Vol. XXXI No. 5 ONE SHILLING AND SIXPENCE May, 1955

MOTOR SPORT

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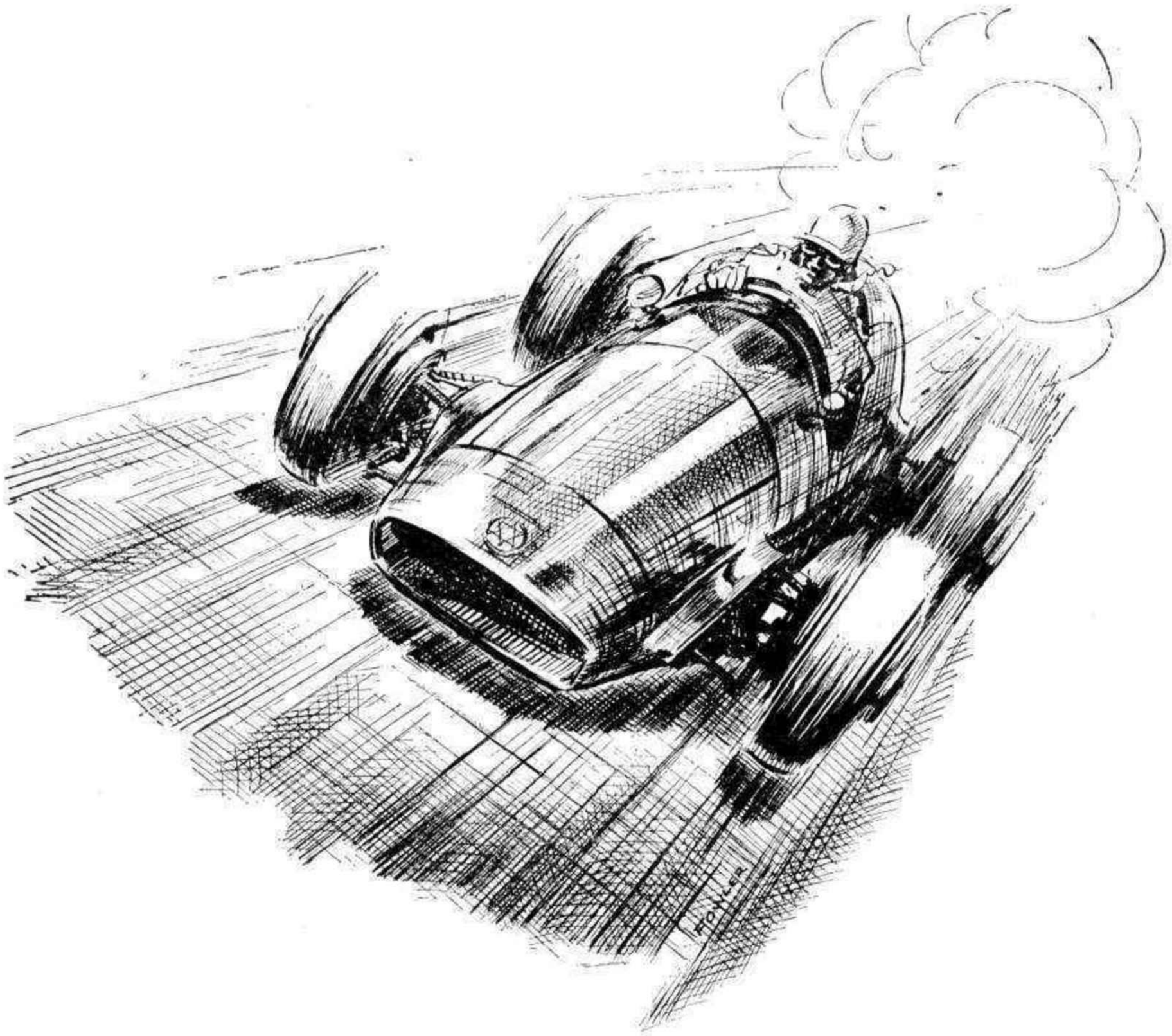

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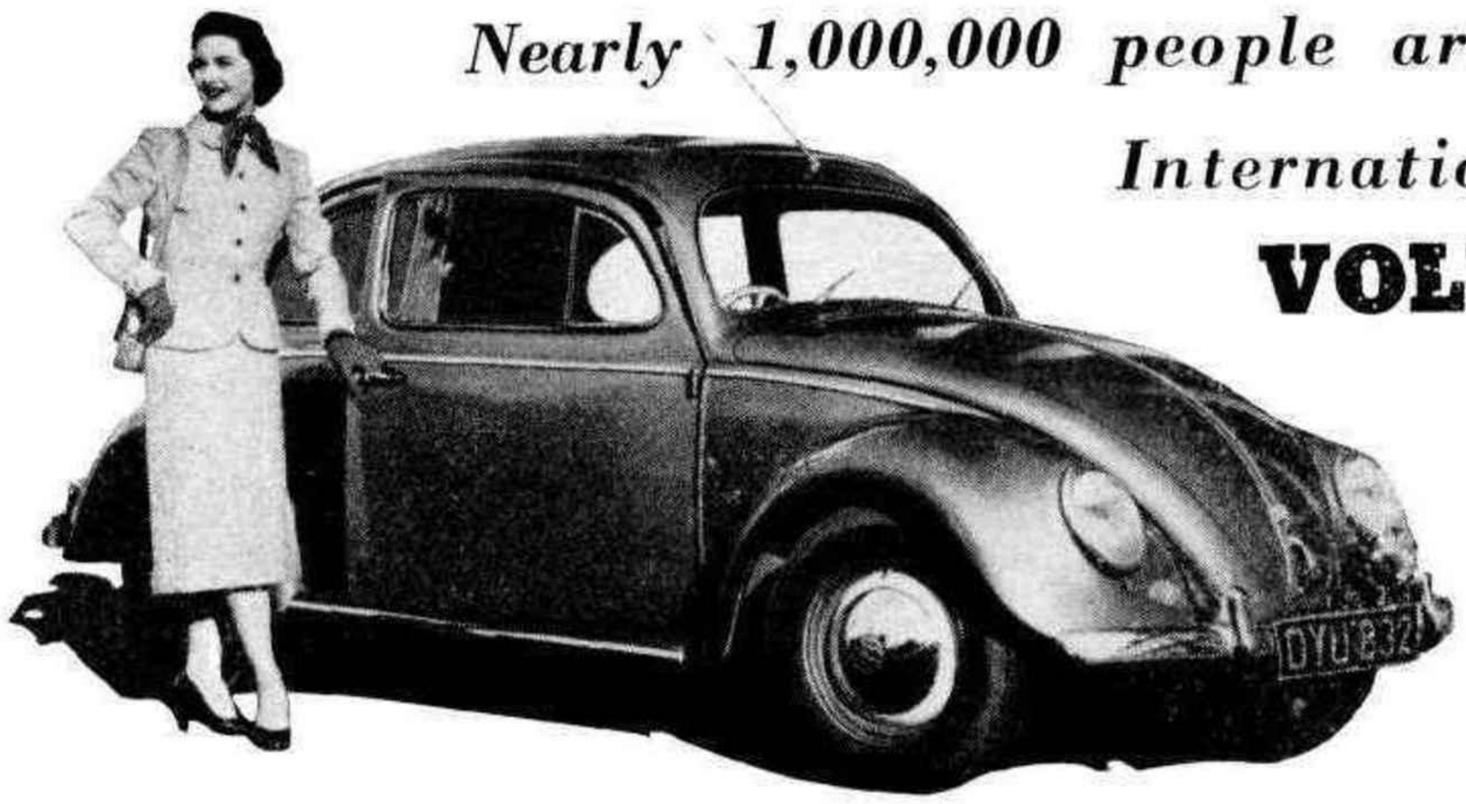

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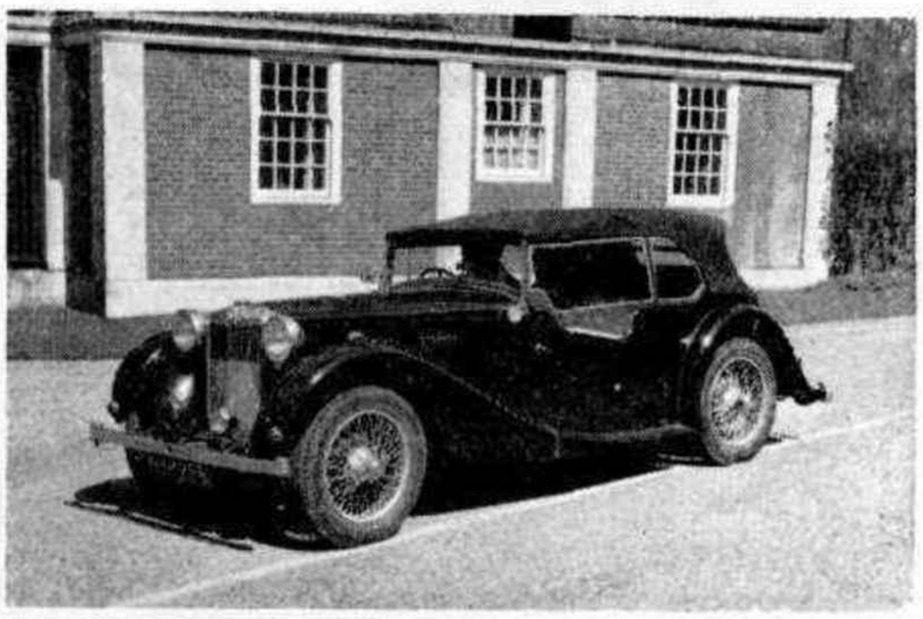

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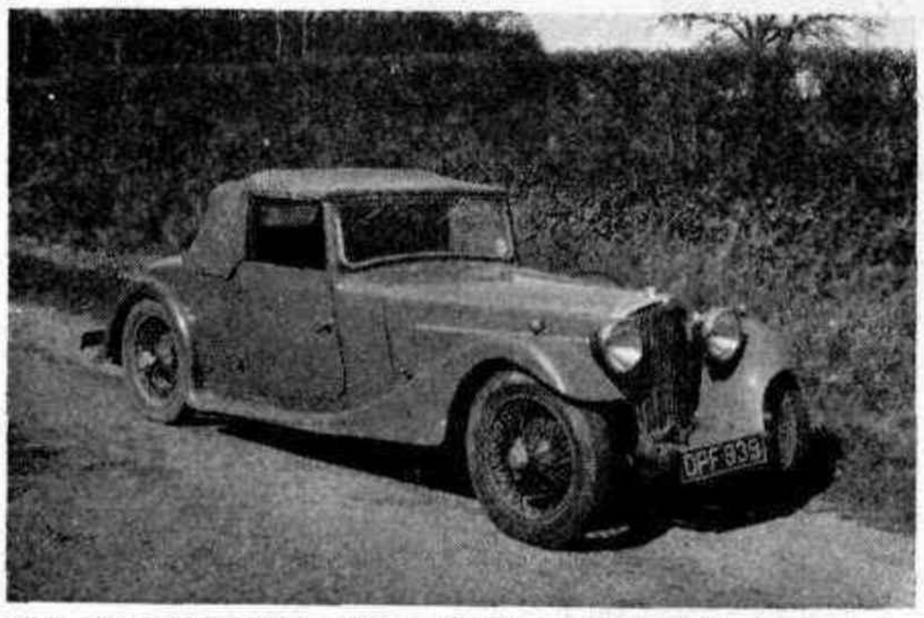

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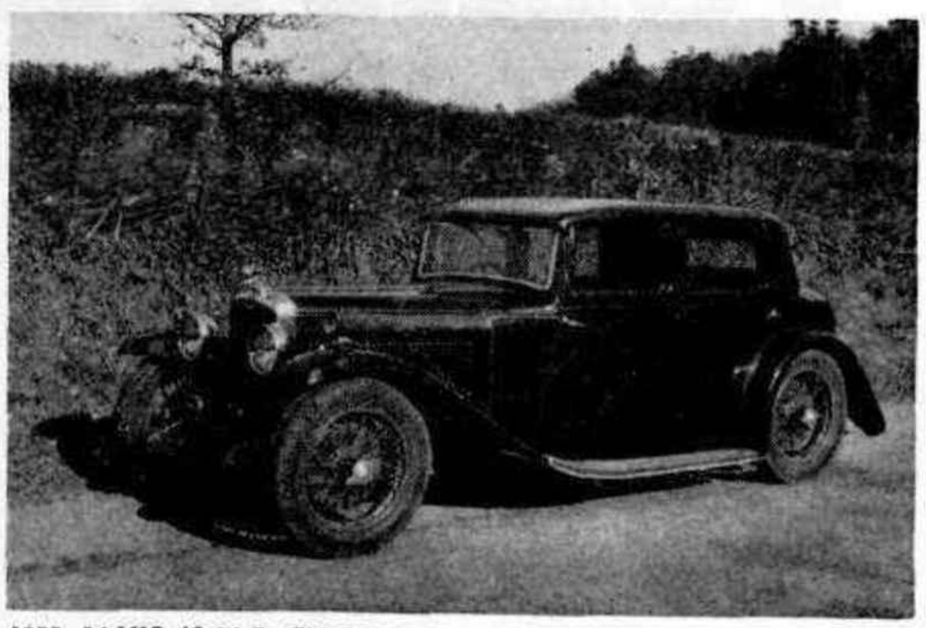

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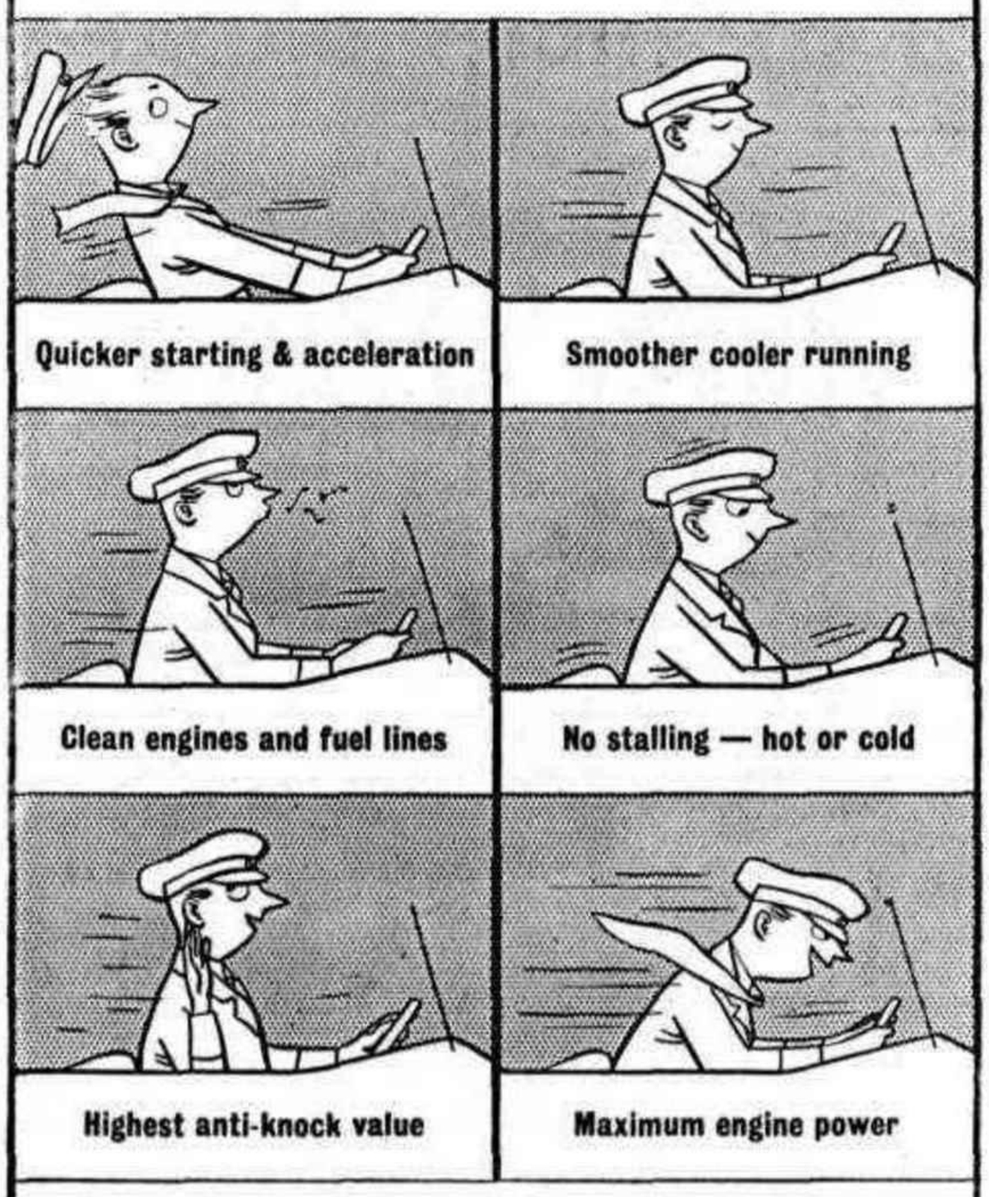

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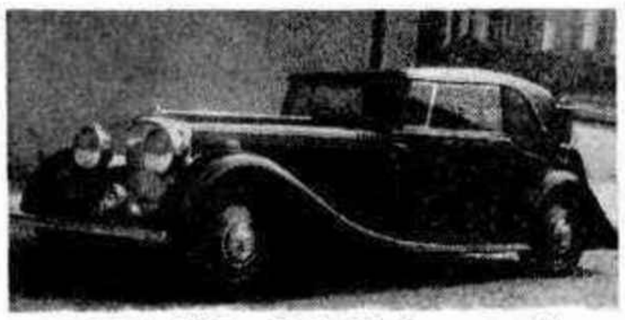

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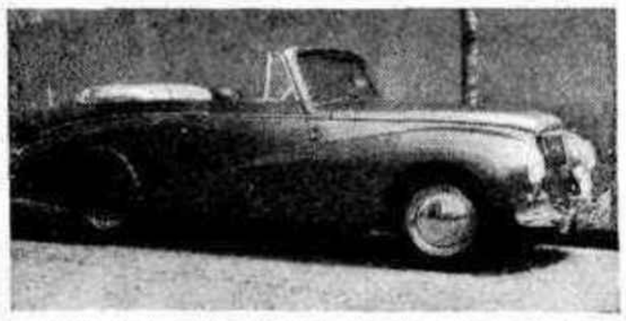

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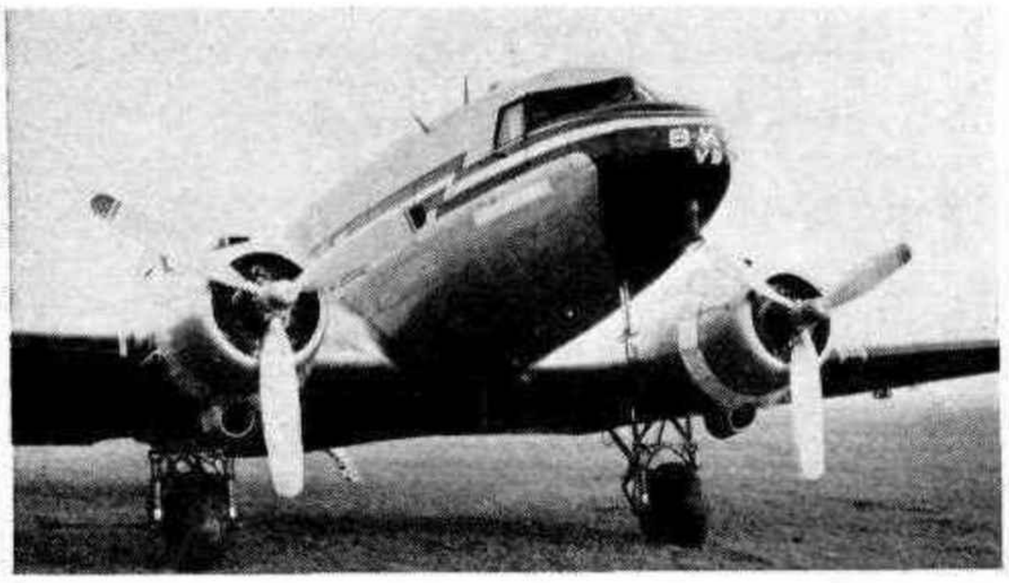

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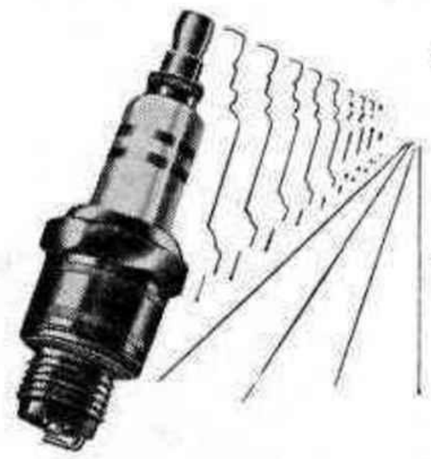

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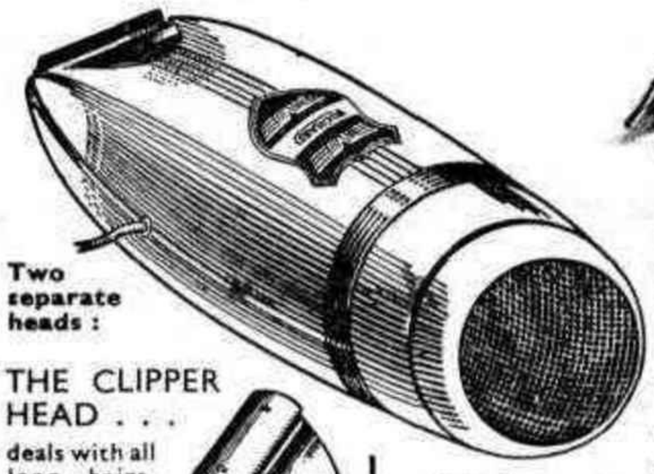

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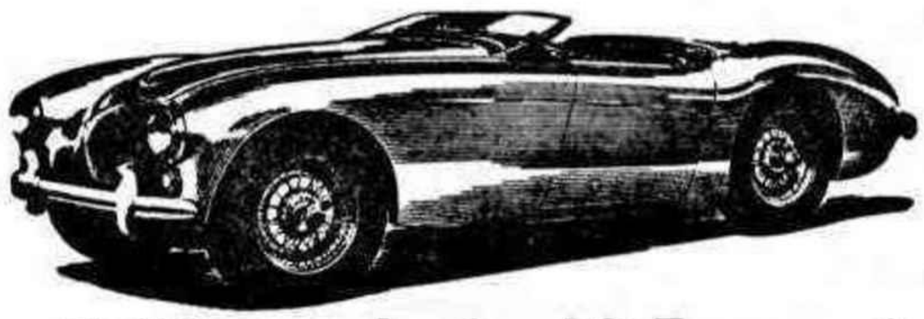

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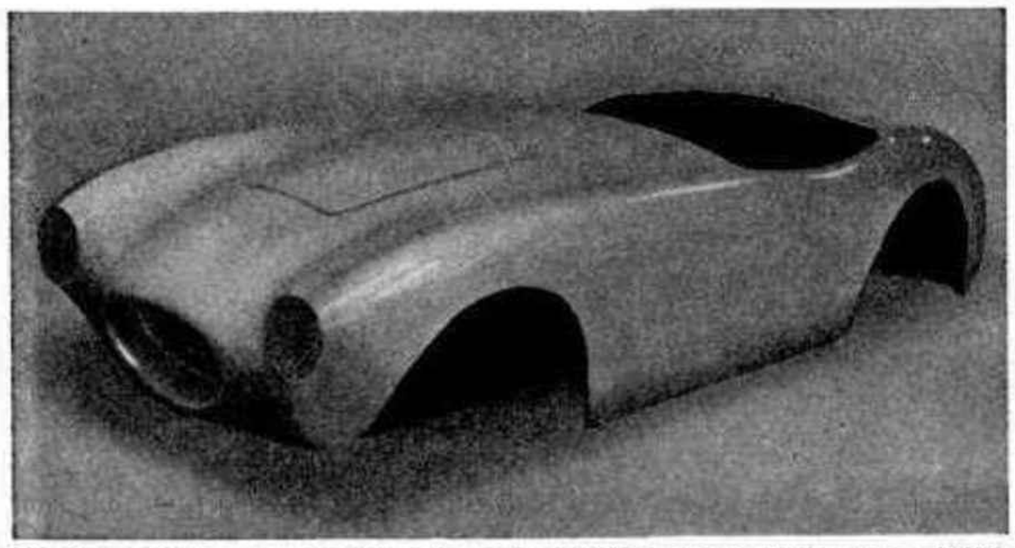

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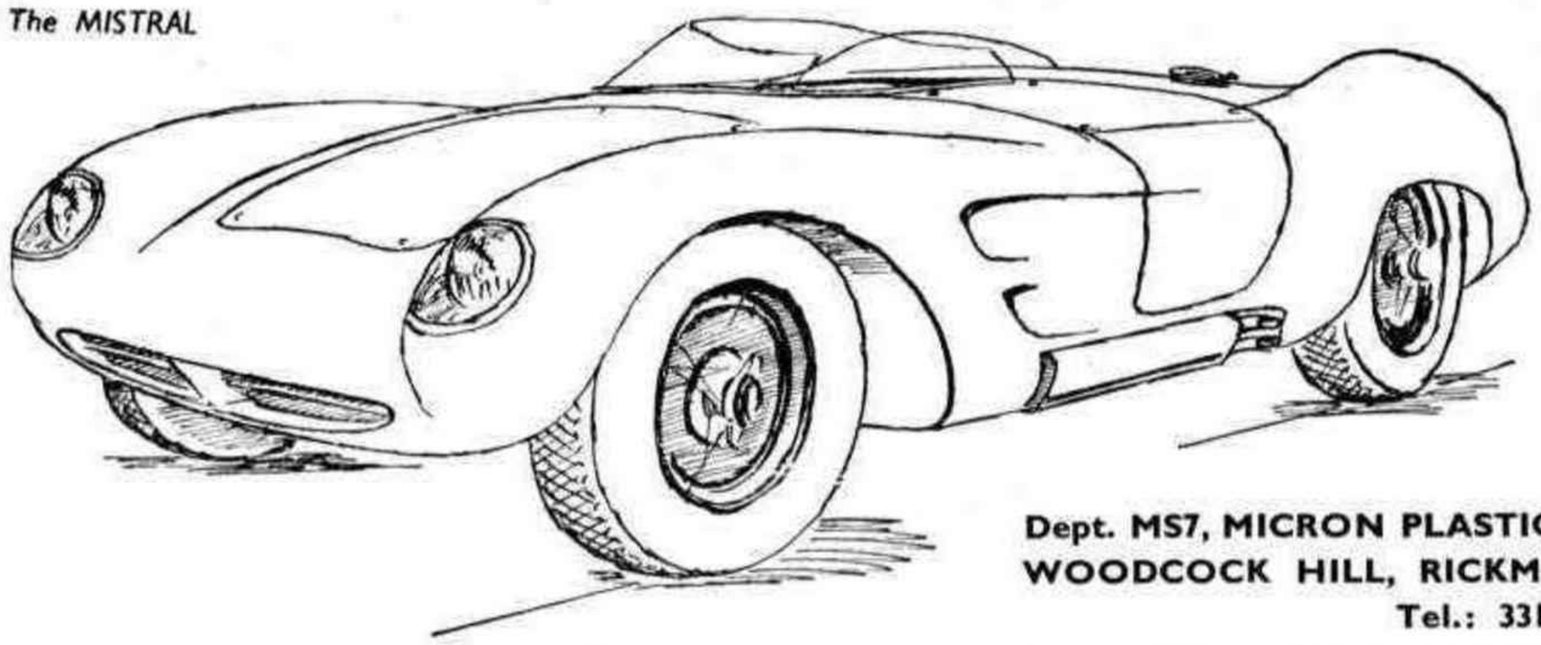

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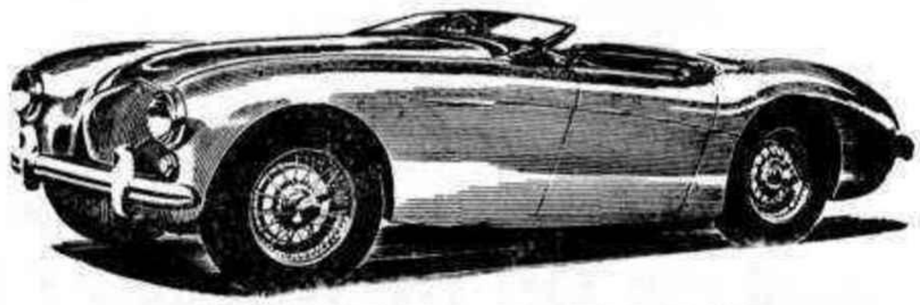

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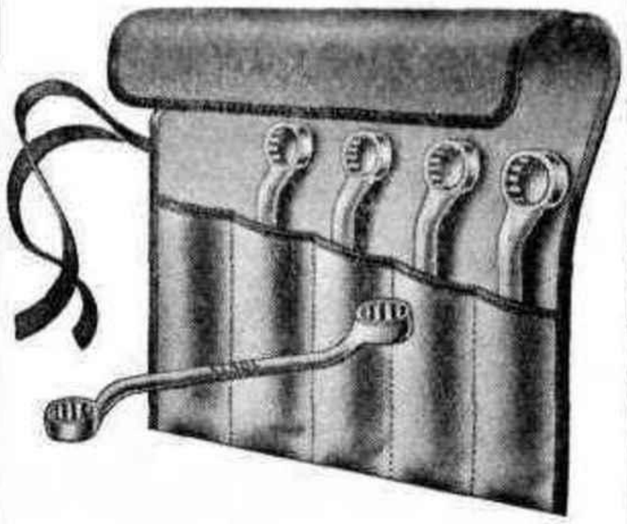

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THE NEW NATIONAL BENZOLE MIXTURE HIGH-AROMATIC

THE MOST MODERN OF ALL MOTOR SPIRITS

NB28/Q

Vol. XXXI No. 5 IMPRESSIONS OF THE BRISTOL 404 MAY, 1955

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 - - - 20/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-FIRST YEAR OF PUBLICATION

MATTERS OF MOMENT

THE SPORTS-CAR SITUATION

A remarkable aspect of 1955 motor racing is the multiplication of sports cars in British club races, the majority of them emanating from small, even amateur, constructors. The list embraces Lister-Bristol, Lotus, Connaught, H.W.M., Kieft, Cooper, Leonard, Killeen, Revis, Beart-Rodgers, Buckler, Tojeiro, Halseylec, Arnott, R.W.G., Elva, Emperor, R.G.S.-Atalanta, Berkshire, Turner, Lester, etc.

This is a healthy sign of the Sport's virility, even if the outlook for racegoers and reporters becomes a complex one! It is to the credit of the designers and makers of these virtually "built-to-order," if not "one-off," cars that they have mastered in the past few years the problems of welded-up "ladder" and "space" tubular frames, all-independent suspension, de Dion axles, correct weight distribution after weight reduction, aerodynamics, etc., almost more effectively than the Industry has with its great length of experience.

The Lister-Bristol, in particular, has commenced 1955 really well, aided by the virtuosity of Scott-Brown as a driver (which virtuosity makes the decision of the 1954 B.R.D.C. Stewards, which banned him as incapable through disablement, look decidedly droll!). In winning the British Empire Trophy Race last month the Lister-Bristol endorses its victory in the 2-litre class of last year's Silverstone Sports-Car Race.

In the 1½-litre class the Connaught has got off to a similar "mercurial" start and these specialised sports cars look like making matters uncomfortably hot for manufacturers' entries, such as Aston Martin and Jaguar.

In some quarters it is argued that these new sports cars from the small factories are nothing but thinly-disguised racing cars. This complaint has been in circulation ever since sports-car racing commenced. At Goodwood after the Lister-Bristol had beaten the Frazer-Nash, H. J. Aldington was heard to remark that *his* cars have to have normal doors and are driven to and from the circuits. The metal passenger-seat of the Beart-Rodgers, on which a toy bulb-horn and a licence-holder were secured by means of bungee-rubber cord, probably drove "H. J." near to hysterics!

Yet what is to be done?

Racing is dependent on spectators and spectators demand spectacle, which is provided by these excitingly-fast sports cars. If racing is confined to Production Sports Cars the task of the scrutineer is complicated, the field reduced, and the racing probably becomes slower, if not downright boring; although by all means let us have a number of such races, for the "catalogue" sports cars, at some of our meetings.

Before the war valiant attempts were made to ensure that sports cars raced on pump fuel (by taking samples) and some insistence was made that they carried a dynamo (likely, therefore, to be jury-rigged) lamps (thus encouraging the use of fog-lamps as headlamps!), passenger's seat (for a dwarf?), a hood (invariably smaller than the girl-friend's umbrella, not nearly so useful when erected, and impossible to *keep* erected), silencers and spare wheels (which, together with mudguards and full windscreens, are dangerous to race with). But ingenious folk who considered that motor racing meant speed managed to by-pass these regulations. Of the present breed of specialised sports cars it can at least be said that in most instances amateur constructors can purchase the same effective chassis-frames and that these form the basis of practical cars for road use in the hands of enthusiasts—by which we mean ourselves, don't we?

If the manufacturers fear competition from the "back-yard" cars, let them remember that constructors of the latter are hampered by lack of suitable engines, whereas Aston Martin and Jaguar, for example, possess excellent twin-o.h.c. power units.

The Coventry-Climax engine looks useful, but has been developed from a marine unit and is not yet generally available, especially in 1½-litre form. The Turner engine needs development, Lotus and Connaught have had to do much research work on Ford and M.G. engines, and on Lea-Francis engines, respectively, to get what they require, and in the 2-litre class "back-yard" builders are dependent on the Bristol push-rod, inclined-valve engine developed from the pre-war German 328 B.M.W. design and about at its limit when asked to poke-out 140/150 b.h.p.

Competence in chassis and body design can mask power limitations, as Lister-Bristol, R.G.S.-Atalanta, Connaught and Lotus, etc., have shown, but encouragement would be given to the boom in sports-car racing if a provident British engine-manufacturer would get out a new design of sports/racing engine, with which our smaller manufacturers could combat the sports V8 B.M.W. and four-cam Porsche engines which Germany can command and the hot-stuff racing-style power units which are synonymous with Maserati, Ferrari and other Italian makes.

MOTOR SPORT joins with the rest of the motoring world in offering heartfelt condolences to the relations and friends of J. A. Cooper, late Sports Editor of the *Autocar*, who was killed in a road accident while driving a Frazer-Nash on the Royston-Baldock road on March 19th.

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Front cover picture : SINGLE-HANDED VICTORY.—W. A. Scott-Brown demonstrating his own virtuosity and that of the 1954-type Lockheed-braked Lister-Bristol, in winning a wet B.E. Trophy Race at Oulton Park.

LISTER-BRISTOL WINS FIRST BRITISH INTERNATIONAL SPORTS-CAR RACE OF 1955

W. A. Scott-Brown Victorious in B.R.D.C. British Empire Trophy Race at Oulton Park

THE 17th International British Empire Trophy Race was run off at Oulton Park by the B.R.D.C. on April 2nd. It proved to be a convincing single-handed victory for Archie Scott-Brown in the 1954 Lister-Bristol, entrant Brian Lister winning the B. E. Trophy and £250, including the Lucas and Dunlop prize monies. The heats were won, respectively, by L. Leston in a new Connaught, Reg Parnell in a newly-engined Aston Martin, and by the 3-litre 750 Monza Ferrari of M. Sparken. As Scott-Brown was disqualified because of disabilities from competing in the 1954 race he has every reason for warm self-congratulation and we are very pleased for him.—W. B.

The Paddock was a centre of interest at Oulton Park before the start of the race, because so many new sports cars were present. The Lister-Bristols consisted of Alan Moore's and J. G. Sears' new cars with disc brakes, new fairing above the front wheels and head-rests for the drivers, and Scott-Brown's well-known 1954 car of the central yellow paint band and yellow dash, with larger Lockheed brakes and Jaguar D-type gear ratios. These cars were driven up the ramps of their van when oil-draining and other maintenance was necessary.

G. Nixon had a 1½-litre Lotus-Turner with two-plug twin o.h.c. engine having S.U. fuel injection, Eric Brandon's new Halseylec had a twin-S.U. Coventry-Climax 1,100-c.c. engine, rack-and-pinion steering, transverse leaf-spring i.f.s., ditto i.r.s., and a Bristol gearbox, while the two Type 550 Porsche Spyders, of which Seidel's was the ex-Hermann car, were attended by a Mercédès-Benz 300 saloon and an Opel Kapitan.

J. H. Walton's Cooper-Bristol was outstandingly well presented and carried the Reg. No. RUM 2. The Osca of Jacques Peron, happy Frenchman, was l.h.d., on Michelin " X " tyres, with ¼-elliptic rear springs and tendered by a Citroën Six and a Ford Prefect. Peron attended to brake adjustment between races, laughing philosophically when the car tried to tumble off crude jacks.

Colin Chapman had his new Mk. IX Lotus and Coombs his Connaught-Lotus, the Loti of Nurse and Naylor having M.G. engines. The Austin-Healeys of Macklin, Flockhart and Shale were Sebring disc-brake cars, Macklin's wearing a large " M." Anthony had a Lotus-Bristol, which he overturned in practice, but Scott-Russell's Lotus-Bristol was an absentee.

The two 750S Ferraris arrived in a Bianchi Visconteo lorry; Sparken's car was on Dunlop tyres, Piotti's on Pirellis, although at Goodwood on Easter Monday both were on Dunlops. Parnell's Aston Martin had a new 83 by 76.8-mm., 2½-litre engine, special wire wheels and disc brakes. The works DB3S cars ran *sans* radiator grilles. Bicknell had his Borgward-engined Revis.

HEAT 1 (16 Laps, 44.17 miles approx.—Cars up to 1,500 c.c.)

Leston, bare-armed, led all the way for Connaught in the non-tail-finned car, pursued by McAlpine in the tail-finned Le Mans Connaught, hampered, they said, by understeer. Nurse retired with run big-ends after holding third place, which was taken by Peron's Osca. The Porsche drivers failed to make the best of their cars and the Revis crashed. Coombs' Lotus sheared an axle-shaft key and Burgess' Osca was delayed by pit stops for oil.

1st :	L. Leston (Connaught)	... 34 min. 26 sec. ...	76.99 m.p.h.
2nd :	K. McAlpine (Connaught)	... 34 min. 31 sec. ...	76.80 ,,
3rd :	J. Peron (Osca) ...	... 35 min. 32 sec.	

Fastest lap : Leston (Connaught), 79.53 m.p.h.

HEAT 2 (16 Laps, 44.17 miles approx.—Cars from 1,501-2,700 c.c.)

Scott-Brown, who had made fastest lap in practice by a clear two seconds, found the Lister-Bristol less handy in the rain than Parnell did the Aston Martin, losing his lead on lap nine. Crook's Cooper-Bristol held third place ahead of Keen in the 1954-winning Cooper-Bristol. The de Dion Frazer-Nash of Brooks beat the Austin-Healey 100S cars convincingly.

1st :	R. Parnell (Aston Martin) ...	... 34 min. 41 sec.	76.43 m.p.h.
2nd :	W. A. Scott-Brown (Lister-Bristol)	... 34 min. 58 sec.	
3rd :	T. A. D. Crook (Cooper-Bristol)	... 35 min. 20 sec.	

Fastest lap : Parnell (Aston Martin), 79.53 m.p.h.

HEAT 3 (16 Laps, 44.17 miles approx.—Cars over 2,700 c.c.)

In heavy rain the French driver Sparken, who had been speed-sober in practice, drove an impeccable race, never placing a wheel wrongly, so that his Ferrari outclassed Hamilton's larger D-type Jaguar. The Aston Martin DB3Ss were by no means outstanding for works-sponsored cars, for Whitehead was slow, Wharton ran fifth, and Salvadori was left on the line, only Peter Collins having a decent go; he finished third because Abecassis tried too hard in the H.W.M.-Jaguar and spun off at Druids' Corner. Piotti was a waster of time in the other 750S Ferrari and broke its transmission after 12 laps. A nasty accident happened when Berry's XK120 Jaguar, at Knicker Brook on lap 14, hit Kelly's carefully-driven C-type Jaguar as it overtook Blond's C-type Jaguar, Kelly being shunted through a group of officials and a B.B.C. box, which was demolished. Kelly and three officials were injured, one of them seriously. Sparken was exceedingly calm after the race, agreeing to sign auto-graphs if the kids would come over to his van, where he sat out of the heavy rain.

1st :	M. Sparken (Ferrari) ...	... 37 min. 05 sec. ...	71.48 m.p.h.
2nd :	D. Hamilton (Jaguar)	... 37 min. 17 sec.	
3rd :	P. Collins (Aston Martin)	... 37 min. 33 sec.	

Fastest lap : Wharton (Aston Martin) and Hamilton (Jaguar), 73.63 m.p.h.

FINAL, ON HANDICAP (25 Laps, 69 miles approx.)

Run in heavy rain, this looked to be Sparken's race, deservedly, until the Ferrari weakness prevailed and he retired with clutch failure after 12 laps. Brooks' Frazer-Nash was off-colour, needing plug changes, and overheating.

Parnell's Aston Martin nearly displaced McAlpine's Connaught on handicap, Leston's having retired when in a strong position, but it began to misfire, so Scott-Brown, driving the Lister-Bristol magnificently, held off the larger car and gained a well-deserved and popular victory for a " special " sports car. Shattock drove tru'y magnificently also, making fastest race average in his tail-finned, glass-fibre-bodied R.G.S.-Atalanta, which, although having only part-Type C Jaguar mods. to its engine, averaged 74.74 m.p.h. to Hamilton's 72.41 m.p.h. in the D-type Jaguar (which was *sans* tail-fin). Michelin " X " tyres contributed to the roadholding and Shattock duly won the Dunlop £50 prize !

1st :	W. A. Scott-Brown (Lister-Bristol)	55 min. 45 sec. ...	73.52 m.p.h.
2nd :	K. McAlpine (Connaught)	... 56 min. 10 sec. ...	69.92 ,,
3rd :	R. Parnell (Aston Martin) ...	... 56 min. 25 sec. ...	72.62 ,,

Fastest race average : R. G. Shattock (R.G.S.-Atalanta), 74.74 m.p.h.

WELL AWAY.—No one could hold Sparken's Ferrari 750S at Oulton Park, in the rain, but in the Final it retired with clutch trouble.

B.A.R.C. Motor-Racing Film

The B.A.R.C. film produced by Stanley Schofield Productions and giving extracts of racing during 1954 at Goodwood, Aintree and Crystal Palace, is available to any other club which would like to borrow it. It is a 16-mm. film and runs for approximately nineteen minutes. Details from : 55, Park Lane, London, W.1.

ON PUBLICISING THE PRODUCT

A VACANCY OCCURS for the post of Publicity Manager with a progressive Motor-Manufacturing Company. Excellent prospects and remuneration for suitable applicant. Write, giving details of age, education and experience, and salary required, to Box No. MS 1001. [001

WELL, there you are . . . ! Some time ago we started with a clean sheet of paper to design a motor-car and, having been sacked by irate Captains of Industry for wasting our time over independent rear suspension, air-cooling and rear-mounted power-units, we have landed this new job as Publicity Manager, we will imagine with a big company making both ordinary and sports cars and to whom expense is of little concern.

You are ensconced in a handsome, if compact, office near the factory buildings, on a tubular-steel chair set behind a modern table on which stand an imposing set of telephones, interior communication microphones, an ash-tray presented by a long-suffering tyre firm and a blank pad on which to set down future plans and proposals. In an annex, sitting gracefully on a smaller chair constructed from the same diameter steel tubing as your own, is a bored blonde, a covered typewriter on a small table in front of her. At the moment she is regarding her blood-red finger nails with an air of resignation; she guards a corner cupboard in which repose the alcohols essential to the functioning of any Publicity Manager's office.

Above you on the wall is a faded photograph of the Founder of the Company which has just commenced to reimburse you handsomely for assisting its sales-staff and agents to sell its cars; ahead of you stretches your brand-new career . . .

How, readers, gentle or otherwise, would you pin that one down ?

The duties of a Publicity Manager fall under at least two, if not more, main headings—preparing sales literature and data, and arranging, or encouraging, publicity activities.

So far as catalogues are concerned, quality pays, I feel, although it is sad to see how this has deteriorated since the second World War —do you remember the magnificent Rolls-Royce catalogues issued prior to 1939, and does your papa still wistfully refer to the Berliet publications that set a standard before 1914 ?

If these ideals of print and glossy paper have had to be abandoned, at least make your present-day catalogue as attractive as you can—pretty girls are probably permissible, for they seem to be employed for selling everything from biscuits to corsets, dental cream to adding machines. but artist's impressions of your company's products which elongate the car to the length of a small 'bus and widen its seats until they could comfortably accommodate the entire infants' class of any modern village school, are OUT.

The wording of publicity material is an art you will have to acquire. Remember that plain " wishbone and coil spring independent suspension " may do for English buyers, but America will cast your catalogue aside unless you dress this up as " Esi-ride fluid-coil knee-action," or something of that kind.

Whether Rolls-Royce were too honest, and frightened impending clients, when they included in their early literature an awful warning about what would inevitably happen if James spun the steering-wheel onto full lock while the massive and top-heavy " Silver Ghost " was travelling at full speed, I do not know, but Porsche has the right idea today—their instruction manual commences " Dear PORSCHE customer : Your purchase of a Porsche indicates that you too are a driver who not only likes to drive, but also wants to drive well. We are happy to see you join this exclusive group of automobile connoisseurs . . . You will soon note that when you meet another Porsche—anywhere on the highways of the world—he will usually turn on his headlights or toot the horn—a special salute that : Porsche drivers constitute one family the world over, united in the knowledge that their car is something special, an exclusive automobile, internationally in a class of its own. Wishing you many thousands of miles of pleasure—the PORSCHE factory."

That starts the customer off happy, and Porsche are sincere, apparently, because when MOTOR SPORT's Continental Correspondent took delivery of his 1,500 Porsche at Stuttgart he had everything about the car personally explained, it was handed over with the tank full of petrol, and in the luggage space was a Porsche folding umbrella, which, like the car, is compact, low and made not to catch the wind ! Whereas the new cars which I have taken over (paid for in full, plus p.t.) have been rushed out to me, in one case with the tyre-paint still wet, tanks containing a thimble-full of fuel, and in the case of the most recent one, additional over-steer to contend with because the back Michelins contained but 8 lb. of air . . . This treatment has left such a sordid impression that if I had just taken on that job of Publicity Manager I should do my level best to persuade the management that every new car should go out to its new owner with a cheery handshake and the tank brimful of petrol—a gesture which wouldn't cost much and should build up prestige lost with today's take-it-or-leave-it attitude.

Requests from the Press for cars to road-test loom large in the life of a Publicity Manager. I should try to meet such demands to the utmost limit of the company's ability, because exceedingly valuable publicity results, particularly from the test reports which appear in the motoring Press. I would wince, perhaps, at criticism, but would try to counter it by ensuring that the engineers whose job it is to service the Press fleet had done their work well and truly before Mr. Journalist came to collect his test-car—I should try to get in a good run beforehand to make certain nothing serious was amiss. Then at least I should have the satisfaction of knowing that any criticism levelled at my Company's products was fair comment—and I could only hope that their faults and shortcomings would not be so serious that I should be obliged to refuse the more critical journalists a chance of testing any of our cars ! That I would deem a far worse advertisement than criticism of specific features in cold print . . .

I should insist that our Press cars were kept in really good fettle, but I would not allow any special tuning to be carried out, because in this world you get precious little for nothing and improvements to speed affect m.p.g. figures and *vice versa*. In this connection, do you remember the naughty sports-car manufacturer before the war who brought out a new model and was very anxious that its performance figures should look impressive when they appeared in a famous weekly motor journal ? After the road part of the test concluded the car came to Brooklands, where the manufacturer had a depot away over on the Byfleet side. It was the easiest thing in the world, while the unsuspecting journalist was wined and dined in traditional fashion at the Aero Club, for mechanics to remove the standard cylinder head and substitute a special high-compression head. Result—paeans of praise for the car's road-worthiness, good fuel-consumption figures AND a maximum speed of better than 80 m.p.h. That was all very well, but when customers discovered that their own cars of this type would not get within about 12 m.p.h. of this speed, back they came to the factory. The manufacturers had to issue a statement to the effect that the speed

BEAUTY AND THE CAR.—"Pretty girls are probably permissible" in publicity photographs. These young-ladies in a Fiat 600 must be English, for they are about to drink tea or coffee, not vino !

GOOD PHOTOGRAPH.—" Fine cars in natural surroundings are the finest of all publicity pictures." This beautiful setting of a beautiful car the Bristol 403, comes from the Motor-Car Division of the Bristol Aeroplane Company, Ltd.

of the road-test car had proved exceptional—and that is about the worst sort of publicity a firm can have unless it is to refuse to allow its standard cars to be tested in case they don't get entirely criticism-free write-ups . . .

A similar thing happened to a Coventry manufacturer in the 'twenties, when an over-optimistic fuel-consumption claim proved a gambit which failed, bringing disappointed customers in streams to the factory in search of more m.p.g.

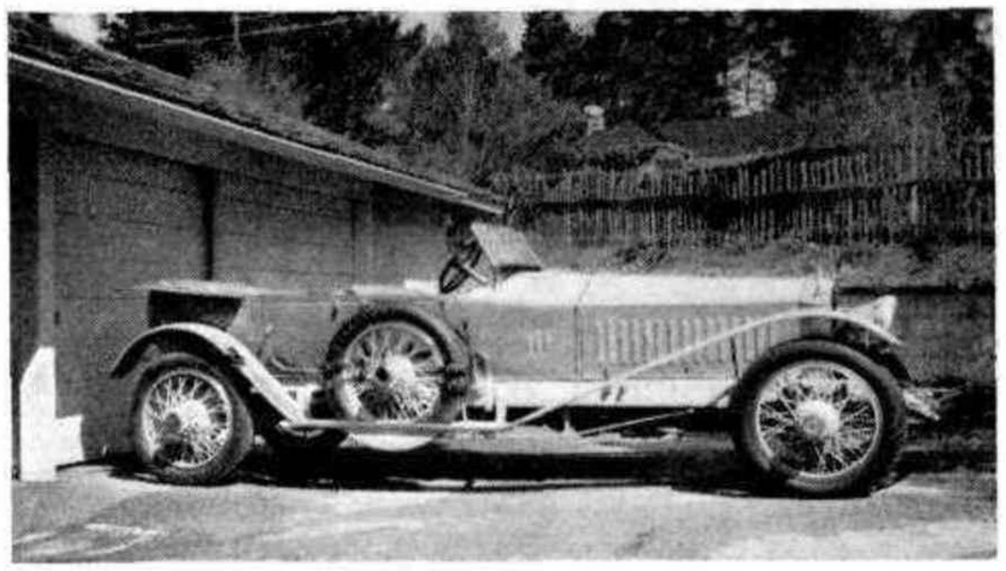
Whether a Publicity Manager should defend his firm's products against Press criticism is a debatable point. In the old days S. F. Edge perhaps overdid it on behalf of Napier and A.C., but a pithy letter to the correspondence columns of the magazine concerned is better, surely, than a strong silence ?

Success in competition events is perhaps the best publicity of all and if we are fortunate our Board of Directors will encourage this activity, appointing a Competitions Manager to look after the special department concerned. The Publicity Manager must work in close liaison; if no competition department is envisaged he should do his utmost to assist private entrants driving his firm's cars.

It is significant that today four out of our five big manufacturers take competition work seriously—B.M.C., Ford, Rootes and Standard. The Standard/Triumph group also encourages private owners of Triumph TR2s, in a very practical manner.

Individual runs and stunts come very much within the compass of a Publicity Manager, but it is getting more and more difficult to think up original feats. In the past they have been many, ranging from ambitious trans-Continental safaris and record bids, to top-gear struggles between capital cities in Great Britain.

They have included the ascent of Snowdon, up the railway track, by A.C. and Stoneleigh light cars, the climbing of the steps at Clovelly by a bevy of A.C.s, an ascent of Ben Nevis in 1911 by a model-T Ford (Sydney Allard tried this between the World Wars, but his Ford V8 Special rolled down the mountainside), Round Britain Runs on a given expenditure of fuel and oil, such as accomplished by a couple of 1927 Singer Juniors, the Round-the-World Tour and 30,000 miles in 30,000 minutes in Invictas by the Cordery sisters, foreshadowers of popular Sheila Van Damm, which won them the Dewar Trophy on two occasions, Austin's attack on American stock-car records at Indianapolis with an A90, the lovely idea of



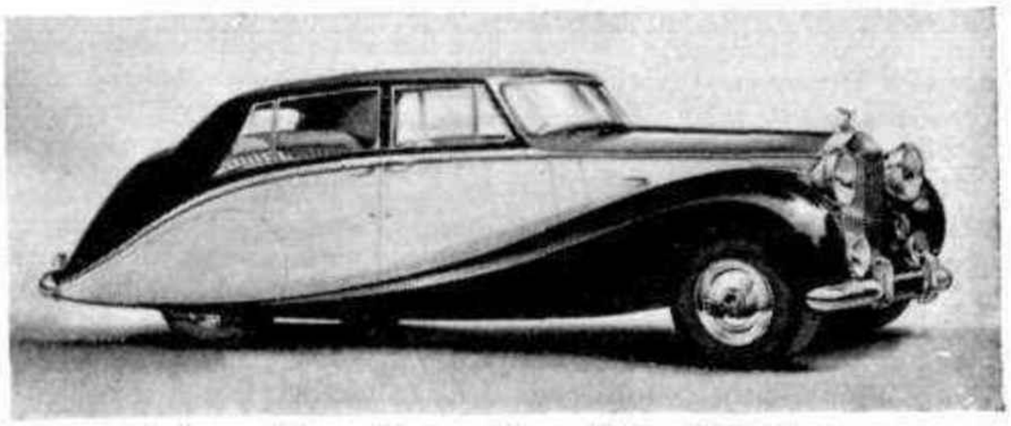
EDWARDIAN.—This splendid 1913 London-Edinburgh 40/50 Rolls-Royce is the property of A. H. Walker of Pebble Beach, California, but according to correspondents (see pages 257-258) might well have been the property of Mansel, Chandos or the Pleydells. You may or may not prefer its set-back radiator—

F. S. Bennett, when he mixed the bits of three Cadillacs at Brooklands and built one good one from the lot, to prove standardisation, and divers other R.A.C.-observed feats of endurance, performance and peculiarity, for which purpose Brooklands Track was exceedingly handy. In recent times such accomplishments have been fewer, because the higher speed of modern cars, more crowded roads and maybe a less gullible public have taken their toll. But quite recently these things have been done—the VW Microbus Tour of Britain, National Benzole's 24-Hour Run at Goodwood with two Ford Anglias and their Land's End-John o' Groats-Land's End with an A50 saloon, and the Inter-Varsity Land Rovers' return journey to the Cape, etc., etc.

The fifty consecutive ascents of Bwylch-y-Groes which won a Rover 14/45 saloon the R.A.C. Dewar Trophy in 1926 might well be repeated in 1955 by those seeking to publicise air-cooled cars like the VW, Citroën 2c.v., Allard Clipper or Bond, or the new little Fiat 600 with its unconventional location of the radiator.

The Big Five see the value of their own house magazine—the *Ford Times*, *Austin Magazine*, *Motoring* (Nuffield), *Modern Motoring and Travel* (Rootes), *Standard Car Review* and *Vauxhall Owner*—but these usually require a complete separate staff under a competent editor and are outside the direct province of ourselves as Publicity Manager !

Before the war Rolls-Royce had the splendid idea of issuing the most beautifully contrived publications, one about Rolls-Royce cars, the other to do with the Bentley, which were full of photographs of these cars in elegant settings all over the world. The paper was glossy art, the blocks superb, and the cost I would not care to contemplate. Yet this was a wonderful means of advertising the dignity of Rolls-Royce products, even if a lean 1920 Silver Ghost standing in the shadow of an Eastern Temple always seemed to me to emphasise the ugliness of the forward-set radiator of later Rolls-Royce cars. There is little justice in the world, for I remember congratulating the R-R publicity man, the late Millard-Buckley, on these magnificent publications which he was generous enough to have sent to me, saying what a fine life he must lead driving about in a " Phantom III " with his Leica looking for material. " I may get the Leica," he replied, " but they don't provide the Rolls-Royce; I drive about in an old Rover." His best memorial is the present R-R catalogue; anyone who knew the pre-war product can only weep.



— to the larger, forward-set radiator of later Rolls-Royce cars.

From which memory arises the conviction, in this breast at least, that good photographs of fine cars in natural surroundings are the finest of all publicity pictures.

Many manufacturers associate themselves with the appropriate one-make clubs to their mutual benefit. A.C. Cars take an active interest in the A.C.O.C., the Bentley Drivers' Club has the blessing of Rolls-Royce Limited (there is a Rolls-Royce Trophy in the Club's possession). The late Ettore Bugatti presented the B.O.C. with a Grand Prix Bugatti for members' use before the war, while the M.G., Riley and Sunbeam-Talbot Clubs are actually factory-sponsored.

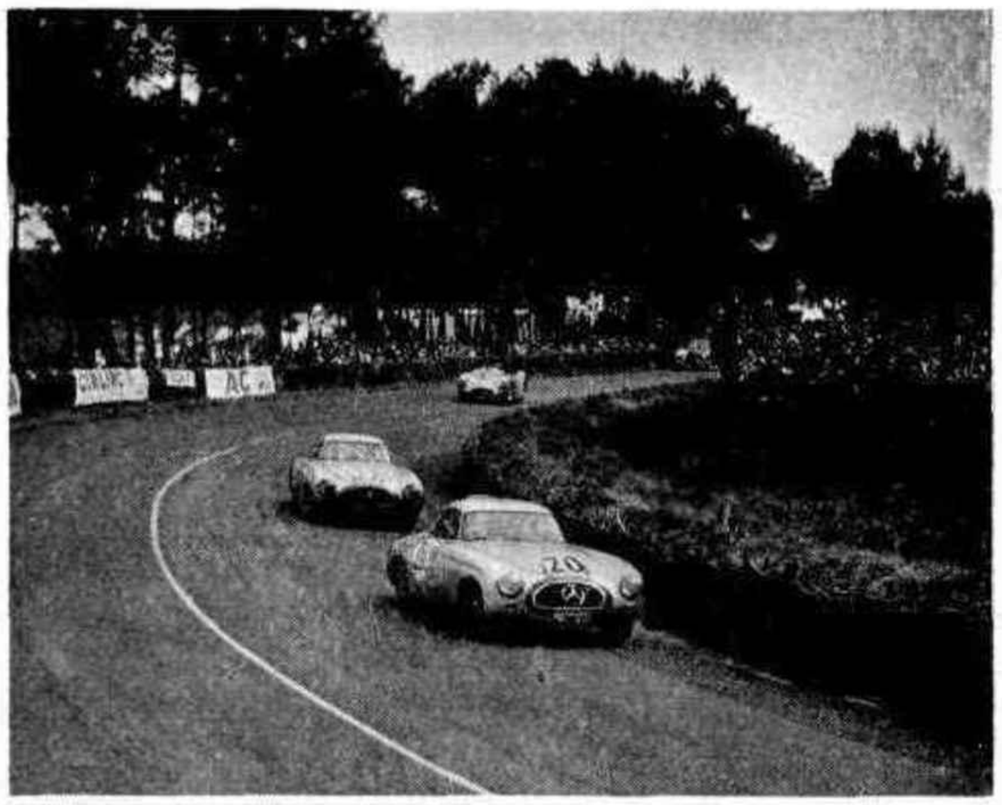
Well-presented cars of historic antiquity have a very definite publicity value, which makes it hard to understand why until recently the Rootes' Group has cold-shouldered the Humber and Sunbeam Registers. As Rosetti Publicity Manager I should hasten to present a trophy to the Rosetti Enthusiasts C.C.!

If I were Publicity Manager to an old-established firm I would nudge the Directors' elbow when a veteran or Edwardian specimen of "our" make came on the market—and, purchased and restored, I should hope that the worthy vehicle would become not so much a museum piece as an active travelling representation of the quality of Blank cars down the years, with myself at the wheel on suitable occasions. Austin, Nuffield, Rootes and Vauxhall do, of course, possess stables of antiques for this very purpose. In charge of such a stable I should be very careful never to abuse the old vehicles—as once happened when a veteran de Dion Bouton appeared in a gymkhana for the purpose of transporting a Lyons' "Nippy" in a brief bathing-costume from the scene of a beauty-parade. (Someone pass Miss Nagle a glass of water, quickly, please!)

After attending to these many aspects of the god Publicity, should I relax? Or should I cope patiently and politely with the obscure requests of editors and journalists, plan the firm's stand at Earls Court, hustle the photographer to the touching scene of famous film-star taking delivery (having jumped the queue and *sans* any sign of a cheque) of her new Blank and try to rustle up a bigger and better advertising stunt embracing all the Blank models (mechanical, not flesh and blood, Mr. Ticklebottom)?

The Press can drive you nearly round the bend at times, with their frantic requests for a sectional drawing of the 1910 swash-plate Blank or the weight of last year's station-wagon with the doors removed, but what seems peurile to the publicity tycoon can be life-and-death to the journalist and it pays to humour them in the long run. Coming from Blank Motors to real life, the Ford people run a model Press Service which I, in my newly-acquired job, would hope to emulate on a smaller scale.

Thinking up fresh stunts is the most difficult of the lot and I would hardly hope to emulate the Sternol Oil £5 flag scheme, whereby motorists spotting the flag and producing a tin of Sternol were paid



RACE VICTORIES constitute the best publicity of all. This belief is held by Mercedes-Benz, whose aerodynamic coupes are seen in first and second places in the Le Mans race of 1952. *They will do everything in their power to win at Le Mans this year.*

a real crisp fiver; or the gambit of the Pierce-Arrow people who steered one of their cars through crowded city streets with a shifting spanner replacing the steering wheel to demonstrate the lightness of the steering; or Alan Hess, who flew and motored an Austin A40 Sports Round the World in three weeks, outpacing Jules Verne. But if it were baby cars like the Citroën 2cv, or Fiat 600 I had to publicise, how about a race round Hyde Park in the rush-hour between Stirling Moss and Mike Hawthorn, Ken Wharton to act as starter, with Lord Lucas on the finishing line?

On that note I must leave you, readers gentle and otherwise, for the *Motorcar* is on the 'phone asking why I allowed the *Auto* to test the new Blank Straight-Twelve before they had had a smell of it, my managing director has come in waving the latest catalogue on which the printers have posed a nude instead of a bathing beauty against one of our cars, and anyway it's 11.15 a.m. and time for lunch.—W. B.

[Which all goes to prove what Publicity does to you!.—ED.]

V.S.C.C. WEEK-END

ON April 16th the Vintage S.C.C. held its first Silverstone Meeting of the season, the Paddock and car-parks full of exotic motor cars, including some exceedingly elegant Hispano-Suizas, Pomeroy's 1914 Prince Henry Vauxhall, and Dr. Crabtree's rare 18/55 Coatalen Talbot. A Vintage One-Hour High-Speed Trial attracted 36 entries divided into four classes. Qualifiers were Winder's 1923 Humber four-carburetter Special, in spite of losing a lap at the start and running a big-end, Binns' Brooklands Riley Nine with modern small lamps and telescopic shock-absorbers, Sim's manx-tailed Riley Nine and Robertson's Riley Nine fabric saloon in the 1,100-c.c. class (27 laps); Vaughan's Anzani Frazer-Nash, Wickham's big-port, short-stroke 12/50 Alvis "beetleback," Hadley's f.w.d. Alvis four-seater, Rayner's very nice T.T. Hyper unblown Lea-Francis two-seater, Routledge's 1924 Morris-Cowley, which he drove mainly one-handed (it is bright blue this year), Roberts' 1928 2-litre Lagonda four-seater, Good's ex-Follett 12/60 Alvis Special, its driver fumbling between his knees for the cogs, Webb's Brescia Bugatti Jarvis two-seater and Marr's Aston Martin International in the 1,101-2,000-c.c. class (29 laps); Heal's 3-litre twin-cam Sunbeam and Noble's manx-tail Alvis in the 2,001-3,000-c.c. class (31 laps); and Cox's 30/98 Vauxhall and Cleaton-Roberts' 4½-litre Bentley in the over-3,000-c.c. class (33 laps). Taylor's Austin Seven Special, which isn't vintage at all, having a Ford d/d. carburetter, four-speed gearbox, castors for wheels and even the Nippy front spring, overturned at Becketts and Cochrane's 1922

HISTORIC RACING CAR.—The ex-Bira, ex-Flint E.R.A. "Remus," driven by J. W. Broad, leading J. S. Mudd's 2.6 Alfa-Romeo during a race at the V.S.C.C. Silverstone meeting.

1·2·3 on K·L·G

GOODWOOD

LAVANT CUP

1st : R. Salvadori ... CONNAUGHT
2nd : F. R. Gerard ... COOPER-BRISTOL
3rd : D. B. Beauman CONNAUGHT

GLOVER TROPHY

1st : R. Salvadori ... MASERATI
2nd : F. R. Gerard ... COOPER-BRISTOL
3rd : D. B. Beauman CONNAUGHT

EARL OF MARCH TROPHY

1st : I. Bueb ... COOPER
2nd : D. Parker ... KIEFT
3rd : C. C. H. Davis... COOPER

EASTER HANDICAP

1st : F. R. Gerard ... COOPER-BRISTOL
2nd : R. Salvadori ... MASERATI
3rd : J. Young ... CONNAUGHT

SPORTS CAR RACES, unsupercharged

Over 2,000 c.c.—1st : R. Salvadori ... ... ASTON MARTIN
Under 2,000 c.c.—1st : W. A. Scott-Brown ... LISTER-BRISTOL
„ 1,100 c.c.—1st : I. Bueb ... ... COOPER
Up to 1,500 c.c.—1st : L. Leston ... ... CONNAUGHT

(Subject to official confirmation)

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SMITHS MOTOR ACCESSORIES LTD., K.L.G. SALES DEPT., CRICKLEWOOD WORKS, LONDON, N.W.2 • THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

8/18 Talbot shed a front wheel. Passengers, forbidden, appeared in several cars, including the Austin. Too slow, but very dignified, was Austin's 1923 Humber coupé with mahogany toolbox and trumpet electric horn on the off-side running-board.

The racing opened with a 5-lap mixed handicap, which Easdale's 1930 blown 1,750 Alfa-Romeo snatched on the last lap from Leo's blown 2-litre Lagonda of the same year and Nunn's 1932 Frazer-Nash. Speed 63.35 m.p.h., and fastest lap by Pitts in Broad's E.R.A., at 70.08 m.p.h. Another of these 5-lap handicaps followed, which Vaughan's beautiful Anzani Frazer-Nash "1½-seater" led for the last four laps, winning comfortably, at 58.52 m.p.h., from Skirrow's 1930 Frazer-Nash and Mulholland's neat 1931 Frazer-Nash—how the "Chain Gang" thrives! Fastest lap, at 60.8 m.p.h., was shared by Skirrow and Ashley's Frazer-Nash. Morin Scott unleashed his new, white 45-h.p. Hispano-Suiza two-seater with locking back brakes, nearly ramming Smith's Frazer-Nash at Woodcote and Cooke played wild-boy in a Lagonda Rapier.

The big race of the afternoon was the 10-lap Itala Trophy Race, which brought out the following splendid collection of vintage racing cars—Attwood's Razor-Blade 16-valve Aston Martin, Clutton's 1908 G.P. Itala, Green's Amilcar Six, Sears' 1914 G.P. Opel, Eminson's Type 37A G.P. Bugatti, Binns' Brooklands Riley Nine, Williamson's Bentley, Allen's 1922 G.P. long-tailed Sunbeam, Brewer's Type 37A Bugatti, Tozer's Amilcar Six, Byrom's Type 35B G.P. Bugatti and Smith in Sir Ralph Millais' blown 4-litre V12 Sunbeam "Tiger"—and the Hispano-Suiza and a huge Isotta-Fraschini which thought they were vintage racing cars; actually the latter was the ex-Bolster two-seater with four HV5 S.U. carburetters and sealed-off radiator. Alas, Basil Davenport's truly delightful G.N. Vitesse, the Vitesse V-twin engine with twin Solex carburetters, twin M.L. magnetos, chain-driven o.h. camshaft two-valve heads (one of them bronze), J.A.P. rods, and replica 200-Mile-Race body, had a broken crankshaft, and Rowley's ex-Conan Doyle six-carburetter, 2-litre V12 Delage, with L.M.B. transverse leaf-spring i.f.s., had water in its cylinders. Byrom led all the way, winning impeccably, as he had done in 1952 and 1953, at 68.96 m.p.h. The V12 Sunbeam, although suffering from water internally, was second on the first lap, but Smith spun it at Woodcote, dropping to fourth place, later to fifth. Williamson in his *sports* Bentley chased Byrom at a discreet distance, Tozer's little Amilcar went splendidly in third place and Binns was fourth. Fastest lap was established by Byrom, at 69.79 m.p.h. The Hispano-Suiza retired on lap two, Thirlby's Parker-G.N.-J.A.P. on lap three. Alas, the 1922 G.P. Sunbeam caught fire at the pits and, extinguishers having to be brought from Woodcote Corner, was somewhat damaged.

A 16-lap handicap for vintage sports cars followed, Binns' Riley winning at 64.55 m.p.h. from a 3-lap start, Heap's Riley Nine second, Brown's Frazer-Nash third, and Williamson's 4½-litre Bentley making fastest lap at 69.79 m.p.h., equalling Byrom's in the preceding race.

The Edwardians supported their 3-lap handicap to the number of seven entries, but Sears' Opel non-started. Gunn's beautifully turned-out 1914 1,743-c.c. Humber tourer used its 2 min. 54 sec. start to good purpose, winning at 38.49 m.p.h. (motor-racing is dangerous!) from Williamson, now in the Itala, and Neve's 1914 T.T. Humber. Sears, on scratch in the 1914 T.T. Humber, had the consolation of fastest lap, at a rousing 63.5 m.p.h. It was good to see Hill's Alfonso Hispano-Suiza in action again; it was later driven by Densham. Firkin's Darracq, using its screen as an air-brake, was last.

The 10-lap "All-Comers'" Scratch Race promised well. After three laps a trio of E.R.A.s disposed of Byrom's Bugatti and Broad battled with Wilkinson (E.R.A. R8) to win at 73.17 m.p.h., making fastest lap at 76.56 m.p.h., with T. T. Carson (Tim's son) third in the ex-Lewis E.R.A. (R9). J. M. Crowther finished fourth in the Powys-Lybbe 2.9 *monoposto* Alfa-Romeo, followed by Tozer's Amilcar and Cox in the rapid ex-Nurse Riley Nine, while the cornering of Arnold-Forster's G.N. Special, until it shed its bonnet, was a sight to behold.

Two more 5-lap "mixed" handicaps followed, the first won by Parker's Frazer-Nash "Patience" (polished in the Paddock by some highly-polished young ladies!) at 64.42 m.p.h. (also best lap, 67.14 m.p.h.) from Walker's 4½-litre Bentley and Attwood's very brisk single-seater Aston Martin, Arnold-Forster again splendid to see until the G.N.'s air pressure deflated, while Morley's 3-litre Bentley two-seater was well in the picture until the last lap, and we admired Gibson-Jarvie's neat Brooklands Riley Nine.

The second of these races went to T. T. Carson's E.R.A. at 73.61 m.p.h. and, starting 5 sec. later, Wilkinson chased hard, his E.R.A. returning fastest lap of the meeting, at 76.79 m.p.h. Michael was third in the smart ex-Howarth 4½-litre Lagonda. D. McKenzie drove the ex-Hall T.T. 4¼-litre Bentley with dignity, Hartridge spun Green's Amilcar Six at Woodcote on the first lap and retired, the Isotta-Fraschini proved it wasn't a racing car by crawling in on the same lap, and to add to this initial excitement the bonnet-less, long Nash-A.C. (A.C. Six engine) of R. R. C. March shed a chain, while a lap later Parkes' Frazer-Nash nearly shed its near-side front mudguard. Mason was running again, after replacing a broken rocker in his well-known 4½-litre Bentley, but Westley's ex-Hillwood blown M.G. lasted only a lap.

Light relief was afforded by the 3-lap Vintage Light Car Handicap, with an excellent entry of 22. Winder drove his normal Humber 8/18, which this time towed his racing 9/28 Humber Special to the course (Bravo!—no trailer). The field included the Trojan, two air-cooled Rover Eights, a Hampton, two Anzani A.C.s, a fast Fiat 501, Mrs. Wrigley in her husband's 8/18 Talbot, a Fiat 509 saloon, a Gwynne Eight "hip-bath," the Routledge Morris-Cowley, a 10/25 Rover, and a 1921 Morris-Cowley which soon retired with a magneto malady. Through them all came Johnson's 1922 back-braked Morris-Cowley (1 min. 23 sec.) to win at 44.07 m.p.h. from Firkin's 1927 Austin Seven Chummy (0 min. 48. sec.), which amused the spectators by suffering from furious front-wheel tramp round Woodcote, and Wheeler's tuned 1922 8/18 Talbot (scratch), which demonstrated understeer as no car has before! Winder's scratch 1924 9/28 Humber put up best lap, at 51.86 m.p.h., excellent for a light car over 30 years old.

The meeting ended with the 5-lap MOTOR SPORT Handicap, seven starting, and Nunn's 1932 Frazer-Nash, with straight front axle, led all the way to win at 57.69 m.p.h., Cox's Riley Nine coming through to second place, just ahead of Walker's 4½-litre Bentley, the Riley making fastest lap, at 67.14 m.p.h. Unfortunate to be unplaced was Bennett's Ulster Austin Seven, the placings to date in the MOTOR SPORT contest being :—

P. J. Nunn (Frazer-Nash)	6 points
H. W. Cox (Riley)	5 ,,
G. T. Walker (Bentley)	4 ,,
J. V. Skirrow (Frazer-Nash)	3 ,,
M. Vaughan (Frazer-Nash)	2 ,,
H. R. Heap (Riley)	1 ,,

These drivers, in these cars, are eligible for the MOTOR SPORT race at the M.C.C. Silverstone Meeting on July 2nd.

Thus ended an excellent opening to the V.S.C.C. racing season—we feel sure it would have done Lord Lucas a power of good had he been present!

* * *

On the Sunday the annual Vintage Light Car Rally took place, this year in beautiful weather. Intended to decide the best vintage light car and crew for touring purposes, competitors had to take a number of tests in the by-ways of rural Buckinghamshire based on those used in the old J.C.C. General Efficiency Trial. There was an excellent entry of 22, and with a 1914 Humber and a 1924 Fiat 501 two-seater non-starting, the runners consisted of two bull-nose Morris-Cowleys; four Humber light cars; a Fiat 509 saloon; a 12/22 Lea-Francis; a Clyno; two 12/24 Lagondas, one a saloon; a 9.5 Swift; an 8.3 Renault; an Autocrat coupé; two 7/17 flat-twin short-chassis Jowetts; two air-cooled flat-twin Rover Eights; a Hampton and a 12/24 Wolseley. A downhill brake test underlined the safety of these old cars, those which overshot doing so through an injudicious speed of approach, while on a 1 in 7 hill we noticed Butlin's Rover twin climbing slightly faster than Rogers' Jowett.—W. B.

Results

1st :	F. Lockhart (1923 Rover Eight)	88 marks
2nd :	N. Routledge (1924 Morris-Cowley)	82 ,,
3rd :	D. Dighton (1928 9/20 Humber)	79 ,,

SCAVENGE HUNT

The Editor tenders his sincere thanks to those readers who responded to his paragraph "Scavenger!" in the March issue and to acknowledge a model-J Duesenberg valve, a commutator (unused) for a 1912 model-T Ford, and two A.B.C. hub-caps. He is busy hunting a Maybach zeppelin engine in Herts, a Beardmore sports-car engine in Middlesex and a Foden steam wagon in Bucks, etc., as a result of correspondence received, and is always keen to hear of similar readers' discoveries.

CLUB NEWS

SWANSEA M.C.

There were 35 entries for the Enoch Car Rally on Sunday, March 27th, starting from Fairwood Aerodrome including one very new car bought and run-in especially for the rally. Route cards were handed to competitors fifteen minutes before each set out.

The first section of the route with competitors leaving at one-minute intervals went to the Abernant Lake Hotel *via* Pontrhyd-y-Fen, Pendeyn, Craig-y-Fro and Pen-y-Rhiw with one secret check and one special test *en route*. This was successfully completed by all but one competitor who had to drop out because of gearbox trouble, and one competitor arrived at *and* left the Abernant Hotel emitting a cloud of smoke!

On the homeward run *via* Llansadwry the competitors found one secret check near Llanwrdda and one point to be determined by competitors from numbers and letters placed at previous controls—the numbers arranged in alphabetical order gave the final map reference before Fairwood. At Fairwood Aerodrome there was a large and enthusiastic crowd of interested spectators who had come to welcome survivors, and to watch the special tests which were used as the deciding factor in the rally since there were at least four competitors who came through the road section and secret checks without losing a mark.

General Classification :

1st :	Luis Bilbao (Riley 2½)	Lost	2 marks
2nd :	R. L. Hyman (Jaguar Mk. VII)	,,	10 ,,
3rd :	G. F. Reason Jones (Triumph TR2)	,,	14 ,,

Class Winners :

I :	G. G. L. Thomas (Austin A30)	Lost	70 marks
II :	H. Arthur (Sunbeam-Talbot)	,,	14 ,,
III :	M. Griffiths (Ford Consul)	,,	30 ,,
IV :	R. L. Hyman (Jaguar Mk. VII)	,,	10 ,,
V :	G. F. Reason Jones (Triumph TR2)	,,	14 ,,

Team Prize : Ystabl Cymru " D " Team (G. F. Reason Jones, H. A. Thomas and L. E. C. Price).

WHO'S THIS?—Can you identify the person on the right of the picture, seen with his wife at a pre-war motor-club dinner and still well known in the motor industry? His name on a p.c., please, so that we can publish the Names of the Knowledgeable in the next issue. Last month's Quiz was correctly solved by D. Loader, of London; C. A. N. May, of Solihull; A. R. Warrilow, of Pinner Hill; H. G. Conway, of Crawfordsburn; D. B. Cooke, of Malvern; Major K. Richmond, of Sheerness; D. F. Rees, of Talybont; C. M. Walker, of Cheltenham; and P. S. Flower, of Parkstone. The lady is Miss Joan Richmond, who came to this country from Australia to drive a sports Triumph and whose greatest success was winning the J.C.C. 1,000 Mile Race at Brooklands in 1932, when she partnered Mrs. Wisdom in a Riley. She has since returned home and may be amused to know that she was mistaken for Mrs. Wisdom, Mrs. Petre, Gwenda Stewart, Doreen Evans, Ivy Cummings, Sheila van Damm, Miss Maconachie, Fay Taylour, Margaret Allen and the Hon. Mrs. Victor Bruce, the most popular " guess " being Mrs. Wisdom, closely followed by votes for Kay Petre.

S.C.C. OF NORFOLK

Thirty members of the Sporting Car Club of Norfolk competed in the Annual Spring Run on March 27th.

Starting in Norwich the route of nearly 100 miles covered the minor roads and lanes of South Norfolk. Competitors had to find a number of controls consisting of map references, signpost photographs and anagram problems, visiting these in the shortest mileage and at a set average speed. Distances between controls were generally short, requiring quick navigating, and at one control which had to be entered along a specified route, several cars stuck in deep mud, it was here the lighter cars had the advantage as they were more easily manhandled on their way.

Results :

1st : D. Archer (Morris Minor).
2nd : D. Millbank (Ford 10 h.p.).
3rd : B. Bush (Austin A40).
4th : J. Risk (Ford Zephyr).

Hon. Sec. : J. Olorenshaw, 118, Prince of Wales Road, Norfolk.

RENAULT O C.

The Cotswold Night Navigation Trial was held on March 19/20th, and the results were announced after breakfast in front of more than 100 people, the winner being Mr. D. M. Pink with a Renault 750, against opposition of a record entry of 40 cars. Next function : Spring Rally (Surrey and Sussex), May 21st.

B.A.R.C.

At the B.A.R.C. annual general meeting on March 10th, at the R.A.C., the Duke of Richmond and Gordon was unanimously re-elected president.

Mr. S. M. Lawry, a director of Trinity Cars Ltd., who has already served on B.A.R.C. committees, was elected to the Council in place of Mr. C. K. Mortimer, who resigned owing to pressure of business. The other retiring members of the Council were re-elected *en bloc* for a further term. Those serving are :

Professor A. M. Low, D.Sc., A.C.G.I., etc.; Major F. H. Bale, O.B.E., M.I.Mech.E.; L. F. Dyer; Alfred Logette; George Abecassis; A. G. Benstead, M.I.Mech.E.; Lord Essendon; Capt. A. Frazer-Nash, M.I.Mech.E.; P. J. Calvert, A.M.I.Mech.E., A.M.I.E.E.; C. S. Watkinson; E. C. Gordon England, F.R.Ae.S.; H. R. Godfrey, M.I.Mech.E.; David Hampshire; S. M. Lawry; J. Gordon Offord; Geo. Roberts; Lord Selsdon, D.S.C.; R. G. Sutherland; Major L. H. White.

Holding office in 1954 were Professor A. M. Low (Chairman), Mr. L. F. Dyer (Vice-Chairman), Major F. H. Bale (Hon. Treasurer), Mr. Alfred Logette (Hon. Legal Adviser).

Secretary : H. J. Morgan, 55, Park Lane, London, W.1 (GRO 4471-2-3).

V.C.C.

Great interest has been aroused by the announcement of the Veteran Car Club of Great Britain of its Silver Jubilee Rally, to be held in co-sponsorship with the Regent Oil Company Limited from July 6th to 10th inclusive.

Already competitors from the Antique Automobile Club of America; the Horseless Carriage Club of America; the Veteran Motor Car Club of America; Les Teuf-Teuf, France; Royal Motor-Union, Belgium; Regionale Automobielsport Club, Holland; Dansk Veteranbil Klub, Denmark; Norsk Veteranvognklubb, Norway; Bilhistoriska Klubbem, Sweden; Allgemeiner Schnauferl-club, Germany; Ustradni Automotoklub CSR, Czechoslovakia; the Leinster Motor Club, Ltd., Eire, have accepted invitations to attend the rally and a record number of overseas veteran cars is expected.

The cars will be divided into four classes :—

Class 1 :	Cars manufactured	before 1901.	
Class 2 :	,, ,,	between 1901 and 1904	inclusive.
Class 3 :	,, ,,	,, 1905 and 1910	,,
Class 4 :	,, ,,	,, 1911 and 1916	,,

The rally starting points are London, Cambridge, York, Chester and Bristol, where cars will start on July 6th for Part 1 of the rally and proceed on their various routes—each of which is approximately 145 miles—to Stratford-on-Avon, which is the rallying point. Part 2 of the tour is from Stratford-on-Avon to Cheltenham and then on to Longbridge. Part 3 takes place at the Longbridge Works of the Austin Motor Company on July 9th and consists of driving tests. Part 4 concludes the rally with a Concours d'Elegance at Royal Leamington Spa.

Details from : Miss J. E. Nagle, Veteran Car Club, 46, North Row, Oxford Street, London, W.1.

NOTTINGHAM S.C.C.

The N.S.C.C. is to hold a race meeting at Oulton Park on July 2nd. During the meeting a race of 50 miles duration will be held for racing cars with not less than three cylinders and a capacity not exceeding 1,500 c.c. unsupercharged. The race will be run concurrently with that for 2,000 c.c. unsupercharged racing cars and there will be separate awards for each class.

It is the intention of the organisers to foster interest in what is, in their opinion, a much needed national class for medium-sized single-seater racing cars utilising available 1½-litre engines, six of which are in advanced stages of development.

For the purposes of this event, largely experimental at this stage, existing two-seater sports cars will be accepted and no restrictions will be placed on fuel, mudguards, silencing or the carrying of equipment other than that normally found on a racing car proper.

It is hoped this event will attract entries from M.G., Lotus, Buckler and H.R.G. makes of the present era and Rileys of earlier period.

M.G. C.C. (S.W. CENTRE)

Held on March 20th, the Navigational Rally attracted an entry of 21, who found the "multitude of map references" hard to find. Mileages on signposts had to be totalled, always difficult when in a hurry, pub-keepers' names noted, times of collections at obscure post-boxes discovered and, additionally, five timed controls had to be visited.

For the second year in succession, Don Hall, in an Austin A30, proved himself the most successful in this type of event, beating the well-known opposition of John and Michael King, Gilbert Best and Charles Toomer. The open cars did not have a good day, for apart from John King (TR2) and Tony Woodward (M.G. TC) they all were in the last half of the results lists.

After a successful event, a gathering of over 50 enjoyed an evening of films presented at the Ship Hotel, Alveston.

FIXTURES FOR MAY

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

1st.—**Caernarvonshire & Anglesey M.C.** Rally. *C.*
Grimsby M.C. Car Sports. *C.*
Cumberland S.C.C. *C.*
M.G. C.C. (Devon & Cornwall). Rally. *C.*
Sheffield and Hallamshire M.C. Trial, Navigation. *C.*
Thames Estuary A.C. Driving Tests, Wormingford. *R.*
Kentish Border C.C. Driving Tests. *C.*
Lothian C.C. Rally. *R.*
Clyde C.C. Rally. *R.*
B.A.R.C. (S.W.). Treasure Hunt. *C.*
Stafford & Dist. C.C. Rally. *C.*
Oxford M.C. Rally. *C.*
Maidstone & Mid-Kent M.C. Rally, Tyrwhitt Drake. *C.*
English Electric Co. M.C. & C.C. Rally, Navigation Trophy. *C.*
Horsham & Dist. C.C. Rally, Guildford. *C.*
Morgan 4/4 C.C. Rally. *R.*
Furness Dist. M.C. Trial, main road. *C.*
C.S.M.A. (Faraborough). Trial, Day Navigation. *C.*
Cemian M.C. Driving Tests, Abridge. *C.*
Old Merchant Taylors' M.C. Rally, Detective. *C.*
Ilkley & Dist. M.C. Speed Trial. *R.*
B.R. & S.C.C. Race Meeting, Brands Hatch. *C.*
5th.—**N. Cornwall M.C.** Trial. *C.*
7th.—**Rhyl & Dist. M.C.** Driving Tests. *C.*
C.S.M.A. (Scottish). Gymkhana. *R.*
V.C.C. Rally, Brighton. *C.*
500 M.R.C.O.I. Hill-Climb, Cairncastle. *C.*
B.R.D.C. RACE MEETING, SILVERSTONE (F. I., F. III, S. & T.). *I.*
Bristol M.C. & L.C.C. Hill-Climb, Naish. *C.*
7th-8th.—**Huddersfield M.C.** Rally. *R.*
Evesham A.C. Rally. *C.*
Pathfinders & Derby M.C. ..ally, Scarborough. *R.*
Fernie M.C. Rally, Midland Mail Trophy. *C.*
Wolverhampton & S. Staffs C.C. Night Rally. *C.*
8th.—**Welsh Counties C.C.** Rally. *R.*
Grimsby M.C. Day Trial. *C.*
Liverpool M.C. Driving Tests. *C.*
Manchester Univ. M.C. Rally. *C.*
Wallsall & Dist. M.C. Driving Tests, Walsall. *R.*
Surrey S.M.C. Touring Trial. *R.*
United Hosps. & U.L.M.C. Rally and Driving Tests. *R.*
S. of Scotland C.C. Rally, Galloway Hundred. *C.*
B.A.R.C. (Yorks). Rally, Chairman's Event. *C.*
Fairey Aviation C.C. Rally. *C.*
Marconi A.C. Rally. *R.*
Edinburgh Univ. M.C. Rally, Murray Cup. *C.*
Alvis O.S. (N.), Bentley D.C. & Lagonda C.C. Rally. *C.*
Middlesbrough & Dist C.C. Rally. *C.*
Chiltern C.C. Speed Trial. *R.*
11th.—**Haslemere M.C.** Scavenger Hunt. *C.*
Hagley & Dist. L.C.C. Rally. *C.*
13th/14th.—**Midlands M.E.C.** Rally. *R.*
Harrow C.C. Rally, Frinton. *R.*
13th-15th.—**LANCS A.C.** RALLY, MORECAMBE. *N.*
14th.—**ULSTER A.C.** ULSTER TROPHY RACE (C.S. & T.). *I.*
Lancs & Cheshire C.C. Race Meeting. *C.*
Nottingham S.C.C. Speed Trial. *C.*
Maidstone & Mid-Kent M.C. Race Meeting. *R.*
Aberdeen & Dist. M.C. Race Meeting Crimond. *C.*
14th/15th.—**Durham A.C.** Rally. *R.*
M.C. C.C. (Scottish). Rally, Weekend. *C.*
N. London E.C.C. Rally, Radcap. *R.*
15th.—**Sporting Owner D.C.** Rally. *C.*
Shenstone & Dist. M.C. Rally. *C.*
Gt. Yarmouth & Lowestoft M.C. Rally. *C.*
Sunbeam-Talbot O.C. Rally, Night Navigation. *C.*
Forces' M.C. Rally. *C.*
East Anglian M.C. Driving Tests, Regional. *R.*
Brighton & Hove M.C. Driving Tests. *C.*
Nantwich & Dist. C.C. Rally. *C.*
Dumfries & Dist. C.C. Treasure Hunt. *C.*
A.E.R.E. M.C. Trial, Navigation. *C.*
Swanage M.C. Trial. *C.*
Herefordshire M.C. Driving Tests. *C.*
M.G. C.C. (N.W.). Rally. *C.*
R.R.D.E. M.C. Trial, Worcs and Glos. *C.*
Gosport A.C. Rally. *R.*
Riley M.C. (Highland). Trial. *C.*
15th.—**Windsor C.C** Rally. *C.*
B.A.R.C. (N.W.). Trial, Coronation Trophy. *C.*
Severn Valley M.C. Rally, Welsh. *R.*
Northampton & Dist. C.C. Rally. *C.*
Leicestershire C.C. Trial. *C.*
Alvis O.C. (S.). Rally. *C.*
King's Lynn & Dist. M.C. Rally. *C.*
C.S.M.A. (W. Middx.). Rally, Curtis Bennett. *C.*
C.S.M.A. (Northern). Rally. *C.*
Riley M.C. (N.W.). Driving Tests, Eccles. *C.*
Sevenoaks & Dist. M.C. Rally, Versatility. *C.*
Public Schools M.C. & Incor. Auctioneers' C.C. Gymkhana. *C.*
North Midland M.C. Hill-Climb. *C.*
Mid-Surrey A.C. Speed Trial. *R.*
Morecambe C.C. Hill-Climb. *C.*
Hants & Berks M.C. Autocross. *R.*
Cheltenham M.C. Speed Trial, Staverton. *R.*
19th.—**N. Cornwall M.C.** Driving Tests. *C.*
Jersey M.C. & L.C.C. Rally. *C.*
21st.—**M.G. C.C. (Midland).** Driving Tests. *C.*
Veteran C.C. Rally, Manchester/Buxton. *C.*
Sunbeam-Talbot O.C. Gymkhana. *C.*
Burnham-on-Sea M.C. Rally. *C.*
Lagonda Club. Rally. *C.*
Westmorland C.C. Hill-Climb, Barbon. *R.*
WELSH M.R.C. RACE MEETING, FAIRWOOD. *N.*
B.A.R.C. Race Meeting, Aintree. *C.*
Herts County A. & A.C. Hill-Climb, Westbrook Hay. *R.*
W. Hants & Dorset C.C. Autocross. *C.*
21st/22nd.—**Eastern Counties M.C.** Rally, Felixstowe. *R.*
B.A.R.C. (S.W.). Rally. *R.*
750 ,Hants & Berks, & U.H.U.L. M.C. Night Rally. *C.*
22nd.—**Fylde M.S.C.** Touring Trial. *C.*
Newcastle & Dist. M.C. Driving Tests. *C.*
Middlesbrough & Dist. M.C. Trial, Liddle. *C.*
Plymouth M.C. Rally, Ladies' Day. *C.*
de Lacy M.C. of Pontefract. Rally. *C.*
Peterborough M.C. Rally. *C.*
Guildford M.C. Rally. *C.*
Margate & Dist. C.C. Rally, Hawkes Cup. *C.*
Darlington & Dist. M.C. Hill-Climb. *C.*
C.S.M.A. (Goring). Rally. *C.*
Cambridge '50 C.C. Rally, E. Counties. *C.*
Berwick & Dist. M.C. Gymkhana and Driving Tests. *C.*
Blackpool & Fylde M.C. Autocross. *C.*
B.A.R.C. & Yorkshire S.C.C. Autocross. *C.*
Mid-Cheshire M.C. Autocross. *R.*
BUGATTI O.C. HILL-CLIMB. *N.*
Southsea M.C. Speed Trial, Thorney. *R.*
23rd.—**North Devon M.C.** Autocross. *R.*
25th.—**Arbroath & Dist. M.C.** Rally. *C.*
27th/28th.—**C.S.M.A.** Trial. *C.*
M.C.C. Rally, Whitsun. *R.*
28th.—**Newry & Dist. M.C.** Trial, Circuit of Down. *R.*
Coltness C.C. Rally. *C.*
WEST ESSEX C.C. RACE MEETING, SNETTERTON. *N.*
28th/29th.—**Grimsby M.C.** Rally, Poacher. *R.*
29th.—**Warrington & Dist. C.C.** Rally. *C.*
Worcestershire M.C. Rally. *C.*
Bolton le Moors C.C. Trial, Standard Car. *C.*
Pathfinders & Derby M.C. Driving Tests. *C.*
Coventry & Warwicks M.C. Driving Tests. *C.*
M.G. C.C. (Devon & Cornwall). Gymkhana. *C.*
S.C.C. of Norfolk. Driving Tests. *C.*
Sheffield & Hallamshire M.C. Speed Trial. *C.*
B.R. & S.C.C. RACE MEETING, BRANDS HATCH. *N.*
Snetterton M.R.C. Speed Trial. *C.*
A.C. O.C. Speed Trial. *C.*
Sunbeam Register Seaford Talbot Rally. *C.*
30th.—**N. Devon M.C.** Autocross. *R.*
CORNWALL M.R.C. RACE MEETING, DAVIDSTOW. *N.*
B.A.R.C. RACE MEETING, GOODWOOD. *I.*
Falcon M.C. Speed Trial. *R.*
B.R. & S.C.C. RACE MEETING, CRYSTAL PALACE. *N.*
B.R. & S.C.C. Race Meeting, Cadwell Park. *C.*
Jersey M.C. & L.C.C. Hill-Climb, Bouley Bay. *C.*
30th-3rd June.—**ROYAL SCOTTISH A.C.** RALLY, SCOTTISH. *I.*

RUMBLINGS

ROUND-THE-HOUSES IN A FIAT 600

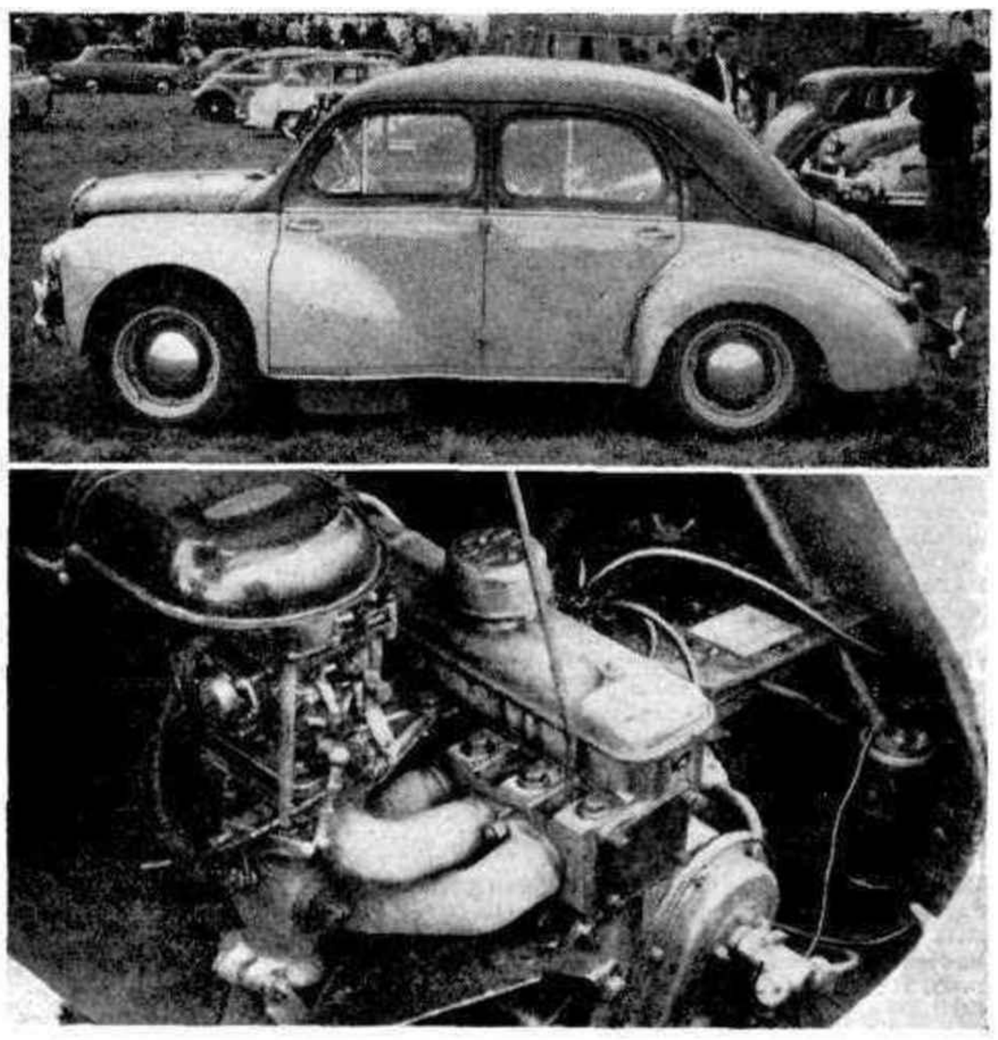
On March 23rd an important function took place at the "Bull," Gerrard's Cross, when Dr. Prosio of Fiat (England), Ltd., held a Press viewing of the new Fiat 600. The invited journalists came in diverse ways, Laurence Pomeroy of the *Motor* in his immaculate 1914 "Prince Henry" Vauxhall, Dudley Noble of *Milestones* and party in a couple of vast Daimler-Hire Daimlers, while the Editor of MOTOR SPORT was the only journalist to comply with the dictum that the correct place for your car's engine is at the back!

After lunch Dr. F. P. Prosio announced the price of the new baby Fiat to be £412 10s. in this country, or £585 10s. inclusive of p.t., reminding us that this had to include import duty and higher commission to British dealers than Fiat has to pay to Italian dealers. Laurence Pomeroy, replying for the guests, said it is interesting to find that although the three largest European producers use rear engines, their politics differ, the State owning Renault, Volkswagen being owned by no one, while Fiat owned the State! He concluded with some choice stories which cannot be committed to print.

We then had an opportunity of riding in and driving one of four demonstration Fiat 600s for a brief spell in and around Amersham.

Impressions are that the expected oversteer is practically unnoticeable, that the rear-engine location results in very quiet running (no doubt the Fiat designer, Ing. Giacosa, employed water-cooling for this purpose) and that the little car seats four full-size adults comfortably, with width to spare on the rear seat. The speedometer needle climbs quickly to an indicated 60 m.p.h. and stops there, and a smooth start is possible in second gear.

Visibility all round is exceptionally good, the ride is comfortable, apart from some shake, over atrocious surfaces, the brakes are adequate and the gearbox a delight to use. The rigid little remote gear-lever is a trifle far back, but this isn't really inconvenient; the hand-brake is accessible between the front seats and little levers on the floor operate starter and choke, as on the Renault 750.



EASTER EGG!—The gaily-painted Renault R1063 which MOTOR SPORT *tested at Easter and, below, its engine, showing double-choke Solex carburetter, special manifolding, rev.-counter drive from the back of the camshaft and the off-side mounting of the S.E.V. coil and battery.*

The front seat squabs are a little inadequate; the doors amply wide for entry and egress. There is a narrow but wide luggage space behind the back seat which would accommodate *shallow* suit-cases and space beside the under-bonnet fuel tank, not very large we thought. There is also spare space beside the engine on the nearside, where the exhaust pipe runs, so that a smell of frying eggs and toast could indicate that mother has chosen this spot in which to stow the picnic basket!

The engine parts were laid out for inspection in a marquee behind the hotel and the generous size of the short con.-rods and ample bore (60 mm.) of the pistons could be appreciated. Fiat apparently believe in plenty of heat for the mixture, for not only is the inlet manifold integral with the cylinder head but the air-cleaner picks up from a funnel over the exhaust manifold.

There is an oil-filter in the lubrication system, the chassis has only six greasing points requiring attention every 1,000 miles and repacking of the wheel bearings with grease every 6,000 miles, while a maintenance scheme on fixed charges covering basic services at 1,000, 3,000, 6,000 and 12,000 miles will operate and service units will be available on an exchange basis.

The price of the Fiat 600 in this country exceeds that of British economy cars, but *does* include all-independent-suspension, and heater, etc. It undercuts the cost of the equivalent Renault 750 by more than £14, and between these two makes, both of which are water-cooled, rear-engined, all-independently-sprung economy vehicles, the Fiat "square-rigged," but with four-speed gearbox, the Renault more aerodynamic, but with a three-speed gearbox, we forecast a sales "battle royal." Performance figures, especially those for m.p.g., are awaited with interest.

* * *

EASTER WITH A RENAULT R1063

The Easter holiday was enlivened by the use of a very eye-catching Renault 750, the fast R1063 model as used in rallies by R. W. Fursdon and J. N. Carleton-Stiff, whose names adorned the tail of this little saloon, vividly finished in two shades of green and bearing the word "Viva" on its off-side flank.

The normal Renault 750 is a very quick car through traffic and along winding, narrow roads, where small dimensions pay good dividends. The R1063 naturally retains this advantage, matched by a very considerable performance which renders it a fast car on main roads.

The modifications from standard are too numerous to list in detail, but include a special cylinder head with different valve gear, 8 mm. holding-down bolts, 30 mm.-dia. inlet valves of P3 steel, 26 mm.-dia. exhaust valves of X20T steel, special inlet and exhaust manifolding in conjunction with a twin-choke, downdraught Solex 30 A.A.I. carburetter and an S.E.V. ignition distributor with hand advance and retard control. In addition there are shell-bearings for the connecting-rods, stronger valve springs, a 5¼ pint sump (full of Mobiloil on the test car) and 54.5 mm. bore Monopole cylinder liners. The chassis modifications embrace stronger clutch, additional Allinquant rear shock-absorbers, special wheel hubs and a small Jaeger rev.-counter reading to 8,500 r.p.m. and driven from the rear of the camshaft.

On the test car this rev.-counter was matched by a Jaeger water thermometer, the normal thermometer being disconnected. Otherwise the interior arrangements were standard, with the grouped instruments, convenient steering column lights-switch and diminutive central gear-lever and pedals, although a spotlamp and Lucas "flame-thrower" lamp were fitted, and the fascinating floor-located levers operating starter and choke were joined by a third which controlled the ignition advance and retard.

We took over this Renault R1063 on the Thursday before Easter, and any doubts we had as to its freedom from temperament were dispelled after negotiation of the holiday-bound traffic from the Metropolis. Leaving the office at 4 p.m., it became evident that the wonderful traffic-light system along Oxford Street, which is said to be more intelligent than any human policeman, had failed dismally to live up to this reputation. The human cops were out to help and the congestion was appalling. This continued all through London and was encountered again at Staines. But our "hot" little Renault showed not the slightest sign of distress, keeping calmer than its driver, and the water temperature not exceeding 90 deg. C. during the long halts.

Continued on page 265

THE NEW

PIRELLI

Speed TYRE

Built for the *really* fast car . . . for speeds of 85–120 miles an hour. Designed expressly for use on the road, yet embodying the main structural features of a racing tyre modified to give longer tread life and maximum safety under all conditions. A thoroughbred in *every* way, born of the technical skill that has made PIRELLI a famous name in motor racing throughout the world.

Ruggedly robust in construction and patterned for a tenacious "drag-free" grip on any surface, this is the tyre to stand the strain of rapid acceleration . . . sustained effort . . . fast cornering. A tyre built to resist centrifugal force and the effects of rising temperature; a tyre without equal for *SPEED* . . . with Safety.

The SAFER tyre for the FASTER car

TEST OF A TF M.G. MIDGET

IN spite of the Bishop Ban* MOTOR SPORT has been able to conduct a test of a TF M.G. Midget, the car being provided for this purpose by Victory Industries (Surrey) Ltd. The car concerned was a cream two-seater which came with aeroscreens replacing the usual full-width windscreen.

It displays excellent acceleration, picking up speed smoothly to a maximum speed equivalent to 90 m.p.h., when the engine hums contentedly and seemed quite unstressed and willing to cruise at this speed for as long as conditions permitted. Reverse gear is particularly easy to select and we were profoundly impressed by the excellent finish of the body. The central instrument panel contains the usual hexagonal M.G. instruments and is flanked by two cubby-holes. The luggage space behind the two red bucket-seats has a plastic cover which had a tendency to work loose. The car is prudently fitted with bumpers front and back. The steering is rack-and-pinion, *via* a three-spoke sprung wheel, and the turning circle is approximately 22 in. This M.G. holds a very accurate course round bends, with a very mild understeer tendency.

It is only fair to state that the car tested was somewhat non-standard, inasmuch as it had a rigid front axle and an air-cooled engine at the back. Further details relating to it can be gleaned from the accompanying table.—

VICTORY M.G. MIDGET TF TWO-SEATER

Engine : 3/6-volt Mighty Midget. 4,000-6,000 r.p.m. Weight 1.5 oz.
Gear ratios : 7 to 1 reduction.
Tyres : .03 in.–.09 in. Dunlop on disc wheels.
Weight : 15 oz. (without occupants but ready to run).
Steering ratio : Half-a-turn, lock to lock.
Fuel capacity : Three 1.5-volt 2 in. by 1 in. unit cells. Range, several hours.
Wheelbase : 5½ in.
Track : 2 13/16 in.
Dimensions : 9 in. by 3½ in. (wide) by 2½ in.
Price : £1 14s. (£1 19s. 6d. with p.t.).
Makers : Victory Industries (Sales) Ltd., Barfex Works, Worplesdon Road, Guildford, Surrey.

Postcript : As readers will now have realised, the TF M.G. Midget we tested is a very fine 1/16-in. scale model, made by Victory Industries Ltd. in collaboration with the Nuffield Organisation.

EXPORT SUCCESS.—Some of the Victory model cars, including Triumph TR2 and the TF M.G. Midget reported on above, 70 per cent. of which are exported—a credit to the British toy industry.

We are delighted to publicise such excellent car models of British manufacture. These Victory models use the well-tried Mighty Midget self-starting, reversing electric motor, which is only 1 13/16 in. high and has a countershaft speed of 650-1,000 r.p.m. It has replacement brushes fitted with terminals, and is fed from three small batteries concealed under the seats and in the luggage space. Consumption is less than that of a small flash-bulb, giving a range of several hours' duration. In the case of the M.G., which is a very accurate and realistic replica complete with lamps, door handles, fuel filler, etc., the motor is switched on and reversed by turning the spare wheel.

Other Victory model cars include Triumph TR2, Austin A40 Somerset saloon and Vauxhall Velox saloon. The M.G. and Triumph sports models are geared to run at a scale 90 m.p.h. and are both to 1/18-in. scale, the Austin and Vauxhall saloons to 1/18-in. scale (respectively 9½ in. and 9⅝ in. long) and run at a scale 70 and 75 m.p.h., respectively. A pleasing touch is the use of Dunlop tyres on the M.G., Triumph and Austin models, and Goodyear or Firestone on the Vauxhalls.

Each model has true Akerman steering, which enables it to hold a circular course without being tethered, and body and chassis built as separate units. All are tested before delivery, various colours are available, and each car has the official blessing of the manufacturer of the equivalent full-size vehicle. The models arrive in cardboard crates. The price of each is 39s. 6d. inclusive of 5s. 6d. p.t., postage 1s. 6d. extra. Spare motors cost 14s. 6d. post free, including p.t. The Vauxhall model is made of High Acetyl plastic and runs for up to two hours; 30,000 have been sold and 70 per cent. of all Victory models are exported.

These splendid working models put Victory Industries in the fore-front as manufacturers of model cars of this kind. We hope they will add racing-car models and perhaps an early electric sedan to their range in the near future. Meanwhile, no MOTOR SPORT reader can afford not to acquire his M.G. TF or Triumph TR2 Victory model right away !—W. B.

* * *

NEW SAFETY TAPE

From America comes "Scotchlite" reflective sheeting and fabrics, of which "Lite-a-Bumper" tape should do much to increase the safety-factor of night motoring. Visible with neon intensity when headlamp beams strike it at night, it is said, up to distances of half a mile, "Lite-a-Bumper" tape shows the full width of a vehicle if stuck to bumpers or extremities. It is claimed to catch the eye 70 per cent. sooner than tail-lamps alone, and Bristol's Chief Constable has ordered all his motor-cycle police to use it on their helmets. It is being tested on road signs in various localities, being 200 times brighter than white paint after dark.

Waterproof and colour-fast, the tape "stays put" once it is stuck on, claim its sponsors, and it seems something which rally competitors and organisers might investigate. The price is 6s. 9d. per 24 in. by 1 in. roll, in either silver or red. The manufacturers are MINNESOTA MINING & MANUFACTURING CO., 167, Strand London, W.C.2.

* * *

24-HOUR FUEL-ECONOMY RUN

At Goodwood on March 16th/17th, from 6 p.m. to 6 p.m., National Benzole ran a 24-hour fuel-economy demonstration, with two Ford Anglias, one standard, the other with a Handa overdrive giving a top-gear ratio of 3.3 to 1. The drivers were Andrews, Boddy, Boshier, Cuff-Miller, Cutler, the Earl of Kimberley, Easton and Waring, taking two-hour spells. With pit-stops for replenishment the standard Anglia averaged 41.7 m.p.h. (1,000.8 miles) and 39.88 m.p.g., the overdrive Anglia 46.5 m.p.h. (1,116 miles) and 40.58 m.p.g. Both cars naturally consumed National Benzole and were in the highest gear ratio throughout, except for restarting from rest, the corners being taken as fast as possible to maintain a constant throttle opening.

* See footnote on page 241.

REPORTS of RECENT EVENTS

WEST ESSEX C.C. SPRINT MEETING (April 3rd)

More than 100 entries arrived for this meeting on Wormingford Airfield. Cars were run in pairs on the slightly rising course and some very close finishes resulted. The 1-kilometre sprint track was used and although showers made it damp the surface is good and cars were able to get away without too much wheelspin. In the smaller-car class the Fiat of R. D. Biss competed against the D.K.W. of Dr. C. D. MacCarthy, the Fiat winning by a very small margin. The only entrant in this class driving an open car was A. C. Westwood in a 1,089-c.c. Fiat. In the larger-car categories R. C. Walker produced his 300SL Mercédès to compete with J. Clarke in a DB2-4 Aston Martin; the Mercédès led from the start. Next came the Austin-Healeys, Sunbeam Alpines and Triumph TR2s, followed by Jaguars, including the Mercury Special of J. A. Andrews. In the "sports cars in any trim" classes the 1,501-c.c. to 3,000-c.c. field brought many entries, including some Austin-Healey's and a Bugatti fitted with a Ford Zodiac engine. The 8-litre Bentley of Forrest Lycett and the 2,300-c.c. Bugatti of J. H. Sarginson were to be seen in the larger-car class, followed by the Mark VIII Coopers of May and Luke, and the 2-litre E.R.A.-engined Cooper of D. Wilkinson in the racing-car class.

Results

Up to 1,100 c.c.:	**Saloons:**	E. B. Wadsworth (1,089-c.c. Fiat).
	Open:	A. C. Westwood (995-c.c. Fiat).
1,101-1,500 c.c.:	**Saloons:**	R. W. Jacobs (1,250-c.c. M.G.).
	Open:	D. R. Piper (746-c.c. Lotus Empire).
1,501-3,000 c.c.:	**Saloons:**	R. C. Walker (2,996-c.c. Mercédes).
	Open:	E. Braine (2,660-c.c. Austin-Healey).
Over 3,001 c.c.:	**Saloons:**	R. Playford (3,442-c.c. Jaguar).
	Open:	W. P. Jones (3,442-c.c. Jaguar).
Sports Cars in any trim:	**1,101-1,500 c.c.:**	E. C. Harewood (1,467-c.c. M.G.).
	1,501-3,000 c.c.:	R. D. Biss (1,971-c.c. Warrior-Bristol).
	Over 3,001 c.c.:	C. Wick (3,442-c.c. Cooper-Jaguar).
Racing Cars:	**500 c.c.:**	A. W. Richards (500-c.c. J.B.S.).
	501-1,100 c.c.:	E. E. Marsh (1,098-c.c. Cooper).
	1,101-1,500 c.c.:	A. V. Burnard (1,498-c.c. E.R.A.-Delage).
	1,501-3,000 c.c.:	D. Wilkinson (1,991-c.c. Cooper-E.R.A.).
	3,001 c.c. and over:	C. Wick (3,442-c.c. Cooper-Jaguar).

ROAD RACING AT BROUGH

Formula III car racing took place at the Blackburn Welfare M.C.'s first 1955 meeting at Brough aerodrome in Yorkshire. Heat 1 of the scratch event saw Cliff Allison lead from the start, followed by Ivor Bueb, both driving Coopers. In the second heat J. K. Hall was first with P. Robinson second, also in Coopers. The 10-lap final started with Allison in the lead closely followed by Bueb and Russell, although Bueb dropped to third place, which he kept throughout the race.

Results:

Scratch Race: C. Allison (Cooper).
Fastest lap: C. Allison (record).
Heat 2: J. K. Hall (Cooper).
Final: 1st: Allison. 2nd: Russell. 3rd: Bueb.
Handicap Race: 1st: J. K. Hall (Cooper).

LYDSTEP (April 9th)

On Easter Saturday the Pembrokeshire M.C. organised their Speed Hill-climb at Lydstep. Best performance was put up by John Moore in a Morgan Plus Four; he won the three classes for which he entered and broke two class records. Herbert Thomas, in a Ford Zephyr, led the rest of his class by over 3 sec.

Class 3—Up to 1,100 c.c.: Day (Singer).
Class 4—1,101-1,500 c.c.: R. D. Jennings (Cooper-M.G.).
Class 5—Sports Cars, 1,501-2,000 c.c.: J. Moore (Morgan).
Class 6—2,001-3,000 c.c.: J. Moore (Morgan).
Class 7—Unlimited: J. Moore.
Vintage Cars: J. A. Williamson (Bentley).
Production Saloon Cars: **Up to 1,500 c.c.:** G. Tapp (Ford Anglia).
Up to 3,000 c.c.: H. Thomas (Ford Zephyr).
Unlimited, Saloons: J. Threlfall (Aston Martin DB2).

CASTEL (April 11th)

On Easter Monday the South Wales A.C. ran their Castel Hill-climb over the new lengthened course. J. A. Williamson in his Bentley set up a new course record.

Class 1—Up to 1,100 c.c.: Mrs. V. G. Bevan Morris Minor).
Class 2—1,101-1,500 c.c.: C. D. Buckler (Buckler).
Class 3—1,501-2,500 c.c.: J. M. Seal (Triumph TR2).
Class 4—Over 2,500 c.c.: J. A. Williamson (Bentley).
Saloon Car Handicap: N. Searle (Ford Anglia).

TRENGWAINTON (April 11th)

The Cornwall M.C. again held their Hill-climb at Trengwainton on Easter Monday; the weather was favourable and motor-cycles as well as cars were to be seen. One of the best competitors in the smaller-car classes was W. A. Cleave in his well-known Morris Special. In the 2-litre class G. Crossley Meates in an A.C. Ace was closely followed by J. Banbury driving a Morgan. Best time of the day was made by G. S. Scali in a 3.8-litre H.W.M.

Open Championship: G. S. Scali (H.W.M.)'
750-c.c. Class: K. Newland-Hodges (Austin).
1,300-c.c. Class: W. A. Cleave (Morris Special).
2,000-c.c. Class: G. Crossley Meates (A.C. Ace).
Over 2,000-c.c. Class: G. S. Scali (H.W.M.).

CIRCUIT OF IRELAND TRIAL

The 1,000 Miles Circuit of Ireland Trial, organised by the Ulster A.C., started from Dublin and Belfast on the evening of Good Friday. On the first night a navigation test was held just after the time check at Newry. This was followed by breakfast at Sligo before the competitors turned towards Tipperary and the Galtee Mountains.

Class 1—Production Touring Cars up to 1,000 c.c.: 1st: E. McMillan (Standard Ten).
Class 2—Production Touring Cars, 1,001-1,600 c.c.: T. O'Connell (Volkswagen).
Class 3—Production Touring Cars over 1,600 c.c.: M. Glover (Sunbeam).
Class 4—Production Sports Cars: F. Dundas (Morgan).

LONDON M.C. LITTLE RALLY (April 16th)

The Londoner Challenge Trophy (best performance by a standard car): R. B. James (1,991-c.c. Triumph TR2).
Club Challenge Trophy (best standard car in opposite class): D. Silverthorne and Miss J. Bailey (748-c.c. Renault).
Breakheart Trophy (best "special"): F. L. A. Rourke (1,250-c.c. M.G.).
Coupe des Dames: Miss P. L. White and Miss E. V. J. Domleo (1,991-c.c. Triumph TR2).
Novices' Trophy: I. Mantle and H. Jones (1,466-c.c. M.G.).
American Challenge Trophy (best performance by an American competitor): 1st: Lt. D. S. Sammis and H. H. Stone (2,660-c.c. Austin-Healey).
Team Award: "Hampshire Hogs"—W. H. Wadham (1,991-c.c. Triumph TR2), P. Wadham (1,991-c.c. Swallow Doretti), D. Silverthorne (748-c.c. Renault)—aggregate marks lost 341.8. **Runners-Up:** "TR2s"—M. J. Hawley and Miss G. Jeffery, F. M. Baker, C. J. Toomer—aggregate marks lost 351.1.

Class Trophies:

Standard open cars up to 1,499 c.c.: S. Moore (1,250-c.c. M.G.).
Standard closed cars over 1,499 c.c.: M. Mostyn (3,442-c.c. Jaguar).

Class Awards:

Second Best Performance:
Group 1A: Standard open cars up to 1,499 c.c.: R. F. Ruggles (1,467-c.c. M.G.)
Group 1B: Open cars over 1,499 c.c.: Dr. J. T. Spare and Dr. P. Legat (1,991-c.c. Morgan).
Group 2A: Closed cars up to 1,499 c.c.: E. D. Woolley (1,488-c.c. Porsche).
Group 2B: Closed cars over 1,499 c.c.: J. W. Castle (2,262-c.c. Ford).
Group 3: Specials: A. Bellim (1,172-c.c. Dellow).

Third Best Performances:
Group 1A: T. C. Horn (1,250-c.c. M.G.).
Group 1B: W. H. Wadham (1,991-c.c. Triumph TR2).
Group 2A: D. H. Laver and Mrs. R. Riach (1,100-c.c. Fiat).
Group 2B: D. A. Bullock and Mrs. K. Bullock (2,267-c.c. Sunbeam).
Group 3: A. D. Hasemer (1,172-c.c. Kent Special).

BENTLEY D.C. OULTON PARK RACE MEETING (April 16th)

Scratch Race No. 1 (any Bentley): 1st: G. H. G. Burton (4,398 c.c.)	69.54	m.p.h.
Scratch Race No. 2 (sports cars up to 1,500 c.c.): 1st: E. J. Newton (Killeen)	69.27	,,
Scratch Race No. 3 (sports cars 1,501-2,700 c.c.): 1st: A. McMillan (Cooper-Bristol)	74.93	,,
Scratch Race No. 4 (sports cars 2,701-3,500 c.c.): 1st: D. R. Barthel (DB3)	73.34	,,
Scratch Race No. 5 (sports cars over 3,500 c.c.): 1st: G. G. McDonald (Bentley)	69.93	,,
Handicap Race No. 6 (any Bentley): 1st: M. D. Hollis (2,996 c.c.)	63.61	,,
Handicap Race No. 7 (sports cars up to 1,500 c.c.): 1st: W. Burton (Ulster Aston Martin)	61.45	,,
Handicap Race No. 8 (sports cars 1,501-2,700 c.c.): 1st: T. A. Gold (TR2)	69.31	,,
Handicap Race No. 9 (sports cars 2,701-3,500 c.c.): 1st: M. J. Bradley (3-litre Bentley)	57.98	,,
Handicap Race No. 10 (sports cars over 3,500 c.c.): 1st: W. P. S. Melville (Vauxhall)	69.52	,,
Handicap Race No. 11 (any Bentley): 1st: A. P. K. Chappey 2,996 c.c.)	56.69	,,

CONTINENTAL NOTES

AT the time of writing the Mille Miglia is still three weeks away, but by the time these words are read it will actually be taking place, starting as it does during the evening of Saturday April 30th for the small touring cars, and the early hours of Sunday morning May 1st, for the faster sports cars. There seem to be three methods of attacking this most difficult of all races, the first being to rely on one's natural knowledge of Italian terrain together with reflexes conditioned to Italian road-building, the second is to spend weeks on end circulating round the course learning every part methodically, and the third is to make no attempt to learn anything, on the principle that a little knowledge is dangerous, but to take a quick look at a map and rely on luck and good judgment. The first method is the province of the Italians; they spend most of their life driving on Italian roads, and some, like Taruffi and Musso who live in Rome have to traverse some 300 miles of the course every time they go to Milan or over the Alps to race in other countries. Consequently, drivers in this class need not do a great deal of practice; also they are frequently driving in the smaller "open-road" races and can thus leave a great deal to conditioned reflexes. The second category is exemplified by the Germans. Mercédès-Benz in particular, who start training some five months beforehand and the drivers can cover as much as 10,000 miles during practice for the event. The English Aston Martin team also apply this method, though to a less severe degree. The third method is essentially for the private owners who can barely afford the time or money for the race itself, let alone any training, though this has applied to some English factory teams before now, as well as many French runners, but this method has never produced a winner needless to say.

Passing through Modena recently a quick visit was made to the Maserati factory where mechanics were putting the finishing touches to the first of the new 1½-litre sports Maseratis. There was only one car assembled, but a row of chassis frames was completed and engines and gearboxes were being assembled, as it was hoped that a number of these cars would run in the Mille Miglia. The four-cylinder engine is built on similar lines to the bigger six-cylinder models, with twin o.h.c., two double-choke Weber carburetters, two plugs per cylinder and dry sump lubrication. The main chassis frame is of large diameter tube construction with the body frame, of smaller tubing, welded in as part of the main frame. Front suspension is by the well tried double-wishbones and coil springs, but in place of the long kingpost and short kingpin, as used on the Grand Prix cars, the hub is carried on a long forging, the top and bottom of which form pivot points where they meet the wishbones, there being two short kingpins to each front suspension. Brakes are hydraulic very similar in pattern to those used on the racing cars, while at the rear de Dion suspension is used, in conjunction with a transverse leaf-spring, and the de Dion tube is located at its centre by an enormous A-bracket, the feet of the A being very wide apart and pivoted at full chassis width. The four-speed gearbox is integral with the clutch housing and bolted to the rear of the engine, so that a straightforward crown-wheel and pinion housing is used, mounted on the rear of the chassis. The two-seater bodywork closely follows the lines of the well-known 2-litre sports cars, but with right-hand steering, while the tail contains fuel and oil tanks in the extremity, with a spare wheel over the rear suspension. The engine has shown great promise and great hopes are held at Modena that it will show the way to the remarkable Oscas and the 550 Porches.

STUTTGART TRIO.—Stirling Moss with his personal Mercedes-Benz 220 and MOTOR SPORT'S *Continental Correspondent, who passengered Moss in the Mille Miglia.*

Maserati's other hope for the Mille Miglia is the 3-litre model, which might well produce an outright winner, in the hands of Vittorio Marzotto and Luigi Musso, for it will be remembered that they were second and third, respectively, last year, driving 2-litre cars. This larger Maserati uses a chassis frame that is identical in construction to the Grand Prix chassis, the suspension and brakes being the same. The six-cylinder engine is outwardly the same to look at as the Grand Prix engine, as is the gearbox/differential assembly mounted at the rear. Again, the 3-litre has right-hand steering, with central gearchange, and the bodywork follows what is now almost classical Maserati lines. This rapid 3-litre sports car is quite literally a Grand Prix car enlarged by half a litre, with the frame widened to permit the carrying of a passenger. There is nothing "thinly-disguised" about its Formula I parenthood, in just the same way as Mercédès-Benz have done with their Type W196 Formula I car to make the new sports 300SLR. The Stuttgart cars for the race are fitted with the latest downswept air entries with the bonnet top intake, as used in the Argentine on the Grand Prix cars. The racing car of today is certainly the sports car of tomorrow.

Porsche do not intend to run any factory-entered 550 models this year, as having sold a dozen or more to European competitors they maintain it is unfair for the clients to have to compete against factory cars. Also, they must be pretty confident that the standard 550 "Spyder" model will give a good account of itself in non-professional hands. A recent example of the model's possibilities was shown when the one owned by the Swiss driver Ringgenberg, with von Frankenberg as co-driver, set up records in the 1½-litre class at Montlhèry. The car ran in standard trim, complete with all road equipment, and afterwards was driven down to le Puy, where it started in the Rallye Soleil-Cannes. It was a hot favourite for this event, but unfortunately went off the road during the difficult night section, but it would certainly seem to be a practical and usable sports car.

Calling in at the Monza Autodromo recently gave an opportunity of not only seeing Ascari circulating in a Grand Prix Lancia, for that firm do a great deal of testing on the Italian track, but also to see the work in progress on the new high-speed circuit. This new construction is an oval "*piste de vitesse*," using for one side the existing straight past the pits. Going the same way as the existing track the new road being built curves off to the right just before the Granda Curva of the Grand Prix circuit, and then curves on a very big radius, crossing the old track by the existing bridge after the Lesmos turns, then runs parallel with the back leg of the course, but much farther outside the existing Autodromo and another large-radius curve, beyond the *pave* corners, brings it back to join the straight past the pits. At the moment mechanical shovels and lorries are working away levelling the ground, but already the path for the new road has been cut through the woods, so that it is possible to get a good idea of the general layout, and it looks very likely that an existing Grand Prix car will be able to take the two curves on full throttle, so that, allowing for loss of speed due to tyre scrub on the curves it should be possible to lap in the region of 150-160 m.p.h. This new venture should be finished before the end of the season and it will be possible to use it either as a full throttle test-track, or to incorporate it with the existing Monza track to lengthen the Grand Prix circuit.

Modifications and improvements to other circuits continue apace and one that will be very popular with competitors is the building of a tunnel under the track at Le Mans. This will connect with the paddock, which is on the inside of the circuit, and will mean that anyone who breaks down during the 24-hour race will be able to drive home before the end of the race, if they so desire. Until now, once behind the pits at Le Mans you are imprisoned there until the race is over, unless you care to walk home. While on the subject of Le Mans it is worth remembering that 1956 sees the 50th anniversary of the Automobile Club de l'Ouest and one of the things planned for the 1956 24-hour race is a procession of genuine Le Mans cars of the past.—D. S. J.

A LITTLE MOTORING

FREE
SPEED BOOK
Castrol
SEE ATTACHED CARD

he April issue of MOTOR SPORT, in the more of Fleet Street, " to bed," your Editor decided ıntain pen and keyboard for steering wheel and

AUSTIN A50 MARATHON

e Monday after the first Goodwood Members' ting out towards the West Country as passenger lealey 100 belonging to Kenneth Best, Com- of the National Benzole Company. This cream, rts car was being run-in, so in it we proceeded he Basingstoke By-Pass, Winchester and Ring- 50 m.p.h., there to lunch with a R.A.C. official resentative of the Austin Motor Company who n a long-distance fuel economy demonstration Best.

he Austin Motor Company had placed at National a brand new Austin A50 Cambridge saloon. selected from the Longbridge assembly line by esaid R.A.C. official, and under his observation run-in for 1,500 miles. The sump had been with MD 30 oil, the tappets adjusted, the tyres ion-book inflation-pressures, and we were ready an ambitious Land's End-John o' Groats-Land's tion Trial, under R.A.C. observation.

the Austin-Healey's overdrive having ceased stin agent was sought who could deal with this, nch, the four of us set off for Land's End in the myself unwittingly circumnavigating the Bishop e afternoon I took a spell of the A50's wheel and ıe subsequent Fuel Consumption Trial I drove he distance, a total in the region of 1,000 miles.

journey brought us to the Queen's Hotel at or dinner, after which we sought our beds. The ero-hour " at 4 p.m., was spent wandering about own in bright sunshine and a bitter wind, while ed by the local Austin agent.

tin representative to his own devices in Penzance and's End and whiled away the remaining half- ime by strolling round the hotel (closed) and on the adjacent weighing machine (after Best alf-crown with which some worldly soul had Previous to this the car had been weighed with on a " real " weighbridge in Penzance (25 cwt.) to the brim, under Mr. Webb's eagle eye, with National Benzole.

The plot was to drive normally on the test, never coasting or switching-off, not exceeding 50 m.p.h., yet pressing on in the hope of averaging over 36 m.p.h. inclusive of refuelling stops. Best took first spell and 35.8 miles went by in the first hour, 38.6 in the second, 100 miles coming up at Oakhampton, and the average speed, by reason of Best's skilful judgment in passing the dawdlers, going to 39.7 m.p.h. by the third hour.

Beyond the Exeter By-Pass I took over, bringing the Austin into the Broadwater Garage at Kidderminster for its first refuelling stop comfortably before midnight, with 279 miles behind us. Incidents had been few, although an apparently undamaged Austin across the road, partially blocking a corner in Cornwall, had puzzled us, and a motor-cyclist who had stalled at some traffic lights in Taunton all but wheeled his stricken machine into us as we passed him correctly, after flashing our lamps in warning—such are the hazards of motoring today! The floods round Worcester had subsided, but occasional wet patches of road and dark sheets of water where fields should have shown up in the moonlight, confirmed them.

Mention of the Austin's lamps reminds me that the A50 has the longest steering-column gear-changing stalk I have encountered, so that I caught my left sleeve on it whenever I reached for the lamps-switch on the dash. The Lucas lamps gave plenty of light, but were set rather high up in the air. Some practice was needed before familiarity with the aforesaid gear-change was achieved, the lever being spring-loaded towards the upper ratios.

The night passed without incident, Best, who was unhappily suffering with gout, sleeping on the back-seat as I brought the car northwards to Diss, outside Carlisle, where Mr. Webb sought a bed, and a fresh R.A.C. observer, knowledgeable about Trojans, appeared. The local N.B. man also swept in, in a Morris Minor covered with frost, which was very evident during both our nights in the Midlands. At the grim hour of 5 a.m. on what we were told was a Wednesday, we carried-on, the car comfortably warmed by the heater and nicely ventilated by ventilator-windows front and back, although the fittings for operating these were very inferior to those of a certain German car I had continually at the back of my mind!

What little rain we encountered was dealt with by efficient wipers which went " flip-flap," drowning an irritating rattle from the metal dash. Best drove, then slept, and gradually we achieved Scotland and ran on through twisting valley roads between snow-capped mountains, the road verges banked in snow and prominent notices announcing broken surfaces, over which the A50's back-axle danced on its supple ½-elliptic springs, tending to steer the car, thus underlining the advantages of independent rear suspension on roads of this nature.

Before mid-day, in spite of losing 20 minutes we had gained on our schedule by getting lost before Inverness, we ran into the Delmore Filling Station at Clachnaharry with the crew in high spirits, the local Press to interview and photograph us, and lunch ready in the adjacent restaurant. With 735 miles behind us Best resumed the wheel for the delightful coastal journey over winding, hilly roads to John o' Groats. Scheduled to arrive at the most northern point of the British Isles at 4 p.m., we were comfortably before time, in spite of keeping our cruising speed to a strict 45/48 m.p.h. and using the lower gears for only a matter of yards when moving off from rest, unless third was called for up a hill, which, in view of the A50's excellent top-gear performance, was seldom. As we swung the car round by the John o' Groats House Hotel the trip reading obligingly turned up 900 miles.

At Wick we passed the bleak aerodrome and noticed telegraph poles stored in a field as insurance against the winter gales.

As I drove back to Clachnaharry for another welcome meal, and refuel, I reflected on the excellent performance offered by the modern 1½-litre family car. The Austin A50 is roomy, with comfortable seats (although you tend to slide forward on the back seat and its cushion had worked forward), a huge luggage boot, and ample leg-room. After the test it proved able to press on at an indicated 60 m.p.h. in complete unconcern, with amply powerful, almost squeal-free brakes.

But this is to anticipate, and as I held the dreary schedule, Mr. Webb again beside me, after Carlisle, I was more conscious of the unusual bonnet-treatment. The air-intake to the carburetter

THE START OF IT.—At Land's End with the Austin A50 Cambridge before the 1,775-mile National Benzole fuel consumption test, the Editor standing resignedly between Kenneth Best (left of picture) and the R.A.C. observer.

• As regular readers know, this is a ban imposed by Mr. R. A. Bishop, Publicity Manager of the Nuffield Organisation, whereby MOTOR SPORT is barred from testing Nuffield products; it was but recently renewed.

PAUSE.—The Editor with the Simca Aronde Grand Large outside the Witchball Hotel, Whitchurch, before leaving, in company with the Bristol 404, for the British Empire Trophy Race at Oulton Park.

gives, from the driving seat, the impression of a short bonnet behind a vintage-style radiator, yet when you regard the A50 from without it is seen to have a modern, quite long bonnet with an ordinary grille.

Down through Preston, Wigan and Warrington we came, with occasional "heavies" for company, and stray patches of mist, the R.A.C. signs "Oulton Park" reminding me that on the Saturday I was due at the British Empire Trophy Race on this circuit.

Best ran us into Kidderminster on the return journey nicely on time, with some 1,471 miles behind us since we left Land's End. He coped ably with the mounting traffic from there on, taking a brief rest only when it was evident that we should finish about half-an-hour ahead of schedule. A heath-fire near Bodmin provided the only remaining distraction and at 3.33 p.m. on the Thursday Best stopped the Austin triumphantly outside the Land's End Hotel. Including inadvertent detours from the R.A.C. route the two of us had driven nearly 1,800 miles in 27 minutes under 48 hours. The A50 had given us not a moment's anxiety and had used less than ½ pint of oil (none being added, nor water, during our marathon). The official R.A.C. figures are as follows :—

Mileage : 1,775.5 miles.
Time : 47 hr. 33 min.
Average speed (overall time) : 37.34 m.p.h.
Average speed (running time) : 39.09 m.p.h.
Fuel consumption of National Benzole : 34.04 m.p.g.
Oil consumption of MD 30 : Under ½ pint.

As if we hadn't had enough we then returned to Penzance, put the Austin representative behind the wheel, and let him drive us speedily back to Dorchester, the "new" A50 now with over 3,300 miles on its "clock," and only an occasional misfire, probably from a "duff" plug, to endorse this hectic start to its career. The "Antelope" gave us a welcome grill at 9 p.m.—and so to bed!

WEEK-END WITH A SIMCA

The next day I was brought home *via* Salisbury to Hampshire, there to pick up my Volkswagen, which I enjoyed enormously on a hurried run to the London office—incidentally, two VWs were seen in Wick and one in Penzance, evidence that discerning family-car motorists exist at both northern and western extremities of this Island!

At the office I collected a Press Pass for the British Empire Trophy Race and left in something of a flap, at 4 p.m., in a black cord-upholstered Simca Aronde two-door Grand Large saloon. I have on previous occasions extolled the virtues of the Aronde in MOTOR SPORT; I can think of few nicer cars in which to hurry when one is tired and overwrought. On this occasion I chose to go *via* Aylesbury, Bicester, Banbury, Warwick and Birmingham. As usual Birmingham proved the stumbling block, but I fared better than usual by following a Dellow which I guessed might be Oulton-bound, before asking a helpful policeman. All would still have been well had not a diversion off the direct route to Wolverhampton been so badly signposted that I went sadly astray and, coming finally into the Old-Home-of-the-Sunbeam by a strange route, went to pieces mentally and directionally, coming to the welcome Witchball Hotel at Whitchurch at 10 p.m. only by the generous help of an Austin A70 driver who stopped when he saw me peering up hopelessly at some unlit signposts and the chauffeur of a beautiful 20/25 Rolls-Royce in Stafford, who likewise directed me.

For none of this was the Simca to blame. It is a splendid little car, willing, well-braked and very sure of foot—its "feet" in this instance being Dunlop-shod. The 14 in. in place of 15 in. wheels are said to have improved the roadholding; I know only that this is extremely good in spite of supple suspension, and the steering delightfully accurate and light.

A rather stiff steering-column gear-change, a tendency to not-serious clutch-slip, and fussy minor controls obstructed by the steering wheel, together with non-self-parking wipers, a "tinny" dash, prone to rattle, with loose switches, a restricted rear-view mirror in spite of the handsome expanse of back window, rather hard seats, a petrol light which flashed its warning unnecessarily early, supplementing a petrol gauge, and non-lockable, push-in ignition switch (there is a steering column lock), constitute the main criticisms, but these apart, the Aronde is a great and handsome little car. (I like its dual, lidded cubby holes better than the single, huge, outward-sloping tin lid of the A50's single cubby hole and found its lamps-control very comprehensive and ideally placed, if a trifle confusing.) On the run up I was able to dispose of a Mark VII Jaguar which overtook me after Aylesbury and was obviously trying. While I did so I noticed that the little path I used to tread as a boy, between Waddesdon and Bicester, when taking a census of passing cars (often ending "Belsize-Bradshaw 1, Unic 1, Enfield-Allday 1, unknown 8," or something like that) has now vanished and kerbs replace the grass verges, although I am glad to see that Buckinghamshire uses chamfered 45 deg. kerbing.

At the "Witchball" a colleague was awaiting me with a Bristol 404, in which we did an experimental 0-60 m.p.h. in 13.6 sec. and 0-70 in 15.5 sec. the next morning.

After the start of the Final of the Empire Trophy Race I was beginning to feel tired and did a thing I have not done before in 28 years of motor-race-spectating—I left shortly before the end of the race, without therefore being able to congratulate Archie Scott-Brown on his splendid victory. The Simca Aronde came home nobly, Birmingham easily negotiated in the reverse direction by following the road numbers. It averaged rather better than 40 m.p.h. in heavy rain, including two brief stops and "single-filing" out of Oulton Park.

My aforesaid duel with the Jaguar and the Lister-Bristol's victory in the British Empire Trophy Race emphasised my opinion that the day of the big-engined car is rapidly drawing to a close. As I pondered this I overtook a spray-flinging Standard Ten and as promptly it whipped past me again, to hold its lead—a twin-carburetter job perhaps, but my opinion about big engines was nicely endorsed . . .

Arriving home at midnight I spent the Sunday working on overdue MSS. before leaving for London in the Simca for the purpose of accompanying my colleague in the aforesaid Bristol 404 for another spell of long-distance motoring.

TO JOHN O' GROATS AGAIN, BY BRISTOL 404

The plot was to motor the Bristol to John o' Groats, my run in the Austin having familiarised me with the route beyond Carlisle. Into Parliament Square under the shadow of Big Ben came the Bristol and as 10 p.m. struck we set off for the North, the driver's sister taking away the willing and economical Aronde.

We elected to leave London on A14 instead of A1, but traffic was still thick, so that only 16.9 miles were disposed of in the first half-hour. However, the performance of the Bristol 404 was not to be denied and in 58 minutes we were in Royston and very nearly to the airfield, where the control tower has traffic lights to halt motorists as aircraft take-off or land, after an hour's running. Cruising at 80/90 m.p.h. this magnificent 2-litre aerodynamic coupé forged along, taking rain, patches of mist and the need to overtake more than half-a-dozen Glasgow-bound S.M.T. coaches in its stride. Stamford was reached in 1 hr. 46 min., Grantham in 9 min. over two hours, and in less than three hours we were in Yorkshire, although no record-breaking was in mind and a stop had been made for cleaning the windscreen.

On a suitable straight the speedometer was taken up to 96 m.p.h., and ere we paused to refuel with Esso Extra in Doncaster a three-hour average of over 53 m.p.h. was written-up.

Occasionally other cars were overtaken, a Jaguar (sportingly labelled POLICE) was followed through Aberford, and Scotch Corner was achieved after 4 hr. 23½ min. driving.

Mist over Bowes Moor brought our speed down to 40 m.p.h. and, the driver, who is also MOTOR SPORT's photographer, feeling drowsy, occasional brief stops were ordered. The rain began in earnest.

before Carlisle, and the overall average speed after five hours was found to be 54.2 m.p.h.

Soon the rain became torrential, but not a drop entered the car and the two-speed wipers kept the big windscreen clear under these abnormal conditions.

We ran steadily into deserted Carlisle at 3.42½ a.m. and a sign " To Scotland " on A7 was encouraging, Gretna Green being accomplished by 3.58 a.m.

Several brief pauses to refresh ourselves and a slip-up in finding the route notwithstanding, we were passing through Abington as dawn broke and the seven-hour average was 52.8 m.p.h.

We were now well and truly over the Border and with another full tank of Esso the Bristol made light work of the task, the comfort over the broken road surface in the region of Amulree being a revelation. Traces of snow still lay beside the road, although this was April 4th, and the mountains were mantled in white.

At Blair Athol the third fuel stop was made and my knack of nosing out interesting cars did not fail, for there in the garage forecourt was a Lancia Atena taxi. Its owner said it was as good today as ten years earlier and he thought there was another of this rare model somewhere in Scotland.

We had noticed a snow-plough on a locomotive running on the single-track line by the road-side, seen the Shell/B.P. depot by the railhead at Ballinbuig and the frequency of Esso depots in these parts, notably at Avienmore.

Along the valley road the 404 sped, checked momentarily by a lorry carrying a vast overhanging load for the hydro-electric scheme and proceeding along the narrow way without any escort. After twelve hours at the wheel my colleague had averaged 49 m.p.h. inclusive of stops, which embraced a road-side slumber lasting 45½ minutes, after the twisting road to Lanark was behind us.

The roads were now populated mainly by local cars, so that we met a Bristol 400 which I had seen while driving the Austin A50 the week before, and which we were destined to see again on our southward run.

To jaded motorists the road from Inverness to John o' Groats seems endless, in spite of the fine coastal scenery which is seen for the last 100 miles.

My driver was now wide awake and flinging the Bristol into the corners, making full use of its well-chosen gear ratios to maintain the cruising speed at 4,000 r.p.m. in top gear. We got over the Clashmore level-crossing just in advance of a delightfully Emmett tanker and train, and closed into the North Sea coast some 75 miles from journey's end, lorries impeding us somewhat until beyond Wick.

I was becoming tired and to keep awake took note of every car met in the last 100 miles, the record of makes using this bleak and lonely road constituting 14 Austin, eight Ford, seven Morris, six Hillman, four each of Standard and Vauxhall, two Wolseley, and one each of Rolls-Royce, Rover and M.G. Many of the Austins were pre-war models, the Fords were mainly Populars, but recent Hillman Minx were decidedly frequent in Scotland. We had passed a 12/50 Alvis " Beetle-back " in Dingwall, wearing V.S.C.C. and 12/50 Register badges.

John o' Groats was reached at 12.20 p.m., the trip reading from London being 716.2 miles. This gives a total time of 14 hr. 20 min., the running time being 13 hr. 22½ min., not including about two minutes occupied in slumber-dispelling and screen-cleaning. You can now get out your slide-rules and Blackwell Calculators if you want to work out the Bristol's average speed. The best hour, incidentally, disposed of 59.5 miles and our best half-hour average was 64 m.p.h.

For our part, we attempted no particular schedule, merely indulging in some fast touring in a rapid car.

What I found interesting was the fact that the Bristol 404 had beaten fairly handsomely the times I established when I undertook a similar fast tour at the wheel of a 4¼-litre Bentley drophead coupé in 1938. On that occasion we used the whole of A1 out of London, the odometer made the mileage 702 and the total time, stopping for breakfast, etc., had been 15 hr. 14 min., the running time 13 hr. 53 min.

This portrays, perhaps, the measure of progress in one-and-a-half decades, the Bristol having less than half the engine capacity.

The journey home, as you shall see, provided endorsement.

While I had been away on the " N.B." trip my wife had addressed a letter to me c/o the John o' Groats House Hotel, but, as we had turned round immediately and set off for Land's End, I had not retrieved this. I was now able to do so, surely the first time anyone living over 700 miles south has been to John o' Groats twice within a week—but excellent evidence for my wife that I was indeed where I had said I would be!

In the deserted lounge of the hotel the Hon. Victor Bruce looked down from a huge photograph, showing him with his Monte Carlo Rally A.C. Six of vintage times. Later, near Thurso, a brass-radiator model-T Ford tourer was espied by a farm.

After lunch I took the wheel of the Bristol and discovered what a splendid motor car the 404 is. I class it as about the nicest modern car I have ever driven. You feel at one with it from the commencement, in a manner I expect of vintage cars but not with modern vehicles (my friends rudely say because vintage cars are safely slow, but I would advance other theories, with which, however, I need not bore you).

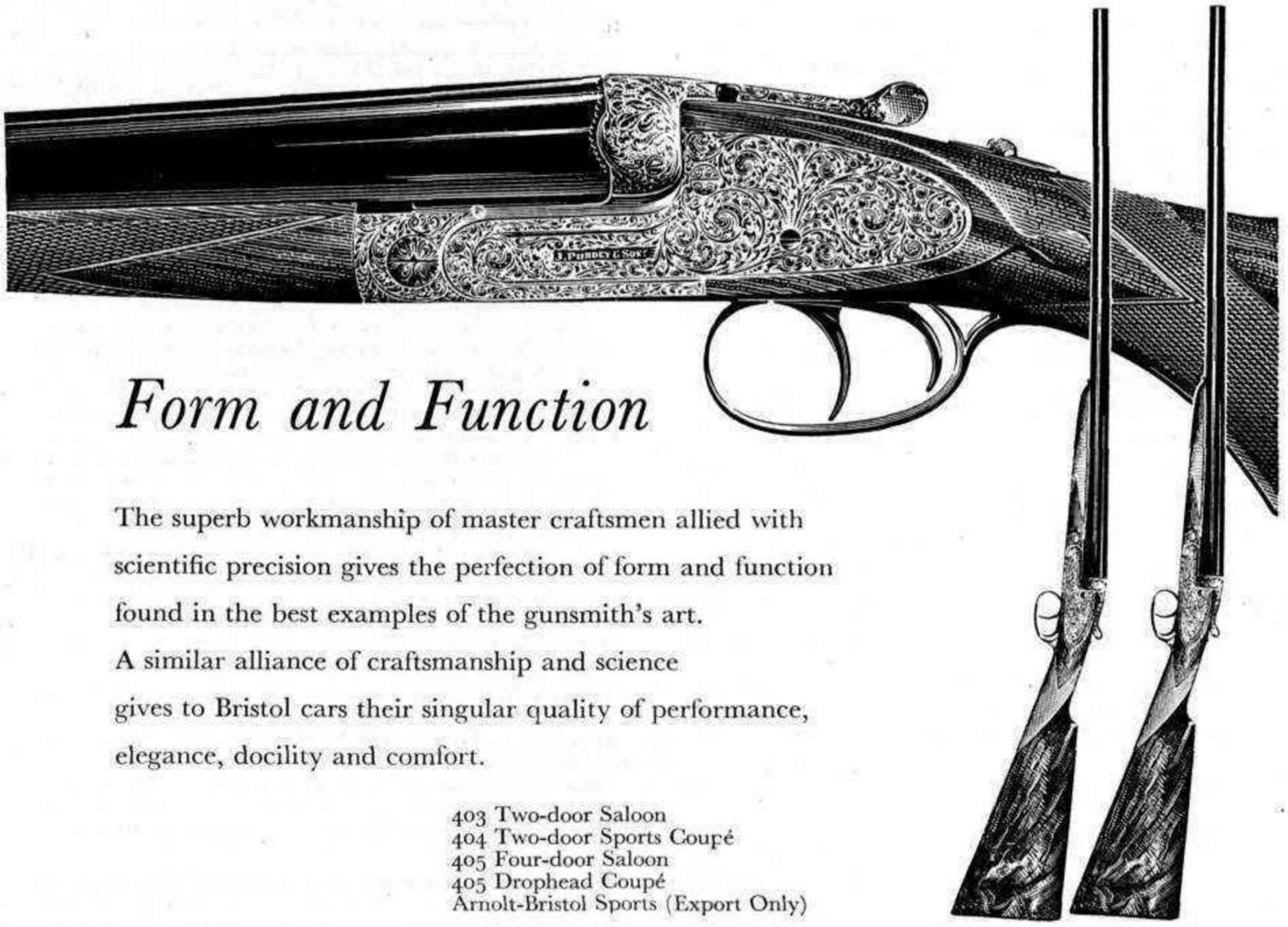
The Bristol's steering is superb, being light yet firm, absolutely accurate, high-geared and free from column judder, and possessing only the slightest return motion, or vibration, when braking. The roadholding is entirely complementary, so that going past slower vehicles or driving close to the road's edge the 404 can be placed with absolute confidence. Its suspension is sufficiently supple to provide extreme comfort when travelling at 90 m.p.h. over shocking surfaces, yet roll is absent and neither over nor understeer pronounced—the effect is of a perfectly balanced car which is driven at 80-90 m.p.h. as a matter of course over narrow, winding, cambered roads. In main-road motoring the Bristol can be swung in behind slower vehicles after overtaking with extreme precision and lack of effort, the car not requiring to be " placed " by sawing at the steering-wheel. No doubt the Michelin " X " tyres contribute materially to this impeccable roadholding.

The car tested had the normal, triple-carburetter, 105-b.h.p. engine but this was good for a maximum of almost 100 m.p.h. under give-and-take conditions, with a maximum of over 70 in third and a comfortable cruising speed of between 80 and 90 m.p.h. In top 4,000 r.p.m. is equal to about 82 m.p.h. and the power unit is smooth and unobtrusive up to 5,000 r.p.m.

This splendid performance is aided by perhaps the most perfect of all present-day gearboxes, ratios delightfully appropriate, selection by a slim, rigid central lever, and the indirects silent in operation. The only midge in the milk is a tendency to miss getting second when changing-down hurriedly and this is soon mastered—in any case, a car calling for no skill of any kind isn't your cup of tea or mine; we're not so old that we need hydromatication!

The 404's brakes are sensitive and very powerful, vice-free and squeal-proof. There was occasionally a suspicion of fade but it never developed, nor did 2,500 miles of 80-90 m.p.h. motoring cause any noticeable wear. Visibility is excellent, the wings like big aircraft nacelles, both visible from the driver's seat. The bonnet has a rather pretentious hump of an air-intake, excusable in such a car, but contrasting to the ingenious driver's view of the Austin A50 aforementioned, the rather American-car snout of the Simca Aronde and the " nothingness " you see through the screen of the rear-engined VW.

FAR NORTH.—The Bristol 404 photographed outside the house of the stag's antlers near Berriedale, Caithness.



Form and Function

The superb workmanship of master craftsmen allied with scientific precision gives the perfection of form and function found in the best examples of the gunsmith's art.
A similar alliance of craftsmanship and science gives to Bristol cars their singular quality of performance, elegance, docility and comfort.

403 Two-door Saloon
404 Two-door Sports Coupé
405 Four-door Saloon
405 Drophead Coupé
Arnolt-Bristol Sports (Export Only)

THE BRISTOL 405

THE CAR DIVISION OF THE BRISTOL AEROPLANE CO. LTD., BRISTOL. ENGLAND. *London Showrooms: 80 Piccadilly, W.1*

Comfort is the keynote of the Bristol 404, which with a rather more potent engine would come unquestionably into the "Gran Turismo" class, and which in 105-b.h.p. form is very definitely the "Businessman's Express," as Bristol's publicity department so aptly puts it.

Equipment includes deep, comfortable leather-upholstered, fully adjustable chairs with space for luggage and occasional passengers behind them, one-shot chassis lubrication, full instrumentation by proper dials of neat conception, set in a hooded panel before the driver, with rheostat lighting control, anti-draught windows, a wooden dashboard, screen and window sills, deep wide rigid door pockets and a vast, full-width wooden under-dash shelf, ventilator rear windows, a small but fully-effective rear-view mirror, spare wheel accommodated in the near-side wing, matched by the battery on the off side, the fuel filler (rather too small) concealed beneath a flap in the tail which is released by an interior control, good horizontal central hand-brake, very nice, large-diameter two-spoke steering-wheel, etc., etc.

The body is free from rattles and the doors shut easily, assisted by leather "pulls." Wind noise is not excessive, conversation in an ordinary voice being possible while running up to 100 m.p.h. The two-speed wipers have been referred to and there are manual throttle and ignition controls, tastefully arranged, while the test car had fog-lamp, Lucas "Flamethrower" spot-lamp, its switch rather inconveniently placed, heater, and radio with speakers built into the roof.

Over bad roads the back axle "bottoms" but this has no adverse effect on the 404's outstanding stability.

Over 2,711 miles' testing at high speed the 404 averaged 21.3 m.p.g. of Esso Extra and used 2 pts. of Castrol XL. The only grumble I have with this beautiful hand-built motor car is its high price, £3,300 5s. 10d. inclusive of p.t.

Staying at the excellent Abington Hotel on the Monday night, my colleague brought the car home the next day in a manner which emphasises the Bristol's very high degree of usable performance and roadability.

The run was made between the hours of 8.55 a.m. and 4.10 p.m., over traffic-infested roads, into the heart of London. In this time we disposed of 366.7 miles (and in this distance saw two Bristol 403s and another 400). The first hour found us held up by traffic blocks in Carlisle (59.3 miles), and four minutes of the second hour were devoted to putting in Esso (54.4 m.p.h.). The next hour involved a long halt at a one-way section and the passing of an Army convoy, but Scotch Corner had been reached in 2¼ hours and the three-hour average was 48.3 m.p.h., stops included. Doncaster and Retford were negotiated during the fourth hour (50.9 m.p.h.) and Grantham was reached in five hours, the overall average speed now 54.9 m.p.h., although 1½ minutes were lost when I insisted on buying oranges and chocolate. The 404 proceeded to average 51.7 m.p.h. between Grantham and Stamford and, as another fuel stop occupied six minutes, the running time for the entire 366.7 miles was a mere 7 hr. 3½ min. The "open" road average for six hours came to nearly 55½ m.p.h. not deducting the refuelling and shopping stops—express indeed! The best hour's motoring disposed of 59.3 miles, the best half-hour average being 62.4 m.p.h.

Reverting to my pre-war run in the Bentley, we logged the homeward journey from Strathaven, the 387 miles to London being covered in 7 hr. 43 min., or 7 hr. 32½ min. running time; the best hour's mileage was 56, 62 m.p.h. being averaged for one half-hour.

The Bentley showed little if any sign of our fast driving, while the only blemishes on the Bristol's record were a broken throttle spring and failure of the rev.-counter, which before we re-crossed the Border had made a noise like a frenzied band-saw and then ceased to record. Whereas the Bristol's Michelin "X" tyres showed

FOR THE SECOND TIME IN SIX DAYS the Editor finds himself at John o' Groats, feeling a little tired but happy to be in a fast car again.

scarcely any wear, on the Bentley, a heavier car carrying three occupants, two of the India tyres were completely worn out on the outward journey.

It seems, then, that in spite of more traffic on our roads, the 2-litre Bristol of 1955 is a faster touring car than the 4¼-litre Bentley before the war—again proving my contention that the age of many-litres is nearly over.

I am rather intrigued by my personal motoring during the eight days covered by this article. It certainly left me refreshed, in mind if not in body, as to the expanse of this Island, from West to North, and can be tabulated as follows :—

Austin-Healey 100	Approx.	92	miles
Austin A50	,,	2,245	,,
Volkswagen	,,	84	,,
Simca Aronde	,,	459	,,
Bristol 404	,,	1,452	,,
Total ...	Approx.	4,332	miles

This sort of mileage may look like chicken-feed to our Continental Correspondent, and I drove only about 1,800 miles of it, but that eight days did include four full nights in bed, a day's work and attendance at a motor race. Why is it, I wonder, that you and I never tire of motoring? The C.C. says it's because you do not normally tire of living and that Motoring is a Way of Life . . .

Incidentally, where do the daily paper scare-writers put the dead and dying they tell us are strewn along British roads on occasions like this? In all those concentrated 4,000 miles I saw only two accidents, one a minor collision, the other caused by a lorry's trailer shedding an axle at the A2/A14 fork, causing the trailer to swing out and pulp another lorry—but I saw no evidence of personal injury in either case.—W. B.

ROYAL SCOTTISH AUTOMOBILE CLUB RALLY

Regulations for this year's Scottish Rally of the Royal Scottish A.C. were in print a month earlier than usual with the result that over 50 entries have already been received. The entry list does not close until May 4th, but intending competitors wishing an early starting number would be well advised to send in their entry form without delay and also make sure of their accommodation for the four nights at Oban. This, the XIIIth Scottish Rally, takes place from May 30th to June 3rd.

Among the entries received so far appear many names from all parts of Britain which have figured in the Scottish Rally year after year. The club is glad to see them back once again and their continued support would seem to show that the "Scottish" supplies what they want in the way of competition and atmosphere; they can be assured that the organisers will do everything they can to maintain the character of the event.

The club looks forward, however, to seeing many new faces this year and points out that the Scottish Rally is ideal for husband-and-wife entries, and, in fact, if sufficient of these are received it will consider presenting a special prize for the best husband-and-wife team.

Regulations and entry forms are obtainable, on request, from A. K. Stevenson, O.B.E., Secretary, Royal Scottish Automobile Club, Blythswood Square, Glasgow, C.2.

THE FIRST B.A.R.C. MEMBERS' MEETING OF 1955

Michael Head (Jaguar XK120C) Leads in "Motor Sport" Brooklands Memorial Trophy Contest

DULL, showery weather characterised the first B.A.R.C. Members' Meeting at Goodwood on March 26th, but, in spite of 56 drivers new to motor-racing taking to the circuit, only three accidents occurred, and these to old hands, who escaped serious injury. Stirling Moss was present to congratulate his sister Pat on winning her first race at the wheel of her M.G., and the Duke of Kent, the Hon. Gerald Lascelles and Mike Hawthorn were amongst the celebrities present. Points were scored towards this year's MOTOR SPORT Brooklands Memorial Trophy, in which Head (Jaguar XK120C) leads from Marriott (Lotus) by two points—next round, June 18th.

FIRST NOVICES' HANDICAP (5 Laps)

Eight Triumph TR2s led away together and Froggatt kept his wire-wheeled version ahead of Hughes' radio-equipped model for three laps, then Hughes disappeared and Barthel's old-type DB3 Aston Martin, wipers going, came up into second place, followed by Reynolds' TR2. Slides were indulged in by Busfield's XK120, Mainwaring Evans' Healey and Reynolds. Howard's H.W.M.-Alta, which had caught fire in practice, was amongst the non-starters.

1st : M. P. Froggatt (Triumph TR2) ... 0 min. 45 sec. ... 67.92 m.p.h.
2nd : D. P. Barthel (Aston Martin DB3) 0 min. 20 sec.
3rd : P. H. Reynolds (Triumph TR2) ... 0 min. 45 sec.
Fastest lap : Barthel (Aston Martin), 74.35 m.p.h.

LADIES' HANDICAP (5 Laps)

This, an innovation, gave Pat Moss victory in her first race, a not too difficult feat from a handicap start of 1 min. 20 sec. She took the lead on lap three, driving with extreme confidence and neatness. Miss Burt, going steadily and cleanly in her Aston Martin DB2/4, came past a bunch of slower cars into second place on lap four, but all eyes were on Hazel Dunham, who really had her A.C. Ace motoring. She held vicious tail slides with skill, leaving the *chicane*, and on her last lap spun off at Woodcote, only to recover calmly, take the *chicane* just as fast, and retain her third place. Angela Brown's DB2/4 Aston Martin was fourth, ahead of Nancy Mitchell's Triumph TR2.

On the first lap Mrs. Leavons overturned her white Triumph TR2 at St. Mary's—we gather this is not the first time she has accomplished this manoeuvre. Sally Noel-Buxton kept a tight rein on her Jaguar XK120C, which she had slightly dented in practice.

1st : Miss P. Moss (M.G. TF) ... ... 1 min. 20 sec. ... 63.53 m.p.h.
2nd : Miss P. Burt (Aston Martin DB2/4) 0 min. 50 sec.
3rd : Miss H. Dunham (A.C. Ace) ... 0 min. 45 sec.
Fastest lap : Miss Dunham (A.C.), 66.98 m.p.h.

SECOND NOVICES' HANDICAP (5 Laps)

Bell, in the "limit" car, a hood-up 918-c.c. Morris Minor tourer, led all the way, but Marriott, driving his Lotus-M.G. skilfully, picked up many places to take second place in the Minor sandwich, J. Miles' supercharged 918-c.c. Morris tourer being third, ahead of Odoni, who drove his Morgan Plus Four with great verve. The opening lap saw Silverman displaying more valour than discretion in his mildly-hotted-up Renault 750 saloon, which slid sideways out of the *chicane* and almost overturned; thereafter it went less quickly and boiled. The new Elva, which had non-started in the Ladies' Race, now spun twice in the hands of Wakeling.

1st : J. R. Bell (Morris Minor) ... ... 2 min. 45 sec. ... 55.80 m.p.h.
2nd : F. Marriott (Lotus) ... ... 0 min. 25 sec.
3rd : J. Miles (s/c. Morris Minor) ... 2 min. 15 sec.
Fastest lap : Odoni (Morgan), 69.56 m.p.h.

FIRST SCRATCH RACE (5 Laps)

Peter Gammon now took a hand in motoring the Elva (see notes following report) and kept it in the lead for three laps, whereupon it went very sick—it had dropped a valve in practice—but by changing down out of the *chicane* on the last lap Gammon was able to crawl home in second place, with new owner of the neat Ford Ten-engined R.W.G., Lund, out in front. Marriott came through to occupy third place, followed by Hewitt (M.G.), Carill-Worsley (all-enveloping Halton-Buckler) and duellists Richards and Hicks (Loti), in that order and a tight bunch. Mainwaring's Lotus retired in clouds of smoke while lying fourth, and Raby's Ford Special boiled.

1st : C. M. Lund (R.W.G.) won by 9.4 sec., at 69.68 m.p.h.
2nd : P. Gammon (Elva).
3rd : F. Marriott (Lotus).
Fastest lap : Lund (R.W.G.), 72.0 m.p.h.

SECOND SCRATCH RACE (5 Laps)

With only seven starters this was a Type C Jaguar procession, with Head's white car never out of the lead. Behind, Laws' Atalanta kept Thomas' XK120 at bay.

1st : M. W. Head (Jaguar XK120C) won by 6.4 sec., at 77.14 m.p.h.
2nd : P. Blond (Jaguar XK120C).
3rd : J. G. Hogg (Jaguar XK120C).
Fastest lap : Head (Jaguar), 78.98 m.p.h.

HANDICAP RACE A (5 Laps)

Making the most of 103 sec. start, Watson's old 12/70 Alvis led for four laps but was caught at the end by Constable's TD M.G. Sargent made a wild effort to catch the Alvis at Woodcote but his TC M.G. failed by 0.8 sec. on the run in. Hamilton's vintage 4½-litre Invicta took a gallant fourth place in spite of fluffing somewhat, Lord's air-cooled 646-c.c. C.S.C. went well but was getting terribly hot, White's scratch Lotus went sick, and V. W. Derrington (Triumph TR2) was last, crunching his cogs. Johnson drove his TR2 well.

1st : W. P. U. Constable (M.G.) ... ... 1 min. 05 sec. ... 66.5 m.p.h.
2nd : W. J. Watson (Alvis) ... ... 1 min. 43 sec.
3rd : P. J. Sargent (M.G.) ... ... 1 min. 05 sec.
Fastest lap : de Mattos (Morgan), 72.48 m.p.h.

THIRD SCRATCH RACE (5 Laps)

Coombs aerodynamic Lotus-Connaught was handled impeccably to win by a huge distance from Bicknell's interesting and very compact new Revis-Borgward, Hodges' J.A.G.-M.G. coming up into third place pursued by Appelbee's Leonard-M.G. Bailey vanished from third place when his Tojeiro demolished an observer's box protected by a concrete barrier!

1st : J. Coombs (Lotus-Connaught) won by 18.2 sec., at 75.86 m.p.h.
2nd : R. G. Bicknell (Revis-Borgward).
3rd : T. Hodges (J.A.G.-M.G.).
Fastest lap : Coombs (Lotus-Connaught), 77.28 m.p.h.

10-LAP SCRATCH RACE

This was easily the most stirring race of the afternoon. Head's Jaguar XK120C led most of the way, it is true, but the opposition was intense, first Carnegie's XK120C trying to catch the white car, then, as it fell right back, Brooks gave one of his masterful demonstrations of prowess in Hely's Le Mans Frazer-Nash, passing Head, only to be re-passed, and then on lap eight Chase, lapping very fast, poked his ex-Alan Brown Cooper-Bristol past the 'Nash. It was stirring stuff, and Chase finished only a second behind Head, with Brooks 2.8 sec. behind him. In contrast, Harris held the side of his TR2 while cornering! Steed (DB2) enjoyed a duel with Onslow (Frazer-Nash Le Mans). Toole overturned his Turner.

1st : M. W. Head (Jaguar XK120C) won by 1.0 sec., at 77.21 m.p.h.
2nd : R. J. Chase (Cooper-Bristol).
3rd : D. Hely (Frazer-Nash).
Fastest lap : Chase (Cooper-Bristol), 79.56 m.p.h.

CLOSED-CAR HANDICAP B (5 Laps)

Bednash's rolling Ford Zephyr convertible made short work of this, Jacobs' special M.G. coupé being second, ahead of Gelberg's 2½-litre Riley, while Corps' Citroën Six was fourth and Graham's Austin

A30, lifting its inner rear wheel on corners, held off Bell's re-handicapped Morris Minor and Goodearl's Renault 750, which gave it 20 sec. start.

1st : G. Bednash (Ford Zephyr) ... 2 min. 20 sec. ... 62.29 m.p.h.
2nd : R. W. Jacobs (M.G.) ... ... 1 min. 20 sec.
3rd : G. Gelberg (Riley) ... ... 1 min. 35 sec.
Fastest lap : Walters (Aston Martin DB2/4), 69.45 m.p.h.

HANDICAP RACE C (5 Laps)

In the dusk Dennis made very neat use of the gift presented to him by the handicappers and won by a very respectable margin in his black Austin-Healey, while Shale's Austin-Healey 100S bested Rudd's A.C. Ace on the last lap.

1st : A. Dennis (Austin-Healey 100) ... 1 min. 30 sec. ... 72.0 m.p.h.
2nd : D. S. Shale (Austin-Healey 100S) ... 0 min. 45 sec.
3rd : K. N. Rudd (A.C. Ace) ... ... 1 min. 05 sec.
Fastest lap : Brooks (Frazer-Nash), 78.83 m.p.h.

Leading Positions in MOTOR SPORT Brooklands Memorial Trophy Contest :—

M. W. Head (Jaguar XK120C) ... 6 points
F. Marriott (Lotus-M.G.) ... ... 5 ,,

Messrs. Froggatt, Bell, Pat Moss, Lund, Constable, Bednash and Dennis : 4 points each.

PADDOCK PERKS

His Grace the Duke of Richmond and Gordon was driving a smart Jensen 541.

* * *

H. M. Gadsby's Riley Nine is an ex-Victor Gillow car, with four Amal carburetters and four long separate outside exhaust pipes each with its own silencer.

The Elva, due to be shared by three drivers, Betty Haig, Gammon and Wakeling, has a Ford Ten engine with a Nichols' head having four push-rod overhead inlet valves, one of which fell in during practice. The chassis is a tubular space-frame with coil-spring rigid back axle and coil-spring i.f.s., the gearbox is Jaguar, there are four Amal carburetters, and the radiator is a low-set aircraft affair, with the header tank placed remotely behind the engine.

* * *

C. W. Witt had the ex-Phillips 1949/50 Le Mans M.G., which spun at the *chicane*, and S. A. Mitchell a compact M.G. Special with TC engine in a PA chassis.

* * *

I. E. Raby's Ford Special "Puddle Jumper" relied on twin S.U.s, coil ignition and an Aquaplane alloy head.

* * *

The Renault 750s were mildly tuned, not 1063 models, Goodearl's having twin S.U.s and the others a large single d.d. carburetter and four-branch exhaust system. They do around 70 m.p.h.

* * *

Exciting but a non-starter was G. H. Williamson's beige Ford Prefect which had a Farina inclined o.h.v. head with Bristol-type valve gear, twin S.U. carburetters (four Amals will come later), four-branch exhaust manifold, a compression ratio of 8.5 to 1, and Buckler close-ratio gears. It was suffering from a porous cylinder block on this occasion, but 70 in second is claimed.

* * *

Effective was J. A. Cowap's C.S.C., with rear-placed 646-c.c. B.S.A. air-cooled twin motor-cycle engine, chain drive, and all-independent suspension by transverse leaf springs and wishbones.

EASTER SATURDAY AT CASTLE COMBE

Margulies (Jaguar XK120C) Wins Main Event

IN spite of a small entry and comparatively brief programme, the Easter Meeting of the Bristol M.C. & L.C.C. at Castle Combe circuit was as enjoyable as ever. The sun lent a touch of summer to the scene, belied by a cold wind, and the presence of two Bentley Continentals and Kathleen Maurice's new Frazer-Nash coupé as circuit-cars added much to the spectacle.

In the 15-lap Free Formula race (a good title, which obviates the journalistic tussle with Formule or Formula Libre!) attracted a mixed field, from which J. Riseley-Pritchard led all the way in the ex-Rolt 2-litre F. II Connaught, ably pursued by G. N. Richardson fighting with his supercharged R.R.A., with T. T. Kyffin in the ex-Gould Cooper-Bristol turning and twisting in his seat as he held off Abecassis in the sports H.W.M.-Jaguar.

This event was supported by two 10-lap F. III races, both of which were won by Don Parker in his Kieft. In the first, which Parker won at 78.97 m.p.h., D. Taylor's Cooper and J. Russell's Cooper provided considerable opposition, while F. Hobart's Martin retired, A. Eccles' Staride spun off and J. Brown's Martin trailed its rear-end in clouds of smoke. In the second F. III event Parker had a harder task, fighting a ding-dong duel with Russell, the Kieft sometimes snaking alarmingly. In the end Don won by a mere 0.4 sec., his average up to 79.31 m.p.h., opponent Russell making fastest lap, at 81.98 m.p.h. Behind, Taylor held a stolid third place, E. J. Moor (Cooper) had a fine duel with T. Bridger (Kieft) and Brown occupied sixth position.

The 10-lap Production Touring-Car Race proved interesting. J. M. Burn's D.K.W. Sonderklasse easily disposed of a Standard Ten in the 1,000-c.c. category, both D.K.W.s cornering splendidly, outpacing a Sunbeam Mk. III saloon. The 1½-litre class had no entries, G. H. Grace had to work exceedingly hard in his Riley Pathfinder to pass G. Gelberg's well-known 2½-litre Riley saloon at the very end, in the 2½-litre class, and Angela Brown won the event after a very nice drive in her Aston Martin DB2/4 coupé, chased by H. F. S. Hay's pre-war Bentley Cornishe saloon. B. Baxter was disappointingly slow in a gleaming 4.1-litre Ferrari coupé.

The big event of the day was a 30-lap, 55-mile Sports-Car Race, divided into classes. Abecassis was obviously out to win, but retired the H.W.M.-Jaguar when a tyre tread stripped. This left Margulies with a comfortable lead, driving his Jaguar XK120C more calmly than he used to dice his Talbot. Michael Burn, making a first appearance in the R.G.S. Atalanta, chased the Jaguar to some purpose but fell back after leaving the course and becoming distinctly airborne at Old Paddock Bend while passing a Lotus. Nurse was going splendidly in his aerodynamic Lotus-M.G., to lead the 1½-litre class and hold third place in the race as a whole, ahead of Tyrer's Jaguar XK120C.

In the 1,200-c.c. class Piper's Empire-Lotus led Baird's Lotus, N. I. Barrett held a series of tail slides in his Buckler to no avail, as it rolled over at Old Paddock Bend, leaving oil on the course and its driver temporarily unconscious (he soon recovered). B. Halford drove his T.T. Sprite racing-bodied Riley really well to take second place in the 1½-litre class, ahead of T. Hodges' Griffiths-M.G., the Turner shedding a front wheel at Tower Corner without overturning. Its driver explained apologetically that he had personally assembled the hubs before the meeting.

J. B. Naylor indulged in much on-the-grass motoring in his Lotus, E. A. Jauncey's Otter-Cub retired, and the Griffiths-M.G. flung away a hatch-cover. Sir T. Beevor's Healey Silverstone went sick and considerable tail slides characterised E. M. Rogers' second place in the 2,000-c.c. class in his Morgan Plus Four.—W. B.

Results :

Racing Cars, F. III :
1st : D. Parker (Kieft) ... ... 13 min. 58.8 sec. ... 78.97 m.p.h.
2nd : D. Taylor (Cooper) ... ... 14 min. 00.6 sec.
3rd : J. Russell (Cooper) ... ... 14 min. 38.2 sec.
Fastest lap : Parker (Kieft), 80.78 m.p.h.

Free Formula Race :
1st : J. Riseley-Pritchard (Connaught) ... 19 min. 52.0 sec. ... 83.35 m.p.h.
2nd : G. N. Richards (R.R.A. s/c.) ... 19 min. 56.2 sec.
3rd : T. T. Kyffin (Cooper-Bristol) ... 20 min. 48.8 sec.
Fastest lap : J. Riseley-Pritchard (Connaught) and G. N. Richardson (R.R.A.), 84.7 m.p.h.

Production Touring-Car Race :
Up to 1,000 c.c. : 1st : J. M. Burn (D.K.W.) 18 min. 0.4 sec. ... 61.31 m.p.h.
2nd : R. A. Spiers (Standard Ten) ... ... 19 min. 34.4 sec.
1,001-1,500 c.c.: No entries.
1,501-2,500 c.c.: 1st : G. H. Grace (Riley) ... 16 min. 47.8 sec. ... 65.73 m.p.h.
2nd : G. Gelberg (Riley) ... 16 min. 57.8 sec.
3rd : R. Davis (Sunbeam) 17 min. 37.4 sec.
2,501-4,000 c.c.: 1st : Miss A. Brown (Aston Martin) ... ... 16 min. 21.4 sec. ... 67.5 m.p.h.
Over 4,000 c.c. : 1st : H. S. F. Hay (Bentley) 16 min. 23.2 sec. ... 67.37 m.p.h.

Racing Cars, F. III :
1st : D. Parker (Kieft) ... ... 13 min. 55.2 sec. ... 79.31 m.p.h.
2nd : J. Russell (Cooper) ... ... 13 min. 55.8 sec.
3rd : D. Taylor (Cooper) ... ... 13 min. 58.0 sec.
Fastest lap : Russell (Cooper), 81.98 m.p.h.

Sports-Car Race (30 laps) :
Up to 1,200 c.c. : 1st : D. R. Piper (Empire-Lotus), 28 laps ... 70.82 m.p.h.
2nd : G. R. Baird (Lotus).
1,201-1,500 c.c.: 1st : A. J. Nurse (Lotus), 29 laps ... ... 75.08 m.p.h.
2nd : B. Halford (Riley).
3rd : T. Hodges (Griffiths-M.G.).
1,501-2,000 c.c.: 1st : R. N. Robinson (A.C. Ace), 27 laps ... 69.14 m.p.h.
2nd : E. M. Rogers (Morgan).
Over 2,000 c.c. : 1st : D. Margulies (Jaguar) 42 min. 36.6 sec. ... 77.73 m.p.h.
2nd : M. Burn (R.G.S.-Atalanta) ... ... 42 min. 37.4 sec. ... 77.70 ,,
3rd : G. Tyrer (Jaguar), 28 laps.

SALVADORI'S GOODWOOD

Three Firsts and Two Second Places by This Driver at Easter B.A.R.C. Meeting, in Connaught, Maserati and Aston Martin Cars

AN extremely large crowd of some 50,000 attended the International Race Meeting at Goodwood on Easter Monday, when the summery weather set off the picturesque setting, the Paddock thronged with people and the sportsgirls more exotic or attractive than ever.

Many entirely new cars were seen, including the new G.P. Connaught, the Gilby Engineering sports Maserati with Cooper-type chassis, Anthony's Lotus, in which room really has been found for a Bristol engine, the sports Beart-Rodger Climax Type 66 driven by Moss, the rear-engined 1,100 Cooper sports driven by Bueb, Geoffrey Crossley's much-publicised bulky, four-S.U. Lea-Francis-engined Berkshire Special with tubular space-frame, transverse leaf spring and wishbone i.f.s., and old-style back axle hung on ¼-elliptic springs (which departed on a trailer after one race), but, alas, the two Vanwalls, one of which Hawthorn should have driven, were absentees. There were, however, many other cars new to the South, such as the latest Lotus and Lister-Bristol, Brandon's Coventry-Climax-engined Halseylec, the new sports Connaughts, and the 3-litre Ferrari sports cars of Sparken and Piotti. Peter Collins drove last year's short-chassis V16 B.R.M., which is still an attraction with the crowds, while Stirling Moss, whom one would have expected to be at Pau, had his Maserati, now with disc brakes, a new type of Dunlop racing tyre and S.U. fuel injection, but couldn't get it to motor.

The racing, as hereafter described, was good in places, like the curate's egg, but suffered from too many non-starters and some too-eager starters.—W. B.

THE LAVANT CUP RACE

(7 Laps Scratch—Non-s/c. Racing Cars up to 2 Litres)

The *chicane* having argued with Alan Brown's new Connaught in practice, this was amongst the four non-starters. Bob Gerard, right on form, led for five laps in his Cooper-Bristol of the ragged exhaust note but undeniable performance before Salvadori, in Young's Connaught, got by to his first victory of the day.

Keen in the Chase Cooper-Alta, emitting smoke and taking a bite at the much-to-suffer *chicane* fencing, made a bold bid to hold third place but was beaten on lap two by Don Beauman's Connaught. The Turner retired after six laps and a lap earlier Riseley-Pritchard's Connaught stopped with a seized gearbox.

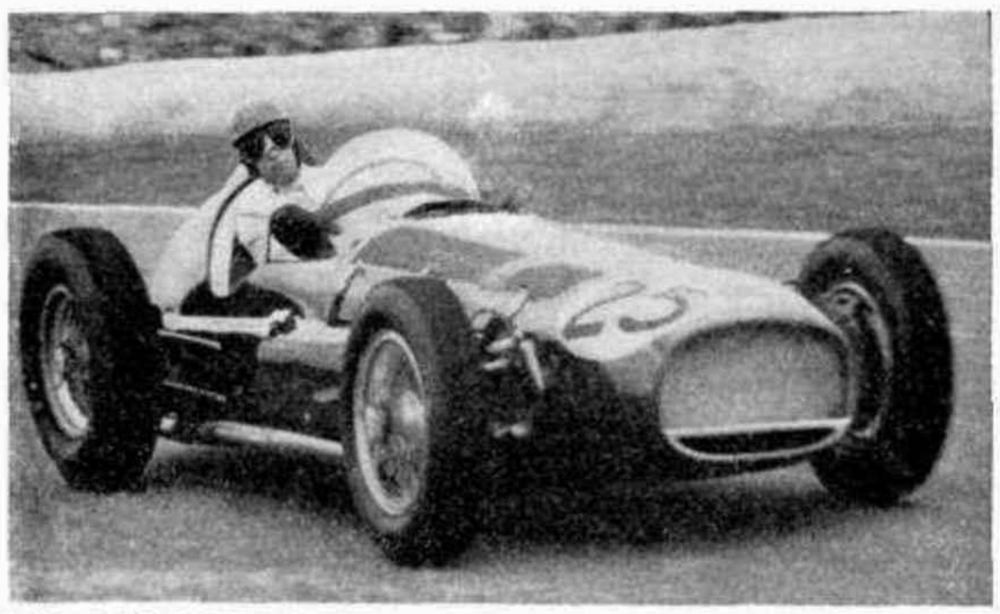
1st : R. Salvadori (Connaught), won by 0.8 sec., at 86.57 m.p.h.
2nd : F. R. Gerard (Cooper-Bristol).
3rd : D. Beauman (Connaught).
Fastest lap : Salvadori (Connaught), 88.16 m.p.h.

SPORTS-CAR RACE (5 Laps Scratch—Cars up to 1½ Litres)

This was a magnificent battle between the new sports Connaughts, of which McAlpine drove the aerodynamic tail-finned car. McAlpine led Leston for the first lap, then Leston took the lead, but on lap three slid into the *chicane* fencing and was speared by a long post. He continued, despite being shown the black flag and shedded this dangerous accessory before the race ended. Moss pushed the new Beart-Rodger Climax very hard, snaking from the *chicane* on lap two, but this only served to blow it up and he retired on lap three, letting Bueb in Cooper's new Manx-tailed rear-engined Cooper-Climax into third place, with Coombs' Lotus-Connaught right on Bueb's tail. The commentators were so excited by the Leston/McAlpine duel that they continued to commentate after the race had finished!

Chapman's new Lotus retired on lap two, Brandon had a nasty bit of chicanery in his Halseylec, and the crowd was amused by Powell's slow but rubber-burning tactics in his TF M.G., which inevitably hit the *chicane* fencing.

1st : L. Leston (Connaught), won by 1.4 sec., at 81.66 m.p.h.
2nd : K. McAlpine (Connaught).
3rd : I. Bueb (Cooper).
Fastest lap : Leston (Connaught), 83.24 m.p.h.
1,100-c.c. Class : 1st : I. Bueb (Cooper), 80.0 m.p.h.; 2nd : E. Brandon (Halseylec).



OLD CAR/NEW DRIVER.—Peter Collins handles a 1954 short-chassis B.R.M. sensibly at Goodwood on Easter Monday.

THE CHICHESTER CUP

(7 Laps, Scratch—Formule Libre Racing Cars)

Peter Collins drove the B.R.M. with constrained skill, leading all the way, while Moss had the unusual experience of being pushed along by Salvadori, until the latter's Maserati went by Stirling's Maserati on lap three. Moss fell farther and farther back, his car's acceleration poor out of the corners. Lots of rubbish was deposited by cars which hit the *chicane* fencing, which caused Collins nasty moments as the spinning back wheels of the B.R.M. ran over it on lap six, while Moss took a look at the broken fence and tail-slid at the same spot on his last lap, when he was nearly 15 sec. behind Salvadori.

It was Cobden in the ex-Whitehead s/c. E.R.A. which had really demolished the palings; he retired. Cliff Davis toured along at the back of the race in the ex-Bira 3-litre preselector Maserati. The only stirring aspect was a duel between Brabham in the Cooper-Alta and Gerard, the latter settling the issue on lap five, although Brabham's power tail-slides in this and a later race were fine to behold.

1st : P. J. Collins (B.R.M.), won by 15.4 sec., at 90.29 m.p.h.
2nd : R. Salvadori (Maserati).
3rd : S. Moss (Maserati).
Fastest lap : Collins (B.R.M.), 91.52 m.p.h.

THE EARL OF MARCH TROPHY (7 Laps, Scratch—500-c.c. Cars)

This was a magnificent duel between the Cooper Cars' Cooper of Bueb and Beart's Cooper of Leston, Bueb just ahead on laps 1, 2, 4 and 7. Alas, unknown to the spectators, Leston was penalised 15 sec. for jumping the starter's flag, so he was really in fifth place. Colin Davis drove well, after running wide into the *chicane* fence, to worry Don Parker, who had also had a "fence-visit." In the rush of the start Elliott's Cooper overturned, but he wasn't badly hurt.

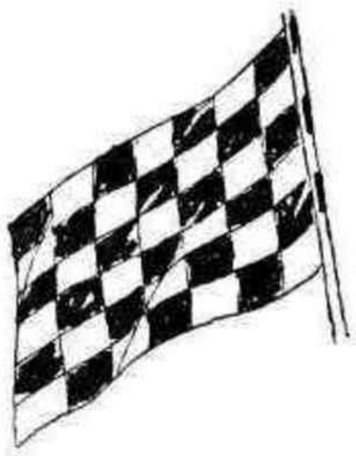
Retirements in this short race were : J. R. C. Parker (Cooper), Keen (Cooper), Boshier-Jones (Cooper) and Tyrrell (Cooper). As the duellists came to the finish Bueb swung aside sharply to rob Leston of his slip-stream, presumably unaware that the judges had already decided the issue for him!

1st : I. Bueb (Cooper), won by 7.8 sec., at 82.13 m.p.h.
2nd : D. Parker (Kieft).
3rd : C. C. H. Davis (Cooper).
Fastest lap : Bueb (Cooper), 83.88 m.p.h. Equals class lap record.

SPORTS-CAR RACE

(5 Laps, Scratch—Non-s/c. Cars Exceeding 2 Litres)

This was another race spoilt by start-anticipating. Sparken led all the way in the 3-litre Ferrari, which he handled impeccably, even when it faltered very momentarily coming out of the *chicane*.



Easter Goodwood Meeting

Sports Car Race A **1st** LES LESTON . . . CONNAUGHT

Sports Car Race C **1st** W. A. SCOTT-BROWN . . LISTER-BRISTOL

2nd C. A. S. BROOKS . . . FRAZER-NASH

3rd M. ANTHONY . . . LOTUS

Earl of March Trophy **1st** I. BUEB . . . COOPER

(Subject to official confirmation)

All these cars were equipped with

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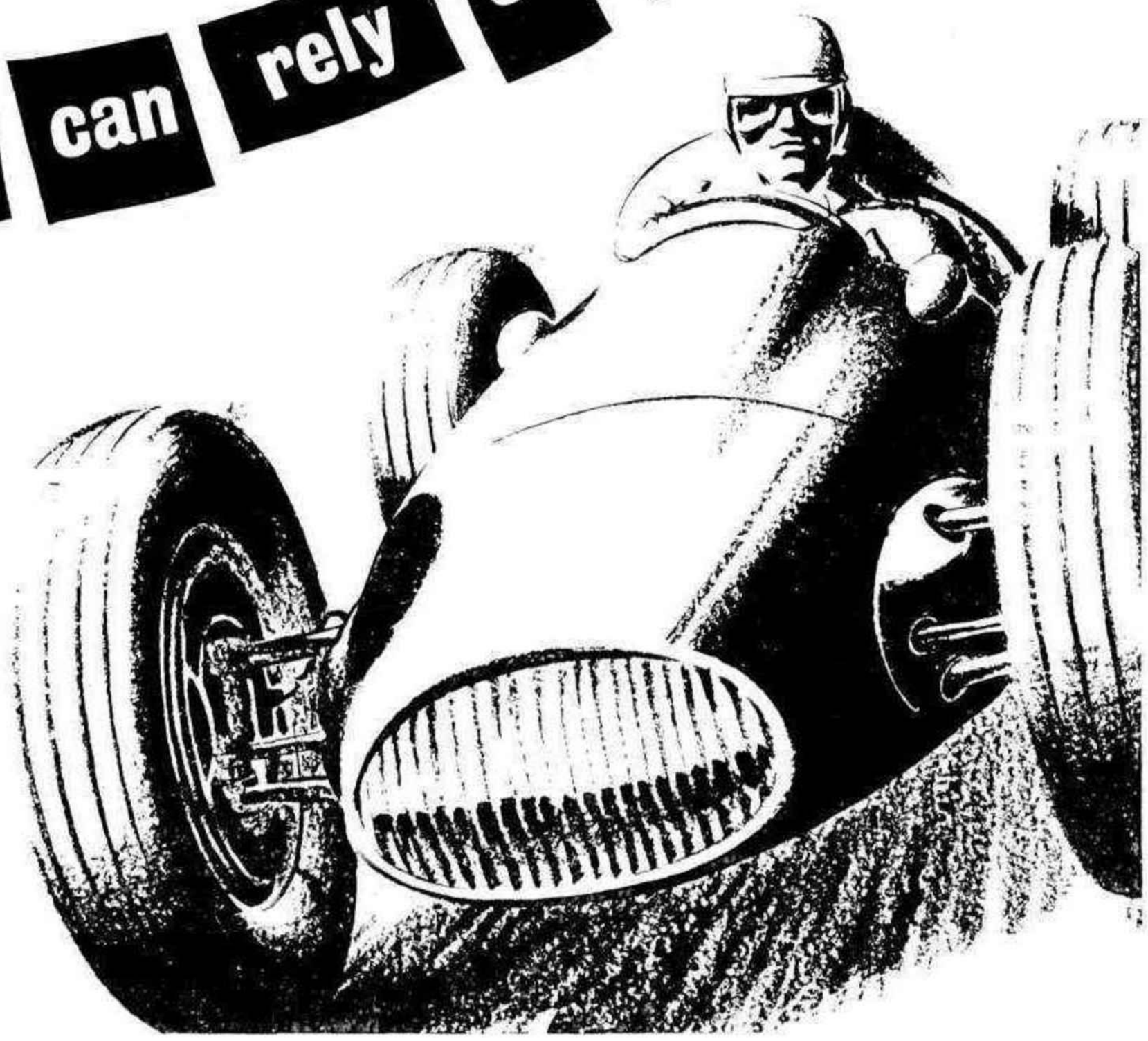

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But he and Hamilton had a 15-sec. penalty to carry, allowing Salvadori in the Gilby Engineering Aston Martin DB3S to take first place, although the road order was Sparken, Hamilton, Salvadori. Hamilton's D-type Jaguar, running *sans* tail fin, could do nothing about the Ferrari, coming in 4 sec. behind the smaller Italian car.

Piotti was disappointing in the sister Ferrari, as at Oulton Park, retiring on his last lap with water vapour coming from the radiator vent. The bright part of a disappointing race was Abecassis' great effort to pass Wick's ex-Whitehead Cooper-Jaguar, the H.W.M.-Jaguar accomplishing this successfully. Rolt's Ecurie Ecosse Jaguar XK120C held off Collins' Aston Martin DB3S in fourth place.

1st : R. Salvadori (Aston Martin DB3S), won by 2.8 sec., at 83.4 m.p.h.
2nd : M. Sparken (Ferrari).
3rd : J. Duncan Hamilton (Jaguar).
Fastest lap : Sparken (Ferrari), 86.22 m.p.h.

SPORTS-CAR RACE

(5 Laps, Scratch—Non-s/c. Cars up to 2 Litres)

A rather dull affair this, Brooks in the works de Dion Frazer-Nash being caught down Lavant Straight on the last lap by Scott-Brown in the green-and-yellow Lister-Bristol, which ran in to a very close victory, popular and convincing, Archie fairly *spinning* his steering-wheel with his good right hand in stifling slides from the corners. Third place was warmly contested between Anthony's Lotus-Bristol, which had run so well amongst racing cars in the first race, and Salvadori in the new Maserati Special, which was smoking and 3.4 sec. behind at the conclusion.

Green's Lister-Bristol, Sears' Lister-Bristol and Loens' blue Maserati couldn't last the 12½ miles, and Fisher's Kieft-Bristol was slow, Mann's beautiful l.h.d. 1,887-c.c. Alfa-Romeo saloon outclassed.

1st : W. A. Scott-Brown (Lister-Bristol), won by 0.2 sec., at 83.00 m.p.h.
2nd : C. A. S. Brooks (Frazer-Nash).
3rd : M. Anthony (Lotus-Bristol).
Fastest lap : Scott-Brown (Lister-Bristol), 85.21 m.p.h.

THE RICHMOND F. I GLOVER TROPHY RACE (21 Laps, Scratch)

What promised to be a fierce duel between the Maseratis of Moss and Salvadori could have become dull when Stirling's car was seen to be no match for the newly-chassised Gilby Engineering car. But Salvadori obligingly spun out at the *chicane* on lap two, allowing Moss to go away out of sight. Salvadori kept his engine running, nosed back, and set about chasing Moss. It was a fair do, for he was right behind again on lap 12, to pass before Madgwick as Moss slowed down. Stirling stopped by the *chicane* on the next lap with fuel-feed trouble, saying in any case the fuel injection system of his car wasn't working properly and he couldn't have held off his opponent.

Salvadori, whose car was fluffing slightly, was given the slow signal and ran on to a comfortable third victory.

Rolt was in continual trouble with the new Connaught, which is a rather big car, calling for much wheel-sawing through the *chicane*. He finally retired on lap nine. Horace Richards' newly-painted blue H.A.R. had vanished earlier still.

After Moss' retirement all eyes not on Stirling's every move as he stood chatting to officials and with Alf Francis were on Gerard, whose brilliant handling of his Cooper-Bristol overcame Beauman's second place by lap 16. Keen and Brabham fought another duel, until the latter stopped on lap 18. Young's Connaught shed its exhaust shield at some point in the rather processional race.

1st : R. Salvadori (Maserati), won by 30.4 sec., at 89.26 m.p.h.
2nd : F. R. Gerard (Cooper-Bristol).
3rd : D. B. Beauman (Connaught).
Fastest lap : Salvadori (Maserati), 92.11 m.p.h.
2,000-c.c. Class : 1st : Gerard (Cooper-Bristol); 2nd : D. B. Beauman (Connaught).

THE EASTER HANDICAP (5 Laps)

Gerard was again in great form, getting his Cooper-Bristol through the field, to win at 88¼ m.p.h., with Salvadori in second place after passing Young on the post. Collins again went well in the B.R.M., coming in fifth behind Beauman's Connaught. Cobden brought his E.R.A. in sixth. J. Marshall's 6C Maserati succumbed to old age.

1st : F. R. Gerard (Cooper-Bristol), 25-sec. handicap, 88.25 m.p.h.
2nd : R. Salvadori (Maserati), 10-sec. handicap.
3rd : J. Young (Connaught), 45-sec. handicap.
Fastest lap : Collins (B.R.M.), 92.90 m.p.h.

So ended Easter at Goodwood—it was Roy Salvadori's day indeed. Moss was quite an hour signing autographs before he could leave in his little wire-wheeled Standard saloon.

THE 15th TOUR OF SICILY

April 3rd

AS is traditional the Giro di Sicilia started the season of "open road" motor-racing, a form of competition that at one time was the essence of motor-racing, but which was superseded by the "closed circuit" type of event. Originally inspired as town-to-town events, such as Paris-Bordeaux, Paris-Rouen, and *culminating in the ill-fated* Paris-Madrid, it was left to the Italians to continue this long-distance type of event, with competitors starting at minute intervals and the shortest time recorded between the two towns being placed first in the free-for-all category. It is the Italians who still organise the greatest of all town-to-town events, or "open-road" race, namely the Mille Miglia. Other countries have carried on the principles of the early days in the form of rallies, but, of course, in these speed is not an essential to winning.

The Tour of Sicily starts and finishes in the Sicilian capital of Palermo, just off the main square, and covers an anti-clockwise circuit of the entire island, with control points at the various towns, such as Agrigento, Enna, Syracusa and Messina, the total distance being 1,080 kilometres. Opening the season as it does, the Italian firms and many of the Italian drivers use the Tour of Sicily as a training ground for the more arduous and faster Mille Miglia, and this year *both Ferrari and* Maserati supported the event. Last year's winner, Taruffi, was again running, though as Lancia have abandoned sports-car racing in favour of Formula I events, he was driving for Ferrari, using one of the new six-cylinder 3,750 c.c. models, in preparation for the Mille Miglia. Supporting him was Maglioli, another specialist for this type of racing, and he was driving a 3-litre model, Tipo 750S. In opposition was Musso, one of the rare drivers who can cope with this type of racing and Grand Prix racing, and together with Vittorio Marzotto, was giving the new 3-litre six-cylinder Maserati its first European outing. In addition there were 14 Maserati 2-litre sports models, in the hands of private owners, among the more well known being Giletti, Pucci and Maria de Filippis, making her debut in the sports category after many successes in Gran Turismo with Lancia. Also making their first competition appearances were the pretty little Alfa-Romeo Giulietta coupés, in substantial numbers, and many of the not-so-pretty little Fiat 600 rear-engined cars. One of the reasons that Italy produces so many good cars must surely be that the manufacturers know that as soon as a new model is introduced and sold to the public, "the boys" will enter them for town-to-town races; in England new models are immediately entered for rallies, which may make just that difference. As is normal for these types of events the entry, this time 159, was divided into Normal Touring, Special Touring, Gran Turismo and Sport, each group having capacity classes, and this year among the smaller classes there was quite an influx of French competitors, in whose blood there must surely remain some of the spirit of the heroic Gabriel.

Departing at minute intervals in the very small hours of the morning the entry set off on the sinuous course, it being reputed as having more than 11,000 corners. It was soon evident that the works Ferraris were in complete command and it was Maglioli who set the pace, with Taruffi losing only a second on him here and there; however, by the time they were about half way round Maglioli had gained only 7 sec. over the wily Taruffi, and they were both more than 10 min. ahead of Musso who was in third place with the 3-litre Maserati, the sister car of this make being way back among the 2-litre models. On the return along the winding northern coast road Taruffi began to speed up and he quickly reduced his deficit of time, and over the final stretches into Palermo he used the superior power of the six-cylinder Ferrari and arrived with a lead of more than 8 min., having conserved his efforts until the last. Musso was a long way back in third place and Marzotto brought the other 3-litre Maserati into sixth place, behind two 2-litre cars.

Results :

TOUR OF SICILY—1,080 Kilometres—Very Hot

1st :	P. Taruffi (Ferrari 3,750 c.c.)	10 hr. 11 min. 19.4 sec. ...	105.998 k.p.h.
2nd :	U. Maglioli (Ferrari 3,000 c.c.)	10 hr. 19 min. 34.4 sec.	
3rd :	L. Musso (Maserati 3,000 c.c.)	10 hr. 33 min. 54.0 sec.	
4th :	Dalla Favera (Ferrari 2,000 c.c.)	11 hr. 05 min. 12.0 sec.	
5th :	A. Pucci (Maserati 2,000 c.c.) ...	11 hr. 06 min. 34.0 sec.	
6th :	V. Marzotto (Maserati 3,000 c.c.)	11 hr. 07 min. 29.4 sec.	

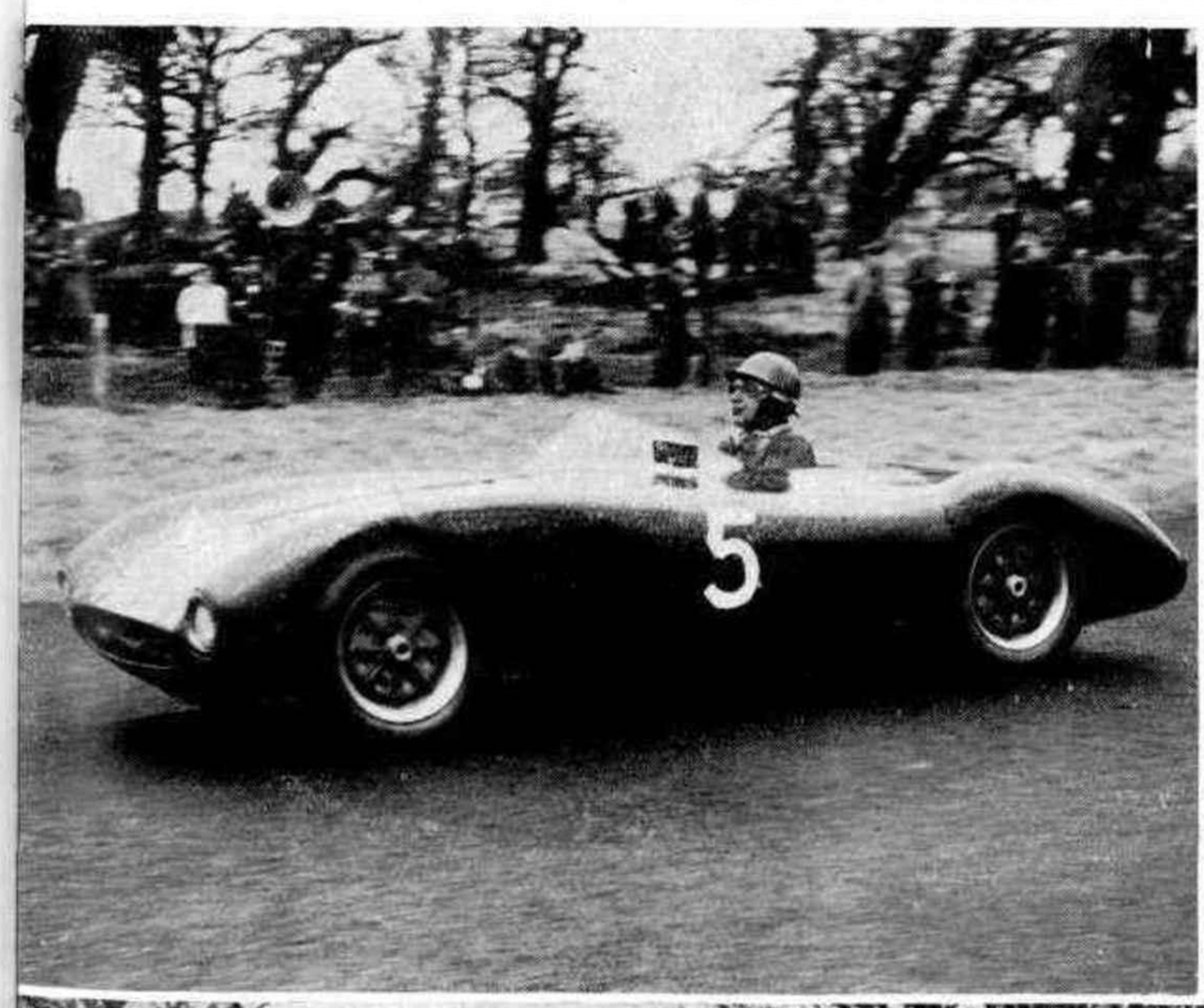
PICTORIAL REVIEW

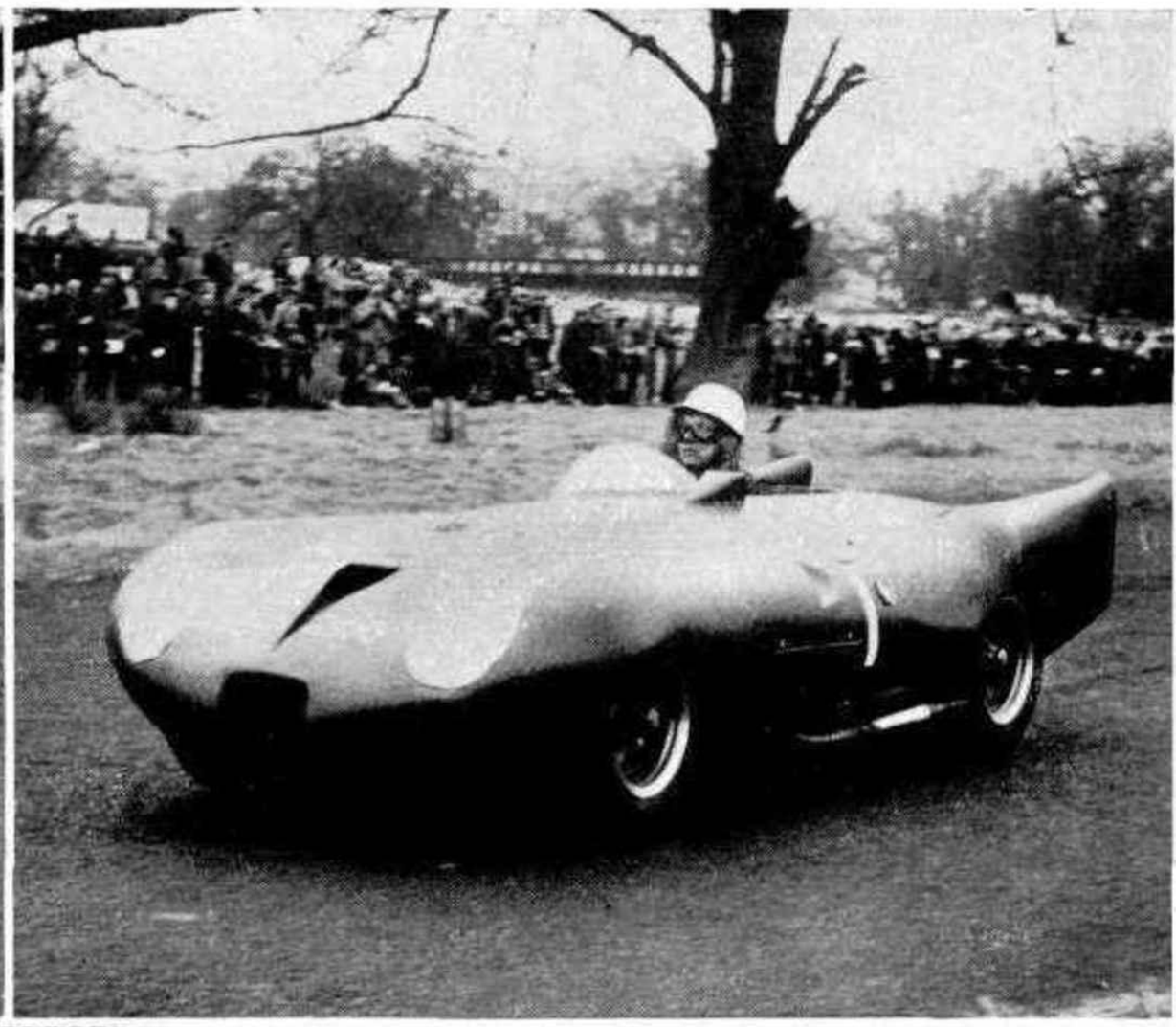
Oulton Park Empire Trophy Race
W.E.C.C. Speed Trial
B.A.R.C. Goodwood Members' Meeting
B.A.R.C. Goodwood Easter Meeting
Turin Grand Prix

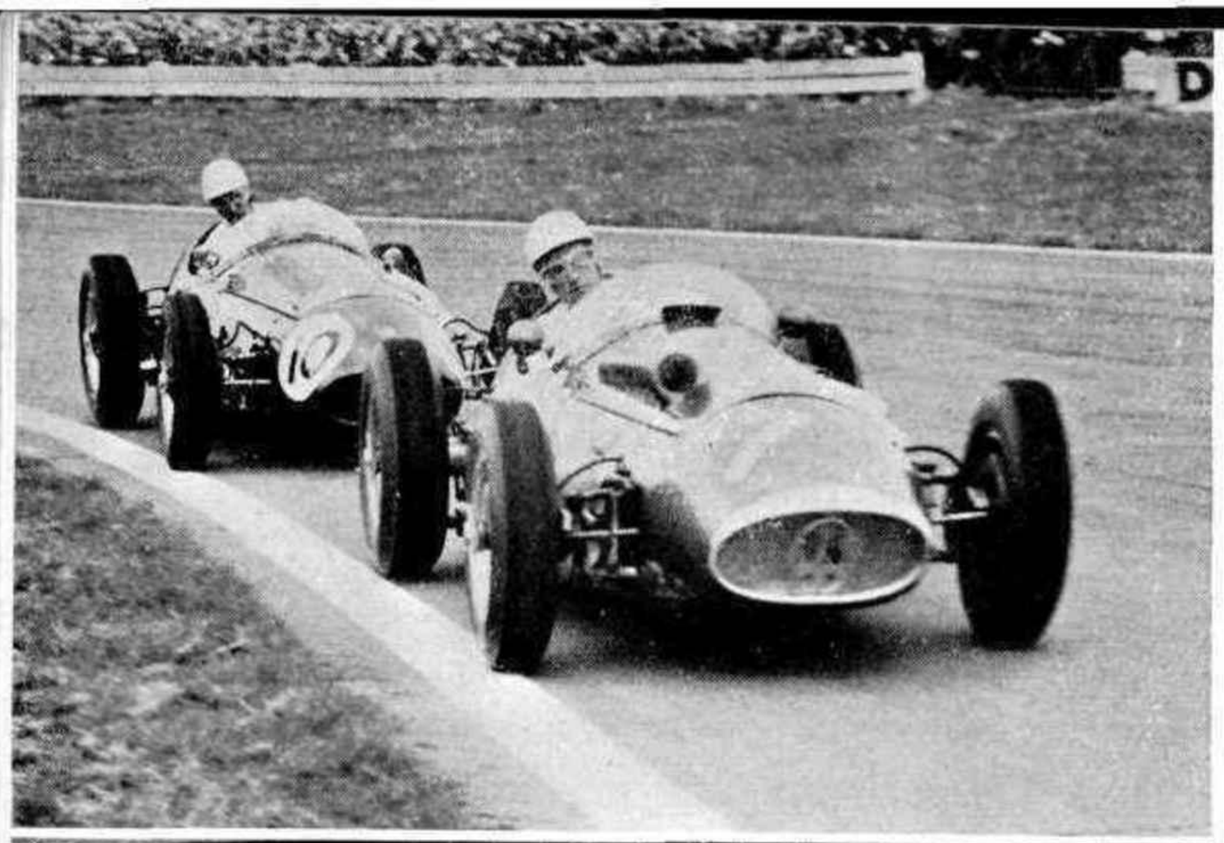
Top, left : ONE OF THE NEW ONES.—Eric Brandon's 1,100-c.c. Coventry-Climax-engined Halseylec, which made its debut at Oulton Park for the British Empire Trophy Race, finishing sixth in the final.

Top, right : ALSO NEW.—Kenneth McAlpine's Le Mans, tail-finned 1½-litre Connaught which was second to Leston's Connaught in its heat and second in the final of the British Empire Trophy Race.

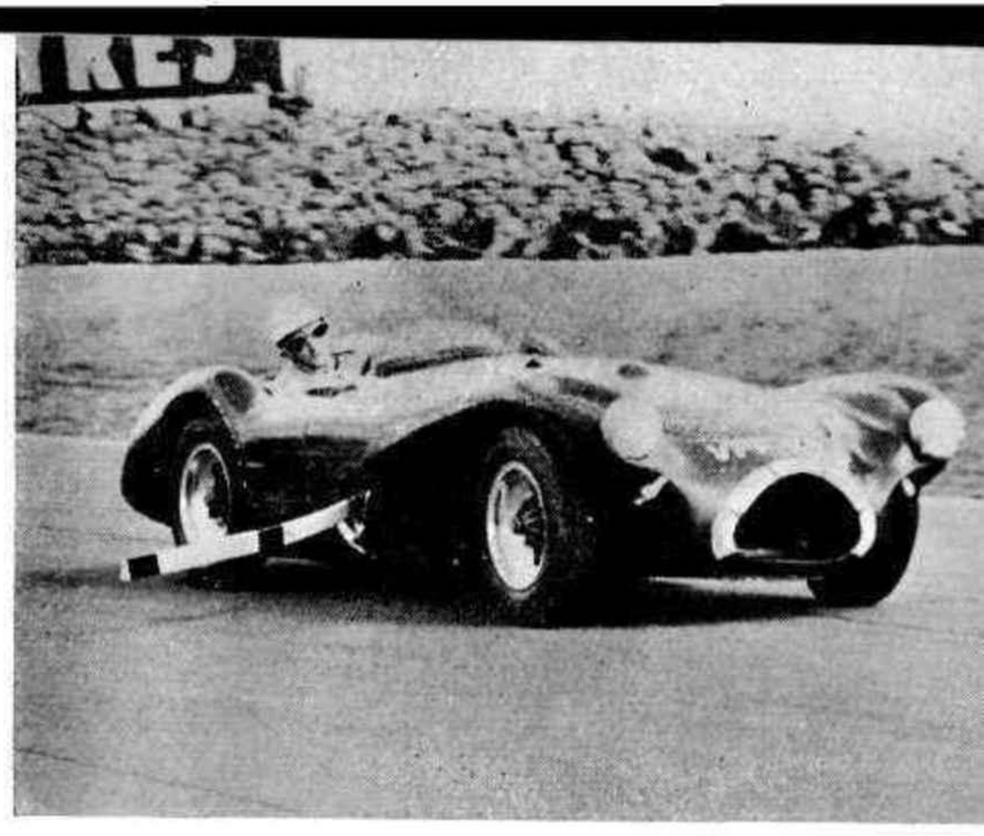
Bottom : OFF.—The start of the second heat of the B.R.D.C. British Empire Trophy Race. Scott-Brown is in the lead in the Lister-Bristol. Behind the field strings out, with Dalton's Austin-Healey, another Austin-Healey and New's Frazer-Nash, left to right, in the back row.







DON'T LOOK BEHIND, STIRLING!—Salvadori's Gilby Eng. Co. Maserati pushing Moss' fuel-injection Maserati along at Goodwood on Easter Monday.



SPEARED.—Les Leston's 1½-litre sports Connaught carries an extra handicap away from the chicane winning its race at Goodwood.

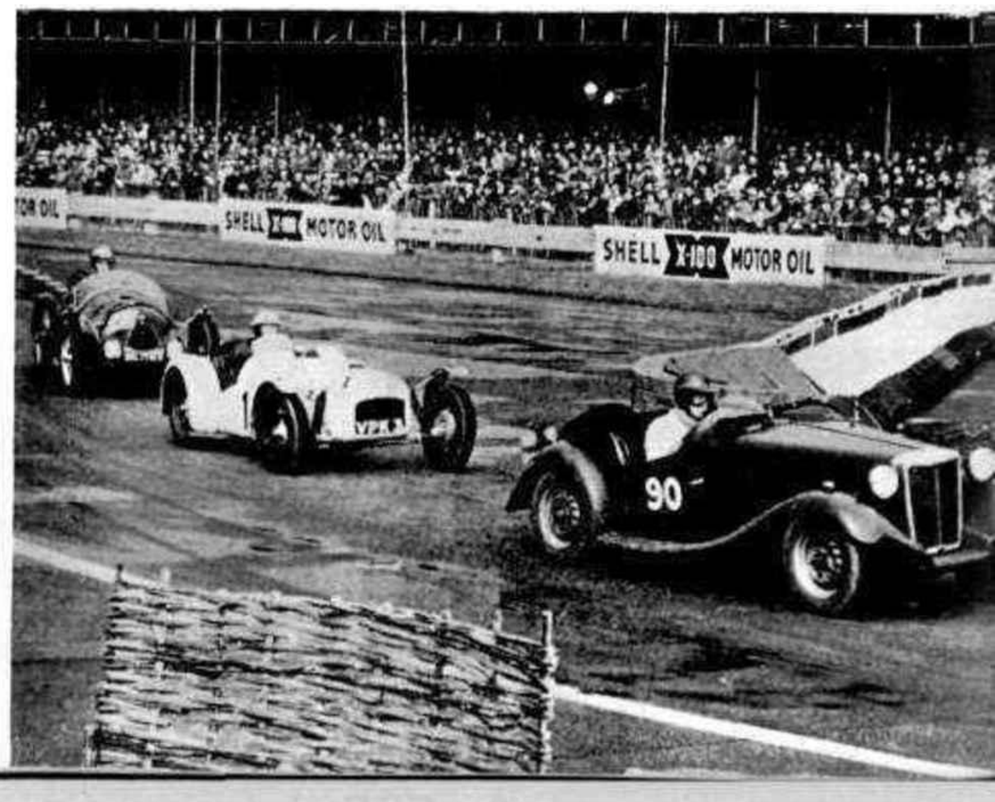
CHICANE *PROCESSION.—Tony Crook's Cooper-Bristol leads Salvadori's new Cooper-chassis Maserati and Anthony's Lotus-Bristol through this slow turn during the B.A.R.C. Easter Meeting.*

NO JOY.—Stirling Moss didn't get far in the second race at Goodwood on Easter Monday in the new Beart-Rodger Climax Type 66. Better luck later, Francis!

ARTIST!—"Archie" Scott-Brown never faltered in his Bristol when winning the 2-litre sports-car race at Goodwood led him for four of the five

BOB GERARD drove magnificently at the Easter Goodwood Meeting. He is seen here leading Young's Connaught out of the chicane.

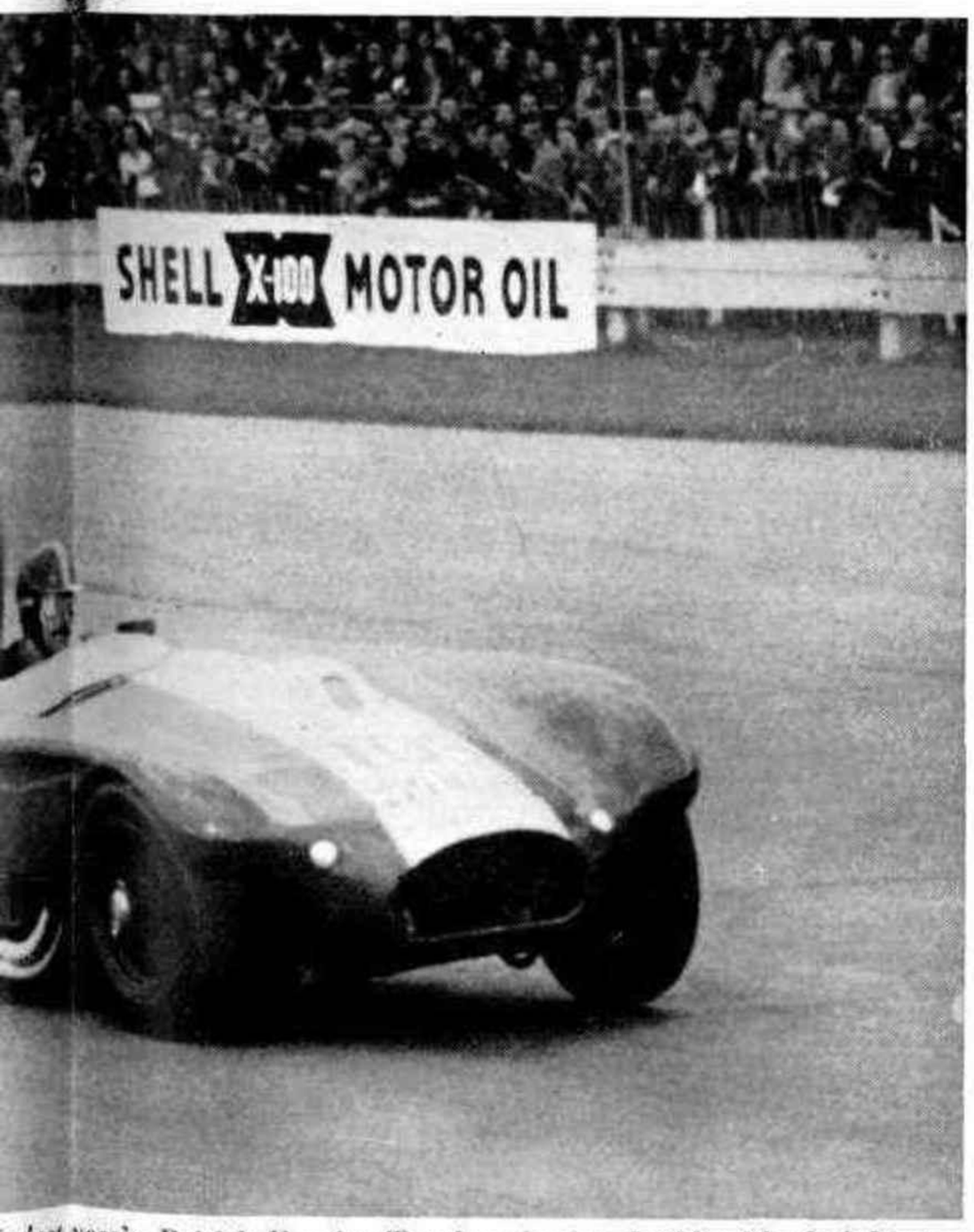
DIVERSE SPORTS-CAR TYPES.—Levy's TD Midget, Marriott's Lotus and C. W. Witt's M.G. during the B.A.R.C. Members' Meeting.



HALF-LITRE SKIRMISH.—Bueb's Cooper is followed out of the Goodwood chicane by Leston's Cooper as Colin Davis' Cooper goes wide, later to hit the fencing.

POPULAR SPORTSMAN.—Forrest Lycett out again at the Essex C.C. Wormingford Speed Trials in his 8-litre Bentley, which covered the rain-soaked s.s. kilometre in 30.2 sec.

FASTEST SPORTS CAR at Wormingford was J. L. Sarginson's blown 2.3-litre Bugatti, which clocked 29.78 sec.

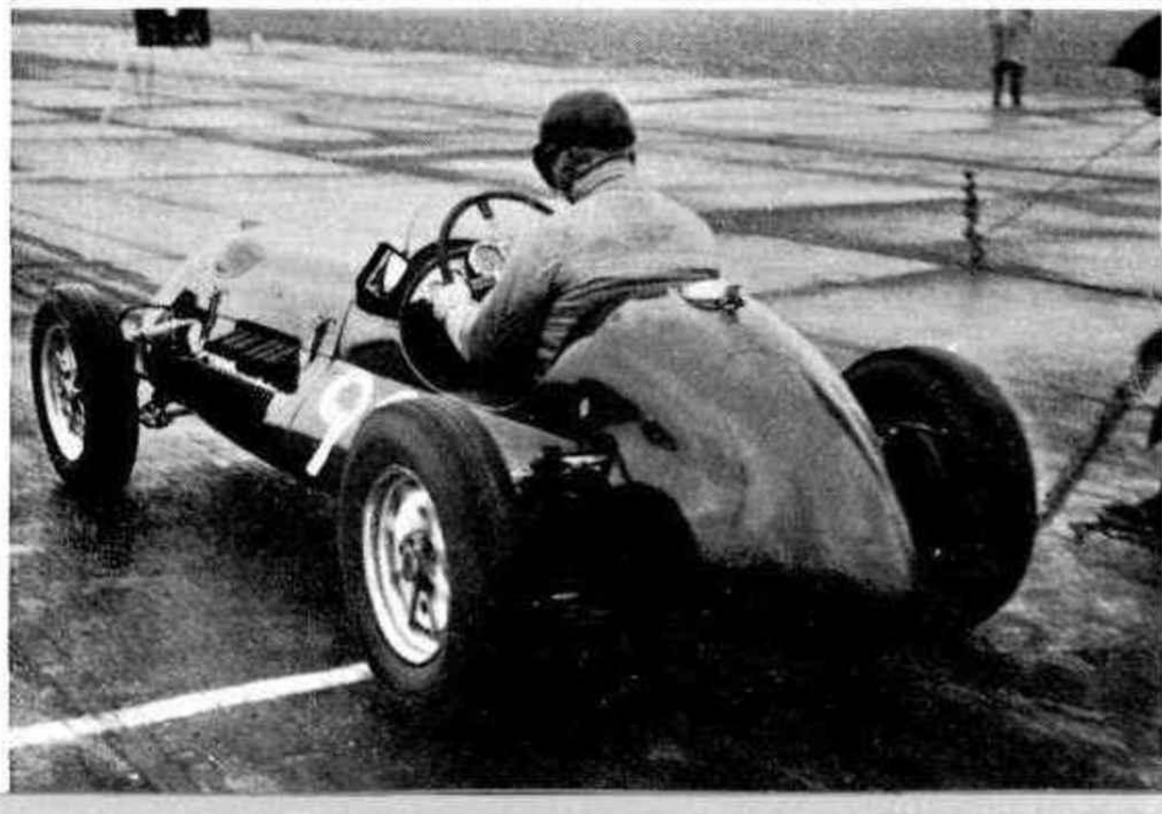


s last year's British Empire Trophy-winning Lockheed-braked Lister-ood on Easter Monday. C. A. S. Brooks' heavier Frazer-Nash, which laps, is seen in second place.

HYBRID.—A. V. Burnand's E.R.A.-engined Delage was one of the many class-winners at Wormingford.

DRIFTING.—M. P. Froggatt's Triumph TR2 driven hard round Woodcote corner at the B.A.R.C. Members' Meeting.

CONCENTRATION.—D. Wilkinson in his Cooper-E.R.A. studies his rev.-counter as he embarks on fastest run by an unsupercharged car at Wormingford.



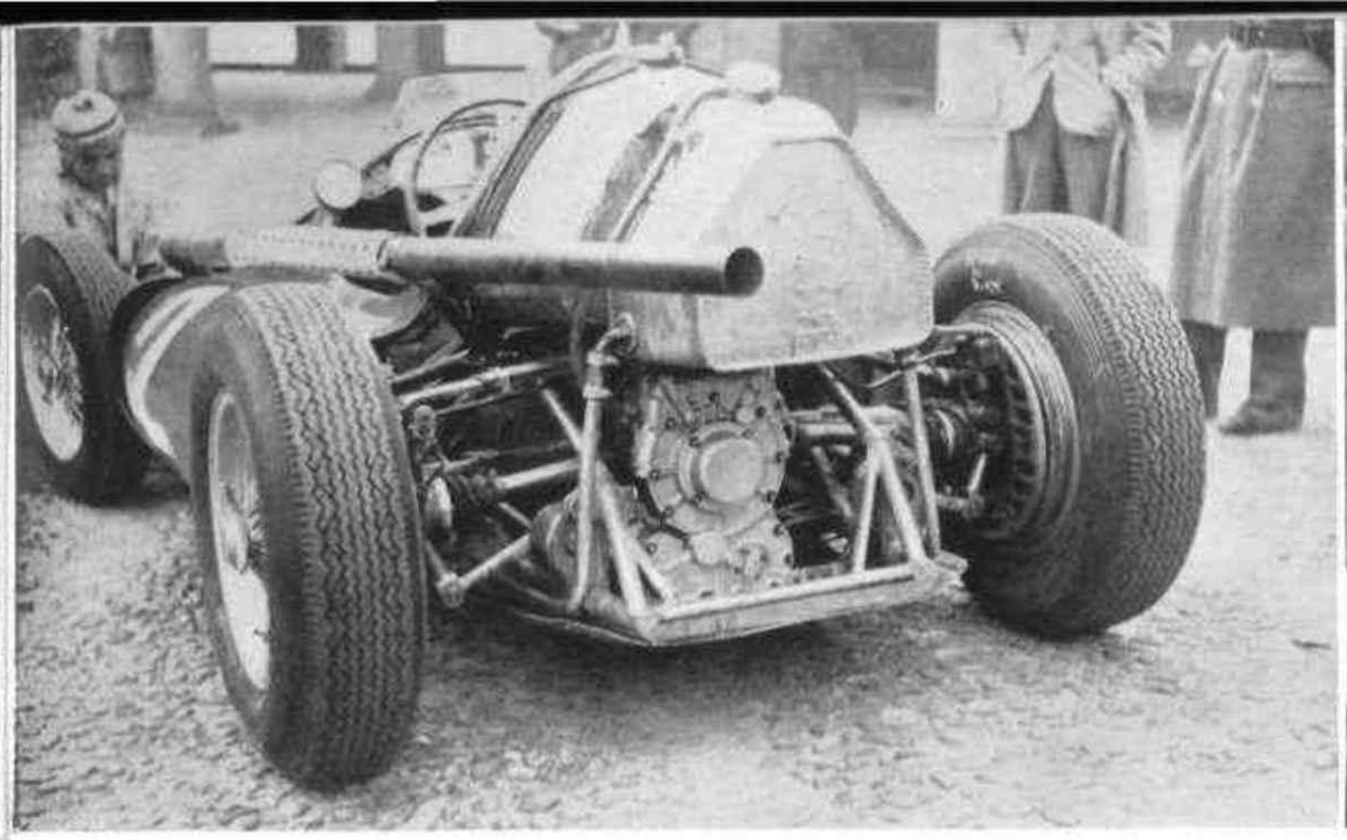
MISFIRING spoilt the chances of R. Parnell in a new 2½-litre, disc-braked Aston Martin at Oulton Park, after he had won his heat. He was third in the British Empire Trophy final.

TAIL SLIDE!—J. G. Sears cornering the new Lister-Bristol at Lodge Corner, Oulton Park, as Chase comes up behind in the 1954-winning Cooper-Bristol.

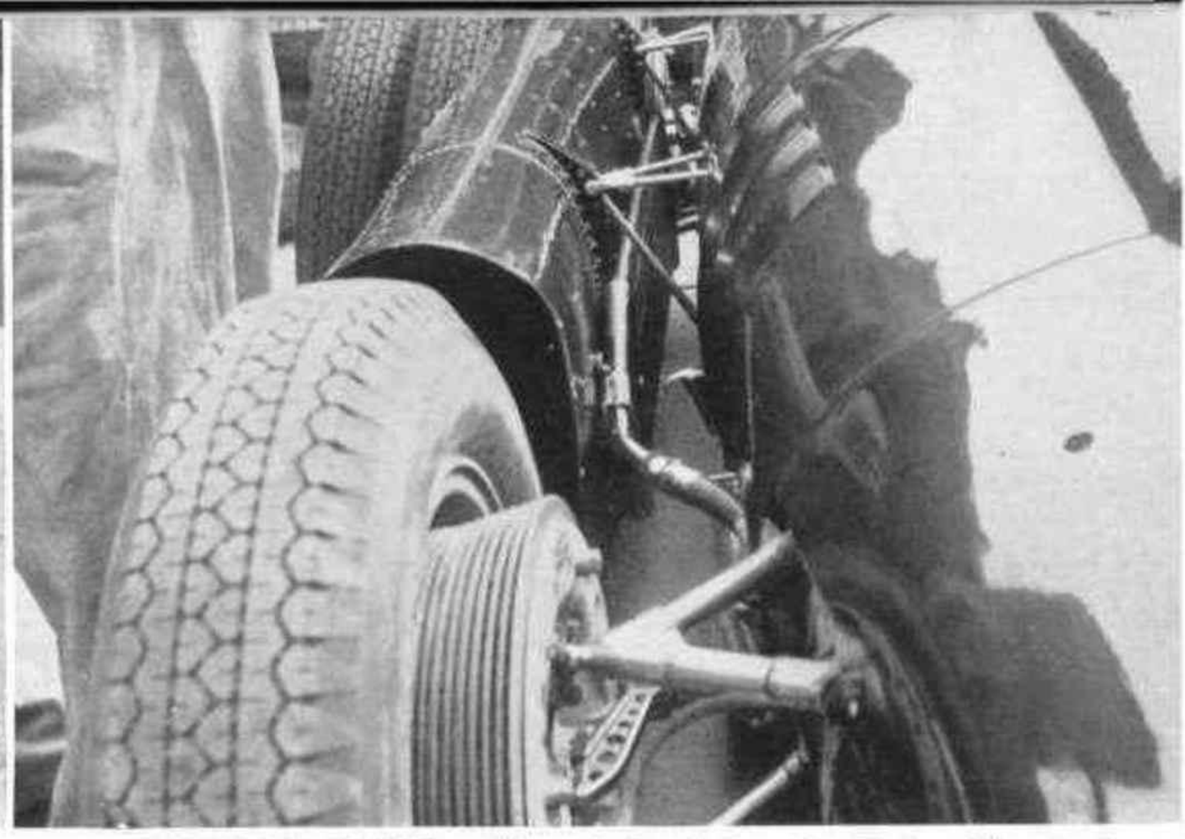
1½-LITRE WINNER at Oulton Park, on the occasion of the British Empire Trophy Race, was Les Leston in his Peter Bell Connaught. He won Heat 1 at a speed of 76.99 m.p.h.

SPORTS-CAR DICE.—The Elva (No. 10) has a brief lease of life at the Goodwood Members' Meeting, pursued by a Lotus and the R.W.G.

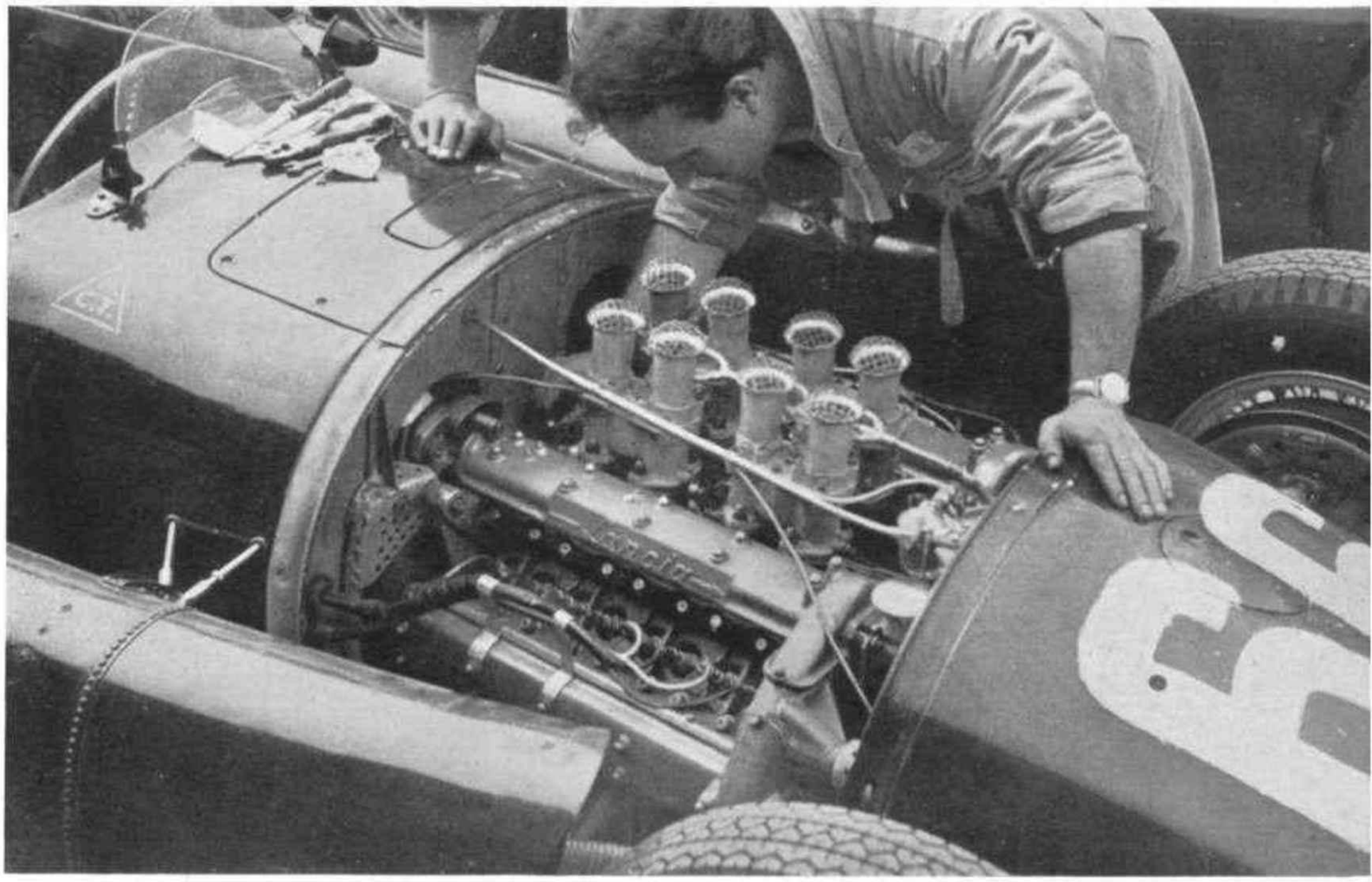
DRIFTING IN A SPORTS CAR.—D. R. Barthel in action during the B.A.R.C. Members' Meeting at Goodwood in his old-type Aston Martin DB3.



LAID BARE.—The rear-end of the 553 Ferrari, showing the gearbox/differential unit, the tubular framework at the rear and oil and petrol tanks. The rear cover of the final drive unit is detachable to enable the reduction gearing to be altered.



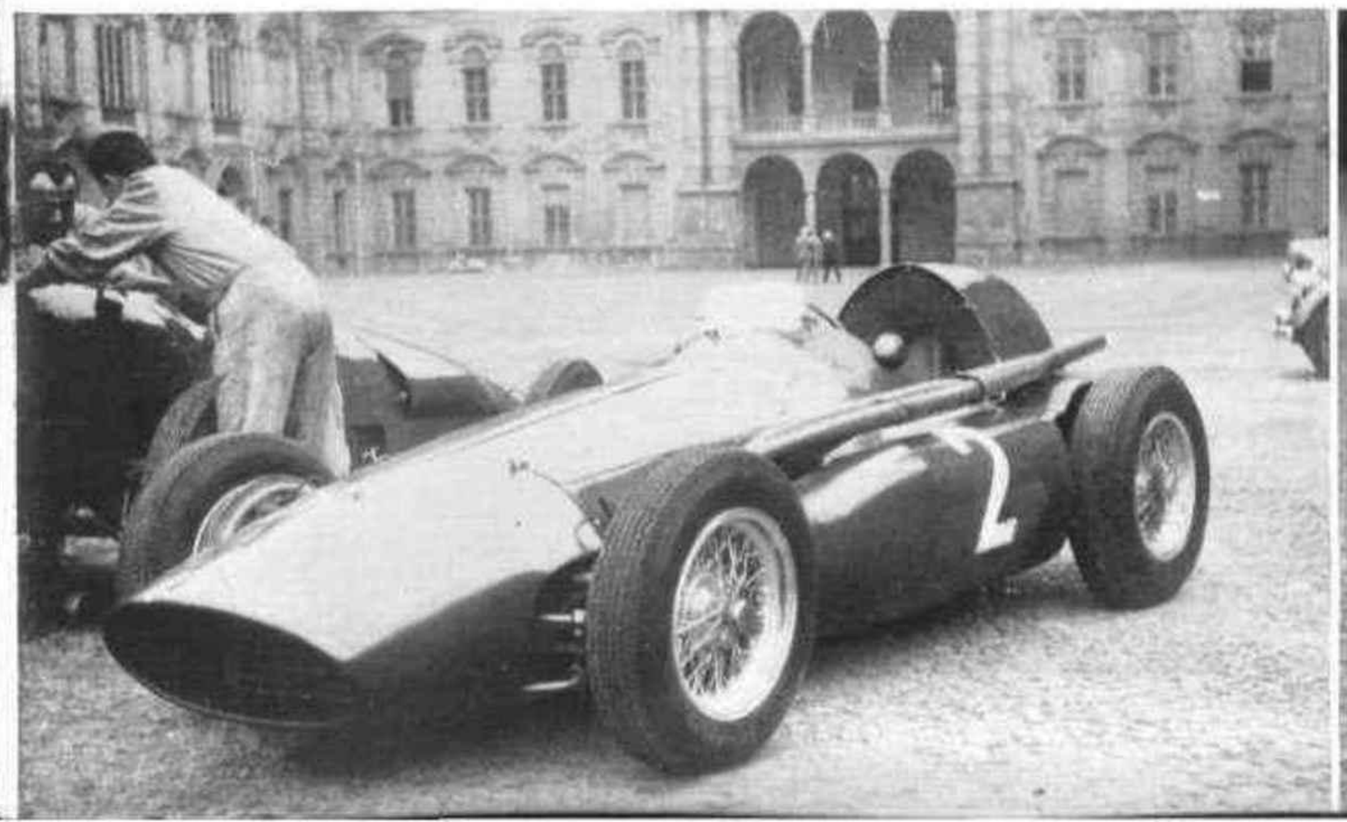
PANNIER TANK.—The offside fuel tank of Ascari's winning Lancia at Turin, showing the mounting struts, the riveted construction of the tank and the oil-cooler pipes alongside. Also seen is the new, wide four-shoe brake.

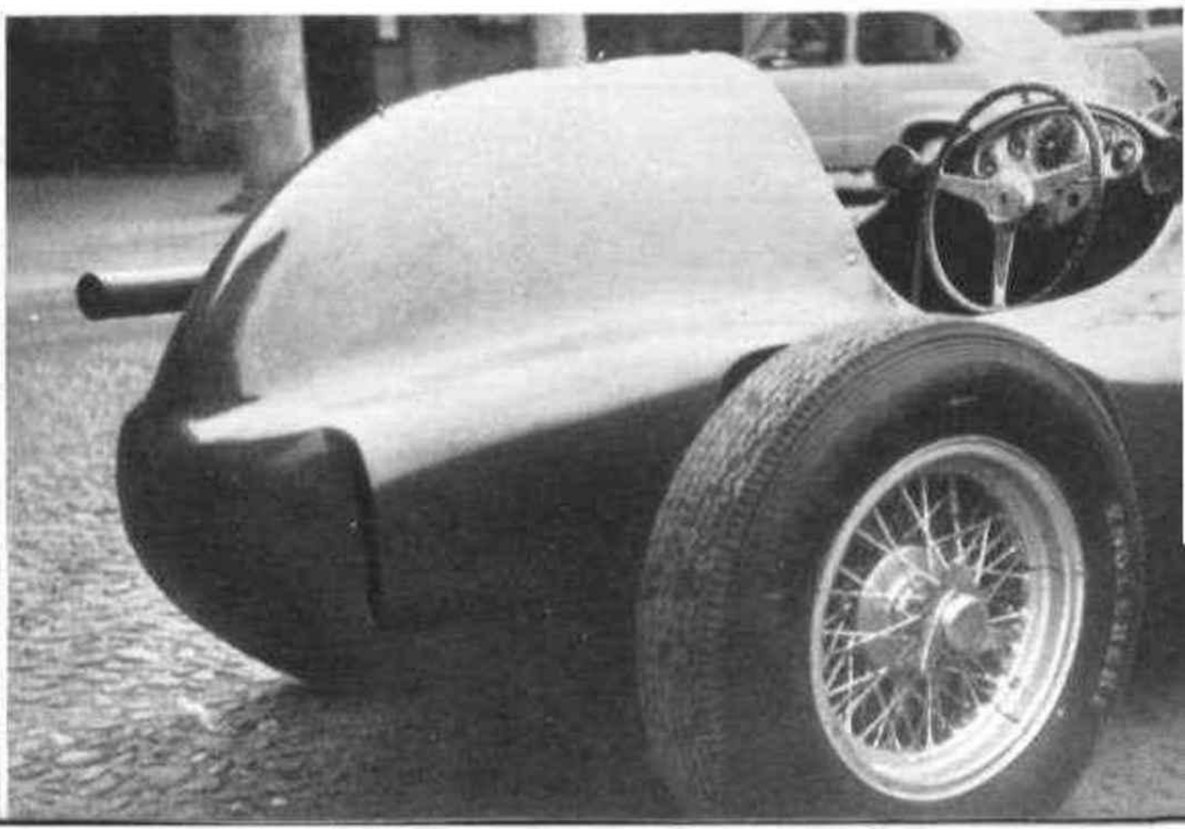


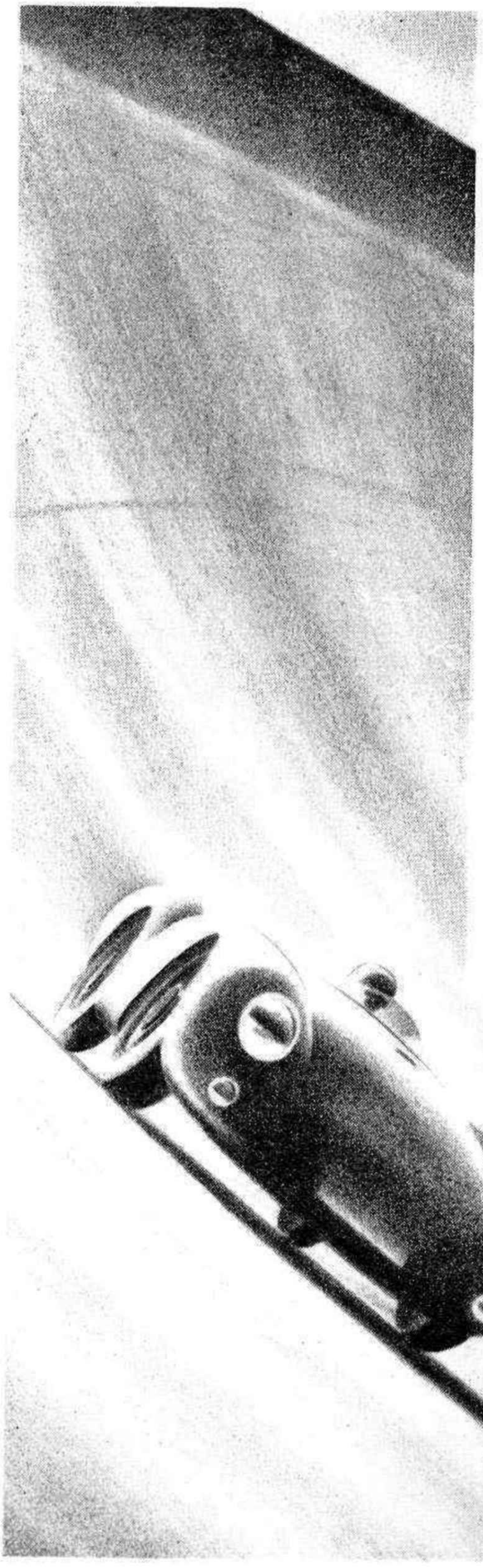
WINNING POWER PLANT.—The Lancia V8 racing engine, showing the two sparking plugs per cylinder, four double-choke Solex carburetters and the positioning of the engine at an angle to the axis of the car.

ANOTHER ATTEMPT.—The Tipo 553 Ferrari has been rebuilt yet again and is here seen during practice at Turin. It was consistently in trouble and was withdrawn. This 1955 version has a new chassis, lower body and higher tail.

UNGAINLY.—The rather ugly tail of the "super-squalo" Ferrari is very abbreviated and fat, housing the oil tank and a smaller fuel tank which acts as a "header" for the two side tanks.







PORSCHE

BREAKS 6 WORLD RECORDS ON

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

At Montlhéry on March 18th a Porsche Spyder, driven by Messrs. Von Falkenberg and V. Riggenberg, broke 6 World Class F. Records (1,100—1,500 c.c.) using Castrol. These ranged from 200 miles to 6 hours at speeds between 128 m.p.h. and 131 m.p.h.

THE MOTOR-CAR IN FICTION

(The article under this heading in last month's issue caused considerable interest and below we publish some correspondence relating to it—Ed.)

Sir,

I have just finished reading your interesting article in MOTOR SPORT about " Motor Cars in Fiction," and thought readers might like to know of another instance where this has occurred. " Heirs Apparent," by Philip Gibbs, published by Hutchinson in the late 'twenties or early 'thirties gives quite a lengthy mention of a Metallurgique car owned by a dashing young rake " who certainly knew how to drive a car." Although this car is seldom heard of nowadays (I believe it hailed from Belgium), it was considered a very sporty model at this time. For readers who would like immediate reference, mention is first made at the beginning of chapter 3, after which there are several further references.

I am, Yours, etc.,
MICHAEL J. WILLIAMS (age 16).

* * *

Sir,

In your article " The Motor Car in Fiction " you overlooked what was to me a classic piece on " Twenties " motoring. I refer to John Steinbeck's " Cannery Row," with his description of model T Fords : their vagaries, the " borrowing " of spare parts for them, and also some highly entertaining sidelights on the nocturnal uses to which these admirable cars were put.

Wishing your journal, still the only worthwhile one for motorists, continued success.

I am, Yours, etc.,
Grange-over-Sands. COLIN B. WRIGHT.

* * *

Sir,

I read your article " The Motor Car in Fiction " with great interest. Another appearance of a Bentley and a Stutz is in " The Island of Sheep," by John Buchan. Richard Hannay, driving his " Big Bentley," is chased from Northamptonshire up the Great North Road into Scotland by a yellow and black Stutz. Hannay says of the latter, " they certainly had the pace of us, for I had heard wonderful stories of what a Stutz could do in that line—and this was probably supercharged—so it wasn't likely we could shake them off."

I am, Yours, etc.,
Middlesbrough. R. C. SPALDIN.

* * *

Sir,

T. H. White's early thriller " Darkness at Pemberley " (Gollancz, 1932) contains a really first-class description of a long-distance chase of a Bentley by three other cars—Daimler, Chrysler and Studebaker, the episode being spread over about twenty-five pages.

I am, Yours, etc.,
Haslemere. J. H. DAVIES.

* * *

Sir,

It was with the greatest interest and delight that I read your article on " The Motor Car in Fiction " in the current issue of MOTOR SPORT, and, in particular, your reference to Henry Williamson's Alvis Silver Eagle. In a much earlier book by the same author, " The Dream of Fair Women," part of the tetralogy called " The Flax of Dream " and written between 1924-28, there appears a reference to a pre-1914 " Ninety " Mercédès. I quote : " . . . From the track he came to the lane, and so to the fork which led to the headland path by one way and to the bay by the other. At the fork he saw a long low grey motor car standing with two wheels in the ditch . . . Out of the side of its bonnet four exhaust pipes emerged like brass-bound snakes, which became a single fatter snake stretching the length of the car to the rear. It was obviously the racing car he had seen the night before, standing outside the Nightcrow Inn. He recalled how many young R.F.C. officers had bought secondhand high-powered racing cars for a few pounds in 1915, and had them fitted with great tanks holding thirty and sometimes even fifty gallons of petrol. The work had cost nothing, since it was done by the aerodrome mechanics, and the petrol cost nothing, since it belonged to the Government . . . Now, with petrol at four shillings a gallon, these ninety horse-power cars must be expensive things to run. He noticed that two suitcases and a bearskin flying coat were thrown into the rear seat of the Mercédès."

Nostalgic and exciting thought. In the story concerned, this " Ninety " belonged to a rather bogus character named Pat Colyer, posing as an Old Etonian, Captain R.F.C. with numerous decorations, and a reputation for having been something of an air ace. Later in the book his bluff is called. Other incidents in connection with the Merc. are that it had acetylene lighting, for at a pub in Devon Colyer tries to get some carbide, only to be told that the nearest source of supply is at " Branton " (Braunton, near Ilfracombe, in fact). Colyer decides to risk driving in the dark to Ilfracombe, and as he has been warned of the narrow roads and " Mullacott Hill," and has drunk a great many whiskies, one wonders if the journey, in attractive feminine company, was without incident !

In passing, Henry Williamson at a much later date owned a 2-litre Aston Martin, and was, I believe, a member of the A.M.O.C., or may be still, for all I know.

I hope that this most research-provoking article will result in some goodly finds.

I am, Yours, etc.,
Tenbury. A. B. DEMAUS, Lieut., R.N.V.R.

* * *

Sir,

Thank you for your article " The Motor Car in Fiction," and thank you particularly for your references to that master of " Spacious Motoring," Mr. Dornford Yates (I write " Mr," but I believe, in fact, that he holds, or held, Army rank higher than the " Pleydells "). I fear that this letter may tend to run on and on, since I have absorbed Mr. Yates, his writings, so avidly and repetitively throughout the years that I can almost recite them !

By the way, the Rolls which was stolen from outside the church, in " Berry & Co.", was not one of those " Perpendicular " vehicles depicted, but " a 1914 Rolls purchased at a long price " (in 1919/20 as in 1946—!). " Fresh from the coachbuilders, her touring body was painted silver-grey." Can we say that in the excitement of the quick get-away necessitated by the theft, the 1914 engine was rather more noticeable than would otherwise have been the case ? Incidentally, surely Carson was Mansel's personal man and came more into the later adventure stories. The " White Ladies' " chauffeur was Fitch, who came to demonstrate their first car and remained with the family thereafter.

May I now, Sir, discuss the " Lowland "? This make has exercised my mind for years. I am afraid that the Overland or anything so cheap and ordinary as that is out of the question.

Unfortunately, my set of Dornford Yates is by no means complete, but, drawing on what I have and memory, I believe that the " Lowland " first took the road fairly close to the mid-'thirties. It handled perfectly, had a very excellent turn of speed, was carefully hand-built and tested before receiving its coachwork, and frequently sported a drophead coupé body. I think it was only a small and inexpensive relative to a 40/50 Rolls.

I have examined and discarded car after car of that period (for instance the Alvis Firebird was too low both in maximum speed and secondhand value). At one time I favoured the 3½-litre Rolls version Bentley, but " She Painted Her Face " corrected me. In that book, published in 1937, assuming the action to take place some 12 months previously, a two-year-old Lowland's " fair market value " was £350, which was too low for the Bentley but almost exactly right for my second choice—the Speed Twenty Alvis. From memory, I believe the Lowland " snarled " at speed, which again excludes the Bentley. I will, however, add that the Speed Twenty had a very pleasant exhaust note !

Since I am only expressing an opinion, and not attempting to prove anything, I think I would be wise to let this suffice. On the subject of Mr. Yates on motoring I am liable to write continuously and boringly if not watched.

I am glad to note that someone else remembers " Portrait in a Windscreen," by—was it Brown ? In conclusion may I mention Peter Chamberlain's " Sing Holiday," in which not only the cars but the personalities, too, were so thinly disguised. Finally (for the moment), let me remind you of Lord Peter Wimsey's Daimler. Did not the 'thirties see a very low-built Daimler model at least in limited production ?

I am, Yours, etc.,
Formby. A. L. D. TEMPLE.

Sir,

Apropos " The Motor Car in Fiction," have you not noticed the largest brick ever dropped in fiction which occurs in one of Bernard Newman's books (I believe " The Lady in Black ")?

The hero disables Hermann Goering's Mercédès by cutting the *steering cables* with wire-cutters.

Incidentally, surely your photograph of the Dornford Yates' Rolls shows models of *circa* 1912. One would suppose that Major Pleydell and Jonah Mansell would sport something vintage rather than Edwardian.

Finally, Sir, more power to your con.-rods. MOTOR SPORT is better value than ever lately. I think your Continental Correspondent's article on some fast driving with Stirling Moss is really superlatively graphic.

I am, Yours, etc.,

Battle. R. F. ROBSON.

* * *

Sir,

Referring to " The Motor Car in Fiction " in the April edition, I have little time for reading but, if I remember aright, Ian Hay, in " A Knight on Wheels," has the hero arrange with the heroine to meet her with his small red two-seater at Hyde Park Corner. The heroine is a trifle late, maybe an hour or so, but apparently in those days the hero had no difficulty in waiting at such a deserted spot.

Then I remember a *nouveau riche* character of Hilaire Belloc who ordered round a luxurious car to the front door a dozen times a day; were you reading attentively you soon discovered that no two were of the same make, each succeeding car being of a more opulent make than its predecessor.

Personally, my earliest motoring recollection is of a two-cylinder char-a-banc which plied from Oban to Gannovan Sands; this was quite reliable transport on calm days but any light air blowing in from the Atlantic promptly blew out the burners for the hot-tube ignition. The vehicle could easily do the two-mile run in 12 minutes, to which must be added 10 minutes for every gusty corner the tubes failed to negotiate.

I am, Yours, etc.,

Airdrie. GEO. A. TURNER.

* * *

Sir.

The identity of the " Lowland " of Dornford Yates presents an interesting problem. Your contributor errs in thinking that it was a cheap car; it was hand built, with individual coachwork to the customer's choice, every chassis being carefully tested at the works, which were situated somewhere near the Bayswater Road. Activities here were under the autocratic eye of the head of the firm himself, for when George Salting, in " Beggar on Horseback," wanted a job as a fitter he drove " the old man " in London for nearly four hours, as well as cleaning carburetters and adjusting brakes to the chief's satisfaction before he could start at two pounds ten a week.

As might be expected, the performance of these cars on the road was very good. In " Gale Warning " we read, " A Lowland is alive. Whatever action you take, a Lowland's response is so swift that sometimes it actually seems as though the car must have known what you wanted to do."

Perhaps some of your readers well versed in the quality cars of the 'twenties can supply us with the identity of this very desirable motor car, for which, even in those days, there was a waiting list as long as your arm.

We must not let Carson be blamed for the defect in Berry's Rolls. The Pleydell's chauffeur was one Fitch, who had been the coachman at " White Ladies," and who was perhaps not entirely in sympathy with these new-fangled devices.

I am, Yours, etc.,

Dunstable. DR. G. E. PINKERTON.

* * *

Sir,

Referring to your article " The Motor Car in Fiction " in MOTOR SPORT for April, I can add one or two examples.

Gilbert Frankau refers to various marques, notably the pre-1914 Crossley landaulette in " Peter Jackson, Cigar Merchant," and the " Tin Lizzie " in later stories of the same character. One of G. F.'s short stories was built around an American car addicted to spasmodic wheel wobble. In an autobiography Frankau mentions this was inspired by a Franklin air-cooled car he once owned.

Various detective stories by Philip Macdonald feature Col. Anthony Gethryn, who at one time owns a red Mercédès but later acquires a great black Maxwell Voisin. On one occasion he mentions having gone over this " from radiator to breakfast time." Is this a vintage technical phrase?

James Cain's " Serenade " (Penguin) features among other things a Ford roadster in Mexico—" the newest, reddest Ford in the world. It shone like a boil on a sailor's neck." Later in this book some hints on selling points for the South American market are : " The loudest five-tone multiple-action horn you can find. Plug the horn, the gas-tank lock, the paint job and low gas consumption. Forget the brakes, the knee action and all that. They've never heard of that." This book also contains many musical and other technical references. The hero is an American homosexual opera singer and the heroine a Mexican prostitute. And that's only the beginning, brother.

" My Life and Hard Times," by Thurber (Penguin), has one episode : " The car we had to push " which concerns a Reo of unknown date. It finishes—" it flew all to pieces," my mother told him. " I knew it would," growled grandpa. " I allus told ye to git a Pope-Toledo."

I am, Yours, etc.,

East Barnet. C. ROBINSON.

* * *

Sir,

Apropos your most amusing and instructive article on " The Motor Car in Fiction," I was a tiny bit disappointed that no one had drawn your attention to the passages in my novel " Hurry On Down " (Secker and Warburg, 1953), in which a character builds himself a " special " and races it against the clock. Admittedly the whole thing is described in comic, indeed farcical terms, but it does contain a more thorough description of such activities than I ever remember seeing, except in motor-racing novels. As a matter of fact, I believe I am the only novelist to allot the motor car a symbolic role in a (would-be) serious novel : the hero is delivered from a spiritual *impasse* by a crash in a stolen car, and later he loses his job because of the activities of the man with the " special." I seem to be banging the drum for the book but don't mean to, as it is not really much good, but I thought I would mention it to you in case your eye ever fell on a copy in a public library, because, as I say, it is probably the only highbrow novel ever written by anyone with a few scraps of knowledge of sporting motoring—mainly, I may say, gleaned from your excellent magazine. Actually, I ought to hope you don't read *it, because I know how quick you are to spot errors, and no doubt* I have made absurd ones.

There is a racing driver in Anthony Powell's " A Question of Upbringing," but it doesn't give any portrayal of him in action. And as regards cars, what on earth is the car that the " Saint," in Charteris's books, is supposed to drive about in? I have only the haziest recollection of the stories, and shall certainly not look them up again, but I seem to remember that the " Saint " had the popular novelist's dream of a wonderful car, which was described with about the same degree of technical accuracy as Ouida's famous " All the gentlemen in the boat rowed fast, but none of them rowed so fast as our hero," of a boat race.

Thanks, by the way, for MOTOR SPORT.

Reading. I am, Yours, etc.,

JOHN WAIN.

* * *

Sir,

The article " The Motor Car in Fiction " was very interesting but I feel that the Rolls-Royce models suggested pictorially for Mansel, Chandos and the Pleydells were much too staid. There are a great many references to the cars which give one the impression that they were fairly sporting types with drophead coupé bodies rather after the style of the London-Edinburgh model.

Speeds of over eighty miles an hour were quite commonplace to Jonah Mansel, Richard William Chandos and " Boy " (Berry did not enjoy fast driving). Chandos and Berry both had cars modelled on Mansel's car.

In " Gale Warning " a Bugatti, which covered, at night, twenty-one miles in twenty-two minutes and which when it drove off could be heard " ripping the mantle of silence for nearly a league," is mentioned. Another exciting car was " a great silver racing Merc."

As well as the Lowlands, there were Whistlers, Swindons and Vanes, all appearing to be close-coupled sports saloons, but which makes they represented I do not know.

Has any clear-sighted author written a book in which Aston Martins figure? If so I would be pleased to hear of it!

I am, Yours, etc.,

Chelmsford. H. IAN M. ALLMAN.

* * *

Sir,

You invited readers to add to your article " The Motor Car in Fiction " their own finds in fiction or biography.

In " Cheshire—V.C.," the biography by Russell Braddon, it is recounted that " at 17, Cheshire's only ambition in life was to drive a very fast car around a very curved track and joggle the steering-wheel like the race stars did."

Cheshire's desire for a fast car seems to have been born in Germany where he saw Continental aces racing during a holiday there. The family Austin, driven at 40 m.p.h., did not excite Cheshire (it was obviously no "Sergeant Murphy!"). Hence, at Oxford, he owned a supercharged Alfa-Romeo, and it was a point of honour to complete the journey from London to Oxford in under an hour. Eventually, we are told, the running costs proved too much for Cheshire.

He used to change his cars often and on one occasion it is recalled that he persuaded "a gorgeous Scandinavian girl" to crawl under an old Austin Seven to help him with the greasing. Would that I had such powers of persuasion!

Then, with entrance to the R.A.F., no more is mentioned about Cheshire's motoring; he was occupied carrying bombs instead of bomb-shells.

I am, Yours, etc.,

London, N.W.3. F. R. GULLIVER.

* * *

Sir,

"In a roaring crescendo of noise the 'Blue Bird' leapt forward, a feather of gobelin-blue smoke flying under its mud-plastered azure stern." With these words Eric Linklater closed his 1929 "Poets Pub."

"Blue Bird" was one of a breed now extinct—a char-a-banc. In it, Saturday Keith raced up to Scotland trailing Nelly Bly in Lady Mary's Isotta-Fraschini and followed by Holly the Barman in his own old Morris, all pursuing Mr. Wesson in Quentin Cotton's Bentley.

Your readers may remember a fairly recent film version of the tale; in the film, alas, an unromantic modern motor coach filled (*vide* page 163 in Florin Books edition 1932—Jonathan Cape (closing section of chapter 15)) the role of the "vast blue charabanc" . . . "a superb monster on flat white tyres" . . . "a charabanc as powerful as a tank."

I am, Yours, etc.,

London, W.12. H. N. Cox.

* * *

Sir,

In your article "The Motor Car in Fiction" the facts relating to Bernard Shaw as a motorist are not quite accurate.

His first car was a 1908 20-h.p. Lorraine-Dietrich (*vide Autocar*, December, 1908). In December, 1921, a 12-h.p. A.C. (NK 2217) was acquired, and in 1923 the Lorraine-Dietrich was replaced by a 23/60 Vauxhall (NK 5563). The Clark-bodied Straight-Eight Lanchester (UR 6124) followed in 1930, to be replaced in June, 1935, by the first of the Rolls-Royce cars. It was the Arthur Mulliner-bodied 20/25 (BYE 779). Meantime a 1933 Lanchester Ten replaced the A.C. and this car, along with the second Rolls-Royce, a 1939 Freestone & Webb "Wraith" (FAR 200), was owned by Shaw at the time of his death. At auction in 1951, the Lanchester fetched £340 and the Wraith £3,400; the latter may frequently be seen in Pall Mall; it is painted chestnut brown throughout.

With the exception of the Wraith, Shaw drove all his cars personally from time to time. He also owned a 1913 Lea-Francis motor-cycle, and a 1915 Alldays "Allon" two-stroke (BS 329) which he kept until 1932.

I am, Yours, etc.,

Ashtead. J. M. B. DOVE.

[We recall, however, an interview with G. B. S. by the *Motor*, in which he was photographed with a Lorraine-Dietrich of *circa* 1926.—ED.]

BRANDS HATCH ON EASTER MONDAY

In almost perfect racing weather Formula III racing and sports cars were assembled at Brands Hatch and an excellent series of events took place. The first race consisted of four 10-lap heats and three finals for 500 c.c. cars followed by a race for J.A.P.-engined cars; events for 1,200 c.c. and 1,500 c.c. sports cars were then run and the afternoon's racing ended with the unlimited sports-car race.

Heat 1 of the first race saw a duel between Russell and Mackenzie-Low both driving Coopers; Russell was away from the line first, but his rival later took the lead and held it for some time until on the final lap Russell passed him to come in first with an average speed of 69.66 m.p.h. which was very commendable. Heat 2 saw the trio, Allison, Cowley and Anderson, who finished in that order, passing and repassing each other many times during the race; heat 3, between Wicken and Truman, was won by Wicken driving a new Cooper; in this race D. S. Stevenson retired because of gearbox trouble in his Vincent-engined Cooper. The fourth heat was won by Taylor with an average speed of 68.89 m.p.h. This appeared to be a very easy race for Taylor who was followed into second place by Bridger driving a Kieft. The first of the 500 c.c. final races for the second five competitors of each heat was won by Jones in a Kieft followed by Bloor in a Cooper; the second of the finals for the first five of each heat was won by the invincible Russell at an average speed of 69.71 m.p.h. which is almost a record pace; Allison came second after a hard fight. The consolation final saw Iszatt receive the chequered flag first followed by Ham and Lewis-Evans. The J.A.P. race started well with G. F. Meharey in first place, although he later had to give up, his place being taken by Manning who was the ultimate winner; Scott MacArthur's Mackson also had to give up.

In between the racing events it was interesting to see the latest trends in car bodywork; the track car in use was the fibreglass-bodied Jenson 541 "Gran Turismo," a high-class luxury vehicle in modern styling. Another of the highlights of the afternoon was the appearance of the Ford-engined Elva, although looking at the engine it seems hardly appropriate to call it a Ford since there are so many modifications; the car was built by F. G. Nichols and driven by Peter Gammon who won the 1,200 c.c. sports-car race with it; Richards came second and Hicks third after fighting hard with his Lotus against Waddup in a Buckler 90. The 1,500 c.c. race again saw Gammon driving the Elva against heavier opposition, particularly the M.G.-engined Lotus of Naylor who was eventually forced to make a false move for he spun off the track leaving Gammon in third place; the final order was Nurse, Allen and Gammon, Lotus M.G., Lotus M.G., and Elva, respectively. The final event was the unlimited sports-car race. Roger Biss in his Bristol Warrior was the first off and Peter Gammon trying to compete with Jaguars this time even managed to get up to fifth place in the first lap and was able to pass Bradnack in a Cooper Bristol for a brief spell before spinning off the track. A very good show was put up by Triumph TR2s in this race and an even more remarkable effort was shown by David Piper this year driving a Lotus M.G. instead of his former mount, a J4 M.G. The results were: first Nurse, Lotus M.G., second Biss, Bristol Warrior, and third Piper, Lotus M.G., Bradnack was fourth in his Cooper Bristol. This satisfactorily concluded a very fine and well-organised afternoon's racing.—I. G.

B.A.R.C. BRUNTON SPEED HILL-CLIMB (April 3rd)

From a vintage-type start between farm outhouses a large and mixed entry seemed to enjoy a damp afternoon's hill-climbing; f.t.d. was closely contested, but J. M. Burn on the second of his active and effective climbs in his Le Mans Replica Frazer-Nash gained this award. Among the five cars within a second of Burn's time were two Allards tieing for fastest time in the largest capacity class. In his tie-deciding third run Farquharson was the faster of these two getting to within two-hundredths of a second of f.t.d. Standbridge in an A.C. Ace complicated his second run by motoring up and down the banks losing a few seconds and his visor. Mrs. Leavens was fastest lady and second fastest of seven TR2s entered, but none of them was as fast as Wadham's Doretti, which ran complete with luggage grid and stoneguards. Meanwhile, the public were having an unofficial All Comers Trial in the car park, with modern cars slipping and sliding like sediment to the lowest level of the field.

Results:

Class 1:	1st:	S. S. Silverthorne (Renault)	37.84 sec
	2nd:	S. T. Sprake (Renault)	39.34 ,,
Class 2:	1st:	L. Potter (Peugeot)	36.90 ,,
Class 3:	1st:	F. Downs (Hillman)	45.21 ,,
Class 4:	1st:	R. Cooper (Riley)	33.30 ,,
	2nd:	H. A. Hosier (Bristol)	33.74 ,,
Class 5:	1st:	P. L. Farquharson (Allard)	34.35 ,,
Class 6:	No entries.		
Class 7:	1st:	R. M. Smith (M.G.)	31.26 ,,
	2nd:	R. Torrens (Fiat)	33.46 ,,
Class 8:	1st:	J. T. Hodges (Griffiths-M.G.)	30.04 ,,
	2nd:	W. A. Liddell (Buckler)	30.65 ,,
Class 9:	1st:	K. N. Rudd (A.C. Ace)	28.37 ,,
	2nd:	P. G. Fletcher (H.R.G.-Bristol)	28.61 ,,
Class 10:	1st:	D. W. Davis (Austin-Healey)	30.60 ,,
	2nd:	R. W. Colton (Morgan)	31.58 ,,
Class 11:	1st:	P. L. Farquharson (Allard)	28.08 ,,
	2nd:	P. F. Moore (Allard)	28.30 ,,
	3rd:	W. L. Cripps (Cripps Special)	29.05 ,,

F.T.D.: J. M. Burn (Frazer-Nash), 28.06 sec.

F.T.D. (Ladies): Mrs. J. A. Leavens (Triumph TR2), 31.86 sec.

BOOK REVIEWS

"Veterans of the Road," by Elizabeth Nagle, with Technical Data by Dennis Field, A.M.I.E.E. 239 pp., 5½ in. by 8½ in. (*Arco Publishing Co., Ltd.*, 10, *Fitzroy Street, London, W.*1. 18*s.*)

Most of the big motoring undertakings have their story recorded and it is only right and proper that there should be a book devoted to the Veteran Car Club of Great Britain. "Veterans of the Road" is this book, written with characteristic thoroughness by Elizabeth Nagle, the Club Secretary.

The title is somewhat misleading in consequence, inasmuch as this is a book about the V.C.C. rather than about veteran cars. The treatment is that the body of the book is devoted to a history and commendation of the V.C.C., but a supplement is added, comprising a picture and potted history of 85 veteran cars, one to each art page, ranging from the 1875 Grenville steam carriage in Bristol Museum to a 1916 Saxon.

The supplement is likely to be studied first, for it is a fascinating pictorial presentation of veteran and Edwardian cars, although we would have liked each car to be associated with a V.C.C. member, whereas in some cases manufacturers' hand-out pictures have been used, for instance of the 1911 Jowett and 1897 Lanchester.

Naturally, with such a wealth of material at her disposal Miss Nagle has had to pare down anecdotes and condense history. Even so, a fascinating story unfolds of the V.C.C.'s formation, early development and subsequent glorious career. One feels that if any criticism is justified it is that Miss Nagle is too close to the task to be entirely unbiased, so that her story is rather a catalogue of laudatory reminiscence, lacking data on those set-backs and minor storms without which few, if any, organisations of this sort attain stature and greatness. Moreover, Miss Nagle's fairly recent association with the V.C.C., which she joined as Assistant Secretary about four years ago, is probably the reason why the book contains less on the earlier Club events than we had hoped, while considerations of space have no doubt led the authoress to catalogue the smaller post-war V.C.C. fixtures, instead of refreshing our minds as to their salient features. For the same reason many people who have operated veteran cars or helped to winkle out examples now in the Club will be disappointed that their names do not appear in "Veterans of the Road."

Some interesting collections of veteran cars are described and most of the famous V.C.C. personalities come to life at the bidding of Miss Nagle's pen, although the pioneer efforts of R. G. J. Nash and C. S. Burney in the horseless carriage field at Brooklands are left out. We would have expected a list of members and a tabulated record of awards won in V.C.C. events, but were disappointed.

That said and done, this book is recommended to anyone seeking to discover what the Veteran Car Club of Great Britain is all about and to re-read of its great achievements such as the Brighton Run, Coronation Rally, Continental tours and the re-run of the 1,000 Mile Trial of 1903 in the 1903 Cadillac in 1953 and the Club's part in the filming of the successful film "Genevieve" will prove of absorbing interest.

The rebuilding of veteran cars to the exceedingly high standard which most members of the V.C.C. achieve is covered and a chapter, "Veteran Vernacular," describes some of the technical points of typical veterans which would otherwise be mystic to those acquainted with modern and vintage machinery.—W. B.

"B.A.R.C. Year Book, 1955." 182 pp., 5½ in. by 8½ in. (*British Automobile Racing Club*, 55, *Park Lane, London, W.*1. 5*s.*)

This useful annual work of reference is now in its third year. It packs a great deal of invaluable information to motor-racing enthusiasts between its covers, the front one of which features Stirling Moss in his Maserati.

Besides the usual plans of famous circuits, routes to Continental venues, race results, B.A.R.C. race winners and speeds, speed tables for the three B.A.R.C. circuits, fixture lists, conversion tables and the like—much of which seems to have been reprinted from the 1954 edition, including an error in the lap-distance of Montlhèry's banked track—there are absorbing new articles by such authorities as John Cooper, S. C. H. Davis, David Brown, W. Boddy, Raymond Baxter and Stanley Sedgwick, as well as some excellent illustrations. Amongst annuals, this one is a "must."

"A.B.C. of Sports Cars," by Albert Douglas. 65 pp., 4 in. by 6 in. (*Ian Allen Ltd.* 2*s.*)

Uniform with other books in the Ian Allen "A.B.C." series, the contents of this one are self-explanatory from the title. With a photograph of almost every car described, a "potted history" of each make, a specifications table, and including as it does such makes as Buckler, Connaught, Cooper, H.W.M., Kieft, Leonard, Lister and Lotus, as well as the more obvious makes, this is excellent value and just the job for the breast-pocket.

"The 'Motor' Year Book—1955," by Laurence Pomeroy, F.R.S.A. M.S.A.E., and R. L. de Burgh Walkerley. 256 pp., 7½ in. by 10 in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.*1. 15*s.*)

This annual is always welcome and this year is better than before, with a more handsome dust-jacket, less descriptive matter relating to new cars, but more spacious treatment of other aspects of last year's motoring, including a long, illustrated description of the Anglo-American Vintage-Car Rally.

There are articles by various experts such as Philip Turner, Eric G. Cushion, D. B. Tubbs and Desmond Scannell, the last-named dealing with problems of race organisation.

Road-test figures secured by the *Motor* in 1954 are summarised (but we miss the text accompanying this particular summary), races and other competitions are dealt with at considerable length, the European Motor Shows of last year are described, and car radio has a chapter to itself. Formula I racing cars occupy a chapter, with a full-page drawing of the W196 Mercédès-Benz.

The Year Book is rendered useful by reason of World Specification Tables, tabulated race and rally results, with brief reports, and a record of how racing drivers fared in 1954. Brockbank's best cartoons enliven the technical material and the frontispiece is a splendid photograph of Hawthorn after winning at Barcelona.

Tubbs covers motoring books, rather curiously omitting "The Racer," by Hans Ruesch, from recent motor-racing fiction, in referring to the "Lightning Conductor," he again makes the mistake of referring to one of the veterans therein as a Benz, whereas the V.C.C. has explained that it is an Orient Express. Racing circuits are listed, with data, and under "Obituary" it is nice to see only one entry this time—that of Onofre Marimon.

There is an absorbing new chapter on air-drag as revealed from the *Motor* road tests, from which it is emphasised that the only cars tested in 1954 which needed less than 18 h.p. to propel them at 60 m.p.h. were the Standard Ten (16.9 h.p.), Volkswagen (17.1 h.p.), D.K.W. (17.2 h.p.) and Triumph TR2 (17.9 h.p.—hood and side-screens erect). These are claimed to be true test figures, not calculated figures. The Fords, Anglia and Zephyr, show very poor aerodynamic efficiency. [Which is why I prefer a tapered to a "square" motor car.—ED.]

The *Motor* Year Book is printed on good-quality paper and abounds in pleasing photographs and illustrations. We would not readily be without it.—W. B.

"Motoring," by Phil Drackett. 84 pp., 4½ in. by 7¼ in. (*W. G. Foyle, Ltd.*, 119/125, *Charing Cross Road, London, W.C.*2. 2*s.* 6*d.*)

This little book on the buying, driving and maintenance of a car in Foyle's Handbooks series, is truly remarkable value. Drackett packs something about almost every aspect of motoring into the restricted space at his disposal. He deals with learning to drive, road safety, choosing a secondhand car, buying a new car, with brief details of the makes available, insurance, clubs, one-make, regional and national publications (of MOTOR SPORT the author writes: "Popular features are its classified ad. columns and the outspoken comments of the Editor, W. Boddy" and other publications, from *Austin Magazine* to *Vintage and Thoroughbred Car*, are outlined and prices quoted), car repairs and hints on taking a car abroad.

This is a thoroughly worthwhile half-crown's worth for the novice, at which the experts have no need to sneer.—W.B.

National Benzole have issued the second edition of their delightful work entitled "Our National Heritage," which illustrates and describes 34 diverse beauty spots in Britain, with their map locations. Of a page size of 8 in. by 10 in., copies are available free of charge from the National Benzole Company, Ltd., Wellington House, Buckingham Gate, London, S.W.1, if you mention MOTOR SPORT.

The 1955 edition of the ever-welcome and useful Michelin Guide to France has been issued. It is indispensible to all tourists in that country and is available from Seymour Press, Ltd. 282, Vauxhall Bridge Road, London, S.W.1, at a price of 21s.

THE SEVENTH GRAN PREMIO DEL VALENTINO

Sweeping Victory for Lancia

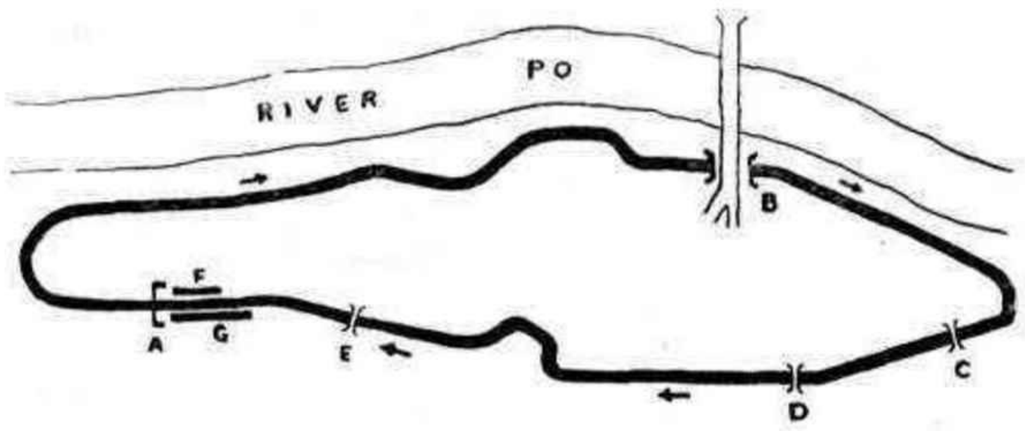
TURIN, March 27th.

ORIGINALLY the Valentino Grand Prix was given a date in June, but this was changed at short notice to the second week of the European season, and in consequence the three Italian Grand Prix teams gave it their support. This was at the expense of the Syracuse Grand Prix, in Sicily, which should have opened the season on March 20th, but had to be abandoned due to lack of entries. Thus the seventh Valentino Grand Prix saw the first meeting of the Italian teams in the 1955 European season, there being full teams from Ferrari, Maserati and Lancia, though no Mercédès-Benz cars as that firm intend to race only in World Championship events.

The Valentino circuit is situated around the park of that name, and some of the adjoining public roads, and runs along the edge of the River Po in Turin, and the Automobile Club of that town, who organise the event, hold the distinction of having organised the first post-war motor race in Italy, in 1946 when the Valentino Grand Prix was won by the late Achille Varzi with an Alfa-Romeo.

Usually the first race of a new season is somewhat mild by comparison with later events, but after the initial try-out in the Argentine, everyone was ready and eager to win this first 1955 European Formula I race. There were three very obvious factions out to do their utmost to win; Lancia because Turin is their home-town, Farina, driving for Ferrari, for a similar reason, and Ascari because it was about time he won another Grand Prix. The first practice session was on the Friday afternoon preceding the event, while during that morning official scrutineering took place in the local Ferrari agent's garage. The Lancia team were the first to appear and checked in four cars, three to be driven by Ascari, Villoresi and Castellotti, with the fourth as a spare. Ferrari had four entries and brought along five cars, comprising four of the new Tipo 625 and one new Tipo 553, now called a " supersqualo " to distinguish it from the 553 of last year. The nominated drivers were Farina, Trintignant and Schell, the fourth place being left to " X." Gonzalez was temporarily out of the team as he was in the Argentine undergoing an operation that has long been pending, and nothing to do with motor-racing. In addition to the " works " Ferraris the Spanish driver de Portago was making his first Grand Prix appearance with a new " private-owner " Tipo 625, while Taraschi had a nicely rebuilt 12-cylinder car and Girard the early four-cylinder that the Swiss driver Fischer used to race. Maserati were naturally out in great numbers, the factory cars being driven by Behra, Mantovani, Musso and Mieres, there also being a spare one, and they were supported by Bira and Rosier with their own 1954 cars.

The afternoon practice was divided into two sessions and the first was almost entirely dominated by the Lancia team, the fourth car being driven by one of the head testers. Finished in the same dark red as at Barcelona last year, they were not outwardly changed, but had numerous detail differences, most of which had already been tried in the Argentine. The four-shoe brakes, with the operating cylinders mounted outside the back-plates, had very wide normally finned drums, the fuel tanks were of heavily riveted alloy, mounted on a multiplicity of struts in place of the previous aerofoil section supports, and oil coolers were no longer mounted in the left-hand sponson. In their place large-diameter pipes ran along the side of each fuel tank, taking oil from the rear-mounted oil tank forward to the engine. Fuel pipes fed from the lower rear end of each side-tank to a fuel pump driven from the rear end of the left-hand exhaust camshaft, this feeding to the four double-choke downdraught Solex carburetters. A new gearchange mechanism was fitted, controlling the rear-mounted five-speed gearbox by two rods, one imparting a rotating movement to the selectors and the other a push-pull motion. Also out in the first half of practice were Bira and Taraschi, the former having some trouble with the underside of his car grounding on the dips, for the surface of the circuit was very bumpy. Later the Ferrari and Maserati teams turned out and then Lancia went back to their factory, leaving Castellotti and the spare car to do occasional laps just to keep their rivals on the alert. Farina tried the new 553 model, but after a few warming up laps an oil connection burst and the car was withdrawn. This was a completely redesigned version of the car that Hawthorn won with at Barcelona, retaining the same engine and the four-speed gearbox/differential unit, with de Dion rear suspension, and having coil springs and an anti-roll bar at the front, with wide-base double wishbones. In place of last year's



VALENTINO PARK CIRCUIT IN TURIN

Length : 4.200 kilometres

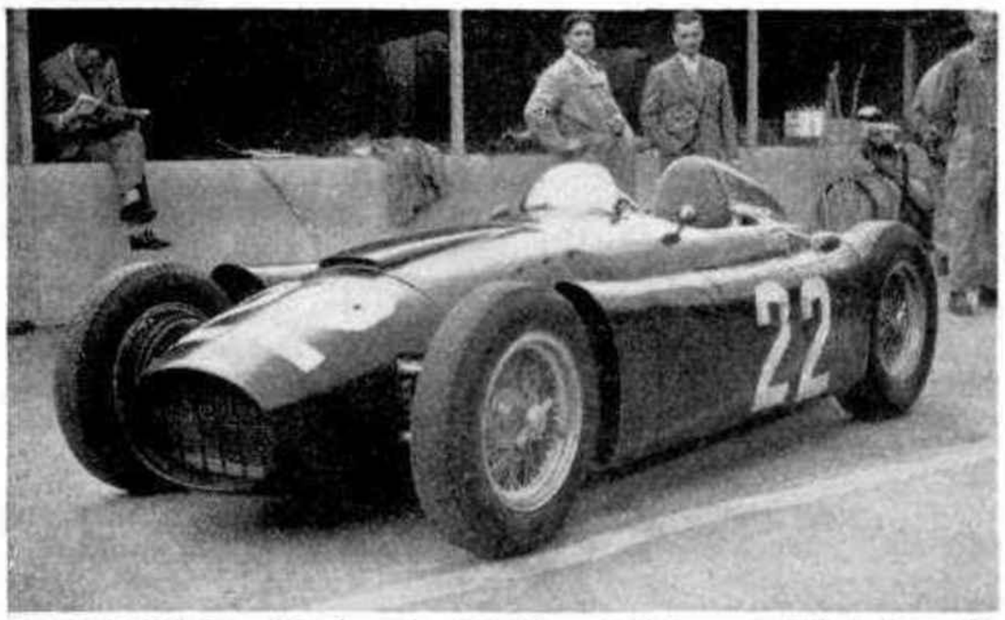
A Start and Finish
B Tunnel
C, D, E Footbridges
F Pits
G Main Grandstands

multi-tube frame a new one with two main large-diameter tubular members was used, this having a multi-tube superstructure carrying the body, fuel tanks and final drive unit, but in no way being a true space-frame as used on the original 553. The bodywork was much lower than before, bulging out over the pannier fuel tanks and having a very abbreviated tail. The other factory Ferraris were as used in the Argentine, being cleaned-up versions of last year's 625 model, using the 100 by 79.5 mm. engine with the two forward-mounted magnetos with the water pump horizontally above them. Fitted with five-speed gearboxes and with the rear transverse leaf-spring mounted above the final drive, they also had coil spring and anti-roll bar front suspension, while the bodywork was greatly improved, being sleeker and covering up the rear radius arms, as well as incorporating a built-in curved Perspex windscreen and having a down-swept exhaust system. Having broken the new car Farina took one of the 1955 models, and Trintignant and Schell did likewise, the fourth car being used by them all in turn. The new model driven by Portago was similar in most respects to the factory cars, but was slightly longer in the wheelbase and had only four speeds in the gearbox. In the Maserati camp the cars were identical to the new one that appeared at Barcelona, with the smooth-contoured body devoid of louvres, but having large openings on either side to let air escape. There were three of these cars, while Mieres had a 1954 model and a similar one was spare. Although no official times were taken Behra put in the fastest lap, and close behind came Ascari and Farina.

The next morning was relatively quiet, though all three Lancia drivers were out on the practice car, while Farina had another go with the " supersqualo." Bira had packed up the front suspension of his car to avoid the bumps, but was having brake trouble, and Mantovani and Musso were sharing the spare works car. Shortly before the morning practice ended Mantovani was putting in some very good times until he overdid things and crashed; alas, a leg had to be amputated. In the afternoon official times were taken to decide the starting grid and things started to hum; a split-second battle began in real earnest. Lancia set the pace, with Ascari doing 1 min. 42.0 sec., followed by Villoresi with 1 min. 44.4 sec. and Castellotti with 1 min. 44.8 sec. and content with this the team retired once more, leaving Castellotti to keep the pot boiling with the spare car, turning occasional laps at 1 min. 47 sec. Maserati took up the challenge, Behra doing 1 min. 42.4 sec. and Musso, after much trying, got in a 1 min. 43.2 sec., followed by Mieres with 1 min. 44.4 sec. Mantovani's car was taken over by a new young driver, Cesare Perdisa, who drove sports cars last year, and he made very good

progress in his first Grand Prix attempt, eventually getting down to 1 min. 46.4 sec. The other " new boy," Portago, was also doing well, his best being 1 min. 47.6 sec. Ferrari were still in trouble with the new car, Farina having to use the 625 model, and he could do no better than to equal the time of Villoresi and Mieres, while Trintignant and Schell were a little slower. When the cars lined up for the start Maserati were in a very strong position with two cars on the front row, Behra in the centre and Musso on the left, while on the right was the Lancia of Ascari, it now being fitted with multi-tube oil coolers along the fuel tanks. In row two were Mieres (Maserati) and Farina with a 625 model Ferrari, and behind them Castellotti, Trintignant and Villoresi, with the rest of the fifteen starters ranged behind. As the flag fell Musso leapt into the lead, with Mieres and Behra close behind, and at the first corner, only 200 yards away, the three Maseratis crowded Ascari into the inside of the corner and Farina to the outside, so that the end of the lap saw Maserati cars 1-2-3, in the order Musso, Mieres and Behra, with Ascari in close attendance, the others already having fallen back appreciably. This unusual situation lasted for six laps with Ascari pressing hard, and then he and Behra both got past Mieres and after three more laps Ascari was wheel to wheel with Behra as they went past the pits. Meanwhile Musso, with a clear road, had drawn a lead of 4 sec. and when, on lap 13, Behra's de Dion tube broke, Ascari set after the leader unhampered, cutting off a consistent half-second per lap. Behind this excitement other battles were raging, Farina, Castellotti and Trintignant being only inches apart, until the Lancia driver clouted a kerb and stopped at his pit to make sure the wheel was not damaged, his place in the three-cornered struggle being taken by Villoresi on the third Lancia, which had been just behind. Schell was motoring steadily but not very fast and Perdisa was just behind him until his Maserati also broke its de Dion tube, oddly enough on the same lap as Behra's went.

By Lap 21 Ascari was right behind Musso, almost looking into his rear-view mirror, and the next lap saw Musso spin off on a corner, leaving Ascari complete master of the race. The total distance was 378 kilometres, or 90 laps of the winding course, and though Ascari had no close opposition he could not relax as Mieres was only 10 sec. behind, and driving a beautifully steady race. However, Ascari increased his lead by a few yards a lap, until he had built up more than 30 sec. advantage and then the two of them circulated consistently at around 1 min. 46 sec., both well out of danger of the third man, who was Villoresi, driving on top of his form. Farina stopped to complain that his gearchange was not working properly, but was already too far behind to provide any challenge to the first three and it was left to Trintignant to plug away and hold the hopes of Ferrari. Of the others, Portago was leading Bira and Rosier, until the Siamese stopped for brake adjustment, while the two elderly Ferraris were way behind. The race now settled into a dreary procession with the three Lancias sounding very healthy and clearly capable of finishing the race. Just after two-thirds of the distance had been covered Lancia pulled an interesting tactical move; Ascari was still in the lead by 37 sec. when he began to close up on Castellotti, who was then fifth behind Trintignant, these two now being a full lap behind the leader. Instead of sweeping past the two of them Ascari kept close company with his team-mate and urged him on to greater efforts, gradually drawing him closer and closer to the Ferrari until they both got past, Ascari to be a full lap in the lead and Castellotti into fourth place. It did not stop there for they carried on together, Castellotti occasionally leading, until just before the end of the race they caught up with Villoresi. The result of this was that the Lancia team, in first, third and fourth places, were running in line-ahead formation, in the order Villoresi, Castellotti and Ascari, so that they were all actually on the same lap. Trintignant's Ferrari eventually gave in to the single-handed struggle and the engine broke, while Portago had also stopped out on the course, while Bira was still having pit stops. With a wave of joy Ascari was flagged in the winner, his first victory since 1953, and the Lancia team finished in perfect condition and in close company, their third Grand Prix attempt more than making up for the previous two failures.



SUCCESSFUL.—The Lancia D50 Grand Prix car finished first, third and fourth in the Turin-Valentino race, the third event in which they appeared. Here is shown the car driven in fourth place by Castellotti.

Results :

VALENTINO GRAND PRIX—Turin. Formula I—90 Laps—378 Kilometres Warm and Dry

1st :	A. Ascari (Lancia D-50) ...	... 2 hr. 40 min. 21.2 sec.	... 141.437 k.p.h.
2nd :	R. Mieres (Maserati 250/F.I)	... 2 hr. 40 min. 48.6 sec.	
3rd :	L. Villoresi (Lancia D-50)	... 2 hr. 42 min. 05.8 sec.	
4th :	E. Castellotti (Lancia D-50	... 2 hr. 42 min. 06.0 sec.	
5th :	H. Schell (Ferrari 625) ...	... 2 hr. 40 min. 53.0 sec.—	3 laps behind.
6th :	L. Rosier (Maserati 250/F.I)	... 2 hr. 40 min. 25.4 sec.—	11 laps behind.
7th :	B. Taraschi (Ferrari V12)	... 2 hr. 42 min. 07.4 sec.—	11 laps behind.
8th :	B. Bira (Maserati 250/F.I)	... 2 hr. 42 min. 16.3 sec.—	24 laps behind.

Fastest lap : J. Behra (Maserati 250/F.I), on 5th lap in 1 min. 44.2 sec.—145.384 k.p.h.

Retired : Behra (Maserati), lap 13; Perdisa (Maserati), lap 13; Musso (Maserati), lap 22; Farina (Ferrari), lap 23; de Portago (Ferrari), lap 35; Girard (Ferrari), lap 45; Trintignant (Ferrari), lap 76.

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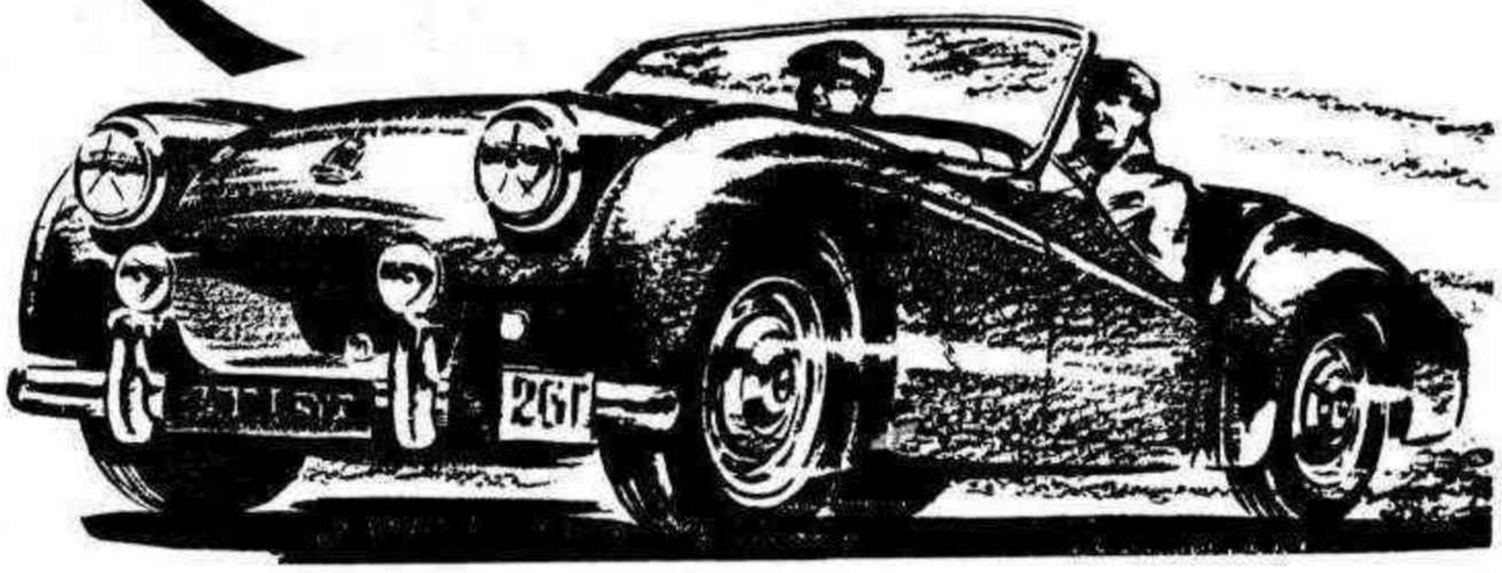
This service in no way supplants the existing services available to members of the main motoring organisations. It offers motorists travelling abroad *additional* facilities in the way of detailed road maps and routes and other useful information about the countries they plan to visit.

A USEFUL BUBBLE LAMP

A useful rubber " bubble lamp " which can be fitted merely by boring a 1 $\frac{9}{16}$-in. hole and pressing it home, should interest " special " builders, caravan users and those who like to have an emergency light aboard. The lamp is 2 in. in diameter, with either red or white lens to M.o.T. requirements. The bulb and contacts are sealed within the strong plastic rubber case; a bulb is not supplied but a standard stop/tail S.B.C. bulb can be used. The price of this handy extra lamp is 9s. 6d., or 12s. 6d. with chrome ring. The makers are PLASTILITE PATENTS LTD., 25, London Road, Bromley, Kent (Ravensbourne 0021/2).

SUCCESS AGAIN!*



TRIUMPH T.R.2

1ST	2ND	3RD	5TH	6TH

IN ENTIRE RALLY

Drivers: 1st—R. C. McKinney, 2nd—J. D. Titterington, 3rd—B. McCaldin

ALSO 1ST 2ND 3RD 5TH 6TH (IN SPORTS CAR CLASS)

STANDARD TEN

1ST IN CLASS I (up to 1,000 cc)

Driver: E. McMillen

subject to official confirmation

The Standard 10 was also the outright winner of this year's R.A.C. 2,000 miles Rally, while the Triumph T.R.2. gained second place.

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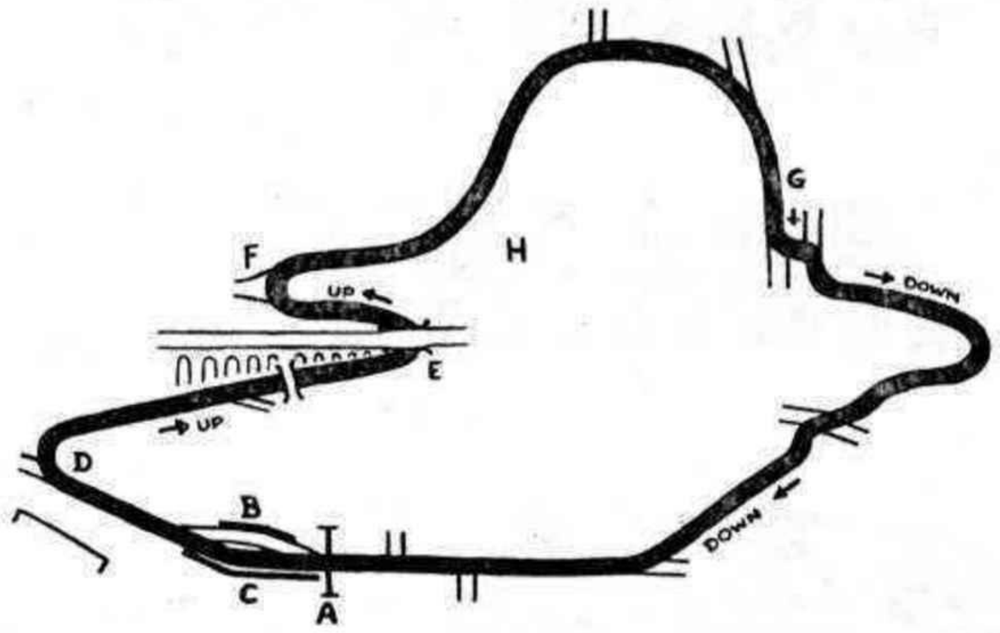
XVI GRAND PRIX DE PAU

Ascari Robbed of a Certain Victory



CIRCUIT OF PAU (FRANCE)

Length : 2.769 *kilometres*

A	Start and Finish	E	Iron Bridge
B	Pits	F	Lycée Hairpin
C	Main Grandstand	H	Casino
D	Station Hairpin	G	Monument

PAU, April 11th.

THE interest at Pau was not so much the cars that were present, but those that were not, and the biggest surprise was the complete absence of the Ferrari team cars and drivers. After the complete fiasco the Maranello team suffered at Turin they had returned home unhappy about the way the Lancias were going and with much work to do. The entry of the Lancia team for Pau, as well as the Maserati and Gordini teams, obviously caused Ferrari to think again and the result was that the Pau Grand Prix was not supported by him. Having suggested that the new Vanwall Special might make its 1955 debut at Pau, a very suitable course for the car, it was also disappointing to find it had not been entered after all.

The Lancia team cars were virtually the same as at Turin, except for small details, in particular the brakes had been altered yet again, this time there being two shoes in place of the four-shoe arrangement used at Turin, and also the cylinder mechanism was mounted in the more orthodox position, on the inside of the back-plates. In place of the single large-tube oil coolers all three cars were fitted with multi-tube coolers, running the whole length of the inboard sides of the fuel tanks. On Villoresi's car the rear radius rods that locate the de Dion tube were anchored to the tube much farther apart, so that the double rods were no longer parallel with the axis of the car; also, the shock-absorber arm was no longer vertical, but worked at a large angle from the extremities of the de Dion tube. On the cars of Ascari and Castellotti the rear ends were unchanged, while all three cars had been repainted a lighter and much more Italian shade of red.

With the loss of poor Mantovani from the Maserati team, there were only three Modena factory cars running, driven by Behra, Musso and Mieres, though Rosier had his own blue Maserati and Andre Simon was driving one of last year's team cars, now his personal property and painted French blue, this being his first drive with the six-cylinder car. Behra's engine was fitted with a different cylinder head, having larger valves than the other two team cars, and using three double-choke Weber 45 DCO 3 carburetters, in place of the normal 42 DCO 3 models. In addition, his carburetters were fitted with larger and longer intake pipes and these diminished in length from number one cylinder, back to number six, the long ones at the front necessitating a large bulge on the side of the body.

Originally Gordini entered two cars, with the hope, many people thought, that they might be completely raceworthy, but the promised financial backing did not materialise and Gordini continues to struggle along as before. However, three cars were brought along to practise, and the third was added to the starting list at the last moment. The new car, with the Messier disc brakes, that made its debut at Barcelona last year, was in the hands of Bayol, once more back in favour with Gordini, and this car was now fitted with the new six-cylinder engine, with twin o.h.c. operating directly onto the valves, and not through rockers, as before. The second car was the one used by Behra all last season, with the normal brakes, with 2LS on the front, and this too was fitted with the new type of engine. It was quite like old times to see Robert Manzon back in the Gordini team, and he was driving this second car, while the third car was another of last year's models, completely unchanged, and driven by Pollet. Rene Bonnet entered two of his absurd-looking front-wheel-drive DB single-seaters, fitted with supercharged 750 c.c. engines, the rather small supercharger being mounted on the front of the crankcase, fed by a downdraught double-choke Solex carburetter. These cars were fitted with Messier disc brakes on the front wheels only, those at the back being normal drum brakes, while the wheels were special magnesium alloy disc type, also made by Messier. With the air-cooled flat-twin engine way out at the front, the cars looked most peculiar and added to this was an enormous ground clearance, almost enough for a "trials car."

Of the rest of the sixteen entries de Portago was driving his new 625 model Ferrari, and the Frenchman Jean Lucas was driving Rosier's old four-cylinder Ferrari, these two being the only representatives of the Rampant Horse. Finally, there was a newcomer in the form of an Anzani-Volpini, a nicely-made Italian special, built in Milan and using some parts from the Scuderia Milan cars of the old Formula I. It had a twin-cam four-cylinder engine, with eight plugs, and four single-choke Webers, a four-speed gearbox on the rear axle, double-wishbone front suspension with torsion bars, and trailing link independent rear with a transverse leaf spring. It was being driven by a newcomer, Mario Alborghetti.

The race was over 110 laps of the twisty 2.769 kilometre circuit and it is generally agreed that the Pau Grand Prix has always been one of the most difficult races on the calendar, and while the circuit remains unchanged over the years, it will continue to represent pure road racing, along with the Monte Carlo circuit. For drivers such as Ascari, Behra and Villoresi the circuit was very familiar. they only having to adapt their knowledge to new cars, but to others the two practice periods were most useful and necessary. On the first afternoon it was Ascari who set the pace, lapping under 1 min. 40 sec., which is a good average time, and he gradually reduced this to just under 1 min. 36 sec. Castellotti was 1 sec. longer, which was remarkably good for a first appearance at Pau, and Villoresi was 3 sec. longer than the team leader. All three cars were running perfectly and sounding very reliable. During the afternoon Ascari took all three team cars round and there was very little difference in their performances, his own car being taken to 8,400 r.p.m. and the others a little less. Continuing the principle of making Castellotti gain as much experience as possible, he was made to circulate practically the entire afternoon, and only once did he make a mistake when he spun on the downhill section, but without touching anything. The Maserati team were content not to try too hard, on this first practice period, being content with Behra doing 1 min. 37.6 sec., just a little slower than Castellotti.

The other Maserati drivers were going steadily, Mieres being very much at home at Pau, but Musso not so. Portago was feeling his way round in his Ferrari, until he bumped the straw bales near the Monument, crumpling the nose cowling, and the two DBs were rather pathetic. Driven by Armagnac and Martin, they were fast downhill, but completely lacked acceleration up the long slope away from the station hairpin.

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Fastest lap : A. Ascari (Lancia), in 1 min. 35.3 sec.—104.600 k.p.h.

Retired : Alborghetti (Arzani), lap 21; Musso (Maserati), lap 33; Bayol (Gordini), lap 36; Manzon (Gordini), lap 49; Storez (D.B.), lap 65; Pollet (Gordini), lap 81.

nued from page 236

iven us no special instructions in the operation retarding the spark for starting (once under weigh the engine isn't sensitive to ignition setting and we never made it " pink ") and not opening the taps until the thermometer recorded at least 60 deg. C.

The performance of the R1063 was quite astonishing. It would be cruising at over 60 m.p.h. when you imagined you were doing 40, and the speedometer soared to over 70 m.p.h. with consummate ease, accompanied by a decidedly fruity exhaust note. The car had the normal back-axle ratio of 4.86 to 1, the usual 15-in. Michelin tyres and the usual three-speed gearbox. In France they fit a five-speed gearbox to further enhance the performance, but this is deemed too expensive for us, although Renault speak of introducing a close-ratio four-speed box. As it is, the ratios are rather widely-spaced, and this, in conjunction with a feeble synchromesh and very decisive clutch, makes silent cog-shifting a matter of some considerable skill. The clutch is consequently apt to be abused, but seems fully able to withstand such treatment; the brakes are adequate.

The R1063 is geared in this form at about 15 m.p.h. per 1,000 r.p.m. in top. The engine is a glutton for revs, 6,000 r.p.m. coming up habitually. In first, 6,700 r.p.m. equals 30 m.p.h. and 6,500 r.p.m. comes up in second, equal to 57 m.p.h. In top we attained 5,100 r.p.m., equal to 76½ m.p.h. A happy cruising speed is 60 m.p.h., or 4,000 r.p.m., although at this speed there is considerable exhaust resonance, which could prove tiring to the all but hyper-keen on long journeys. A rough check of acceleration gave 0-50 m.p.h. in approximately 14.3 sec. Low-speed pick-up was rendered jerky by the presence of the Solex " flat-spot." We have praised the excellent steering and handling of the Renault 750 on numerous previous occasions and the additional damping on this particular car further improved matters, rear-end breakaway being absent and oversteer not pronounced on dry roads, although on wet roads it was as well to be prepared for it. The very excellent steering lock, permitted by the rear location of the engine, must be an asset in special rally tests; a throttle-setting device was fitted to obviate engine-stalling under these conditions.

In conclusion, this quick version of the Renault constitutes a remarkable and fascinating 750 c.c. vehicle. The Champion R-10 plugs never misfired in all the varied miles (totalling 562) which we drove 4CMT and fuel consumption seemed to work out at approximately 33 m.p.g. Normal water temperature was 80 deg. C. and about 2½ pints of water were required; we had the " blind " in a winter setting, and this was the old unpressurised cooling system.

The R1063 in full rig costs £1,148 12s. 6d. in this country, inclusive of import duty and p.t., but the numerous conversions are separately listed, details being obtainable from Renault, Ltd., at Acton.

SPORTS PLUGS AT FOUR SHILLINGS EACH

Wico Pacy are to be congratulated on selling excellent sparking plugs at 3s. 6d. each, which gives the lie to the idea that such articles cannot be marketed for less than 6s. They have now added a sparking plug suitable for sports-car engines to their range; these new Wipac plugs, the P90 standard reach and P90L long (¾ in.) reach, being priced at 4s. These plugs are intended only for arduous conditions in h.c. motor-cycles and car engines; they carry the usual Wipac 10,000 miles' written guarantee.

We feel that this low pricing of sparking plugs is a gesture to be supported. In case of difficulty in obtaining Wipac plugs you should apply to Wico Pacy Sales Ltd., Bletchley, England, asking for the name of your nearest dealer.

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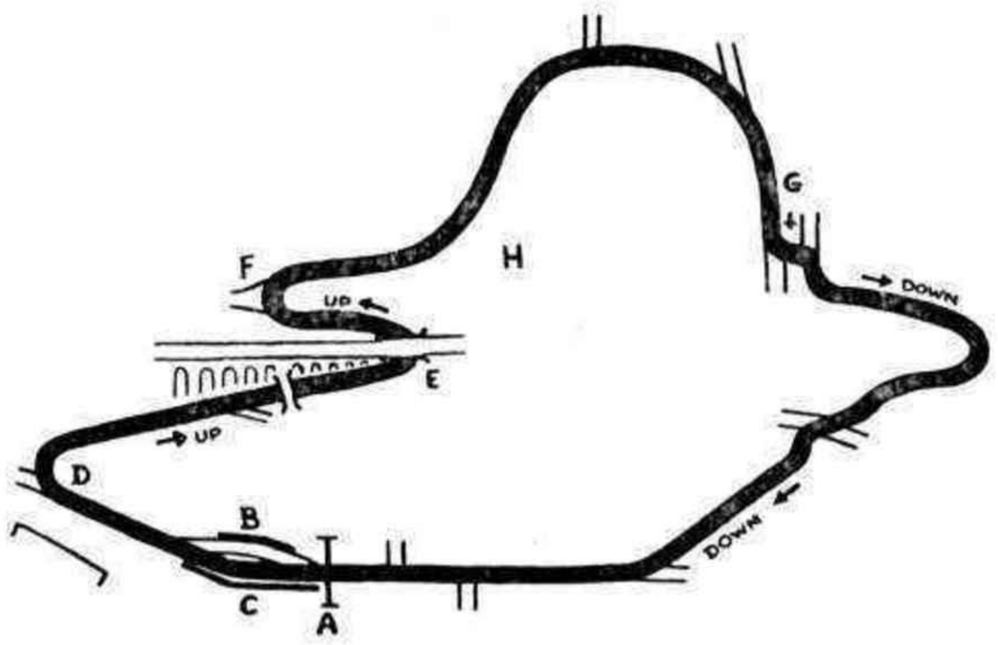
Ascari Robbed of a Certain Victory



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Easter Monday was warm and sunny as the cars lined up on the narrow road, with Behra and Ascari on the front row, and Mieres just behind them in the centre of the road, followed by the Lancias of Villoresi and Castellotti. Apart from one of the DBs everyone shrieked away from the start with Behra and Ascari side by side as they went into the first hairpin. It was the Maserati that got round first and these two then left the rest of the field behind, Behra leading Ascari by a few feet only. As they went into the station hairpin on the fifth lap Ascari elbowed his way past on the inside, but at the next hairpin Behra gave as good as he got and took the lead again, where he stayed until lap 11. Behind them Castellotti, Mieres, Villoresi, Musso, Bayol and Manzon were running in a very close group, literally nose to tail through the corners, and then there came a pause and Simon led the rest of the field. At the end of the 12th lap it was Ascari who came round in the lead and he then built up a 4 sec. lead over Behra, but after that the Frenchman sat tight and the gap remained constant. Castellotti had drawn away from the other factory drivers, but he was losing ground rapidly on the leaders, so that by lap 20 he was just 20 sec. behind Ascari. Villoresi had got in front of Mieres, but could not shake him off and Musso was ever present; the two Gordinis had dropped back. The two DBs were not quite last, for the Arzani had stopped at its pit and was now way behind.

As so often happens the race settled down for what might be termed the regulation period of endurance, and the slower cars were being lapped at steady intervals. Retirements were surprisingly few, only Musso's Maserati and Bayol's Gordini retiring by this time, although at about this time Alborghetti was braking for the station hairpin when Pollet went by on the inside, lapping him. Whether this unnerved the young Italian is uncertain, but the Arzani suddenly accelerated violently and crashed into the barriers, the driver receiving fatal injuries.

At lap 40 Behra had closed to within 1 sec. of Ascari, but the wily Alberto soon put a stop to this and began to try hard for a few laps, increasing his lead to 10 sec. by lap 50, having set up the fastest lap on lap 49 in 1 min. 35.3 sec., still a tenth of a second off Behra's lap record of last year with the Gordini. Meanwhile Mieres had got past Villoresi for a few laps, only to be repassed again, but then the Lancia driver made an error of judgment on one of the corners and lost a great deal of ground, dropping back to fifth place. On and on went Ascari, with Behra making no attempt to catch him, being content with a certain second place rather than risk breaking the machinery, and these two gradually lapped the rest of the field, so that by lap 80 only the leading Lancia and Maserati were on the same lap. Manzon had retired out on the circuit, as had Storez, and Pollet retired at the pits.

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10th :	Armagnac (D.B. 750 c.c., s/c.)	18 laps behind.	

Fastest lap : A. Ascari (Lancia), in 1 min. 35.3 sec.—104.600 k.p.h.

Retired : Alborghetti (Arzani), lap 21; Musso (Maserati), lap 33; Bayol (Gordini), lap 36; Manzon (Gordini), lap 49; Storez (D.B.), lap 65; Pollet (Gordini), lap 81.

RUMBLINGS—continued from page 236

Renault, Ltd. had given us no special instructions in the operation of the R1063 beyond retarding the spark for starting (once under weigh the engine isn't sensitive to ignition setting and we never made it " pink ") and not opening the taps until the thermometer recorded at least 60 deg. C.

The performance of the R1063 was quite astonishing. It would be cruising at over 60 m.p.h. when you imagined you were doing 40, and the speedometer soared to over 70 m.p.h. with consummate ease, accompanied by a decidedly fruity exhaust note. The car had the normal back-axle ratio of 4.86 to 1, the usual 15-in. Michelin tyres and the usual three-speed gearbox. In France they fit a five-speed gearbox to further enhance the performance, but this is deemed too expensive for us, although Renault speak of introducing a close-ratio four-speed box. As it is, the ratios are rather widely-spaced, and this, in conjunction with a feeble synchromesh and very decisive clutch, makes silent cog-shifting a matter of some considerable skill. The clutch is consequently apt to be abused, but seems fully able to withstand such treatment; the brakes are adequate.

The R1063 is geared in this form at about 15 m.p.h. per 1,000 r.p.m. in top. The engine is a glutton for revs, 6,000 r.p.m. coming up habitually. In first, 6,700 r.p.m. equals 30 m.p.h. and 6,500 r.p.m. comes up in second, equal to 57 m.p.h. In top we attained 5,100 r.p.m., equal to 76½ m.p.h. A happy cruising speed is 60 m.p.h., or 4,000 r.p.m., although at this speed there is considerable exhaust resonance, which could prove tiring to the all but hyper-keen on long journeys. A rough check of acceleration gave 0-50 m.p.h. in approximately 14.3 sec. Low-speed pick-up was rendered jerky by the presence of the Solex " flat-spot." We have praised the excellent steering and handling of the Renault 750 on numerous previous occasions and the additional damping on this particular car further improved matters, rear-end breakaway being absent and oversteer not pronounced on dry roads, although on wet roads it was as well to be prepared for it. The very excellent steering lock, permitted by the rear location of the engine, must be an asset in special rally tests; a throttle-setting device was fitted to obviate engine-stalling under these conditions.

In conclusion, this quick version of the Renault constitutes a remarkable and fascinating 750 c.c. vehicle. The Champion R-10 plugs never misfired in all the varied miles (totalling 562) which we drove 4CMT and fuel consumption seemed to work out at approximately 33 m.p.g. Normal water temperature was 80 deg. C. and about 2½ pints of water were required; we had the " blind " in a winter setting, and this was the old unpressurised cooling system.

The R1063 in full rig costs £1,148 12s. 6d. in this country, inclusive of import duty and p.t., but the numerous conversions are separately listed, details being obtainable from Renault, Ltd., at Acton.

SPORTS PLUGS AT FOUR SHILLINGS EACH

Wico Pacy are to be congratulated on selling excellent sparking plugs at 3s. 6d. each, which gives the lie to the idea that such articles cannot be marketed for less than 6s. They have now added a sparking plug suitable for sports-car engines to their range; these new Wipac plugs, the P90 standard reach and P90L long (¾ in.) reach, being priced at 4s. These plugs are intended only for arduous conditions in h.c. motor-cycles and car engines; they carry the usual Wipac 10,000 miles' written guarantee.

We feel that this low pricing of sparking plugs is a gesture to be supported. In case of difficulty in obtaining Wipac plugs you should apply to Wico Pacy Sales Ltd., Bletchley, England, asking for the name of your nearest dealer.

LETTERS from READERS

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

PUBLICITY AND THE MOTOR CAR

Sir,

I have noted, with some interest, that, in advertising the TR2 in the American Press, the Triumph Motor Company have used a "reflection" print of the same photograph used for British advertising purposes; thus producing a left-hand-drive car on the right-hand side of the road.

While this is an ingenious piece of photographic jiggery-pokery, the result is scarcely professional: the number plate is barely blocked out and a back-to-front Tax-disc remains on the windscreen.

I sincerely hope that the production of their first-class little cut-price sports car has not brought the manufacturers to such a poor financial position as to have left no margin for decent advertising.

I am, Yours, etc.,

Marlow. RAY D. CATT, F/O.

* * *

TRIUMPH TR2 *versus* AUSTIN-HEALEY

Sir,

I have noted with some interest the correspondence comparing the merits of the TR2 and the Austin-Healey. I myself was placed some months ago with the choice of an Austin-Healey or a TR2 for competition purposes and I finally chose the Austin-Healey on the following grounds :—

1. Both cars have a very similar performance and while the TR2 is a little quicker off the mark the Austin-Healey will catch it higher up in the speed ranges. Both cars have a very similar top speed.

2. With regard to handling, I consider that the Austin-Healey is considerably better than the TR2. While the Healey normally corners neatly the TR2 appears to hop round a bend and then weave its way down the straight. To my personal knowledge at least two Triumphs have overturned at Goodwood and another two at Brands Hatch in the past six months. I have yet to hear of an Austin-Healey doing this.

3. The main point in the Austin-Healey's favour lies in the fact that while the TR2 has a tuned Vanguard engine, the Austin-Healey's engine is standard A90. Very little additional tuning can be carried out on the TR2 therefore without impairing its reliability while the power output of the Austin-Healey can be stepped up by another 25 b.h.p. with complete confidence.

It was this last point which finally settled my query in favour of an Austin-Healey, apart from the fact that the Austin-Healey is properly equipped with wire wheels, tonneau cover, heater, etc. I have since had my Healey Le Mans-modified and fitted with high-compression pistons and it is now a much more satisfactory car for racing purposes than any TR2 could possibly be. The TR2 is essentially a rally car, while the Austin-Healey is essentially a circuit-type car.

Thanking you for your excellent publication.

I am, Yours, etc.,

West Bromwich. J. M. TRIMBLE.

* * *

THE ROESCH TALBOTS

Sir,

There has recently been a spate of correspondence in praise of these fine cars and, as a maniacal supporter of the marque since 1927, I cannot resist a brief contribution.

To Mr. K. J. Campbell (MOTOR SPORT, April), I would suggest that the trade did not like them because they never had a chance to rake in the shekels on a repair job—nothing ever went wrong. In this connection it will be remembered that they invariably went through a racing season with stops for petrol only, always finishing n team order at the head of Class D, often against supercharged opposition. I am about 6 feet and 13½ stone and have only two arms and normal fingers but never experienced any difficulty in carrying out routine maintenance—brakes could be adjusted almost as quickly as one could walk round the car and the easiest way to set valve clearances was with the engine "durdling," whilst engine and gearbox oil could be changed on the way to a dance if one felt so inclined.

The man who always wanted our 1927 "14/45" still has it and claims to have a waiting list; its successor was driven over a cliff in Scotland (and even a Talbot could not laugh that off); the last time I saw the "75" it was taking potatoes to market; and I know my wife will never really forgive me for not buying back the "90" when I had the opportunity last year. You will gather we had four of the marque and I have never met anybody who, having had one, did not have another and did not wish "they were still making them."

Very few contemporary models could get from A to B in shorter time or climb the average main road gradient faster—the difficult customer could always be disposed of by waiting for an up-grade—and no car has ever had better brakes.

Truly was it claimed—"The Invincible Talbot."

I am, Yours, etc.,

Prescot, Lancs. GERALD GLEAVE.

Sir,

During twenty years of enjoyment from MOTOR SPORT, I have often felt that you, Mr. Editor, sometimes sniff and push back tears of a type peculiar to K. J. Campbell, Esq., and others who can and do appreciate machinery of the Roesch Talbot ilk and therefore publish their letters in sympathy.

Having driven 250,000 miles in cars of every description, my most humble opinion is that old man Roesch knew everything about putting motoring machinery together. I am not a dwarf nor am I connected in any way with the motor industry, but my 105 Airline has been, can be and will be mended by me when necessary. Dr. Laystall would attend to the crank and head no doubt, but I would prefer to hook them out and fit them rather than trust the work to a cretin who raises his shoulder, purses his lips and drools, "How many gallons to the mile, Sir?"—not having heard of an S.U. feeding 3-litres and giving 22 m.p.g.

Many of your readers with big boots will promptly coo, "Yes but 75 will be top whack!" All right!—I didn't mention speed but may I suggest that with the original Zenith as specified by Roesch himself the Talbot 105, driven properly, shows 75 per cent. of modern tinware a clean pair of heels at lights or anywhere else? Clement Talbot knew something about pretty coachbuilding too. I cannot think that eighteen years ago the streamline of the "Airline" was accidental. Mr. Campbell is not singular in his attachment. There is a "95" a few garages from mine and a beautiful "110" not half-a-mile away. Their owners are not tearful. Nor am I. We own some of the very best machinery in the world.

I am, Yours, etc.,

Brentwood. H. EDGE.

* * *

PRAISE FOR THE RAPIER

Sir,

We have read with interest and much pleasure Mr. Hill's letter in the December issue of MOTOR SPORT commenting on the qualities of the Rapier. We also have been rather surprised that so little interest should have been shown in what is, without doubt, one of the finest light cars of the post-vintage era, and have attributed this to the limited number of cars produced.

The design is inherently good, conforming as it does so closely to racing-car practice. The twin overhead camshaft engine is a thing of beauty both in design and execution, and an exceptionally willing and hard worker. It was originally suggested that the high revving capacity of the engine (4,500-5,500 r.p.m.) would result in rapid bore wear, but this is certainly not substantiated in fact, 80,000 to 100,000 miles between rebores being quite commonplace. Under poor conditions of tune 70 m.p.h. is readily obtainable, whilst accurate tuning will result in 75/80 m.p.h. Steering is extremely sensitive and accurate at speed and equally easy during low-speed manoeuvre. The E.N.V. close-ratio preselective gearbox is a delight to use and has been known to convert the most ardent crash-box enthusiast (the writer included!). Acceleration through the gears is undoubtedly faster than with other similar types of car. Brakes are superb, being 13-in. Girling, and quite easily able to cope with the somewhat heavy car (18½ cwt.); the original MOTOR SPORT road-test in 1934 showed a stop in 30 ft. from 30 m.p.h.

As Mr. Hill remarks, the ride is somewhat hard, but this is due

ANOTHER SUCCESS FOR THE BRITISH PETROLEUM COMPANY!

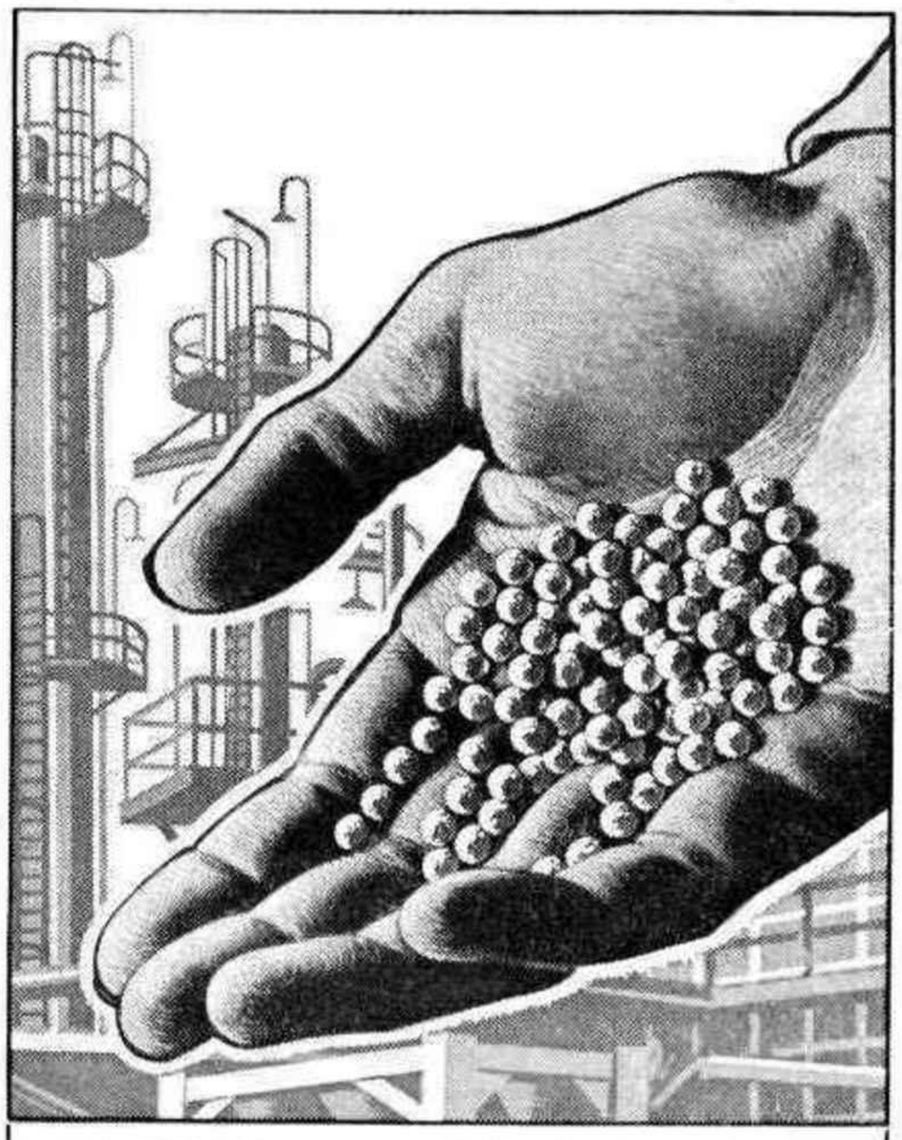
New BP Super

is platinum-processed

The petrol with more energy per gallon

IT IS ONLY a few months since The British Petroleum Company introduced BP Special Energol 'Visco-static' motor oil — the biggest advance ever made in car lubrication. Now, from this same company, comes a remarkable development in motor spirit, the new BP Super.

This new petrol is the result of a revolutionary new process. Petroleum experts have described this as 'the greatest technical advance since the introduction of catalytic cracking some 15 years previously.' In this process, the spirit is passed through a *catalyst impregnated with pure platinum. The effect is to re-form the petroleum molecules so that the petrol burns more smoothly, gives greater freedom from engine-knock — and has more energy per gallon.



What this means to you

New BP Super gives an *immediate* 'fillip' to your car's performance. And that's not all. Just see what you're going to get when you run on this platinum-processed motor spirit:—

More energy per gallon
Smoother, swifter acceleration
Greater freedom from engine-knock
More miles per gallon
Less engine deposits
Longer engine life

New BP Super suits *all* cars whether the engine is new or old, o.h.v. or side-valve, high or low compression. Indeed, because it will suit higher-than-ever compression ratios, new BP Super opens the way to further progress in engine design. But whatever the make and year of your present car, you will find this platinum-processed spirit gives it a new lease of life. You'll get better performance right from the start — and a saving in fuel consumption.

You feel the benefit immediately

You can prove it for yourself, in your own car. Fill your tank with new BP Super and you will enjoy better performance straight-away. What is more, you will enjoy it without paying a penny extra. Another great thing about new BP Super is that it costs no more than ordinary premium-grade petrols produced by less advanced refining methods.

* A catalyst is an agent which assists in producing a chemical change in other substances without being changed itself. In 'platforming', as the platinum-process is called in the oil-industry, the spirit is passed through a catalyst impregnated with pure platinum. This is in the shape of pellets — each no bigger than a small pill! The effect is to re-form the petroleum molecules so that new BP Super gives greater freedom from engine-knock and more energy per gallon.

Give *your* car

MORE ENERGY PER GALLON!

Have you seen the new Shell and BP Road Maps? *Produced by George Philips & Son exclusively for Shell and BP Service, these maps show at a glance the type of country on any selected route. The whole of the British Isles is covered in 6 sections, scale 6 miles to the inch. Ask for them at any Shell and BP garage. Price one shilling.*

The BP Shield is the Trade-Mark of **THE BRITISH PETROLEUM COMPANY LIMITED**

not so much to the dampers as to the short, stiff springs. The fitting of Telecontrols has little effect on low-speed riding, but certainly shows to advantage at high speeds. Again referring to Mr. Hill's letter, we cannot agree with his remarks on back-end breakaway; on the contrary the Rapier will faithfully hold its line through any corner under most atmospheric conditions.

The Rapier Register was formed with the express object of keeping Rapiers on the road and with the earnest hope of their making some mark in competition. The success of the organisation is due to the affection which Rapier owners have for their cars, and to the necessity for mutual assistance in obtaining spare parts. We are probably unique as Registers go, in catering for one model only (albeit differently bodied), in enjoying the honour of having as our President the designer of the whole car, and in charging only ten shillings per year subscription!

We would like to express our thanks to Mr. Hill for his kind wishes for our future success, and in conclusion would say for the benefit of any lonely Rapier owners—spares are not necessarily always unobtainable.

I am, Yours, etc.,
G. D. SPEIGHT,
Honorary Secretary, the Rapier Register.

Sheffield, 10.

* * *

CASE FOR THE CONVENTIONAL

Sir,

Whenever an unusual vehicle is reviewed by the staff of your excellent paper I have been interested in your comments that the design is "refreshing," "interesting," a "breakaway from the conventional," etc. This is undoubtedly true but does it naturally follow that it is better than the normal design?

In the development of any piece of equipment there comes a time when all practicable variations have been tried and discarded and the general design becomes standardised.

Examples of this are legion.

The magnificently impressive locomotives that head the expresses of today are merely enlargements of an engine named "The Planet," which weighed some six tons and hauled a train at the opening of the Liverpool and Manchester Railway in 1830. There are steam marine engines still being built that only an expert can recognise from those built 70 years ago, and even with diesel marine power there has been very little change for well over 30 years.

On a smaller scale the design of cash registers, typewriters, lathes and drilling machines has remained standard for generations.

Consider the newest machines of all. Are not the "Super-Connies" and Strato-Cruisers enlargements of the DC 3 which appeared a quarter of a century ago?

It is submitted then, that until some completely revolutionary invention arrives on the scene, a design, after some years of test and development, settles down with minor improvements and variations due to the whim of the individual designer, and so we get a conventional design.

The present design of a motor car settled down about 40 years ago, after most possible arrangements of the position and type of the essential components had been tried. The front wheels were steered for obvious reasons, and the rear wheels were driven to avoid difficulties with universal joints in the steering arrangements. The engine was placed in front, in order to get the length of propeller-shaft necessary to avoid too acute an angle in the drive caused by the movement of the rear axle and to avoid interference with the seating. Four or more cylinders in line were employed for smoothness and cheapness (excluding the lightest vehicles) and water cooling was found necessary for reliability and sound-damping.

These fundamental requirements are the same today as they were 45 years ago. Engines can be placed in the rear, or even under the driver's seat as in the Trojan. Drive can be taken to the front wheels, or all four wheels for that matter, at the risk of inaccessibility and complication. Air cooling can be used if silence is to be sacrificed. If cost is of little interest engines can be made with cylinders horizontally opposed or as a "V" (although the length of a large "in line" engine influences design here), but is there any real advantage in any of these "abnormalities"? Was the Javelin engine better than the 1½-litre Riley or Rover? Does the Frenchman who buys his Citroën care whether his engine drives the front or rear wheels provided his car tows his trailer to market? Won't the owner of a D.K.W. get as tired of mixing oil and petrol as the writer used to when filling up his Levis some 30 years ago? It is suggested that the huge sales of the VW are due, not to the fact that its engine is at the rear or is air-cooled, but to the meticulous attention that has been paid to detail design (such as door handles, instruments, hinges, seats, heating and windows) backed by an extremely efficient sales organisation.

It is pertinent to the argument that with the colossal resources for development and "experimentation," to use Americanese, in the U.S.A., manufacturers there, after dabbling with air cooling (Franklin) and front drive (Cord), now produce millions of "conventionally-designed" vehicles per year and nothing else.

There remains the 2 c.v. Citroën. Here under the stress of supreme economy the unusual design is justified (a water-cooled four-cylinder 350 c.c. engine is hardly a commercial proposition). However its low performance surely puts it out of the range of "normal" motoring and it must be considered with ultra light vehicles of the "minicar" class.

It seems then that until some completely new form of power is produced, it may be the turbine, it may be a reversion to steam, it may be electricity supplied by a lightweight battery or some force as yet unknown, that the general design of the motor car has become standardised and, despite changes in appearance, detail improvements and the individual fads of the designers, it will be with us for many years to come.

I am, Yours, etc.,
R. E. VINNING (Major).

M.E.L.F.11.

[Water-cooling surely necessitated a forward location of early power units and if air-cooling does not deaden noise, by locating such an engine at the back of the car its sound is "blown away"; and angularity of the propeller-shaft is then no problem at all!—ED.]

* * *

ON SNETTERTON, SNOW AND THE GOOD OLD DAYS

Sir,

The enclosed remarks of mine may be of use to you for publication, and create a certain amount of interest among your readers.

There was a tremendous lot of fuss made about last winter's snow spell and no doubt it was bad in places, but within a 30-mile radius of this place and Snetterton just nothing.

Not a patch on 1946-47 when I was out on the road every day, Sundays included.

I was carting churns of milk in a Bradford van from my brother-in-law's farm to the depot four miles away and bringing empty churns back, and I hope that you were able to have the cup that cheers for breakfast, and likewise in your office in the afternoon, or do you indulge in cider (hot) or Norfolk barley wine, to warm the cockles of your heart? [No, Oxo.—ED.]

I can go back to the bitter winter of 1917-18 in Picardy, when the roses did not bloom, when I was a corporal mechanic fitter in the Royal Flying Corps, with the efficiency of the Royal Engineers and the discipline of the Guards, on 5s. a day pay.

I had graduated to this position from being a farm worker, a farmer's son, who owned a motor-cycle in 1905, with a wage value of 15s. per week which the farm worker was then paid, but then real beer was 1s. per gallon, of which 9d. was tax, and Players 10 for 2½d.

An aero engine had to be taken (a 160 Beardmore) to the Squadron near the Belgian border from Pont de l'Arche near Le Havre, and a certain Air Mechanic, Class 2, had the job of fetching it with a Crossley Tender with precisely the same chassis as the C.O.'s and Staff cars.

Motor transport was at a standstill except for rations for man and beast, but this lad of twenty was ordered to get through, and he did, and all alone, but not within time limits, but it might be informative if I spilled the beans as to the specification of the chassis with which he did it.

Engine: side-valve four-cylinder, 4-in. bore, 5-in. stroke, water-cooled with anti-freezing mixture, one part of methylated spirit to three of water, cast-iron pistons, Smiths carburetter, British Thomson-Houston magneto, and plugs which in "Civvy Street" were 1s. 6d. each before the war. [Today's least-expensive well-known plug is the Wipac, costing 3s. 6d. each.—ED.]

Four-speed gearbox, and back axle of 4 to 1 (17 by 68), Rudge knock-on wheels, twin at rear, tyres 920 by 120 (30 in.) with steel studs set in chrome leather.

Petrol was not aviation, as drivers knew that it could not pull the skin off a rice pudding used in Leylands, Crossleys and Phelan and Moore motor-cycles.

Engine lubricant was 50/50 Mobiloil, B.B. and castor, gearbox and back axle castor, as used in the rotary aero engines, by farmers in stationary paraffin oil engines at 4½d. per gallon, and for doctoring cows, sheep and pigs. The only things electrical on the chassis were the magneto and plugs, spares being carried but seldom wanted, including a magneto contact-breaker just in case.

A week later I did the same journey with a Leyland, under much

the same conditions, on solid rubber tyres with chains as had the Crossley, and back axle ratio of 7 8/9 to 1.

That 2 A/M is now Managing Director of one of the largest manufacturing concerns (not cars) in the motor industry of Britain, both of which shall be nameless.

At the same time, in remembrance of happy days, though it was war, I hope that there are still many readers of MOTOR SPORT to whom the password "Elephant" will convey a lot!

You seem to have among your readers a lot of people who are interested in old cars, and may I through you be permitted to pass that interest along.

We Norfolk Dumplings were not much behind in motoring matters fifty years ago, as then we had the Soames steam car which was built in a village just outside Norwich and is now in mint condition in Norwich.

We have also the finest ex-aerodrome racing track in Britain, if the speeds of the 500s and Salvadori are anything to go by.

It is one of the easiest of access from London, being just 90 miles from Holborn *via* Tottenham, Ware and Newmarket; my time with the Bradford for the 95 miles from Attleborough to Lincoln's Inn Fields being 2½ hours. The sporting boys have got to thank my friend Fred Riches for Snetterton, as he is really the owner of the land.

I first met Freddie when he was a schoolboy 35 years ago, and I was introducing Castrol to East Anglia, and his father had a one-pump garage at Great Hockham between A11 and Watton.

Snetterton was purchased by the Air Ministry from the Earl of Albemarle, and became the H.Q. of the 8th U.S.A.A.F.

The A.M. sold it, and it went for an old song to a syndicate of farmers, and now it is what it is today.

I think that during the coming season we shall hear quite a lot about Snetterton.

With all good wishes.

I am, Yours, etc.,
Attleborough L. A. POSTLE.

* * *

POINTS OF VIEW

Sir,

"Still an Owner" is sadly adrift over VW spares prices. Shock-absorbers are not, as he believes, £8 each. In the pre-1951 models German-made front shockers are under £5 apiece and for people like me who think that this is too steep, he will be pleased to know that Messrs. Andre's, of Putney, provide Hartfords, which are an effective substitute, for £2 16s. a pair—and no conversion brackets are needed. Far less than £8 will buy a pair of British-made rear dampers for early type VWs, to which the existing linkage can be fitted in a few minutes. On the current models British-made telescopic dampers costing, I believe, £2 2s. each can be fitted as replacements all round.

Mr. R. S. Aspinall ("VWs are horrid little cars," he said. Remember?) surely cannot be serious when he compares the excellent Citroën Light Fifteen (25 m.p.g.) with the VW (35 m.p.g.)? This one major discrepancy invalidates the rest of his argument.

Far from asking you, Mr. Editor, to soft-pedal your praise of the VW, I implore you to redouble it. Perhaps in that way Britain's manufacturers will be helped to realise just how far this country has slipped behind in small-car design and manufacture. Isn't it the harsh fact that in this field Britain is producing quite nice little cars for housewives to do their shopping in, but which are hopelessly out of the running when it comes to real motoring? Poor little things! With their castor-like wheels and gross undergearing, their unfortunate long-stroke engines are buzzing themselves to destruction long before they attain normal VW cruising speeds!

For sheer effortlessness of performance the VW is unapproachable in the small mass-produced car field. What other comparable car can be batted along all day at nearly 70 m.p.h. with the engine running lazily at 3,300 r.p.m. and a mere 1,500 f.p.m. piston speed? No wonder VWs don't need running-in; their engines are only working at running-in stresses all their lives. No wonder they wear like pigs' noses.

And that VW gearbox! People who haven't driven a new VW just don't know what unbeatable synchromesh is. If they think their own cars have good synchromesh, let them try changing down to third at 55 m.p.h. just by dabbing at the clutch and poking the lever through as fast as they can move their hand. Mr. Aspinall didn't say if he liked the Citroën's gear-change. Frankly, I don't blame him! Nor will anyone else who has sampled it wonder why he kept quiet!

I could go on and on—just like you, Mr. Editor—in singing the VW's praises. True, it has its snags—blind spots in forward and rearward vision, and, let's face it, a tendency to chase its tail on wet roads. But, the more post-war quantity-produced British cars I drive—and I have handled practically every one during the past few years—the more firmly am I convinced that the VW is the most outstanding automotive achievement of the post-war era.

I am, Yours, etc.,
Tunbridge Wells. S. H. MARSHALL.

Sir,

In common with other readers, I have become exasperated with your bias towards the foreign manufacturers. I well remember your inordinate praise of the 2 c.v.—round our part of the country we reckon to have better-looking hen-houses. If British cars were as badly finished as many foreign makes they would be slated to the end of the world.

Still, perhaps there is nothing new in this attitude—Gilbert knew all about it when he wrote about "the idiot, who praises with enthusiastic tone every century but this and every country but his own." (V.S.C.C.—no offence!)

The thought does strike one though, that if it were not for poor deluded fools like myself who buy new British cars, British manufacturers would have to close down, causing unemployment which could lead to a slump, in which many of the wiseacres would feel the pinch sufficiently as to be unable to afford to run their brilliant(?) foreign cars. I well remember the flood of German toys on the early 'thirties market—how big do the toys have to get?

Your three correspondents from Colombo may be as unintelligent as they try to make out. They make a great implied criticism of Fords and yet a Ford does not appear in their list of cars owned or driven. Rather like a child who doesn't like custard although it hasn't tasted it. They also boost the Citroën—but no mention of the terrific tyre wear which my friends suffer.

Incidentally, there seem to be more Fords than ever on the roads. Strange that such poor cars sell so well—or could it be that the criticism is not justified—or shared by Ford owners. I have had six Fords and they have served me extraordinarily well—my present possessions being a Pilot and a New Anglia and my mileage averaging 36,000 per annum.

I am, Yours, etc.,
Bury St. Edmunds. H. W. HUGHES.

[We must again make the defence that MOTOR SPORT is a non-political paper and in praising foreign cars we hold the view that Engineering, like Art, knows no frontiers. However, we would ask readers to refrain from bombarding us with letters praising the VW, especially as VW Motors in London tell us that the car is so good that MOTOR SPORT's publicising of them is quite unnecessary!—ED.]

THE MONKEY STABLE RACING TEAM

The Monkey Stable re-enters sports-car racing in 1955 with a team of completely new cars of unusual design. It is hoped that the first of the new series will be seen in the British Empire Trophy race at Oulton Park on April 2nd. Three further chassis have been laid down and are due to make their appearance in mid-May.

The Cars: The chassis, built in the Monkey Stable works in North London to the design of Harry Lester, consists of a tubular steel frame of 3½ in. diameter of ladder construction. Suspension both fore and aft is independent. At the front, large-diameter helical springs and alloy wishbones are employed. At the rear, a multi-leaf transverse spring and double wishbones in light alloy are supported by an alloy spring carrier. Damping at front and rear is by Andre telescopic friction shock-absorbers.

The prototype car, which is being used for development purposes, is powered by a 1,467-c.c. M.G. engine, now producing considerably more power and a higher rev. limit than heretofore. Two 1¾-in. S.U. carburetters are used in conjunction with a special high-compression head. Final drive is by a Salisbury differential unit and two Hardy Spicer universal couplings. Lockheed brakes (with two leading shoe operation) in 11½-in. Alfin drums are used.

A shapely glass-plastic saloon body has been evolved in conjunction with Automobile Plastics Ltd., of Southgate. The new material has great strength allied to light weight and lends itself to producing a streamlined form with generous window areas and stabilising fins at the rear.

The Drivers: On its first appearance, the new Lester-M.G. will be driven by J. C. C. Mayers. Later cars, two of which are to be powered by the 1,100-c.c. Coventry Climax engine, are to be driven by Mike Keen, Trevor Line and Mike Llewellyn, who replaces Pat Griffith (now embroiled in business affairs) in the team. The team will be managed (as in the past) by Peter Avern.

The Programme: The Monkey Stable intends to compete in as many International sports-car events as possible, both at home and on the Continent. The design of the car lends itself particularly to events calling for endurance over long distances.

CLASSIFIED ADVERTISEMENT SECTION

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Minimum Charge 6/-.

Box Numbers, for the convenience of Private Advertisers only, 2/- extra.

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FOR SALE

LEA-FRANCIS 12/40 Coupé, 1928. Sound and reliable. Noisy—but nice! £80. Joan Lewis, The Rectory, Buckland St. Mary, Chard, Somerset. [6466

ROLLS-ROYCE 20/25 (1921) Hooper drophead four light with boot, grey and black with recent grey hood. 77,000 miles. New battery. Tyres 2 new, 1 unused retread, 4 good. Lamps rechromed. Bodily and mechanically excellent. Two owners, present one (doctor) 5 years. £350. No offers. Dr. Henderson, 77, Randolph Road, Glasgow, W.1. [6470

ALVIS FIREFLY 1934 Saloon. Sunshine roof. Body, machinery, four tyres good. £100. 5, Prince Albert Terrace, Helensburgh, Dunbartonshire. [6471

£85. 1933 TALBOT 95 (Darracq). Repainted, new headlining, rewired, two new tyres, very fast, Darracq coachwork. Newton, 33, Windsor Road, Barnet, Herts. [6472

COLLECTOR'S PIECE. Very rare vintage Lancia Dilambda 4-seater tourer. Resprayed last year. new batteries. £120, taxed and insured. A delight to drive if you can afford the petrol. Tel.: Knightsbridge 1911, 8—9 a.m. [6473

M.G. TB, 1940. Red, taxed June. £260. 45, Manor Avenue, Cannock, Staffs. [6489

FIAT 1100 SPARES. High-compression pistons (new), cylinder head, valves, crown wheel and pinion, etc. Value around £40. Offers. 1, Sheen Wood, S.W.14. Tel.: PROspect 8785. [6474

"BODY FOR SALE"—1951 Frazer Nash Le Mans Replica. Complete with guards, windscreen, hood, tonneau, carpets, seats, aeroscreens, headlights, plus one lightweight door, two lightweight bonnets, alloy racing tonneau, standard petrol tank, standard radiator. Offers. Brierley, 211, Halifax Road, Rochdale. [6475

JAGUAR 100, 1938. Good all round condition. New battery, good tyres and hood. Full information ring Bedford 66881 office hours. £275 or haggle. [6476

BOWDEN ENGINEERING CO. Our Austin 7 modifications are carefully thought out, and marketed at the absolute lowest economical price. We would like to thank all the A7 enthusiasts whose generous support has made this venture extremely successful. Enlarged inlet conversion with valves, £2.10.0; Flywheels lightened, 10/-; C/heads compression raised, 15/-; Lowered suspension all round, £3.10.0; I.F.S. 3ft. 4½in., £8; 3ft. 9in. track, £9; Double valve springs (16), 12/-. Carr. extra. Secondhand front and rear axles and engines. Send your enquiries. Ottery St. Mary, Devon. Tel.: 391. [6477

LANCIA APRILIA. 1938. Black/blue. Marchal lamps, heater, fair condition. £270. Rogers, 159, Queensway, Coney Hall, W. Wickham, Kent. Tel.: Springpark 6287. [6480

RAILTON DROPHEAD, 1935/6. £110. One owner 5 years, daily use. Good order. New battery, radiator, 2 new tyres, taxed. Must be driven to be appreciated. 20 m.p.g. Warner, Rotherfield, Copley Way, Tadworth, Surrey. Tel.: Burgh Heath 4946. [6481

MORRIS MINOR Saloon, Nov. 1952. 30,000 miles. £100 extras and modifications, excellent condition, high performance. £500. Tel.: PRI 2606. [6482

AUSTIN 7 Tourer, 1931. Sleeved engine, body needs attention. £45. Tel.: Caterham 2473. [6483

750 SPECIAL. Reconditioned, tuned engine. I.F.S. aeroscreens, tonneau. £80. 6, Herlwyn Avenue, Ruislip, Middx. Tel.: 2910. [6484

SPECIAL two-seater sports. Registered 1951, 2-litre A.C. engine, very good condition. £148. Tel.: Elstead (Surrey) 3161. [6485

RILEY 9 LYNX. 1933. Two-door, well shod, weatherproof, enthusiast maintained, nearest £100. 2, Rosedale Avenue, Blackhill, Durham. [6491

FOR SALE—*continued*

M.G. J2. Recondition engine, reupholstered, Excellent condition and appearance. £150. 2, Yeoman Way, Barkingside, Essex. [6486

AUSTIN 7 engine, dynamo, starter, gearbox, carb. unit, 1932-3, £12.10.0. Ford 22-h.p. V8 crankshaft, new, £5. Vauxhall 12.4 cylinder head, £4. Villiers, 1939, 350-c.c. watercooled engine and new radiator ex Lloyd, £8.10.0. 150-c.c. watercooled Villiers and radiator, £5. Bacon, 136, Kettering Road, Northampton. [6488

TALBOT 105, 1934 D.H. Coupé by James Young. Details and photo on request. Haggle around £85. Brake, 7, Sandcroft Avenue, Uphill, Weston-Super-Mare. [6492

RAILTON STRAIGHT-8 Saloon. Heater, water-injection unit, good tyres, battery, fast, reliable. £60. White Orchard, Kingswood Rise, Englefield Green, Surrey. Tel.: Egham 371. [6493

1927 AUSTIN 7 Tourer. 2 good tyres. Offers? Pearson, 26, Hereford Road, Weymouth, Dorset. [6494

VOLKSWAGEN SPARES. Cylinders, pistons, brake shoes, clutch plate, etc. £5 the lot or sell separately. Altette 12v horn, 15/-. All serviceable. The Bungalow, Chadwick Lane, Heywood, Lancs. [6495

PROUD OWNER, condemned to be driven by wife, regretfully wishes to exchange for 8 or 10 h.p. car, cash adjustment if necessary or would sell, £185, Triumph Continental 2-litre 1937, immaculate, extras. Outstanding thoroughbred, trial. Box No. G498, MOTOR SPORT, 15, City Road, London, E.C.1. [6498

A.C. 2 LITRE Sports Sun Saloon. Exported pre-war Channel Isles. First registered 1949. Genuine 63,000, works overhauled, excellent condition, 3 newest S.U.s, Fram oil filter, Zenith petrol filter, radio, Marchal fog, etc., instruction manual. £190. Also trailer. Russocki, 3, Arundel Court, S.W.19. Tel.: WIM 3497 evenings. [6501

INVICTA 1934 20/6. Good tyres, no oil. P100 headlamps. Goes like the wind. Chassis No. PC 139. Seen Corner House Garage, Boars Hill. Tel.: Oxford 75121. [6502

APRILIA, LANCIA. £400 rebuild 1952, trouble free, nearly faultless. £400. 27, Bloomsbury Square. Tel.: Museum 2385 evenings. [6504

SET OF ACE Super Discs for 18-in. centrelock wheels. Ex Riley, cellulosed green, excellent condition. £5.10. Mould, Longcroft, Almondsbury, Bristol. [6505

ALVIS, 1934 D.H. COUPE, Firefly 12. £120. Seddon, 9B, Hargreaves Road, Liverpool, 17. Tel.: Lark Lane 4195. [6506

CLOVER LEAF CITROEN, 1924. Body in excellent condition. Brakes relined. Numerous spares. Best offer over £50. **Williams, 414,** Barlow Moor Road, Manchester, 21. Tel.: CHO 2928. [6507

1926 ROLLS "TWENTY" Landaulette. Low mileage, mechanically excellent, 20 m.p.g., comfortable, ideal family saloon. **Must sell** immediately, usual reason. £135, but no reasonable offer refused. 84, Trafalgar Road, Southport. Tel.: 67338. [6508

1172 SPECIAL. Austin Grasshopper body and chassis; Ford engine, 8.6 compression; Buckler gearbox; i.f.s.; twin S.U.s with manifold and 4-branch exhaust manifold supplementary; good accessories. Price £200 o.n.o. Hodges, 25, Park Road, Rugby. [6509

1938 MORGAN 4/4, 2-seater, red. £190 o.n.o. Cook, Coombe Springs, Coombe Lane, Kingston-on-Thames, Surrey. [6510

SUNBEAM DAWN, 1934, 12.8-h.p. Exceptionally good condition inside and out. Low mileage. Two owners. £60 o.n.o. "Farmer's Boy," Kensworth, Near Dunstable, Bedfordshire. Tel.: Whipsnade 207. [6511

ALVIS FIREFLY, 1933, Saloon. Sound all round. £130. Full pars. and photo. Smith, No. 2 Cottage, The Warren, Hayes, Kent. Tel.: Hurstway 1403. [6513

P.B. MIDGET. Condition superb throughout. Best offer over £200. Wanted Healey 100 or TR2. Box No. G515, MOTOR SPORT, 15, City Road, London, E.C.1. [6515

PUKKA VINTAGE TOURER. Fiat, 1926, 14-h.p., good condition. £70, or exchange for something fast—blondes preferred! Macquaker, 4, Kirklee Terrace, Glasgow. [6516

1937 TRIUMPH "GLORIA" 10.9-h.p. Tourer, £195, and 1939 1½-litre Jaguar Saloon, £250. Both cars cherished by private owner. Maintenance receipts available (Dover). Box No. G517, MOTOR SPORT, 15, City Road, London, E.C.1. [6517

ROVER 10, 1932. Good tyres, battery, cruise 50 m.p.h. (ear plugs supplied). £65. Also Riley 9 spares, 1931 engine. Nuttall, Middleton Cheney, Banbury. [6521

1938 M.G. VA 1½ Tourer, green, recent recond. engine, new tyres, screens, good body, heater, £225. 1935 Lagonda 1.114-c.c. Rapier, 4-str, red, recond. engine, good body, tyres, £195. 20, Victoria Avenue, Liverpool, 23. [6518

FOR SALE—*continued*

BENTLEY 4¼-LITRE Park Ward Sports Saloon in black with brown furniture hide upholstery, heater and H.M.V. radio. This car is in quite exceptional condition, the appearance and mechanical order being superb. Offered at the attractive price of £695. Exchanges welcomed and hire-purchase facilities available. Empress Motors, 4, Albion Street, New Brighton, Cheshire. Tel.: Wallasey 6670. [6519

ALVIS SPEED 20, 2½-litre, 1932. 3 carbs., very low close coupled 4-seat saloon, aluminium body, long swept wings. Remote control crash gearbox, K.O. wheels, rev. counter. Running order, needs tidying. £45, room wanted. Turner, 9, Grasmere Avenue, Workington. [6520

RILEY KESTREL 12/6, 1934. Well shod and in good condition. £125. D. M. O'Connor, Desford, Leics. [6522

MERCEDES 36/220 2-seater Cabriolet. Ivory, new black hood, good tyres. All original equipment intact. A very pretty and fast one. £275 or offer. Woodbury, Shothanger Way, Bovingdon, Herts. Tel.: Bovingdon 3145. [6524

ALLARD Drophead body, new, with windscreen, windows, hood framing, etc., Monte Carlo type, £85. Reconditioned V.8 chassis fitted Mercury engine, steering column change, branch manifolds, Newton hydraulics, Zephyr radiator, drive away, £125, or exchange family saloon. Westbrook, Watling Street, Hockliffe, Bedfordshire. Tel.: Hockliffe 307. [6525

M.G., MIDGET P.A. 8-h.p., 1934, 2-seater. Good little car. £130 o.n.o. D. Hurst, 24, Whalley Street, Peterborough, Northants. [6526

HORNET GOOD BUYS. 1931 camshafts, 50/-; crankshafts, 85/-; cylinder heads, 35/-; front axle complete, 95/-. Usual decarb. and other new spares. Hornet Spares Service, 14, Orchard Way Luton, Beds. [6527

BENTLEY GEARBOX, "D" type. Gears sound and undamaged. Platt, 5, Denbridge Road, Bickley, Kent. [6528

1936 FRAZER-NASH B.M.W., blue-grey, 319/4, 2/4 Cabriolet. Late 326 h/c engine, new battery, electrics, radio, immaculate. £315. Miller, 14, St. James Road, Kingston-on-Thames. Tel.: Malden 5861. [6523

1930 TALBOT 14/45 Scout short chassis saloon in original condition, tools and handbook. Rebored, unhappy big-end but greathearted, kindly disposition. Offers please. Tel.: EALing 9551. [6530

1935 3½ BENTLEY Park Ward Saloon. Very nice condition, recent Raymond Mays overhaul. Ride control, discs, P.100's, spot, twin horns, new battery, etc. In daily use. £475. Also 1939 Renault 12 "Continental" Drophead. Just resprayed, rehooded and overhauled April. Beautiful swept lines. Bargain £165 Taxed. Exchange vintage sports. Harrison, 37, Abingdon Road, Finchley. [6531

HISPANO SUIZA. 37.2-h.p., 15 m.p.g., servo 4-wheel brakes, tourer, 1923. An outstanding, expensively restored example of the supreme vintage marque. About £210. Donington, 79, Cornwall Gardens, S.W.7. Tel.: WES 1475. [6532

M.G. J.2. 1934 Ford 10 engine, high comp. head, BHB pistons, aquaplane valves and springs, high capacity oil pump, M.G. type remote control, outside exhaust, hydraulic brakes, T.C. wheels and caps, re-upholstered, recent mohair hood. £150. J. C. Taylor, High Street, Riseley, Bedfordshire. Tel.: Riseley 228. [6533

1937 LANCHESTER 14 Roadrider Saloon, £75. 1938 Railton 10-h.p. D.H.C. in very good order, £275. Weald Engineering Co., Charing Hill, Charing, Kent. Tel. Charing 313. [6534

SPARES. Dismantling 1946 Austin 8, 1935 Standard 8, 1947 Humber, 1933 Armstrong 12, 1933 Vauxhall 20, 1936 Renault 12, 1939 Ford 22, 1937 Ford V8, 71A Austin 12/4 1934. Weald Engineering Co., Charing Hill, Charing, Kent. Tel.: Charing 313. [6534A

BODY SHELLS. Austin A30, Consul, Hillman Mk. 6, Morris Minor Tourer 1951. Damaged, repairable. Various body parts, all makes. Doors, wings, grills. Sends us your enquiries. Weald Engineering Co., Charing Hill, Charing, Kent. Tel.: Charing 313 [6534B

SURPLUS TO REQUIREMENTS. 5 gallon sealed drums of Sherwood cellulose in Beech Green, Sythglaze, 50/- per drum. Weald Engineering Co., Charing Hill, Charing, Kent. Tel.: Charing 313 [6534C

NEW AND UNUSED Seat Covers for Hillman Minx, 1946 to 1954, in Tygan and in Felt with piping. Colours red, blue, brown Tygan at 105/-, Felt at 82/-. New front carpets to fit Hillman Estate cars. Send your enquiries to us. Weald Engineering Co., Charing Hill, Charing, Kent. Tel.: Charing 313. [6534D

1934 1½ LITRE Singer Sports 4-seater. £100 o.n.o. 188, Great West Road, Heston, Hounslow, Middx. Weekends. Wanted: Austin 7 Special or similar. [6739

FOR SALE—*continued*

ALVIS SILVER EAGLE Saloon. Black 1935 model. Excellent condition, superlative performance. Radio, screen washers, fog lamp, synchromesh gearbox. £175 o.n.o. Box No. G535, MOTOR SPORT, 15, City Road, London, E.C.1. [6535

SPARES FOR DISPOSAL. Most makes including large vintage types. Tyres, new, 550 x 19, India, £6.10.0; 600 x 19, £7; nearly new 550 x 18, 525 x 21, 700 x 20, 650 x 17, £4 each. Now dismantling, 1929 Lagonda Six, Sunbeams, Talbots, 1936 Humber 12-h.p., 1934 "SS," etc. Jones, 47, Edmondstown, Tonypandy, Glam. [6541

LANCIA DILAMBDA, about 1934. Dismantling for spares. Write Slinger, 145, Barleycop Lane, Lancaster. [6542

1934 SUPER SPORTS 1,100 O.H.V. W/C J.A.P. Recellulosed B.R.G. Offers. Smith, Weighbridge, Yattendon, Berks. [6543

ALVIS SILVER EAGLE 16.95-h.p. Drophead Foursome, 1936. In very good condition. Full details on request. £175. Require Alvis Tourer, all types considered. Belcher, 9, Mansfield Road, Reading. Tel.: 3781, evenings 3675. [6544

1934/35 MORRIS CUNARD. Good runner, £65. Also 1935 Ford 8 Van, £20, just running. Ward, King Edward, Longlevens, Gloucester. [6547

TALBOT 65, 1935, D.H Carlton. Body good, requires painting. Engine overhauled last summer. All big-ends metalled, Duaflex rings fitted. Traffic clutch noisy, needs attn. Offers. 11, Brownsea Avenue, Corfe Mullen, Dorset. [6548

DELAGE D.I.S.S., 1925 4-Seater Sports. Good running order. Original aluminium body good, but paint shabby. Just overhauled dynomotor, relined brakes and clutch, new battery. Spare engine and numerous other parts. Taxed and insured. £100 complete. Tel.: Liverpool Aintree 1671 weekdays or Baker, 35, Rhiw Road, Colwyn Bay, N. Wales. [6549

1937 FIAT 500. Engine, axle, steering, front suspension overhauled. 4 new tyres. Hood, interior shabby. £75. 1, Post Office Cottages, Ollerton, Knutsford, Cheshire. [6550

VINTAGE MARENDAZ, 1928, 1½-litre Anzani. Resleeved, new magneto, big-ends, wiring. Mechanically sound. Reluctant sale due to National Service. £90. Contact Stirling, Icknield Way House, Aere, Harwell, Berks. [6551

ENTHUSIAST'S DREAM. Austin Special, 16-h.p. Jeep engine, 3/5 seats, professionally built in Germany for American officer, continental body, 90 m.p.h., 23 m.p.g. Gift at £150, reg. 1951. 145, Bromley Common, Bromley, Kent. [6553

ALVIS 12/50, 1928, four-seater Le Mans type tourer. Good condition. £75. Loewi, 50, Minster Road, N.W.2. Tel.: Hampstead 7811. [6554

B.M.W. 320 Saloon, L.H.D., 1939. Requires attention. Reasonable offer accepted, or exchange B.M.W. motor-cycle. 12, Colston Road, London, S.W.14. [6555

SPARES from Minor: 34 sv. engine; chassis; axles, f. and b.; steering; hydraulic brake system; complete alloy body. Box No. G556, MOTOR SPORT, 15, City Road, London, E.C.1. [6556

RILEY NINE Kestrel Sports Saloon. Around £125 or exchange Popular 10 Saloon. Box No. H601, MOTOR SPORT, 15, City Road, London, E.C.1 [6601

RILEY MONACO 1933. Completely reconditioned throughout, including body and electrics. £115. Particulars gladly. 46, Southsea Avenue, Watford. [6602

V8 SPECIAL. Regd. 1951. 25 m.p.g., 95 m.p.h. £110. 5, Chester Place, Mutley, Plymouth. [6603

TRIUMPH VITESSE 1937. In daily use and in good condition. Sports saloon in metallic grey. £110. Willowcraft Industries, 16, Brook Street, Ossett Tel.: 2528. [6604

RILEY 9 TOURER 1932. Completely overhauled, well shod, new hood, 40 m.p.g., suit enthusiast, accept reasonable offer. Seen E. London. Box No. H605, MOTOR SPORT, 15, City Road, London, E.C.1. [6605

MORRIS 8 TOURER 1937/38. Beautifully rebuilt, leather, carpet, heater. £170. Tel.: Stevenage 853 for details. [6606

LAGONDA 2 LITRE 1930 High Chassis Speed Model. New hood, relined brakes, £130 o.n.o. View Dartford. Dawe, 35, Lancet Lane, Maidstone. Tel.: 83425. [6607

AMILCAR SPARES. Front axles, clutches, gearboxes, springs, rear axles, wheels, chassis, radiators. Box No. H611, MOTOR SPORT, 15, City Road, London, E.C.1. [6611

RILEY IMP. Probably one of the finest examples of this thoroughbred marque. In immaculate and original condition throughout. £375. Symonds, 66, Barnhill, Wembley. Tel.: Arnold 3159. [6731

LAGONDA ENTHUSIASTS! £100 buys 1932 2 litre low chassis. Good runner, upholstery shabby. Tel.: Ongar 126. [6733

FOR SALE—*continued*

AUSTIN "NIPPY" crankshaft, perfect. 1¼in. Journals, £8; some other parts. Ford 8, 1939, gearbox, £4; four Austin Big 7 easycleans, 16in., with tyres, £12; several sets A7 and Big 7 stub axles with Girling brakes. Largest stocks of Austin 7 spares in the North. S.a.e. for lists. Austin Seven Services, Kirby Wiske, Thirsk, York. [6608

ROLLS-ROYCE COUPE wanted by private buyer with up to £750 to spend. Impeccable condition and photographs to Box No. H609, MOTOR SPORT, 15, City Road, London, E.C.1. [6609

1939/40 D.H. RAILTON 6. 16.9 h.p. Top overhaul, new hood, new tyres, excellent condition. Fast at 25 m.p.g. Box No. H610, MOTOR SPORT, 15 City Road, London, E.C.1, or Tel.: Evesham 6107. 325 O.F.N.O. [6610

RILEY 9 Kestrel Saloon, 1934. Manual box, good engine, body looks O.K., but needs attention to framework, first £40. Also Lanchester 10 Sports Coupé, 1933, very good throughout, £55. Smitheman, Calcutts House. Jackfield, Shropshire. Tel.: Ironbridge 2373. [6612

SINGER LE MANS SPARES. Engine, crankshaft, cylinder head, gearbox, S.a.e. Williams, 29, Raglan Gardens, Oxhey, Watford. [6613

£75 O.N.O. 1933 Riley Kestrel, 2/4-seater, Open Tourer. New tyres and hood, good mechanical order, 12/6 engine, manual box, aluminium body. For further details write P. C. Incledon-Webber, Buckland, Braunton, Devon. [6614

1928 ROLLS TWENTY Park Ward small limousine. Immaculate. One owner, one chauffeur from new. Possibly finest original Twenty extant. Licenced year. £290. 8, Alexandra Road, Harrogate. Tel.: 2764. [6615

DELAGE 2 SEATER. 30 h.p. Straight 8. Immaculate. £700 overhaul. £175. Tel.: Harrow 9984, after 6 p.m. [6616

FRAZER-NASH 1951 Le Mans Replica. Perfect condition throughout, very fully road equipped, hood, screens, large headlamps, spot and fog lamps, luggage rack, wireless, heater, etc. Ready for racing, rallies or touring. Also enormous ex-W.D. Humber Shooting Brake, tatty but solid. Tel.: Western 3042, evenings. [6617

1934 RILEY 9 KESTREL. Good condition, preselector, heater, demister, screen washers, good tyres. £100 o.n.o. Tel.: SYD 4695. [6618

LANCIA APRILIA. Set new loose covers, red/black, Minicheck, £8; Tapley gradient meter, £3; Scintilla Vertex 4 cyl., £5; Ruby chassis frame, £5; numerous Austin 7 parts. Chassis. 1937 Ford Y reconditioned and complete. 1937 D.K.W. less engine and gearbox otherwise complete. Cat Street Garage, Hartfield, Sussex. Tel.: Colemans Hatch 5. [6619

M.G. T.D. all over zip centre tonneau cover for sale, almost new, £3 10s. Tel.: Allen, Amherst 4465 (evening). [6620

FORD 10 4-seater tourer. Tonneau, hood, waterproof, twin S.U.s, Goldtop head, Aquaplane manifolds, Buckler C box. Oilcoil, etc. Hand ignition, 37 m.p.g. at 50 m.p.h. New lamps, shockers, brakes, king-pins. £120. Jones, 30, High Street, Burnham, Bucks. Tel.: 170. [6621

A70 ENGINES. Guaranteed working order. Complete, ignition, carburetter, fuel and water pump, inlet, exhaust manifold, £19 10s. Dynamo, starter, spares to suit. Overstrand Motors Ltd., 62, Cottage Grove, S.W.9. Tel.: BRIxton 2330. [6622

ENTHUSIAST'S Lancia Augustas Cabriolet. Reconditioned by makers, excellent condition tyres, performance, 30 m.p.g., saloon. Marvellous engine. Richmond-Jones, Arndale, Crosthwaite, Kendal. [6623

MORGAN 4/4 1939 black coupé. Engine reconditioned, good condition. £235. 38, West Street, Rochford, Essex. [6624

M.G. 18/80. Aluminium 3-seater sports body, red and cream respray, new hood, reconditioned engine and clutch, etc. Admired by all enthusiasts. For full particulars write Box H625, MOTOR SPORT, 15, City Road, London, E.C.1. [6625

1930 MERCEDES BENZ, Type 260, Stuttgart, drophead coupé. Excellent condition, recently rebored and fitted new Mercedes Astons. £90 o.n.o. Box No. H626, MOTOR SPORT, 15, City Road, London, E.C.1. [6626

LEA-FRANCIS 1929 vintage rebuilt 12/40. Splendid condition, engine just overhauled, new liners, timing gears and mains. Tyres, hood and tonneau cover as new. £150 o.n.o. Deane, The Limes, Wooburn Green, Bucks. [6627

MORRIS COWLEY chassis and engine complete with all accessories except body. £60 spent in reconditioning. Broke must sell. Offers. Smallwood, Fieldway, Grove Road, Knowle, Birmingham. [6628

RAILTON excellent sports saloon, 1938, 29 h.p. Engine recently reconditioned, very good running order. Good tyres, one new. £175. Hood, Canterton Manor, Brook, Nr. Lyndhurst. [6629

PAIR M.G. T.C. front wings, M.G. type rear wings. 140, Lennard Road, Beckenham, Kent. [6630

FOR SALE—*continued*

MERCEDES 200, 1.9 litres, D.H. 1937. Cream, upholstered pigskin, engine completely overhauled June 1954. Brakes and transmissions just overhauled. Fram, oil coil, new battery, £260. Green, Tel.: Caterham 3781, after 7 p.m. [6631

BUCKLER MARK X CHASSIS, completely reconditioned, fitted with stage 2 tuned M.G. engine, 1250 c.c., only 3,000 miles. Buckler independent front suspension. High ratio rear axle 4.1-1, also spare lower axle ratio, radiator and wheels. Cost £300, accept £150. Orsett Garage, Orsett, Essex. Tel.: Orsett 257. [6632

1172 c.c. AQUAPLANE stage 6 tuned Ford engine and gearbox, aluminium cylinder head 9-1 c/r, high lift camshaft, special valves, enlarged ports, racing valve springs, high capacity oil pump, light alloy flywheel, twin S.U./Aquaplane carburetters, four branch exhaust, cutch, distributor, dynamo, starter. Also complete set of Ford standard components. Gearbox fitted with Buckler D close ratio gears. Gear lever extension. Cost £135, accept £75 o.n.o. Ford Zephyr gearbox, £5. Orsett Garage, Orsett, Essex. Tel.: Orsett 257. [6633

FIAT T.V. 1100 c.c. Saloon. Black and maroon. Equipped heater, loose covers, etc. Virtually new, only just run in. Taxed. Registered 8.1.55. Cost £1,100, would accept £950. Wadsworth, Mosley House, Burnley. Tel.: 3534. [6635

RILEY NINE racing cylinder head and oil pump, also any other racing Nine pieces. Write Airmail, Wells, Box 987, Auckland, N.Z. [6636

LAGONDA RAPIER 1934 10 h.p. Saloon. Twin O.H.C. Sell or exchange. Conway, 19, Langdale Road, Preston. [6637

1929 4½ LITRE BENTLEY. Weymann body all in original condition. Recent bills for new radiator, brake linings, wheel bearings, exhaust system, electric overhaul, sealed engine, body, tyres, battery all good. Owner returning overseas. £200 o.n.o. Tel.: Emberbrook 3097. [6638

FIAT 501A (1923) D/H. Magnificent stayer in lovely condition. Nearest offer £55. Power, 56, Blakemere Road, Welwyn Garden City, Herts. Tel.: Welwyn Garden 878. [6639

MORRIS COWLEY 1929. New brakes, hood, shocks, etc. £45 or near offer. Write 16, Glebelands, Harlow, Essex. [6640

SCOTT 1925 3-speed Super Squirrel motor-cycle. Reconditioned, original magdyno and Bonniksen. Fast, reliable, ideal vintage Silverstone, etc. Spares include new tyre. £48 Please write "Eastcote," St. Paul's Road, Dorking. [6641

LAGONDA RAPIER 1934 (10 h.p.) fixed head coupé. In good condition. £115. Owner going abroad. Ball, 28, Windsor Road, Doncaster. [6642

CHRYSLER AIRFLOW 1935. Complete except radiator and otherwise good mechanical order. £35. Tipson, Tredrea, Porthcothan Bay, Padstow. Tel.: St. Merryn 450. [6643

BREAKING FOR SPARES. 1933 B.S.A. three-wheeler, twin. S.a.e. for quotations. Paice, 33, Parkland Square, Cirencester. [6645

SUPERCHARGED MERCEDES. 6 litres, circa 1926. Very stark white 2-seater, cycle wings, aeroscreens, 2 good batteries. £100. "Lismore," Southampton Road, Portsmouth. Tel.: Cosham 76208, weekends only. [6646

A.C. 1933 SPORTS TOURER. Occasional 4-seater, engine excellent, coachwork sound but needs touching up. £75. Kincora, Church Street, Crewkerne. Tel.: 275. [6648

1938 AUBAN Drophead Coupé. Fitted Ford V8 engine and gearbox, both completely overhauled, 20 m.p.g., new radiator, battery and extras. All bills available to be seen. £195. Winter, 7, Hazelmere Road, Brondesbury Park, N.W.6. [6649

ASTON MARTIN, 1934, 1½ litre Mk. II. Short chassis, open 2/4-seater, grey. Maintained regardless of cost by same owner for past 4½ years. In excellent condition throughout. Many spares including reconditioned magneto. £300. Dixon, 4, Bickerstaffe Street, St. Helens, Lancs. Tel.: 3007. [6650

MERCEDES 170V Lhd Saloon, 1939. Recent overhaul, replacement back axle, new radiator, battery and tyres, oil consumption negligible. Nearest £200. Tel.: VAL 8213. [6651

ALVIS 12.60 1932 4-seater tourer. Excellent condition. Cross Ellis body. Attractive shape. £110. Box No. H654, MOTOR SPORT, 15, City Road, London, E.C.1. [6654

TWO INDIA 140 x 40 covers, brand new, suit Lancia Aprilia, £8 the two. One Canadian Ford Vee Eight engine, £8. Box No. H655, MOTOR SPORT, 15, City Road, London, E.C.1. [6655

JAGUAR 2½ LITRE SALOON. 1938. Looks and runs like a post-war car. Heater, screen washer, 21 m.p.g. £235. Graphic Photos, Odeon Parade, North Watford. Tel.: 7457. [6656

RAILTON STRAIGHT EIGHT. Four-seater tourer, 1936 model. Impressive car in nice condition, radio, offers around £175. 16, Selkirk Road, Chester. Tel.: 20272. [6744

FOR SALE—*continued*

SALMSON 1½ LITRE TOURER. Excellent condition, new king-pins, oil seals, brakes relined, rewired, nearly new hood, sidescreens, tyres, paintwork. Largely rechromed, 2 O.H.C. engine rebored 9,000 miles, very carefully treated since. Many miles of trouble-free motoring for £150 o.n.o. Burke, 5, St. Thomas's Mansions, Stangate, S.E.1. Tel.: Waterloo 7471, after 6 p.m. [6659

1951 RILEY 2½ litre Saloon. Green, green leather, fitted heater, good condition, capable 100 m.p.h. £625. Lincolnshire Motor Co. Ltd., Newland, Lincoln. Tel.: Lincoln 1726. [6660

1939 MORRIS SERIES E Tourer. £100 spent recently, bills shown £160 cash or part exchange post-war car. "Minor" or Citroen preferred. Goldfinch, The Elms, Clifton, Rugby. [6661

1948 J.B.M. English Ford V8 Special. Engine recently overhauled, resprayed, plently of extras and spares. £200 o.n.o. Winfield, 25, Torcross Road, Ruislip, Middx. Tel.: Ruislip 4757. [6662

1937 ROLLS-BENTLEY Gurney Nutting Saloon. Very attractive car in every way. Blue and black. Inspection recommended. £595 o.n.o. Baxter, Lang Precision Engineering Ltd., Hope Street, Liverpool. [6663

A.C. BUCKLAND 1950. 2 litre 5-seater sports tourer. Blue, Perspex wind-up windows fitted by makers 1953. Very carefully maintained. Complete history available. £650 o.n.o. London. Box No. H664, MOTOR SPORT, 15, City Road, London, E.C.1. [6664

FORD-GIRLING, front axle, complete, £8; rear axle complete with spring, torque tube, etc., £15. Both suitable Buckler chassis. Griffin, Melincorwg, Upper Boat, Pontypridd. [6665

£48. WOLSELEY HORNET open sports 4-seater, good battery, knock-on wheels, good runner. *Barnes, 1c, Venner Road, Sydenham, S.E.26.* Tel.: 7469. [6666

1947 M.G. T.C. Black, reconditioned engine, gearbox, brakes relined, radio, loose covers, numerous other extras, superb condition. £400. Thomas, 126, Ilchester Road, Yeovil, Somerset. [6667

1932 SUNBEAM TWENTY D.H. Coupé. Rebored and crank reground 5,000 miles ago, rewired and good general condition. £70. Day, 59, Jackson Avenue, Mickleover, Derby. Tel.: 53722 [6668

8 LITRE BENTLEY. Eastick's Bentley is now regretfully offered for sale. This car has twice won concours d'elegance, High Park. Immaculate condition. £750. Tel.: Business hours, Slough 20712 [6671

AUSTIN SPECIAL. Excellent coachbuilt body, engine overhauled, clutch relined, new battery, high ratio axle, double valve springs, oversize rear tyres. £95. 20, Stuart Road, S.W.19. Tel.: WIM 5400. [6672

1928 4½ LITRE BENTLEY open 4-seater. In perfect order, re-registered Dee., 1953, Vanden Plas body. £350 or near offer. Sabbage, Cottage Farm, Smarden, Kent. [6673

WHEELS, Two 600 x 16 M.G. wheels, tubes and tyres (Goodyear), all as new. Nearest £20. 19, Birches Barn Avenue, Wolverhampton. [6674

DELLOW WHEELS (two), fitted 5.50 x 16 Michelin tyres, almost new; also Dellow carburetter with all fittings, £10 the lot. Walsh, 17, Springfields, Broxbourne, Herts. [6675

RILEY NINE 1928 with 1933 engine. 2-seater tourer, spacious dickey, very fair condition and elegantly vintage. £70. Photo on request. F/O Findon, R.A.F. Syerston, Newark, Notts. [6676

1928 MARMON. Believed only one of its type in this country. £500 spent. Offers: White, 8, Julians Road Stevenage, Herts. Tel.: Stevenage 332. [6677

RILEY LYNX 1½ litre. Economical and fast. 1936 4-seat tourer in above average condition. tyres almost new, new carburetter, oil coil, king-pins, generator, back axle, gearbox, engine reconditioned, brakes relined; all within past 12 months. £250 o.n.o. S/Ldr. Hayes, R.A.F. Detling, Maidstone, Kent. [6678

LAGONDA 2 LITRE S/C (5 PSI), Oct., 1930. 9,000 miles since complete mechanical and body rebuild Over 20 m.p.g., oil pressure 40 lbs. hot, consumption 200 m.p.p. Tonneau, hood, screens new, battery poor. £200 o.n.o. Green, Prince Hill, Worton, Devizes. Tel.: 306. [6679

ROLLS-BENTLEY, 3½ litre, works maintained, Park Ward Sportsman's 4-door saloon. Recellulosed, radio, heater, P.100's, new tyres. £450. E. R Whitlock, Great Yeldham, Essex. Tel.: 305. [6680

B.S.A. SCOUT 1938. 2/3-seater, low mileage, good appearance, new hood, unused spare tyre, economical and reliable. £75 o.n.o. Rutter, 57, Haseldine Meadows, Roe Green, Hatfield, Herts. [6681

AUSTIN A70 ENGINE, 1950. Complete with carburetter, distributor, manifold, starter, £45. *Totton Commercial Motors Ltd., Engine Reconditioning Specialists.* Eling Lane, Totton, Hants. Tel.: Totton 3146/7. [6684

FOR SALE—*continued*

VETERAN G.N. Cycle Car. Perfect original condition. Sell or exchange 4½ Speed Six Bentley. Box No. H682, MOTOR SPORT, 15, City Road, London, E.C.1. [6682

HARDSURFACED ROCKERS. M.G., Wolseley 6s. each, others serviced. Rocker bushes, 5s. *each; shafts from 15s. pair; valve guides,* 3s. 6d. Also in stock valves, springs, gaskets, king-pin sets, crown and pinions and many other items. S.U. exchange service and spares. Brake and clutch lining service. Large valves and 150 lb. springs for tuning XPAG. Exchange heads, blocks, cranks, etc. S.a.e. list. Thomson, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498. Telephone up to 10 p.m. [6683

1915 FORD TOURER. Running order, complete. Asking £200. Whiteway, Well House, Beech Avenue, Exeter. [6685

1935 16.9 H.P. HUDSON Terraplane Tourer. 4-seater, red. £135 spent last 3 months, above average, new hood, new tyres, rechromed, new shockers, new battery, radio, etc. Details, photo on request. Taxed, insured. Reason for sale, new house, new baby, no garage. Madden, 4, Ennerdale Close, Lancaster. [6686

1954 AUSTIN 750 SPECIAL. Professionally built, aerodynamic aluminium body, Laystall balanced, I.F.S., Vynide hood, tonneau cover and trim. £225. Dawson, 2, Coppin Hall Lane, Mirfield, Yorks. [6687

FORD PILOT 1949. Leather, heater, twin-speaker radio, screen washers. Ideal for diesel conversion. £345. Grew, 12, Woodstock Avenue, Southall, Middx. [6688

A.C. EXTENSIVELY rebuilt 1936, occasional 4-seater, drophead 16/70. Body and engine rebuilt, now running in. New hood, seats and upholstery. Ideal fast thoroughbred tourer for *small family. £225. Details from Box No. H691,* MOTOR SPORT, 15, City Road, London, E.C.1. [6691

TRIUMPH SUPER SEVEN engine and gearbox, dismantled, suitable for spares. £5 complete or would separate. Box No. H692, MOTOR SPORT, 15, City Road, London, E.C.1. [6692

LATE 1939 LAGONDA short chassis V12 drophead coupé. 4-seat Rapide body. First registered 1950. Excellent condition throughout. £750. Tel.: ENField 3525. [6693

ASTON MARTIN 1½ *litre, September, 1933, L/C* tourer with immaculate 2/4-seater body by Bertelli in B.R.G. with first-class all-weather equipment. Very good mechanical condition, 25 m.p.g. I regretfully must sell. £340 o.n.o. P. Howorth, 14, Headlands Drive, Prestwich, Manchester. Tel.: Prestwich 1076. [6694

SINGER LE MANS. Completely overhauled, relined, new bearings, gearbox, etc. £80 spent, bills available. Regretfully selling; going abroad. £120. Simpson, Sidney Sussex, Cambridge. [6695

RILEY NINE 1932 Monaco. Recent £100 overhaul. Offers around £75. Tel.: Vigilant 5917. [6696

RILEY NINE 1934 Monaco. Preselector, block sleeved, crankshaft reground, in daily use. £100. 40, Elwill Way, Beckenham, Kent. Tel.: BEC 1884. [6697

AUSTIN HEAVY 12/4 Tourer, 1929. New hood, three new tyres, electrics overhauled last year. In daily use by country school-marm, who is looking for something equally reliable but much smaller. First £75 buys. Mary West, The School House, Stoke Priors, Near Leominster. Tel.: Steensbridge 207. [6698

AUSTIN 7 engine and gearbox, complete, £6; towbar, 15s.; "Motor Sports," July, 1946, onwards, £3. 39, Ridgeway, Acomb, York. [6700

AUSTIN 7 SPECIAL. Rebuilt 1954 at great cost. Steel floored alloy body, many modifications, d.d. Zenith, "Eltos" remote, etc. Good performance. All lights and accessories new. £75 or offer. S. C. Vessey, Barnby, Newark, Notts. [6701

BUGATTI. 1929, Type 40. Good condition and in everyday use. Recent extensive overhaul, including new front tyres, king-pins, piston rings, £150. Hutchinson, Royal Military College of Science, Shrivenham, Nr. Swindon, Wilts. [6702

LAGONDA 11.9 TOURER 1928. Superbly maintained throughout. £150 or exchange. Birchwood Cottage, 49, Sundridge Avenue, Bromley, Kent. [6703

£67 10s. Really exceptional Packard "115" 6 cylinder 25 h.p. saloon, 1937 (July), I.F.S. Loose covers, original paintwork, carb. tuned to 22 m.p.g., uses no oil and does an effortless 85 m.p.h W H. Barnes, 1c, Venner Road, Sydenham, S.E Tel.: 7469. [6704

M G. P.A. J.2 Approx £60. Absence or condition engine, gearbox, immaterial. Box No. H705, MOTOR SPORT, 15, City Road, London, E.C.1 [6705

£75. MORRIS 10/6 SALOON. 1934, fine condition, good tyres, batteries. Will probably run for ever. Budden, 104, St. Leonard's Road, S.W.14. Tel.: PRO 1850. [6712

FOR SALE—*continued*

AUSTIN 7 SPECIAL. Professionally built aerodynamic aluminium body, rod brakes, hydraulic shocks, 16in. wheels, new tyres, rebuilt 1954. Fast, economical. Full replacement spares included. Photo. £180 o.n.o. Pomlett, 134, Wednesbury Road, Walsall. [6706

G.P. BUGATTI, *35, 37 or 35A, unsupercharged.* Around £200. Pomlett, 134, Wednesbury Road, Walsall. [6706A

JOHN BLAND OFFERS: 1931 Talbot "90" fitted Le Mans type open body, not running, needs certain amount attention, £37 10s. 1936/7 Talbot B.D. type saloon, body only, good and complete, £12 10s. 27, Southfields Road, London, S.W.18. Tel.: Vandyke 1612. [6709

HUMBER 9/20 SALOON, 1928. This car has been completely rebuilt regardless of cost and *is like brand new, but requires finishing.* Work done includes new leather to roof, recellulosed, everything replated, all woodwork french polished, new carpets, trimmings, tyres, brake linings, battery, etc. £120. Taylor, Holly Bank, Yatton, Bristol. [6710

ALVIS SPEED TWENTY D.H.C. 1934. Major engine, clutch, etc., overhaul, resprayed B.R.G. New hood, battery, tyres, twin spots, stop/tail lamps, indicators, P.100's, brakes relined. Immaculate interior. Photo available. £195 or offer Stickland, Bennebroek, Saxmundham, Suffolk. [6711

M.G. MAGNA Drophead Foursome. Thoroughly overhauled and in excellent running order, large number of parts renewed during last 2,000, body good, hood perfect. £120 o.n.o Box No. H714, MOTOR SPORT, 15, City Road, London, E.C.1. [6714

1935 TYPE 40 1½ litre B.M.W. engine. Dismantled, but complete. Nearest £20. Tel.: Locksheath (Southampton) 2015. [6715

1938 LINCOLN ZEPHYR ENGINE, complete First offer over £15. Tel.: Locksheath (Southampton) 2015. [6716

RILEY 1936 1½ litre Six Light Kestrel Saloon. Special Series engine. Over £130 spent last 10,000 miles. Excellent condition throughout £180. March, Wolverton, Church-Stretton, Salop. [6717

SINGER LE MANS. 2-seater sports. Black body, red upholstery, 2,800 miles since complete overhaul. Bills shown for over £200 spent on chassis, engine, body, instruments, upholstery. Resprayed and completely rechromed. A gift owned and maintained by enthusiast. £260. Tel.: Byron 4491 day; Byron 3549 evenings. Vos, 3, Brickfields, Harrow. [6718

1937/8 ROESCH TALBOT 105. In excellent condition, exceedingly powerful. £160. Will haggle. Goodrick, "The Dell," Station Road, Harlow, Essex. [6719

ALVIS 12/50 four-under-hood tourer, 1926. Fair condition, economical, taxed. £40. Tom Stout, 28, Daleswood Avenue, Whitefield, Lancashire. [6720

ALVIS 1948 T.A. 14 SALOON. Just resprayed and in exceptional condition throughout. Robert Thwaites, Playing Place Garage, Truro. Tel.: Feock 238. [6721

J.2. RECENT reconditioned engine, new tyres, oversize on rear, good batteries, windtones, spot lamp, etc. £120. 135, Canterbury Road, Herne Bay, Kent. [6723

ALFA AUTAVIA SPECIAL. 2.3 chassis, twin O.H.C. engine 2.849 c.c, 2-seater professionally built at over £800 last year. Total mileage under 6,000 miles. Fantastic performance. Road equipped, but ideal for hill climbs, sprints, etc. Taxed. £450. Glengarth, Upperton Road, Eastbourne. Tel.: 1727. [6724

JAGUAR 1½ litre Sports Saloon, 1939. Outstanding appearance, splendid mechanical condition. Far above the average. £300. 23, Elmbridge Avenue, Tolworth, Surrey. Tel.: Elmbridge 2794. [6725

RILEY KESTREL SPRITE. 1½ litre Saloon, SS/27K 1937 Series. Extensively recondition mechanically, appearance good. £175 Jaguar 2½ litre Saloon, 1936, sound chassis, body rough, £50. Crittall, Croham Road, Crowborough, Sussex. Tel.: Crowborough 84 [6726

RILEY 1937 1½ litre Saloon £190 or exchange anything smaller/cheaper. Whatling, 22, Horsted Avenue, Chatham. [6727

SINGER LE MANS. 1934 2-seater sports Excellent mechanical condition, beautifully finished B.R.G. Complete new weather equipment, new tyres, many extras £165 Tappenden, Haddon Court Guest House, Hatfield, Herts [6728

M.G. J.2 M. crankshaft, engine spares. S.a.e. requirements. Hall, 4, Kilkenny Avenue, Taunton, Somerset. [6729

RILEY GAMECOCK. Engine/accessories, suspension, electrics reconditioned. New hood, good body, tyres. £125. Ashby, 8, The Beach, Walmer. Tel.: Deal 1391. [6730

ROLLS-BENTLEY Series FB, 1936, 3½ litre Thrupp and Maberly saloon. Steel grey, Rolls engine overhaul 1949, *new roof 1954.* Excellent runner, reluctant to part but inheriting 1939 overdrive. £550. Spong, 185, Kings Court, W.6. [6740

FOR SALE—*continued*

LAGONDA 1934 3-litre Saloon. Newly painted, sound throughout, reliable runner. Must sell, space required. £130 or sensible offer. Joyce, 9, Old Hill Court, Chislehurst, Kent. Tel.: Imperial 2789. [6732

MERCEDES-BENZ Type 170 Saloon, 1932. Good coachwork and tyres, new battery, headlamps, universals and distributor parts. Good oil pressure. Decoke 500 miles ago, 27 m.p.g., oil negligible. Daily use. £90. Further details. Box No. H741, MOTOR SPORT, 15, City Road, London, E.C.1. [6741

RAPIER 1938. Black 4-seater tourer by Ranalagh. Whole car in excellent condition and appearance, practically as new. New concealed hood and sidescreens, tonneau cover. Wireless, spotlights. £275 or near offer. The Chestnuts, High Street, Godstone, Surrey. Tel.: 203. [6742

JAGUAR SPORTS/RACING. Ex-works ex-Newsome Regd. 1951, superb condition. Performance superior to XK120. Standing start ¼ mile 14.8 secs. £300 worth of spares include: racing diffs., front and rear twin wheels, spare head complete, pistons, clutch, exhaust systems, etc. £475 complete. Will export. "C" Garages, Stream Road, Kingswinford, Staffs. Tel.: 3304. [6743

SPARES FOR AUSTIN 7 and Morris 8: Axles, gearboxes, engines, chassis frames, body parts. Also complete 1936 Morris 8 van, suitable for conversion to Special or Utility. Freeman, 23, Shottery Road, Stratford-on-Avon. Tel.: 3155. [6745

1938. S.S. 100. 3½ litre. Engine resleeved, new crankshaft, timing gear, con-rods, starter, brakes, king-pins, shock absorbers, etc. Recellulosed blush grey, seats, carpets, hood, tonneau cover, sidescreens, all new. Twin chrome fish tail exhausts fitted. Photograph to genuine enquirer. Any trial. £385. Mayo, 12, St. Annes Road, Eastbourne. Tel.: 7046. [6746

MERCEDES-BENZ 3.2-LITRE 2/3-SEATER cabriolet. Black, with grey and blue trim. Believed to be the only one of its type in this country. This car has been extensively overhauled, including crankshaft reground, rebored, etc., and is in really immaculate condition. This is an exclusive sports car with all the traditional qualities of the larger models but with the economy of a 3.2-litre engine.

£445—Terms and exchanges.

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FOR SALE—*continued*

COOPER-ROVER 2-seater Sports. Aerodynamic body, 100 m.p.h., 25 m.p.g., 1498 c.c. Beautiful appearance, ideal road and competition work. £525, or exchange considered. P. Jackson, Mona's Isle, Beauclerk Road, St. Annes-on-Sea [6747

CLYNO, 1927. 2-seater drophead with dickey. Absolutely as original and as new in every respect. Shortage of space only reason for sale. £150. P. Jackson, Mona's Isle, Beauclerk Road, St. Annes-on-Sea. [6748

M.G. MODEL "M" 2-seater. Colour blue with red upholstery. A really sound, reliable car, complete with hood and sidescreens. Mechanically sound. Also spare engine and gearbox, complete with dynamo, starter, etc. £112 10s. Tel.: Hatfield Heath 333, evenings. [6749

M.G. MAGNETTE. N.A. 1934. 4-seater. Red, good condition throughout. Taxed year. Photo available. £120 o.n.o. 23, Stone Road, Bromley. Tel.: RAVensbourne 4446. [6750

£3 ONLY or scrap merchant collects. Various parts for 1933/4 Riley 6 cyl. Wanted: 1½ S.U. Tel.: Maidstone 87583. [6751

M.G. 2 LITRE SALOON and Riley Merlin 12/4. £200 pair. Would separate. "Wesbridge," Thornet Wood Road, Bickley, Kent. [6752

1933 MODEL "BF" TUDOR Ford Saloon. 14.9 h.p., good tyres, exceptional body. Taxed. £50. 62, Wickham Way, Beckenham, Kent. Tel.: 4213. [6756

ex-BIRA, ex-WALKER

3½-litre DELAHAYE

Spares include alternative axle ratio, cylinder head, wheels and tyres, etc.

£700, o.n.o.

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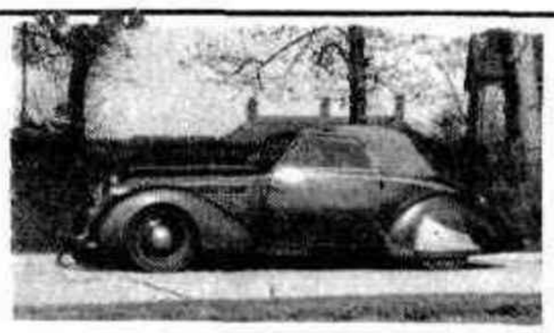

FIAT 1,500 Foursome D/H by Ghia. Reputedly built for Gen. Bilboa. Over £150 spent recently. New rear axle, prop.-shaft, etc., new pistons, bearings, con.-rods, valves, inserts, guides and springs. New distributor, coil and battery. Brakes relined. Dynamo and starter overhauled; 30 m.p.g. Many extras. All spares available. Owner going abroad.

£510. WELFORD, 4, Benet Place, Lensfield Rd., Cambridge.

FOR SALE—*continued*

A.C. DROPHEAD 2 litre 1934/5. New hood and paintwork, excellent battery, good tyres, recent overhaul, fast, reliable, photograph. £110 o.n.o. Bonshor, Kingsdale Kennels, Sandy Lane, Bushey, Herts. [6753

M.G. L-TYPE MAGNA. 2,500 miles since overhaul. £110 or near offer. 6, St. Johns Walk, Bridlington. [6754

SINGER 1500 Le Mans 4-seater, 1934. Outstanding condition, recent expenditure £180. 75 m.p.h., 25+ m.p.g. £160, offer, or exchange Girling'd Ford 10 (body immaterial), plus adjustment. Photos available. Box No. H755, MOTOR SPORT, 15, City Road, London, E.C.1. [6755

BUGATTI. Type 40 engine and chassis, fitted with Replica Type 55 body and wheels. Twin S.U.s and Scintilla. Whole car in first-class condition. Any reasonable trial and photograph to interested party. All tyres are good, including twin spares. New Exide battery. Genuine reason for sale. £265. Front axle and steering chromed, engine polished, etc. L. Morton. The Spur Doubling Mill Ltd., South Reddish, Stockport. Tel.: STO 4621. [6789

ASTON-MARTIN 1934 Le Mans. Long chassis. Reasonable condition, needs new hood. £150 o.n.o. Box No. H793, MOTOR SPORT, 15, City Road, London, E.C.1. [6793

ALVIS "FIREFLY" 1934 Saloon. Manual box, mechanically good. £100 o.n.o. 17a, Grange Park, W.5. Tel.: EALing 8687. [6792

MANCHESTER—Sell or Exchange 1938 SS 100 3½ Competition. Resprayed, overhauled, new tyres, battery, etc. Perfect. £375, or exchange Minor Tourer, 1950 onwards. 10, King Street, or Tel.: Didsbury 6943. [6794

ALVIS 1933 SPEED 20 TOURER. Cream/red. Absolutely sound mechanically and bodily, 19 m.p.g. overall, genuine 80 m.p.h. Well shod, new hood. Beautiful car but wife and "crash" box don't agree. £175 o.n.o. Brownbridge, 27 Sunny Hill Grove, Keighley. [679

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FOR SALE—*continued*

M.G. P.A. Two-seater, immaculate. £200 o.n.o. Wood, 7, Peardon Street, London, S.W 8. [6796

OPPORTUNITY to acquire K.M.A. Blackburne. W/C O.H.V., 1100 c.c. Vee Twin. In excellent order. Just had £10 face lift, plus two new exhaust pipes, lightened flywheel. Offers. Gent, Winthorpe, Newark, Notts. [6797

COACHBUILT ROVER 14 Sports Saloon, 1938. Thoroughly reconditioned (bills £260), in first-class order. Heater, demisters, etc. £300. Tel.: Iver 779. [6798

RILEY 9 Kestrel Saloon 34. Engine, new liners, big-ends, Scintilla preselector overhauled, new clutch linings, battery, silencer, king-pins, 5 good tyres. £92. Adams, Bordighera, Green Lane, Lower Kingswood, Surrey. Tel.: Mog 2754. [6799

M.G. T.A. 1937. Very good condition with many extras, including André telecontrols, wireless, good tyres, hood poor. £245 o.n.o. Box No. H800, MOTOR SPORT, 15, City Road, London, E.C.1. [6800

B.S.A. THREE-WHEELER 1933. New bearings, battery, weatherproof. £45. Tel.: Orpington 21530. [6801

1935 WOLSELEY HORNET Special 14. 4-seater sports saloon. Excellent condition. £150 or offer. Fallon, The Poplars, Methley Road, Castleford, Yorks. [6802

LAGONDA 3½ litre 1935 Saloon. Excellent engine, numerous spares. Owner going abroad. No reasonable offer refused. Box No. H803, MOTOR SPORT, 15, City Road, London, E.C.1. [6803

HORRIBLE AMOUNT of time and money spent on Austin Seven rebuild. 2-seater sports. £130 o.n.o. Details, photo. Woodruff, 18, The Warren, Heston, Middx. [6804

BENTLEY 3 LITRE 1924. Red Label short chassis speed model. Full weather equipment. U.D.P. body, excellent condition. 58, Foxhollies Road, Birmingham, 27. [6805

AUSTIN 7 SPECIAL. Cambridge body and lowered suspension. Unmodified, reconditioned engine. £60. N.S. forces sale. Tel.: Farnboro' 39, after 6. [6806

FIAT 500 ENGINE, complete with dyno, starter, manifold, carb., distributor, clutch, £20. Weavers Cottage, Iden Green, Benenden, Kent. [6807

ALVIS 12-50 1932. Wide 3-seater D.H.C. and dickey. Excellent condition. Radio, flame thrower, Mellowtones, good tyres and battery. £85 o.n.o. Whitworth, 48, Hollyfield Road, Sutton Coldfield. Tel.: SUT 1782. [6808

FOR SALE—*continued*

3 LITRE 1924 Red Label Bentley. 4-seater tourer. Vanden Plas aluminium body, good order and appearance. £215. McCulloch, Eastcote View, Pinner. Tel.: 5166. [6810

BENTLEY 1930 4½ TOURER. New body and hood. Beautiful condition mechanically and in appearance. Details and photo from Moon, 3a, Crooksbarn Lane, Norton, Stockton. Tel.: 53268. [6812

RILEY 9 Coachbuilt 2-seater, 1953 registration. £135. Well End, Woodmansterne Lane, Banstead. Tel.: Burgh Heath 1220. [6813

RILEY NINE SALOON, 1931. Good condition. £35. Coomber, 23, Amesbury Drive, Chingford. [6814

LEA-FRANCIS Sports Saloon. Excellent condition, heater fitted, 1947 model. £285, or exchange for Morris E Series or smaller car. Box No. H815, MOTOR SPORT, 15, City Road, London, E.C.1. [6815

ALVIS SPEED TWENTY. 1936 V.D.P. foursome. In superb condition. Rechromed, repainted, new Woodhead-Munro shockers, P.100's, twin spots, new hood and screens, £265. Brock, "The Polygon," Stamford Road, Bowdon, Ches. Tel.: Altrincham 3898. [6816

FRAZER-NASH. Rebuilt with lowered chassis and M.G. type body, 1½ litre Anzani engine. £120. Tel.: Buckhurst 1528, weekends only. [6833

1929 MORRIS COWLEY SALOON. Little used, amazing original condition. £40. A similar 1923 Rolls-Royce "Twenty," £100. Adams, Great Gidding, Huntingdon. Tel.: Winwick 216. [6834

1930 LAGONDA 3 litre fabric tourer. Fitted Rolls "20" engine. Zeiss lamps, new battery. 20-22 m.p.g. and quite fast. Excellent all-round order Best over £85. Sparrow. Tel.: Kensington 2563. [6835

RILEY MONACO 1931. Front dismantled, was running, owner broke. Towable. £35. Tel.: FOR 4592. [6836

RILEY IMP. Reconditioned engine, new crown wheel/pinion, under 2,000, good tyres, sound body and chassis. Scintilla Vertex. First £265 secures. Clark, 21, Cadogan Gardens, London, N.3. Tel.: FIN 1414. [6837

INCOMPLETE SPECIAL. S.S.1. Shortened chassis, all parts reconditioned. Sensible offers to Box No. H838, MOTOR SPORT, 15, City Road, London, E.C.1. [6838

LAGONDA RAPIER 1934. Fixed head coupé in fair condition. £140. 13, Monkhams Drive, Woodford Green, Essex. Tel.: BUCkhurst 3045. [6841

FOR SALE—*continued*

RILEY 9 wheels, 6 stud, 16in. with balloon tyres, 50s. each; Riley 9 engine-gearbox, starter, dynamo, twin carbs., magneto, complete unit, £25; Riley 12/4 engine, £30; also 12/4 bell-housing, gearbox, hubs, 18in. wheels; 12/4 "Falcon" doors, seats, body fittings; 12/4 and 9 h.p. crown and pinions, magnetos, clutch thrust races, cylinder blocks, chassis frames, valves, pistons, gaskets, etc., etc. Arthur Bryden, 101, Wellington Road, Leeds. Tel.: 38310-38625. [6839

ALVIS 12.50 PARTS for T.G. and T.J. Special 3 to 1 rear axle, wheels most types, radiators. Back numbers of "Motor Sport," "Autosport" and "Autocourse," motoring books; 3 h.p. Stuart Marine engine with sailing clutch. S.a.e. for list. Slater, Scaleby, Carlisle. Tel.: Kirklinton 224. [6840

1928 4½ BENTLEY V. de P. 100 per cent. condition, fast and reliable, £300. 1935 Minerva V. de P. D/H 27 h.p., a very pretty, clean car, £100. 1927 O.H.V. Stutz chassis, 30 000 oniy, £85. Box No. H842, MOTOR SPORT, 15, City Road, London, E.C.1. [6842

ALVIS SPEED 20. 1934. Vanden Plas Open Tourer. Mechanically sound and coachwork meticulously maintained, with many refinements. B.R.G., silver wheels, upholstery red. Recently, new hood, tonneau cover and hood cover, triple carburetters rebuilt by specialist firm, 18 m.p.g. Other necessary mechanical work completed early this year and all bills available. 5 excellent tyres. Domestic reasons for the sale of a really fine car. £210. Webb, 23, Singleton Scarp, N.12. Tel.: HIL 3783. [6843

1928 LAGONDA 2 litre Speed h.c. tourer. Very good condition, 2 new tyres, gearbox overhauled. £120. 118, Park Crescent, Harrow. [6844

TALBOT 95 SALOON. Clean, good running order, well tyred. £95. Kearslake, Bishop's Barn Farm, Woodmancote, Emsworth, Hants. [6845

1932 ROESCH TALBOT 14/45 Scout (two owners). Good condition, Weymann saloon, manual box, good tyres, Dagenite battery. Taxed June. £50 o.n.o. Delivery new car. 121, Woodmansterne Road, Carshalton. Tel.: Wallington 6009. [6846

WYVERN 1955 MODEL, sell or part exchange for R.H. drive Porche. Tel.: Hounslow 9749 evenings. [6847

1936 ALVIS "Silver Eagle," 16.9 h.p. Saloon. Good condition. £65. Lugg, Main Road, Ebley, Stroud, Glos. Tel.: Stroud 919. [6848

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2nd : NAKURU, Kenya, 1,500-c.c. Sports-Car Race (J. E. B. Hissey).
2nd : ELDORET, Kenya, Formule Libre Handicap (J. E. B. Hissey).
Also 1955 successes at Kirkistown Irish Races (W. Park), **Scottish Spring Autocross, 2nd B.T.D.** (N. A. Kennedy), **Tempsford** (R. N. Hutton), **Brunton** (W. A. Liddell), **Lydstep** (Geoff. Tapp), **Castel Farm Hill** (C. D. F. Buckler and Geoff. Tapp).

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FOR SALE—*continued*

WOLSELEY HORNET, 1931. New c.w. & p., good steering, tyres and hood. Runner but electrics need attention. Seen Oxford. £35 o.n.o. Box No. H849, MOTOR SPORT, 15, City Road, London, E.C.1. [6849

ROLLS 20 1925, 2-seater D/H coupé with dickey. Mechanically perfect. Tyres new, hood perfect, paintwork good, believed one owner. Stored many years. F.W.B. 22 m.p.g. Taxed. Any trial. £125 or offer. Booth, 33, Northgate, Huddersfield. Tel.: Milnsbridge 1292, evenings. [6850

ALVIS 12-70 DROPHEAD 1938. Extensive recent overhaul, heater, single and twin carbs. £240. Would sell twins separately. Now definitely available. Hunt, "Casterbridge," Brooklands Park. Tel.: Lee Green 5911. [6851

1937 ALVIS SPEED 20. V.D.P. Tourer. New hood, batteries, superlative condition throughout. Delightful. Screenspray, foglamp, etc. Small garage forces sale. £250 o.n.o., or exchange 1½ litre car. Must be perfect. Oldham. Tel.: Warwick 361. [6852

RILEY GAMECOCK Chassis, reputed over £100 spent last 2,000 miles, rough utility body. £45. H. Nutt & Son, Station Road Garage, East Grinstead. Tel.: 12. [6853

AEROMINX SPORTS 2-4-seater. Excellent condition, one previous owner. New hood, good tyres. £160. Also Austin 7, many spares, less body. S.a.e. for details. Box No. H854, MOTOR SPORT, 15, City Road, London, E.C.1. [6854

MANIACS ONLY. Ex-Hewitt F.W.D. Alvis. £80. Running, unblown. J. Hewett, Corpus Christi, Oxford. [6855

TALBOT "75," 1936. Synchro box, good running order. Law, 12, Rainsford Avenue, Chelmsford. [6856

ASTON-MARTIN Mk. 2 1½ litre long-chassis saloon. Good condition. £250. Box No. H857, MOTOR SPORT, 15, City Road, London, E.C.1. [6857

T.C./M.G. 1948. Cream/green, H.M.V. radio, twin spares, Tygan covers, Jackall system, Brooklands steering wheel, oil and water temp. gauges. £385. 91, Midhurst Hill, Bexleyheath, Kent. [6858

RILEY SPARES AND SERVICE. Unique stock of new and used spares for all pre-war Rileys, including valves 9s., guides 4s. 6d., valve springs, single 8s. set, double 14s. set. Gaskets 17s. set, Brake cables 22s. 6d., speedo cables 24s. complete, crown and pinions £7 15s. pair. All plus postage. Also Service Exchange dynamos, B.T.H. magnetos, starter motors, clutch plates, brake shoes, 12/4 oil pumps, etc. Quotations with pleasure. Welford Bros., Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [6859

DELAGE D.I.S.S. 1927. Vanden Plas open 4-seater. Extensively reconditioned. Borg and Beck clutch. In very good order throughout. £200 o.n.o. Acraman, 10, Clissold Court, London, N.4. Tel.: STA 3016. [6860

£75 O.N.O. 1934 A.C. 2 litre, 4-seater, D.H. coupé, preselector, good battery, tyres, in daily use. Smith, Bank Road, Crosshills, Keighley. [6861

1930 LAGONDA 12 h.p. Speed Model Tourer. Taxed. £195. Tel.: ADD 1923. [6862

1937 TALBOT 105 SALOON. Engine rebored, crank reground, respray, good tyres, effortless performance. Whole car in near perfect condition. £160 o.n.o. Behagg, Hall Green, Fenstanton, Huntingdon. [6863

FOR SALE—*continued*

TALBOTS SPARES for 14, 18 and 105. Almost all spares for these models, including crown and pinions. All inquiries answered. McCausland, 49, Cleveland Road, S. Woodford, London, E.18. Call or Tel.: WAN 6425, after 7.30 evenings. [6864

ALFA ROMEO 1750 4-seater D/H unsupercharged. In daily use. £200 o.n.o. Box No. H865, MOTOR SPORT, 15, City Road, London, E.C.1. [6865

1932 ROVER 10 SPORTS. Taxed, repainted green, good tyres, sound. £50. Evenings and weekends. Draper, 46, Broadwood Avenue, Ruislip, Middx. [6866

M TYPE M.G. Fitted reconditioned Ford 8 engine. Wireless, heater, home-built body. Good performance. Offers. 96, Carholme Road, Lincoln. [6867

C TYPE M.G. engine, gearbox, starter, etc. Offers for lot or individual units. 96, Carholme Road, Lincoln. [6868

M.G. 1936 CREAM P.A. 5,000 since complete engine overhaul, new starter, pump, battery, tonneau and seat covers. 43, Nelmes Crescent, Hornchurch, Essex. [6869

RILEY NINE SALOON 1932. For sale. In daily use, needing attention. £35 or near. 9, The Parade, Dudley, Worcs. [6870

M.G. J.2. Engine, gearbox complete, starter, dyno, twin carbs., remote control. £20. Mellors, 9, Charnwood Street, Derby. [6871

14 H.P. TRIUMPH Dolomite Roadster. Maker's oil pressure, uses no oil, good battery, tyres, brakes, steering and hood. £135. Address: Burns, 20, Dinckley Grove, Marton, Blackpool. [6872

ASTON-MARTIN 1933 Le Mans Type. Recent £80 engine overhaul. New tonneau cover, new batteries. Recent respray black, red upholstery. £280. Walters, Long Load, Langport, Somerset. [6873

AUSTIN SEVEN 1934 SALOON with Formula engine. Just reconditioned. Must sell. £65. Weekends only. Lea, 4 Site, Overtown, Wroughton, Wilts. [6874

RILEY NINE GAMECOCK. Open two-seater. Twin carbs. Original. £110. Chetwyn, 12, Boundary Road, Bishops Stortford. [6875

AUSTIN 7 chassis, wheels, brakes, steering, engine. Condition fair. £18 o.n.o. Pascoe, 68, Benhurst Gardens, Selsdon, Surrey. Tel.: SAN 5292. [6876

1939 21 H.P. Graham Paige Saloon. £120 o.n.o. New upholstery, head lining, bodywork, engine good. Taxed, insured. Blyth, 5, Ridgeway, Grays, Essex. Tel.: Tilbury 3587. [6877

UNCUT BEETLEBACK, "M" Type M.G. 1931. New battery, hood, carburetter, king-pins, bushes, universal joint. Completely rewired, body excellent, 36 m.p.g. Central London. £70 o.n.o. Please write: Baughan, 3, Lowndes Square, S.W.1. [6878

AERO MINX Tickford Coupé, 1935. K.O. wheels, remote change. £95. Tel.: Hornchurch 7553. [6879

SINGER 4-SEATER Open Sports. Good condition, red. Any trial. £95. Taxed and insured. Strode, 49, Manor Farm Avenue, Shepperton, Middx. [6880

£250 O.N.O. 1937 T.A. M.G. New chassis. Oil 60 lbs. hot, 34 m.p.g. S.a.e. details. McCarthy, Sgts. Mess, R.A.F., Stradishall, Suffolk. [6881

F. MAGNA engine and gearbox. Complete or will separate. Cheap. Offers. Horridge, Elton Lodge, Bury. [6882

FOR SALE—*continued*

HEALEY SILVERSTONE 1950. Excellent condition, very fast. Owner gone abroad. £550. 53, Arksey Lane, Bentley, Doncaster. Tel.: Doncaster 54280. [6883

MORGAN 4/4. Very smart 1937 two-seater. Taxed. Tyres, battery, bodywork good. Mechanically healthy. £220 o.n.o. Conroy, 113, Wellington Street, Manchester, 18. Tel.: East 0151. [6884

SALMSON 20-90 chassis frame (back axle 4-1) I.F.S., rack and pinion steering, K.O. wheels, tyres, 12in. Lockheeds, ideal base for Special. Towable. £18 o.n.o. 52, Sunnyside Close, Allesely Old Road, Coventry. [6885

RILEY KESTREL 1938 Big Four. Manual with overdrive, two owners, exceptional condition throughout. Offers around £300. B.M.W. Type 40 D/H coupé, engine, gearbox overhaul just completed, excellent condition, one owner to 1954, £170 o.n.o. Rolfe, 17, Wharfe Street, Leeds, 2. [6886

ALVIS SILVER CREST 1937. Semi Razor Edge Saloon. Excellent all-round condition. Very good tyres, very fast and does 22 m.p.g. Fiancé forces sale. Price £180 o.n.o. Tel.: MAC 1321, or write Mr. Day, 24, Crescent Grove, London, S.W.4. [6887

RILEY FALCON 12/4 1935. Chain-driven camshafts. £110. Oaklands, Mattingley, Nr. Basingstoke. Tel.: Heckfield 16. [6888

HOTCHKISS 3½ litre 1935. Gearbox dismantled, towable. Also Hillman 1934 and 5 engine, gearbox, 1934 back axle. Laidlaw, City Road, Newcastle-upon-Tyne. [6889

ASTON-MARTIN 1934. S/chassis, Le Mans reconditioned engine. Offers. 60, Pretoria Road, Edmonton, N.18. [6890

ALVIS 12/50 T.J. 1931. Wide 2-seater, new tyres, mechanically and bodily very good. Genuine. £120. Hill, The Mount, Hatherton, Nantwich, Cheshire. [6891

CHEAP MOTORING. Bond Minicar, 1954 Model. Just completely overhauled, repainted by makers. £235. 88, Harcourt Road, Bushey, Herts. [6892

S.S. II 10 H.P. ENGINE. Has cracked waterjacket, which has been welded and is serviceable. Complete with all accessories. £8. Smith, 150, Bellemoor Road, Southampton. [6893

VINTAGE 4½ BENTLEY Tourer, h.c. engine, excellent mechanically, rewired, very good Corsica body, good tyres, hood, tonneau. £250 o.n.o. Moore, 33, Whitehouse Road, Oxford. [6894

H.R.G. AERODYNAMIC 1947. B.R.G. with interior heater, windscreen washers, tonneau cover, aeroscreens, recent new Vynide hood, big-ends, rings, brakes relined, in excellent condition. £350. 10, Lamcote House, Radcliffe-on-Trent, Nottingham. [6895

M.G. J. SERIES. 2/4-seater, excellent mechanically, new upholstery, hood shabby. Seen Perth, London or en route. £115. Box No. H896, MOTOR SPORT, 15, City Road, London, E.C.1 [6896

MARK V COOPER. Long range tanks, jack, trailer, etc. With either 4-stud J.A.P. or Triumph Twin, both works rebuilt, £300 o.n.o., or will exchange Cooper and immaculate 1951 Morris Minor for XK 120, Healey, Allard or similar sports car. White, Bars Lodge, Dee Hills Park, Chester. Tel.: 26037. [6897

BUCKLER V 1952. All new Ford parts. Fibre glass body 1954. Twin S.U. carbs., 4.7 axle, etc. £295. Peters, 159, Warwick Road, Coventry. Tel.: 601651. [6912

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BENTLEY 4½-litre *open 2-seater. Recently completely rebuilt at a cost of about £1,400 (all bills, etc., available). The engine has many modifications and is chromium plated throughout. The chassis is 9 ft. 9½ in., and the whole car has been lowered some 7 in. This car has many modifications including Speed Six brake drums, gearbox, etc., etc., and is reputed to do 110 m.p.h. The whole condition of this car is as brand new throughout, having covered only about 1,000 miles since the rebuild.* **£585**

MERCEDES 38/250 4-seater sports d/h. coupe. This car has just been resprayed ivory and all parts re-chromed. Fitted new hood. A magnificent-looking carriage **£485**

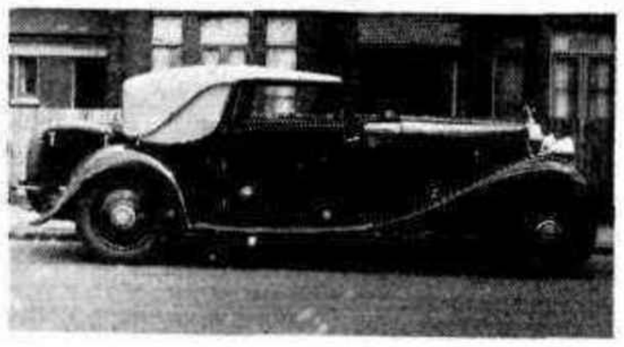
MERCEDES cabriolet, **500K,** 1937, with 540K modifications. This car is in excellent mechanical condition but a respray would enhance its appearance ... **£350**

PACKARD V12, 1937 (November). This is one of the fabulous double six 7¼-litre Packards which develop 175 b.h.p. There were only 125 of this model manufactured and it is known as one of the most-sought-after American classics. It has special German cabriolet coachwork by Karosserie Eichelbaum of Berlin. Fitted Continental steering. Superb mechanical condition **£145**

JAGUAR 1½ Special open 2-seater. This car has just been built and looks like a very glamorous Lotus. Exceptional acceleration. Fitted outside exhaust, fold-flat screen, painted Alfa red. This is a very fine-looking little car in beautiful condition ... **£295**

FRAZER-NASH 1½ open sports 4-seater tourer. New clutch just fitted. Recently resprayed and fitted new all-weather equipment **£210**

DELAGE 14-h.p., 1927, 2-seater d/h. coupe with dickey. This car has just had about £300 spent on its beautification and the condition of this little vintage gem is immaculate throughout **£225**



ROLLS Twenty-five, *1933/34 drophead coupe by Gurney Nutting, with large boot. This car has just been re-upholstered throughout, fitted new leather-type hood, resprayed, excellent tyres, fitted heater. This is one of the prettiest Rolls on the road ... ...* **£575**

ALFA-ROMEO 17/50 supercharged open 2-seater. Now being fitted new clutch, new hood, tonneau cover, etc. This very potent car will be in excellent condition and the price is **£265**

ROLLS Twenty, 1928, saloon. Exceptionally fine original condition **£165**

ROLLS Twenty, 1928, saloon. Good mechanical condition but body a shocker **£55**

ROLLS Twenty, 1928, 2-seater d/h. coupe with dickey. Engine just rebuilt and not yet run-in. Fitted new tyres, new hood and just resprayed ... **£295**

ROLLS P. I, fitted late-type sports sedanca-de-ville coachwork. Excellent condition **£185**

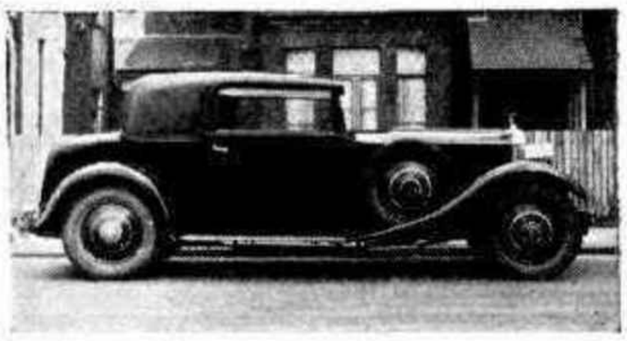
ROLLS Twenty-five, 1937 (July), sports saloon by Freestone & Webb. Superb-looking coachwork, always Rolls maintained. Two owners since new. 42,500 miles only **£875**

WOLSELEY Wasp, 1934/35, 9-h.p. saloon. Excellent condition. Fitted with a fantastic number of extras too numerous to mention **£125**

RILEY 1½, 1937, sports saloon. Clean coackwork, just rewired and fitted new battery **£195**

FORD V8, 1937/38, d/h. coupe. Excellent tyres, new hood **£85**

LAGONDA 3-litre open 4-seater tourer. New clutch just been fitted. Excellent hood and side-curtains **£185**



ROLLS Twenty-five, *1933/34, close-coupled sports fixed-head coupe with large boot by Park Ward. The total mileage is believed only 76,000. The whole car is in excellent condition throughout ... ...* **£465**

LAGONDA 4½ open 2-seater. Just recently completely rebuilt. New tyres, coachwork, etc. The acceleration of this car can only be described as fantastic and must be one of the fastest sports cars on the road today **£250**

ALVIS Speed Twenty-five, 1938, d/h. coupe. Immaculate condition throughout. Engine just rebuilt. This is one of the finest Speed Twenty-fives it has been my pleasure to handle **£365**

FRAZER-NASH 2-litre, 1937, d/h. coupe. Exceptionally clean coachwork, good mechanical condition, but clutch needs attention **£145**

ALFA-ROMEO 17/50 d/h. coupe. Recent engine rebuild. Clean coachwork. The car, alas, now has a cracked block. **Offers ?**

LANCIA Astura (regd. 1947) sports saloon by Farina. Faultless performance and very economical **£325**

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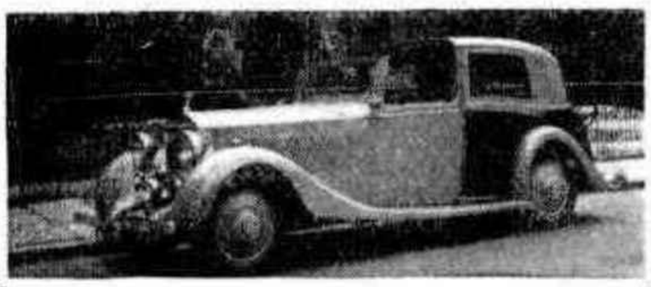

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Well-ventilated wrist gloves with soft, supple cape leather palms and **string** backs. Cool in wearing and giving delicacy of touch. Sizes 8 to 10½. Weight 2 oz. **Post free 18/6**
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Neat smart appearance. 2-way zip front. Large size pockets with zips. Sizes 34-44. Large variety of colours stocked including pale blue, green, black, etc. Also available for ladies. **Post free £4 10s.**

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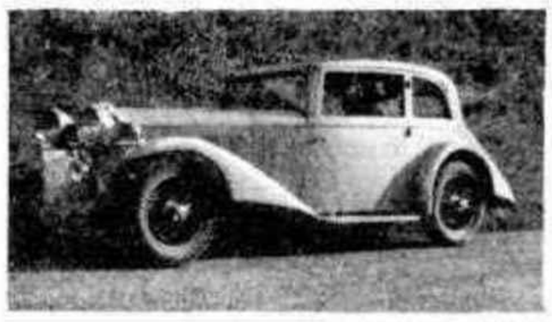

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FOR SALE—*continued*

1947 SUPERCHARGED ("T.C.") M.G. Midget. Two-seater, black, mileage 40,000, excellent condition. £400 o.n.o. Burke, Springhaven, Almondsbury, Bristol. Tel.: Almondsbury 2280. [6898

MORRIS 8 1938 Open 2-seater. Engine, steering, brakes overhauled, bills available. New battery, good tyres. Taxed. Nearest £140. Weekends, 56, Basils Road, Stevenage, Herts. [6899

APRILIA 1937 Standard Saloon. Engine, transmission, suspension excellent, upholstery good but luggage lid and floors rusted. Weber carburetter, post-war wheels, good tyres, battery. £230. Robson, White House, Stoke Common, Slough. Tel.: Fulmer 292. [6900

RILEY 1½ FALCON, 1935. Sleeved, big small ends not run in. New timing chains, starter, generator, battery, body excellent. £115 o.n.o. Exchange any 8-10 h.p. Davies, 5, Jillcot Road, Sheldon, Birmingham. [6901

ALVIS 16.9 1929 SALOON for sale. Bodywork in excellent condition, good set tyres, engine requires attention, otherwise in going order. £50. V. Bagshaw, 55, Edward Avenue, Leicester. [6902

£445! Beautifully kept, privately owned, 1948 Series Jaguar 3½ litre sports saloon, in exceptional condition. Original black cellulose, gleaming chrome, spotless brown leather and appointments. Mechanically in every way excellent. Recent overhauls. Excellent tyres, batteries, etc. Hosts of extras: H.M.V. radio, Ace discs, covers, etc., etc. A lovely and very elegant car with a wonderful performance. Bank Manager requests, nay, beseeches early sale; Tel.: Ascot 680 (office). [6903

LAGONDA 1933. 3 litre. Selector, special sports Weymann saloon. Very well shod, new batteries, excellent mechanical and general condition. Taxed for year. No oil. 22 m.p.g. Bargain, £110. Watson, "Spinneys," Fulmer Drive, Gerrards Cross, Bucks. [6904

ALVIS SPEED 20 V.D.P. Saloon, 1936. Mechanically faultless, uses no oil, well shod. Taxed. Sound, fast car for £175. Davison, Lower House, Staunton-on-Wye, Hereford. [6905

QUITE THE NICEST possible Bentley for the paterfamilias or the sociably disposed. A 1924 3 litre with interior drive semi-Cabriolet (rear quarter opens), by Gurney Nutting. Very good order in all respects, nearly all tools, instruction book, electric and wind horns, loose covers. Genuine 20 m.p.g. £145. Also 40/50 Delage, 16 h.p. Panhard, Donnet-Zedel, O.M. at just above scrap prices. G. A. Brooks Ltd., Edenbridge, Kent. Tel.: 2372. [6906

HAREWOOD well-known M.G., July, 1954. Works engine, solid block, Lucalised, Laystall head, 2-seater body by Bonallack, 110 m.p.h. Suitable road or track. Offers. Terms or exchange. Photographs. 77, Lord Avenue, Ilford, Essex. [6907

1924 11.9 HUMBER "Beeston" D/H Coupé. Transmission and brakes renewed. Remarkably good condition. Handsome appearance. Many spares. Taxed and insured. £125. Box No. H908, MOTOR SPORT, 15, City Road, London, E.C.1, or Tel.: KENsington 4094. [6908

RILEY KESTREL 1½ 1937. Excellent. Offers around £235. Consider drophead or tourer and cash. Lilliput Cottage, Bingham Avenue, Parkstone, Dorset. Tel.: Canford Cliffs 78106, evenings. [6909

ROLLS-ROYCE 20 Park Ward Saloon, May, 1928. Excellent specimen of this coveted marque capable of over 20 m.p.g. In sound condition and good for years. £175. J. M. Salt, 1, Heathview Gardens, Putney Heath, S.W.15. Tel.: Putney 1601. [6911

SIZAIRE-BERWICK 1923 Model 25/50, 4½ litre. 2-seater, Vee radiator, perfect running order throughout. Laystall rebored and linered 1952. Recellulosed black, fitted F.W.B., beaded tyres 90 per cent. tread, hood, glass sidescreens, special tools. Magnificent example vintage engineering, believed only one left G.B. Owned by F. W. Cotton (Motor-Cycles) 1923 to 1952. Present owner, Mercedes enthusiast, acquired car as collector's specimen, prefers exchange for any model Mercedes or sell £150. Johnson, Chequer Trees, Limpley-Stoke, Bath. Tel.: Limpley-Stoke 3159. [6913

£130. A.C. 1935. 15.7 h.p. Greyhound Sports Saloon. Ivory, radio, excellent condition. Muddiman, Fontmell Magna, Shaftesbury, Dorset. [6914

ALVIS SPEED TWENTY SALOON. Charlesworth body, white. 1934. Engine just run in. Tyres nearly new, I.F.S., rewired, cycle wings, original available. Very good order. Must be seen, appointment, please. Genuine selling reason 4, Heol-yr-Efail, Rhiwbina, Cardiff. [6915

AUSTIN HEALEY. April, 1954. Black with red upholstery, 9,000 miles, fitted heater and Le Mans kit, £875, or would part exchange for T.R.2. B. E. Collin, The Hall, Bulby, Bourne, Lincs. Tel.: Edenham 226. [6916

FOR SALE—*continued*

A.C. PRIVATELY OWNED 1936 drophead 4-seater in excellent condition. Mechanically sound, good tyres, battery, chrome, leather, bodywork exceptional. Fine example of this marque. One other owner since new. £200 or part exchange small saloon. Shaw, 204, Barton Road, Streatley, Beds. Tel.: Icknield 266. [6917

A.C. 16 H.P. 1934. Rewired, new battery, engine, etc., good, body needs attention. £45 o.n.o. Munro, Tel.: Andover 3006. [6918

1928 FIRST REGISTERED 1930. Rolls 20 Park Ward Landaulette. Perfect original and immaculate. £275, or exchange comparable 2 litre low chassis Lagonda tourer. Box No. H919, MOTOR SPORT, 15, City Road, London, E.C.1. [6919

RILEY FALCON 1½ litre 1937. In very good condition, 30 m.p.g. Genuine reasons for sale. £190. 87a, Hornsey Lane, Highgate, N.6. Tel.: Mountview 8634. [6920

M.G. P.A. 2-seater. Good runner, in fine condition. Five good tyres, brakes relined—bills. £165. Tel.: HOP 1926, evenings. [6921

1929 T.G. ALVIS 12/50. 3-seat coupé. Good mechanically and bodily, waterproof. £40 or offer, accept 6 volt car radio part exchange. Reeves, 51, Furnival Avenue, Slough. Tel.: 25749. [6922

1939 CITROEN Light 15 Roadster. Good hood, battery, all instruments, etc., working. Cruises quietly at 50. 30 m.p.g. on premium. £200. Thomson, 1, Beech Road, Oakham, Rutland. [6923

LANCIA AUGUSTA 1937. Taxed year. £125, or exchange 8 h.p. 4-seater Morris, Austin 7 or Ford. Kelly, Tel.: Chiswick 5847, after 8 p.m. [6924

ALVIS 12/50 1928. Rebuilt, re-registered 1939. Lowered chassis, tuned engine, outside exhaust, light 2/4-seater body, exceptional performance. Boella, Tudor Cottage, Appleton, Berks. [6925

FIAT 1100, Nov., 1938. Two-tone green, immaculate, interior beige leather, mechanics excellent. £250 o.n.o. Head, 18, White Street, Selby, Yorkshire. [6926

1939 (DEC.) FIAT 1100 SALOON 508C Pillarless. Exceptional in every way. £245, or offer considered. Tel.: Hoylake 5561. [6927

1949 (MARCH) HEALEY ELLIOT Sports Saloon. Sunroof, radio, heater, excellent condition throughout. Remarkable performance and 27 m.p.g. £595. Tel.: Hoylake 5561. [6928

VOLKSWAGEN CHASSIS, regd. 1951. Slight prangs, £30 spent on engine. £60 O.W.H.Y. Tel.: Stock (Essex) 255. [6929

AUSTIN 7. 3-speed gearbox, steering column, bucket seat, 12 volt M.G. wiper, 6 volt Lucas Windtones, Ford 10 spare wheels, E.C., steering column, pair Girling telescopic dampers, etc. 395, Wakegreen Road, Birmingham, 13. [6930

AVON STANDARD 16 h.p. F/H Coupé 2/4, 1933. Good looking body in fair condition, reconditioned engine, complete spare engine and gearbox, other spares. £75 the lot. 129, Village Way, Beckenham, Kent. [6931

LAGONDA RAPIER 2-seater. Used 9 months since 5-year rebuild. Tyres, electrics, weather equipment, radiator new. Chassis, suspension, steering overhauled. Engine, transmission sound. Immaculate finish. £235. Tel.: Upminster 614, evenings. [6932

SINGER 1½ LITRE Sports Tourer, 4-seater, 1934. Good mechanically, excellent body. Taxed year. £125. Tel.: Tottenham 1710. [6933

1931 12-40 LEA FRANCIS Saloon. Taxed, reliable. £50. London area. Tel.: MOU 7830. [6934

MERLIN Cylinder head, O.K., any offers? 83, High Street, Old Fletton, Peterborough. [6935

1936 SINGER Le Mans 9 h.p. O.H.C. 4-seater sports. Twin carbs., most innards renewed last 3 years. £125. 60, Trap Lane, Sheffield, 11. [6936

BUCKLER MK. 5. Finished October, 1953. All-enveloping aerodynamic 18 gauge alloy body. Ford Ten engine, high compression head, C.R. gears, hood, sidescreens, tonneau, windscreen washer, heater, trafficators, reversing and fog lights, luggage grid. Reason for sale posting abroad. £300. Seen London, evenings. Sanderson. R.N. Flying Course, Rochester Airport, Rochester, Kent. [6937

1935 SUNBEAM 23.8. Two owners, very good condition, radio. £130. Standard 12, recent overhaul, good condition, good tyres and body, etc. £125. Gleed, The Gables, Bradenstoke, Chippenham, Wilts. [6938

BREAKING K Type M.G. Magna engine, rad., shell, etc. Lagonda 3 litre engine spares, etc. Hydraulic brake gear to fit Ford V/8. Farmer, 10, Delamere Road, Portsmouth, Hants. [6940

VOLKSWAGEN, 1947. R.H.D., black, leather upholstery, transmission completely overhauled, good condition throughout. £315 o.n.o. Manger, 33, Rex Avenue, Ashford, Middx. [6941

1949 LEA-FRANCIS 1½ litre sports. Excellent throughout, heater, Alpine-mist grey, red hide upholstery. £485. 23, Clewer Court, Newport. Tel.: Newport 58167. [6943

FOR SALE—*continued*

M.G. P.B. Excellent condition, oil coil, raised compression. Fast and reliable. £195. Tel.: Bexleyheath 6912. [6939

RILEY LYNX Sports 4-seater. Body in wonderful condition. 1½ litre 4-cylinder engine completely rebuilt. Transmission and preselector gearbox overhauled. 5 tyres as new. A really sound car. £188. Hart, 75, Groveland Road, Beckenham, Kent. Tel.: BEC 3910, evenings; ADD 7661, day. [6942

BENTLEY 4½ SALOON, 1928. Rebuilt, good condition, original, 98,000 miles. £325. Surrey. Box No. H944, MOTOR SPORT, 15, City Road, London, E.C.1. [6944

CITROEN 20. C.W.P. only. Best offer. P/O Davidson, R.A.F., Benson, Oxon. [6952

M.G. P.A. Black/red upholstery, new sidescreens, etc. Excellent condition throughout. £170. Tel.: KIN 8468. [6967

RILEY 9 KESTREL 1934/5. Very reliable. Approximately £85 spent during last two years, rebore, axle, clutch, etc. £95. M.G. front springs. Barn Cottage, Kenley, Surrey. Tel.: UPLands 8937. [6968

SPEED 6 BENTLEY with open coachwork preferable V.D.P., in first-class condition throughout, otherwise repairable, considered. Fair price paid. Derrington, 159, London Road, Kingston on Thames. Tel.: KIN 5621/2. [6969

1928 LAGONDA 2 litre Saloon. Good battery, tyres. Reliable. 25 m.p.g. £55. Tel.: Sunbury 2690. [6970

AUSTIN SEVEN CHASSIS. Good engine, reasonable tyres. £20 o.n.o. Tel.: Ewell 1817. [6966

B.S.A. 1932 TOURER F.W.D. 4-wheeler, good runner. £55 o.n.o. Milne, 40, Victoria Crescent, S.E.19. Tel.: GIP 2351. [6971

RILEY NINE SPECIAL. Fitted attractive four-seater body. £65 o.n.o. Constable, 12, Radstock Avenue, Kenton, Middx. [6972

MUST SELL either Morgan 4/4 1951 2-seater, reconditioned engine, 3,000, raised compression, polished ports, 34 m.p.g., exceptional condition throughout, £395; or Allard 1947/8 2-seater, resprayed, brakes just relined, new batteries, immaculate, £295. Taylor, 27, Randolph Crescent, W.9. Tel.: Cunningham 2648. [6973

ALVIS T.L. 12/60 BEETLEBACK. Excellent condition throughout, engine recently reconditioned, genuine 30 m.p.g. £250 or reasonable offer. Box No. H974, MOTOR SPORT, 15, City Road, London, E.C.1. [6974

ROLLS-ROYCE 20/25. Chassis No. GKC18. 1934. Black foursome sports saloon by Freestone and Webb. 90,000, £350. Rolls overhauled at 75,000, bills available. One owner last 20 years. Almost perfect. £600. Seen South Bucks. Woods, Tel.: Little Chalfont 2295. [6975

A.C. 1937 DROPHEAD 2/4-seater, recent works overhaul, excellent condition throughout. £310. Can be seen London or Horsham (Sussex). Tel.: Lower Beeding 337, after 7 p.m. [6976

CITROEN 15 SALOON, 1946, Silver Polychrome finish, mileage 62,000, recent overhaul. £350. H.P. available. Gliksten, Fairbrook, Dropmore Road, Burnham, Bucks. [6977

55 M.P.H., 40 M.P.G. Morris M.G. Special. Aluminium 2-seater, large boot, new hood. £80 o.n.o. Roberts, White Hart, Blackwater, Hants. [6978

1939 PEUGEOT 202 D.H. 4-door. Above average condition, new car coming so first sensible offer secures. Seen in Yorkshire. Box No. H979, MOTOR SPORT, 15, City Road, London, E.C.1. [6979

FRAZER-NASH-B.M.W. 1937. Type 45. Rare 4-seater sports tourer. Recent major overhaul engine, transmission, etc. Offers around £175. Ellis-Robinson, Wychwood, Good Easter, Chelmsford, Essex. [6980

MORGAN 4 x 4, 1938. Excellent condition. £175. Available 10th May. Tel.: Greenwich 5413, after 6 p.m. [6981

ALVIS SPEED 20 Vanden Plas Tourer. New tyres, radiator and batteries. Very pretty machine. £150. H.P. arranged. Ruston, 25, Stonycroft, Stevenage, Herts. [6982

FORD 10 SPECIAL SPORTS 2-seater, 1938. Professionally built. Buckler rear axle, hydraulic brakes, 16in. tyres. Nice. W. H. Barnes, 1c, Venner Road, Sydenham, S.E. Tel.: 7469. [6983

DELAGE 3 LITRE Sports Saloon. Black and silver. Superb condition, one of the most attractive cars on the road. Radio and many extras. Excellent history. 1946 registration. £450 or nearest. Write Box No. H984, MOTOR SPORT, 15, City Road, London, E.C.1. [6984

FRAZER-NASH Boulogne Meadows. Owner works racing mechanic. Extensive details on application. £200. 26, Gorst Road, S.W.11. Tel.: Battersea 1414, after 7. [6986

SINGER LE MANS, occasional four. Engine completely overhauled, new battery and dynamo. £60 o.n.o. Gover, 116, Fourth Avenue, Manor Park, London, E.12. [6987

FIAT 1100 SALOON, 1938. Nice condition, fast, 38 m.p.g. £220. Tel.: Willesden 2061. [6989

FOR SALE—*continued*

BREAKING ALVIS Firebird (head cracked), everything else available. S.a.e. please. Also 1933 Firefly, good mechanical condition, Nife batteries, well shod. £90. Routledge, Scholes, Leeds. Tel.: Leeds 647896. [6990

TYPE 40 B.M.W. 2-seater sports. Extensive modifications, excellent condition, £275. Cope, 31, Junction Street, Dudley, Worcs. [6991

"INVICTA" 4½ litre 100 m.p.h., low chassis D/H coupé. Rebuilt 1951, including fitting reconditioned engine, gearbox and new upholstery. This vehicle is fitted with Servos-assisted brakes, "Trico" horns, fog lamps, etc. It has been maintained regardless of expense and is in unusually good condition. Also spare engine, gearbox, front and back axles, etc., available. David Ide, Moushill Manor, Godalming, Surrey. Tel.: Godalming 1638. [6992

FIAT 1100 SALOON, 1939. Excellent condition, 5 good tyres, recent engine overhaul, new battery, w/washer, Fram, extra lights, demister. Well maintained. Photo. £260. Thomas, 24, Bodenham Road, Hereford. [6993

JAGUAR 3½ ENGINE, does not require overhauling, £50. Gearbox, £10. Many other parts cheap. Walkers Garage, Whitby, Yorks. [6994

1936 RILEY 12/4 FALCON. Good condition, some spares, taxed. £140. Dunbar, 110, Lewin Road, S.W.16. [6995

S.S. 9 H.P. 1933 4-seater coupé. Taxed June. Reliable. £50. Tel.: WEMbley 7409. [6996

AUSTIN NIPPY. Green, registered 1944. Grasshopper engine, spare engine, gearbox, etc. £140. Tel.: BEC 6563. [6997

1938 ASTON-MARTIN 2-litre D/H 2/4-seater. Good condition. £300 or near offer. Box No. H998, MOTOR SPORT, 15, City Road, London, E.C.1. [6998

1934 ALVIS SPEED TWENTY. Black, 2-door Charlesworth saloon. Good mechanical condition, brakes relined, new rotoflos, valve springs and guides fitted. Offers over £150. Adams, Woodside Cottages, Amport, Andover, Hants. [6999

1937 FIAT 500. New engine, battery, £150, or exchange M.G. or similar. Jesmondene, Herstmonceux, Hailsham, Sussex. [7000

MORRIS MINORS. Saloon S.V. and Tourer O.H.C £50 each. Hamilton, West House, Bathampton, Bath. [7001

OFFERS. F.W.D. Alvis 2-seater, rebuilt. 38, Torbay Road, South Harrow, Middlesex. [7002

STONEHAM 750 SPECIAL. Ex-Stevens (vide building and racing my 750). Winner of numerous awards last season and probable winner of many this. Completely checked over and ready for the season's work, 90 m.p.h.+. £150 o.n.o. Berent. Tel.: Epsom 1164, after 6. [7003

T.A. M.G. SPECIAL. J.1 4-seater body, fitted overhauled T.A. engine and gearbox. Hydraulics, new tyres, tonneau cover, etc. Sees modern M.G.'s right off. £200 o.n.o. H.P. possible. Berent. Tel.: Epsom 1164, after 6. [7004

JAUNTY MORGAN 1926. Air-cooled J.A.P., rebuilt 3,000 miles. Much polished metal, hood, assorted spares. Taxed, insured. £60 o.n.o. Mulholland, 36, Sydney Street, Cambridge. [7005

M.G. P.A. SPARES. Engine (recent overhaul), gearbox, chassis, wheels, axles, all accessories. Also new c.w. & p. 8/41, tyres 450 x 19. Sayle, c/o Mowbreck Hall, Kirkham, Lancs. [7006

LAGONDA 2 litre Tourer, 1932. Good mechanically, body recovered, new all-weather equipment, tyres, battery. £165. Also M45 V.D.P. tourer, 1934, excellent condition, £165. Tel.: New Milton 2016. [7007

ALVIS SPEED TWENTY, 1933. V.D.P. tourer. Restored as new. £180. Tel.: New Milton 2016. [7008

LEA-FRANCIS 2/4-seater Roadster, 1628 c.c., 1940. Genuine 30,000 miles, excellent condition, finished red and silver. Attractive car. Dodd, 8, Raymond Avenue, Great Barr, Birmingham, 22. [7009

M.G. MAGNA. Red sports, 30 m.p.g. Very sound, reliable, £75 o.n.o. Also Lagonda saloon, 13 h.p., original condition, genuine bargain, £85 o.n.o. Tel.: Richmond 4721. [7010

1928 AUSTIN HEAVY 12/4 Saloon. Thoroughly sound, good tyres, daily use. £40 o.n.o. 133, Rothesay Road, Gosport. [7011

RILEY 12/4 FALCON, 1935. Very good condition throughout. £175. 32, Courtlands Avenue, Slough, Bucks. [7012

LAGONDA 16/80 1932. 4-seat tourer. Extensively reconditioned mechanically, body, hood, tonneau, etc., excellent. 2 owners. Crash box. £175 o.n.o. 61, Job's Lane, Coventry. Tel.: Tile Hill 66604, evenings. [7013

M.G. J.2. Swept wings, new hood, etc. Immaculate. Best offer over £155. Smith. Tel.: Robertsbridge 199. [7014

1939 SUNBEAM TALBOT 10 h.p. Sports Saloon. Two owners, good condition. Tel.: Bristol 73151, 9 a.m. to 5 p.m. [7018

FOR SALE—*continued*

1938 TALBOT 10 Sports Saloon. Interior shocking, otherwise good. £100. Exchange Austin Seven. 6, Spenser Road, Harpenden, Herts. [7015

ATTRACTIVE AUSTIN NIPPY. Good condition, new tyres, very reliable. Finished two shades green. £100 or very near. Harrison, "Denson," Derby Road, Kilburn, Derbyshire. Tel.: Horsley 269. [7016

SINGER 9 SPORTS COUPE. Late 1933. £85 o.n.o. Engine completely reconditioned, smart appearance, fast. Many engine spares. Or exchange four-seater Morris, Austin. Tel.: Horley 977. [7017

MORGAN 4/4 1938 MODEL. 2-seater sports. Black, reground crank, reconditioned rad., good tyres. Best offer over £195. Surridge, "Langleys," Bledlow, Aylesbury, Bucks. Tel.: Princes Risboro 611. [7020

B.S.A. SCOUT, 1938, 2-seater, excellent condition, recent overhaul. £155. Hurrell, 85, Laindon Road, Manchester, 14. [7021

LANCIA APRILIA, 1937, Cabriolet. Mechanically sound, attractive body. £250, no offers. Terms Hope, 94, Brook Green, Hammersmith, W.6. [7022

1935 MAGNETTE SALOON. 4 new tyres, batteries, fast, economical, fair condition. Exchange larger or sell £100. H.P. Tel.: Woolwich 5938. [7023

TURNER MODIFIED J.2 M.G. Alloy body, hydraulic brakes, etc. £165. Write: Taylor, 2a, Brook Street, Shrewsbury. [7024

AUSTIN SEVEN SPORTS 2-seater. Rebuilt 1954. New hood, brakes, battery, tyres. Excellent mechanical condition, 45 plus m.p.g. £70. Tel.: POL 3970. [7025

ALVIS SPEED 25. Blue aluminium Pillarless sports saloon. Immaculate, stored past seven years. Owner abroad. Not run in since £100 overhaul. P.100's, I.F.S., dual ignition. £185 for quick sale, worth double. 20, Ennismore Gardens, Nottingham. Tel.: 74692. [7026

RILEY 9 KESTREL. 1935 Model. In good order. £169. Seen Norwich or London. Capt. Mason, Britannia Barracks, Norwich. Tel.: 20438. [7027

FORD SPECIAL Sports/Racing 2-seater. 1172 c.c. Many modifications. Professionally built. All-weather equipment, etc. £265 or near. 21, Beresford Road, Wallasey. Tel.: 8262. [7028

M.G. SPARES. N.A. Magnette and J.2 engine, gearbox and rear axle. 6, Eneurys Road, Wrexham. [7029

RILEY 9 KESTREL SALOON, 1936. Recent bills for £138 include resleeve, regrind; new carburetters, rear springs, hubs, Ferodos, Layrubs; reconditioned dynamo, starter, gearbox. Reasonable body, very attractive in Valspar cream. Ideal for family man with strong sporting instincts. Roomy, economical, no snags. £135 o.n.o. Tel.: Woodbridge (Suffolk) 466 (office). Box No. H030, MOTOR SPORT, 15, City Road, London, E.C.1. [7030

ALVIS 1939 12/70 D.H.C. One enthusiast owner and only 43,000 miles since new. In superb and unique condition throughout. No dealers. 80 m.p.h., 28 m.p.g. £375. Comdr. Rooper, Greens Place, Isfield, Sussex. Tel.: Isfield 228. [7031

1929 SINGER "JUNIOR." Fitted 1934 Le Mans 9 h.p. engine. Powerful runner with distinctive character. Taxed June. £27 10s. Tel.: ARNoln 1082. [7032

1949 CITROEN Light Fifteen. Fitted new shock absorbers, rings, big-ends, valves, heater, screen washers, sliding roof. Recent £20 transmission overhaul. Lovely condition throughout. £375 or part exchange post-war tourer or drophead. 366, Wilsthorpe Road, Long Eaton, Notts. [7033

LAGONDA, 1935, 4½ litre Pillarless Saloon. Comprehensively equipped, in really outstanding condition with exhilirating performance. Privately owned. Full details on request. Offers to Chesham (Bucks) 399. [7034

DAIMLER, 1933, 25 h.p. 6 cyl. sleeve valve limousine by Hooper. Alloy engine, fluid flywheel, s.c. gear. Utterly reliable, spotless coachwork, mechanically sound. A fascinating and dignified family car. Owner really going abroad. Offers, or may exchange reliable shooting brake. Box No. H035, MOTOR SPORT, 15, City Road, London, E.C.1, or Tel.: LANgham 1118. [7035

WHEELS. 16in. Lightweight wire. Splined centres, fit M.G./Riley. Fitted virtually new Dunlop racing tyres. Balanced. Two 550, two 500. £45 set. Middx. Box No. 036, MOTOR SPORT, 15, City Road, London, E.C.1. [7036

QUANTITY 16/80 LAGONDA engine spares. Also few 2 litre engine and chassis spares. S.a.e. please for details. 10, Park Street, Haslingden, Lancs. [7038

RILEY 9 KESTREL, 1935. Body good, mechanically excellent. £65 gearbox overhaul just complete. £155. Sutherland, 9, Riversfield Road, Enfield. [7040

M.G. ENTHUSIASTS: Turn now to our advertisement under Miscellaneous on last page. [7049

FOR SALE—*continued*

ALVIS 12/70 1938 OPEN 4-seater. Recellulosed, new hood, side curtains, battery, starter, starter ring, clutch, king-pins, bushes, brakes relined, linkage renewed, road springs, gaiters, petrol pump, seat covers, heater, screen washers. Twin S.U.s, telecontrols, with additional Hartfords on front. This is an exceptional car, of outstanding reliability, and has never involuntarily stopped on road. For sale despite family's tearful protests. Dealers will be eaten by large Boxer (also tearful). Taxed year. £325. Cain, Meadow Top, Bradshaw Road, Walshaw, Nr. Bury. Tel.: Ramsbottom 2263. [7037

FABULOUS RAILTON 8 cyl. Stratton Saloon, 1937. Chassis, body in superb condition; just resleeved, etc., at Burtonwood at cost of over £200. Heater, radio, picnic tables, etc. Looks like a sleeker Rolls. Typical Railton performance and handling. Too potent for present lady owner. £350 o.n.o. Jenks, Bredon, Belle Vue Gardens, Shrewsbury 4839. [7039

LAGONDA 4½ litre Pillarless Saloon, 1935. Outstanding mechanical condition. Many extras. Interior trim excellent. Very few marks on wings. Rapid reliable performance. £180. 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [7041

M.G. SPARES! J.2 cylinder head, complete. New springs, bearings, no oil, £15. T.A. halfshaft, tonneau, gaskets, etc. Edmondson, 39, Woodfield Road, Birmingham, 14. Tel.: Highbury 1644, evenings. [7042

LEA-FRANCIS 14 h.p. engine, gearbox assembly (1949) for sale, minor parts missing. Details Golden Lion Hotel, Ashton-in-Makerfield, Wigan. [7043

A.C. 2 LITRE SPECIAL. Built 1948. Recent extensive mechanical overhaul. Classic sports lines. Resprayed grey, insured. Details, photo available. £225. F/Lt. Bull, R.A.F., Tangmere, Sussex. [7044

BENTLEY 3 litre, 1926, four-seater tourer. V.D.P. aluminium body. Chassis rebuilt by specialists, 19in. wheels, close ratio A box, rewired. In first-class condition throughout. Price £275. View by appointment. Gill, 76, Mossfield Road, Birmingham, 14. Tel.: Highbury 4308. [7045

LAGONDA 2 litre low chassis Speed Model, 1932, 4-seater tourer. Black and gleaming chrome, with green leather upholstery. Affectionately cared for, and considered to be one of the best looking cars of its marque. Photograph, full details and known faults from bona-fide enquiries. Seen London area. £200 or nearest offer Box No. H046, MOTOR SPORT, 15, City Road, London, E.C.1. [7046

RILEY 9 MONACO Mk. IV, 1929. In really beautiful condition. Successful competition car (3rd Madresfield 1953, 5th in Concours). Mileage about 50,000. Complete overhaul 10,000 miles ago, c.r. now 7.0, twin Zeniths. £150. Bugden, 78, Broad Oaks Road, Solihull, Warwickshire. [7047

ALFA ROMEO, 1750 c.c. Unblown chassis, breaking for spares. All parts except engine and gearbox. Witherden, R.N.A.S., Yeovilton, Somerset [7048

1949/50 A.C. 2-door Saloon. Spotless condition. £100 just spent. Offers over £400. 4, Queensway, Gaywood, Kings Lynn. [7051

THE WELL-KNOWN Spikins Sprint Special 2½ litre. Regd. 1948. Professionally fitted 2.6 litre M.G. engine. Light flywheel, special 3.5 axle, close ratio gearbox, spare high compression cylinder head, four spare wheels and racing tyres. Full road equipment. Very high performance indeed, combined with complete reliability and genuine 20-25 m.p.g. Open any inspection. Engineer owner buying Lotus. £250. Macpherson-Grant, Christmas Mill, Edenbridge. Tel.: Eden 3118. [7052

1934 ASTON MARTIN Le Mans 4-seater sports. 800 miles since engine completely reconditioned by Friary Motors, fitted high compression head, new rods, bores sleeved to standard, crank ground, larger inlet valves, Ulster carbs. and manifold, four branch O.S. Ulster exhaust system, Scintilla mag., 2 new batteries, excellent axle and gearbox, new clutch, very good chrome, paintwork, tyres, etc., fitted Windtones. £290 o.n.o. Consider exchange. Preston, 16, Preston Avenue, Eccles. Tel.: 1027. [7053

ASTON MARTIN D.B.2, 1951. Many extras, spares. Conversion available for supercharger or vantage engine. Sale or exchange T.R.2. Tel.: BIShopsgate 1906. [7054

2½ LITRE HEALEY SPARES. Riley cylinder head, bare, brand new, £15; "B" type frame, reconditioned, £45; complete set brake drums, back plates and shoes, £16; pair front trailing arms, £15; two half-worn 15 x 550 racing tyres with tubes, £10; Lagonda Rapier E.N.V. crown wheel and pinion, £12, new. All parts seen Norwich. Write first to L. R. Jarvis, 74, Whitehall Park, N.19. [7055

1938 MORGAN. Blue, reconditioned radiator, back axle, new brake linings, excellent tyres, batteries, 1952 suspension spare, complete engine. £220. Sims, Tel.: Tadworth 2005 (Surrey). [7056

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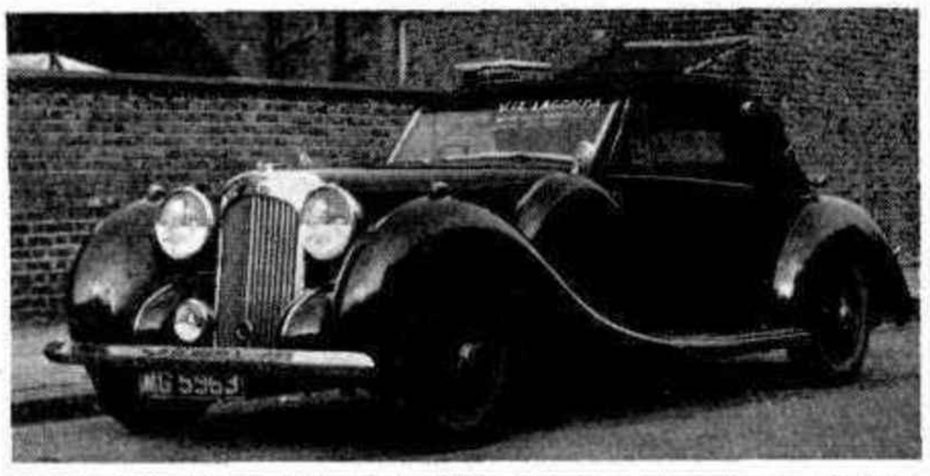
ROLLS-ROYCE Ph. 3, 1937, *sedanca de ville by Gurney Nutting, one titled owner until quite recently. Finished in brilliant black, with brown hide in the front seats, beige Melton cloth seats and trim at the rear, covered with beige Bedford cord loose covers and door trim. Dashboard and fillets are in dark birdseye maple. All six tyres are absolutely as new (heavy duty), the chrome is first class. The tool tray is original, the large boot is arranged so that the lid can remain open as a luggage carrier whilst a supplementary lid closes the boot. The whole car appears to be close to concours condition and is in extremely good mechanical order.* **£995**



LAGONDA V12 4½-litre short-chassis drophead, 1938, *two owners only since new, the first owner until* 1953. *Car was stored from* 1939 *until* 1946, *when it had a works checkover. The second owner had a new Sanction* 2 *engine fitted in June,* 1954, *and the car has done only* 6,000 *miles since. Top overhaul* 1,000 *miles back. All tyres as new, chrome is lovely, the soft top is almost new. Bottle green exterior, with green hide upholstery. Ind. f.s., built-in Jackall system, heater. Large boot at rear. Tip-top mechanical condition.* 12 *m.p.g.* **£495**

1938 TRIUMPH DOLOMITE ROADSTER, 1½-LITRE, in beige and black, with dark green interior. The hood is in matching beige Vyanide, all tyres are excellent. A very clean and pretty car. A new water pump and exhaust system have recently been fitted. **£215**

1936 BENTLEY 3½-LITRE sports saloon by Park Ward, in black, with dark blue leather interior. A fair amount of reconditioning has been carried out to this car and it could be described as being in lovely condition throughout. All five tyres are absolutely as new, the chrome is excellent. **£525**

1936 S.S. JAGUAR 2½-LITRE tourer, fitted with a later o.h.v. engine, finished in black, with black leather interior and silver grey hood and sidescreens. An extremely nice car to drive and a very attractive car to look at. **£215**

1948 (late) JAGUAR 3½-LITRE drophead in soft grey with tan leather upholstery, etc., and black hood. All good tyres, beautiful chrome, lovely body finish. Good mechanical condition; fitted with Scintilla magneto, passlight and heater. **£415**

1948 ALLARD TOURER, Series L, one owner only since new and a genuine guaranteed mileage of only 30,000 miles. Fitted with **Allard** aluminium heads, oil filter, etc. Finished in polychromatic grey with grey leather interior; almost new maroon Vyanide hood, full all-weather equipment, beautiful dashboard. Definitely a specimen car. **£350**

1934 BENTLEY 3½-LITRE sports saloon by Park Ward, in black, with green leather upholstery, etc. Bodywork and chrome are excellent, all five tyres are as new. Ace discs, Smith's heater, Marchal lamps, p sslight, etc.; large boot, and most of the original tools. **£395**

1934 A.C. 16/56 sports saloon in black, with re leather interior. Sound and quite modern looking, only needs a little tidying p inside. All ancillary items are complete, such as bumpers, screen-wipers, h rn, etc., etc.; driver's side door window needs replacing. At very little effort, c u be made into a really attractive and reliable car. **£75**

Excellent hire purchase terms; immediate insurance always available. Genuine RED LABELS and 4½-LITRE BENTLEY unsupercharged mod ls in original order always wanted.

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Ready-to-Fit HOODS

Add comfort to your winter motoring and improve the value of your car!

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From **£6**

Also sidescreens, tonneau covers, s/wheel covers, radiator muffs, etc., supplied.

SPECIAL OFFER!

LOOSE COVERS

In non-crease hard-wearing Rayon serge Contrasting Piping.

M.G. & MORRIS 2-str.	58/6
FORD, MORRIS 8 4-strs.	88/6
FORD, MORRIS 10 s.p., 4-strs.	98/6

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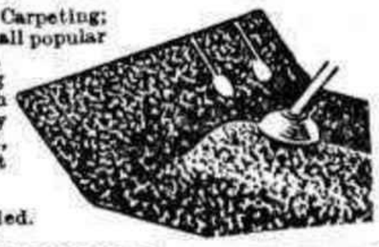
- Seats and Interior Upholstery repaired or renewed. Foam rubber cushions supplied.
- Saloon roofs recovered.
- Head-linings supplied, e.g. Ford and Morris 8/10, Ready-To-Fit, £4/10/-.
- All Trimming Materials supplied, incl. L/cloth, H/ dings, Hooding, etc.

Fitted CARPETS BY POST OR FITTED SAME DAY

Heavy Quality Pile Carpeting; individually tailored for all popular makes. Various colours. Rubber backed for long life and fitted with driver's heel mat. Very competitive prices, e.g., MORRIS 8; complete set **5 gns.**

LINK rubber mats supplied.



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FOR SALE—*continued*

RILEY NINE GAMECOCK. In fine original condition, very good engine, new hood, bag, tonneau, many spares. Handbook. Taxed year. £120. Details, photo, A. Baillie, 37, Beltane Street, Glasgow, C.3. [7057

RILEY 12, 1940 SALOON. Excellent condition. £310. Totty, St. Thomas' Hospital, Stockport. [7058

JAGUAR 1½ litre, 1937 Sports Saloon. Black, excellent condition, ace discs, dual spot lamps, good tyres. Lively, reliable performance, no oil, 30 m.p.g. Nearest £200. Frost, 51, Evelyn Road, Wimbledon, S.W.19. Tel.: Cherrywood 2951. [7059

H.R.G. 1500 1937. Green, Brooklands 4ed. Fully overhauled, giving approx. 30 m.p.g. £250. Seen Yorks. Box No. H060, MOTOR SPORT, 15, City Road, London, E.C.1. [7060

SPECIAL BENTLEY 6½ litre 2-seater sports. White with green upholstery. Chassis shortened and lowered by H. M. Bentley and Partners. Wheelbase 10ft. Complete engine overhaul in last 6 months. Excellent condition throughout. Clutch relined and chassis rewired, new batteries, full weather equipment, tyres good. Photograph on request. Nearest £450. Warburton-Brown, 3, Elmhurst, Lypiatt Road, Cheltenham. Tel.: Cheltenham 53866 during day; 52242 after 6 p.m. [7062

£1 ONLY! If you want to learn all about Vintage Bentleys for only 20s. here's your chance! Bargain 20s. offer comprising three instruction books—3 litre (6s.), 4½ litre (10s.), and 6½ litre (5s.)—includes Free 7s. 6d. copy of unique Bentley Recognition and Technical Data Tables (incorporating Buyers' Guide). Send £1 or write for details. Vintage Bentley Service. Box No. H063, MOTOR SPORT, 15, City Road, London, E.C.1. [7063

VINTAGE BUGATTI SPARES. Types 30 to 46. No roller parts. Complete 5 litre Bugatti, engine dismantled, station wagon body not yet fitted, £100. S.U. carburetters, various. Austin Seven spares, various: close ratio 4-speed box, £10. 1932 G.T.P. Velocette, £6. B.M.W. 2 litre, type 45, with 65 b.h.p. engine, Weber carb., and special low closed body. Extensive recent overhaul, £180. B.M.W. spares various, ex-Tyrer and others. Folding windscreen, curved edges, 40 by 12 ins., £4. Send S.A.E. with enquiry. Holland Birkett, 3, Pondtail Road, Fleet, Hants. [7065

M.G. 1932 12 h.p. O.H.V. 2/4-seater. Fixed head. Enthusiast maintained, very good condition throughout. 27 m.p.g. £85. 86, Brentwood Road, Romford. Tel.: Romford 205. [7066

1934 SINGER LE MANS. 2-seater, good condition. £165 o.n.o. Fowler, Tel.: Southwick 2725. [7067

1948 TRIUMPH ROADSTER 1800. Resprayed white, new blue hood, very carefully used. £400. Tel.: Welbeck 3918. [7068

1933/4 SINGER 9 COUPE. Reasonable condition, well shod, aluminium body. £80 o.n.o. Box No. H069, MOTOR SPORT, 15, City Road, London, E.C.1. [7069

FRAZER-NASH, 1931, Meadows. Clean, goes well. £140. Readvertised because R.A.F. officer defaulted. Brown, Corner Garage, Nettlebed, Oxon. [7070

1951 XK120. Unraced, unmodified, bronze, 26,000 miles, radio, heater, seat covers, spot lights, wing mirrors, luggage grid, mascot, parking lamp. Possibly best 51 XK available. Taxed Dec. £750. Terms, Exchange T.R.2. Jones Garage, Syston, Leics. Tel.: Syston 86257. [7071

AUSTIN SEVEN TOURER, 1933. Rebuilt, rebored, rewired, tyres good, bodywork fair. Taxed. Quantity spares. Owner bought Lagonda. £60 o.n.o. Box No. H073, MOTOR SPORT, 15, City Road, London, E.C.1. (Near Manchester) or Tel.: Marple 148. [7073

FOR SALE—*continued*

1949/50 T.C. M.G. 30,000 miles, black. A specimen car in every respect. Taxed. £399. Jones Garage, Syston, Leics. [7072

LAGONDA M.45 SALOON. Very good condition, many extras. Maximum speed over 90 m.p.h., acceleration 0-50 10 secs., 0-60 15½ secs. 17 m.p.g. Unsuitable elderly dodderers. Best offer over £150. Box No. H074, MOTOR SPORT, 15, City Road, London, E.C.1. [7074

M.G. T.A. 1939. Taxed year. Reconditioned engine, uses no oil, repainted blue Aug., 1954. Very good tyres and batteries, requires new water pump. Increase in family forces sale. £250 o.n.o. Tel.: Shepherd's Bush 6159. [7075

DESIRABLE VINTAGE motor car regretfully for sale. The 1927 Riley 11.9 S.V. tourer pictured Vintage Veerings, July, 1952. Excellent order, even the clock works. Offers please. 4, Masons Road, Slough. Tel.: Burnham 1107. [7076

FORD 8 H.P. SPECIAL. Taxed till June. Any reasonable offer accepted. Photos available. A. Weir, 38, Bark Street, Bolton, Lancs. Tel.: Bolton 2162. [7081

1928 ALVIS 12/50 SALOON. Good condition. Taxed, insured. £90 o.n.o. 1932 Morris Minor, partially rebuilt. Offers. Trevor, 36, Westland Avenue, Bolton. [7082

C. J. BENDALL

ALFA-ROMEO 1,750 twin-cam unblown, attractive and original 4-seater by Young, 1932. New hood, mechanical condition very fair. **£185.**

AUSTIN HEAVY 12/4 saloon, 1928. Very tidy and original, and extremely sound, with excellent tyres. **£60.**

STONELEIGH 8-H.P. 2/4-seater, 1923. Rough body, mechanically sound and certainly unusual. **£30.**

DELAGE D8, 1931, short limousine in very fair all-round order, excellent tyres, etc. Of good appearance and a real bargain at **£55.**

LAGONDA 3-LITRE open sports 4-seater, 1933. Very fair general mechanical order, average body condition. A bargain at **£70.**

MORRIS-COWLEY 2-seater, 1929. Rebored and new bearings 4,000 miles ago; recently repainted and cycle-type wings fitted. Sound hood and excellent tyres. **£50.**

MORRIS-OXFORD "BULLNOSE" 2-seater coupé, f.w.b., fair body and very fair mechanical order. **£50.**

RENAULT FORTY-FIVE, as fully described last month. **£200.**

ROLLS-ROYCE : Five Phantom I, *i.e.*, two limousines by Hooper, one Cockshoot, one Park Ward and a landaulette by Windover; all save one owned by the same hire company for the last 20 years. All kept in very good order and well maintained, with first-class tyres, P100 headlamps, and requiring virtually nothing spending. Prices are very low for such cars and range from **£95** for the landaulette to **£145** for the 1929 Park Ward.

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HITCHIN 3108 (Evening)

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FOR SALE—*continued*

1939 (MODEL) T.A. M.G. Black/red, excellent condition all round, reconditioned engine 3,000 back, 36+ m.p.g. Heater. Engineer owned. £255 o.n.o. Seen weekends. "Crossways," Thundersley Park Road, Thundersley, Essex. [7077

ALVIS 16.95 SILVER EAGLE, 1937. 53,000, I.F.S. rebuilt (Alvis Ltd., 1954), coachwork resprayed, brakes relined, new exhaust system, new valves and springs—all 1955. Marchal optiques. High ratio c.w. & p.—standard available (for caravanning?). Special tools, handbook, etc. Fullest details. Towns, Keele Hall, Newcastle-under-Lyme. [7078

ALVIS SPEED 20 Charlesworth Saloon, 1936. Rebored, new big-ends, clutch, timing chain, batteries, etc., 1,000 miles ago. 3 carbs., I.F.S., P.100's, 20 m.p.g., no oil, good body. Very fast. £250. 127, Hazelwood Drive, St. Albans, Herts. [7079

RILEY KESTREL 9, 1934. Much above average condition throughout, silent manual box. £160 o.n.o. 90, Goldstone Crescent, Hove. [7080

TALBOT 65 SALOON. Excellent condition throughout, one previous owner, best offer £120. Sweet, 6, St. Stephen's Road, Yiewsley, West Drayton, Middx. Tel.: West Drayton 2504. [7083

HUMBER 1928 14/40 TOURER. Business plans force sale. Purchased from original owner, she is quite perfect. Wind-up windows, dashboard, leather, etc., all as new (total mileage 46,000). Brakes relined. £130, taxed. Tel.: Richmond 1466, evenings. [7084

1934 ALVIS SPEED 20 Charlesworth Saloon. Black/brown hide, overhauled throughout, including rebore, new tyres, batteries, I.F.S. single and triple carbs., 3,500 miles since, any trial. £135. Freegard, 42, Granville Road, Melksham, Wilts. [7085

TYPE "230" MERCEDES-BENZ Saloon, l.h.d., 1939 model. Registered 1950. Engineer owned. Mechanically perfect. £290. Exchange for 2-seater sports. Tel.: Vigilant 6500. [7086

RILEY 9, 1933 chassis less engine and gearbox, two bucket seats, £14; engine and spare block, starter and dynamo, £8 10s.; gearbox less top, £2 10s.; speedometer, £1 10s.; windscreen, rear, and two side windows, £1 10s.; radiator, shell good, £1 10s. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [7087

1939 ALVIS 16.9 Silver Crest Coupé. Beautiful engine and bodywork. £250. Chellow Dene, Second Avenue, Clacton, Essex. [7088

AUGUST, 1936. Riley Falcon, 14 x 6, grey, well shod, new distributor, petrol pump and tank, good battery, 27 m.p.g. Exchanges considered. Sell £105. 115, Bedford Avenue, Hayes, Middx. Tel.: Hayes 5680. [7091

PACKARD 8 COUPE 1932

(69,100 miles)

DE LUXE SPECIFICATION. Automatic chassis lubrication; ride control; thermostatic radiator; built-in jacks; independent wipers; twin spots; two batteries; unmarked hood; four good tyres; paint and chrome good; one owner 1934-1955; original handbook.

WORK DONE APRIL, 1955. Clutch and brakes relined; eight sets Wellworthy rings; eight big-ends; decarbonised; eight new plugs; new high-output coil; distributor and starter reconditioned; new wiring; not yet run-in.

£145

L. J. HUNT, 226, BRIGHTON ROAD, COULSDON, SURREY. UPLands 0406

The following cars, all road-tested and checked, represent outstanding value

1939/40 CITROEN ROADSTER drophead coupe. Immaculate and a perfect example of this very rare model. New tyres, Marchal lamps, with three spots, twin chrome Mellowtones. 1955 bumpers, Ace discs. New leather hood. New engine 3,000 miles ago. Mechanically impossible to fault. Taxed **£275**

1936/7 MERLIN RILEY NINE. Very beautiful example. Special big-crank engine recently reconditioned and completely overhauled. New tyres, battery. Taxed. Excellent value for this outstanding example at **£165**

RILEY TWELVE KESTREL, M.P.H. engine, preselector. 1934 model, knock-on wheels. Very clean and sound body and interior; no snags. Ready for immediate use **£110**

ALVIS FIREFLY 12-H.P. sports saloon, 1933/4. Manual box. Very sound all round **£95**

ALVIS FIREFLY 12-H.P. drophead coupe 4-seater, 1933/4. Very clean and well shod, good hood. Perfect example. Scintilla, electric pump. Sold with full warranty. Taxed **£145**

RILEY NINE MONACO all-metal saloon, 1934. Knock-on wheels, preselector gears, good runner. Engine and box alone worth price asked, which is **£55**

LANCIA ASTURA, 1936, sports saloon. Original condition and little used. New tyres. Reconditioned instruments, new batteries. Unrepeatable chance to purchase a hand-built specimen car that cost over £1,000 pre war, for less than the price of a motor-cycle **£195**

1955 FORD SPECIAL. Full details on application.

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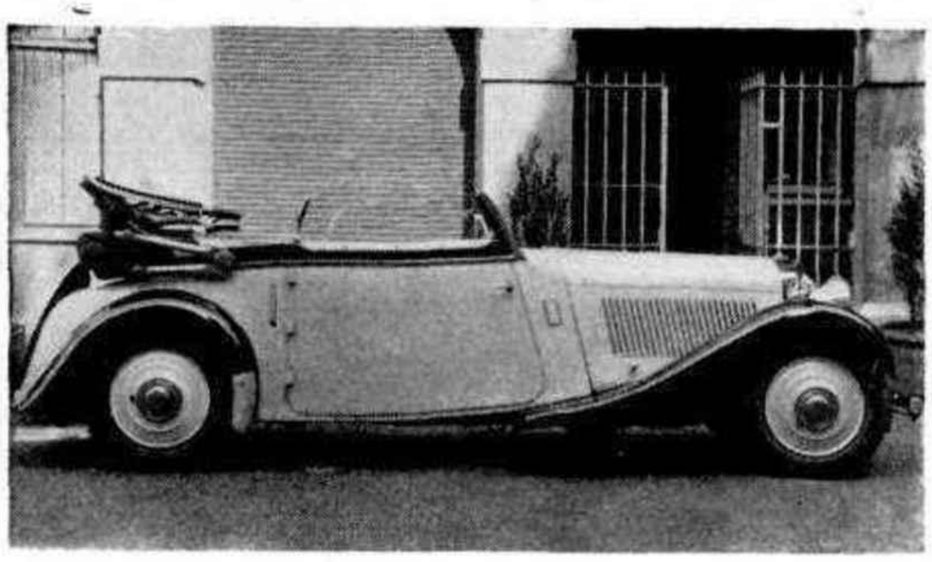
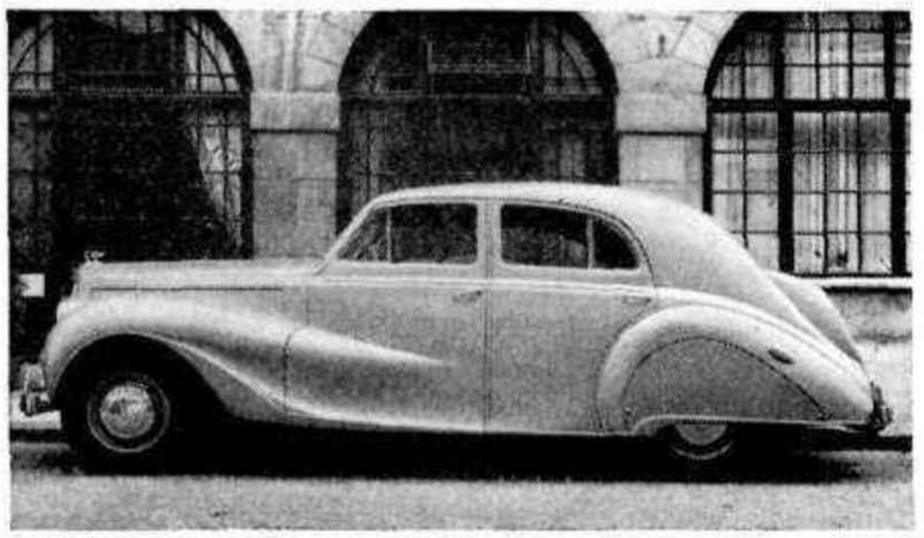


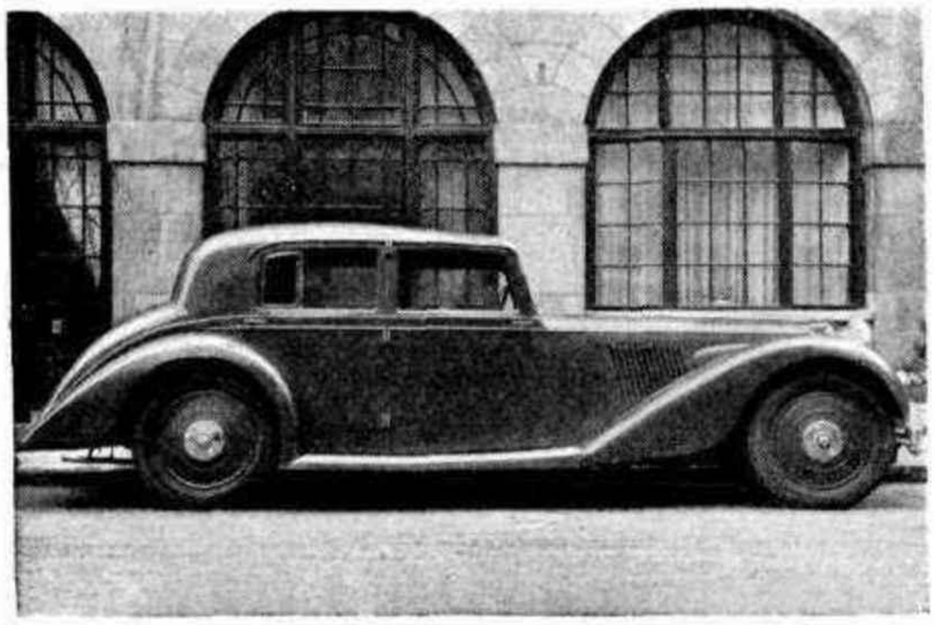
ROLLS-BENTLEY (1936) 3½-litre foursome Continental cabriolet by Kellner of Berlin. Ivory and black with pigskin trim. Recent complete engine rebuild by Northbrook, Ltd., the noted Rolls-Royce and Bentley specialists, since when nil mileage has been registered. All extras. Unusual and very sound.

£585



AUSTIN A135 Princess by Van den Plas. Fawn with tan interior trim. One owner; 36,800 miles from delivery. Radio, heater, screen washers, etc. New Dunlop Forts. Immaculate and faultless.

£650



ALVIS 4.3-litre (1938) special coachwork saloon by Freestone and Webb. This specific 4.3 was fully described in the last issue of MOTOR SPORT, but owing to a typographical error was stated to have completed 37,500 miles from delivery. The mileage, in fact, is 47,500, and to avoid unintentional misrepresentation I am re-offering this fine Alvis at this stated authenticated mileage. Grey with natural pigskin trim. Fitted works-designed single-carburetter manifolding giving 18 m.p.g. Travelling cases fitted into boot. Unusually attractive and in fine condition.

£475

MORRIS MINOR (Nov., 1954) traveller's car. Black with red trim. De luxe (*sic*) model. Radio, heater, overriders, etc. One owner; 17,000 miles.

£625

ALFA-ROMEO 1,750-c.c. unsupercharged ten million series (1934). Rebodied with attractive Continental drophead foursome coachwork in 1937. Engine strip and rebuild by Messrs. Vosper, Ltd., 1954. A sound, reliable and pretty example of a renowned marque. Available the first week in May.

£285

JAGUAR XK120 (1951). White with black trim. High lift cams. Not raced but all mods. One owner. Available second week in May.

£725

SUNBEAM "Alpine" (Nov., 1954). Alpine mist with scarlet trim. This particular model was obtained by me to the order of one of our more notable clients. Prior to delivery it was fitted to my order with an individually designed Marshall Nordec supercharger installation by the manufacturers, and a large number of detail modifications were carried out in my workshop at an inclusive cost of £417. The 6,000 miles recorded to date have been completely trouble-free. Additionally fitted Michelin "X" tyres, Bosch "blasters" washers, spots, heater, etc., etc. Really brilliant acceleration with a maximum in excess of 107 m.p.h. combined with the noted roadholding and handling qualities of this chassis serve to make it a fairly unique specimen even in this present era of 100 m.p.h. blurb. This "Alpine" has been neither raced nor rallied, and utilised only as a personal conveyance by a character who is inclined to change his several means of transport only slightly less frequently than he changes his socks. At the time of going to press I am endeavouring to obtain a 1954/5 Porsche 1,500 for this same gentleman and would be obliged by any information regarding one of these models for disposal.

£1,050

LAGONDA LG6 (1939) Mulliner sports saloon. Grey with blue interior. One owner; 22,000 miles from new. Detailed works history. One of the most sought after models in the world and in "Concours d'Elegance" condition. In the unlikely event of this LG6 remaining unsold a fully illustrated description will appear in next month's issue. Further details will be forwarded on application.

£950

ROLLS-ROYCE 20/25-h.p. (1931) owner-driver sports saloon by Windover. Grey with fawn trim. One professional owner for many years. Complete mechanical rebuild including rebore and crankshaft grind, valves, brakes, etc., in 1953, Rolls-Royce specialist firm since when less than 4,000 miles have been recorded. A nicely conditioned Rolls of not inconsiderable character with a known history.

£300

JOWETT-JUPITER (1953). Dark green with maroon trim. All mods. to 1955, including crankshaft, bearings, and oil cooler mods. Works maintained. One owner; 22,000 miles. One of the fastest and most economical of the 1½-litre marques.

£525

SUNBEAM-TALBOT (1952) Mark II foursome convertible. Green with scarlet trim; 22,000 miles to date. Stage II tuning. Radio, heater, washers, new Dunlop Forts.

£700

ALVIS SPEED Twenty-five (1938) sports saloon by Charlesworth. Excellent chassis recently rebored, but coachwork needs recellulosing and interior trim not quite up to general standard. NO WARRANTY IS OFFERED, but the relatively impecunious may desire to avail themselves of a very reasonable late-type Alvis at

£150

At the time of going to press I am negotiating the purchase of a **4½ BENTLEY (1930) Corsica** tourer, a re-bodied **4½ BENTLEY** foursome coupe, another **AUSTIN PRINCESS (1951)**, and a **PHANTOM II ROLLS-ROYCE** owner-driver H. J. Mulliner (1931) in very fine condition.

To those Purchasers who may desire to avail themselves of short or long-term financial accommodation, as a result of selective purchasing, I am able to offer Exceptional Hire Purchase facilities, through a Private Company, on every model advertised.

WE HAVE A CONSTANT AND UNVARYING DEMAND FOR OWNER-DRIVER ROLLS-ROYCE, BENTLEY AND SPORTING CARRIAGES OF THE THOROUGHBRED CLASS AND WOULD BE GRATEFUL TO RECEIVE DETAILS OF ALL WELL-CONDITIONED EXAMPLES FOR DISPOSAL. MR. SIMMONS WILL ATTEND, PERSONALLY, ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT.

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mmediate insurance effected with Lloyd's Brokers. *All Vehicles and Accessories are offered subject to being unsold unless otherwise stated.* *Engineers' Reports and Examinations.*

FOR SALE—*continued*

1934 SINGER NINE Sports Coupé. Recent engine overhaul, immaculate. Taxed year. £115. 11, Cottimore Lane, Walton-on-Thames. [6759

1923 30/98 VAUXHALL. Absolutely original. One of the finest examples in the country of this classic vintage motor car. Box No. H760, MOTOR SPORT, 15, City Road, London, E.C.1. [6760

4½ BENTLEY, 1929. Modernised saloon. Decoked, rewired, starter teeth, good tyres. About 8 thou. bores. £350. Box No. H761, MOTOR SPORT, 15, City Road, London, E.C.1. [6761

BENTLEY 1925/26 3 litre. 2,500 miles since complete overhaul. English registered, not liable to duty or purchase tax. £100 delivered to any Eire port. Ryan, Inch, Thurles, Ireland. [6762

LANCHESTER 18 D.H.C. by Freestone and Webb, 1933, but in excellent order. Very imposing, cream and black, 3 tyres as new, two spares, hood shabby, everything in working order. £60 or near offer. Lanchester 18, breaking, 1935 saloon. Littleton, Pontsmill, Par, Cornwall. [6763

THE PILTDOWN VAN. Complete antithesis of a sports car. 1953 Reliant Regent de luxe (sic) van, Austin-engined. 18,000 miles, private use only, primer-grey, sliding windows, easy-clean wheels, tools, instruction book, seats four, genuine 55 m.p.g. Absolutely as brand new throughout. Suit wife. £165. Lt.-Commander Morgan-Giles, Seven Steps, Upwey (262), Weymouth. [6764

FORD TEN. Sports four-seater. New chassis, axle, steering, brakes, hood just fitted. H.C. engine. Any test. £150. S.a.e. Sully, "Woodsdown," Pancrasweek, Holsworthy, Devon. [6765

SHORROCK SUPERCHARGER KIT for M.G. T.C./D., £55. Also for P.A./B., chrome luggage rack, 30s., new tonneau cover, 70s. D. Meredith, 14, Whellock Road, W.4. [6766

ALVIS 1936 13.2 h.p. Saloon. 25 m.p.g., aluminium coachwork in original green. Green leather upholstery in good order. Original equipment includes grouped lubrication, permanent jacks, etc. Heavy towbar available. All instruments in working order. Instruction book and documents with car. £175 o.n.o. Holmes, 54, Elmswood Gardens, Sherwood, Nottingham. [6767

BENTLEY 3 LITRE V.D.P. type body, green, six wheels, good tyres, new all-weather equipment, including tonneau, spare engine, A-box, back springs, differential, sundries. Offers. Box No. H768, MOTOR SPORT, 15, City Road, London, E.C.1. [6768

SUNBEAM DAWN 1934 (modified). Only 300 miles since engine reconditioned. Sound all-round condition. £90 o.n.o. Box No. H769, MOTOR SPORT, 15, City Road, London, E.C.1. [6769

1927 AUSTIN 12/4 SALOON. Good but minor repairs needed, £18. 1928 Cowley Saloon, running order, body rough, £15. Tel.: FOR 4592. [6770

SINGER LE MANS crankshaft head, manifolds, hubs, axles, diff., halfshafts, c. & p., etc. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769, evenings. [6771

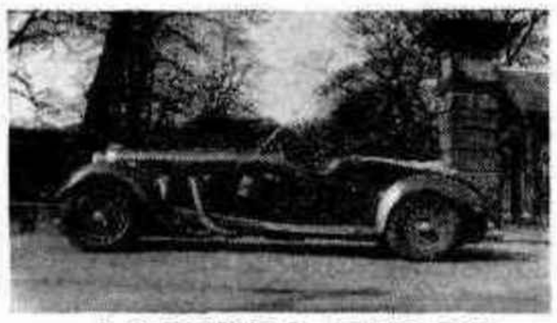
M.G. T.A. Engine in good order, may be tried in chassis. £30. Kempster, Tel.: Witney 214. [6772

VINTAGE HUMBER 1927 14/40 Saloon. Rebored 800 miles ago, S.U. carburetter fitted, new silencer, magneto Lucas reconditioned, tyres first class. Interior and bodywork excellent. £60. Many spares available. Leaff, 24, Lorne Grove, Fallowfield, Manchester. [6773

£75. ALVIS FIREFLY Tourer. 1933. Sound. 3, Grange Avenue, Twickenham. Tel.: POPesgrove 5547. [6774

FOR SALE—*continued*

LAGONDA 2 litre 1931 Tourer. Very good condition, new alloy body 1950, in vintage style. Engine rebuilt 15,000 miles since. Good weather equipment, twin Zeniths reconditioned. Hindle, 115, Burton Road, Manchester, 20. Tel.: DIDsbury 3822. [6776



LAGONDA RAPIDE

An outstanding example of this : arce and desirable very fast tourer. B.R. green, with new red upholstery. Engine and gearbox overhauled and tuned by Lagonda experts last November. Immaculate throughout.

£625. *Full details from :*

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FOR SALE—*continued*

£25. TALBOT 14/65. Interior coachwork rough, but all other major parts in excellent condition including tyres, brakes, electrics. Insured. Orson, 14, Churston Drive, Morden, Surrey. Tel.: LIB 6709. [6775

ALVIS 12/50, 1925/27. Well-known vintage car, converted modifications including Rudge Whitworth hubs, etc. Engine overhauled 12,000 miles. £135 o.n.o. Foster, 79, Lincoln Road, Walsall, Staffs. Tel.: 3321. [6777

ROVER METEOR. Sound engine, gearbox and accessories. Radiator, rear springs, some axle spares, two 10in. chrome headlamps. Servo brake unit, steering column fitted with white ivory wheel, two road wheels. Cross, No. 3, High Fords, Icklesham, Winchelsea, Sussex. [6778

RILEY 9. 1930 Open Tourer. Twin carbs. Hood poor, body and tyres good, engine superb. £50. 6, Milborne Grove, S.W.10. Tel. KEN 8725. [6779

TEN S.U. Electric Petrol Pumps, 12 volt, genuinely perfect condition, £2 each. Postage 1s. 6d., or C.O.D. Box No. H780, MOTOR SPORT, 15, City Road, London, E.C.1. [6780

ARNOTT SUPERCHARGER, complete all fittings, suitable for use with T.D. M.G. Used only for short period, and as new. £45 o.n.o. Tel.: POP 9001. [6781

1½ RILEY ADELPHI SALOON 1936. Well maintained, body almost unmarked, original leather, sound engine which goes like a bird, real value for £195. Fg./Off. Aitken, R.A.F., Portland, Dorset. [6782

M.G. SUPERCHARGED Special. Basically P.B. Hydraulic brakes, Scintilla, 11¼ cwts. in road trim, Bo'ness class record holder, absolutely reliable, £300. Vast amount of spares and trailer £100. Craig, 9, Hillpark Road, Edinburgh, 4. [6783

1930 2½ LITRE Lancia Lambda, Open Tourer. Sound engine, 24 m.p.g. £75. Tel.: Orpington 24537. [6784

1938 SERIES (Reg. Dec., 1937) Fiat "500" Coupé. Fitted Siato o.h.v. cylinder head, and in really good order throughout. This little car has an amazing performance. Oil pressure 30 lbs. at 30 m.p.h., engine hot. All tyres good (new O/S on rear). Owned and maintained by serving R.E.M.E. officer, and a genuine buy at £165, including insurance to September, 1955. Box No. H785, MOTOR SPORT, 15, City Road, London, E.C.1. [6785

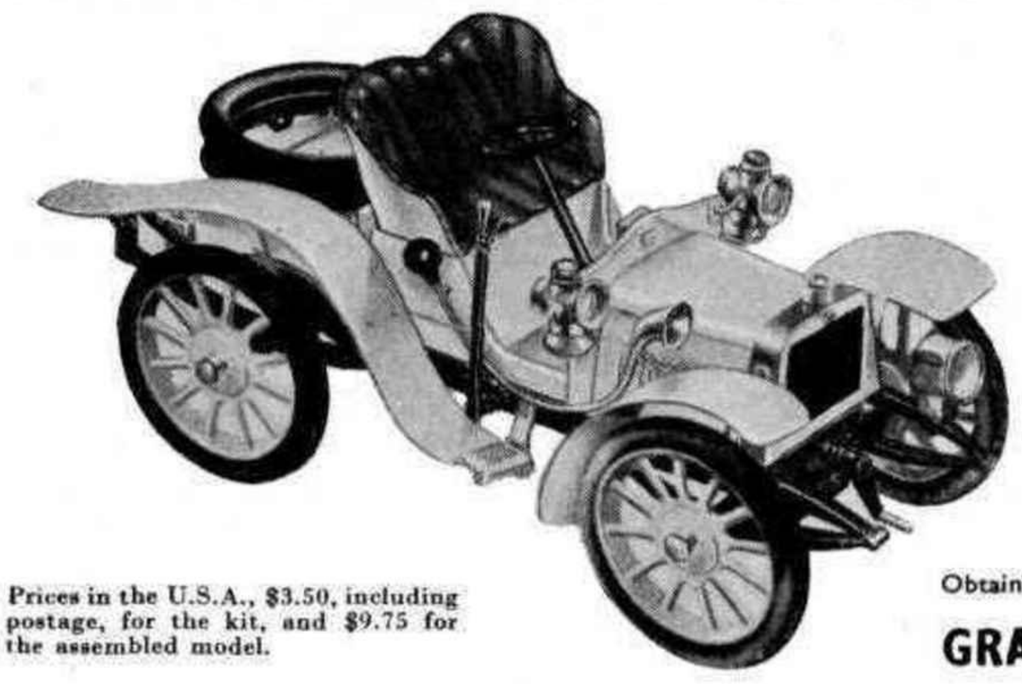
1935 ALVIS FIREBIRD Saloon. Recent crankshaft regrind and new bearings. Clutch and brakes relined. Good coachwork condition. Carburetter overhauled giving 28/30 m.p.g. £150 o.n.o. Kingham. Tel.: Wanstead 9975. [6786

1937 SINGER LE MANS two-seater 9 h.p. sports. In excellent mechanical condition after extensive rebuild. Many engine spares. £175 the lot, or very near offer; or exchange for more powerful open car of similar vintage, with cash adjustment, depending on condition. Seen Surrey area. Write Box No. H787, MOTOR SPORT, 15, City Road, London, E.C.1. [6787

RILEY 1½ LINCOCK COUPE with sliding head. This beautiful motor was completely rebuilt and registered in September, 1954. Mileage under 3,000. Grindles Cottage, Ascot. Tel. 646. [6788

RILEY 9 "ASCOT" 1933 2-seater drophead with dickey. Exceptionally good mechanically and bodily. £100 spent since January. Taxed year. Full details on request. £135. Ellis, 5, Ganton Road, Sheffield, 6. [6790

RILEY 1½ FALCON 1935. In good condition except pranged engine. Will sell or break for spares. S.a.e. Read, 7, Red Hall Avenue, Leeds, 17. [6791



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To those countless enthusiasts of motoring, we introduce REPLICARS, the first of which is a model of the famous 1904 Darracq, re-born in a finely engineered scale model for assembly yourself. This collector's kit comprises small precision **metal** castings which fit together to make the exact scaled replica shown here, measuring 4½ in. by 2¼ in. by 2¼ in. The complete kit is only **21s.**, plus 1s. postage.

Or . . . if you wish, you can have the model completely assembled and hand painted for **65s.**, plus 1s. postage, and as this is primarily an enthusiast's replica, a plinth is supplied free upon which the model can be mounted.

It will be enviously regarded by all who have the enthusiasm, appreciation and affection for cars of this marque.

Obtainable by post from

GRAPHIC DESIGNERS, 4, Holly Park, London, N.3

FOR SALE—*continued*

1934 LAGONDA 3½ litre Saloon. Gearbox needs attention. Must be sold. Offers wanted. Bell Finance Co. Ltd., 22, Cricklewood Broadway, London, N.W.2. [7121

4½ BENTLEY. 1930 close-coupled 4-seat 4-door tourer. Sprayed B.R.G., in very nice condition. £300. Hawkes, 66, Queens Gardens. Tel.: AMB 0891. [7127

BENTLEY 1926 3 litre. Completely rebuilt mechanically 1952. Fitted with 1936 4½ Lagonda tourer body. Resembles original Corsica coachwork. Elegant, comfortable, good condition. £325. Details Box No. H128, MOTOR SPORT, 15, City Road, London, E.C.1. [7128

AUSTIN SWALLOW 1932. 2-seater tourer, side valve, new hood, king-pins. Excellent condition, reliable. £70 o.n.o. Hardcastle, 30, Steel's Road, London, N.W.3. [7129

LEA-FRANCIS TOURER, 1928. Fast, very good condition throughout, £90. Riley 11.9 tourer, 1927, £45. 28, Donnington Square, Newbury, Berks. [7130

FORD 10 ENGINE £25. Rear axle £15. Gearbox £12 10s. H W. Hatch, 331, Kingston Road, Ewell. Tel.: 2811. [7157

ABSOLUTELY brand new Andre-Hartford friction shock absorbers. Large type. Suit Bentley, Mercs., Lags., etc. £2 each. Carriage extra. Box No. H158, MOTOR SPORT, 15, City Road, London, E.C.1. [7158

BREAKING. '39 Lincoln Zephyr engine; '38 Vauxhall 14 engine; '36 Vauxhall chassis; '34 Austin 10 engine and gearbox. The Forge, Green Lane, Hanworth, Middlesex. [7159

ASTON MARTIN. 1939 2 litre open 4-seater tourer. Immaculate, £425. 1938 2 litre short open 2/4-seater, green, £395 1935 Ulster 2-seater, green, a well cared for car, £395. 1934 Le Mans 4-seater long chassis, green, £275. 1933 Le Mans 4-seater long chassis, black, £275. Friary Motors Ltd., Old Windsor. Tel.: Windsor 2002. [7160

BUCKLER MARK V. Mid 1952. Twin S.U.s. 4.7 c. & p., "C" cr. gears. Racing cam. £350 o.n.o. Box No. H161, MOTOR SPORT, 15, City Road, London, E.C.1. [7161

FORD 10 SPECIAL builders. Superchargers, one Rootes, one Centric. All fittings. Box No. H162, MOTOR SPORT, 15, City Road, London, E.C.1. [7162

ROLLS-ROYCE 20 h.p. Barker Cabriolet, 1924. Roof, body superb; tyres very good; recent decoke and brakes relined; mechanically excellent throughout; 20 m.p.g.; taxed full year. £190. Tel.: Park 5966, 5.30-7.30. [7163

RILEY 9 Monaco Saloon. Minus front wings, otherwise complete and reasonable for 1932 car. £35. Barry Curtis. Tel.: BECkenham 1000. [7164

ALVIS SPEED 20. 1934 D.H.C. Mechanically sound, reasonable condition, insured. £120 o.n.o. Clarke, 42, Rocklands Drive, Stanmore, Middlesex. Tel.: Wor 4604. [7165

SPARES FOR SPEEDY CARS. Austin Nippy, M.G., Raleigh, Singer, B.S.A., S.S. Jaguar. New and second-hand. Exchange service includes engines, gearboxes, rads., prop-shafts, wheels, electrical, etc. New crown wheel and pinions and half-shafts for all makes. Garage Valet Service, 416, Harrow Road, W.9. Tel.: Cun 8471/8366. [7166

£10 AUSTIN 7 1926 TOURER. £65 Alvis Speed 20 1934 Sports Saloon. Ace Motors Co., 13, Adam and Eve Mews, W.8. [7167

DELAGE D.76, 6-cylinder, 1938, Saloon. Just resprayed royal blue. Cotal electric gearbox. Good condition with perfect bodywork. Seen London. £420 or near offer. Tel.: Bayswater 4523. [7315

£135. AERO MINX Sports 2-seater. Good condition, 38 m.p.g. Photos available. Owner going abroad. Tel.: Hadleigh 57494 after 6 p.m. [7345

1937 A.C. 16/80 Competition 2-seater. Excellent condition throughout. £195. Tel.: E. Horsley 142 (Surrey). [7346

J.2 ALLARD. Ardon heads. Many extras including Marchal lamps, twin spare wheels (new tyres), etc. Whole car has undergone extensive refit during last 500 miles including engine strip and rebuild. Finished metallic grey, trimmed red leather. £550. Box No. H347, MOTOR SPORT, 15, City Road, London, E.C.1. [7347

MERANDAZ SPECIAL, 1935, 16-h.p. Red. Good condition throughout, five new tyres. Fast and reliable £120 540a, London Road, North Cheam. [7348

FIAT 1947 1,100 c.c. R.H.D. pillarless saloon, an excellent example, £270. £70 deposit. Citroen 1947, an exceptional specimen, £340. £85 deposit. Lancia Aprilia, 1938, in one family since new, £300. £75 deposit. Lancia Augusta, 1935, in sound original condition, £135. £35 deposit. Exchanges. Other interesting cars available. Searle, 25, Church Street, Hampton. Tel.: Molesey 2142/3. [7356

ALVIS, 1937/8. 25-h.p. Drophead. Taxed, insured. Sound, fast car. £150 or offers. Lowden, 36, Dorset Street, London, W.1. Tel.: WEL 8843. [7357

FOR SALE—*continued*

FORD 8 TOURER. Speedy, economical, well shod, body reasonable. £85. Photos. Any trial. Southampton, Surbiton, Maddocks, 203a, Salisbury Road, Totton, Hants. [7113

M.G. P.A. 2-seater, red, good body, hood, tyres. Available 9th May. £175. Smith, 7, Kimberley Gardens, London, N.4. [7089

INDIAN SCOUT COMBINATION, 1921. Fine example. Very usable. £30 offers. 717, Hagley Road West, Quinton, Birmingham. [7090

1926 FRAZER-NASH ANZANI. Very potent machine, worth £150—must sell quickly. Francis, 5, Russell Road, Kidderminster. Tel.: 3120. [7092

1926 FIAT 10/15 TOURER. Immaculate original condition, mileage 19,000, handbook, many spares. £100 o.n.o. Box No. H093, MOTOR SPORT, 15, City Road, London, E.C.1. [7093

THE RILEY SPECIALISTS, Wesbell Motors, Balfour Road, Hounslow. Tel.: 9359. Can supply spares, both new and second-hand, for all models and years. We specialise in repairs and overhauls. [7094

1936 M.G. N.A. MAGNETTE four-seater. Really good condition throughout. Taxed quarter. Available May 21st. £185. 96, Farlington Road, North End, Portsmouth, Hants. [7095

LAGONDA 1934 Pillarless 4½ Saloon. Overhauled by Laystalls. Mechanically 100 per cent. Double shockers all round, telecontrols, K1-Gas. Original in every detail. £145. Rectory, Weeting, Brandon, Suffolk. Tel.: Brandon 265. [7096

1949 (DECEMBER) M.G. T.C. Red/beige. Many extras. Immaculate condition throughout. Seen evenings. Pantry, 49, Broughton Road, Bessacarr, Doncaster. [7097

1939 SUNBEAM-TALBOT SPORTS. Mechanically perfect, 35 m.p.g., 10,000 since new engine and gearbox. £295 o.n.o. Childs, 68, Kimberley Road, Southsea, Hants. [7098

RILEY 9 1934 (Saloon). This motor car is in very good condition and most reliable. £85. Skyros, Birchington, Kent. Tel.: Thanet 41465. [7099

AUTO-SPORT 1½ litre 1937 Singer. 4-seater. Singer's last real sports car. 100 per cent. mechanically and bodily. Recent bills for £100. Rebored, crank ground, springs reset, re-upholstered, new batteries, tyres excellent, twin S.U.s, twin pumps, twin spares. Telecontrols front and rear. Regretful sale at £245 or near. Any trial. Blake, 1, Hollybush Road, Gravesend, Kent. 7100

RILEY 1937 MERLIN. New parts recently fitted, mechanically sound, nice condition. £145. Hall, Royston Chase, Byfleet, Surrey. Tel.: Byfleet 2160, before 10 a.m. [7101

RILEY MONACO. 1934. Linered, overlap camshafts, twin springs, carburetters, light flywheel, preselector quiet, good tyres, battery, lights, voltage regulator. Body sound. Dunlopillo. Taxed. £120. Hall Farm, Bures, Suffolk. [7102

LAGONDA 3 litre Shooting Brake, 1934. Oak body, paintwork B.R.G. Very good condition. £75. Mr. Day. Tel.: MAC 1321 [7103

DAIMLER 15, 1934. New cylinder head, fluid flywheel, hydraulic brakes, excellent upholstery, tyres. Ideal family tourer. 25 m.p.g. £95 o.n.o. Tyler, 6, Ashtons Lane, Baldock, Hertfordshire. [7104

RILEY 1935 FALCON 12/4. Resprayed, upholstery excellent, very good general condition. £175 o.n.o. Merritt. Tel.: Romford 5214. [7105

CHEAP. Good V8 engine with clutch, H.C. heads optional. Tice, Ridgers Cottage, Long Sutton, Hants. [7106

M.G. P.A. 4-seater, complete overhaul including rewire. Excellent condition. £175. Tel.: Der 9682. [7107

1938 M.G. V.A. 1½ litre Coupé. Radio, above average. £285. Box No. H108, MOTOR SPORT, 15, City Road, London, E.C.1. [7108

M.G. P.A. 2-seater, new weather equipment, brakes relined, aero screens, bargain, £165. Morris Minor O.H.C. Saloon, 1930, excellent body, engine requires decoke, drive away, £35. 68, Dale Street, Ossett, Yorks. Tel.: Ossett 602. [7109

1934 SINGER 9 Le Mans Speed 2-seater, recent £50 engine overhaul, new battery, excellent condition, £110. Tel.: Harrow 4512. [7110

MERCEDES-BENZ. Various 170 v. (4 cyl.) spares. V8 engine, accessories, pair 6.00 x 18 tyres, tubes. Benington, The Twitten, Crowborough, Sussex. [7111

MORRIS BARLOW SPORTS, 1934. Talbot engine, 30 m.p.g., no oil, good tyres, four seats. Quick sale. £65. Freeman, Manor Lodge, Northwood, Middx. Tel.: 1085. [7112

LEA-FRANCIS 12/40 Sports 2-seater. £75. Lea-Francis 1933 Ace of Spades Saloon. Aluminium body, very sound condition. £70. Spares for all Vintage Lea-Francis and Meadows engines. Complete 10 h.p., 12/40 and 16/70 engines available. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [7116

VAUXHALL 14, 1938. Excellent engine, reliable car. £165. Tel.: Hampstead 0014 (business hours). [7120

FOR SALE—*continued*

RILEY 9 MONACO, 1932. New batteries, tyres, brakes relined, cables renewed, fabric body recovered, S.U. carb. Very economical but still not enough for National Service pay. £75 o.n.o. Turner, 28, Vicarage Road, Hampton Wick, Kingston. [7114

TALBOT 14/65 Sportsman's Saloon, 1935/6. Engine completely reconditioned 3,500 miles ago, gearbox perfect, tyres as new, bodywork, paintwork excellent, interior fit for mink coats. About £160. 17, Ballbrook Avenue, Manchester, 20. Tel.: Didsbury 4101. [7115

UNIQUE OPPORTUNITY to acquire very rare desirable sports open tourer Armstrong Siddeley 12 h.p., 1936. In original condition, at the bargain price of £65. Fitted with new tyres, new hood and tonneau cover. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [7117

AUSTIN SEVEN SPARES. Front and rear axles, complete reconditioned Girling type brakes, five 18in. x 400 wheels and excellent tyres. 1934-36 engine, complete, broken crankshaft. Very, very cheap. S.a.e. Perkins, 65, High Street, Wimbledon, S.W.19. [7119

NOT TAXED, insured or perfect. 7th Series Lambda Saloon Impending overseas posting forces sale before completion of programme. £75, will haggle. Wilcock, 4, Hartland Terrace, Bude. [7122

1949 FIAT 1100 SPECIAL 2-seater. Aluminium body, Laystall crankshaft, racing bearings, o/s ports, racing manifold, hood, outstanding acceleration, 36/40 m.p.g., 15,000, just resprayed, £375. 48, Eastmont Road, Hinchley Wood. Tel.: Emberbrook 5294. [7123

INVICTA 2.6 LITRE 1927. Rebuilt, reregistered 1952, with very attractive new 2/4-seater body, 3.9 axle, 550 x 18 wheels, handbook and history goes with it. New starter ring needed. £50. Pair of P.100's, £6. Yew Tree Garage, Woodyates, Nr. Salisbury, Wilts. Tel.: Handley 334. [7124

FORD V8 22 h.p. (2250 c.c.) engine. Reconditioned, bench-run but unused. Complete with clutch, dynamo, starter, cut-out, Solex carb., choice of mag. or coil. Alloy heads. Special power take-off available if required, suitable Morgan 4/4, vintage Nash, Leaf, etc. £35 or consider exchange V8 30. Box No. H125, MOTOR SPORT, 15, City Road, London, E.C.1. [7125

M.G. 18/80 MK. I, 1928. Beautiful and original condition. Hood, screens, cellulose, chromium, tyres, excellent. First-class mechanically. Spare engine and gearbox. £75. Heyne, 20, Gainsborough Road, Sudbury, Suffolk. Tel.: 2511. [7126

1934 ASTON MARTIN International gearbox, £12. S. & S. Motors, 165a, Westbourne Grove, W.11. [7169

ROLLS BENTLEY, 1935, 3½ litre. Park Ward body, finished in dark maroon with natural pigskin upholstery in superb condition. H.M.V. radio, good tyres, engine and clutch recently overhauled. The whole car being in excellent condition. Photograph available. Offered by Minerva Motors for £625. Sunbeam Talbot Mk. II, 1952, Convertible, in really outstanding condition. Guaranteed. Genuine mileage 29,000. Fitted H.M.V. radio. One careful owner, used as second car. Finished in sapphire blue. £675. Hire Purchase or part exchange on either of these cars. Minerva Motors, 476a, Wilbraham Road, Chorlton, Manchester, 21. [7210

UNDER LIST PRICE, new unregistered Triumph TR2, white, red interior, black hood. New Standard 8, list. New A30 Countryman, list. 1953 Jaguar Mk. VII, radio, heater, screen washer, low mileage. £1,025. 1950 Jaguar Mk. V, radio, heater, £555. 1947 M.G. T.C., specimen, oversize rear wheels, £375. 1948 Triumph Renown, £360. 1949 Allard D/H, £325. 1953 Dormobile, £575. 1949 Rebuilt Riley Special, £285. 1953 Nov. B.S.A. Gold Star 500 c.c., full racing modifications, unraced, £185. 1936 Morris 8 Tourer, £115. 1931 4-litre Bentley, £150. W. H. Arthur & Co. Ltd., Station Garage, Billericay, Essex. Tel.: Billericay110. [7168

1933 ROLLS-ROYCE 20-25. Owner-driver. Saloon by Vanden Plas. Boot, no division. Magnificent condition. £375. Bartley, 8, Cresswell Gardens, S.W. Tel.: FRE 9531. [7170

GRENFELL SPECIAL. Tubular chassis, V8 unit, four-speed gearbox, i.f.s. 2/4 seater tourer, built at cost of over £1,000, of exceptional performance and roadholding. New upholstery being fitted. £295. Johnson & Brown, 270, High Street, Bromley, Kent. Tel.: Ravensbourne 2322 and 6479. [7178

LAGONDA 2 litre Tourer. High chassis, 1928. In most outstanding mechanical condition throughout, excellent tyres, low petrol consumption. £150. Johnson & Brown, 270, High Street, Bromley, Kent. Tel.: Ravensbourne 2322 and 6479. [7179

BENTLEY 3 litre short chassis open 2-seater, 1926. Good runner, new tyres. £150. 47, Brixton Hill, S.W.2. Tel.: BRI 6982. [7180

FOR SALE—*continued*

1939 AERO £125. Drophead Coupé, 18 h.p., 4 cylinder, 2 stroke. L.H.D. F.W.D. £70 recently spent on engine. 83, Ferrymead Gardens, Greenford. Tel.: Wax 2699. [7181

£125. DAIMLER 3½ Sports Saloon. Magnificent, sun-roof, swept tail, boot, P.100's, twin spots, black/red leather. Offers. Tel.: WEStern 6336. [7182

RILEY GAMECOCK. Complete, or offers for parts. Crown wheel u/s. View Uxbridge. Box No. H183, MOTOR SPORT, 15, City Road, London, E.C.1. [7183

BENTLEY 1926 3 litre, long chassis, four-seater tourer. Mechanically sound, attractive Corsica body. Good tyres, battery, hood tonneau and seat covers. £180. Graham, Grotes Lodge, Blackheath, London, S.E.3. Tel.: Lee Green 6633. [7186

1934 ALVIS SPEED 20 Charlesworth Saloon. New radiator, reconditioned starter, no oil. £150 o.n.o. Tel.: Molesey 6134. [7187

TRIUMPH VITESSE 14/60 Sports Saloon, 1937. Reliable and fast. In good condition. 27 m.p.g. £150 or offer. Tel.: Palmers Green 2283. [7188

RAILTON STRAIGHT EIGHT. All models, also new and second-hand spare parts, reconditioned engines. A-One Motors (London) Ltd., Tel.: TATe Gallery 0192 and VANdyke 5181. [7189

BENTLEY PARTS. 100 m.p.h. A.T. speedo, £9. Five reconditioned hub and knock-off caps, £12 10s. Twin "Amals" with manifold, £10. Box No. H190, MOTOR SPORT, 15, City Road, London, E.C.1. [7190

450 x 19 FIVE NEW racing covers and tubes, £32 10s. Wray, Priory Road, Kenilworth. [7191

PAIR P.100 HEADLAMPS, rechromed, £15 o.n.o. One Lucas F.T.37 "Passlight," 35s. o.n.o. Askwith, 56, Howards Lane, S.W.15. Tel.: Putney 7000. [7192

1938 LAGONDA V.12. High vision saloon by H. J. Mulliner. Short chassis. Sanction II engine. Finished in two tone green with beige hide interior, this superb car has been maintained regardless of cost and is probably the finest example of this famous marque ever offered. Lavishly equipped. Price £595. Brown & White (Leeds) Ltd., Roundhay Road, Leeds, 7. Tel : 43405. [7194

BARGAIN OFFERS. S.U. carburetters, Marshall ex-R.A.F. superchargers, multi-carb. set-ups, adaptors, Aquaplane latest twin carbs. with manifolds from stock for Ford 10, example Morris 10 diagonal flange latest dash-pot S.U. carburetters, reconditioned as new, 62s. 6d. Ex-R.A.F. superchargers, fit 8 to 12 h.p., guaranteed equal conventional type, new condition, £15. Boost gauges, 12s. 6d. All carriage paid. C.W.O. Parkes Auto's, Woodview, Buckholt, Near Monmouth. [7198

ALVIS 12/50, 1932. Touring body, reliable car with character and good performance. 27 m.p.g. £90. New car bought. Tel.: CANonbury 6925, evenings. [7199

BIANCHI 1929 10 h.p. D.H.C. Good general condition, body excellent, hood poor. In daily use. £75. Augusta wanted. Lee, 111 Old Shoreham Road, Hove. [7200

LAGONDA M.45 4½ litre Sports. B.R.G. Excellent body and mechanical condition. Reconditioned 1953. £230. Tel.: NORth 4505. [7202

ROLLS-ROYCE 25 h.p. 1936. Dark green four-door Cabriolet drophead. All tools. Built-in jacks, Lifeguard tubes, good tyres, etc. Taxed for year. £685. Evans, "The House in the Wood," Chaldon, Nr. Caterham, Surrey. Tel.: Caterham 3522, evenings. [7201

ALLARD 81.M. D.H.C. Mercury engine. Twin flamethrowers, heater, rimbellishers. Excellent black cellulose. New plastic hood. £365. Tel.: NORth 4505. [7203

ALL OFFERS CONSIDERED. 1932 r.w.d. Citroen D.H.C. (1928 type). Running but needs and merits some mechanical attention. Tel.: VIC 3307. [7205

1934 HUMBER VOGUE 12 h.p. 4-seater. Smart car, hasn't dated, engine good, body bit rough and brakes not A1. Purchaser to remove from Chingford. Unused 18 months. What offers. Box No. H206, MOTOR SPORT, 15, City Road, London, E.C.1. [7206

ADU 29. Riley Alpine Special. Ex-works team. Triple Zeniths, Scintilla. New hood, screens, £175. Gregory. Tel.: SHE 2000 (Ext. 203). [7207

ALVIS SPEED TWENTY, late 1934. Black Charlesworth Saloon. Genuine bargain. £115. Owner's fourth Alvis. Ching, Launton, Bicester. Tel.: Bicester 259. [7208

FORD 8 SPECIAL. Professionally built 2-seater, M.G. style, in excellent condition. Regd. Dec., 1952. One owner. Fold flat screen, weather equipment 100 per cent., wire wheels, cycle wings, outside handbrake, accelerator carb., new tyres and battery. Exhilarating performance and road holding, 45 m.p.g. Photos available. Reluctantly selling at £145. 55, Old Park Ridings, London, N.21. Tel.: Laburnum 5358. [7209

WANTED

UTILITY on Rolls 20, Bentley 3b, 30/98, or roomy, fast, economical thoroughbred up to £150. Parker, 6, Old North Road, Royston. [6634

ALVIS. Set or more 12.50 connecting rods. Steel or duralumin, solid little end i.e., no pinch bolt. Also one or more crown and pinions, 4.3 or 4.7. Box No. H644, MOTOR SPORT, 15, City Road, London, E.C.1. [6644

HEALEY, Roadster preferred. Cash or part exchange immaculate 2½ Jaguar, 1938 Saloon. Graphic Photos, Odeon Parade, North Watford. Tel.: 7457. [6657

CYLINDER HEAD for Alvis Firefly or Firebird. Hyslop, Portispant, Rhosfach, Clynderwen, Pembrokeshire. [6658

RECENT ROADWORTHY Mk. VI Lotus. Cash waiting. Also waterproof Austin/Ford Special Details to Taylor, 99, Highgate Lane, Farnborough, Hants. [6669

SET OF CYCLE TYPE WINGS for 1936 Aston-Martin. State condition and price. Murphy, Rylstone, Bentham, Nr. Lancaster. [6670

NAPIER CAR REQUIRED. Preferably open type body. The older the better, but must be complete mechanically. Particulars to J. W. Napier, "Madison," Raunds, Northamptonshire. [6689

GEARBOX REQUIRED for Special. J.2 or P.A., P.B., with close ratios. Anything considered. 12, Links Avenue, Gidea Park, Essex. [6690

VINTAGE ROLLS or Bentley. Travel anywhere to view. Humber, Severndale, Alveley, Bridgnorth. [6699

ALVIS 12.70 cylinder head and gearbox. Brill, "Chieveley," Seymour Road, Plymouth. [6708

WANTED AT END of season, latest type of trial Special—Cotton, Harrison (T.C.), Cannon or similar. Must be successful car. Need not have engine. Full particulars, etc., and when available. Box No. H713, MOTOR SPORT, 15, City Road, London, E.C.1. [6713

SOUND BODY AND WINGS for 1937 Riley Nine, Kestrel, Merlin, or Lynx would suit. Robert Thwaites, Playing Place Garage, Truro. Tel.: Feock 238. [6722

CHROME LUGGAGE RACK for T.A. M.G. Walker, 12, Hayle Road, Maidstone, Kent. [6737

M.G. "M," preferably modified rear. Also Austin Special, with or without body. Details, price. 12, Birket Avenue, Leasowe, Wirral, Cheshire. [6738

12/50 DUCK or Bettleback, or similar. In good order. F/O Bell, R.A.F. Yatesbury, Wilts. [6757

HANDBOOK (unabbreviated). Rolls-Bentley 3½, 1934. Condition immaterial if intact, legible. Reasonable price. Box No. H758, MOTOR SPORT, 15, City Road, London, E.C.1. [6758

ROVER 1928 10/25 Model. Spares urgently required, particularly steering box and back axle. I will collect. Smith, 183, Frederick Street, Oldham. Tel.: Main 4582. [6652

S.O.S. Drophead fourseater body for 1929 4½ Bentley, Carlton, Corsica, or similar. Brock, The Polygon, Stamford Road, Bowdon, Ches. Tel.: Altrincham 3898. [6817

MORGAN 4/4 2-Seater. Climax engine. Around £200. Fullest details. Dean, New Road, Codford, Warminster, Wiltshire. [6818

DROPHEAD COUPE and good Utility. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [6819

ENTHUSIAST with limit of £300 returning U.K. mid May wants V8 or Mercury engined two-seater or occasional foursome. Soundly built Special might suit. Box No. H820, MOTOR SPORT, 15, City Road, London, E.C.1. [6820

JOWETT TWO-SEATER, 1932 onwards. Good price offered. Postle, Attleborough, Norfolk. [6821

S.S. 100. Private buyer wants good condition 2½-litre. Cash waiting. Details to 6, Blanquettes Avenue, Worcester. Tel.: 2649. [6822

WANTED EARLY AUGUST. Vintage Sports Car, original and well cared for condition essential. 3, 4½ Open Bentley preferred. Details, history, photos if possible, by air mail to Makepeace, Box 447, Mufulira, N. Rhodesia. Private transaction much preferred. [6823

ANYTHING AWFULLY CHEAP? Special or Austin Seven preferred. Box No. H824, MOTOR SPORT, 15, City Road, London, E.C.1. [6824

PRE-WAR BENTLEY, Alvis 20, Lagonda or W.H.Y. Repairs not objected to. Write, 329, North Circular Road, Palmers Green, N.13. [6825

ROLLS 20 OR 20/25 with shooting brake body. Must be first-class both mechanically and bodily and be open to A.A. examination. Photograph if possible which will be returned. Over market price paid for perfect car. Box No. H946, MOTOR SPORT, 15, City Road, London, E.C.1. [6946

CITROEN. Crashed or burnt out. Must be post-war. Apply 561 S.A.C. Thomas, M.T. Section, 16 M.U. R.A.F. Stafford, or phone CHI 0952. [6947

WANTED—*continued*

FOLD-FLAT SCREEN, approx. 39½", 12V wiper. 138, Glenny Road, Barking, Essex. [6826

RILEY NINE Merlin 1936. Engine in reasonably usable condition. Details and price please to Heynes, 89, Onslow Gardens, S.W.7. [6945

ALVIS 12/60 or Silver Eagle close ratio gearbox. Masser, Spinney, Coundon, Coventry. [6948

FLYING JACKET. Leather, fur, genuine Irvine. Must be new and unworn. Light brown colour with collar and not elec. heated type. Medium size. Box No. H949. MOTOR SPORT, 15, City Road, London, E.C.1. [6949

RILEY GAMECOCK or Lynx in good mechanical condition. Up to £100. Christie. Tel.: LIB 3340. [6950

UNIC 1924 TYPE L, con rod, instruments. P/O Davidson, R.A.F. Benson, Oxon. [6951

FRAZER-NASH, Bug., Riley, or similar motor suitable club racing. Condition immaterial, low price essential. Box No. H953, MOTOR SPORT, 15, City Road, London, E.C.1. [6953

12-H.P. ENGINE, gearbox complete, in good order. (Midlands.) 40, Conway Road, Shirley, Birmingham. [6954

LAGONDA Rapier, Riley 9, or similar saloon. Good condition. Taylor, 2, Chassen Road, Bolton. Tel.: Bolton 3449. [6955

IMPECUNIOUS ENTHUSIAST requires driving job for July. Anything considered, preferably lucrative. Joy, 58, Onslow Gardens, S.W.7. [6956

M.G. T.C. UPHOLSTERY in good condition, fawn preferably, reasonable price. Rider, 47, Cambridge Road, London, W.4. [6957

ALVIS SPEED 20, black D.H. coupé. Engine recently reconditioned, bodywork nearly perfect. Replies "Alvis," Chorallers Hall, Augustus Road, Birmingham, 15. [6958

£50 DEPOSIT 4½-litre Lagonda Tourer, Invicta or similar in thoroughbred condition. Good home and loving care. Collect, distance no object. Balance monthly, references. Barnes, 11, Barham Road, South Croydon, Surrey. Tel.: THO 5533 (day), CRO 5064 (evening). [6959

M.G. S.A. 2-litre Saloon 1939/40. Immaculate condition essential, full particulars and cash price (photos returned) to Stickland, Bennebroek, Saxmundham, Suffolk. Tel.: Saxmundham 84 (office hours). [6960

SCINTILLA VERTEX, type N.V.6, anti-clockwise. Clinkard, Wix, Essex. [6961

PAIR HORIZONTAL S.U.s. 1¼" bore, 15" x 4.00 and 16" x 5.00 wheels, West London Austin centres. Lightweight rad approx. 16" x 20", suitable Ford Ten. Marler, 39, Lorne Road, London, N.4. [6962

M.G. T.A. cylinder head (6.5:1) wanted. Barry, 19, Gundulph Road, Bromley, Kent. [7019

GOOD HEALEY 2/4-seater Sports or Jupiter required. Inspection. Fair price and photo please to G. Greenhough, 2, Priestley Gardens, Pudsey, Yorks. [7061

CARS WANTED FOR CASH. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [7118

GOOD CONDITION P.B. M.G. cylinder head. Price, details. Also other bits, including Speed Mods. J. Reid, 1, Leavesley Road, Blackpool. [7131

DOBLE OR SIMILAR late type steam car. Details please. Box No. H132, MOTOR SPORT, 15, City Road, London, E.C.1. [7132

SPORTS OR SPECIAL. Economical, reasonable price, good general condition. Downs, 2, Coes Cottages, Union Street, Barnet. [7133

12/4 OR OTHER Light Vintage Tourer. Good original condition. Contact Pritchett, 86, Clifford Gardens, Kensal Rise, N.W.10. [7134

FRONT AXLE for 1934 Hornet Special urgently required. Tel.: Birmingham HIG 3876. [7135

14/40 M.G. ENGINE. Condition unimportant. Cowley spares for sale. Bick, 19, Montpellier Walk, Cheltenham. [7136

PRE-1917 FORD REQUIRED (another make considered). N. Hawkins, "Woodcot," Woodlands Lane, Hayling Island, Hants. [7137

ANYBODY BREAKING 1938-1950 Morgan 4/4 2-seater. D. Harris, 9, Queen's Drive, Finsbury Park, London. [7138

CRANKSHAFT FOR P-TYPE M.G., or Ford Ten engine and gearbox, or is anyone interested in a crankless P.B.? Conway, Ceannacroc Lodge, Glenmoriston, Inverness-shire. [7139

16 INCH WHEELS, with or without tyres, suitable for T.C. M.G. Reasonable price. Box No. H140, MOTOR SPORT, 15, City Road, London, E.C.1. [7140

1934/5 D.H. COUPE. Aero Minx, Wolseley Hornet. Price, particulars to "Yardleys," Limington, Nr. Yeovil. [7141

BUCKLER, DELLOW, Lotus, Ford Special. Around £175. D. Bettles, 225, Rochester Way, S.E.3. [7143

BIANCHI 1922 TYPE 15. Most parts available, including handbook. 9in. C.A.V. headlamps £4 pair; egg sidelamps, undamaged but need replating; 815 x 120 cord cover, as new, £2. Vintage Delage radiator cap wanted. D. Hale, Tewin Hill, Welwyn. [7144

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1948 **Healey 2.4-litre** roadster. Excellent performance **£395**
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1952 **Jaguar XK120** roadster. Fully modified. Green **£825**
1953 **Jaguar XK120** fixed head coupe. Immaculate. Black ... **£1,225**
1954 **Kieft 1,100 Coventry Climax** 2-seater. Show Model. Red ... **£1,065**
1948/9 **Lea-Francis 1,767-c.c.** 2/4-seater roadsters. Two ... From **£395**
1950 **Lea-Francis 1,767-c.c.** shooting brake. Maroon/oak finish ... **£395**
1953 **Lotus Mk. VI 1,172** unit 2-seater sports. Very fast **£465**
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1954 **Morgan Plus Four " New Look "** 4-seater tourer. Red ... **£595**
1952 **Morris Minor** saloon. Modified. Twin S.U.s, etc. Grey ... **£525**
1947 **Riley 2½-litre** sports saloon. Specimen **£445**
1949 **Riley 1½-litre** sports saloon. Black. Extremely smart ... **£545**
1947 **Rover 12-h.p.** 4-seater tourer. Very Smart. Black **£415**
1952 **Sunbeam-Talbot 90 Mk. II** convertible. Radio, heater ... **£625**
1951 **Standard Vanguard** saloon. Ideal family car. Grey **£445**
1948 **Triumph 1,800** roadster. Immaculate. Black **£445**
1954 **Triumph TR2** roadster. Over drive. Many extras. Cream... **£755**
1947 **Volkswagen** saloon. L.H.D. Blue/Grey **£265**
1954 **Volkswagen (Nov.) 1,192-c.c.** standard saloon. One owner ... **£545**

M.G. STOCK

1954 **M.G. TF 1,250-c.c.** sports 2-seater. One owner. Green ... **£675**
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1937 **M.G. TA 10-h.p.** sports 2-seaters. Choice of two ... From **£245**
1939 **M.G. VA 1½-litre** drophead foursome. Duck-egg blue ... **£275**
1939 **M.G. VA 1½-litre** tourer **£245**
1939 **M.G. VA 1½-litre** drophead coupe and tourer ... At **£245**
1938 **M.G. VA 1½-litre** sports saloons. Choice of two ... From **£195**
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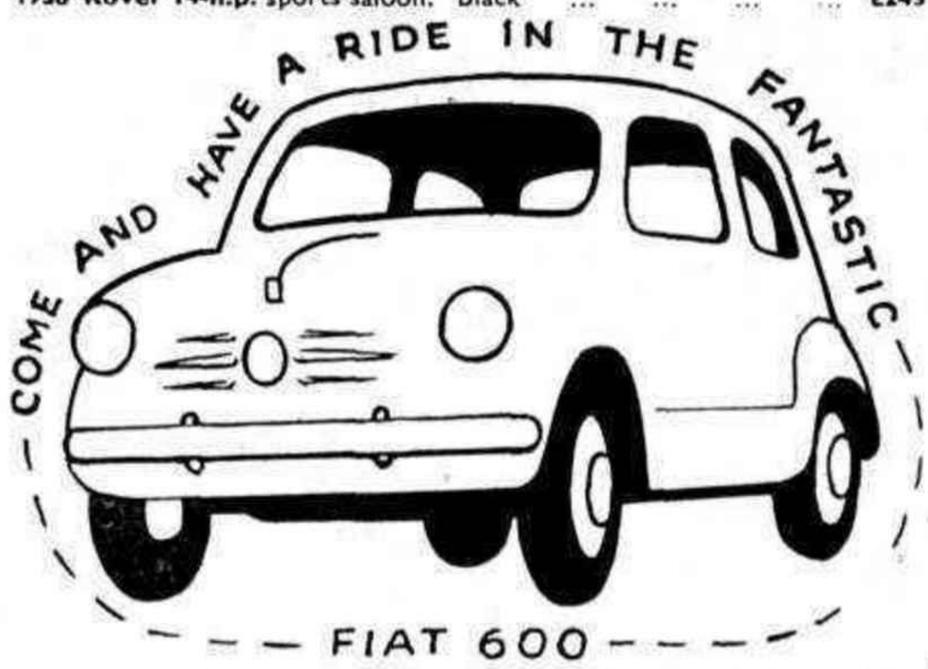

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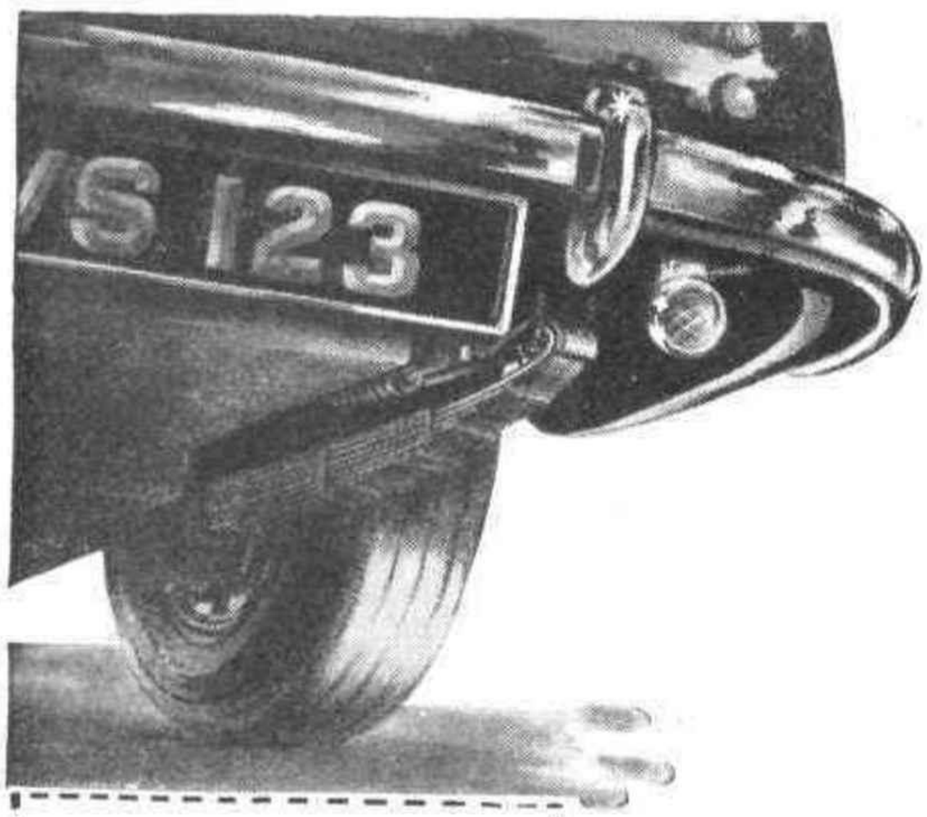

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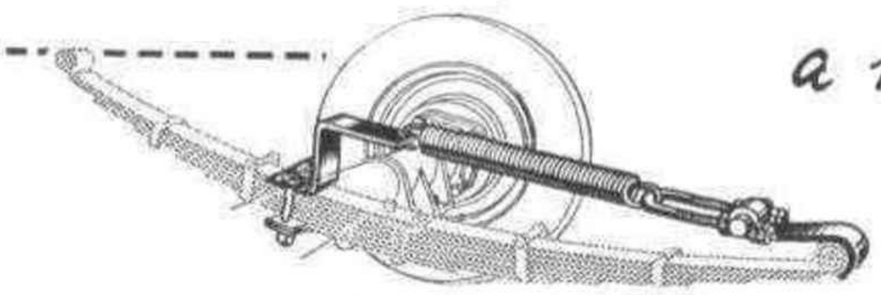

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