Speed Equipment for the 750 and 1,172 Special Builder, send large s.a.e. or, better still, visit us.

A.7 TEXTBOOK — 4/- **F.10 TEXTBOOK — 5/-**

THE SPORTING MOTORIST'S AGENCY LTD, MOAT LANE, LIMBURY, LUTON, Beds. Tel. : LUTON 4353

FOR SALE—*continued*

LANCIA, 8th Series Lambda, 1928. Specialist maintained. Excellent mechanically, sound head. Weymann Tourer converted to 2-seater, but easily convertible back. £110. Hasler, Old Rectory, Bursledon, Southampton. [8230

AT LEAST £100 LESS than any other in similar condition! A magnificent A.C. 2 litre saloon. Nov. 1950. Grey, red leather Heater, demisters, washers, hand spot. Only 6,000 miles since engine completely reconditioned by specialists. Phone AMBassador 4250 evenings or week-ends. This will sell very quickly at £395 o.v.n.o. H.P. arranged. [8231

DO YOU WANT A SPORTY CAR? My 1935 S.S.II, twin solex, new brakes, clutch, is yours for £85. Or exchange for 750 Special. Adjustment. Penlee, Station Avenue, Walton-on-Thames. Tel. 154. [8232

750 FORMULA SPECIAL, 1952. Professionally rebuilt 1957. Potent. £100. Miles, 73, Hadrian Avenue, Dunstable, Bedfordshire. [8233

1936 M.G. P.A. Recent rebuild by Laystall mechanic. Good tyres, hood, paintwork. Seen after Easter. £165. Kenshole, 12, The Crescent, Alverstoke, Hants. [8234

M.G. J.2, Ford 100E engine. 8,000 miles since new. 4.7 axle, teleflo shockers, T.D. speedo and rev. counter. 8.1 C.R. Re-upholstered. Spot lamp. Good body-work. £190 o.n.o., or exchange cheaper o.h.v. saloon or tourer. Udall, 136, Avon Road, Chelmsford, Essex. [8235

SPARES: Triumph Roadster, 1948. Bonnet £3. Two headlamps £3. Rear seats £2. Rear windscreen £2. Offside door £3. Boot £2. 24, Leamington Road, St. Annes-on-Sea. Phone 1837. [8236

CITROEN 2CV Saloon, Dec. 53. Grey. 31,000 miles. In excellent condition. £325 or H.P. arranged. Silver, 66, Hillsborough Road, Baillieston, Lanarkshire. [8237

B.B.C. TELEVISION NEWSMAN offers at £120 Alvis Firefly saloon, daily companion many years. 5,000 miles after major engine rebuilds. 28 m.p.g., 70 m.p.h. Alvis Club member, Trial. Aluminium body excellent. Reason: Buying Speed 20. Robins, Gulliver 5772, TUDor 6420. [8238

1949 LAGONDA Saloon. Radio, heater. £575. Seen London, Leeds or at Richards, Hollyhead, Castlemorton, Malvern, or phone Birtsmorton 214. [8239

ASTON MARTIN INTERNATIONAL 2/4 S.C., 1930. Chassis No. S56, Mk. 2 camshaft, late type rods. Excellent condition, and original. £200. Photo available. Crabb, Royal Oak, Swanage, Dorset. [8240

VINTAGE 1926 SUNBEAM 20/60 3 litre Sports Tourer. Fine specimen in excellent condition. Good running order with terrific performance. £100 o.n.o. Box No. D.241. [8241

1933 T.T. REPLICA FRAZER-NASH 4ED Brooklands Meadows. Five new tyres. Re-bushed. Transmission new chains. Re-upholstered. Repainted and chromed. Engine overhauled. Brakes relined. Original in all respects. £230. H.P. available. Consider exchange. John Grice, Burton Salmon, Nr. Leeds. Knottingley 2740. [8242

1938 H.R.G. 1500 c.c. Brooklands 4 ED Meadows. Well known car, with many post-war parts. New paint, new p.v.c., hood and tonneau. New brakes. Rechromed. Many extras. A very good car, offered by private owner due to change of plans. £300 o.n.o. Box No. D.243. [8243

A.C. 1935 2 litre. Rear axle, gearbox, springs, etc. Triumph Gloria, 1935, most parts. Mick Anniwell, Knotting Fox, Sharnbrook, Bedford. [8244

1929 TIPO 514 FIAT 12 h.p. 2-seater dickey. Rebored. Interest arousing car, suitable for single student/Serviceman. Haggle £50. Barty, 24, Lewes Crescent, Brighton 25644. [8245

1932 23.8 H.P. SUNBEAM Sportsman Saloon in good mechanical condition. Seen London area. £100. Box No. D.246. [8246

1931 MORRIS MINOR Tourer. Excellent condition. New hood, screens. £35. Lord, Marine House, Pevensey Bay, Sussex. [8247

JOWETT JUPITER, 1952. Green. Radio, heater, Series 3 (Oval-Web) crankshaft, good tyres, luggage rack. £445 o.n.o. Possible H.P. 71, Rectory Lane, Woodmansterne, Surrey. Phone UPL 8275 (day). [8248

1932 MORRIS MINOR 2-seat Tourer, rebuilt 1957 with 4-sp. gearbox. Bills for genuine £200. Passed police test. £100. POP 5947. 235, London Road, Twickenham. [8249

ALFA-ROMEO 1930 Gran Turismo 1750. Coupé body by James Young. In excellent condition. £225. de Villiers, 3, Avenue Road, Highgate, N.6. MOU 2110. [8250

1937 B.S.A. Sports 4-wheeled 4-seater tourer. Bills for £50. Excellent runner. £65. Terms. Exchanges. 35/51, Hanger Lane, Ealing. PER 0530 [8251

PLEASE CUT OUT THE COMPLETE ADVERTISEMENT

AQUAPLANE S-P-E-E-D EQUIPMENT

Famous the World over

Ford · MORRIS · AUSTIN

FORD ANGLIA/PREFECT

- ☐ Twin Carb Manifolds, fitted two 1¼" S.U. Carbs. Pt. No. AP/900/2SUK @ £17/19/0.
- ☐ Four-Branch (Cast) Exhaust Manifolds. Pt. No. AP/1400 @ £6/0/0.
- ☐ Alloy Superheads (Choice of C/R to suit all needs). Pt. No. AP/2000/S @ £12/15/0.
- ☐ Sports Racing Valve Springs. Pt. No. AP/825/R @ £2/0/0 Set.
- ☐ Twin Carb Manifolds, supplied with one SOLEX Carb to match one already in use. Pt. No. AP/900/SOL/K @ £12/19/0.
- ☐ Sports Racing Marine Manifolds, for ZENITH, S.U., SOLEX or AMAL Carbs. Pt. No. AP/900/M @ £10/5/0. (Manifold only).
- ☐ Racing Camshafts, increased lift, racing timing. Pt. No. AP/600/R @ £16/10/0.
- ☐ Rev Counter Driving Ass'ys. Pt.No.AP/1500/RC @ £6/15/0. Instruments, Cables, etc. also listed.
- ☐ Superlight Alloy Racing/Comp Flywheels. Pt. No. AP/1000/R @ £11/10/6.
- ☐ Marine Sports/Racing Water Pump Ass'ys. Pt. No. AP/493/M/P @ £10/10/0.

FORD 'ORIGINAL' 10 HP, 8 HP AND POPULAR

- ☐ Twin Carb Manifolds, one standard ZENITH supplied to match one already fitted. Pt. No. 900/2ZK/1C @ £11/15/0.
- ☐ Twin Carb Manifolds, fitted two 1¼" S.U. Carbs complete. Pt. No. 900/2SUK @ £16/19/0.
- ☐ Four Branch (Cast) Exhaust Manifolds. Pt. No. 1400 @ £5/15/0.
- ☐ Sports/Racing Marine Manifolds, for ZENITH, S.U., SOLEX. AMAL Carbs. Pt. No. 900/M @ £10/5/0. (Manifold only).
- ☐ Alloy Superheads (Choice of C/R to suit all needs). Pt. No. 1700 @ £11/17/6.
- ☐ Racing Valve Springs. Pt. No. 825/R @ £2/8/0 Set.
- ☐ Racing Camshafts, increased lift, racing timing. Pt. No. 600/R @ £16/10/0.
- ☐ Lengthened Valves (For use with 600/R). Pt. No. 601/R @ £4/16/0 Set.
- ☐ Rev Counter Driving Ass'ys. Pt. No. 1500/RC @ £6/15/0. Instruments, cables etc. to match available.
- ☐ Superlight Alloy Racing/Comp Flywheels. Pt. No. 1000/R @ £10/7/6.
- ☐ Alloy Lightweight Water Impellers. Pt. No. 1200/R @ £6/12/0.
- ☐ Special End Outlet Superheads, for 'Low-Level' cooling systems or marine use. Pt. No. 491 @ £11/17/6.
- ☐ High Pressure Oil Pumps. Pt. No. 700/R @ £5/17/6.

FORD CONSUL
(For Mk. II prefix 'N' to all Pt. Nos.)

- ☐ Twin Carb Manifolds, two 1¼" S.U. Carbs complete. Pt. No. C/2H4SEK @ £28/15/0. Mk. II @ £31/15/0.
- ☐ Twin Carb Manifolds (as above) Racing. Pt. No. C/2H4RK @ £31/18/0. Mk. II @ £34/18/0.
- ☐ Four Branch (Cast) Exhaust Manifolds, 2" Dia. Outlet. Pt. No. C/EX100 @ £8/17/6.
- ☐ Four Branch Exhaust Manifolds. (Fabricated) Mk. II only. Pt. No. NC/EX/100 @ £18/18/0. (Complete with pipe and silencer).
- ☐ Inner Valve Springs (Sports and racing use). Pt. No. C/20/R @ £1/0/0 Set.
- ☐ Flywheel Balancing @ £2/15/0.
- ☐ Crankshaft Balancing @ £2/15/0.
- ☐ Rev Counter Driving Ass'ys. Pt. No. C/150/RC @ £5/19/0. Mk. II @ £5/19/0. Instruments etc. also available.

FORD ZEPHYR/ZODIAC
(For Mk. II prefix 'N' to all Pt. Nos.)

- ☐ Triple Carb Manifolds with three 1¼" S.U. Carbs. Alloy Cast Manifold. Pt. No. Z/3H4SEK @ £38/15/0 complete. Mk. II @ £41/15/0.
- ☐ Triple Carb Racing Manifolds with three 1¼" S.U. Carbs. Pt. No. Z/3H4RK @ £42/5/0. Mk. II @ £45/5/0.
- ☐ Six Branch Exhaust Manifolds (Fabricated). Pt. No. Z/EX100 @ £15/15/0. (Manifold only). Mk. II (Complete with High Efficiency Silencing System) @ £24/3/0.
- ☐ Inner Valve Springs (Sports or racing). Pt. No. Z/20/R @ £1/10/0. Set. Mk.II @ £1/10/0 Set.
- ☐ Rev Counter Driving Ass'ys. Pt. No. Z/150/RC @ £5/19/0. Mk. II same price. Instruments and cables also available.

AUSTIN A30 & A35

- ☐ Twin Carb Manifolds with two S.U. Carbs complete. A30 @ £15/16/0. A35 @ £15/19/0.
- ☐ Four Branch Exhaust Manifolds (not modified standard). A30 @ £7/0/0. A35 @ £7/0/0.
- ☐ Changeover Adaptor for Aquaplane Pipe System £1/0/0.
- ☐ Sports Inner Valve Springs @ £1/2/6 Set.
- ☐ Racing Double Valve Springs @ £2/5/0 Set.
- ☐ Rev Counter Driving Ass'ys. A30 @ £6/14/0. A35 @ £6/15/0. (Instruments and cables also available.)
- ☐ Superlight Alloy Racing/Comp Flywheels @ £10/15/0.
- ☐ High Efficiency Sports Exhaust Systems.
- ☐ Compression Ratio Service, Porting Etc.

MORRIS MINOR SERIES II & '1000.'

- ☐ Twin Carb Manifolds with two S.U. Carbs complete. Series II @ £15/16/0. '1000' @ £15/19/0.
- ☐ Four Branch Exhaust Manifolds (not modified standard) Series II @ £7/0/0. '1000' @ £7/0/0.
- ☐ Changeover Adaptor for Aquaplane Pipe System £1/0/0.
- ☐ Sports Inner Valve Springs @ £1/2/6 Set.
- ☐ Racing Double Valve Springs @ £2/5/0 Set.
- ☐ Rev Counter Driving Ass'ys. Series II @ £6/14/0. '1000' @ £6/15/0. (Instruments and Cables also available.)
- ☐ Superlight Alloy Racing/Comp Flywheels @ £10/15/0.

Aquaplane covers all performance needs from the 'family' motorist to the 'full-race' enthusiast. Space allows only a selection of our range.
PLEASE NOTE. We are the actual manufacturers - no secondhand or reconditioned components form any part of our Equipment.

Officially recommended by the Morgan Motor Co. Ltd. and other specialist car builders.

SPECIALIST SERVICES

- ☐ Port Service.
- ☐ Compression Ratio Service.
- ☐ B.H.P. Testing.
- ☐ Same-day Flywheel Balancing.

LATEST ITEMS
Alloy Flywheel with Steel-Face Inserts.
Alloy Valve Chest Covers for 100E.
Super-hardened Racing Camshafts. E93A & 100E.
Straight-through Sports Silencers or complete systems.

Please tick items of interest — fill in coupon in block letters and return the complete advertisement to us.

To AQUAPLANE CO. LTD, Oulton Broad, Suffolk

Please send me, without obligation, details of equipment indicated above and other interesting data where applicable

Name.....

Address..... MS

AQUAPLANE Co. Ltd, Oulton Broad, Suffolk - *Tel. Oulton Broad 416/7*

—— Manufacturers of the largest selection of Speed Equipment in the World ——

FOR SALE—*continued*

1938 ASTON-MARTIN 2-litre D/H short chassis. In very good mechanical condition. £225 o.n.o. Box No. D.367. [8367

M.G. 1938. 12 h.p. D.H.C. Red leather. Needs respray. Extremely sound. £160. HIL. 4551. [8368

T.R.2, 1954. White, red leather, hardtop, Mich. X, T.R.3 front and engine, 24,000 miles, b.o.o. £515. 7, Beverley Gardens, Hornchurch. [8369

FORD PILOT. 1950 (Dec.). Brown leather. Heater. Good condition. £285 o.n.o. Tidd, 91, Duncombe Road, Benger. Phone (after 6) Hertford 2608. [8370

FIAT 600, 1955. In showroom condition. Rear tyres just renewed. Genuine mileage 26,000. Colour grey with green upholstery. £485. Crossley, 13, High Street, Hunsdon, Nr. Ware, Herts. [8371

BENTLEY SPEED SIX. 1930. Low built Corsica saloon. Fine condition, very fully equipped, newish engine and rebuild. £350. Maggs, Church Lane, Wool. [8372

EARN £5 for 3d.—The reward payable on purchase for news of Vintage, Veteran, and "Brass Age" cars, (original, restored, restorable). Unusual closed coachwork considered but good condition classics with open bodies preferred—all ages 1900 or before to 1939. R-R 20, Ghost, and Phantoms (particulary P.111) dropheads/tourers wanted especially, and Bentley, Bugatti, Mercedes, Isotta, Hispano, Napier—all years. Also Steamers. Complete confidence respected, reply even if buying prospects or suitability unknown. N.B. Owners—good prices paid. Box No. D.373. [9373

FORD 10 Girling braked rear axle. Complete and sound. £10. Flat 1, 18, Waterden Road, Guildford. [8374

E.N.V. diff. Ex-2½ Jaguar. 5.25 x 1. £7 o.n.o. 5, Elm Tree Rise, Hampton in Arden, Solihull, Warwicks. [8375

328 F.N./B.M.W. OWNERS. Unique opportunity to acquire Hirth diff. unit in lightened housing. Complete with 3.5, 3.7, 4.3, 4.86 C.W. and pinions, as new. Many other spares. S.A.E. with your requirements, to Brown, "Long Crofts," Farnsfield, Notts. [8376

RILEY KESTREL '9.' Specimen condition. Details, Millard, 19, Upton Lane, Barnwood, Gloucester. [8377

FORD 10 SALOON. Sept. 1938. Factory reconditioned engine (3,000 miles). Brakes and gearbox overhauled, 4.7 back axle. Servais silencer. Body and upholstery rough, otherwise very reliable. £80. 48, Highfield Road, Chelmsford. Phone: Chelmsford 55868. [8378

1950 (Registered 1955) MERCEDES-BENZ, 170V 1.7-litre L.H.D. Saloon. Mechanically excellent, paintwork faded. I.F.S., I.R.S., one-shot lubrication, heater, fog and reversing lamps. £295. Harrow 6303. [8379

1936 RILEY FALCON. Very good condition. Excellent tyres. £110. Uxbridge (UX5) 2624. [8380

T.A. MIDGET. Gearbox, good condition. £8. New T.C. propshaft £3 10s. 70, The Rye, Eaton Bray, Dunstable, Beds. [8381

RILEY LYNX NINE. 1936. Excellent all round. £140 or exchange saloon. 62, Ackworth Road, Pontefract. [8382

HEALEY 'SILVERSTONE.' Complete car stripped. Most parts available. S.A.E. parts required. 24, Widney Road, Knowle, Wks. [8383

SINGER LE MANS, £90. 1934 4-seater sports. completely rebuilt, new battery, brakes, Valspared B.R.G., reupholstered, spares, 12, Dovehouse Lane, Solihull, Warwickshire. [8384

SEE MY FABULOUS J.B.M. 2-seater V.8 in action. at the 8th Bolton-le-Moors driving tests, Blackpool on 13th April. Available after this event—£135. Your car considered in exchange. Full details, 3, Lightburne Avenue, Bolton. [8385

M.G. PA/PB. Original handbook. Lubrication and wiring charts £3 15s. Walker, Glencorse, Radcliffe Park Road, Salford, 6. [8386

M.G. T.A., 1937. Green. Reconditioned engine, good tyres, many extras. £190. 6, Jerningham Ave., Ilford. Crescent 0440. [8387

AUSTIN SEVEN SWALLOW Saloon. Mechanics excellent, new tyres, £35. A.7 spares clearout: Engines, back axles, cog boxes, chassis, etc. All types cheap. Phone: Wisbech 16. Box No. D.388. [8388

280 COPIES "AUTOSPORT" from 1952. 80 "Motor Sport" from 1948. 40 "Motor Racing." Offers for the lot. Box No. D.389. [8389

SKODA Blue Coupé 1951, 1089 c.c. Registered 1958. Seats four. Radio, new tyres, fog light, new hood. £145. Newell, St. Anselm Hall, Victoria Park, Manchester. [8390

FREE GARAGE with this Alvis 20 Saloon (1934). £85. Box No. D.391. [8391

AN OPPORTUNITY occurs to acquire one of the two remaining models known to be in existence; a Fiat 1500 Ardita Saloon. The one owner since new has literally kept the car in the condition in which it left the factory. At any price this car would be a sacrifice but from a buyer approved by the Fiat club secretary a nominal £90 would be accepted. ABM. 9638. [8392

1938 MORRIS EIGHT PARTS. Engine, gearbox, axle, etc. Ashton-under-Lyne 1894. [8393

TRIUMPH, spares for 1937/9 models. 20, Yeoman Lane, Bearsted, Kent. [8395

M.G. T.A. *Excellent engine, body, tyres.* Resprayed, reupholstered. Bargain. £205. Ruislip 8934. [8284

FOR SALE—*continued*

SON ADORES but wife abhors, ergo a 1929 Morris Cowley, superlative condition throughout. T. & I. Photos. £80, or haggle. 28, Sutcliffe Avenue, Earley, Reading. [8401

1172 SPARES, Marshall S/charger, all fittings, £18. Back axle £8. Many engine bits. S.A.E. list. Macfarlane, 38, Monmouth Road, W.2. BAY 2972. [8413

AQUAPLANE high lift camshaft and racing flywheel for Ford 10 h.p. £12. Phone (9.30 a.m. to 5 p.m.) CLE 0809. [8415

ROLLS-BENTLEY 3½-LITRE, fitted beautiful, luxurious post-war drophead coupé body by specialist coachbuilder. Extensive work by Rolls-Royce. Refinements include H.M.V. radio (two speakers), heater, spotlight, windtones, inspection light, reversing light, screenwashers, luggage rack, cigar lighter, electric clock, etc. Brakes, clutch, recently relined. New India tyres all round. Cheshire. Box No. D.416. [8416

"MOTOR SPORT." 138 copies 1945-1957. 50 copies "Autosport," "Motor Racing," etc. 30, Highwood Avenue, Bushey, Herts. [8417

ROLLS-BENTLEY, 1934, 3½ litre Park Ward Sports Saloon. Radio, heater, hide upholstery. New tyres. Bargain. £385. Box No. D.418. [8418

STAR. Brass radiator model. Good example of this wonderful car of the early twenties. Starts on the button. New tyres. A cheap vintage for £85. *Box No. D.419.* [8419

1935 LAGONDA RAPIER "Tickford" D/H Coupé 4-seater. Smart, reliable car, in daily use. Good tyres. 30 m.p.g. Heater. £160 o.n.o. 2, Chittock Mead, Basildon, Essex. [8420

M.G., 1939, T.A. Tickford Drophead. B.R.G. £245. Phone Haywards Heath 1244. [8422

AUSTIN NIPPY, late 1935. Green. Good condition. Under 5,000 miles since complete overhaul. New tyres, battery, Bowden brake conversion. £140 o.n.o. Box No. D.423. [8423

£65. STANDARD Avon Coupé, 1933. Very fast. Beautiful looks. Orpington 28063 evenings. [8424

EX TABBY CROMBAC Mk. VI Lotus (1956 registered). 1500 Consul, Laystal modified, Scintilla magneto, heat exchanger, close ratio T.C. gearbox, X tyres, semi-aerodynamic body. Complete overhaul 1957. Raced only twice since. Only fault: needs respray. £435 o.n.o. Miers, KEN 1004. [8425

AUSTIN NIPPY. 1935. Green. Tuned engine, new tyres, battery, dynamo, hood, etc. Many modifications. Excellent condition. £165. Hack, "Oak Ridge," Blundel Lane, Stoke D'Abernon, Cobham, Surrey. Cobham 3298 after 7.30 p.m. [8426

TALBOT 14/65, 1934. Preselector box. Lively and reliable. General appearance good, but could do with some beauty treatment. Interior clean and well preserved. New batteries. £35. Walters, 24c, Warrington Cres., Maida Vale, W.9. [8427

1928 ROLLS TWENTY Landaulet. Good order. Excellent tyres. Poorish interior. £110. Alvis 20 h.p. Sports Saloon (not "Speed"). £175. One must be sold. Try offer. Also a few Rolls Twenty spares. Oliver, 13, Rock Road, Peterborough 5915. [8428

APRILIA, sound and reliable. £250 o.n.o. Bolton, Thatched House, Newton Longville, Bletchley 3652. [8429

PARTLY BUILT 1172-750 Special. Tubular space frame, front and rear swing axles, Lotus spring units (cost £20), prov. disc brakes. £35. Terms. 15, Binscombe Lane, Farncombe, Surrey. Godalming 13. [8430

DELLOW Consul-engined 2-seater. Twin S.U.s, 4-branch exhaust. 8,000 miles since re-con. engine. £395. 7, Friars Stile Road, Richmond. RIC 3819. [8431

LAGONDA, 1934, M.45, black pillarless saloon. Well cared for and in very good condition throughout. £200. Box No. D.432. [8432

B.M.C. 1958 "B-type" cylinder head with valves, 1½ in. S.U. carb., manifold, oil bath air filter. Slightly used. Thompson, 263, Walmley Road, Sutton Coldfield. [8433

FRASER NASH B.M.W., 1939, 2 litre 326 4-seater coupé. Ruby, grey leather. New tyres, battery. Excellent condition. £250. BECkenham 4107. [8434

M.G. SPORTS CAR. 1933. £98. H.P. terms arranged. Apply Stokes, Tel. Orpington 26701. [8435

FIAT 1400 engine, gearbox 1952. 8.5 : 1 c.r. Accessories, spares. As new after extensive overhaul. Suitable specialist. £70 o.n.o. "Whitefront," Goose Green, Lyndhurst, Hants. [8436

3 LITRE, TWIN O.H.C. 1925 SUNBEAM. Photograph available. Partly stripped and block rebored for rebuild. Very sound body. Offers. Banks, 13, Holmer Road, Hereford. [8437

1929 RILEY Tourer. Fine specimen. Reliable engine, good vessel for new wine. Insured end July. £50 o.n.o. Phone CRO 1476. [8438

LANCIA APRILIA, late 1937. Andre telecontrols, specialist maintained. £40 overhaul rear axle, suspension. £275 o.n.o. Tugwell, Park 9686. Box No. D.439. [8439

1934 TALBOT 105, T. Young D.H.C. £100. Consider exchange interesting shorter car. Farn*borough (Hants) 2643.* [8440

£50 ONLY: Morris 10 Tourer, '34. Eng. '48. Fair condition. Battersea 2036. [8455

FOR SALE—*continued*

RILEY 12/4 Kestrel six light saloon. Resprayed. New head lining. Mechanically good. £130 o.n.o. 19, Sydney Road, Richmond, Surrey. RIC 5302. [8441

M.G. 1939 V.A. Saloon. Black. Good condition. Recent battery. New double-dipping headlamps. £200. Box No. D.442. [8442

FREE HORNET SPECIAL thrown in as spares if you buy my Daytona 2/9 1933 Hornet Special. Bills for crank regrind, bearings, etc., new battery, spot, silencer, windtones. £95 o.n.o. Brown, 10, Roundwood Lane, Harpenden. Phone 5405 after 6. [8443

1935 SINGER SPORTS 2/4-seater, fitted 1949 Ford 10 engine (needs a bore), new hood fitted. £45 o.n.o. R. Moore, Holden End, Ashdon, Saffron Walden, Essex. [8444

CROSSLEY '34 Torquay saloon. Interior good. Well shod. 40 m.p.g. £50. Herts. Box No. D.445. [8445

1932 ALVIS 12/50 Saloon. Engine rebuilt. Rear of body professionally reframed. New battery, reconditioned radiator, dynamo rewound last year. Upholstery somewhat tatty. £50. Spong, Tynewydd, Hen Fwlch Road, Carmarthen (7916). [8446

M.G. T.A. Red. Engine overhauled, good condition. Well shod. Many extras, including radio, reversing light, luggage rack, etc. 30 m.p.g., 80 m.p.h. £195. Yorks area. Box No. D.447. [8447

1934 ROLLS BENTLEY Sports Saloon, Park Ward. Excellent history and condition. £295. 8, Darlington Road, Manchester 20. DID 2627. [8448

BENTLEY (1938) 4¼ black/grey Park Ward Sports Saloon. Body, engine excellent. 21 m.p.g. £475 o.n.o. Flat 1/165, Willesden Lane, N.W.6 (WIL 5861). [8449

CITROEN LIGHT 15, 1951. Good condition. Sliding roof, leather, brakes reconditioned, new battery, dynamo, pair Michelin X. £295. Smith, 3, Upthorpe Drive, Wantage, Berks. [8450

TALBOT 90 TOURER, 1931. A thoroughbred vintage motor car in excellent health. £80. Wilkinson, "Fairway," Wythall, Worcs. [8451

MORGAN 4/4, 1937. I.F.S., underslung rear. Good weather equipment. £160. 29, Dane Street, Bishop's Stortford 342. [8452

JOWETT JUPITER. 1953. Red. Radio, heater, luggage rack, spotlight, etc. £455. Chamberlain, Cranford, Esher Park Avenue, Esher, Surrey. Esher 5163. [8453

CITROEN 1932 "Doctor's Coupé," 12 h.p., dickie. Mechanically excellent, no oil. £52 10s. Will haggle. Box No. D.454. [8454

M.G. V.A. Saloon, 1940. Excellent runner. Extras. Extensively reconditioned, bills available. Insured Oct. Owner going abroad. £220 o.n.o. Gregson, 11, Holmes Grove, Henleaze, Bristol. [8456

LONGEVITY. 1934 Austin 10 drophead. Relidded, rewired, relit. Reliable. Around £40. 24, Ballards Way, South Croydon. Sanderstead 3139. [8457

£65: MORRIS 8 Tourer, 1937. Black/chrome. Brakes relined January. Fitted seat covers. Hood and sidescreens only fair. Wright, 37, The Cloisters, Rickmansworth, Hertfordshire. Rickmansworth 2674 evenings/week-ends. [8458

ALVIS SPEED 20, P.100, white, 1935 Saloon. Good tyres. £65. Also A.7, £35. Immaculate. Norton, 70, Sherwood Road, Seaford, Sussex. [8459

BREAKING SINGER Le Mans. Cylinder head, timing cases, gearbox top, rear axle, and many others. 89, Ivanhoe Drive, Kenton, Middx. [8460

LANCHESTER 14, 1936. Preselector gearbox and fluid flywheel. A quality saloon ready for the roadworthy tests. £55. Week-ends, Blissette Caravan, Broughton House, Dunton Green, Sevenoaks. [8461

JAGUAR Mk. V, 1949, Saloon. Black. Four new tyres, heater and radio. £355 o.n.o. Walker, 37, Lemont Road, Totley, Sheffield. Phone: business 26451, or home 71297. [8462

MORRIS MINOR S.V. Good runner. Electrics work. £15. Spare engine, gearbox, £7. Cunliffe, Pictor Hall, Buxton 935. [8463

RAILTON S.8, 1934. Turquoise and black aluminium body 4-seater Saloon. Very good condition. Uses no oil. Photos available. £165. Holden, Cliffe Cottage, Clifton, Beds. Tel. Clifton 258. [8464

RILEY 9, 1929, 2-seater; fair all round condition, for £35. Box No. D. 465. [8465

MESSERSCHMITT Cabin Scooter, as new. 9,000 miles only. £230. Box No. D.466. [8466

1948 VOLKSWAGEN, right-hand drive, in immaculate condition. New tyres. Ladies car. £325, or H.P. Will exchange T.D., T.R. Swallow Dorretti. 1948 Ford 10 chassis, drive away, £35. Phone Luton 4216. [8467

LANCIA APRILIA. 1938 with '39 modifications. Michelin "X." leather upholstery, excellent condition. £325 o.n.o. Newson, Herons Wing, Herons Court, Lightwater, Surrey. [8468

RILEY 1937 1½ Kestrel 6-light special series. Mileage 83,300. 18,400 since £275 overhaul. Almost *everything renewed. Owned 19 years. Beautiful* car. £275. 13, Queen Edith's Way, Cambridge. Phone 86003. [8469

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

FOR SALE—*continued*

MERCEDES SPARES. Numerous spares from 170 Cabriolet, including windscreen, headlamps, dynamo, starter motor, speedometer. All excellent condition. S.A.E. with offers to Robinson, Dingle Nook, Foxdale, I.O.M. [8470

1938 A.7 RUBY Saloon. 100% reliable. £80. Lee, 4, Grove Court, 243, Willesden Lane, N.W.2. [8471

£260 O.N.O. BENTLEY 1928 4½ litre Drophead. Immaculate condition. 4-seater. Ideal for summer. Mechanically perfect. Ring day: Fleet Street 6000, ext. 788. [8472

PEUGEOT 203, regd. 1950. L.H.D. Crank reground, drums skimmed, starter rewound, new worm and wheel, layshaft cluster, valves, guides, rings and Michelin Xs on the back in the last few thousand miles. Bills for £90. £250, or any reasonable offer. Must sell. Nott, High Hedges, Little Common, Bexhill. Cooden 2925. [8473

RILEY ADELPHI, 1937. Very smart. 7,000 miles since rebore, all bearings. Bargain, £125. Biggin Hill (Kent) 540. [8474

JAMESON A.90 Six Special. Constructed from Austin A.90 Six parts. Professionally built twin tube chassis. Beautifully finished fibreglass body, full all weather equipment. Interior well trimmed. Engine to Austin-Healey specification, 105 b.h.p., well over 100 m.p.h., 25 m.p.g. Equally suitable shopping or competitions. Faultless condition, open to any trial or inspection. Photo available. Offered at £485 (H.P. can be arranged), or exchange for 1955/56 Minor Convertible. Jameson, 12b, Ashbourne Parade, Hangar Lane, London, W.5. Wembley 2022 business hours. [8475

SEPT. '37. SERIES 27F, 1¼-LITRE FALCON. Needs minor attention. Riley Club and Register member. £140 o.n.o. Tel. Danbury (Essex) 306. [8476

DESIRE FOR ALLARD forces sale. Alvis Silver Eagle Special, 80 m.p.h., 20 m.p.g., open 4-seater. £85. A.7 Special. Lowered suspension, Bowdenex brakes, etc. £65. 1938 Fiat 500. Unique drophead by Garacini. L.H.D. £100. 1934 Rover 14. Engine, gearbox, back axle. Sunbury 3230 evenings. [8477

THAMES 5 cwt. Custom-approved windows, 4-seater, 2 tone grey, heater, screen washers. Over 30 m.p.g. and 70 m.p.h. Mileage under 20,000. Regd. Dec. 1955. £395 o.n.o. Phillips, 1 Holmwood Close, Addlestone, Weybridge 5707. [8478

1934 HUDSON STRAIGHT 8, seven seater Limousine. Aluminium body, as original, nothing added or taken away, very nice condition throughout, including a beautifully quiet engine and transmission. Offers to Maynard, 2, Nightingale Vale, Greenhithe, Kent. [8480

M.G. T.A. Very sound throughout. Repainted B.R.G. Covers, windtones, 60 lb. pressure. £245. Box No. D.482. [8482

EXCHANGE Arnott L.P. Supercharger 1500 c.c. for twin semi-downdraught S.U.s 1¾ bore or sell £15. Box No. D.483. [8483

UNIQUE! ALMOST! '49 Morris Minor Tourer fitted Ford 10 engine but retaining Morris gearbox. Whole job beautifully carried out and perfect, resulting in exciting and reliable vehicle of rally winning ways. £310 o.n.o. J. L. Gmach, Cherry Trees, Woodgreen, Fordingbridge, Hants. [8484

FABULOUS FORD 8 Very Special Sports. Regretfully offered for sale. Fitted superlative glass-fibre body of peerless design by highly skilled technician, meticulously assembled by loving owner over 16 months, only just completed. Don't miss this phenomenal car of spectacular performance and astonishing economy—one only! Genuine reason for sale at the very low price of £395 o.n.o. P. Butler, 89, Northfield Road, Ringwood, Hants. [8485

1933 " JENSEN " HORNET Special Sports. 12 h.p. Fitted outside exhausts, oil, rad., etc. Good mechs, and body, ex. hyd. brakes, no hood! £75 o.n.o. Hampstead 0812, evenings, weekends. [8486

MORGAN 4, 1952. One owner. 40,000. Coach built body in B.R.G. New steering box. £460. Hatfield, " Charters," Heronsgate, Rickmansworth, Herts. Tel: Chorleywood 3336. [8487

SINGER LE MANS Saloon, 1934. Sound body, tyres and battery, mechanics slightly suspect. To the best offer over £30. 54, Valley View Road, Rochester, Kent. [8488

RILEY SPARE. Dismantling 1936 Nine. Recon. dynamo cost £8. 1932 Nine. Cylinder head for A.6. Also wheels 18 in. Back axle for 40-50 Rolls, pre 1930. W. Bishop, 9, Norman Road, Swindon. [8489

DISMANTLING M.G. Y.B. 1953. Four door Saloon. Fitted twin carbs. Badly damaged offside. Was one of the best condition M.G.s in in the West prior accident. Black, with green inter. W. Bishop, 9, Norman Road, Swindon. [8490

SUNBEAM, 22 h.p. 1932 Saloon. Mechanically sound, but needs a waterpump. What offers? 34, Worcester Road, Sutton, Surrey. Vigilant 8204, 8-9 a.m. [8491

ARNOTT SUPERCHARGER for M.G. T.D. etc. £25 or exchange W.H.Y. W.T.D. sliding sidescreens for M.G. T.F. 54, South Royd Street, Tottington, Bury, Lancs. [8492

FOR SALE—*continued*

F.N./B.M.W. basically 1936, 45/319, tubular chassis, i.f.s., rack and pinion, saloon. Later fitted three carbs., raised compression, hydraulic two leading shoe brakes, Marchal head lamps, sprung steering wheel, even windscreen washers. Cellulosed two colours, hundreds of pounds spent, excellent performance and handling. Nearest offer £200. Marsh, RODney 4949 or KNIghtsbridge 6974. [8493

FRAZER-NASH, B.M.W. 315, 1½. I.F.S., triple carbs., delectable. Tasker, Thurstonfield, Carlisle. [8494

F.N./ B.M.W., Type 319/45, 1936 D.H. Coupé. Recent hood, rewired, reringed, good body, third gear kaput. £40 o.n.o. Turner, 43, Regent Park Terrace, Leeds, 6. 55757. [8495

1936 RILEY ADELPHI, 1½-litre. Engine rebored, dynamo reconditioned, tyres good, Taxed Dec. £120 o.n.o. Woodford, 62, Sandiacre Drive, Thurmaston, Leicester. [8496

FRAZER-NASH, B.M.W. 1937, 1½-litre Sports Saloon. Good condition throughout, £110. Smith, 20, Fulford Road, Scarborough. [8497

VOLKSWAGEN 1949. R.H.D. Excellent condition. New tyres, resprayed. £295. 149, Stechford Road, Birmingham, 34. [8498

1949 T.C. M.G. New hood, crank, rings; need some money quickly. Bargain £340. Offers, exchanges. Brazier, 27, Haselbury Road, Edmonton, N.18. [8499

ALVIS 1935 FIREBIRD. D.H.C. Shabby hood, fair body, tyres. Good engine but broken timing chain. Best offer or break for spares. Skeats, 288, Billing Road East, Northampton. [8500

SINGER LE MANS 1935, 2-seater Sports. 700 miles since complete overhaul. New diff., front linings, clutch, hydraulic pipes, head and rear lights, battery, rewired, 4 coats red Valspar. Two wheels trued. Pressure 30 lb. on multigrade. £90 o.n.o. Harper, 107, Ridgeway, Rotherham. [8501

1933 CITROEN 12 h.p. Saloon. Wonderful condition. £55. 57, Oakpark Road, Brettell Lane, Stourbridge. [8502

M.G. MAGNA F TYPE, 4-seater Tourer. One owner from new, until last year. Stored all war years. Possibly finest condition Magna in existence. Condition, and mechanically near perfect. Taxed. £135, or any exchange, cash either way. Phone Chorlesbury 360. Write A. Mulkern, 47, Beechcroft Road, Chesham, Bucks. [8503

DELAGE, 1930 F.H.C. 21 h.p. Mechanically excellent, appearance average. Taxed, £100 o.n.o. Stream Cottage, Botley Road, Fishers Pond, Hants. [8504

VAUXHALL 1930 20 h.p. Coupé. Engine and chassis good condition, body poor. One owner since new. Seen Manchester. Best offer. Box No. D.505. [8505

ASTON-MARTIN, 2-litre 1938, 4-seater Tourer. Good condition. £245. D. Baldwin, 506, London Raod, Westcliff-on-Sea, Essex. Tel: Southend 48097. [8506

AUSTIN ASHLEY SPECIAL. Very beautiful throughout. Hardtop. Details, S.A.E. Whiting, 30, Highlands Ave., Acton, W.3. [8507

LAGONDA RAPIER D/H Coupé. Part rebuilt, no time to complete, any offers, towable. 21, Earlsdon Avenue, Coventry. [8508

M.G. " V.A." Late 1938 D.H.C. £165. New blue hood, with grey cellulose. Good chrome, spotlight, hand driving lamp, reversing light, twin mirrors, good tyres, nearly new battery. Very attractive car, with usual M.G. performance. Phone: Biggin Hill 0579. [8509

3½-LITRE JAGUAR engine and gearbox, dynamo starter, Zenith carbs. What offers. 15, Tollesbury Gardens, Barkingside, Essex. [8510

M.G. J.2, Excellent all round condition. Bosch headlamps. Recent engine overhaul. £130 o.n.o. Knight, The Chestnuts, High Street, Godstone, Surrey. Tel: 203. [8511

1172 SPECIAL, 1955. Professionally built. Aluminium body, excellent performance condition. ELT. 8123. [8512

1938 B.S.A. SCOUT Coupé. New battery, good tyres, tidy. £50. Phone: BAL. 9584. [8513

RILEY LYNX, 1936. Special Series engine, good condition. £130. Phone: Crawley 25198. [8514

1100 c.c. ASHBY-RILEY ENGINE (Laystall crank, 5 martlett pistons 12-1 or 9.5-1 with plate, crossported bronze head, 4 track, 4 needle, Amals. Special racing camshafts-roller tappets 7,000 r.p.m. Close ratio Riley gearbox, lightened clutch. Also spare 1100 Riley engine, 2 crankshafts and gearbox dismantled. Offers wanted. Thomas, Old Rectory, Bishopston 101 (Phone), Swansea. [8543

TALBOT 105, 1937 Saloon. Recently completely reconditioned. £140. Phone: Chertsey 2030. [8515

A.7 SPECIAL. Ford front axle, 6 disc wheels, excellent tyres, low attractive body, hood, tonneau, sidescreens. £105. Phone: Pinner 7695. [8516

FORD SPECIAL. Almost complete. " Mistral " body. " Victory " chassis. Hydraulic brakes. £200. Booth, Owls Oak, Dell Lane, Little Hallingbury, Essex. [8517

LADDER TYPE 2½ in. dia. tubular chassis, 6 ft. 6 in. wheelbase, trailing links, steering box, *differential, halfshafts, springs.* £40. 402, Woodham Lane, West Byfleet, Surrey. Byfleet 2986. [8518

FOR SALE—*continued*

SINGER LE MANS Sports Tourer, 1934. £60. B. Pantlin, " The Coverts," Abbey Drive, Laleham, Middx. Staines 506. [8522

M.G. P.A. Good condition. Green. Excellent engine, good hood and side screens, new dynamo and battery. Must sell. Bargain £140. RUIslip 5347. [8523

ALVIS. Fine Speed 20 Tourer. Well maintained. Above average performance. Owner now marrying elsewhere. £130 o.n.o. Box No. D.571. [8571

ROLLS-BENTLEY 3½ litre Mulliner Saloon, 1936 model. Beautiful, economical (petrol over 20). Any trial. IMP 4723. £395. [8559

TRIUMPH 1948 Roadster, Climax engine. Hyd. brakes. £90. Owner posted overseas. Phone ELT 5411. [8560

1172 FORD Special, built in 1953. 85 m.p.h., 40 m.p.g. £165. Also 1939 Austin Taxi, immaculate, £55. Phone Pinner 1824. [8561

WANTED

HANDA OVERDRIVE and/or O.H.I.V. head for Ford 100E. Flt.Lt. Dean, R.A.F. Bircham Newton, King's Lynn, Norfolk. [7952

EAGLE MASCOT required for Alvis Speed 20. Baxter, 4, Norfolk Street, Worthing. [7956

BENTLEY 3 or 4½ litre tourer, all weather equipment, preferably V.D.P.. Harding, Veterinary Laboratory, Weybridge, Surrey. [7959

WANTED — URGENT: 4½ litre Bentley Vanden Plas Tourer. Send particulars and price to Box No. D.963. [7963

CROSSLEY 12, 1935. Books, manuals, information wanted. Banner, 31, Pinder Oaks Cottages, Barnsley, Yorks. [7966

ALLARD D.H.C. 81M '48/'49, preferably with Mercury, floor gear change, high axle ratio. Box No. D.968. [7968

BENTLEY SPEED SIX required, preferably open coachwork. Please supply details of condition, chassis number, price and if possible photograph. Outright purchase, or could exchange for small post-war saloon. Box No. D.978. [7978

WANTED: CRASHED TRIUMPH T.R.2 or T.R.3. Good price paid. John Boneham, " Culloden," Edwinstowe, Notts. Phone: Edwinstowe 217. [7984

DIESEL CAR wanted, saloon or brake. Will consider partly converted or vehicle and engine. Box No. D.0005. [8005

AN OVERDRIVE, Laycock de Normanville, or mechanically operated unit. Complete, but suitable for adaption to fit behind a 28.9 Hudson. Fletcher, Staff Hostel, Chapelcross. Annan, Dumfriesshire. [8013

MERCEDES BENZ 540K Cabriolet " A." Urgent. For private buyer. Photos returned. Details to Gray, Elm House, Green Man Lane, Hatton, Feltham, Middx. Feltham 2929. [8014

WANTED: Crashed or delapidated M.G. or similar. Morton, 2, Eynham Road, W.12. SHE 6126. [8020

WANTED for Mark 1 Zephyr 2 or 3: Carburettor conversion. Good condition essential. Baehr, 13, Lime Tree Grove, Shirley, Surrey. UPLands 4838. [8021

ENTHUSIAST requires post 1934 Austin 7 for Special. Condition immaterial, but cheap, complete. 72, Dale View Crescent, E.4. SIL 2695. [8030

£65 THEREABOUTS, perfect 750 Special. Photograph appreciated. Details. Box No. D.032. [8032

WANTED: Following numbers of V.S.C.C. Bulletin: Vol. VII, No. 1, Vol. VIII, No. 1, Vol. XII, No. 1. Gillingham, Greenacres, Oxshott, Surrey. [8053

WANTETD: F.3, Mk. 8 or Mk. 9 Cooper, in first class condition, preferably less engine. Reg. Dearden, 318, Barlowmoor Road, Manchester 21. Chorlton 4551. [8054

DIESEL CAR, larger the better. Good condition essential. Photos returned. Required end of April. Box No. D.078. [8078

WANTED: ALTA head conversion complete for S/V Minor. Good condition essential. Will pay £28. 49, Hazelmere Gardens, Hornchurch, Essex. [8087

SUNBEAM or similar vintage sports. Cheap, but mechanically sound. Royden 3116, or Box No. D.088. [8088

FOR CASH: Pre-war quality sports saloon, also sports or D.H.C. Bentley, Rolls 25, Railton, Lag. 100 m.p.h. Invicta, S.S.100 preferred, but anything considered. Condition not too important so long as not complete " knacker." Full particulars by post to 1084, Warwick Road, Birmingham 27. [8102

£250 CASH for immaculate 1938/39 M.G. T.A. Not interested in junk. Box No. D.103. [8103

WANTED: Lagonda Rapier, Singer, 1172 Special Morgan, M.G., or any potent unusual two-seater sports, " rag " top, with character. Approx. £150. 30, Edmonds Road, Warley, B'ham. [8104

WANTED: Volkswagen de luxe Must be one owner, carefully used. Full details price and colour to Box No. D.105. Essex. [8105

M.G. T.C. chassis, O.S.F. wing, radiator cowl, front end. Gibson. 18, Siddeley Ave., Coventry. [8106

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

M.A.A. B.M.T.A.

PERFORMANCE CARS LTD.

Official M.G., Morris, Riley, Singer and Wolseley Agents

Comprehensive Guarantee where applicable covering **MATERIALS AND LABOUR** costs.

The Sports Car People who back their Guaranteed Cars with Workshops officially appointed by Manufacturers, truly befitting an Established and Professionally-directed Concern.

All cars marked with year and price, " Your Safeguard," ensuring the price you are paying is not trumped up in the event of a part-exchange and helping you when you want to sell your car to us.

We stock more and more late post-war Saloons and Convertibles, which, combined with our large selection of Sports Cars, will be of the greatest help when you are contemplating a part-exchange.

From PICCADILLY in 18 minutes by using the New Cromwell Road Extension linking up direct to the Great West Road, saving your time, petrol and temper.

A scintillating selection of the latest, fastest and most meticulously presented cars (more than most put together)

1957	**Jaguar XK140** f/h coupe, low mileage	£1,325
1956	**Jaguar XK140** drophead, 11,000 miles, radio, grey/red, superb ...	£1,245
1956	**Jaguar XK140** hard-top, grey/red, one owner, overdrive, 'X' tyres ...	£1,095
1956	**Jaguar XK140** drophead, overdrive	£995
1955	**Jaguar XK140,** S/E roadster, B.R.G.	£965
1954	**Jaguar XK120** drophead, radio, grey	£795
1954	**Jaguar XK120,** S/E, hard-top, ivory	£795
1954	**Jaguar XK120** hard-top, superb, red	£745
1953	**Jaguar Mk. VII,** black/beige, extras	£595
1953	**Jaguar XK120** hard-top, black/red...	£725
1953	(Oct.) **Jaguar XK120** drophead, black	£695
1953	**Jaguar XK120** roadster, superb ...	£625
1952	**Jaguar XK120,** green/beige, 8.1 ...	£595
1952	**Jaguar XK120,** superb, silver/red ...	£595
1951	**Jaguar XK120,** red/beige, dual pipes	£515
1951	**Jaguar XK120,** red, nice car... ...	£525
1951	**Jaguar 2½,** MV d/h coupe, grey ...	£425
1950	**Jaguar Mk. V** saloon, black/red ...	£415
1948	**Jaguar 1½** sports saloon, black ...	£325
1946	**Jaguar 3½** sports saloon, black ...	£195
1938	**Jaguar S.S.100, 3½,** royal blue ...	£245
1957	**Triumph TR3,** disc brakes, superb, one owner, blue, duck egg hide ...	£875
1957	**Triumph TR3,** unmarked, white/red leather, wire wheels, overdrive ...	£845
1957	**Triumph TR3** hard-top, red/black...	£775
1956	**Triumph TR2,** overdrive, heater ...	£675
1956	**Triumph TR3,** white/red, wire wheels, overdrive, one owner, heater, etc.	£775
1956	**Triumph TR2,** green, hard-top ...	£695
1955	**Triumph TR2,** black/red, radio ...	£675
1954	**Triumph TR2,** red, radio, heater ...	£575
1954	**Triumph TR2,** overdrive, w/wheels	£595
1949	**Triumph 2,000,** roadster, red ...	£395
1949	**Triumph 2,000,** roadster, black/red...	£395
1949	**Triumph 2,000,** roadster, gunmetal...	£415
1947	**Triumph 1,800,** roadster, black ...	£345
1958	**Austin-Healey Six,** every conceivable extra, 700 miles, black/red ...	£1,425
1957	**Austin-Healey Six,** red/black, hard-top, wire wheels, overdrive, radio ...	£1,095
1958	(Reg.) **Austin-Healey,** 150 miles, scintillating white, overdrive, road speeds	£1,145
1956	**Austin-Healey BN2,** 4-speed box, ice blue, low mileage, superb... ...	£845
1954	**Austin-Healey BN1,** red, radio ...	£675
1954	**Austin-Healey BN1,** red, extras ...	£645
1951	**Healey Abbott** hard-top, red, radio	£395
1950	**Healey D-type** Silverstone, bronze	£435
1949	**Healey 2.4** tourer, B.R.G.	£295
1955	**Aston Martin** d/h coupe, 3-litre ...	£1,695
1955	**Aston Martin DB2/4** saloon, extras	£1,695
1955	**Aston Martin DB3S,** hardly used, never written off, B.R.G., showpiece	£1,985
1952	**Aston Martin DB2** coupe, B.R.G....	£1,175
1949	**DB2,** team car, winner Spa '50 ...	£795
1938	**Aston Speed Model,** showpiece ...	£395
1934	**Aston Martin Le Mans** s/chassis ...	£265
1952	**Allard K2,** superb, blue, radio ...	£395
1952	**Allard P1** saloon, ivory, radio ...	£295
1949	**Allard 71K** convertible, maroon ...	£265
1948	**Allard** tourer, black, very fast ...	£245
1949	**Allard** 2-seater, new engine, red ...	£245
1948	**Allard** 2-seater, blue, extras... ...	£225
1948	**Allard 61L** sports saloon, red/grey...	£195
1954	**Alvis Grey Lady** saloon, grey ...	£825
1952	**Alvis 3-litre** drophead, moonbeam grey/maroon, showpiece, radio ...	£725
1952	**Alvis 3-litre** saloon, black/red ...	£495
1950	**Alvis TA** roadster, ivory/red ...	£395
1948	**Alvis Tickford** coupe, superb ...	£425
1939	**Alvis Speed 25 V.D.P.** tourer, black	£195
1939	**Alvis 12/70** convertible, ivory ...	£195
1954	**Austin A40 Somerset** coupe, extras	£465
1953	**Austin A40** sports, modified, green...	£445
1950	**Austin A90** convertible, specimen...	£355
1950	**Bentley** Standard steel saloon, meticulously maintained, showpiece...	£1,245
1937	**Bentley 4½,** Park Ward saloon ...	£425
1936	**Bentley 3½,** Gurney Nutting saloon...	£375
1950	**Daimler Consort,** one owner ...	£425
1938	**Daimler 16 Salmons** convertible ...	£195
1949	**Delahaye 135M** coupe, radio, heater	£445
1954	**Dellow** 2-seater, highly moded, blue	£395
1951	**Dellow** 2-seater, superb, red, extras	£315
1957	**Ford Consul Mk11** saloon, grey ...	£725
1956	**Ford Zephyr Zodiac Mk11**... ...	£775
1956	**Ford Anglia** saloon, fawn/red ...	£495
1955	**Ford Zephyr** convertible, blue ...	£575
1954	**Ford Mainline** saloon, glacier blue...	£695
1954	(Oct.) **Ford Anglia** saloon, superb...	£445
1949	**Ford Pilot,** choice 2, black or green...	£245
1939	**Frazer-Nash B.M.W. 328,** 2-seater, blue	£385
1937	**Horch** convertible, superb, B.R.G....	£195
1952	**H.R.G. 1½-litre,** 2-seater, red/beige	£475
1950	**H.R.G. 1,100,** superb, green, extras...	£395
1953	**Jensen** convertible, overdrive, black	£845
1952	**Jensen** saloon, one owner, grey/red...	£675
1952	**Jowett Jupiter** convertible, ivory...	£395
1953	**Lagonda 2.6** convertible, maroon ...	£775
1939	**Lagonda V12 Sedanca,** full history...	£275
1950	**Lincoln** convertible, all electric ...	£695
1949	**Lea-Francis** 2/4-str. roadster, green	£365
1954	**Lotus/TF,** ex-works/Bloxam, fast ...	£575
1957	**M.G.A** hard-top, superb, red, extras	£925
1956	**M.G.As,** choice of 8, most colours fm.	£765
1955	**M.G. TF 1,500,** one owner, red ...	£645
1955	**M.G. Magnettes,** choice 3, from ...	£695
1954	**M.G. TFs 1,250 c.c.,** choice of 7, from	£545
1953	**M.G. TDs 1,250 c.c.,** choice of 8, from	£475
1952	**M.G. TDs 1,250 c.c.,** choice of 5, from	£445
1949	**M.G. TCs,** choice of 5 nice ones, from	£375
1946/7/8	**M.G. TCs,** choice of 12 specimens	£345
1947	**M.G. 1½-litre** saloons, choice of 3 ...	£345
1939	**M.G. TB Tickford** coupe, red/beige	£295
1939	**M.G. TA Tickfords,** choice 3, from	£265
1939	**M.G. WA** d/h coupe, superb, grey ...	£225
1938	**M.G. TAs,** choice of 5, from... ...	£245
1936	**M.G. PB** 2 and 4-seaters, from ...	£135
1956	**Morgan Plus 4,** 2-seater, superb, red	£645
1954	**Morgan Plus 4,** 2-seater, one owner	£545
1950	**Morgan 4/4** drophead 2-seater, green	£325
1939	**Morgan 4/4** 2-seater, superb car ...	£245
1958	**Morris Oxford,** dual green, new ...	£899
1958	**Morris Minor 1000,** ivory, new ...	£694
1956	**Morris Minor** tourer, spotless, green	£495
1955	(Oct.) **Minor Traveller,** black/red...	£545
1950	**Minor** convertible, one owner, black	£325
1938	**Mercedes 20-h.p.** 2-seater, d/h coupe	£345
1936	**Mercedes 500K** cabriolet, showpiece	£395
1957	**Porsche 1,600 Super,** grey/red ...	£1,795
1955	**Porsche 1,500** hard-top, superb, B.R.G.	£995
1958	**Renault Dauphine,** crimson, new...	£796
1956	**Pathfinder,** blue, absolute specimen	£865
1954	**Riley 1½-litre** saloon, one owner ...	£695
1948	**Riley** roadster, green, L.H.D. ...	£295
1947	**Riley 2½-litre** sports saloon, black ...	£345
1934	**Rolls-Royce 20/25** sports saloon ...	£495
1934	**Rolls-Royce 40/50** d/h couple, black	£395
1954	**Sapphire,** one owner, superb, heater	£645
1957	**Singer Gazelle** convertible, blk./red	£865
1954	**Singer 4AD** roadster, spotless, red...	£435
1951	**Singer 4AB** roadster, recon. engine	£295
1935	**Singer 9 Le Mans** tourer, one owner	£145
1957	**Standard 8,** 7,000 miles, green ...	£525
1955	**Sunbeam Mk. III** convertible, spotless	£795
1953	**Sunbeam Talbot Mk. IIA** convertible	£575
1950	**Sunbeam Talbot 80** convertible, blk.	£375
1955	**Swallow Doretti,** overdrive, red ...	£675
1956	**Volkswagen De Luxe,** strato silver	£545

Immediate H.P. and Insurance. *Part-Exchange welcomed.*

A.A. and R.A.C. examinations gladly welcomed. Guaranteed repurchase (Overseas Visitors).

SALES : 6 days a week from 9 until 7; Sundays 11-5. WORKS : 5½-day week 8 until 6. PETROL STATION : 7 days a week from 7 until midnight.

Showrooms illuminated all night for viewing.

GREAT WEST ROAD, BRENTFORD, MIDDLESEX. Tel.: EALing 8841

3 minutes from Northfields Tube Station (Piccadilly Line). Buses Nos. 97, 91, 65, 655, 667. Green Line 704.

Your Attention is drawn to our Scottish Agent, Mr. Alex Kelton, Jnr., of 12 Ingram Street, Glasgow, C.1 (Bell 0363), who is empowered to purchase cars on our behalf.

"MOTOR BOOKS"

(BOOKSELLERS)

41/42 Parliament Street, London, S.W.1, England

Trafalgar 4600

NEW : **No. 12**

INTERNATIONAL AUTOMOBILE PARADE 1958 (300 Full Colour Reproductions—over 50 Road Impressions—291 pages) 63/-
"THE AUTOCAR" ROAD TESTS 1958 ... 8/6
"AUTOMOBILE REVUE" CATALOGUE NUMBER 1958 ... ... 18/6
1958 CARS OF THE WORLD 6/9
"MOTOR TREND'S" HANDY CAR HINTS ... 6/9
SPORTS CARS OF THE WORLD, by Robert Halmi 16/3
OBSERVER BOOK OF AUTOMOBILES 1958 ... 5/9
1957 INDIANAPOLIS OFFICIAL YEAR BOOK 16/3
BUY AN ANTIQUE CAR, by Scott and Margaret Bailey 24/3
THE FORD POPULAR (*Odhams*) 9/3
THE AUSTIN A30 AND A35 (*Odhams*) 9/3
CHALLENGE ME THE RACE, by Mike Hawthorn (*April 12th*) 22/3
PORSCHE GUIDE, by Solinger 16/3

RECENT TITLES AND REPRINTS :

AUTOMOBILE YEAR 1958 ... ... 52/-
W. O.—The Autobiography of W. O. Bentley... 22/3
TRUE'S AUTOMOBILE YEAR BOOK No. 6 ... 6/9
FAMOUS OLD CARS 6/9
RENAULT DAUPHINE OWNERS' HANDBOOK 24/3
ASTON MARTIN—The Story of a Sports Car ... 52/-
FORD 10 TUNING MANUAL 8/3
HOW TO BUILD A FIBERGLASS CAR 8/6

MODELS/CHINA/SCARVES/PRINTS/ETC. :

VETERAN CAR COLOURED POSTCARDS, from colour photographs of cars in the Montague Museum—1907 Gobron-Brille Fire Engine, 1903 de Dion Bouton, 1903 Mercedes, 1921 Rolls-Royce 40/50, 1906 Renault, 1913 Fiat 12-h.p. Post paid per set, **2/6.**
MERIT PLASTIC KITS—1/24 Scale—B.R.M. now due—2-litre Gordini and 4CLT/48 Maserati in preparation—D Jaguar, DB3S Aston Martin, Lotus XI, Cooper 500, 1956 G.P. Ferrari, 1956 G.P. Maserati, 1954 G.P. Mercedes-Benz, Connaught, Vanwall. Post paid, **8/7** each.
TROPHY MEETING Silk Scarves by JACQMAR—Tan/Pale Blue/Royal Blue/Pink/Red/Sage/Grey/Gold. Post paid, **40/6** each.
"CLASSIC CAR" PRINTS—Framed, 10 in. by 8 in.—4½-litre Bentley and 1954 G.P. Mercedes-Benz. Black on white, with black mount. Post paid, **28/-** each.

See previous advertising in MOTOR SPORT and elsewhere for other attractive lines.

WORKSHOP MANUALS :

FORD 8 and 10-H.P., 1932/51 ... ... 35/-
MORRIS MINOR 'MM' and II, 1949/56 ... ... 32/6
MORRIS MINOR 1000 ... ... 32/6
RILEY 1½ and 2½, 1946/51 ... ... 32/6
STANDARD 10, 1954/56 ... ... 32/6
VOLKSWAGEN 42/-
RENAULT 750/760, 1947/52 ... ... 32/6

MISCELLANEOUS :

AUTOMOBILE DESIGN—The Complete Styling Book 24/3
ANTIQUE AUTOMOBILE BODY CONSTRUCTION AND RESTORATION 24/3
THE CLASSIC CORD 38/9
THE CORD FRONT-DRIVE 24/3
DUESENBERG 38/9
AUTOMOBILE CHASSIS DESIGN, by Dean-Averns 31/6
THE SPORTS CAR—Its Design and Performance, by Campbell 31/6
THE HIGH-SPEED INTERNAL COMBUSTION ENGINE, by Sir Harry Ricardo 51/9
SPEED FROM THE SPORTS CAR, by Calculus 16/3
THE SPORTS-CAR ENGINE, by Calculus ... 12/3

RALLY EQUIPMENT, ETC. :

GUIDE TO RALLYING 16/3
RALLY NAVIGATION, by Needham 4/4
DE LUXE MAPBOARD, 23 in. by 16 in., incorporating Parallel Rule in green transparent plastic, **52/6** post paid. Waterproof carrying Wallet, **14/-** extra.
GARFORD ROMERS 4/4
BLACKWELL CALCULATORS—Mk. I, **13/6**; Mk. II, **26/3**; Mk. IV, **49/3**; Mk. V, **32/6.**
LUCIDATOR—Motorist's Computer (*See review, page 208*).
MAPS : 1-in. O.S. Paper Flat, 3/- each, postage 3 for 9d. and 1d. each thereafter; Paper Folded, 4/- each postage 4 for 9d. and 2d. each thereafter.

Prices include packing and postage. *No C.O.D.s*



- HOODS for new and Vintage Cars (*from* £6)
- Sidescreens. Tonneaux
- Carpets. Headlinings
- All body repairs. Re-sprays
- Loose Covers sent by post

SAME-DAY SERVICE—PAD 8764

Send for our wonderful NEW booklet . . . it's FREE

CAR HOOD COMPANY

9, LANCASTER MEWS, BAYSWATER, LONDON, W.2

TYRES . TYRES . TYRES

We stock every size and make in New and Remoulds (ordinary or Town and Country). *Cash or Terms.*

Also large stocks of Part-Worn & Obsolete Tyres.

TOOTING TYRE SERVICE LTD.

648-660, Garratt Lane, S.W.17. WIM 7089/8275

Also at 27, Greenwich South St. GRE 5198

HALL OF BALHAM LTD.

FOR

B.M.W. SPARES

BOSCH DISTRIBUTORS

189-199, HIGH STREET, TOOTING, S.W.17

BALHAM 7855

MARTLET PISTONS

The acknowledged best for sports and racing engines

MARTLET PISTONS AND KE
965 HAND FORGED VALVES
TO PATTERN OR SKETCH

THE

BROOKLANDS ENGINEERING CO., LTD.

Founded 1911

Portsmouth Road, Cobham, Surrey

Phone : COBHAM 3303

CAR HOODS

TEMPLATE TAILORED

READY - TO - FIT



MOST PRE-WAR AND POST-WAR MODELS

CARPETS, UPHOLSTERY
Send for price list and samples

SIDESCREENS

TONNEAU COVERS

BUCKET SEATS

VARIOUS TYPES AVAILABLE FOR

SPECIALS, SPORTS, FIBREGLASS BODIES, RACING CARS, ETC.

SUPPLIERS FOR LOTUS CARS

CONNELL BROS. 693 HIGH RD., LEYTON, E.10. Phone LEY. 7223

S. A. H. ACCESSORIES

THE TR2/3 SPECIALISTS

OIL COOLER CONVERSION KITS

FOR BOTH BY-PASS AND FULL-FLOW SYSTEMS ON TR2 & 3

(Complete with Gallay Cooler, 2 High-Pressure Hoses and Filter Unit)

TORSION ANTI-ROLL BAR KITS

(Complete to last Nut and Bolt. Fitting instructions included)

OIL COOLER KITS NOW ALSO AVAILABLE FOR M.G. "A" and MORGAN (TR)

All types of Special Speed Equipment and Modifications for the TR2 and 3

Send 4d. Stamp for Details/Leaflets/Prices

LEIGHTON BUZZARD, BEDS.

Tel.: L.B. 3022

VOLKSWAGEN SPECIALISTS
VOLKSWAGEN AGENTS

H. HARMER CAR SALES LTD.

444/6/8 Brighton Road, South Croydon

Tel.: UPLANDS 8629/5012

AREA AGENTS

Factory-trained mechanics — All services. New and secondhand Volkswagen cars, vans and pick-ups always in stock. Also spares, accessories and body parts in stock.

PEUGEOT — The car that gives 80 m.p.h. and 35 m.p.g.

Incorporating rack-and-pinion steering, built-in overdrive, heater/demister, windscreen washers, stainless steel bumpers and overriders, couchette seats. Inclusive price **£952.**

DISTRIBUTORS PEUGEOT LTD., 127 HIGH STREET, CROYDON Tel.: Croydon 7213

Continental TYRES

Famous throughout the world for high quality and outstanding performance. Original equipment on Mercedes-Benz, Volkswagen, etc.

RECORD PATTERNS FOR SPORTS CARS

Developed from the tyres used so successfully on the GRAND PRIX MERCEDES 300SLRs in 1955. Available in sizes for Austin-Healey, B.M.W., M.G.A, Mercedes, Porsche, Volkswagen, Jaguar, etc.

Full particulars by return—please state size.

ALSO STANDARD AND WINTER TYRES AT COMPETITIVE PRICES

Most sizes in stock

Distributors :

CONTINENTAL TYRE SALES, 2 CHESTER CL., CHESTER ST., LONDON, S.W.1 SLOane 8943

WANTED—*continued*

750 OR 1172 SPECIAL WANTED. Must be weatherproof. Stark bodies accepted. Full details, photos, etc., to: Allen, 31, Weston Road, Stafford. [8125

RADIATOR CORE for Riley 12/6, 1934 Alpine. 501, Prescot Road, St. Helens, Lancs. [8126

CITROEN L.15. Post 1948. R.H.D. preferred. Good mechanics and bodywork. Gerrards Cross 3482. [8141

BENTLEY SPEED SIX or Blower, open 4-seater *wanted, in first class all round condition.* Box No. D.145. [8145

12/50 ALVIS SPARES. Big port head. Fully floating rods. 18, 19, 20 in. wheels, tyres. Hood frame. Fold flat screen. Light body (8 ft. 4½ in. wheelbase). 1½ in. S.U.s. 1, Boxgrove Road, Sale, Cheshire. [8186

WANTED: Vauxhall 30/98. Price and full particulars to: Box No. D.187. [8187

BENTLEYS, ROLLS, H.R.G., Aston, Healey "Silverstone," S.S.100, M.G., etc. S.A.E. Situated Lancs and Yorks. H. Booth, 55, Headingley Lane, Leeds. Phone: 54795. [8188

WANTED: Brake body to fit 1948 71L Allard. Box No. D.189. [8189

HANDBOOK for 1927 Vauxhall 14/40 wanted. Allan, 5, Grantham Ave., West Hartlepool, Co. Durham. [8190

T.R.2 54/55. Must be immaculate. £550. Flook, 100, Egerton Road, Bristol, 7. [8191

DIESEL UTILITY or car wanted. Anything considered, even ex. W.D., provided engine and transmission O.K. Price and particulars to: Slacke, Steanbow, Pilton, Shepton Mallet. [8192

COMPLETE REAR AXLE. Approx. 4 ft. track, 3.6 to 4.2 ratio. Cook, 22, Bhylls Crescent, Merryhill, Wolverhampton. Tel: 61100. [7896

1914 ROLLS-ROYCE parts wanted. Lamps, instruments, horn, klaxon screen, etc. In fact any damn thing you've got. Write, Stewart, 15, Grangeway, Handforth, Cheshire, or phone Wilmslow 3204 after 6 p.m. [7967

M.G. MIDGET "M" TYPE. Radiator and cowl. Spencer, None-Go-Bye, Skipton (2176). [8341

H.R.G., NOT AERODYNAMIC, 1100 c.c. Good condition. 77, District Road, Sudbury, Wembley, Middx. [8562

ROLLS 20 TOURER. Sound original specimen required. 568, Dunstable Road, Luton. [7870

ENTHUSIAST AVAILABLE for Vintage Model Rolls, Bentley or Bugatti, preferably convertible. Must be original and in good condition. C.C. not critical, but price realistic. All letters and any available photos greatfully acknowledged. Box No. D.919. [7919

BODY FOR FORD 8 SPECIAL. (7 ft. 6 in.) Engine and/or gearbox for S.III Javelin. Gemmell, "Coachworks," Bradfield, Essex. Phone: Wix 241. [7930

BRITISH SALMSON top half crankcase for 1½ litre. Whole engine considered. 11a, Cumberland Road, W.3. ACO 7304 after 7 p.m. [7931

WANTED: M.G. Magnette engine, model N.A. Box No. D.932. [7932

RILEY 9 close ratio gearbox, preferably Brooklands or Treen. W. Hawkins, 41, Alexandra Road, Farnborough, Hants. [7934

WANTED: B.M.W. 327/80 Coupé or Cabriolet. (Realistic price.) Also spares—chassis, engine, etc. Write "Graham," 26, Dinsdale Ave., Kings Estate, Wallsend-Tyne, Northumberland. [7935

WANTED: Chain drive Frazer-Nash with or without engine, otherwise complete with good tyres, transmission, brakes etc. Straight front axle preferred. Box No. D.936. [7936

CYLINDER HEAD for 800 c.c. Morris Minor and any conversion components. 103, Wadham Gardens, Greenford, Middx. Byron 3634. [7937

MODIFIED HEAD for 1954 Zephyr. Details and price to Kelly, 6, The Grove, West Hartlepool. [7938

METAL BODY complete or parts required for G.P. Salmson. Also Type 37 Bugatti wanted in running order or suffering from minor maladies. Lydiate Ash House, Nr. Bromsgrove, Worcs. [7939

WANTED: Excellent Saloon 600 Fiat upwards, consider anything. Draywater, East Ridgeway, Cuffley, Herts. [7940

WANTED: Fully modified 750 Special. Incomplete considered. Would sell or exchange good T.A. M.G. Fullest details. Johnson, Sunnyridge, Copmanthorpe, York. [8258

WANTED: J.A.P. 1100 c.c. Twin coil or mag. with cone clutch flywheel (Morgan). Wilkinson, 32, Glover Street, Crewe, Cheshire. [8259

WANTED: Late M.G. T.C. First class condition. Cash. Phone: Basingstoke 298, evenings. [8260

DISC WHEELS, Michelin 4 stud, 760 x 90 B.E. (22½ in. x 2 in. studs 3¾ in. crs.). Haynes, St. Mawes, Cornwall. [8261

A SPORTY YOUNG ELIZABETHAN requires a sporty old Edwardian car. Coachwork condition *immaterial*, 1915 Model T. Ford Tourer available as exchange or would sell at £250. S. P. Steer, Carlton, Saxmundham, Suffolk. [8262

URGENT: 2-str. P.A., P.B., M.G. or Lagonda Rapier. Body etc., must be immaculate. Don't waste my time with wrecks. £180 cash. Goff, "Kirby," Pury End, Towcester, Northants. [8263

ALTA O.H. conversion for S.V. Minor. Also Silvertop head. Maidstone 87583. [8396

WANTED—*continued*

RILEY 9. Good condition (including coachwork) essential. Fullest details. Price to Barker, 182, Porter Road, Derby (22008) or 20, Lower Fant Road, Maidstone, Easter week-end. [8264

1935 TALBOT '75' Rev. counter in working or repairable condition wanted urgently. Chassis No. 34920. Wakefield, 35, Foregate Street, Worcester. [8265

WANTED for M.G.A. body, N/S door, N/S front and rear wings, bonnet, boot door and windscreen *fittings. Damaged or otherwise. McWilliam, 46,* Kings Road, Forfar, Angus. [8266

WANTED: Badly bent post-war T Series M.G. T.C. preferred. MacEwan, 763, Filton Avenue, Filton, Bristol. [8267

THOROUGHBRED or Vintage Saloon or drophead in original condition up to 3-litres. Carpenter, Wellnigh, Woodmansterne Lane, Bansted. [8268

URGENTLY WANTED. Complete rear axle for 1924 11.4 Standard (underslung worn drive). Bird, 34, Mannering Gardens, Westcliff, Essex. [8313

WANTED: Twin carburettors and manifolds for 1955 standard 8. Wilson, 79, Queen's Road, Aberdeen. [8326

WANTED: Fibreglass Ford Special or good condition sports car in exchange for A.40 pick-up in good condition. Scott, 20, Greenbank Avenue, Maghull, Liverpool. [8394

WANTED; Riley, Jag., T.R.2 or similar. Damaged or rough, anything considered. Price and particulars, 5a, Gypsy Lane, Nunthorpe, Nr. Middlesbrough. [8397

WANTED FOR CASH. Rolls 25 Sports Saloon or Coupé. Railton, post 1936 essential. Hudson based Special. Radiator nameplates. Veteran chassis, any condition, complete or otherwise. 100 m.p.h. Invicta. Others considered. All restoration facilities available so not too fussy about condition if priced accordingly. S.A.E. Philip Smith, Bakers Lane, Heronfield, Knowle, Solihull. [8398

POST 1938 FORD 10. Chassis good, body immaterial. £20. Castramon, Stony Lane, Christchurch. [8399

WANTED: M.G. T.A. anything. Anywhere considered. £160 cash. Stevens, "Swan Inn," Gt. Massingham, Kings Lynn, Norfolk. [8400

35-UPWARDS M.P.G. Bodily sound vehicle. Sporting, Special or Sedate. £100 maximum. 243, Swan Lane, Coventry. [8402

HARDTOP FOR T.R.2. Steel preferred. Hyde, *39, Harewood Avenue, London, N.W.1.* [8403

M.G., ROVER, JAGUAR. Pre-war, under 14 h.p. Any condition. Norris, Highfield House, Crick, Rugby. [8404

VINTAGE ALVIS, 3-litre Bentley, 2-litre Lagonda or Rolls 20 for eventual restoration. Must be roadworthy with original open body. RIChmond 3189, evenings. [8405

HEALEY, preferably Elliott, private buyer, cash. Yarnold, Kenilworth, Wolverhampton Road, Codsall, Staffs. [8406

PRE-WAR SPORTS/TOURER. 1925/31 Bentley preferred, but any thoroughbred in first class condition considered. Photograph appreciated. No dealers. Sean Clarke, 1, Little St. Leonards, Mortlake, S.W.14. [8407

WANTED: Rover Tourer or M.G. Tourer. Phone: Havant 1964 or write Box No. D.414. [8414

WANTED: Lagonda 2-litre, Delarge D.155 or similar vintage or P.V.T. open tourer or D.H. coupé. £100 cash waiting. Phillips, 1, Holmwood Close, Addlestone, Weybridge 5707. [8479

WANTED: 1936 Chrysler 'Richmond' instruction book or workshop manual, will buy or exchange for Riley 14/6 workshop manual. Maynard, 2, Nightingale Vale, Greenhithe, Kent. [8481

REAR AXLE, complete T.R.2/3 or M.G. 3.7 to 1. Thomas, Old Rectory, Bishopston, Swansea. [8542

WANTED: 1928 Chryslers 75 and 65 for spares, or at least bumpers, spare rim, mounting and instruction book for 75 model. 6, Hereford Drive, Bury, Lancs. [8544

JAGUAR XK 120. Fixed head or hardtop, 1953/4 for private purchase. Full details of car and price to Box No. D.545. [8545

ALVIS 12/50, 4-seater Tourer wanted. Preferably good condition, but anything considered. Dunmur, P.O. Box 555, Reading. [8546

FALCON II bodied Special wanted, preferably complete, but one partly finished acceptable. Box No. D.547. [8547

B.S.A. SCOUT ENGINE required. 1938, F.N.D. 4-wheeler. Must be good condition. Details. B. Deluce, 2, North Road, Surbiton, Surrey. Phone: Elmbridge 9506 after 6 p.m. [8548

CASH for part/complete 1172 Special. 76, Hill Village Road, Sutton Coldfield. [8549

WANTED: M.G. A. cylinder head, valves and rocker gear, and twin 1½ in. S.C. carbs. Tyler, 21, Daleview Road, Sheffield. [8550

ALVIS 12/50 Tourer preferred. Must be original. Warrington, 10, Butts Cottages, Hanworth, Middlesex. [8551

ANY PRE-WAR M.G. below 2-litre. Good condition. Dobson, 47, Devon Road, Bedford. [8552

RILEY IMP. Good condition essential, cash available. Details and price to Wilson, 56, Grange Road, Cambridge. [8553

AUSTIN 16 'Carlton' Saloon, 1934 model. Redhead, 88, Highfield Road, Blackpool, Lancs. [8555

F.N./B.M.W. Cheap, appearance immaterial if good mechanically. Hall, 36, Fishpool Street, St. Albans 55669. [8556

WANTED—*continued*

WANTED FOR FORD SPECIAL, C.R. gears or box. Remote control. Racing steering wheel (any around 16 in.). F.10 rev. counter complete. Oil gauge. W.H.Y.? 106, Addison Road, Coventry, Warwicks. [8554

MISCELLANEOUS

METROPOLITAN INSURANCE BROKERS LTD., select the best and cheapest terms from all the different Insurance Companies and Lloyd's to suit your own particular needs. Quotations by return. 6, Lloyds Avenue, E.C.3. ROYal 8056. [7941

ONLY IF YOU HAVE THE SPECIALISED EXPERIENCE of having driven abroad can you qualify for membership of "The Overseas Drivers Club." Membership is International and we welcome all Nationalities. Special terms for Combined R.A.C. Membership. Full details from Secretary, 309, Neasden Lane, London, N.W.10. [7986

TRAIN FOR AN AIRLINE CAREER! Comprehensive flying and ground course for *Commercial Pilot's licence £975,* payable in instalments. Details from the Chief Instructor, Elstree Aerodrome, Herts. Elstree 3070. [8174

CUCKOO, CUCKOO, CUCKOO. Will the firm who made me a cuckoo horn about two years ago please contact me. Gallant, 97 Magdalen Road, Norwich. [8271

CAN ANYBODY TELL ME where I can get spares for my 1934 1100 c.c. Lagonda Rapier? Contact Miller, 'Reynolds Bricks,' Mount Hill Lane, Gerrards Cross, Bucks. Fulmer 161. [8270

POP RIVET GUNS 30s. each. Post 1s. 3d. extra. Cash or C.O.D. Rivets ¼ in. 5/32 in. 6s., 7s. 100. Guns will take both. Mr. Lockwood, 76, Ernest Road, Bedhampton, Hants. [8278

A.M.I.Mech.E., A.M.Brit.I.R.E., City and Guilds, etc., on "No Pass—No Fee" terms. Over 95% successes. For details of Exams. and courses in all branches of Engineering, Building, etc., write for 144 page Handbook—Free. B.I.E.T. (Dept. 323), 29, Wright's Lane, London, W.8. [8279

H.P. If you are buying or selling a car and require hire purchase, contact Northern Counties Finance, 143, Boughton, Chester. [8280

PAIR SILVER GHOST WHEELS with BE tyres. £6 or exchange for vintage electric spotlight. *Box No. D.409.* [8409

CAR GOING SWITZERLAND. Fortnight summer. 2 passengers wanted, share expenses. Brown, 13, Hyde Park Gardens, N.21. [8412

DRAWING, DESIGN WORK undertaken by National Serviceman. Qualified engineer, ex. reputable large company. Write, M. King, 158, Dumbreck Road, London, S.E.9. [8558

EXCHANGES

EXCHANGE 2½ O.H.V. Jaguar Saloon 1937, value £130 for Open Sports, D.H.C. 4-seater 16/80 Lagonda, Alvis SP.20 etc. 32, Heol Maendy, *North Cornelly, Pyle, Glamorgan.* [7953

IMMAC. '50 A.40. 29,000 miles. For M.G., Morgan, H.R.G. or W.H.Y. Summit Hotel, Heywood, Lancs. [8033

1929 ROLLS 25 Small 2-door Coupé with boot. In excellent original condition. Value £250. For Speed 25 Alvis in similar condition, or sell. Sqn. Ldr. Whitehead, 12, Bury Close, Upwood, Huntingdon. [8086

T.D. Virtually faultless. £445. H.P. Will consider certain part-exs. Noott, Chemist, Blackheath, Birmingham. (Phone: 1217). [8193

X.K.120. B.R.G. Exceptionally clean, fast modified, new hood and various accessories. Exchange M.G., T.R.2., Austin-Healey or similar. Phone: Kensington 4871. 226, Cranmer Court, Sloane Avenue, S.W.3. [8269

ROLLS-ROYCE 1929, 21.6 8-seater Limousine. Good condition. Nearest £100 or exchange small van. Price, 3, Bayley Road, Wellington, Salop. [8290

F.W.B. SILVER GHOST Tourer by H. J. Mulliner. Exchange for 20/25; any type coachwork, or would consider open 20 h.p. Would sell for £385. Box No. D.408. [8408

VALUE £84 NEW. Super Paxette II, 2.8 Tessar, Ikophot, with cases and accessories. Mint con*dition, for good Special. Write/call Sat. aft.* Galletley, 101, Middleton Road, Morden, Surrey. [8410

FOR SALE OR EXCHANGE SALOON. 1940 Morgan 4/4 four seater Sports. Coventry Climax engine. Completely overhauled, resprayed, completely rewired. Five good tyres, Notex spot, blinkers. Very good condition, 36 m.p.g. Rhys, 56, Saffron Road, Easthampstead, Bracknell, Berks. [8411

A.C. 1938, D.H.C., for Sunbeam Talbot 10, D.H.C. or similar, suitable small children. Laughton, Rectory Cottage, Starston, Harleston (419) Norfolk. [8557

SITUATIONS VACANT

EDWARDIAN, owner requires female navigator/assistant; enthusiast preferred. Box No. D.194. [8194

YOUNG MAN WITH MORGAN going to Spain requires a passenger, share expenses. Write Box No. D.988. [7988

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

The cure for DRIPSOMANIA

Famous in Four Reigns



is a genuine

Jubilee
Regd Trade Mark

CLIP

L. ROBINSON & CO. (GILLINGHAM) LTD., LONDON CHAMBERS. GILLINGHAM KENT., TELEPHONE 5282

LET US SUPPLY YOUR NEW CAR



THE **MG** SPECIALISTS

LET US SUPPLY YOUR NEW ZB & MGA MODELS

Whether you are contemplating a major overhaul on your car, or just a decoke and general tune-up, why not consult the Specialists in this field. We have a highly skilled staff, strictly supervised, working solely on M.G.s, to give you the most efficient service. We have clients coming from north, south, east and west who hand us their cars and let us get on with the work.

We will " VET " any M.G. free of charge if brought to our premises.

If you are thinking of overhauling your M.G., you'll be interested in the following representative list of spares available from stock:

Reconditioned engines, all models—Priced Specifications sent free on request. Exchange and new road wheels.

Our modified oil seal and hood to protect your dynamo.

Vertical drive gears, rockers, camshafts, brake shoes, drums, cables, linings, etc. Steering boxes, shock-absorbers, road springs. Reconditioned gearboxes, all models.

Telescopic friction shock-absorbers, complete with all brackets and bushes, **£7 10s.** a pair for J, P, N, L, TA/B/C models.

Full range of gaskets for all models.

We are now able to offer from stock new cylinder heads to TA M.G. owners for the first time in ten months.

Type TA/B/C/D/F, PA, PB, J2, M, Magnette and Magna—crankshafts, *with rods and mains; cylinder blocks; either exchange service or* outright sale. Also cylinder heads with or without overhead gear. Back axles, half-shafts, tyres. J2 clutch toggles. Chromium luggage carriers. **Special Bargains :** SA carburetters, **£8 10s.** per pair. Two 1,100-c.c. racing crank and rods for TC, TD M.G. engines. **£100** each.

Why not call and see us—we are open all day Saturday.

Alternatively, order your spares by telephone or letter—the fastest C.O.D. service is available to you.

TOULMIN MOTORS, *Official M. G. retail dealer*

343 STAINES ROAD, HOUNSLOW, MIDDLESEX

Telephone: HOUnslow 2238/3456

GIVE YOUR CAR THAT *SPRING* FEELING!



SLR576
DRIVING LAMP
(stem fixing)
82/6

WFT576
FOG LAMP
(wing fixing)
75/-



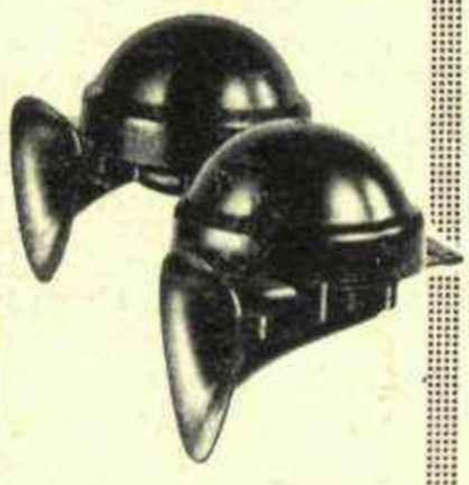
ELECTRIC
SCREENJET
72/6



SA12
COIL
37/6 each



584
PRISMATIC DIPPING
MIRROR 40/-



V/T618
HORNS
£5-0-0 per set

Surprising how you and your car get that spring feeling when one or two new essential accessories are fitted. They not only enhance the car's looks but increase its efficiency. The Lucas range of equipment is wide and varied; the quality outstanding. See them at your local dealers, or write for illustrated literature.

FIT LUCAS

MOTORING ESSENTIALS

JOSEPH LUCAS LTD · BIRMINGHAM 19

Published by The Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London, E.C.1. Trade Agents: Horace Marshall & Son, Ltd., Temple House, Tallis Street London, E.C.4. Agents for Australasia: Gordon & Gotch (Australasia), Ltd