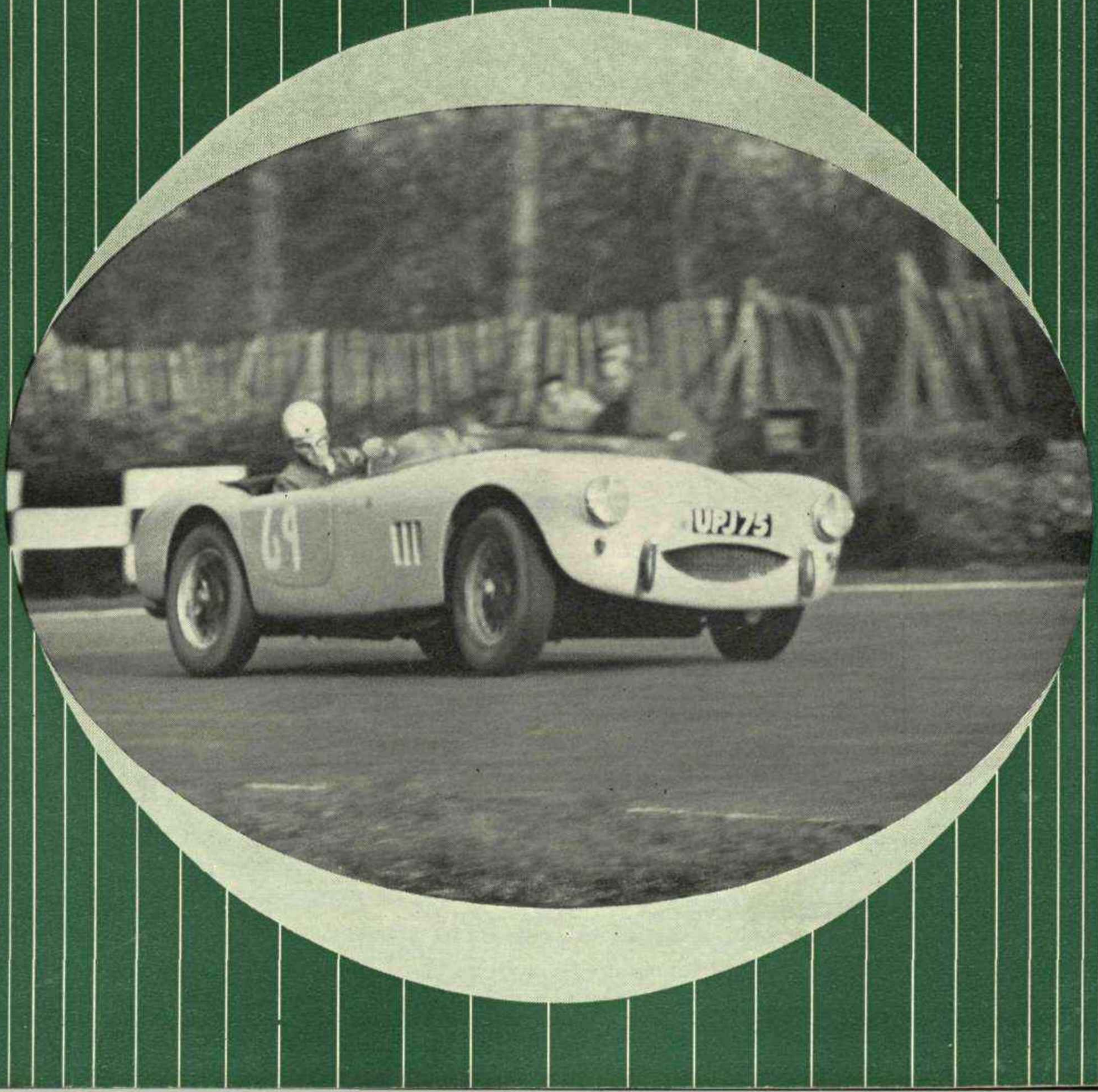
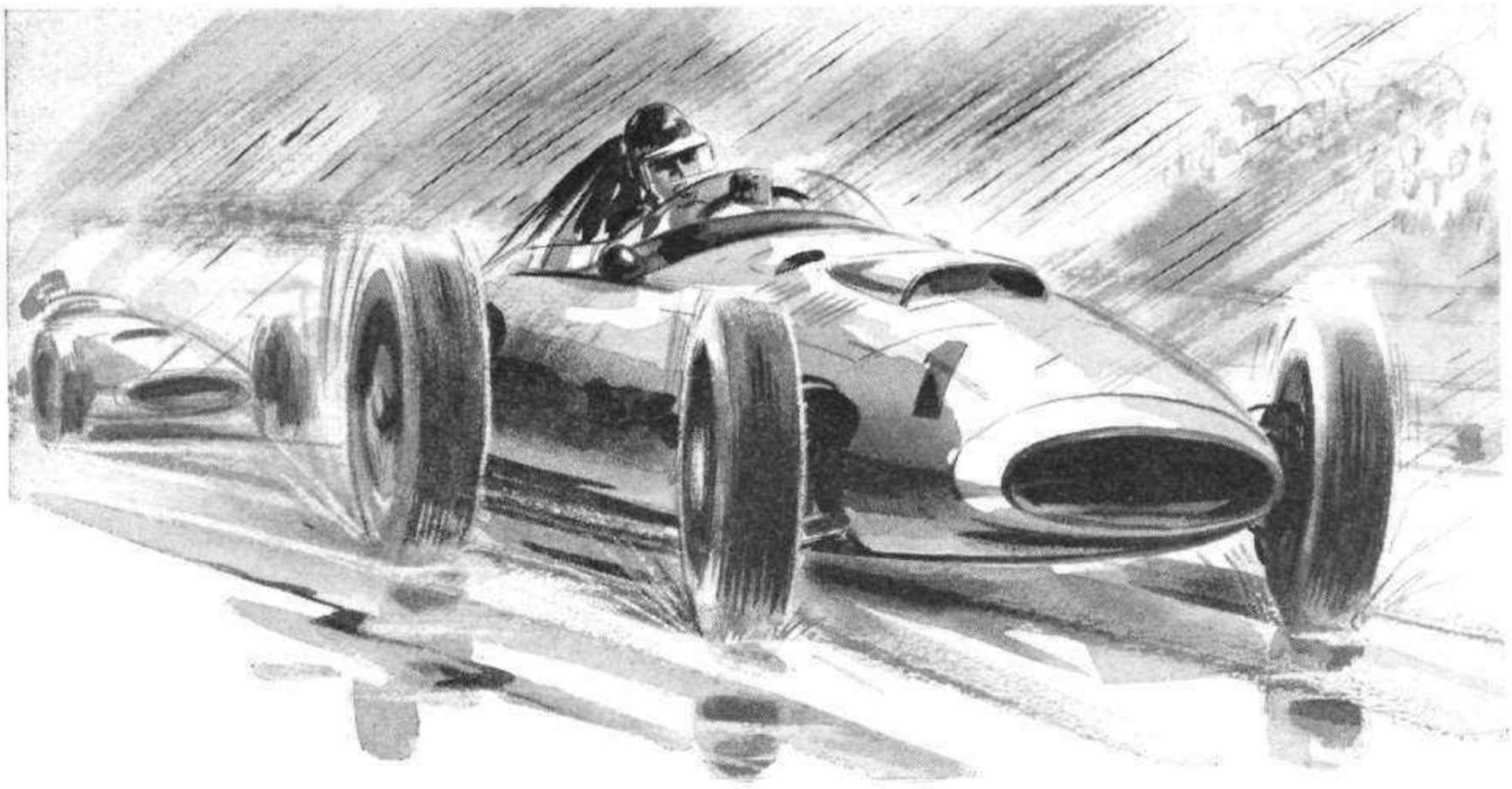
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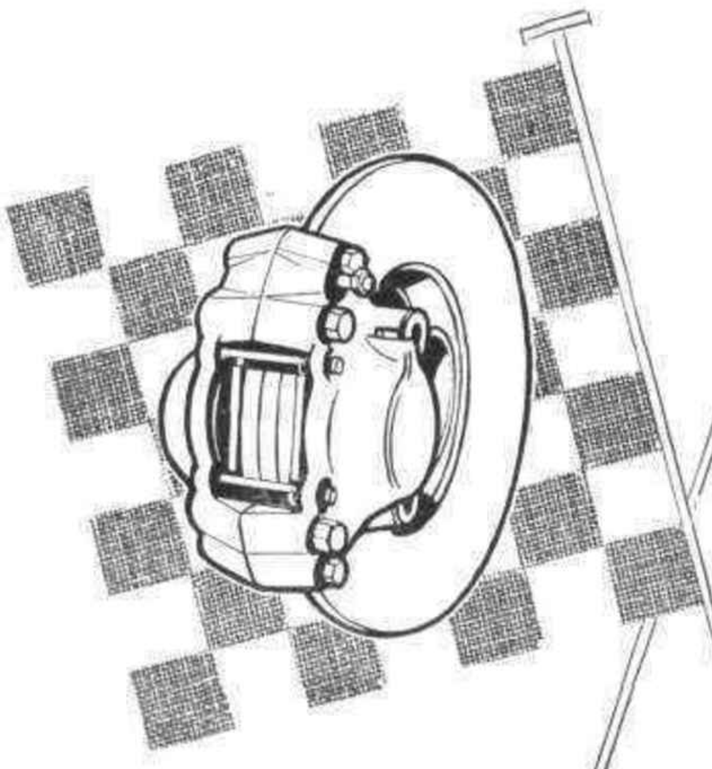
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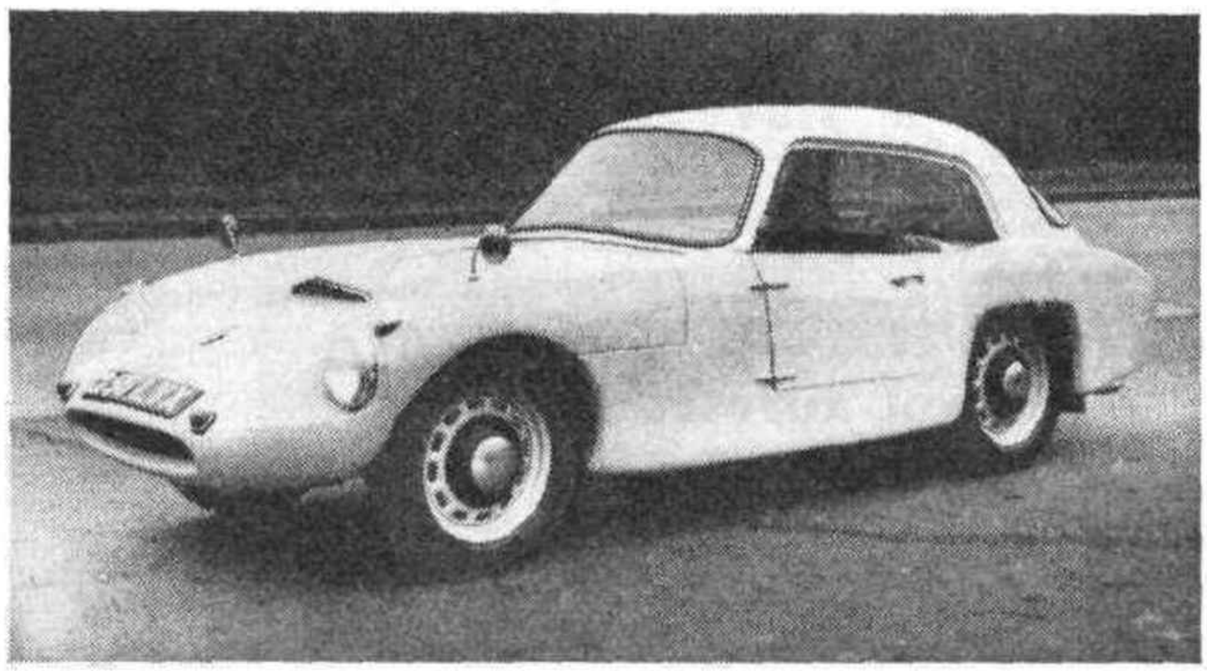
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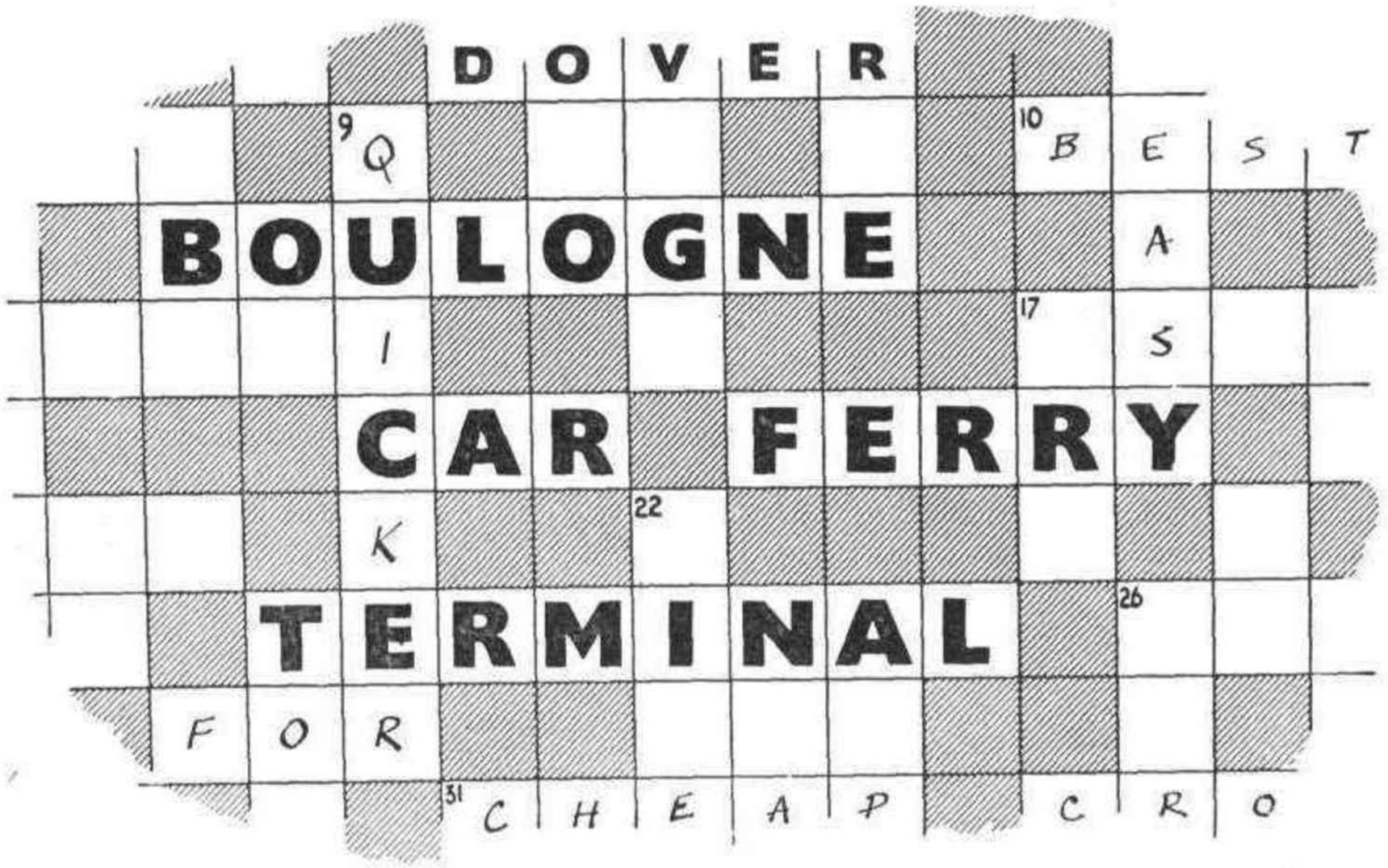
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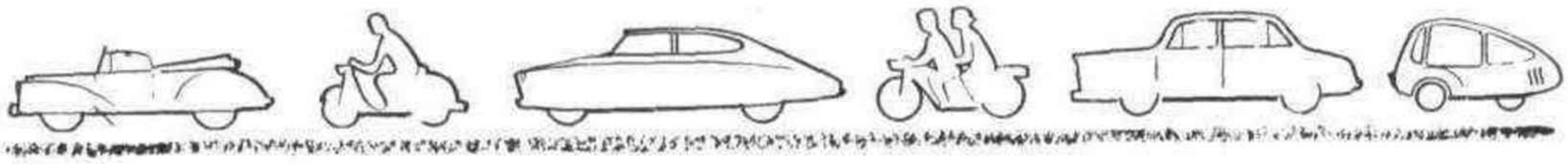
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The Month Ahead

April 2 Fullest reports and pictures of Easter racing at Goodwood, Brands Hatch and Mallory Park, plus a report from the cockpit of a highly controversial car on a classic event. **April 2**

April 9 Road-test of the fully-automatic Ford Zodiac saloon, and reports on the Daytona Grand Prix and the Hopper National Rally. **April 9**

April 16 For the first time the British Empire Trophy will be for Formula 2 cars, and *Motoring News* staff will report with words and pictures on this innovation. **April 16**
What makes a taxi-driver tick?—a revealing report.

April 23 Complete illustrated description of a new range of cars from one of the Big Five Manufacturers, road-test of the Farina Austin A55, race reports on the Aintree 200 and the Snetterton B.R.S.C.C. restricted meeting. **April 23**

April 30 Preview of the first big Silverstone meeting of the year, and reports on Britain's International Mobilgas Economy Run and the Syracuse G.P. **April 30**

Each issue of *Motoring News* will also contain the usual regular features, including Bill Hartley's column, roadworks reports, latest sports news from home and overseas, reports of club functions, and latest news and comment on motoring matters.

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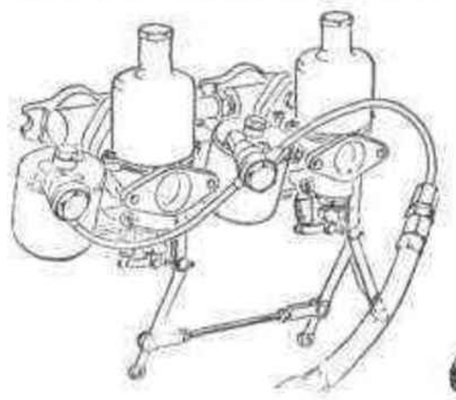
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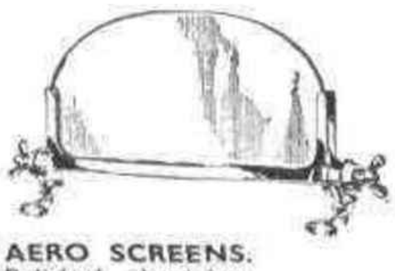
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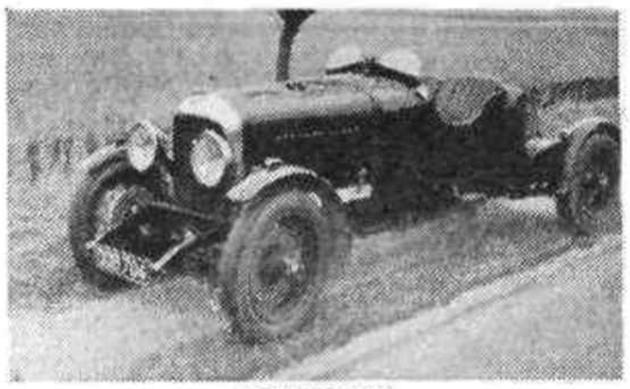


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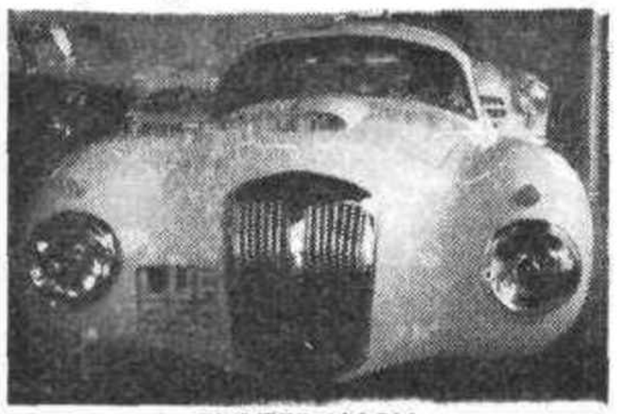
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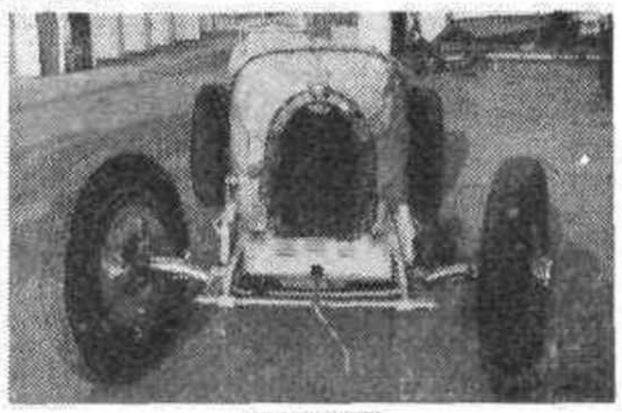
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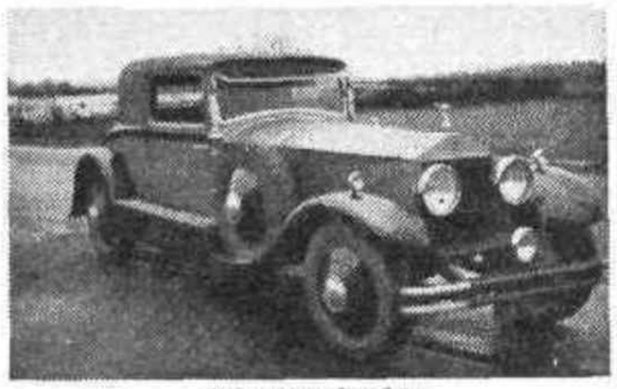
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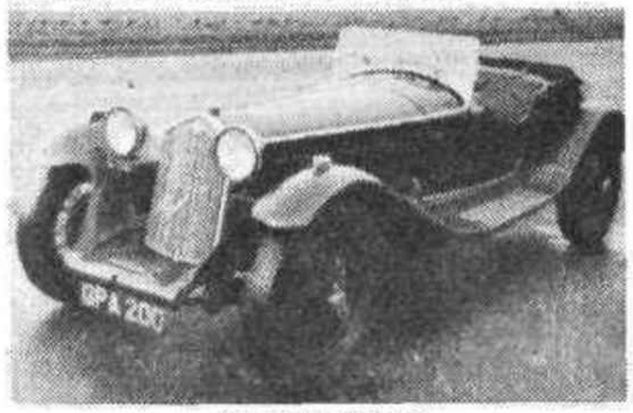
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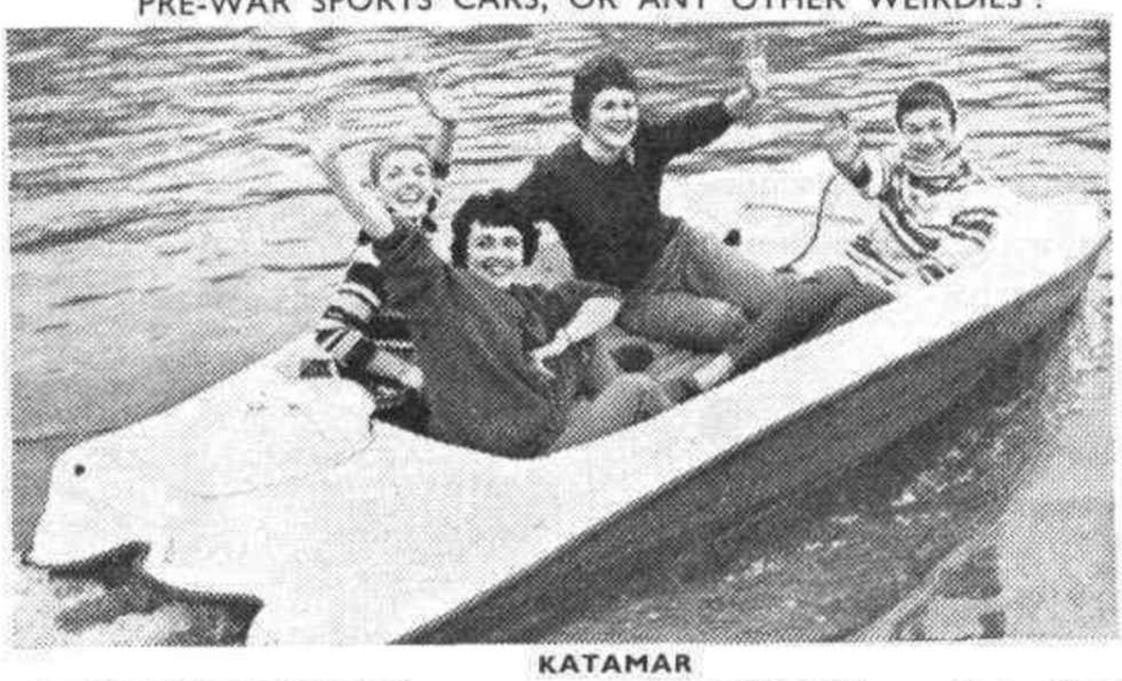
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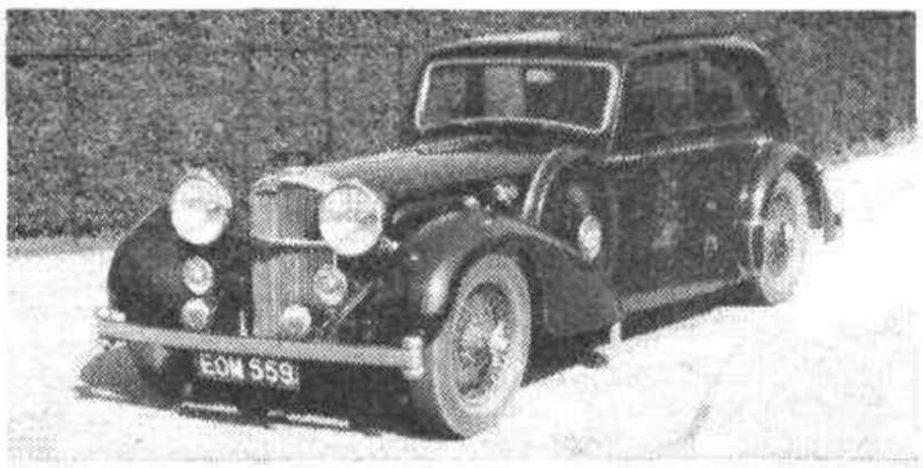
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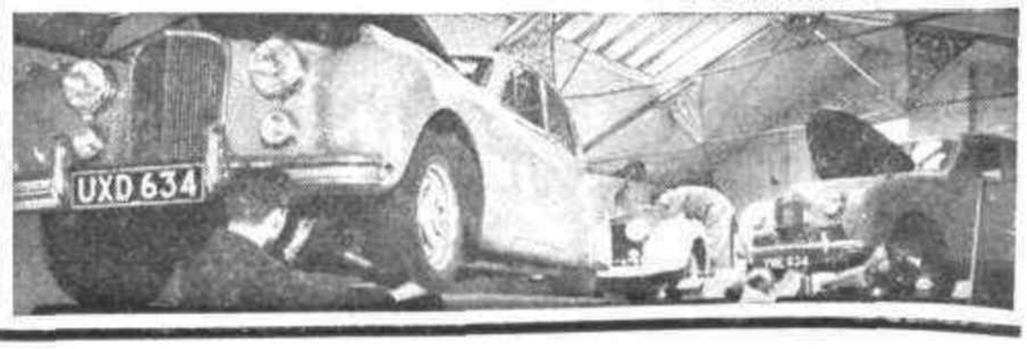
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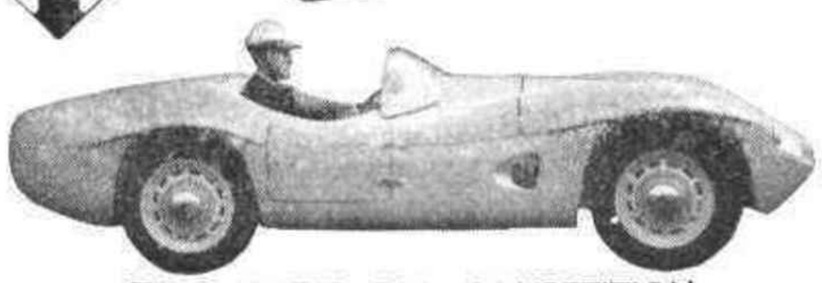
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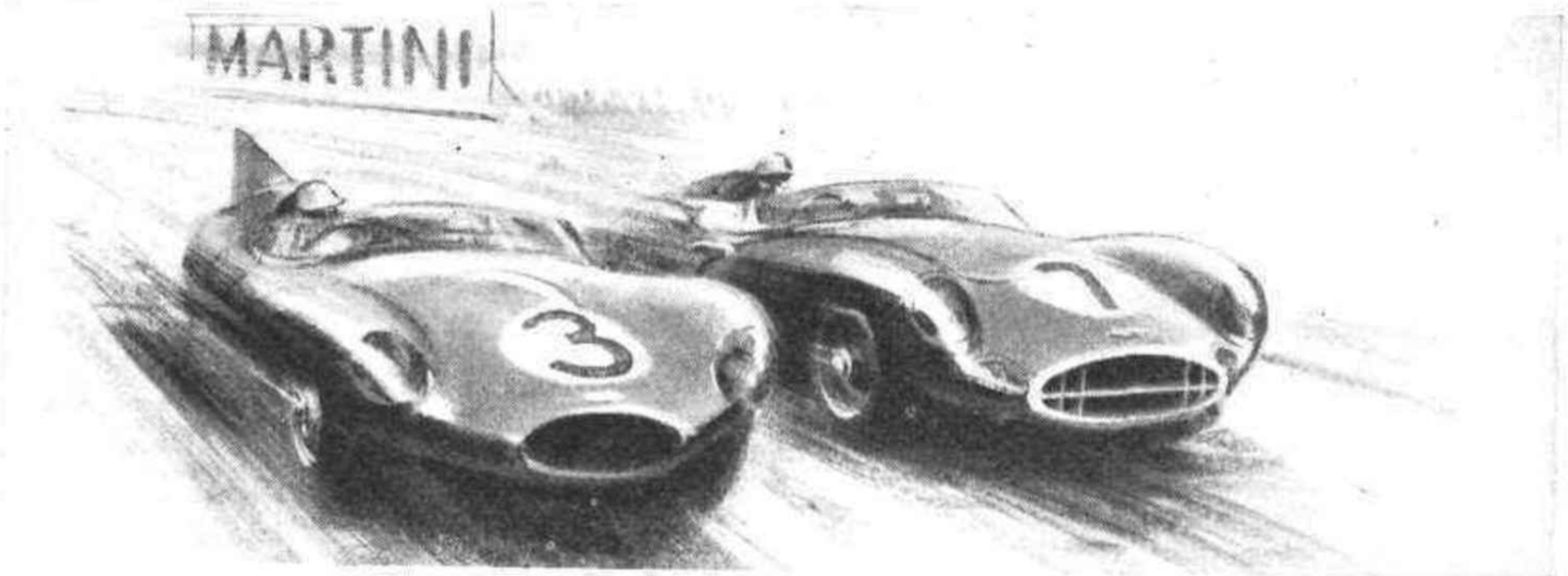
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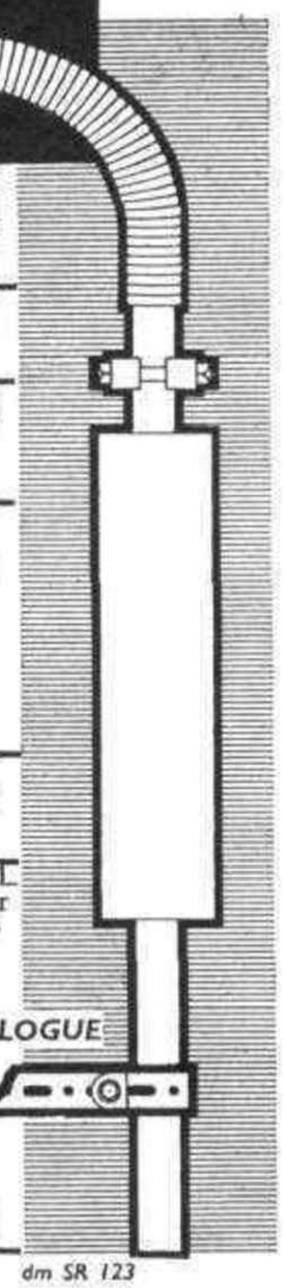
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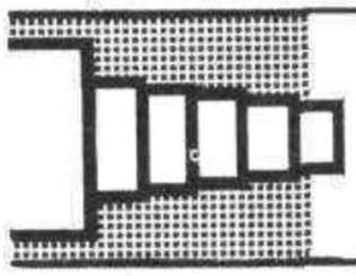
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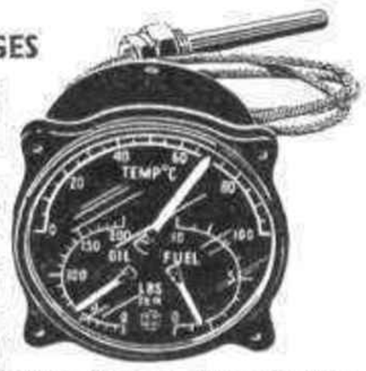
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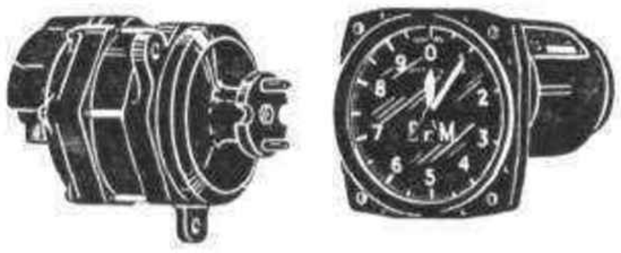
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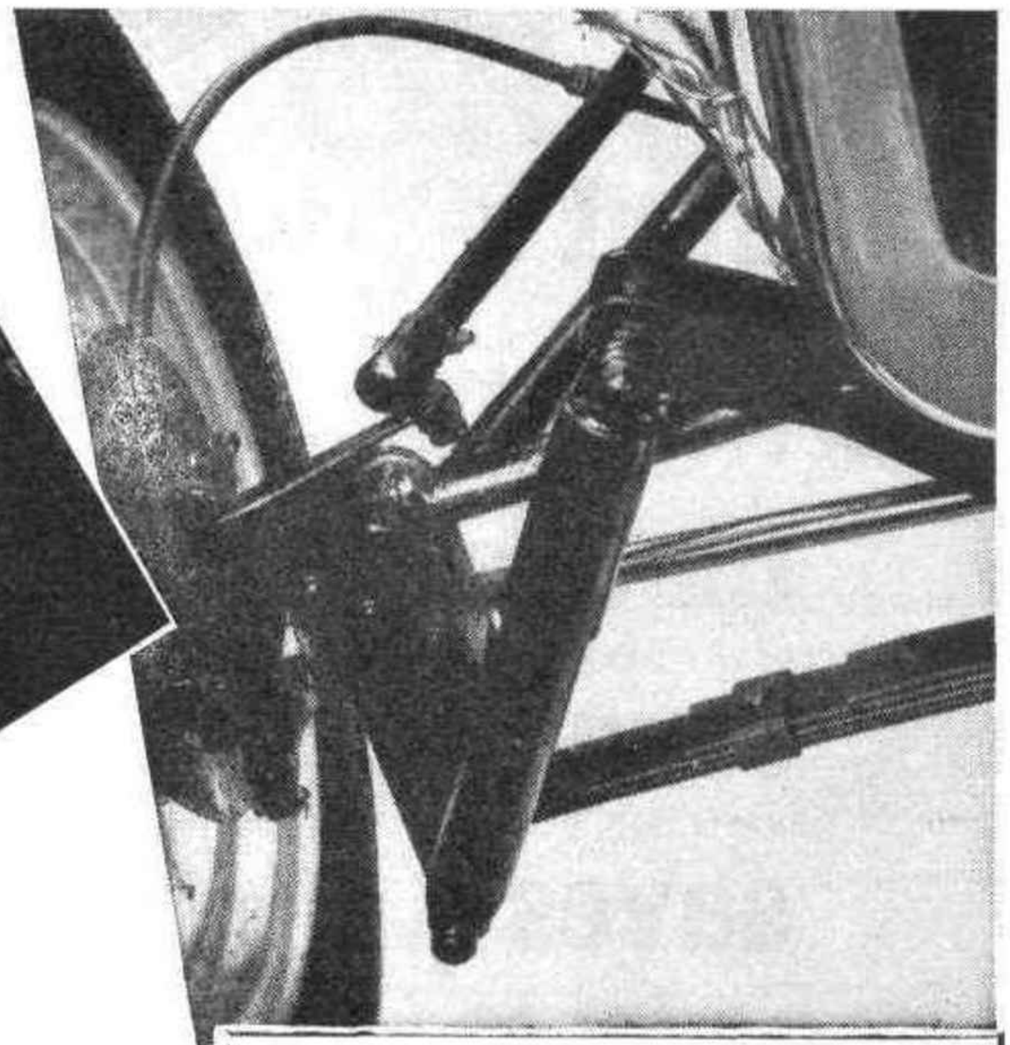
Ex R.A.F. accelerometers measuring —5g to +12g on extra large, bold dial with three pointers. The largest one reads off the acceleration at the moment while the other two show respectively the highest accelerating force and the greatest braking force encountered at any time during the test or since last re-setting by knob adjacent to dial. Easily fitted to respond in either horizontal or vertical plane (on dashboard or in floor) of high speed vehicle or to any moving arm or part of a machine that starts and/or stops quickly to determine magnitude or forces encountered at different speeds. A precision measuring tool for the serious experimenter. In first class condition, guaranteed serviceable, only **32/6** each, post free. (*Note*: Would require modification for large deflection at normal road speeds.)



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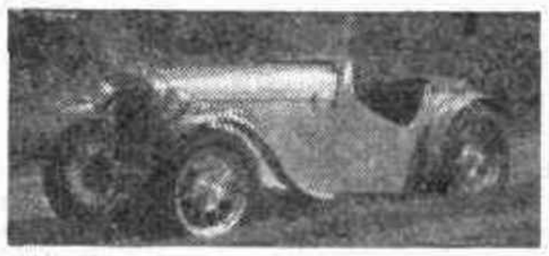
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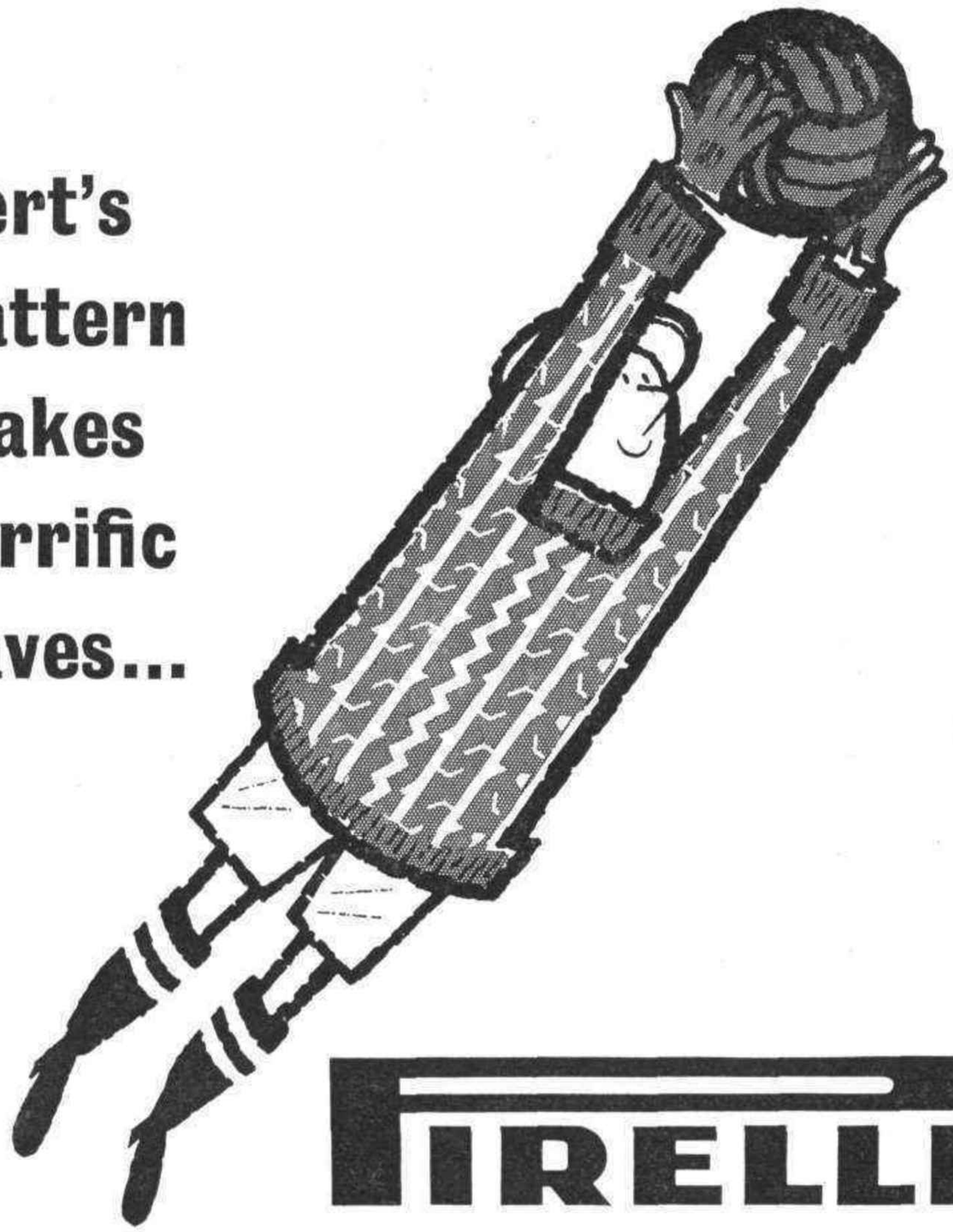
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VOL. XXXV No. 4 THE MERCEDES-BENZ, BORGWARD AND PEUGEOT FACTORIES APRIL, 1959

MOTOR SPORT

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MATTERS OF MOMENT

A FINE BRITISH ACHIEVEMENT

There have been many high-speed runs and endurance demonstrations but few as convincing as the long-distance test of a Hillman Minx saloon which the Rootes Group staged in Belgium, and which concluded last month.

This inexpensive 1½-litre British saloon was set to cover 25,000 kilometres, or 15,534 miles, over a 110-mile circuit of rough *pave*, at an average speed of 41 m.p.h. The car was driven by an all-women team, consisting of Nancy Mitchell, Sheila Van Damm, Mary Handley Page, Pat Ozanne and Francoise Clarke. The Hillman ran continuously apart from driver changes and replenishment stops, and thus motored after dark as well as in daylight. It covered a distance which normal drivers would not do in a year's motoring, at about twice the average speed they would be likely to do over roads of the sort which Rootes chose deliberately as a test for the Minx. Under these conditions it is truly creditable that the only replacements required were a set of shock-absorbers, two speedometer cables, two screen-wiper blades, a spring rebound leaf, a rubber bush and a headlamp bulb. The run was properly observed by the R.A.C. of Belgium and the car will be stripped for detailed examination at the Coventry factory.

With Ford output threatened by strikes and the B.M.C. having perhaps backed the wrong horse, judging by correspondence in this and other journals, over its application of a common Farina styling shared between five different makes, which enthusiasts seem to find no more acceptable than they did the earlier Morris/Wolseley/Riley permutation of basically Minor parts, it is nice to be able to put on record this public demonstration of the durability of the good-looking and deservedly-popular Hillman Minx.

As a matter of fact, MOTOR SPORT has recently had its own demonstration of the ability of Rootes Group products to stand up to hard work. As recorded in a leading article in this issue, we covered 1,700 fast miles on the Continent in a Sunbeam Rapier which was in no way specially prepared and which we neglected to pamper or even to service regularly. Since its return to this country we have continued to use this Sunbeam for urgent journeys in England, when its petrol consumption has decreased to 29½ m.p.g., satisfactory for a two-carburetter 1½-litre engine. The car has now covered 3,000 miles in our hands in three weeks and has proved mechanically trouble free, while the engine has required but five pints of Castrol.

It is nice to be able to give praise when it is due to British cars.

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Front Cover Picture: FIRST AIRING OF THE SEASON was given to over 100 cars at the Surrey Sporting M.C.'s Brands Hatch Sprint. The A.C. Ace of R. A. V. Staples, here seen rounding Druids bend, made fourth best time of the day, behind two Lotus Elevens and an F. 2 Cooper.

SAVAGE MOTORING SENTENCES IN AYR

According to the *Scottish Daily Express*, fifteen drivers lost their driving licences for a year and were fined up to £10, five of them because, when they were stopped in central and south Ayrshire last year their cars were found to have faulty steering or brakes.

If this report is correct, one person lost his licence merely for allowing an employee to drive a car the steering of which was deemed to be faulty by the police. Another driver, with a clean licence for 22 years, had it taken away for twelve months for the same reason. The same treatment was apparently meted out to a person who, warned that his car's steering was faulty, immediately put the vehicle off the road and purchased a new one.

For driving under the influence of drink and for flagrant examples of dangerous driving, even for repeated motoring convictions, loss of licence is to be expected. But these sentences, following reports by the police of mechanical defects in a vehicle, are outrageous.

Who imposed these savage sentences? They were imposed by Sheriff James Frame at Ayr last month. He also took away the licence of a learner motorist whose brakes were in order but who was caught testing them, after adjustment, when unaccompanied by a qualified driver and not showing L-plates. A fine of £10 was applied in this case also. A man who relies on his driving licence for his livelihood had it taken away for a year and was fined £5 by Sheriff Frame merely because he forgot to renew it while he was in hospital.

These driving bans are startling. Perhaps Scottish law differs from English law but how ever you look at it, Sheriff Frame seems to dislike motorists.

We have been intending to visit Scotland again this summer and so, no doubt, have hundreds of other motorists. It would seem advisable to steer very well clear of Ayrshire. If loss to hotels, restaurants and garages results the blame might be laid at the feet of Sheriff James Frame, whose interpretation of justice is surely unique.

GOOD CARS PROVED

The results of the recent six-week, 9,000-mile Algiers to the Cape Rally serve to emphasise the worth of some outstanding vehicles.

The winner was Karl Kling, who drove a Mercedes-Benz 190D with the recently-introduced high-speed o.h.c. diesel engine. Second place was taken by an ID Citroën, third place by that rugged, go-almost-anywhere British vehicle, the Land-Rover. Fourth, and winner of its class, was a Volkswagen. The Team Prize and Women's Prize went to Peugeot. Good cars all, duly proved!

Motor Sport Events for April

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

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N.B. = National British. N.O. = National Open. INT. = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 4th ...	Wirral " 100 " M.C.	Rhydymwyn	Mold	Sprint Meeting (*R.*)	1.00 p.m.
,, ...	B.A.R.C.	Mallory Park	Leicester	Race Meeting (*C.*)	2.00 p.m.
,, ...	Sporting C.C. of Norfolk	Mattishall	Norwich	Rally (*C.*)	7.30 p.m.
April 4th/5th	Blackfriars M.C.	Stanford's Garage	Leatherhead	Rally (*R.*)	11.00 p.m.
April 5th ...	M.G. C.C. (S.W. Centre)	Hare & Hounds Hotel, Westonbirt	Tetbury	Rally (*R.*)	2.00 p.m.
,, ...	WEST ESSEX C.C.	NORTH WEALD AIRFIELD	Nr. EPPING, ESSEX	SPRINT (*N.B.*)	—
,, ...	North Wales C.C.	Abergele	Llandudno	Cymru Trophy Trial	—
April 7th ...	Sporting C.C. of Norfolk	Lamb Inn, Norwich	Norwich	Film Show	7.30 p.m.
April 11th ...	B.R.D.C.	OULTON PARK	CHESHIRE	BRITISH EMPIRE TROPHY RACE (N.O.)	1.15 p.m.
,, ...	V.S.C.C.	Silverstone	Northants	Race Meeting (*C.*)	12.15 p.m.
April 11th/12th	Southsea M.C.	Club House	Southsea	Club Hunt Trophy Rally (*R.*)	10.01 p.m.
April 12th ...	Allard O.C.	" The Chequers," Slaugham	Sussex	Photographic Rally (*C.*)	12 noon
April 18th ...	B.A.R.C.	AINTREE	LIVERPOOL	200-MILE RACE (*INT.*)	11.00 a.m.
,, ...	Lagonda Club	Chequers Hotel	Horley, Surrey	Fuel Economy Rally	2.30 p.m.
April 18th/19th	B.A.R.C. (S.E. Centre)	London and Eastbourne	—	Annual Rally	10.31 p.m.
April 19th ...	Swansea M.C.	Fairwood Common Aerodrome	Nr. Swansea	—	Afternoon
,, ...	D.K.W. O.C.	" The Silver Cup "	Harpenden, Herts	A.G.M.	12.30 p.m.
,, ...	Citroën C.C.	Blenheim Palace	Woodstock	(*C.*)	12.30 p.m.
April 25th ...	V.C.C.	H.Q.	London	Cheltenham Rally	—
,, ...	Bugatti O.C.	Oulton Park	Nr. Chester	Driving Tests	—
,, ...	London M.C.	Phyllis Court	Henley-on-Thames	Little Rally (*C.*)	8.30 a.m.
,, ...	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
April 25th/26th	Cemian M.C.	Queen's Hotel, Farnborough	Farnborough	Coronation Rally	6.00 p.m.
April 26th ...	Malden & Dist. M.C.	City Square, U.S.A.F. Base, Denham	Denham, Bucks	Driving Tests	10.30 a.m.
,, ...	Darlington Students' Union M.C.	Darlington	Darlington	Rally (*C.*)	—

CRASH HELMET DESIGN

IN a recent " Enthusiasts' Directory " feature on motoring clothing we mentioned the fact that the American " space-man " type of crash helmet had failed the tests laid down by the British Standards Institution. This brought forth queries from readers who were anticipating the purchase of one of these helmets and from a racing driver who already uses one. Naturally they were anxious to know what tests these helmets had failed. This is especially important as the R.A.C. are issuing a list of requirements for crash helmets used in competition, only helmets reaching these requirements being allowed in races.

Unfortunately the acquiring of the necessary information proved difficult to obtain. The B.S.I. appoint various experts to test products and in the case of crash helmets the Ellis Laboratories at Shere in Surrey do all the testing work. Unfortunately the results of these tests are only available to the B.S.I. or the firm who submits the helmet for test. We were able to ascertain that all of the American helmets submitted for test had failed for various reasons, mainly in the matter of failure of chin straps. Having examined the American Anderson helmet worn last season by Peter Ashdown which is lined with a thin layer of foam rubber which " bottomed " at the slightest pressure we feel that they failed on other accounts also.

Certain basic differences of opinion exist between British and American scientists on the methods of testing helmets, but we are assured that the Americans are gradually coming round to our way of thinking and that possibly some international standard will be agreed. The proposed requirements of the R.A.C. are as follows :

Shock Absorbent Test

Three helmets are tested under various conditions of wet, heat and cold, a 10-lb. striker is raised to a clear height of 12 ft. and allowed to fall freely. This test is carried out on the front and the back of each helmet and in no case shall the transmitted force exceed 5,000 lb. (2,270 kg.), and the shell shall remain intact, with no cracks.



Test for Resistance to Penetration

A cylindrical steel striker weighing 4 lb. 1.25 in. in diameter, having at its lower end a conical point with an included angle of 60 deg. is dropped from a clear height of 3 ft. on the centre of the crown and the maximum instantaneous vertical deflection of the internal surface of the helmet shall not exceed $\frac{3}{8}$ in.

Test for the Attachment of Harness

A load of 150 lb. is applied to the chin strap of the helmet for two minutes, neither the harness nor its attachment to the helmet shall show signs of damage, nor shall the vertical movement relative to the centre of the crown exceed $1\frac{1}{4}$ in. Temporal protection shall be given by extending the shell below the lower edge of the head band covering the temporal region of the head. Peak to be detachable.

It will be seen from these requirements that protection of the temples and base of the skull is now considered essential. It appears that the " space-man " helmet will gain in popularity in this country and in fact two examples are to be put on the market shortly. These are shown on the left of our picture. On the far left is the Cromwell helmet which is made by Helmets Ltd., Moat Lane, Wheathampstead, Herts. It utilises a thick cork lining with foam rubber protection for the ears. The strap is of the webbing type with press stud fasteners. The centre helmet is of similar type, using a glass-fibre shell with cork lining, but the padding for the temples and ears is rather more elaborate. Two chin straps are provided, one being of the press stud type and the other utilising a buckle type of fastening. This helmet is manufactured by E. W. Vero Ltd., makers of the Everoak helmets, who will sell the helmet through the various retailers of racing equipment such as Leston's, Lewis' and Johnson's. These two " space-man " models have not yet been officially approved by the R.A.C. but they have passed the necessary tests at the laboratories. The model on the right of the picture is of the type worn by Stirling Moss last season, which is also made by E. W. Vero Ltd., the particular example being retailed by Herbert Johnson Ltd., of 38, New Bond Street, W.I, who have incorporated their own ideas on trimming, padding, etc. This model has been designed in excess of the B.S.I. requirements.

Although the American helmets have failed British tests their authorities are to be praised for their rigid requirements on racing clothing and such things as compulsory roll bars which will not be introduced in Europe until the 1961 G.P. Formula. It is to be hoped that the R.A.C. introduce similar rules in the near future. —M. L. T.

THE LATEST RENAULT DAUPHINE

IT seemed appropriate for the Editor to road-test the latest Renault Dauphine immediately after returning from a visit to Germany, where Volkswagens abound, because in America the Renault is second only to the VW in the sales-race amongst European imported cars and the Regie Renault factories in Billancourt and Flins are turning out Dauphines at the rate of over 1,500 a day, in machine shops liberally equipped with the most up-to-date transfer machinery.

There is no need to deal in detail with the latest Dauphine, because it differs little from the previous model, about which a full road-test report was published in MOTOR SPORT dated May, 1956. The improvements made recently consist of an increase in horse-power from 26½ to 31 at the former peak engine speed of 4,200 r.p.m., slightly softer suspension, better sound-damping on the roof and a few very minor changes.

This little 845-c.c. four-door saloon with the graceful lines buzzes along confidently at 60 m.p.h. and will attain nearly 70 when pushed. But acceleration is limited by the wide-ratio three-speed gearbox, in which not much over 50 m.p.h. is possible in middle speed.

The short, lively little central gear-lever of the Dauphine has been criticised by a contemporary, but we are all for individuality and would not condemn it out of hand, in spite of its diminutive size, wide lateral movement and lack of reverse guard—far less pleasing is the absence of synchromesh on bottom gear.

The wheel arches intrude into the Dauphine's front compartment and restrict leg room, and we dislike the location of the brake pedal, which is small, offset towards the near side and close to the steering column. Also, it is necessary to press firmly on this little pedal to obtain reasonable retardation.

The suspension permits too much up-and-down motion and side winds deflect the Renault, so that the driver is kept busy working away at the steering, which is geared over four turns lock-to-lock (the lock, however, distinctly generous). The Dauphine has the merit of four doors but is of "tinny" construction. The stalk-type lamps control (left) and flashers control (right) are excellent but the flashers cancel too readily with small deflections of the steering wheel. On a long run the buzz of the power unit, even though it is at the rear, where it is commendably accessible, can become tiring to the occupants, while the screen-wipers sound like a dentist's drill. Visibility is good, the seats comfortable, and the Dauphine corners fast without noticeable roll, but the tendency is to oversteer and the handling in general can be described as "fussy," and somewhat tiring to the driver. The steering is light but not so light as that of the VW. The inaccessible location of the ignition-key-cum-starter and absence of decimal readings on the distance recorder, which is frequently blanked by the speedometer needle, are minor irritations. The heater/demister has simple pull-out controls under the scuttle but the side windows tend to mist up on cold days unless plenty of heat is kept on. The quarter-windows lack gutters and when open will direct rain to the front seats, and their catches are crude. The front doors are lockable only with the ignition key.

We were glad to see one of the notably durable Oldham batteries beside the engine, the tyres are Michelin, and praiseworthy points are illumination of the front luggage compartment by the headlamps, bonnet and boot lids which stay up automatically, spare wheel accommodated behind the front number-plate, brake fluid visible in a glass reservoir, and provision of a starting handle. The Solex 28IBT carburetter has an automatic choke which starts the engine promptly.

The Renault Dauphine means a great deal to Regie Renault and to France. It is smart, being Italian-styled with *individual* lines not duplicated in other Renault models, it is willing, ideal in congested traffic, and notably economical—pottering about under not entirely favourable conditions we got 44 m.p.g. of Esso Mixture. With the seven-gallon tank this represents the useful range of over 300 miles. But the Dauphine is not a serious competitor of the Volkswagen and we doubt if it will ever overtake the sales of the German car in the U.S.A. No doubt Italian styling has to be paid for but whereas the little Renault is partly assembled in England, which should lower import duty, the VW is not—yet the price of the French car, £758 17s., is the same here as that of the de luxe Volkswagen. In Germany the Dauphine costs the equivalent of £50 more than a de luxe VW. Some people will vote for four doors but the Dauphine is less roomy than the two-door German car and not a great deal more economical of petrol. A three-speed gearbox spoils any small-engined car and we await with interest the advent of the Gordini-Dauphine, which will have a 38-b.h.p. engine and four-speed gearbox.—W. B.



MOST PARISIAN OF FRENCH CARS.—The attractive Renault Dauphine, which owes its good lines to Italian styling, now has a more powerful engine and minor improvements.

MINIATURES NEWS

These fascinating motor-car miniatures flood the market in great variety nowadays and competition between the manufacturers is keen indeed. Meccano have recently introduced a fine Dodge Royal saloon, No. 191 in the Dinky range, complete with twin headlamps, tail fins, twin tail lamps, swept tail, wrap-round windscreen and back window, and whitewall tyres, priced at 3s. 6d., including p.t., this replica being 4 7/16 in. in length. In their Dublo Dinky Toys range there is an Austin taxi, No. 067, priced at 2s. 6d. Realising that the laying out of the present big variety of Dinky car models must present a problem, Meccano provide a road layout or pavement set (No. 754) priced at 2s. 6d., which should help with the study shelf or spare-room roadway.

The big Dinky of the year, so far, however, is the splendid Rolls-Royce Silver Wraith replica (No. 150) referred to in MOTOR SPORT last month. This beautiful, smooth-running miniature with brightly-plated bumpers, lamps, wheels and radiator grille and duo-tone finish, is selling strongly at 5s. 6d.

Lesney are building up a strong reputation for accurate and fascinating models in their "Matchbox" series. Recent additions in the tiny "Moko Lesneys" include brightly-coloured 3.4 Jaguar (No. 65) and DS19 Citroën (No. 66) cars, and a very realistic Scammell breakdown truck (No. 64), the military Lesney replicas making an excellent subject for collectors. In the "Matchbox Major" series the latest Lesney is a Ruston-Bucyrus excavator (No. 4) with working digger, running on rubber caterpillar tracks and finished in bright colours, just the job for excavating model motor-roads!

Not to be outdone, Playcraft Toys have brought out a Corgi Ford Thunderbird replica, this model of the latest four-seater American Thunderbird measuring 4 1/16 in. in length, being 1½ in. wide and 1 1/16 in. high, its weight being just under 4 oz. It is finished in authentic colour schemes and costs 3s. 6d. in cream and green free-running form, or 4s. 9d. for the rose-pink and black mechanically-propelled (friction drive) version. All the foregoing motor-car replicas will be found in the better toy shops.—W. B.

RUMBLINGS

Passing through Kingston-on-Thames the other evening, we called on V. W. Derrington, well-known purveyor of " pieces for specials " and pioneer of the speed shop in this country. " How," we asked V.W.D., " did you start your close association with the tuning business ? "

V. W. DERRINGTON LOOKS BACK

It appears that in 1914 Derrington joined the Sopwith Aviation Company in Kingston and when the war ended found himself caught by the aviation slump, and out of work. So he began selling special copper exhaust pipes for motorcycles, which resulted in the title of " exhaust pipe king " being bestowed on him—it stuck, and some of the older customers use it still !

Selling exciting sounds to the motorcycle boys made Derrington conscious of nearby Brooklands Track and he took up motorcycle speed himself, first with a Harley-Davidson, then with a Triumph and later with an overhead-camshaft O.E.C. which would have been more successful had the threads on the valve gear not been " wrong handed," so causing vital parts to unscrew when the plot was wound up.

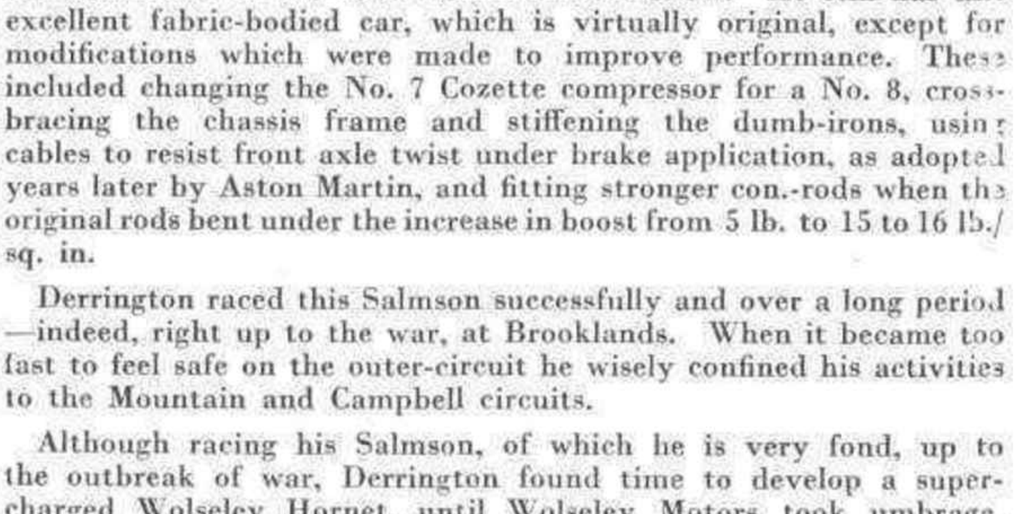
Perhaps this is what made V.W.D. turn to four-wheels. At all events, in 1924 he acquired a " push-pull " Salmson (see recent letters in " Vintage Postbag " for an explanation of what these little French cars were) and persuaded it to lap at 66 m.p.h. Next Derrington got hold of a 10/23 Talbot which he endowed with an enormous downdraught carburetter, special manifolds and a big-bore exhaust system, at the same time cleaning up the ports, which were normally restricted by the head nuts, after which the little Talbot went faster than Georges Roesch would have expected.

Next our tame tuner, now with a prosperous business selling special parts to speed-crazy youth, took over a special works Austin Seven with which Chase had broken long-distance records at Montlhéry. With this Austin Derrington was leading the 100-Mile Race on Southport sands when he was pushed into the ruts on a corner when half-a-lap from the finish, the car rolling over.

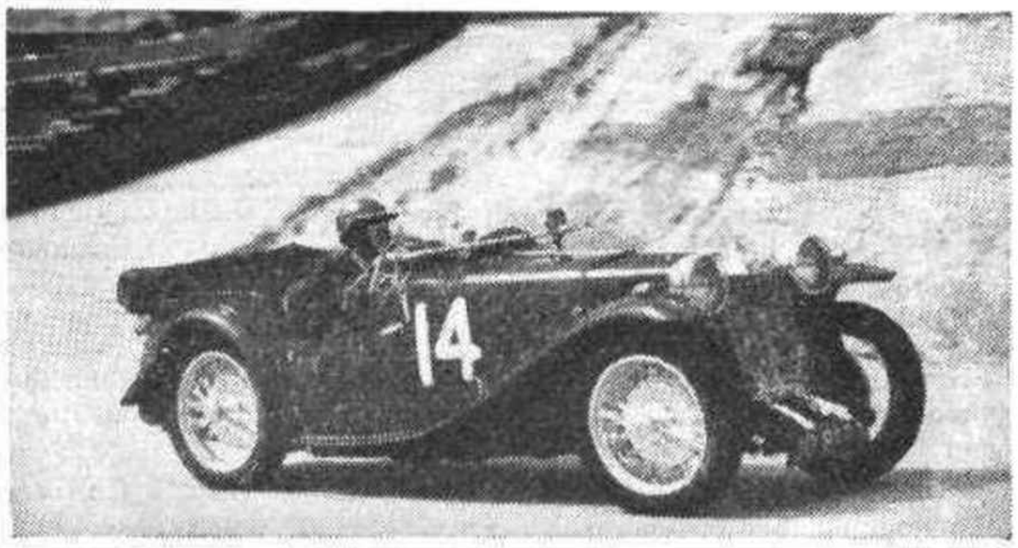
Soon after this Derrington had a chance of acquiring a supercharged twin-cam San Sebastian Salmson which had been on the Salmson stand at the 1929 London Motor Show. He still has this excellent fabric-bodied car, which is virtually original, except for modifications which were made to improve performance. These included changing the No. 7 Cozette compressor for a No. 8, cross-bracing the chassis frame and stiffening the dumb-irons, using cables to resist front axle twist under brake application, as adopted years later by Aston Martin, and fitting stronger con.-rods when the original rods bent under the increase in boost from 5 lb. to 15 to 16 lb./sq. in.

Derrington raced this Salmson successfully and over a long period —indeed, right up to the war, at Brooklands. When it became too fast to feel safe on the outer-circuit he wisely confined his activities to the Mountain and Campbell circuits.

Although racing his Salmson, of which he is very fond, up to the outbreak of war, Derrington found time to develop a supercharged Wolseley Hornet, until Wolseley Motors took umbrage, after which he raced and specialised in special equipment for various M.G. models. He found the L-type M.G. Magna especially susceptible to tuning, probably because it was lighter than the K and NE Magnettes and had a decently stiff crankshaft.



RACING ON SAND.—V. W. Derrington's supercharged San Sebastian Salmson at Skegness in 1931, where it won its class.



A BROOKLANDS' FLASHBACK.—Victor Derrington competing in a race on the Campbell circuit in his M.G. Magna.

Apart from his own pre-war exploits, dating back to riding a Zenith Gradua in a 1919 speed hill-climb, Derrington was ever willing to ride as mechanic at Brooklands, and tried car dirt track racing at Greenford, when he rolled his Salmson over and was pinned beneath it for longer than he cares to remember, meanwhile being drenched in dope. Derrington recalls another crash when he was riding beside J. J. Hall on a record attempt at Brooklands, in the Beart Morgan three-wheeler which Hall had powered with a 750 c.c. o.h.v. J.A.P. engine. The back tyre wore down to the breaker strip and burst, the " Moggy " rolling over with Derrington beneath it, necessitating a visit to Weybridge Cottage Hospital. He also remembers the agony of riding in Hall's Hilton Pacey three-wheeler, built to attack the 350 c.c. class records on Brooklands, and, presumably to save cost, weight and complication, devoid of back springs. It ran on R.O.P. petrol !

After the war Derrington went on with his competition career and will be remembered with special versions of Renault 750, Altahead Morris Minor, driving the Spikins Special at Brighton, doing well at *Daily Express* Silverstone meetings with a " hot " Ford Consul in 1934, and later driving his Lancia Ardea and Triumph TR2. He also found time to construct a special Fiat 1,100, reported on at the time in MOTOR SPORT, and we need hardly remind readers that today, in premises occupied after the 1918 Armistice by Coley, the scrap metal king who was so well known to Brooklands *habitues*, Derrington runs a thriving business specialising in rally equipment and tuning items for Morris, M.G., Ford and other popular makes of car.

EXCELLENT HAMMERS—BY THOR

There is something eminently satisfactory in handling new hammers —I trust this statement will not lead me to the psychologists couch! — especially if they are of high quality and capable of doing a real job of work. Such hammers are made in every conceivable variety by the Thor Hammer Company of Highlands Road, Shirley, Birmingham, who supply so many manufacturing and industrial firms with the sort of hammers they need, and those found in the tool-kits of Jaguar cars. I know these Thor hammers are good because of four sample hammers sent to me recently, only two reached the Editorial desk. These are a No. 1 size $1\frac{3}{4}$ in. Thor copper hammer for dealing with centre-lock wheel nuts, etc., a very fine piece of work, modestly-priced at 11s. and a Thorex plastic hammer with an oval hickory handle and steel head with screw-in, orange-coloured plastic faces, in the popular $1\frac{1}{2}$ in., $1\frac{1}{4}$ lb. size, priced at 15s., spare faces being available for 3s. 9d. each.

Thor hammers are an asset to any tool-chest. A price list of the many types and sizes available is obtainable from the address above, on mentioning MOTOR SPORT.—W. B.

THAT TAXI

The general opinion seems to be that the mysterious American taxi illustrated on page 179 of last month's issue is either a Checker Cab or a Graham-Paige.

RACING SEASON OPENS AT GOODWOOD

Double Win for C. J. Lawrence (Morgan Plus Four)

THE B.A.R.C. opened the season at Goodwood on March 14th with a Members' Meeting, which attracted a stupendous entry of 122 sports cars and produced some good racing. Four aeroplanes attended.

The first race, over 10 laps from scratch, saw ten Lotus cars pitted against Elva, Cooper, Tojeiro and Victoria, all Climax 1,100-powered. Peter Riley's Lotus led for six laps, then Prior's Lotus got by, to win at 84.79 m.p.h. by 42.6 sec., Prior lapping at 86¾ m.p.h. Waters' Lotus was third.

The second race was a 5-lap Closed Car Handicap, which Gay's Peerless from the 1 min. 30 sec. mark won at 69.61 m.p.h. very comfortably indeed from Uren's Ford Zephyr, with Sparrowe's well-known M.G. third. Steele's Borgward lasted less than one lap and had to be pushed back to the paddock. A highlight of the race was the safe high-speed cornering of Shepherd Barron's Alfa-Romeo Giulietta. In the end it spun at Madgwick but shared fastest lap (75 m.p.h.) with Williams' Lotus Elite.

The 10-lap Marque Scratch Race, counting towards the Freddy Dixon Trophy, was notable for the splendid drive by C. J. Lawrence who, following a notably quick Le Mans start in his Morgan Plus Four, led all the way, to win by nine seconds from de Selincourt's Triumph TR3, at 77.82 m.p.h. Staples' A.C. Ace had held second place for seven laps but hit the fencing at the *chicane*, then spun at Lavant and so was disqualified, besides being overtaken by the more stable TR3s of de Selincourt and Hurrell, these Triumphs swopped places on lap 5, to finish second and third. De Selincourt made fastest lap, at 79.56 m.p.h. Hextall's TR2 lost time in starting, Southam seemed quite unperturbed about a locking back brake on his M.G.-A and Mackay's Austin-Healey 100 had front wheel patter when braking.

The rest of the afternoon was devoted to 5-lap handicap races. In the first of these D. Howard had apparently found some means of bribing the handicappers and in his white Lotus-Climax from the 35 sec. mark in company with the Elite, could not help winning, which he did by a prodigious margin at 80.72 m.p.h. The race was saved by a duel between the old Revis-Borgward, now driven by Dade and back on its best behaviour, and Gillett's Aston Martin DB2/4. The Aston Martin, looking surprisingly large beside the Revis and Elite, went by, but only after a race-long struggle. The Elite was fourth. To show up the handicappers still further, Howard's winning Lotus made fastest lap, at 82.13 m.p.h. Riley's Lotus-Climax of the same engine size had been required to give Howard 45 sec. start in five laps! The race featured Coundley's smart D-type Jaguar which had never previously been raced and Chamberlain's Cooper-Jaguar, thought to be the last of these cars to be made—they came in, respectively, fifth and sixth.

In the fifth race T. C. Powell, in a Ford-engined Lotus Seven which he had put together in 12 hours, drove with more valour than discretion and, overtaking several competitors on the right-hand side going into the *chicane*, touched Murray's Triumph TR3, which shot through the hard part of the wall, sustaining considerable damage. The speed-happy Powell continued, to spin coming out of the *chicane* on the next lap, from which he recovered as if nothing had happened, to maintain his meteoric progress. The Clerk of the Course wasn't amused but some sympathy must be extended to a young driver so keen and so fearless. Possibly Murray will not agree!

Through all this excitement Riley won neatly in his four-Amal Lotus-Climax at 82.47 m.p.h. from de Selincourt's TR3 and Duncan's TR3. The winner made fastest lap, at 84.05 m.p.h.

L. M. Ballamy's special Ford Popular, driven by Turner, ran right away with the second Closed Car Handicap, averaging 68.03 m.p.h. and doing a lap at no less than 70.7 m.p.h. This remarkable Ford has an R100 Marshall supercharger driven from the nose of the crankshaft and fed by two Amal carburetters of which one comes into action after the other, a modified 100E cylinder head, 100E engine with Thinwall big-end bearings, Wellworthy pistons, a 4.4 axle ratio, very close-ratio three-speed gearbox with second gear of about 5 to 1, L.M.B. i.f.s., special rear transverse suspension with Armstrong lever-type hydraulic shock-absorbers, Michelin "X" 135 by 380 tyres and three Citroën 2 c.v. seats. This potent Popular is both fast and stable and Turner did it full justice. Lawrence's Austin A35 was far behind, but second, best of a shower of A35s, and Clark's "outsize" Volkswagen was a steady third. Russell's Austin Metropolitan, after being manhandled in the paddock, was a non-starter.

The last race saw Lawrence gain his second victory in the Morgan, at 77.03 m.p.h. from Fletcher's twin-cam M.G. and Ide's ex-Constable TD M.G. The Morgan lapped at 79.7 m.p.h. The field contained a shoal of Sprites, driven with varying degrees of proficiency, of which Gaston's had a modified bonnet which takes the smile off the face of the baby Healey. Southam's Le Mans ex-Carnegie M.G., now rebodied, retired at Woodcote. A TF M.G. also ran.

So the Spring had arrived (although the temperature belied it) and club racing is with us again. On April 25th there will be another of these entertaining B.A.R.C. Members' Meetings at Goodwood, counting towards the MOTOR SPORT Brooklands Memorial Trophy. —W. B.

VINTAGE-CAR ITEMS

An early Fiat, of about 1925 vintage and without a body, is reported to be in a breaker's yard in Essex.

* * *

A parade of historic racing cars will be organised by the Montagu Motor Museum at Silverstone on the occasion of the B.R.D.C. Race Meeting on May 2nd. One of the attractions will be Donald Campbell at the wheel of Lord Montagu's ex-Malcolm Campbell 350-h.p. V12 single-seater Sunbeam.

* * *

The Montagu Motor Museum is entering two cars for the V.S.C.C. Race Meeting at Silverstone on April 11th, these being their recently-acquired Coupe de *l'Auto* Sunbeam, to be driven by Anthony Heal and Lord Montagu's Prince Henry Vauxhall to be driven by Ronald Barker.

* * *

A Catalogue of the exhibits in the Montagu Motor Museum, which is illustrated and has a coloured Gordon Crosby illustration of the 350-h.p. V12 Sunbeam on the cover, is now available at 2s. 6d., or post free from the Museum for 2s. 9d.

* * *

The Owners of a 1925 Star living at Ilford wish to contact other Star owners and to obtain a handbook of the four-cylinder model. Letters can be forwarded.

* * *

Lying rotting in a farmyard in Essex there is a Black Label Bentley fabric saloon which would seem to be in need of an appreciative home. Letters can be forwarded to our informer.

* * *

Amongst vintage commercial vehicles we hear of two Morris-Commercials, of about 1925-1927 vintage, one more complete than the other, standing on a golf course near Holinton, while a vintage Albion 30-cwt. truck, taxed and insured, was advertised recently in Nottingham. In a field near Warrington there is another Morris-Commercial.

* * *

We are informed that there is a Willys Overland Whippet on a caravan site near Portishead and a quantity of model-T Ford spares at a garage near Shaftesbury.

* * *

Essex seems to abound in old cars. We hear that at a farm in that county there is a *circa*-1927 front-wheel-drive Alvis which may be available to an enthusiast keen on restoring it.

* * *

A scrap yard in Worksop is said to contain a p.v.t. Roesch Talbot, which should be restorable.

* * *

We have a request from Mr. D. H. Sayer for information on a straight-eight Nash "400 Series" saloon which he bought in a sentimental moment at a local breaker's yard. This car, which the Americans might or might not call "Classic," has 16 sparking plugs and a single updraught Marvel carburetter. If any reader can assist with any information we will forward letters to Mr. Sayer.

* * *

The Salmson Register has been revived and issues a monthly newsletter. Owners of vintage Salmsons and p.v.t. French-built cars of this make are invited to send details, and 5s. for Register membership, to John Dancer, 8, Oaklands Road, Petersfield, Hampshire. The Register already has 17 Salmsons on its books, consisting of six Grand Sport, four San Sebastian, two eight-push-rod, two four-push-rod, and one each of 10/20-h.p., Special and G.S.S. and p.v.t. models.

BOOK REVIEWS

"Great American Automobiles," by John Bentley. 374 pp., 10 in. by 7¼ in. (*The Merlin Press*, 112, *Whitfield Street*, *London*, *S.W.*1. 36*s.*).

This is an attempt to provide, in attractive and easily assimilated form, a survey of the highlights of the American racing and sporting scene. Published in America by Prentice-Hall, Inc., John Bentley's book is now available in this country. It presents known and new facts about such dramatic aspects of the American scene as Alexander Winton and his racing "bullets," the New York-Paris Race, Jasper Glidden and his Glidden Tours, the early Indianapolis 500-Mile Races, early American sports cars, the Vanderbilt and Savannah Cup Races and, indeed, only one of these races is fully described in this book—about which not nearly enough has been known on this side of the Atlantic—the later Mercer raceabout phase, and an account of the Daytona beach Land Speed Record bids of 1902 to 1910, and 1919 to 1929.

Inevitably much of the material covers matters of history dealt with in other books, but fresh facts and photographs emerge and "Great American Automobiles" will be sought by students of the U.S. scene, albeit it as a rather costly production for wide circulation here.—W. B.

"He Would Provoke Death," by Clodagh Gibson Jarvie. 192 pp., 7½ in. by 5 in. (*T. V. Boardman & Co., Ltd.*, 37, *Hertford Street*, *London*, *W.*1. 10*s.* 6*d.*)

A thriller in the "British Bloodhound Mystery" series—this is No. 246—this book contains much about motor racing and the Monte Carlo Rally. We are told by those who can stomach this sort of thing that the plot is clever, maintaining suspense to the end. So we mention the book here because a few of our readers may care to buy it for wives or girl-friends.—W. B.

"Champion Year," by Mike Hawthorn. 239 pp., 8⅝ in. by 5⅝ in. (*William Kimber*, *London*. 21*s.*)

This book by Mike, describing his battle last season for the Drivers' World Title, was finished three days before he lost control of his 3.4 Jaguar on the Guildford By-Pass and lost his life. It is a tragic book because it recalls all too pungently what a splendid fellow Mike was and how dedicated he was to motor racing. But his publishers were right to proceed with publication and it was nice to have in one's hands before the commencement of another racing season a book dealing with the important races of 1958—so often such books appear too late to retain one's interest.

This account is "typical Hawthorn"—his writing packs some good punches. Answering those who felt that European drivers, with notable exceptions, boycotted the 1957 "Monza 500" race because they were frightened, Mike admits he was frightened at Monza in the 1958 race. He confirms our opinion that he had Tommy Sopwith's Jaguar "on toast" during the *Daily Express* Silverstone saloon-car race, deals with the fatal accidents to Luigi Musso and to "mon ami mate," Peter Collins to whom the book is dedicated, frankly, and takes the reader step by step through the races which brought him his well-deserved World Championship, the account aided by circuit diagrams, tables of results and championship points and good pictures.

One little slip passed the notice of Nevil Lloyd who assisted with the manuscript—the B.R.M./Cooper accident at the *Daily Express* Silverstone Meeting happened at Copse not at Woodcote corner. But that is of little moment. The main purpose of "Champion Year" is to give Hawthorn's personal impressions of the races he drove for Ferrari and Jaguar and this he does admirably, showing, also, how a racing driver lives, including notes on his taste in drink, food, hotels and women.

"Champion Year" has a nice tribute to Dunlop's effective R5 racing tyre, contains one of the best pictures ever of Peter Collins, is, in fact, a thoroughly worthwhile book . . .—W. B.

"Automobile Year—No. 6." 235 pp., 13 in. by 9½ in. (*G. T. Foulis & Co.*, 7, *Milford Lane*, *Strand*, *London*, *W.C.*2. 52*s.*)

Once again this beautifully-produced annual from Switzerland is with us, in the English translation. It is something to which one looks forward as heralding the spring, although down the years it seems to get, like some humans, a little thinner. Incidentally, the only English car manufacturers to advertise in it this time are Jaguar and Austin-Healey—a pity the latter use that advertisement in which some rather effeminate hand signals are being given and the lady passenger in the bigger Healey appears to have fainted!

The 1958/1959 edition contains the usual survey of last season's races, with lap charts and magnificently illustrated, including full page pictures of the leading drivers (Hawthorn in colour). The cars themselves are well illustrated, with a pull-out drawing of the DBR 2/300 Aston Martin, and a list of International records established during 1958 is included.

Apart from racing "Automobile Revue" devotes a magnificent pictorial section to "dream" and special-bodied cars, carries somewhat superficial specifications of the World's automobiles and a review of the year's automobile developments throughout the World by Gordon Wilkins, who seems to have included far less detail than he did in the previous edition.

The articles include one on crashes, which we might surely have been spared, a story about Mercedes-Benz by Gunther Molter, most of which we have read elsewhere, including the inevitable account of the early days of Gottlieb Daimler and Karl Benz—this history has appeared in almost every historical motor book during the last decade and is now utterly boring—illustrated mainly with stale Mercedes-Benz hand-out pictures, accounts of the motor industries of Russia and Australia, an article by G. Canestrini on the task the early racing drivers had to face which is interesting but not convincing (for instance that Antonio Ascari lost his life due to poor visibility from the P2 Alfa-Romeo and certainly Hawthorn sat crouched over a Ferrari wheel not from choice but because his height made this stance the only possible one), a survey of production engine tuning, including British "hotting-up" kits, by P. Eppendahl and a short review of suspension systems from chariot springs to air suspension.

This is a volume for those with big bookshelves and deep pockets. —W. B.

The 1959 edition of the R.A.C. "Continental Handbook" is now available, at 10s. 6d., from the R.A.C., Pall Mall, London, S.W.1. This 636-page touring guide contains every conceivable piece of information necessary to the tourist, including European maps, and should be in the cubby hole of every G.B. car venturing across the Channel this summer.

* * *

New motoring wallpaper, featuring eight modern sports cars in outline, including Aston Martin DB 2/4, Lotus Eleven, Porsche, Jaguar XK 150, etc., is available at 12s. 6d. per 36 ft. by 22 ft. roll from Dept. W, John Webb Press Services, 62, Brompton Road, London, S.W.3.

CARS IN BOOKS

Continuing this investigation into cars in books, which has become a habit, in "Bulls in the Meadows," by Peter Bull (Peter Davies, 1957), which is an account of the life of his father, Sir William Bull, M.P., and in which significant aspects of major political issues will be found which may not have been revealed elsewhere, there is reference to an old Charron, lent to William Bull in 1919, which cost him £88 for two months, including cost of repairs and a chauffeur. This opened his eyes to the advantages of owning a motor but his son omits to name what were the makes favoured, although from a reproduction of the Bull's calendar for 1922 their first car could have been an Austin Twenty. I was sufficiently interested to write to the author, who replied that his father, who did not drive himself, *did* own an Austin, followed by a Standard and a second-hand Rolls-Royce.

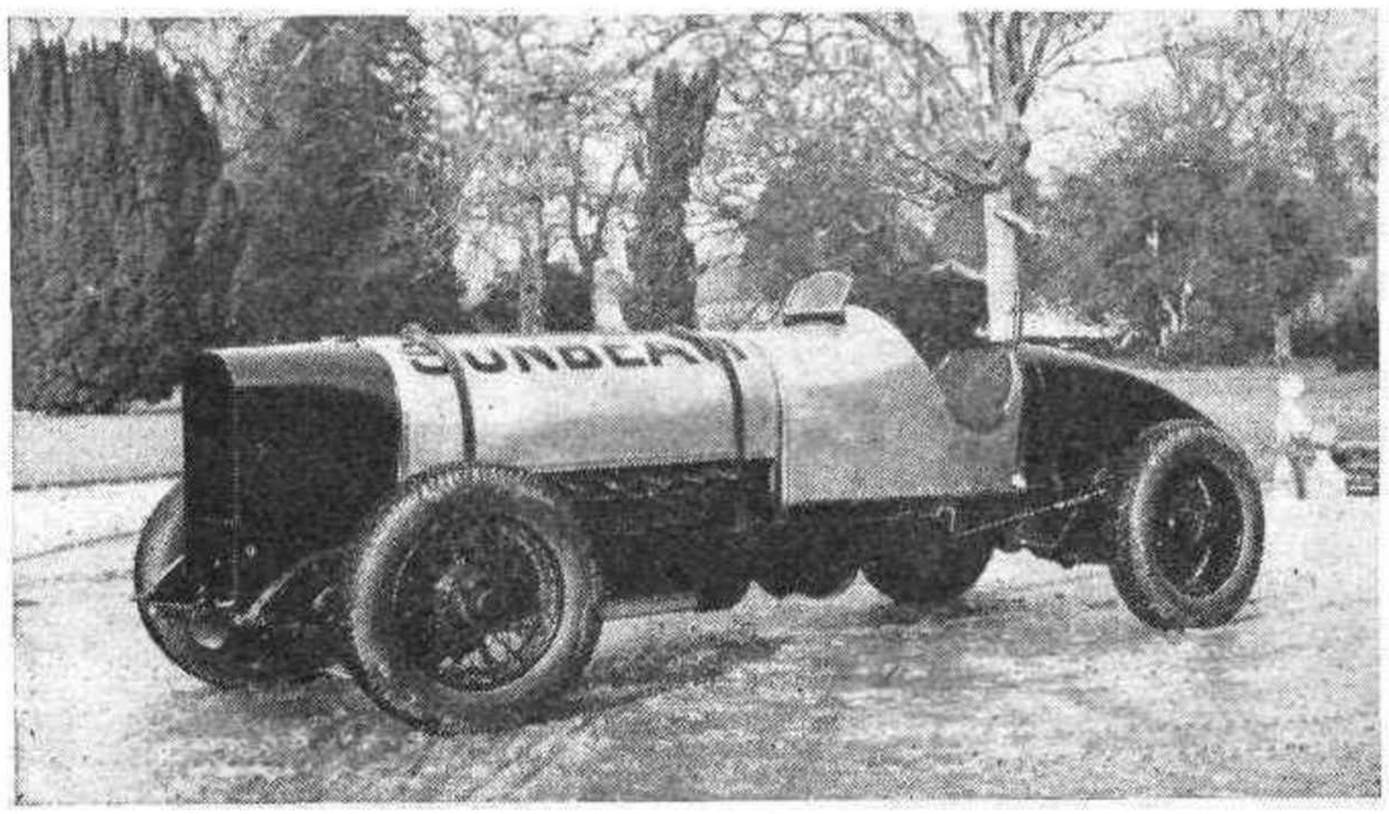
Model-T Ford enthusiasts who have been unable to obtain a copy of "Farewell My Lovely," the appreciation of the Model-T, published over the pseudonym Les Stout White in the *New Yorker* and published in book form by G. P. Putnam's Sons as "Farewell to Model-T" in 1936, will find this piece repeated in a book by the brilliant American writer E. B. White, "The Second Tree From the Corner" (Hamish Hamilton, 1954). There is also passing reference in this book to the air-colled Franklin and its full-elliptic springs.

In that excellent book "Georgian Afternoon," by L. E. Jones (Rupert Hart-Davis, 1958), in the chapter about Norfolk, there is a fascinating reference to a "hearse-like car" used by the recluse who lived in Cranmer Hall and as he was a man who also possessed an old horse-pistol and thoroughly enjoyed using it, this could well have been an Edwardian, still being used in the nineteen-twenties. Alas, no clue as to its make is given.

Finally, perhaps the experts at the V.C.C. will be able to identify the make of actress Marguerite Broadfoote's first motor-car, as seen in a picture by Davey of Harrogate, published in "Robert, Nana and — Me," by Naomi Jacob (Hutchinson, 1952)?—W. B.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



AT SILVERSTONE on May 2nd a parade of historic racing cars will be organised by the Montagu Motor Museum. The famous ex-Malcolm Campbell V12 350-h.p. Sunbeam, seen top right, is to be driven by Donald Campbell on this occasion. Modern-size tyres somewhat spoil the sleek lines of the old Sunbeam.

AN OLD-CAR RALLY IN SPAIN

THE interest in old motor cars is now well established about the World and in Spain the first Barcelona-Sitges for early automobiles took place on February 7th.

We learn from a correspondent that an entry of 23 was obtained, surprisingly small for a country where many old cars are in daily service. No doubt enthusiasm will spread fast and ensure a bigger rally in future. The cars ranged from a 1900 Renault, the date, however, open to doubt, to post-World War I examples of Bugatti, Fiat, La Licorne and Rolls-Royce, together with six model-T Fords of 1916-1919 vintage. A 1900 La Cuadra, designed by Marc Birkigt and forerunner of the Castro and Hispano-Suiza, was a non-starter. A very well-preserved and magnificent 1908 Berliet attracted favourable comment and the three Hispano-Suizas were all Barcelona-built. One was a well-maintained 1907 four-cylinder and two were o.h.c. four-cylinder models of about 1918 vintage. A Rolls-Royce Twenty, *circa* 1923, and a 1907 Napier were present, the rest of the entry being made up of a 1904 Delahaye, a 1906 Delaunay-Belleville, a 1912 Delahaye, a 1907 Panhard-Levassor, a 1905 Peugeot and a Georges-Richard claimed to be of 1904 manufacture.

IMPORTANT VINTAGE DATES

Two important fixtures this month are the opening of the new buildings of the Montagu Motor Museum at Beaulieu, Hampshire,on Sunday, April 5th, when an enormous rally of historic cars and motor-cycles is expected to attend, and the first 1959 V.S.C.C. Race Meeting at Silverstone on Saturday, April 11th. The latter commences with a One Hour High-Speed Trial at 12.15 p.m. and the racing (which includes the 10-lap G.P. Itala Trophy Race for vintage racing cars, an All-Comers' Scratch Race, a 5-lap Edwardian Handicap, various 5-lap handicap and scratch races for vintage, p.v.t. and historic racing cars, and a qualifying race for the 1959 MOTOR SPORT Clubs Trophy Contest) starts after lunch. Admission is by ticket only, obtainable free of charge on receipt of a stamped envelope, to T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berks. The compulsory car park fee is 5s. This is good value indeed, so roll up in your thousands, in vintage cars if possible.

A reader has kindly sent us some of the set of a dozen coloured beer-tankard mats depicting ancient cars—from an 1894 Panhard-Levassor to a 1926 Austin Seven and including 30/98 Vauxhall and 1924 Bentley—issued by Mac's, the brewers. You, too, may care to collect these.

* * *

News of forlorn old cars, probably procurable for the proverbial song, still comes in. For instance, we hear of a 1928 fabric-bodied Austin Twelve in Essex and a 3-litre Bentley saloon in Birmingham. Letters can be forwarded.

* * *

A 1904 Pope-Tribune was shown at the *Daily Mail* Ideal Home Exhibition, advertising Agrecon concrete garages.

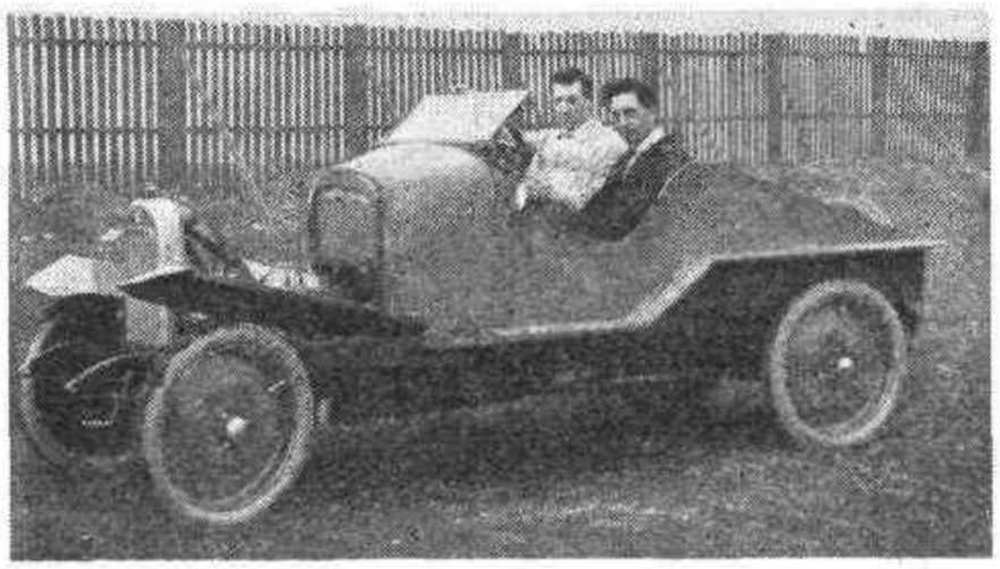
* * *

An early 14/45 Roesch Talbot tourer is well preserved in Bondi, N.S.W.

N.B.—Further vintage items on page 229.

FRAGMENTS ON FORGOTTEN MAKES

No. 9: THE CALTHORPE



A 10.4-h.p. Calthorpe chassis leaving the works with test body.

IN its day the Calthorpe was one of the better small cars—very handsome, quicker than most and prominent in competition events in the 'twenties. Following a tip sent in by a reader I drove to Birmingham recently to learn more about this make from Mr. John Matthews, now aged 73, who was with Calthorpe from 1912 until the company faded out in 1926.

In the 'twenties Calthorpe made extremely handsome aluminium bodies for the 10.4-h.p. S-type chassis, which was built at the Cherrywood Road works in Bordesley Green, Birmingham.

Here they did all their own machin'ng and built their own engines and three-speed gearboxes, but fitted Serck radiators and Sankey disc wheels. Mulliner of Broad Street made the coachwork; they were later taken over by Calthorpe, and built a factory beside the car factory. Mr. Matthews recalls how carefully the 10-h.p. Calthorpe was made. Con.-rods were balanced and supplied to the fitters in sets of four and if they received, for instance, four sets Mr. Matthews expected them to produce four engines—they couldn't just take any rods that lay about. Pistons were also balanced. The finished cars went for a short road test in the Stoneleigh area with a works body; later completed cars were tested with sandbags to represent passenger weight.

In those days George Hands and Louis Antweiler were Directors, J. P. Hillhouse looked after design and Mr. Wedmore really did most of the 10-h.p. design work. Frank Barnes acted as Sales Manager, Mr. Matthews as General Manager.

The Calthorpe Company was founded in 1904 and before 1914 raced cars in *voiturette* races in France and at Brooklands. During

the First World War they made electric mines for the Admiralty and Mills grenades, etc. After the war Hands brought in a nephew as draughtsman and a French design was copied to produce the post-war 10.4-h.p. Calthorpe. In those days it was difficult for small firms to get magnetos, while in 1922, when Calthorpe contemplated changing from their own steering gear to Marles it was some time before such steering boxes could be supplied.

But the 10-h.p. model sold well, being much publicised by successes in reliability trials and in the Press. Mr. Matthews helped customers and Trade friends very generously. Many pictures of the polished aluminium Calthorpes appeared in *The Light Car and Cyclecar* and Mr. Matthews used to drive the photographer out to secure these, as he couldn't drive! Percy Bradley, when Editor of that journal, was a keen Calthorpe owner.

Geoffrey Bird of Bird's Custard had a very smart manx-tailed two-seater which Mr. Matthews drove in events like the Colmore Cup Trial, Brown riding as his mechanic. In those far-away days A. Whale in Camden Town was a sub-agent to Mann Egerton and used to arrive at the works to drive new cars to London. He also drove for the firm at Brooklands. Although it didn't really pay, Hillhouse was keen on Calthorpe racing at the Track, and two cars, one developed from the 1913 Type ST racer (1920) and a very narrow single-seater using some pre-war chassis components (1921), were duly built. These were sent by train to Weybridge and met by a van or truck for conveyance to the Track. Mr. Matthews recalls an occasion when Woolf Barnato sent mechanics to drive his car on this short journey and how they forgot to let the oil warm up and ruined an engine. He also remembers cylinder block failures with the Brooklands car, which necessitated scouring Birmingham for fitters who would work all night to get another block ready. The camshaft and other parts of this racing engine were machined from the solid and the car is reputed to have cost some £2,000.

In 1921 about 15 charge-hands were employed at the factory and C. Hewitt headed the Buying Department, while W. Whitehouse was the machine-shop foreman. Amongst many photographs in Mr. Matthews' possession are several showing groups of workmen—numbering 87 in 1918—and others depicting a very fine, spacious machine shop.

An interesting venture was a Popular version of the 10-h.p. model, with a simple non-bulbous two-seater body, to sell for £100. The more noisy axles, gearboxes, etc., naturally found their way into these cars! The idea was dropped, as sales of the de luxe models would have suffered. Mr. Matthews ensured useful publicity by lending cars to the police, charity organisers, etc., and he won a local Concours d'Elegance with a Mulliner coupé. One four-seater was fitted with the only Perfecta rear screen to be made, this being on Mr. Hillhouse's wire-wheeled model—Mr. Matthews ran a disc-wheeled tourer with Bosch magneto. In those days it was a record if 50 Calthorpes were produced in a six-day 54-hour week. In spite of long hours and low wages the charge-hands voluntarily signed a pledge of loyal support which they presented to Mr. Matthews—happy days!

As Morris cars sold in ever increasing numbers at lower and lower prices carefully-made cars like the Calthorpe fell on hard times. Mr. Hands withdrew his support and bought the Palace Hotel at Torquay. He then had a shot at producing his own Hands light car. By this time a 12/15 Calthorpe was being made. It was successful except for long silver-steel tappet rods which were noisy until given fibre inserts. Mr. Matthews had a successful car radio with a 200-mile range (of bulky dimensions, using a frame aerial) but Mr. Antweiler refused to standardise this, nor would the Directors go over to mass-production.

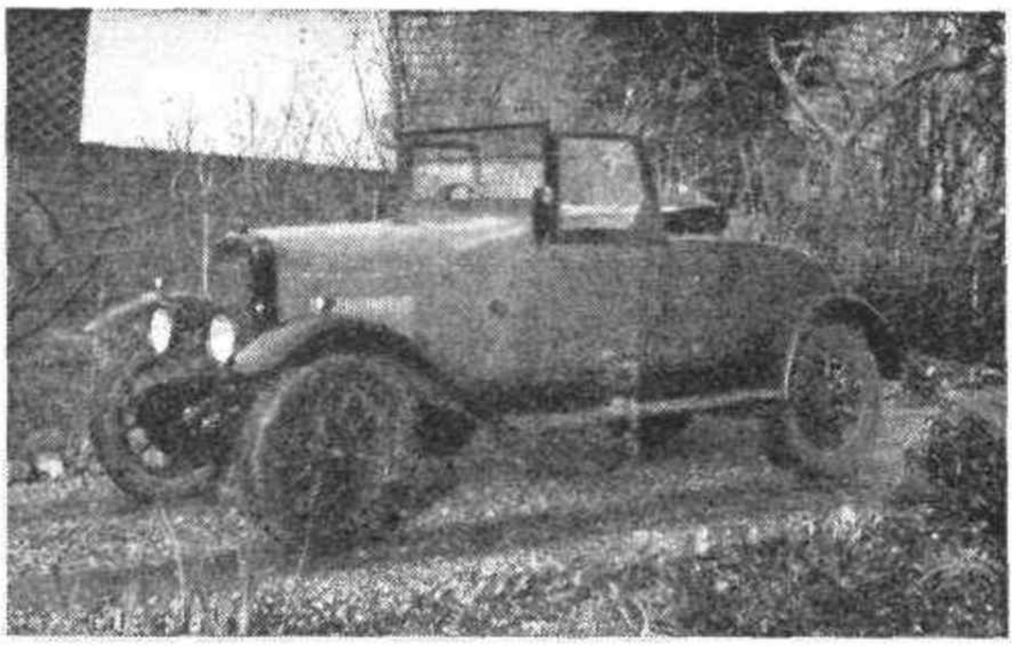
Some 1,200 people were now working at the Calthorpe factory and a night shift was in operation, but orders fell away and in 1923 Mr. Hands came back in an attempt to save the situation—incidentally his father worked at menial tasks in the shops until he was 90. Davidson had joined Calthorpe from Lagonda and now Hugh Rose arrived to design a new 12/20 engine. A unit gearbox was used with this, after thoughtful study of a 25 cwt. Fiat which the works had bought, outwardly to use as a van! A six-cylinder twin-cam model was announced but never built, although a six-cylinder Hands, based on a famous Swiss make, had been produced.

About this time Mr. Hillhouse left. Very few 12/20s were made and in the summer of 1924 Mr. Hands was writing urgently from Torquay asking how soon 25 a week could be made and demanding an output of 12 a week immediately. Then he stated that all non-productive employees must be dismissed and quite unexpectedly one Friday late in 1924 everyone was paid off and Mr. Matthews was asked to help the Official Receiver, the firm finally dying two years later. Creditors had to be paid with completed cars and Hands, who had a garage in Torquay, took several, requesting that Mr. Matthews drive them down; he did this run in a day, starting at 5 a.m.—he still clearly remembers the distance as 204 miles!

The factory became the Colmore Depot, today well-known Morris agents. The 12/20 was a hand-made car but it just couldn't compete with mass-production cars like Morris and Clyno. Calthorpe made the engine and gearbox, although Mills of Smethwick supplied the castings. Timken supplied the back axles. This last Calthorpe had many excellent features, such as inclined side valves in turbulent combustion spaces, a powerful water pump and big water passages, a special system of crankcase breathing, a self-priming external oil pump, and positive drive for all components, including the dynamo. The only weak point seems to have been the sleeve-type back main bearing which was apt to tighten up on new cars and cause difficult starting.

Mr. Matthews, who provided the foregoing data, is to be congratulated on still being in the motor trade—he is responsible for the windscreens on M.G.-A cars. He was apprenticed to James Archdale up to 1908 and thereafter served with Daimler, Wolseley, B.S.A. and Lanchester, before going to Calthorpe. After the demise of that firm he joined Austin in 1926 and subsequently worked for Morris Commercial and B.S.A. Small Tools, and he has been with Morris Bodies for the past 26 years—a splendid record.

Bidding goodbye to Mr. Matthews I drove home, past a 1927 Wolseley priced at £155 in a Birmingham garage, reflecting, as the stream of cars proceeded along the derestricted road to Stratford-on-Avon at a steady 30 m.p.h., that this journey must have been accomplished much more pleasantly in his Calthorpe forty years ago . . .—W. B.



This rare 1924 12/20 *Calthorpe is owned by the Editor of* MOTOR SPORT.

VINTAGE POSTBAG

Sir,

With reference to the first paragraph on Page 162 of the current issue of MOTOR SPORT, I would beg to draw your attention to a copy of a letter of mine, which appeared in *The Weston Mercury and Somersetshire Herald*, on January 16th, 1959. The contents are as follows:

"I was very interested in last week's article on the Wedmore Cricket Club and their antique means of transport. The car that the late Dr. Bracey is seated in, is no longer a mystery.

"After consultation with Mr. F. Hutton-Stott, chairman of the events committee of the V.C.C. of G.B., he confirms that the car is almost undoubtedly an Argyll of about 1902 vintage.

"Argyll's produced some quite good cars at the early part of the century. They were fitted either with De Dion or Aster engines, and later produced a single sleeve-valve engine of their own. In 1910, they were the first British car to adopt a four-wheel braking system. In Italy Isotta-Fraschinis were also adopting the principle. I well remember my father saying that it was in an Argyll that he made his first ascent of Porlock Hill.

"The firm, however, went into liquidation in May, 1914."

I am, Yours, etc.,

Weston-super-Mare. JOHN ROWLAND-HOSLONS.

AMAZING PERFORMANCE WITH BP ENERGOL 'VISCO-STATIC'*

105,806 MILES AND STILL DIDN'T NEED A REBORE!

Sales Representative's experience with BP Energol 'Visco-static' — the oil that's proved to give 80% less engine wear

ASK MR. J. E. PIPER of Ipswich what difference BP 'Visco-static' means to motoring. He knows the answer. He started running his 1955 Ford Consul on BP 'Visco-static' and used it ever since for 105,806 miles. At the end of this time the engine was opened up and found to be in tip-top condition. It didn't need reboring, it didn't even need decarbonising. And that after 105,806 miles!

Examined by independent consultants

During the whole of this huge mileage the engine head was never once removed. The only work needed was the replacement of a timing chain at 65,000 miles.

When Mr. J. E. Piper informed BP of this remarkable trouble-free mileage they arranged for the engine to be opened up and examined by a firm of independent consulting engineers – A. Warren Lambert & Co., 181 Queen Victoria Street, London, E.C.4. The man who actually did the job is a former Chief Engineer of the A.A.

This was done at Foxhall Garage, Nacton, Ipswich and exact measurements were made of all wearing surfaces. These figures were supplied in a complete report issued by the independent experts.

Amazingly little wear

On examination the experts found that the engine was in first-class condition. Wear was so low that no attention was needed. Maximum wear in any cylinder bore did not exceed 1.2 thousandths of an inch. There was no need to rebore, no immediate need even to give a top overhaul. All valves except one were seating well and did not need grinding-in. The cylinder head could have been refitted and the engine run for many more tens of thousands of miles!



Experts take micrometer readings on the cylinder bore of Mr. Piper's engine after 105,806 miles. So little wear was recorded that not even new rings were necessary.

Bearings first-class

It was not only cylinder wear that was wonderfully low. Main bearings, big ends, crankshaft were so little worn they needed no attention. The same was true of camshaft and tappets. There was remarkably little carbon. This and the low wear confirmed that oil consumption throughout the 105,806 miles remained moderate.

Proved on radio-active wear detector

The saving in wear with BP 'Visco-static' is so great that a car engine has to complete very big mileages indeed before any measurement of wear can be made by normal micrometer means. But BP 'Visco-static' was tested and proved to give 80% less cylinder wear before the oil was put on the market. This was done by using the wonderful new radio-active wear detector.

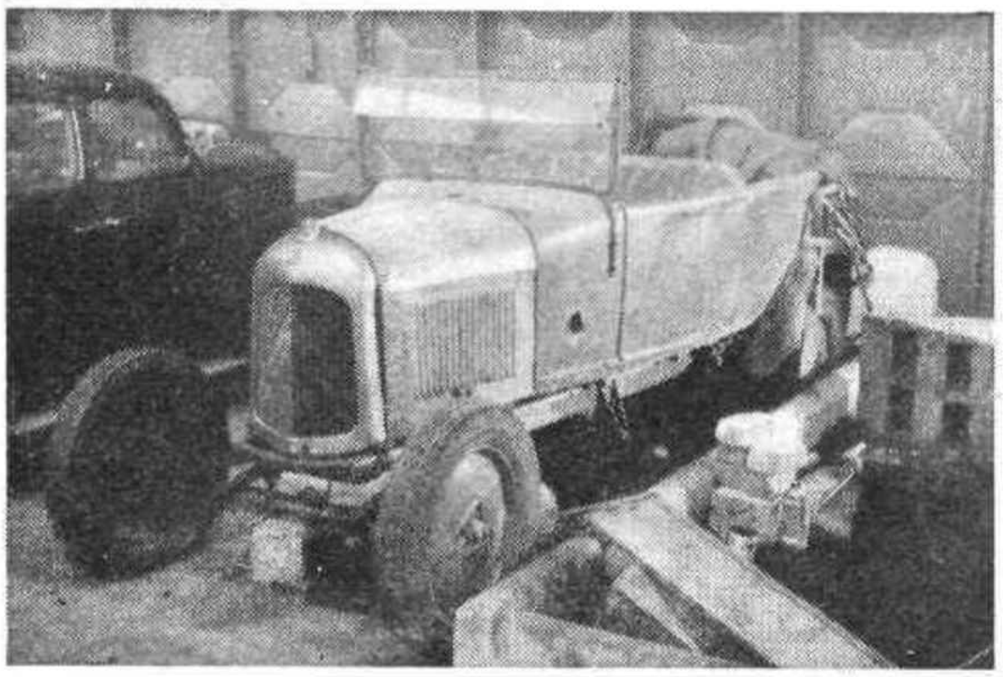


This is Mr. J. E. Piper's Ford Consul with 105,806 miles on the clock. And the engine was still in tip-top condition. Mr. Piper had used BP 'Visco-static' during the whole of this huge mileage.

A copy of the complete test report on the Ford Consul can be obtained from your BP garage.

* 'VISCO-STATIC' IS A TRADE-MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

BP



Another vintage Citroen awaiting restoration—Mr. R. W. Bennett's 11.4-h.p. tourer.

Sir,

This letter was inspired by seeing the illustration of a vintage Citroën chassis. This car is almost certainly of about 1924-25 date, certainly no later than 1926. I possess a similar car in a slightly (but only slightly) more advanced state of restoration, of which I enclose a photograph. The general shape of the chassis, the suspension, wheels, and position of the petrol tank are identical on both cars. I presume that the model illustrated is the 7.9-h.p. or " Cloverleaf," so named because of its method of seating the three passengers. Though my car is the 11.4-h.p. model, I have no doubt that I can supply your correspondent with some information as to the basic mechanics of his car, if he should wish to contact me.

For my part, I also am looking for information about my model, the 11.4-h.p. tourer, especially with regard to the electrical circuit the shape of the front wings and running-boards, and the hood and sidescreens. If any of your readers can help me in any way with information, books, or photographs, I would be most grateful.

I am, Yours, etc.,

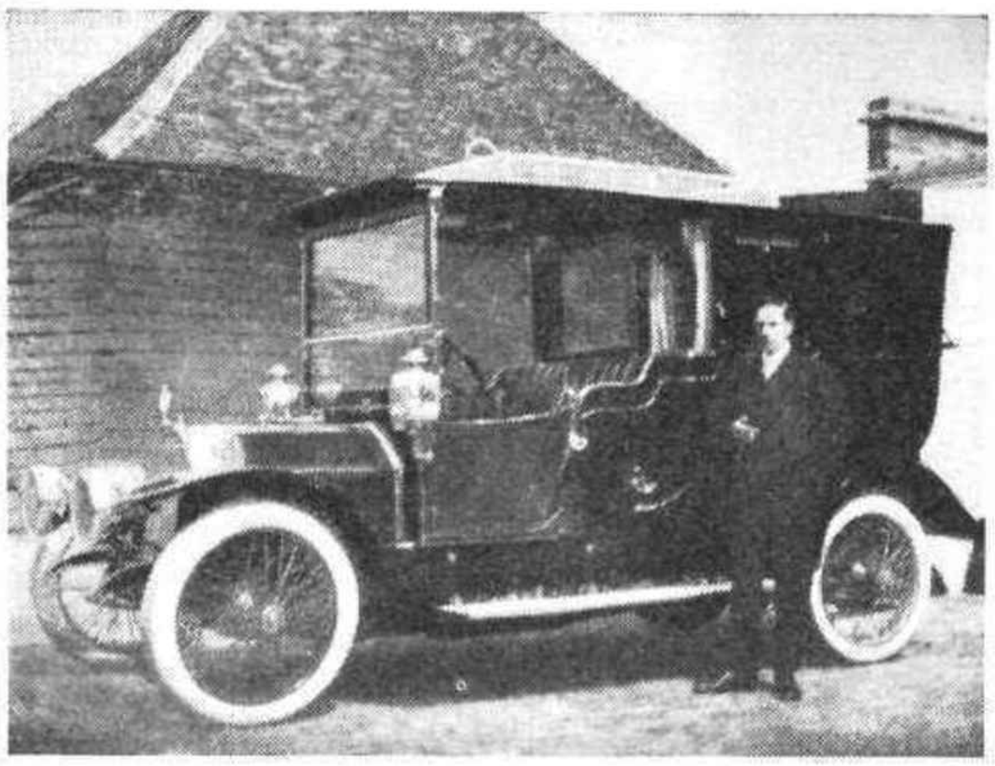
Swindon. R. W. BENNETT.

* * *

Sir,

Talking to an acquaintance about my Trojan reminded him of his grandfather's cars. He produced a photograph (which I have enclosed) which aroused my interest. The car is a 22-h.p. S.C.A.T., made in 1910 in Italy, the magnificent body being made by Newton & Bennett, of Manchester. They also fitted their own patent self-starter, which worked by compressed air. The engine was of 101.5-mm. bore and 140-mm. stroke, the gearbox being four-speed and reverse. The clutch ran in oil. Its braking system consisted of a foot-brake on the Carden shaft, and a hand-brake operating on the two rear wheels.

The car in the photograph was delivered by the slightly dwarfed young man standing beside it to a certain Mr. Gail, of Bushey Heath, Herts. The young man (my friend's grandfather) worked for Newton & Bennett and subsequently owned a S.C.A.T. himself, and many other famous old cars.



The 1910 22-h.p. S.C.A.T. owned by Mr. Michael Rabiger's grandfather

I have only been able to discover a little about the make of S.C.A.T from reference books, and I wonder if there are any of them left. Perhaps a reader knows something of this particular car. The only part of its registration number known is that visible in the photograph—422. Perhaps, somewhere, it still exists. Somehow it seems too monumental and permanent to ever wear out!

I am, Yours, etc.,

Maidenhead. MICHAEL RABIGER.

* * *

Sir,

As one who has owned no fewer than ten Salmsons at various times, I feel I must hurl myself into the current controversy.

I had, altogether, four of the " push-rod " models, and a round half dozen of the infinitely more satisfying twin overhead camshaft Grand Sport. These cars—with one exception—were all owned during a few glorious years in the late 'twenties and early 'thirties. That the " push-rod " was a cheap, gaudy, ramshackle thing, with poor lighting, impossible brakes, and weak road springs, there is no doubt. On the other hand, the engine itself really was a most efficient unit *if* you learned to look after it. (None of the garages of that time had a clue). I'm sure many a simple mechanic has dropped the bonnet with a crash, emitting cries of disbelief, at first sight of the spindly push-rods, with the whole unorthodox overhead valve gear, which required the improbable tappet settings of 20 thou. inlet and 8 thou. exhaust.

But the things could *go*. These early " push-rods " took me on more than one satisfying holiday in Devon and Cornwall; made many hectic ascents of the rocky old Porlock Hill of 1929 or so, and other of the notable " pimples " which festoon the West Country roads. Against all probability, they never failed to get me home from the longest jaunt, although there *was* an occasion when part of the valve gear disintegrated, necessitating the use of a very long meat skewer and several strong elastic bands before we could crawl the last 70 miles home. When, on one occasion, I was stranded for the night at Ashburton in Devon, it was no mechanical fault, but a shattered front spring which laid me low. So helpful and efficient were the London concessionaires at Church Wharf, Chiswick, that it only needed a few minutes of rather expensive telephoning to ensure that the first train into Ashburton the following morning carried a new Salmson front road spring in the luggage van.

Of the excellently designed Grand Sport, I can speak with the highest respect. Of the six I owned, three were the long-tailed, fabric covered type—one underslung, and with a four-cog box—and one was the famous long-tailed three-seater (this was a de luxe edition on a special chassis which, unlike most other Salmsons, boasted full differential). The fifth one had a stark old San Sebastian body temptingly arranged to catch the eye of the first Muggins that came along (me!), but it derived such feeble motive power as it possessed from a very clapped out engine which " blew up " soon after purchase. (The only Salmson which was a complete failure, and the only time I ever had to be ignominiously towed home in a Salmson.) But the sixth was the *greatest*. A special-bodied four-seater, with G.P. engine, it was the finest running car I have ever known in 31 years of motoring, and one which made it easy to work in London and often get home to Cornwall for summer week-ends.

I had forgotten Salmsons for many years when, in 1937, I chanced to drop into the old Vadum Co.'s premises at Willesden Green. There stood a courtly old " push-rod," with a huge, sit-up-and-beg two-seater and dickey body complete with Bedford cord upholstery *et al*. A discreet card announced that this old aristocrat would be willing to share my life for a mere £10, so I gladly coughed up, and it did just that, for I drove the old warrior until all private motoring stopped in 1941. I might be driving it still, if some perisher hadn't pinched it, no doubt for the excellent aluminium which it contained, while I was away driving more important things than Salmsons under the jurisdiction of H.M. Government.

I must end this saga with the strange tale of a " procession " of Salmsons. This drew up, improbably, at my front door one Sunday morning when I was temporarily living at Ealing a few years back. Yes, I had advertised my remaining Salmson bits and pieces in MOTOR SPORT—and was amazed and delighted at the very practical result.

I am, Yours, etc.,

Perranporth J. EWART MARSHALL.

Sir,

I owned two Salmsons between 1946 and 1956. The first was a 1922 four-push-rod model with the long tail. This car, after I had carefully pulled down and re-assembled the engine, gave no trouble at all, apart from the magneto, which I had rewound. It would cruise happily at 45-50 and could attain 60 m.p.h. I owned it for a year and covered many enjoyable miles over Southern England. The push-rods *never* jumped out.

The second Salmson was a 1927-28 " G.P. Special " with the three-bearing engine, four-speed box and tubular con.-rods. This car, after it had been pulled right down and rebuilt, provided me with reliable and lively transport for nine years, taking me daily to and from my place of work and, at holiday time, all over England, Scotland and Wales.

Of course, these cars *did* need fairly regular and skilled maintenance to get the best from them, and I can only conclude that your correspondent Mr. W. H. Dobbs did not fulfil this condition.

I am, Yours, etc.,

M.V. " Wanganella." D. P. FRISTON.

* * *

Sir,

I am enclosing a photograph of my 1910 Rex cyclecar. This machine was found in an old coach-house in Wales and restored in my spare time.

The engine is a Rex air-cooled V-twin, chain drive to Bozier two-speed epicyclic gears, chain drive to countershaft, V-pulleys and V-belt drives to both rear wheels, no differential being fitted. It has an external contracting brake on the countershaft, hand-drake connected to shoes operating on rear-wheel belt rims.

I understand these machines were sold in " kit " form and assembled by enthusiastic amateurs. Can any of your readers enlighten me, and are there any more in existence?

I am, Yours, etc.,

Newbold Verdon. W. J. COWELL.

* * *

Sir,

As an ardent reader of MOTOR SPORT, it was with great interest that I read the letter from Mr. Earl, as I have a very soft spot for the Austin Seven. It seems amazing the way they seem to hang on, and the way you come across them buzzing along in all types of country.

Two years ago I was the proud owner of a 1929 Swallow two-seater. She was in remarkable condition for her age, having no rust anywhere, and was really smart in two-tone red with the original plated " vee " windscreen and " bull-nose " cowl. The interior was also well preserved, with red upholstery and stained dash.

Performance was quite average, with fuel consumption around 55 m.p.g. and a comfortable cruising speed of 45-50 m.p.h., the only modification on the engine being a modern Solex carburetter. As usual with Austin Sevens, she lacked stopping power.

After twelve months' happy motoring with her I sold her for something a little faster and noisier, in the form of a 1929 Austin Seven with a 1957 reconditioned Ford Eight engine. This is really a lethal missile and extremely noisy, having a straight-through exhaust—people look round expecting to see a Bugatti—and I have great fun " baiting " modern cars, as she can really hold her own against the average family car.

The body is rather a mixture, consisting of old-type Ford Anglia cowl, Dellow bonnet and home-made back. Unfortunately, my ideas of fitting a body shell were cut short by two years' employment by Her Majesty.

May I, like so many others, take this opportunity of thanking you for your excellent magaine, and say how I look forward to its arrival out here in Germany from home?

I am, Yours, etc.,

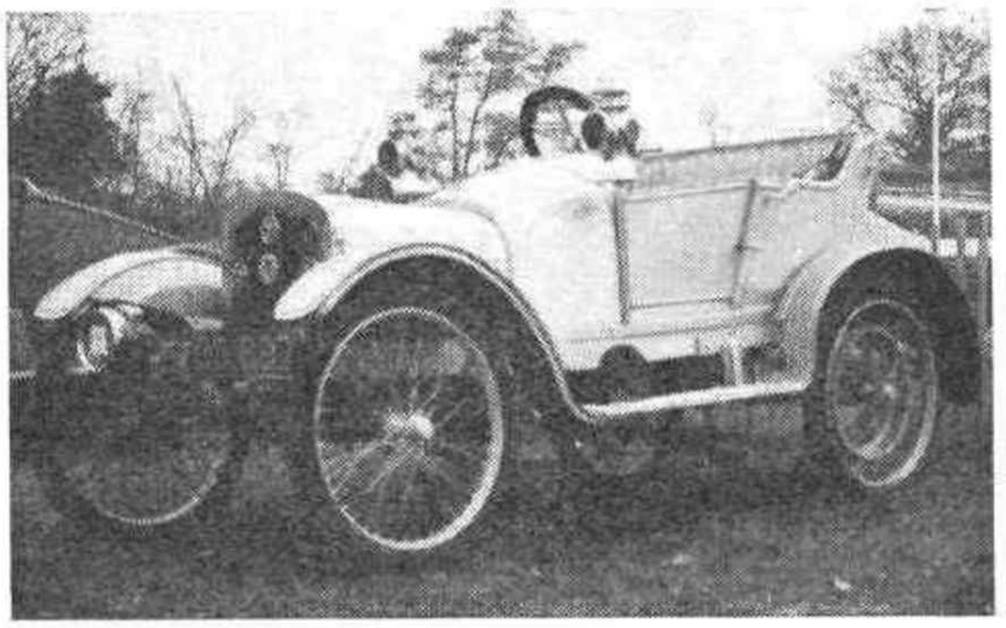
B.F.P.O. 24. M. LUKER.

* * *

Sir,

I was very interested to read the letter from Mr. Bjorn Linn, of Bromma, Sweden, in the February MOTOR SPORT. While much admiring the photograph of his lovely Delage D8, my attention was drawn to his remarks on the B.S.A.

Now that a number of modern motor cars are being driven by the front wheels and f.w.d. has proved its worth in the recent Monte Carlo Rally, perhaps a wider interest will be aroused in the B.S.A. Scouts and three-wheelers of the 1930s. B.S.A.s were among the first few makes to employ front-wheel-drive with any measure of success, and while their sporting abilities were limited these cars amply fulfilled their intended role of economical touring runabouts with sporting lines. Our own 1930 three-wheeler has a B.S.A. four-cylinder water-cooled engine of 1,075 c.c. As the car weighs only 8 cwt., performance is by no means sluggish. The engine is quiet and, with transmission up front, and a worm final drive at that, there



Mr. W. J. Cowell's recently-discovered Rex cyclecar.

is very little mechanical noise. The rear suspension arrangement gives a comfortable ride, and altogether it is a most delightful little car to drive; 200 miles in half a day is well within its scope. We have also had a lot of fun with the o.h.v. twin-cylinder air-cooled engine, but it is definitely noisier than the four-cylinder side-valve engine!

B.S.A. enthusiasts have recently been pleased to hear that a front-wheel-drive club is forming. A quarterly bulletin will contain useful information, with a spares register, etc., and arrangements will be made for members to meet each other at some of the more popular motor sport events. In this way it is hoped that members will be encouraged to preserve the remaining examples of these quite interesting little cars.

I am, Yours, etc.,

Oxford. R. M. P. REYNOLDS.

* * *

Sir,

With reference to your recent article on Mr. Robert Thwaites' Turner car, he mentions in his article that he would like to hear of the existence of any other Turner cars.

We have in our possession a 1906/1908 (not completed, so the Veteran Car Club are unable to date) Turner light car. The car number is 934, this being located on a brass plate giving the manufacturers as the Turner Manufacturing Co., Wolverhampton.

The car was discovered and purchased by us from a place called Bannfoot on the shores of Lough Neagh, in County Armagh, Northern Ireland, and bears the Reg. No. IB 24. We understand this car was the property of the late Mr. Christopher Boyce and that he bought the car new.

A few brief details of the vehicle are as follows. The engine is a 48-deg. water-cooled twin with overhead inlet and side-valve exhaust. Spark is supplied by a Bosch magneto type DAV 617758. The spark plugs are one Bluemel and one unmarked. The carburetter is of the motor-cycle type bearing a number 18587, comprising float chamber, bottom-feed carburetter. Speed is controlled by air slide.

The pistons have three rings each $\frac{1}{4}$ in. wide, the piston length is $3\frac{3}{4}$ in. and the diameter 3.562 in. The gearbox is of the epicyclic type having two forward speeds and reverse. This transmits the power *via* an open propeller-shaft to the worm-drive rear axle. The springing is semi-elliptic, front and rear.

The steering and front axle appear to be similar to Mr. Thwaites' car, *i.e.*, tubular front axle with worm-and-sector seemingly very high geared.

The engine, when stripped, was in excellent condition and, apart from renewing small-end bushes, needed very little further attention. The gearbox was in a rather sad condition, one of the bands being broken in two; this we have managed to repair successfully. However, the axle is proving rather more of a teaser; the trouble being that the planet wheels were rather badly chewed up and we are having difficulty in finding someone able to cut new ones.

We hope these details of the car will be of interest and if you would be good enough to pass this information on to Mr. Thwaites we should be delighted to hear from him.

When we contacted the Turner Manufacturing Company they informed us that it was quite impossible for them to date the car except to say it was pre-1910, as all their records date from 1910 previous records having been destroyed by fire.

We are, Yours.

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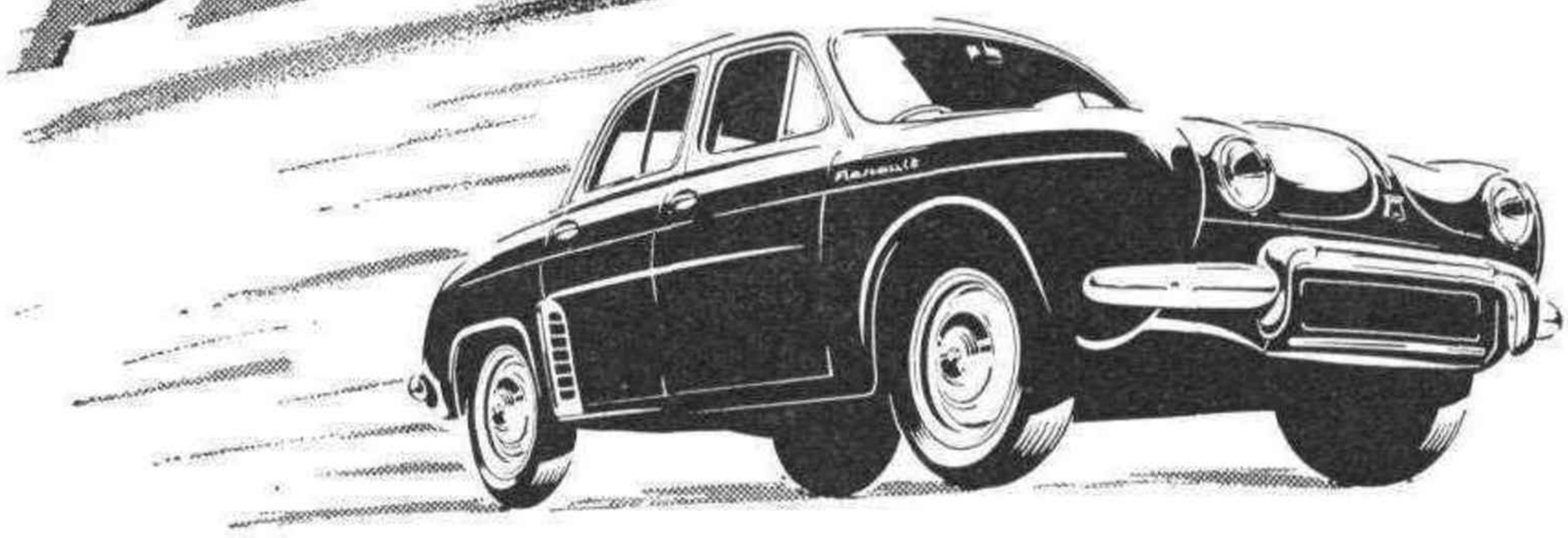
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GEARBOX DATA

1st	16.19
2nd	9.21
3rd	6.38
4th	4.68
Reverse	16.19

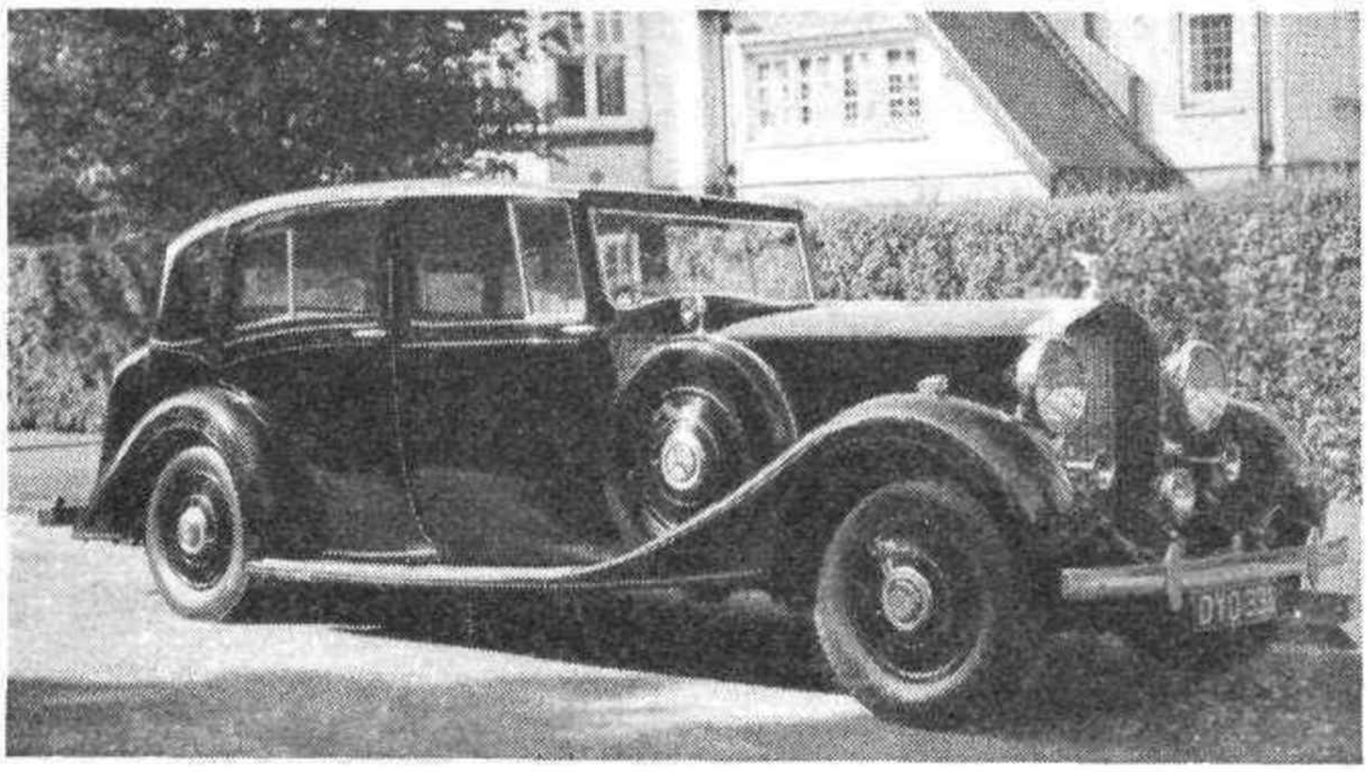


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THE ROLLS-ROYCE PHANTOM III

A Market Appreciation

A selective purchaser of one of these beautiful pre-war British quality cars, describes his method of finding an example at a fair price, at the same time eliminating the duds.—ED.

THE COLLECTOR'S AIM is to discover a carefully-used one-owner Phantom III in an immaculate state of preservation—like this example, which has covered a mere 6,000 miles in the service of a lady living in one of the English shires.

IN the course of his witty and informative (. . . I don't live at Chew Stoke!) review of the 30 or so cars that he drove in 1958, the Editor rated the Rolls-Royce Phantom III as "the most impressive." In this judgment he is backed, if only by implication, by Laurence Pomeroy, who, in *his* résumé, wrote of the Silver Cloud that it was "probably the best Rolls-Royce built so far, but before being certain of this I should like to renew my acquaintance with the Phantom III."

Well, what *is* the peculiar charm of the Phantom III? To my mind it can be summarised as a combination of the durability and resilience of the Silver Ghost with a refinement and delicacy of operation that have never been equalled except, perhaps, in the early, "small" H. J. Mulliner Continental Bentleys. It was, if one may borrow from another product's American advertising copy, "the most" of all the Rolls-Royces. The most carefully constructed, the most silent, the most big, the most effortless, the most durable, the most good-looking. Above all, it was the most regardless-of-cost of all Rolls—if one were to be built up out of parts in stock today the cost would be over £14,000.

Those of us who would like to own one scan the appropriate columns of the motor journals. Sometimes they look absurdly cheap, at others, ludicrously expensive. The prices vary through a range of 1 : 8—wider than any other used car on the market. This diversity, and the jungle-like conditions of the back-street used-car market, are a deterrent. The purpose of this article is to give an approximate guide to values, a warning as to what to look for and what to guard against, and a few basic leads to follow.

Readers will be familiar with the technical specification of the cars. The magnificent 7½-litre o.h.v. vee-twelve engine was, of course, the heart of the entire series, but there were certain chassis changes that date the cars and are of importance in so far as they affect the value. For example, the 1936 cars and all chassis up to the BT series (first deliveries in approximately mid-1937) had very odd brakes indeed; the front suspension was strengthened on the BTs also and models prior to this should be surveyed with a pretty beady eye and are not worth, under *any* circumstances, more than £200. The chief fault of the "B" series was the positioning of the petrol pumps on the bulkhead, which gave rise to vapour locks when under-bonnet temperatures rose. This was the subject of a circular by Rolls-Royce to all registered owners at the time and has been corrected on most cars. Watch out for it, though; if the pumps haven't been moved it's a sign that neglect, or casual maintenance, set in early in the car's life. From 1937 the specification remained more or less unchanged until the DL series of 1939. These had solid tappets, Hall metal big-ends and a four-port cylinder head giving better exhaust scavenging. Very, very few (12 in England) had the celebrated overdrive gearbox that gave 26 m.p.h. per 1,000 r.p.m. as compared with 21 m.p.h. with the standard gearbox.

Great, and in my view exaggerated, importance has been attributed to the question of tappets on the P. III. The conversion from hydraulic to solid, on pre-DL series cars, costs £295 at the Rolls-Royce service station at Hythe Road—or rather more than a great many P. IIIs are worth. It was introduced as an optional modification by the Company, who, in the ordinary way, refuse to "modify chassis retrospectively" because a number of elderly owners who disliked speed, and used their cars in London a lot, found that they seldom built up enough pressure in the hollow rocker shafts, so that sediment collected and the valves would stick, giving rise to an unseemly clatter. Other owners, harder-driving, perhaps, but forgetful, omitted to clean the all-important filter that lies forward on the off side of the crankcase (a secondary filter, this, concerned solely with feed to the valve mechanism, and should be washed in paraffin every 1,000 miles), with the same result.

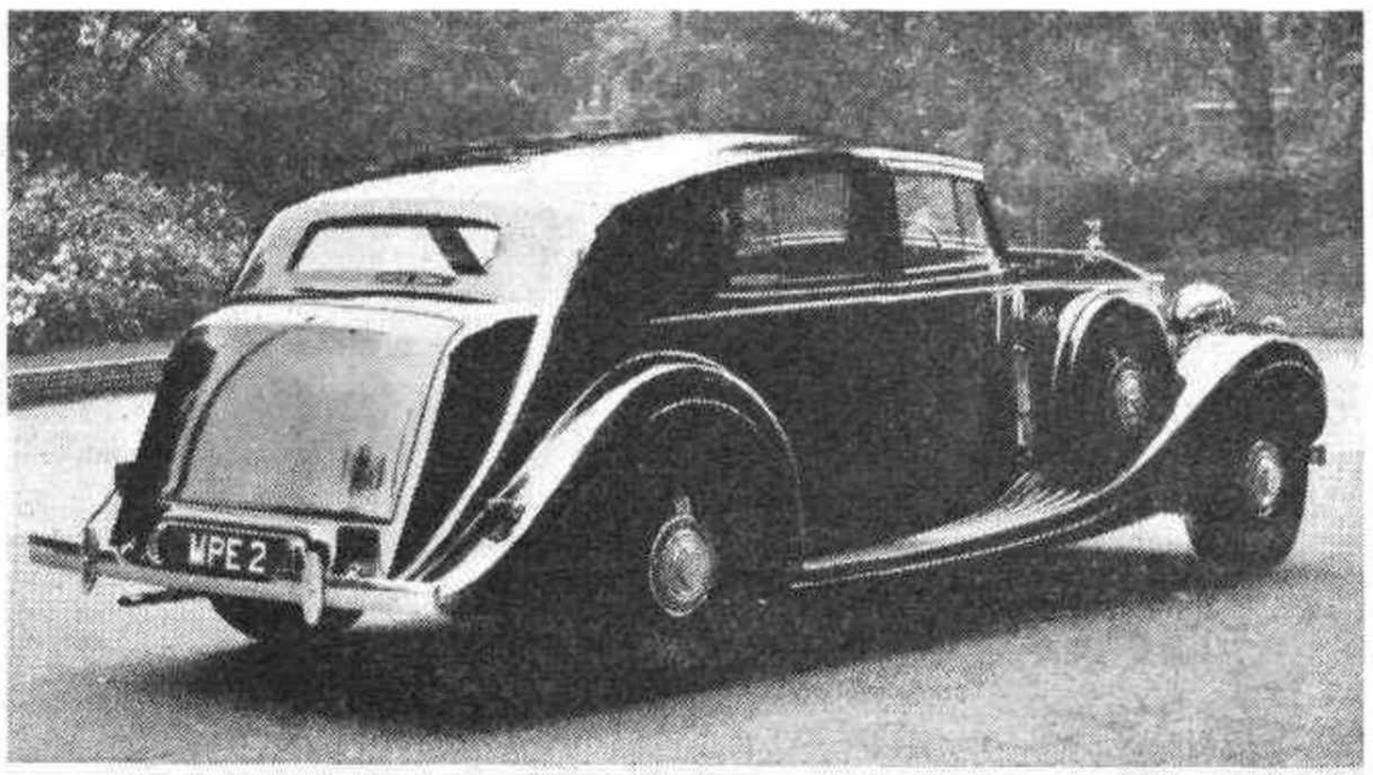
But, in fact, the "hydraulic" system is, if in good condition—this is simply a question of conscientious maintenance—the most perfect devised and achieves a degree of silence and smoothness which the "solid" system would lose within a few hundred miles after periodic adjustment. Anyway, "hydraulic" engines are, from this point of view, easier for us to "vet," because if the system is not working properly an obtrusive clacking and clicking is audible. Don't be too alarmed by this; it is curable with care and patience without going to the expense of a solid conversion. If the remainder of the car is in good condition good use can be made of these symptoms to beat down the seller's price!

This question of maintenance is absolutely fundamental and the history of a car (preferably in the Rolls-Royce file at Hythe Road, although any other form of documentation is worth something) is all-important in determining its value. As the years have gone by, so, in many cases, the P. IIIs have undergone a three-stage decline in their service history. At the top there are the one- or two-owner cars, chauffeur-maintained and still enjoying periodic attention at Hythe Road. Here wear is simply a function of mileage; the cars should have plenty of life left in them in the first hundred thousand and are, in every way, "excellent buys." Unfortunately, there are fewer and fewer of these "genuine" P. IIIs left and each year a proportion of them that find their way on to the market are siphoned off to America, where the leading collectors have, besides taste and discrimination, longer purses than the majority of enthusiasts in this country. Another reason for their ranks thinning is the very high charges at Hythe Road, where everything has to be 100 per cent. before being passed out, and the reluctance of second owners, not in the chauffeur-employing classes, to submit their cars to the ruthless dissection of the Rolls-Royce testers. Thus the cars slip down to a lower level, where they change hands more often and where work on them is less frequent and less thorough—usually "at our own works, Old Boy," by whichever dealer is offering it at that particular time.

After some years, several owners, and some tens of thousands of miles in this belt, the cars reach a stage where a "test and report" by Rolls-Royce would probably lead to an estimate for two or three thousand pounds (a complete engine overhaul at Hythe Road costs £1,100, by the way), and if anything goes really seriously wrong with them it is cheaper by now simply to throw the car away. By now it's a case of Radweld in the header tank, Piston-seal squeezed through the plug holes, sawdust in the gearbox, and waiting for the "sucker" to come along. Such cars, need it be said, should be avoided at any price.

What one wants to do is pick up a bargain in the first category or spot one that hasn't gone too far downhill in the second. To help in this I have drawn up certain rules of thumb equating the facts of a car's life in terms of money. If you keep within these limits you won't come to much harm, and the table drawn up below makes a useful chart against which to check offers.

The most important thing really, and worth £250 on its own, is that a car should have had only one owner. Second, and worth another "two and a half," is that it should have an absolutely comprehensive history with the manufacturers, from the date of



GOOD PHANTOM IIIs are often sold by the motor trade for high prices, like this Gurney Nutting saloon which a Knightsbridge motor dealer disposed of recently to the U.S.A.

delivery. Then I reckon you should take 50,000 miles as par, make that worth another £250, and subtract £50 for every ten thousand over that or, conversely, add £50 for every ten thousand under it.

To give an example, if you could find a one-owner car with an absolutely authentic R.-R. history that had done 30,000 miles it would be worth up to £850, *i.e.*, £250+£250+£250+£100 If it had done 70,000 miles, only £650, and so on. (Incidentally, a very good way of checking the likelihood of the distance recorder showing the true mileage is to measure the depth of the grooves on the accelerator pedal. These gradually get worn away, but in mint condition should be about 2.1 mm.) If you think that the allowance on the first two counts is over-generous, don't worry; these two attributes are by now so rare that they are hardly ever encountered! Then, again, you should allow about £100 for a DL series car, and £200 if you are lucky enough to dig up one with an overdrive gearbox. Finally, you should allow whatever sum you think appropriate from £10 to £200 as a makeweight, depending on the condition of the bodywork, leather, wood, etc.

Thus it can be seen that if you should be clever enough to find a one-owner P. III with a complete history at Hythe Road, an authentic mileage of 20,000, that is a DL series chassis with overdrive and bodywork in spotless condition, you would be doing well to get it for up to £1,400—and even this has not fully taken into account the inflationary pressure of American collectors, for one like this (illustrated) was sold last autumn for the record sum of £1,850.

Conversely, you should also stick firmly to the chart when dealing with rubbish. Holding the table firmly in your hand, you question the dealers and make a tick where appropriate:

"How many owners has this car had?"

"Three, sir. There's three in the book, like."

"Oh yes, I see. But this book only starts in 1954?"

"Yes, that's right, but this car is the personal property of our managing director; he's only selling it because . . ."

"Have you a documented service record?"

"Eh?"

"Receipts, invoices and so forth."

"Let me tell you, sir, this car has been right through our works, every little thing; our managing director, he's an absolute finnick . . ."

"Thank you. I see that the indicated mileage is 24,000, but from the condition of the bodywork and interior I *should say it was higher* than that?"

"Yes. Yes, sir, I think you've got a point there. No, we don't make any claims as to mileage. Personally I should put it nearer 40,000 meself; even so, these cars, you know, they're hardly run-in 'till they've done . . ."

"Thank you." (Clearly the car has done 124,000 miles and £50 subtracted seven times from £250 doesn't leave much change.) "I see that it is a DL chassis but of course it hasn't got the overdrive gearbox."

"No, you don't want . . ."

"Let me see, now. Yes, allowing £85 *for the general condition* of the paint and interior, I see that the most I can offer for the car is £185."

"'Ere, what do you mean? We're asking £495 for this. Our managing director . . ."

(In point of fact, though, he probably didn't *pay* more than £185 for it.)

In fact, of course, it is much more fun, and there is always the possibility of running a really good car to earth, if you can dig them up on their home ground. Last autumn I actually saw one that had an odometer reading of 5,800 miles! (Illustrated.) Not for sale, naturally, but the elderly owner won't live for ever. There *must still* be a good many sitting in their original owner's garages, waiting to start a new life with an attentive enthusiast. The only trouble here is that they don't really care whether they sell or not, and they often ask prices pretty near the market ceiling, with that intuitive gift that rich people frequently enjoy. It's not so easy to beat some-one down when you're standing in the middle of a Georgian stable-yard surrounded by the well-kept snouts of a Silver Cloud, a Land-Rover and a Ford station wagon protruding discreetly from their separate hutches, and when the sound of one's entreaties is almost drowned by the gobbling of cock-pheasants.

ROLLS-ROYCE PHANTOM III BUYING-GUIDE TABLE

(1) One-owner	£250	
(2) R.-R. history	£250	(*a*)
(3) Mileage 50,000	£250	(*b*)
(4) DL series...	£100	
(5) Overdrive gearbox	£200	
(6) General condition of body and interior ...	?	(*c*)
TOTAL	?	

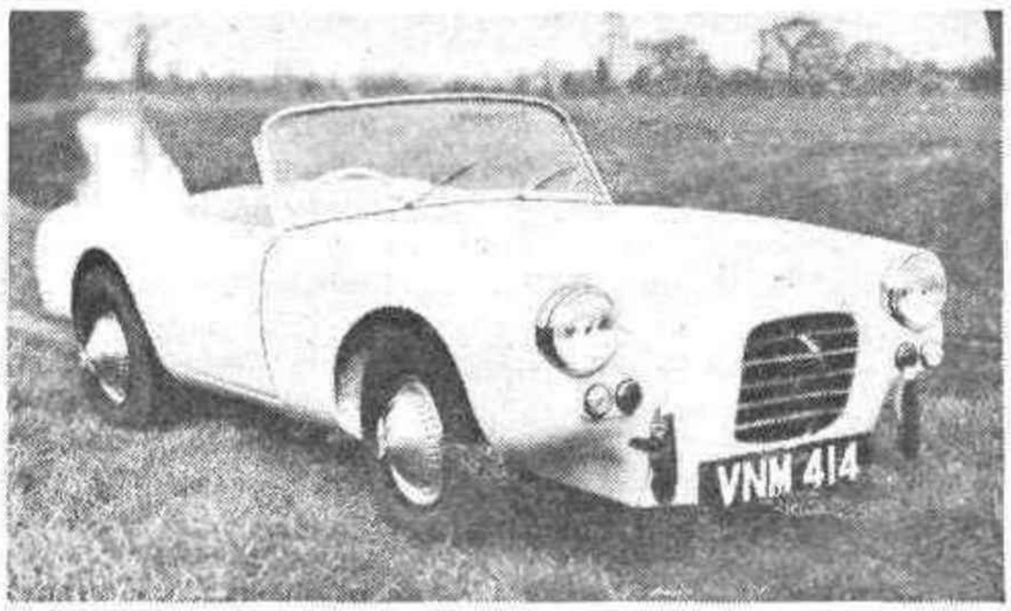
NOTES:

(*a*) Reduce in proportion as comprehensive quality diminishes.

(*b*) Reduce or increase in multiples of £50 per 10,000 miles.

(*c*) Maximum £200, could be exceeded in exceptional circumstances. *Complete on your own estimation.*

In the last resort, of course, estimate of a car's worth must be based on what it means to *you*, and your own judgment must be called to play its part. The P. III is big game, hunting it can be great fun, but you must have patience and take pains. There is always the consolation that a really good trophy will keep, and may even increase its value, and will be a constant source of pleasure and satisfaction.—A.C.

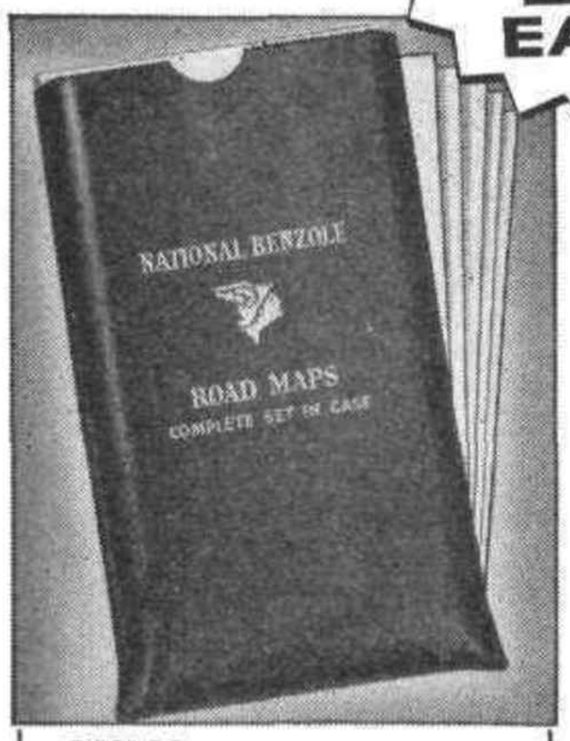


THE BERKELEY GROWS UP.—This is the new B.95 model which uses the 700-c.c. Royal Enfield four-stroke engine. A top speed of 100 m.p.h. is claimed.

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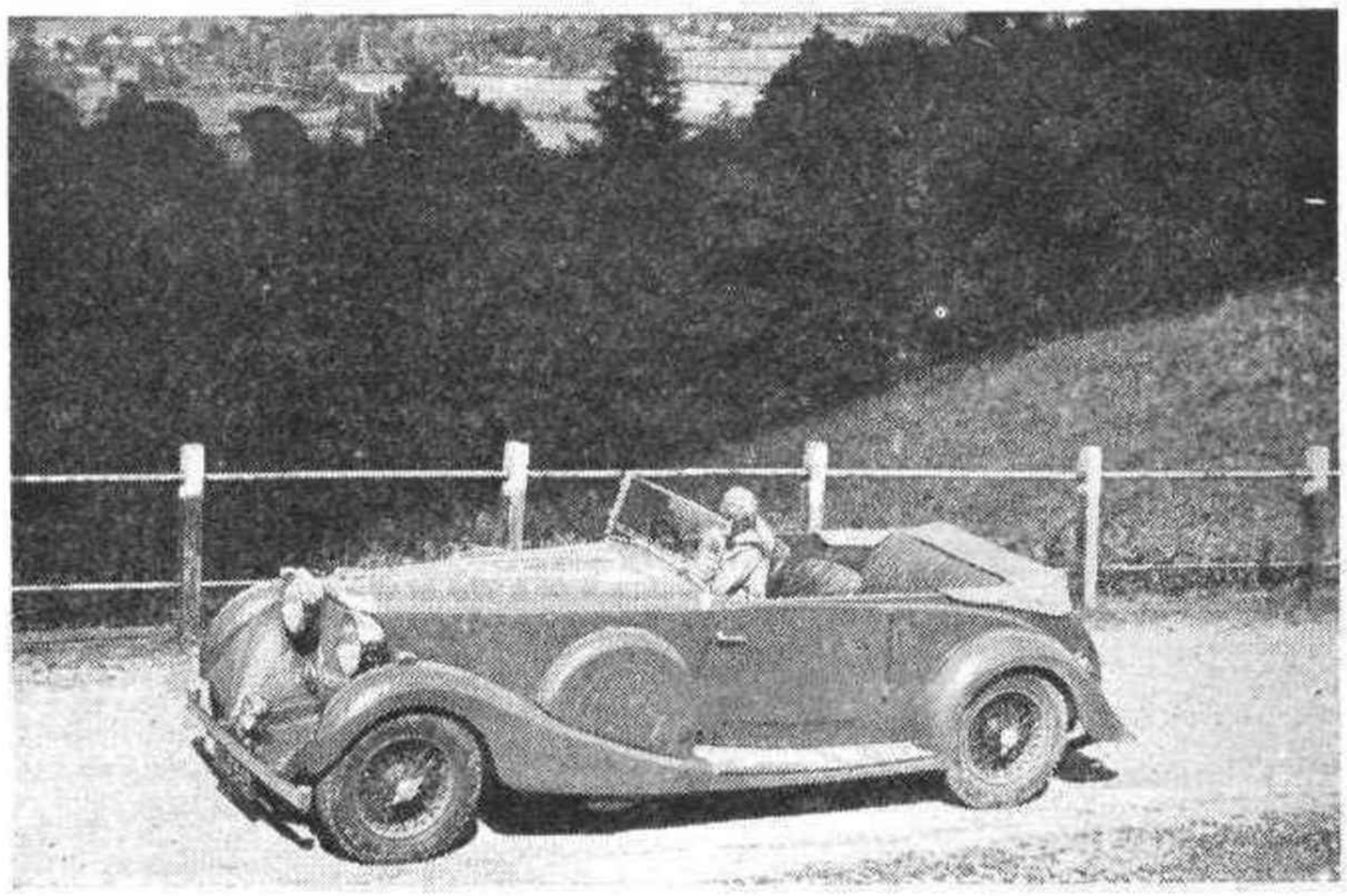
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A BRIEF HISTORY OF THE SIX-CYLINDER 4½-LITRE LAGONDA

[This famous British sports car which was in production from 1933 until 1940 is reviewed in some detail by L. S. Michael, O.B.E., who drives the well-known ex-Goodhew version effectively in Club races.—Ed.]



POST-VINTAGE THOROUGHBRED.—The beautiful 4½-litre Lagonda here seen in 1936 LG.45 form—one of Britain's better pre-war fast touring cars.

THE six-cylinder 4½-litre Lagonda was introduced at the Motor Show of autumn 1933, and continued in production in various forms until 1940. It was a successful design from the outset and several of these cars, first registered in 1933, are giving excellent service today. In this outline history of the type, it is proposed to deal separately with engine, chassis, coachwork and performance.

THE ENGINES

M.45 Engine

The 1934 models, as those shown in the 1933 Motor Show were called, are known as type M.45. They employed the Meadows 4½-litre engine, which had already been used to good effect in Invicta cars, and, in a slightly different version, it was a successful marine unit. The Meadows catalogue No. 70/2 stated that it had a compression-ratio of 6 to 1 and gave 103 b.h.p. at 3,000 r.p.m., with a maximum torque of 215 lb./ft. at 1,500 r.p.m. Therefore this proprietary unit was by no means an untried design in 1933; nevertheless, all engines used by Lagondas then were built in the Lagonda works, or stripped there and reassembled. They were run-in on the bench before being fitted to their chassis.

The M.45 was a push-rod o.h.v. design, the cylinder head being roughly an inverted bucket in shape, with two valves, both of 1.69 in. diameter, working side by side in it. Two S.U. carburetters bolted on to an aluminium manifold were so designed that each instrument dealt with three adjacent cylinders. The exhaust manifold was on the opposite side of the engine, and terminated in a central pipe that led to the expansion box. No attempt was made to provide separate pipes from each port, nor even to conduct the gases away at all freely. This design, which involved two right-angle bends close to the exhaust valves, remained unaltered (except on those "Rapide" models which had external exhaust pipes) until the six-cylinder 4½-litre ceased production. The cylinder head and the block were cast iron, and both were detachable. The crankcase was aluminium alloy.

Dual ignition was by a B.T.H. magneto firing the plugs on the inlet side, and a coil and distributor firing the exhaust side plugs. The two plugs in each cylinder were both intended to operate on each firing stroke, separate switching being provided merely for test purposes.

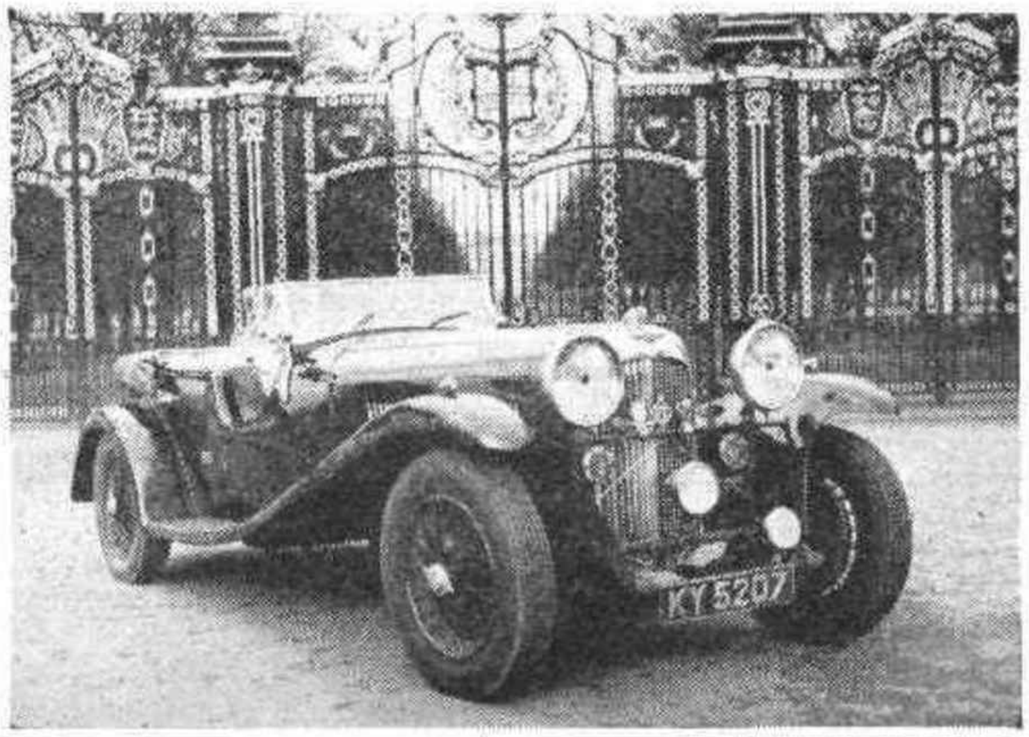
Bore and stroke were 88.4 by 120.6 mm. and the pistons were usually Specialloid with three rings above the gudgeon pin and one below. The steel con.-rods, machined all over, were split at the small-end, where the gudgeon pin was secured by a pinch bolt. The counterbalanced forged crankshaft ran in four plain main bearings, and was equipped with a Lanchester-type vibration damper at the front. The sump held 3½ gallons of oil cleaned by a simple gauze filter; the Meadows catalogue for the engine an "Automotive" form gave this capacity. The 1934 Lagonda catalogue said three gallons; strangely enough the 1935 and 1936 L.G. Motors catalogues said 2½ gallons. There was no change in the sump casting except for the provision of an external oil filter. My own LG.45 holds three gallons before the full mark on the dipstick is reached. The cooling system held five gallons of water and a thermostat operated the radiator shutters.

The standard M.45 had a compression-ratio of 6 to 1. No power output figures are given in the instruction book, nor in the contemporary motoring journals. The 1934 Lagonda catalogue said that the engine developed 108 b.h.p. at 3,100 r.p.m.

The M.45 engine was most reliable, but inclined to be very oily. Even at the modest compression-ratio at which it operated, to keep it oil-tight it was necessary to tighten the nuts holding the block to the crankcase fairly frequently. If this was not done, the tendency for the block to lift made the engine extremely dirty.

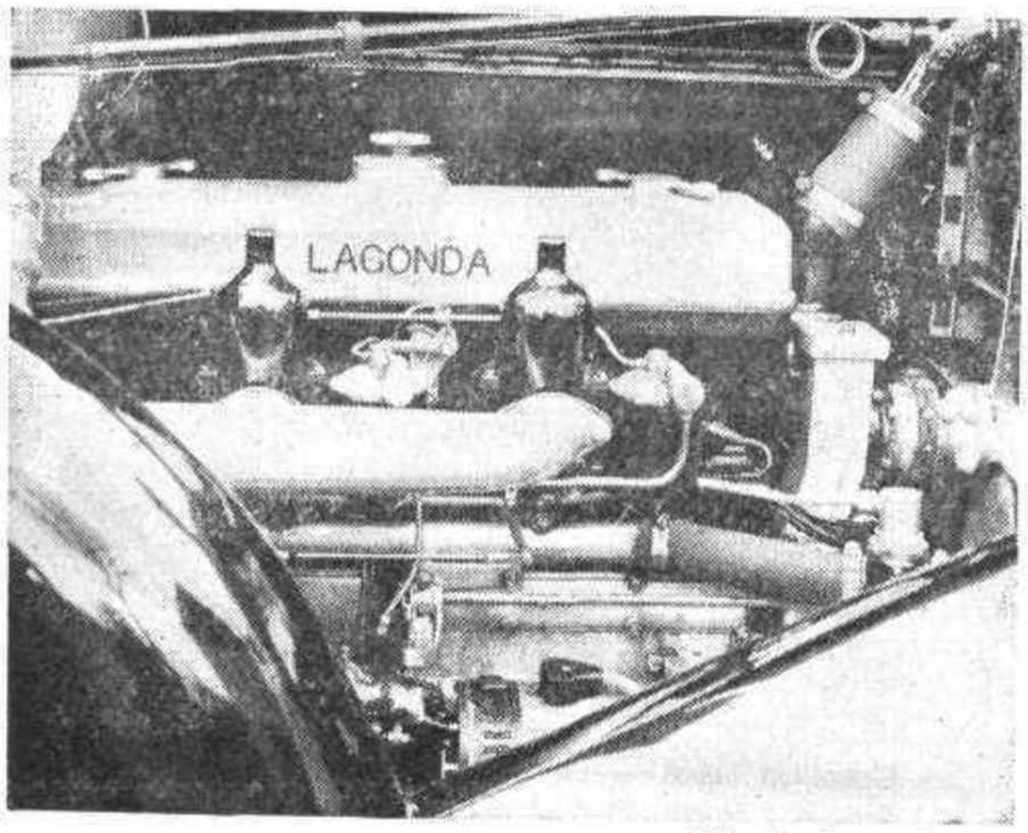
The M.45 Rapide Engine

The M.45 continued unaltered in 1933-34-35, but in 1934 the first of the Rapides were produced. They were influenced by the successful Fox and Nichol T.T. cars, and the number of 3½-litre chassis frames left over from that then superfluous model. There were several important differences between the M.45 and the M.45R engine and there is no doubt the M.45R is a better job, especially as regards durability. The compression-ratio was raised to between 6.6 and 7.0 to 1. Heavier con.-rods were used and the small-end boss was 1.31 in. o.d. against 1.28 in. of the M.45; in addition, the con.-rods were not split to allow the pinch bolt to grip the gudgeon pin. Instead the gudgeon pin was merely located by a bolt that did not exert pressure on it. The omission of this split in the con.-rod makes it much stronger at the little-end. The overall depth of the M.45R rods across the web was also greater, being 1.26 in. against 1.06 in. The crankshaft was increased in size too, the big-end journals being 2⅛ in. diameter, ⅛ in. larger than the M.45. In



(Photo by Jeremy Mason

REALLY QUICK IN ITS DAY!—The 1933 4½-litre Lagonda M.45 with standard touring bodywork.



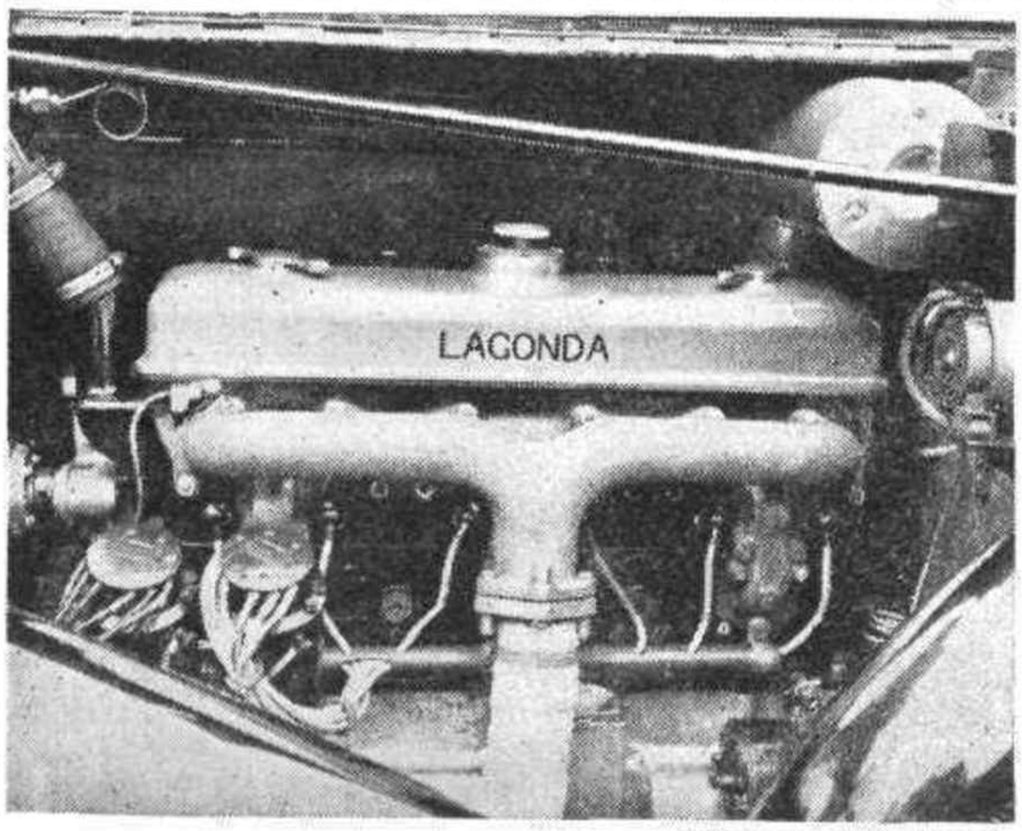
[Photo by Jeremy Mason]

POWER PRODUCER.—The inlet side of the straightforward but effective 4½-litre engine, in this case a 1937 LG.45 Sanction III power unit.

addition to more robust reciprocating parts, an extra stud was fitted at the front of the crankcase to assist in holding down the cylinder block.

It should be mentioned that most of the dimensions given above and later on were obtained by direct measurements of the parts concerned. When taking these measurements, it was found that no two components were absolutely identical, so they may differ slightly from the designed dimensions. LG. Motors' drawings were destroyed during the war and it seems quite impossible to obtain definite and authentic figures from any known source of information; that is why it was found necessary to measure the actual components.

In the M.45R a Scintilla horizontal magneto replaced the B.T.H. and a Tecalemit full-flow oil filter replaced the wire gauze. No b.h.p. figures were published and the rev.-limit remained at 3,800. Nevertheless, this engine must have been distinctly more powerful, as the maximum speed of the Rapide was approximately 5 m.p.h. higher and the acceleration better than that of the M.45, with no substantial difference in weight or frontal area. The catalogue published for the 1934 Motor Show, although it gave 108 b.h.p. as the output for the standard engine, made no specific claim for the Rapide, which was introduced then. Through the kindness of Mr. Arthur Fox, I have the bench test report of the Lagonda Rapide engine fitted to the 1935 Monte Carlo Rally car Registration No. BPK 743; this special engine according to the data given, had a compression-ratio of 7.1 to 1. In the series of four tests made, the highest power it produced (Test No. 4) was 119 b.h.p. at 3,400 r.p.m. A note attached to the report says " Mr. Bolton (a Lagonda engineer) states that Test 2 shows better results than the standard Rapide." Test 2 gave a maximum reading of 105 b.h.p. at 3,200 r.p.m. The Lagonda catalogue claims for the ordinary engine must therefore be treated with reserve.



[Photo by Jeremy Mason]

CLEAN DESIGN.—The exhaust side of the 1937 LG.45 Sanction III engine, showing the central exhaust off-take and dual ignition distributors.

The LG. 45 Engine

The following year (1935) the LG.45 was introduced. The first version of the engine, the Sanction I, was virtually identical with the M.45R except for a different and much more effective type of inlet air silencer. It is generally considered that the LG.45 Sanction I had a slightly lower compression-ratio, 6.6 to 1, than the M.45R, but it is impossible to find authoritative contemporary figures. The LG.45 Sanction II which followed in early 1936 differed from its predecessor only in that twin Scintilla Vertex magnetos replaced the coil and magneto arrangement.

At the 1936 Motor Show the LG.45 Sanction III, also with the twin Vertex magnetos, was produced. This engine owes something to W. O. Bentley, who joined Lagonda in 1935. He was primarily concerned in designing the V12 car from scratch, but as Chief Designer he supervised the alterations to the six-cylinders cars, whose engine he described as " a fundamentally sound if rather coarse basis on which to start, a six-cylinder o.h.v. push-rod engine, sturdy, powerful, and with a quite outrageous crankshaft roar." The Sanction III had a completely redesigned cylinder head. The carburetters bolted directly on to the head, which had an internally-cast induction manifold designed to give greater turbulence to the charge. The shape of the combustion chambers was altered and the exhaust valves were just over $\frac{1}{10}$ in. smaller in diameter than the inlet valves, which were approximately 1.7 in. in diameter, thus being some ten-thou. larger than in the preceding engines.

The new head undoubtedly gave better results at the top of the speed range. Incidentally, the red line on the rev.-counter was moved up to 4,000 r.p.m. The cooling of cylinders 5 and 6 was improved by the addition of an extra water transfer at the rear of the block.

All who have owned both M.45, M.45R and LG.45 Sanction III models will confirm that whereas the earlier two start to get short of breath at about 3,000 r.p.m., even in the gears, the Sanction III will rev. freely to over 4,000 r.p.m. (except, of course, in top, where it would represent over 100 m.p.h.), in addition to which it appears smoother at all speeds, an objective W. O. Bentley desired to achieve Once more the real power output of these engines remains a mystery, but 140 b.h.p. was claimed in the 1935 (1936 models) catalogue !

From the Fox and Nichol files I have before me the bench test report dated August 26th, 1937, on engine No. LG 45/260/S.3. These tests were carried out by Lagonda Ltd. on the car entered for the 1937 Donington T.T. by Fox and Nichol. The compression-ratio given in the report was 7.96 to 1, and larger carburetters than standard, using V.B. or V.C. needles, were fitted, with consequent modification to the inlet ports. The highest powers obtained were 143.25 b.h.p at 3,800 r.p.m. using a Brooklands-type silencer and 145 b.h.p. at the same r.p.m. with open exhausts. This engine was specially prepared for racing and the compression-ratio was much higher than the standard LG.45 production unit which was only 6.68 to 1 (*vide* the 1938 catalogue). It is extremely unlikely that the power developed by the standard LG.45 engine approached that of the racing one, therefore, the claim of 140 b.h.p. cannot be taken seriously.

In 1936 the LG.45 Sanction III Rapide was introduced at the Motor Show. This was based on the engines prepared for the team cars, the main difference from the normal Sanction III being the improved exhaust system. Separate pipes led from each port, the front three and the rear three merging into two pipes that came out through the side of the bonnet. These pipes, still separate, led into a large common silencer. In addition, the compression-ratio of the Rapide was higher than on the ordinary version.

In the 1936 catalogue the LG. Rapide engines were said to develop 150 b.h.p. and subsequent literature indicated a maximum compression-ratio of 7.5 to 1. Even so, production Rapide engines had a lower compression-ratio and smaller carburetters than the Donington T.T. car. Disregarding the extra care that would be devoted to the preparation of the racing unit, it is quite unbelievable that the ordinary Rapide engine should produce even as much as the 145 b.h.p. of the T.T. engine, let alone the 150 b.h.p. mentioned in the catalogue. Production engines generally appear to be able to produce substantially more power on the pages of a catalogue than they do on the dynamometer, and this characteristic is not confined to any one make. The Sanction IV engine produced for the LG.6 has no important differences from the Sanction III, and no higher power was claimed for it.

THE CHASSIS

The M.45 Chassis

The M.45 (1933–34) chassis was a substantial " ladder " structure of 10 ft. 9 in. wheelbase, braced by six stout cross-members. The suspension was conventional by rather stiff semi-elliptic springs each controlled by two Hartford friction dampers. One pair on each axle were Tele-controls adjustable from the driver's seat. Bishop steering gear was employed. The brakes involved an excellent vacuum-servo assisted system, the durability of which was such that today it is still working efficiently on almost all M.45s on the road. It has been said that the servo motor was added because the original design required enormous pedal pressures, but this criticism can be levelled at most systems *designed from the first* to operate with servo assistance, as anyone who has driven a Rolls-Royce with defective servo knows. The relatively light pedal pressure required by the 1933–34 cars compares favourably with the Girling brakes employed on later chassis. This is not to imply anything against the latter, which pull up a 34-cwt. car in 30 feet from 30 m.p.h. Girlings were first used on the 1934 T.T. cars prepared by Fox and Nichol, and subsequently were included in the specification of the 1935 Le Mans winner. It seems likely that they were adopted because they were appreciably lighter than the servo brakes, while adjustment and balancing could be carried out very rapidly. Furthermore, sudden engine failure, which might occur in racing, would render the servo inoperative.

The clutch for the M.45 was a Roper and Wreaks 11 in. with solid centre plate and a type of clutch stop which, when properly adjusted, permitted gear changes as fast as one could move the lever. The T.8 gearbox had no synchromesh but there was dog engagement of third and top. It was a delightful unit, troublefree, and one which allowed easy clutchless changes by any fairly skilful driver. The overall gear ratios were : First, 11.52 ; second, 7.36; third, 4.76; top, 3.66 to 1. Nineteen-inch wheels were fitted, and plain bearing universal joints were employed. The whole chassis was constructed in a high-class manner; such refinements as grouped Tecalemit grease nipples, concealed battery master switch, P.100 headlamps and spot lamp, etc., making it clear that nothing was sacrificed on the altar of economy.

M.45 Rapide Chassis

The chassis introduced in 1934 for the first Rapides was called the M.45R. This employed the same frame as the short-lived 3½-litre model. It was of 10 ft. 3 in. wheelbase, but at the front was of more massive proportions than the M.45; it weighed just as much as the longer wheelbase car. The centre of gravity of this model was farther forward than on the M.45. Having driven several examples of both M.45 and M.45R, I would say that no improvement in handling is achieved by the use of the shorter chassis. If anything, the M.45 handles better, but that is offset by the superior performance of the M.45R engine. It is worth noting that no team cars used the M.45R chassis frame. The 1934 cars and 1935 Le Mans team cars had the 10 ft. 9 in. chassis frames with approximately M.45R engines and brakes; the 1936 team cars had LG.45 chassis. also of 10 ft. 9 in. wheelbase.

The M.45 Rapide chassis had Girling brakes and the semi-elliptic springs were each damped by Girling-Luvax vane-type hydraulic shock-absorbers and Andre-Hartford tele-controls. *The Autocar*, in describing the Rapide in 1934, stated that the rear springs had slight negative camber under load. The specialists in these cars today advise the same spring setting as the M.45, which is a distinct positive camber. I had the springs on my M.45R set up both ways and can say that the positive (M.45) setting gave a more comfortable ride, but made the back end more skittish when cornering fast.

The clutch on the M.45R was the same as its predecessors but the T.8 gearbox had a free wheel built on to the rear end. This device was only current for one year, and if it was kept in use all the time it was not up to dealing with 33 cwt. of car and the high torque of the engine. Very few still work today. It is rather pleasant to drive one of these cars with the free wheel functioning, as the brakes cope easily with the extra work required of them, and the use of the clutch pedal is rendered nearly superfluous. These early Rapides were equipped with 19 in. wheels. A built-in hydraulic jacking system, which could be operated from inside the car, added to the already extensive standard equipment.

The LG.45 Chassis

The LG.45 chassis, as far as the frame was concerned, was similar to the M.45, being of 10 ft. 9 in. wheelbase. It was the first of the firm's chassis to be influenced by W. O. Bentley. He decided that the Lagonda could not be regarded as an out-and-out sports car, but was a high-speed luxury car. He carried out such modifications as the existing design permitted to make it smoother, more silent and more comfortable. This was accomplished with no sacrifice of performance, except for some increase in body sway on corners taken very fast. Girling brakes were employed, and the springs were much more flexible than on the earlier cars, still damped in the same way as on the M.45R. A thick double bulkhead was interposed between the engine compartment and the dash. Between the two walls of this bulkhead were located the 90-a/h. 12-volt battery, a space for the radio and a space for some tools and an inspection lamp. An 11 in. Borg and Beck clutch replaced the earlier unit. This operated more smoothly and with less shock to the transmission, but it is a fact that the Lagondas so fitted are a trifle less quick off the mark than the cars equipped with the earlier clutch. The G.9 gearbox was introduced, with synchromesh on third and top. It was extremely pleasant to use, very light in operation, with well-chosen ratios; changes as fast as one could move the hand could be made with ease. Unfortunately, it was less durable than the T.8 and when used in competitions has very often proved troublesome. For example, Goodhew broke third speed three times and second speed twice, in two seasons' racing.

The overall ratios on the G.9, as fitted to Sanction I and II LG.45s were : First, 11.63; second, 5.98; third, 4.48; top 3.58 to 1. These cars were fitted with 18 in. wheels. Gear ratios for the LG.45 Rapide were : First, 8.66; second 5.66; third, 4.30; top 3.31 to 1.

Automatic chassis lubrication from a pump operated when the clutch pedal was depressed replaced the grouped grease nipples. Oil was piped to every point in the chassis requiring lubrication, except the universal joints, which were Hardy Spicer needle-roller-bearing type, instead of the plain-bearing ones.

The LG.45 chassis made for the Sanction III cars in 1937 differed slightly from the preceding LG.45s. The G.10 gearbox replaced the G.9. It was very much stronger and easily transmitted the 220 b.h.p. of the Le Mans twelve-cylinder cars. This gearbox had synchromesh on second, third and top and was operated by a massive central gear lever instead of the right-hand lever which had graced Lagondas prior to 1937. This box demanded very considerably more muscular effort to operate than the G.9 and although the synchromesh was powerful it is quite impossible to change gear on G.10 as quickly as on its predecessors. The overall ratios were : First, 11.63; second, 5.98; third, 4.48; top, 3.58 to 1. Eighteen-inch wheels were used and Luvax ride-control shock-absorbers were featured. In addition to the 10 ft. 9 in. chassis an 11 ft. 3in. chassis was produced.

The LG.6 Chassis

The last 4½-litre chassis was the LG.6. This was the first Lagonda six-cylinder with i.f.s., the springing medium for which was long torsion bars. Semi-elliptics were retained at the rear, but were mounted outside the frame. This 10 ft. 7 in. chassis frame was very different from the previous models. It was a W. O. Bentley design, much more rigid than its predecessors, being a cruciform-braced structure of great strength. Luvax ride-control dampers were employed and Lockheed hydraulic brakes with twin master cylinders replaced the Girlings. An alternative long chassis (11 ft. 3 in.) was available with lower final-drive ratios. The G.10 gearbox was used with overall ratios as follows on the short chassis cars : First, 11.63; second, 5.98; third, 4.48; top, 3.58 to 1. The LG.6 Rapide had the following ratios : First, 10.76; second 5.53; third, 4.14; top, 3.31 to 1. Equipment was even more lavish than before and these cars always seem quieter, more powerful and very much smoother than the LG.45s. There is little doubt that it was one of the finest 4½-litre chassis produced before the war. Its considerable size and weight, while limiting the performance to a top speed of about 95 m.p.h., contributed greatly to its long life. The condition of the average LG.6 in use today, 20 years old, is as a rule, quite outstanding. Both body and chasis are free from rattles and all the small items, such as windows, door catches, etc., work as well as when they were new.

In 1938, when the LG.6 made its debut, it was an advanced chassis design. It is one of the few cars in the high performance luxury class that had a form of independent front suspension that remains effective today, even when compared with the ride given by most modern vehicles. The six-cylinder 4½-litre Lagondas have not been remarkable for mechanical innovations (except possibly the LG.6 chassis). They have followed well-tried methods and have been developed steadily. The quality *and quantity* of materials, and workmanship, has always been of a very high standard, no cost-saving skimping being evident in any detail. The result is they all wear exceedingly well and not a single " dud " model can be found in the series. In their day they provided very nearly the best performance obtainable from a British-made production car, not only as regards performance figures, but in their manner of going, too.

Continued on page 246

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SIX-CYLINDER 4½-LITRE LAGONDA—continued from page 243

THE COACHWORK

Closed Bodies

The 4½-litre was supplied either as a complete car or as a chassis for the attention of specialist coach-builders. It is significant that by far the majority were supplied with Lagonda's standard coach-work. This is attributed to the excellence of the design and work-manship of the catalogued bodies, because these cars were among the most expensive British cars of the 'thirties, and were supplied to customers, many of whom could have well afforded specialist bodies, had they desired them.

Freestone and Webb produced some nice drophead coupés on the M.45 of such sound construction that, even twenty-five years old, they are still in good order, but they were not superior in either line or construction to those which Lagondas themselves offered at a slightly later date. Mulliner, Hooper, Gurney Nutting, James Young, Van den Plas, Mayfair, Lancefield and Thrupp & Maberly have all had bodies mounted on these chassis, but most enthusiasts agree that the makers' own coachwork had an even better appearance.

The M.45 saloon was a pillarless four-seater with a rather small luggage boot, and spare wheel mounted on it. It looked very long and lean and the bonnet seemed huge in relation to the rest of the car. It was much admired in its day, and in spite of the pillarless construction, was free from rattles, draughts, and other weaknesses. These bodies have worn remarkably well, due in part, no doubt, to the small size and weight of the doors. Some saloon bodies were fitted to the M.45R chassis. They followed closely the lines of the 3½-litre saloon, except for the larger radiator. They, too, were mostly pillarless, but did not have quite the style of the M.45.

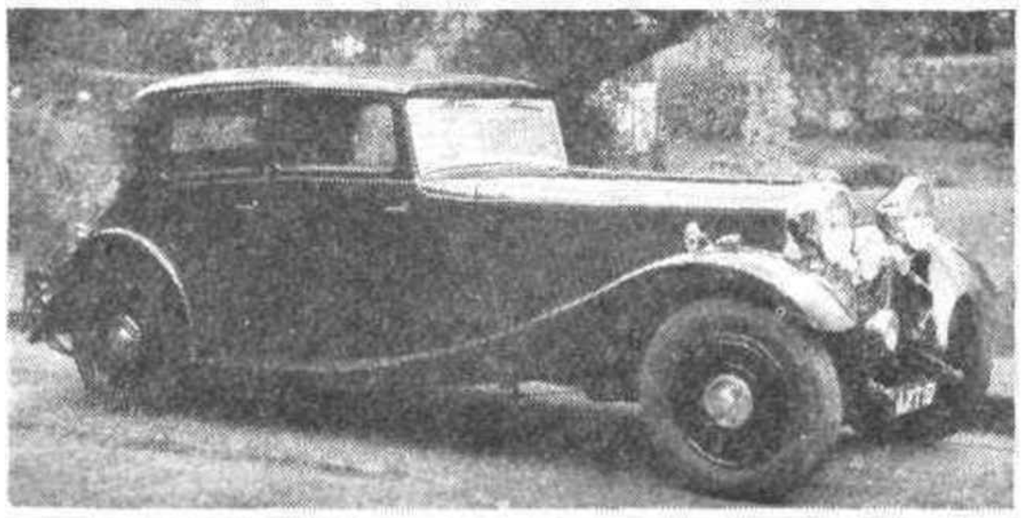
The LG.45 saloons were much more modern in appearance, the lines were fuller and more rounded and the spare wheel was mounted at the off-side of the scuttle in an enveloping case. The other side of the scuttle had a similar case which held tools and the controls of the jacking system. The boot was larger and a rounded box in shape. The pillarless construction was abandoned in favour of a conventional four-door design, and a sliding roof was provided for the first time. This body gave more passenger room, though it was by no means a five-seater, and greater attention was paid to sound damping. On the relatively rare long chassis some coach-builders mounted limousine and sedanca de ville bodies.

The LG.6 short saloon on the 10 ft. 7 in. wheelbase chassis was a much more pleasing design than the LG.45, and it compared, to its advantage, with the traditional type of coachwork offered on Rolls-Royce and Bentley chassis. Although it is a big car with smoothly flowing lines it looks compact and purposeful, as well as glamorous. It is still only a four-seater, giving plenty of room and comfort in the front seats and slightly restricted space in the back, considering the size of the car. A saloon of rather similar lines was offered on the 11 ft. 3 in. chassis. It gave more leg room to the rear passengers, and usually had separate front seats but could be supplied with a disappearing division, when required to be chauffeur driven.

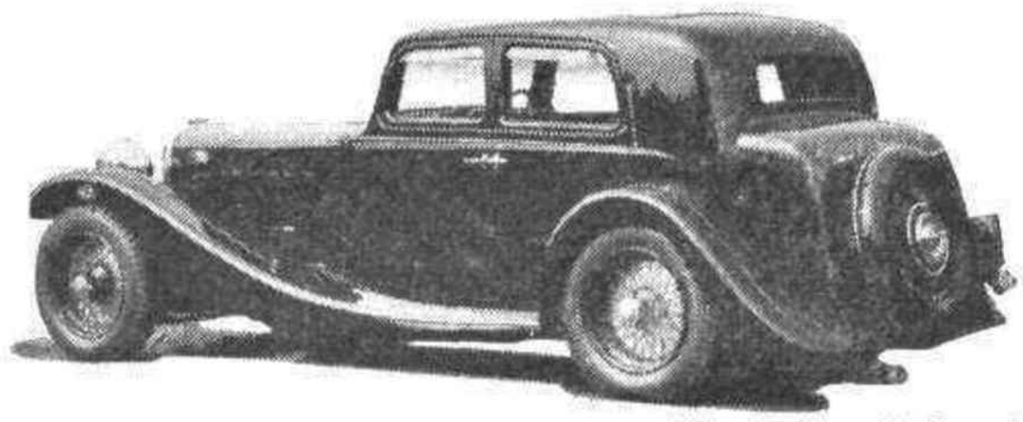
A saloon de ville was also sold. This was on the 11 ft. 3 in. chassis and was intended to be full five-seater. It was higher and wider than the other saloons and was usually supplied with a wind-down division. A Thrupp and Maberly seven-seater limousine on the 11 ft. 3 in. chassis was also catalogued.

Open Coachwork

Drophead coupés were available on all chassis, and the chief change was from the long sweeping wings on the M.45 with rear-mounted spare wheel to the more-enveloping rounded wings with side-mounted spare on the LG.45 and LG.6. The boot on the LG.6 was of a nice swept design, the whole impression being rather more luxurious than the earlier versions.



SPECIAL COACHWORK.—Specialist coachbuilders made good use of the 4½-litre Lagonda chassis—this picture shows a Lancefield 4-door saloon on a 1934 M. 45 chassis.



[*Photo by Chas. K. Bowers*]

SPEED IN COMFORT.—The 1935 Lagonda M.45 Rapide saloon.

The earliest M.45 tourer had a traditional four-seater body. It was a three-door type with no driver's door and deep cutaways for the driver's and front passenger's elbows. This was a rather narrow body and in many people's view is the most graceful and pleasing of all, in spite of the externally stowed hood. The M.45 tourer was a two-door design with completely disappearing hood. It was almost identical with the 3½-litre, except for larger radiator. This was a good traditional design too, which like the M.45 had long sweeping wings, but I always think that it looks less graceful and more bulky than the longer wheelbased M.45. The spare wheel for the M.45R was mounted either at the side or on the boot lid.

The LG.45 tourer was a departure from tradition. The body was wider and higher, the doors had no cutaways, all the lines were more rounded out, and there was decidedly more room inside than hitherto. It had a disappearing hood and was an attempt to provide a really comfortable fully openable touring car without going as far as a drophead coupé, which at the time never looked really good when the head was folded down. Two large spare wheel covers were mounted one on each side of the scuttle, one did carry a spare wheel, the other carried tools and the control mechanism for the hydraulic jacking system. This feature was continued on all 4½-litre models, except for the Rapides, until production ceased.

The LG.45 Rapide was a compact narrow two-door four-seater with twin exhaust pipe emerging through the bonnet sides. The doors were well cutaway, and the hood was fully disappearing. The spare wheel was concealed in the tail. The lines were more rounded than the M.45R with the 1937 conventional idea of "streamlining." Nevertheless, even today these cars look functional and very attractive. Bearing in mind the limitations imposed by the radiator, they have quite a reasonable frontal area.

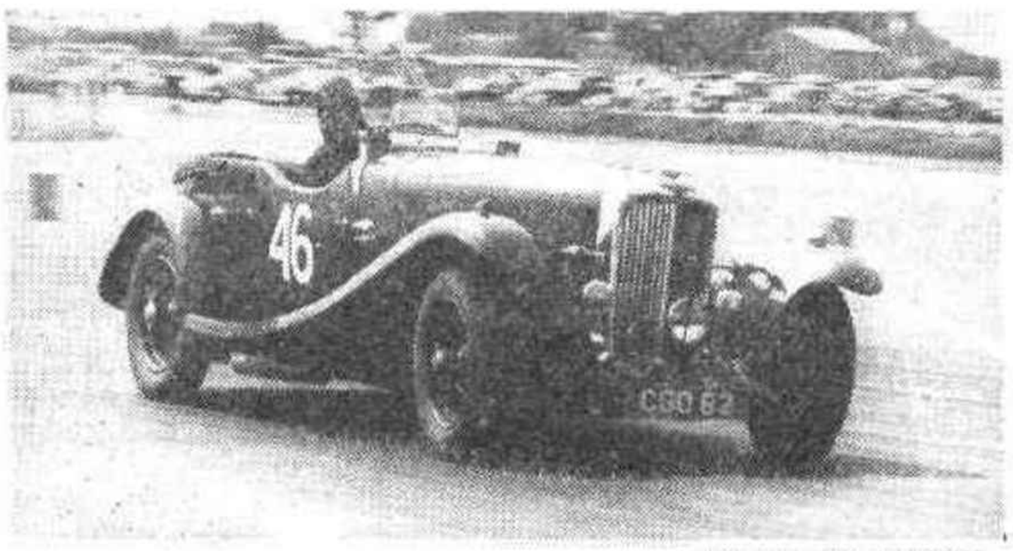
Some LG.6 Rapides were produced in 1938. These did not have external exhausts and were really a development of the ordinary LG.45 tourer, being much roomier than the LG.45R and giving the impression of a shorter bonnet line. In 1939 the Rapide sports tourer was dropped altogether and a very handsome three-seater drophead coupé, with concealed spare wheel and fully disappearing hood, replaced it. Presumably, for sports-car racing, had the war not intervened, a suitable body would have been mounted on the twelve-cylinder 10 ft. 4 in. chassis on the lines of the car that gained third place at Le Mans, and the six-cylinder would have retired from the competition field.

PERFORMANCE

Saloon Models

In considering the performance of these cars, attention should be drawn to the figures given in the table of data. These were extracted from *The Autocar* road tests. Many owners may think that they are unflattering, but it should be borne in mind that not only does performance vary slightly from day to day, but different examples of the same model can vary very considerably, to say nothing of the human element in the tests concerned. Different results were recorded by each of the several journals carrying out performance tests on each model and those given here are not necessarily the most favourable.

To emphasise this point still more, an LG.6 saloon, which shows a mean maximum speed of 91.4, actually *lapped* Brooklands at 98 m.p.h. in October, 1938, as reported in *The Autocar* of that time, while an LG.45 Rapide, according to the contemporary issue of *The Motor*, achieved 108 m.p.h. on the same track, in spite of the fact that one could only manage a mean 100.3 for *The Autocar* road test. Both these results were achieved with the cars said to be in standard form. Furthermore, everyone knows that the LG.45



[Photo by Guy Griffiths]

THE AUTHOR OF THE ACCOMPANYING ARTICLE cornering his 1935 4½-litre Lagonda M.45 Rapide tourer during a club race at Silverstone in 1952.

Rapide brakes are, in fact, the most effective of all the 4½-litre models, yet it recorded the worst braking figures of all those in *The Autocar* tests of Lagonda cars! Road tests were carried out with a crew of at least two, sometimes on a distributors' demonstrator that had been driven by all sorts of people and some inaccuracies cannot be helped. I hope this disclaimer will satisfy those owners of these cars who habitually get "the ton" past Six Mile Bottom!

The most striking thing about the performance of the 4½-litre saloons, is how little the actual figures improved between the introduction of the model and its cessation. The M.45 saloon managed 0—60 in 15.8 and 0—70 in 22.2 sec. The last of the LG.6s did 0—60 in 16 and 0—70 in 21.5 sec. The latest model being credited with a mean maximum speed of 91.4 only 1.4 m.p.h. better than its forerunner. These figures are so close that allowing for errors and so on, the performance of the two cars can be regarded as identical as far as mere stop-watch records are concerned.

Throughout the period 1933–40 these figures remained better than any current British production sports *saloon*. The 4¼-litre Bentley, although achieving a slightly higher maximum, had substantially inferior acceleration. It can be said that these two cars represented the finest British high performance luxury cars of the 'thirties. The only other British car that comes near is the 4.3-litre Alvis, introduced in 1937. In standard of luxury and riding comfort the Alvis Saloon was not in the same class as the Lagonda or Bentley. Its performance figures were nearly identical to the Lagonda with a very slightly lower maximum speed. It is evident that the company considered that the acceleration and top speed achieved by the M.45 saloon were sufficiently far ahead of its few rivals, for nothing better to be required for many years. More power was extracted from the engine, but this was used to propel heavier, more luxurious coachwork, with greater frontal area at roughly the same level of performance.

The LG.45 saloons were much more comfortable than their predecessors. The ride was smoother and a greater degree of silence was achieved. They were a good deal less tiring to drive on a really long journey, though in town the steering seemed a trifle heavier. On the whole it was a better, though less lively, car, which did manage a slightly (1 m.p.h.) higher top speed, while its comfortable cruising speed was a good 5 m.p.h. higher.

The LG.6 saloons were outstandingly good by any standard. They were lighter to steer than the LG.45, not only because the steering gear ratio was lower, but because of the design of the front end of the chassis. The whole handling of the LG.6 is certainly lighter than the model it succeeded, and they seem even better balanced. The change in steering ratio does not affect controllability. The riding comfort is outstanding and a still greater degree of silence is achieved. The comfortable cruising speed of the LG.6 was a good 5 m.p.h. higher than the LG.45, that is anything up to 75-80 m.p.h., and it can be cruised faster with comfort in favourable road conditions. The only British pre-1940 car that merits comparison with it is the 1939 Overdrive 4¼-litre Bentley; this vehicle is somewhat lighter to handle, both in general and as regards individual controls, and it is perhaps a shade more silent, but its performance is decidedly less sparkling, and its ride noticeably inferior to that of the LG.6.

Open Models

When the performance of the open sports models is looked at, it is evident that considerable progress took place. The original M.45 in 1933 had a mean top speed two up of 93.7. By 1937 the LG.45 Rapide had increased this figure by 7 m.p.h. when tested by the same journal; and by 10 m.p.h. for another contemporary tester; at the same time 70 m.p.h. was reached in 18.4 sec., an improvement of 3½ sec. It is however, surprising to note that the M.45 Rapide of 1935 came to within 2 m.p.h. of the 1937 Rapide's maximum speed and was actually quicker off the mark from 0—50 m.p.h. My own slightly modified M.45R was a good deal faster round Silverstone than Dr. Young's standard LG.45R, and as my brakes were then fitted with the wrong linings, Dr. Young's driving was much more enterprising. Nevertheless, I do believe that the *average* LG.45R is more than a mere 2 m.p.h. better than the *average* M.45R. They are a full hundredweight lighter and certainly handle much better unless the M.45R has its front wings removed. They were the sports car *par excellence* of the 'thirties, combining remarkable speed and acceleration with tremendous stamina, as witness their performance in T.T.s, 500-mile races, and the 24-hour races at Le Mans and Spa.

Some LG.6 Rapides were produced in 1938; they were not subjected to *The Autocar* road tests, but it is doubtful if they went as well as the LG.45R, being somewhat heavier. The 1939 LG.6 Rapides were drop'head coupés, heavier still, and were not up to the 1937 cars in sheer acceleration or maximum speed, though they were considerably more comfortable and handled superbly.

It only remains to say that the pre-war Lagondas which have been considered here were among the best cars produced in their day and bear comparison with the most modern luxury cars, bringing with them an air from an era when quality could still be sought regardless of cost.

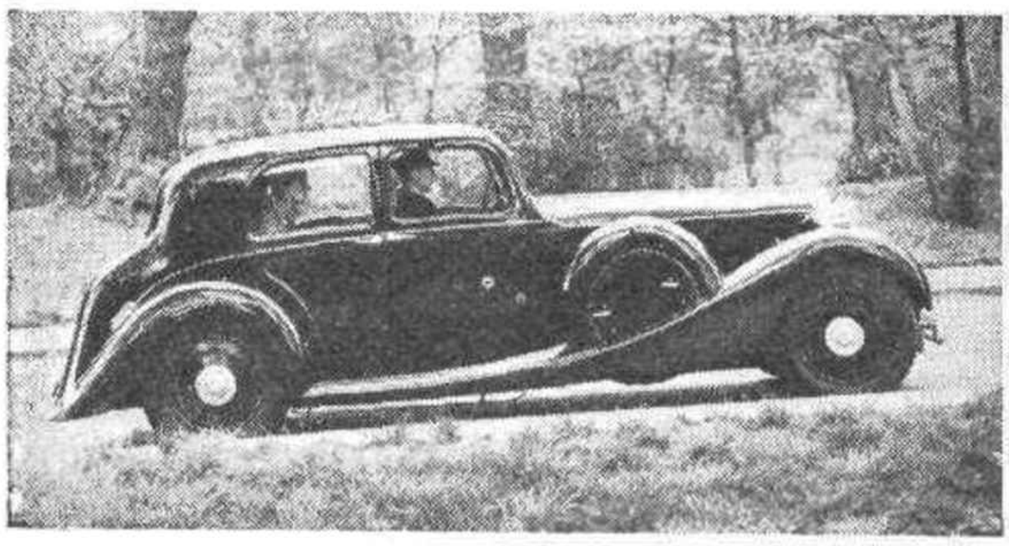
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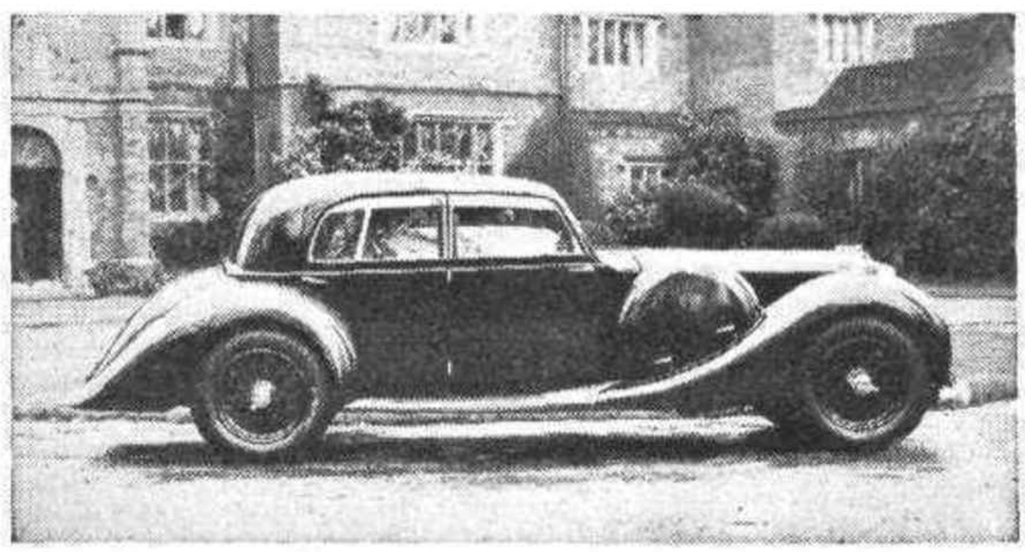
HANDSOME DROP-HEAD.—A 1936 Lagonda LG.45 with standard d.h. coupe coachwork, photographed outside the Lagonda Company offices at the Staines factory before the war.

TABULATED DATA OF SIX-CYLINDER 4½-LITRE LAGONDAS
(Weights given are as tested, and include oil and water and some petrol.)

Type	*Year*	*Model*	*Price*	*Weight as tested*	*Brakes at 30 m.p.h.*	*ACCELERATION*				*SPEEDS IN GEARS*				*Top Mean*	*M.P.G.*	*Remarks*
						0-30	0-50	0-60	0-70	1st	2nd	3rd	*Top max.*			
			£	*cwt.*	*feet*	*sec.*	*sec.*	*sec.*	*sec.*	*m.p.h.*	*m.p.h.*	*m.p.h.*	*m.p.h.*	*m.p.h.*		
OPEN	1933	**M.45 Tourer**	795	32½	31	—	10.0	15.4	—	—	50	80	95.7	93.7	16	Test, 27.11.33
MODELS	1934	**M.45 Rapide**	1,000	33	28	—	9.4	14.6	21.0	33	52	78	100.6	98.4	15	Test, 26.4.35
	1936	**LG.45 Tourer**	1,000	35¾	29	—	12.6	17.2	24.0	28	56	77	96.8	93.0	16	Sanc. I Test, 10.3.36
	1937	**LG.45 Rapide**	1,050	31¾	35	4.7	10.3	12.8	18.4	41	64	82	103.6	100.6	16	Sanc. III Test, 4.6.37
CLOSED	1934	**M.45 Saloon**	950	35½	32	—	10.4	15.8	22.2	30	50	80	92.7	90.0	17	Test, 13.4.34
MODELS	1937	**LG.45 Saloon**	1,125	39¼	35	5.5	11.7	17.3	23.4	29	56	77	93.8	91.0	16	Sanc. III Test, 9.4.37
	1938	**LG.6 Saloon**	1,195	38½	33	4.9	11.3	16.4	23.0	30	54	73	95.7	91.4	15	Test, 5.6.38
	1939	**LG.6 Saloon**	1,295	39½	32	5.2	11.3	16.0	21.5	30	56	75	94.7	91.4	16	Test, 17.4.39



CHAUFFEUR-DRIVEN LAGONDA.—A 1937 LG.45 saloon, the lines of this, the last of the LG.45s being an improvement on those of the previous year's model.



SPEED IN LUXURY.—The beautiful 1939 Lagonda LG.6 short-chassis saloon. This was the maker's own coachwork, which was usually improved in appearance by the fitting of wheel discs.

GORDINI-DAUPHINE FOR BRITAIN

The Gordini-Dauphine, the high-performance version of the Renault Dauphine, is now available in Britain. Renault Limited announced that delivery started at the beginning of March. The first cars to be delivered will be French-built models, modified to British specifications. All subsequent cars will be assembled at Renault's Acton, London, factory.

The Gordini-Dauphine differs from the standard Dauphine in that it has a more powerful engine and a four-speed gearbox. The considerably-modified engine develops 38 b.h.p. at 5,000 r.p.m. with an increased compression ratio of 7.75 to 1. The standard engine develops 30 b.h.p. at 4,250 r.p.m. Inlet and exhaust manifolds are entirely different from the standard engine and a 32 PICBT Solex carburetter is fitted. The cylinder head is of new design, particularly with regard to the shape of the combustion chambers. Inlet and exhaust valves are redesigned, though of the same diameter as standard. Valves are inclined with strengthened valve springs. The rocker-arm shaft is offset and the valve cover has been changed. An offset water pipe with two outlets is mounted on the cylinder head.

The standard gearbox is used in modified four-speed form. Synchromesh is used for second, third and fourth. Ratios are: First, 16.19; second, 9.21; third, 6.38; fourth, 4.68; reverse, 16.19 to 1. Maximum speed is said to be 80 m.p.h. from this 850 c.c. saloon.

The price of the Gordini-Dauphine in Britain will be £898 7s. (basic £598, plus £300 7s p.t.). A sunshine roof costs £21 extra. No Gordini-Dauphine is fitted with a Ferlec clutch.

We hope to include road-test impressions of this "hot" version of the Dauphine in an early issue.

"MOTOR SPORT" TROPHIES

The Brooklands Memorial Trophy and the Silverstone Trophy will once again be contested during the coming season.

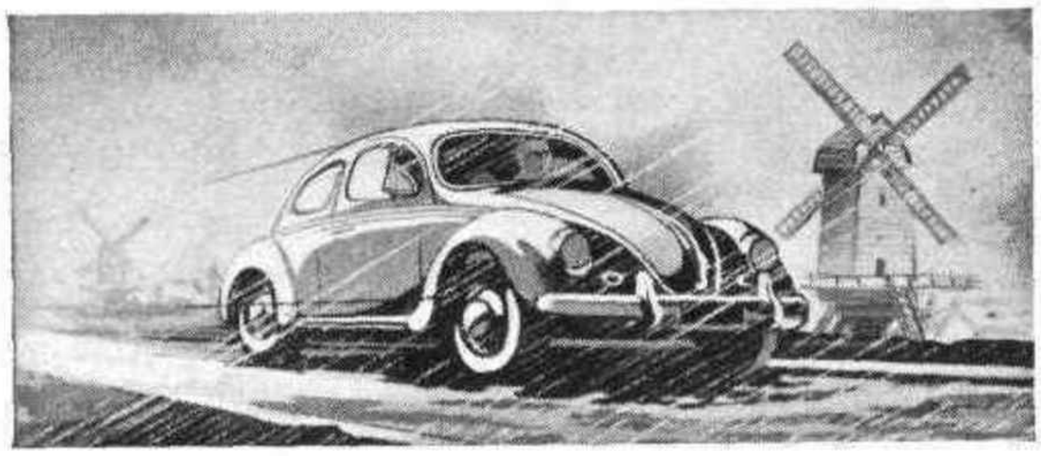
The Brooklands Memorial Trophy, which is competed for at B.A.R.C. Members' Meetings throughout the season at Goodwood, will operate under the same rules as last season. The Trophy and a cash prize of £75 will be awarded to the member setting up the best aggregate performance during the following meetings: April 25th, June 6th, July 11th, September 5th. The award is based on a points-system, 4 points for a first place, 3 for second, 2 for third and 1 for fourth. In races where there are fewer than seven starters the points will be halved: *i.e.*, first 2 points, second 1½ points and so on. A prize of £50 is offered for second place and £25 for third place.

The regulations of the MOTOR SPORT Silverstone Trophy have been slightly modified for this season, mainly in regard to clarification of certain rules. The Trophy will be competed for at the following six meetings: Vintage S.C.C., April 11th; Eight Clubs, June 6th; Motor Cycling Club, June 27th; Jaguar D.C. and Bentley D.C., August 1; Peterborough M.C. and Northampton and D.M.C., September 19th; North Staffs. M.C., October 3rd.

The organisers will set aside a certain number of handicap races of not less than five laps duration which will be used as qualifying races. The first few finishers in each of these races will be eligible for a race at the end of the programme. The first four drivers in this race will qualify for the Final of the Trophy which will be held at the North Staffs. M.C. meeting on October 3rd. To the winner of this race will go the MOTOR SPORT Silverstone Trophy and £75. Second place man will receive £40 and third man £15. The full regulations will shortly be available from the various race organisers.

VOLKSWAGEN

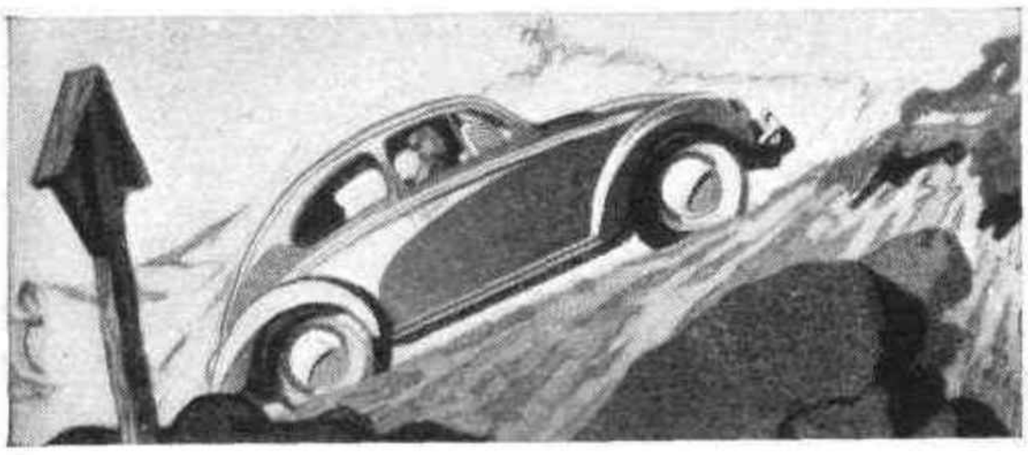
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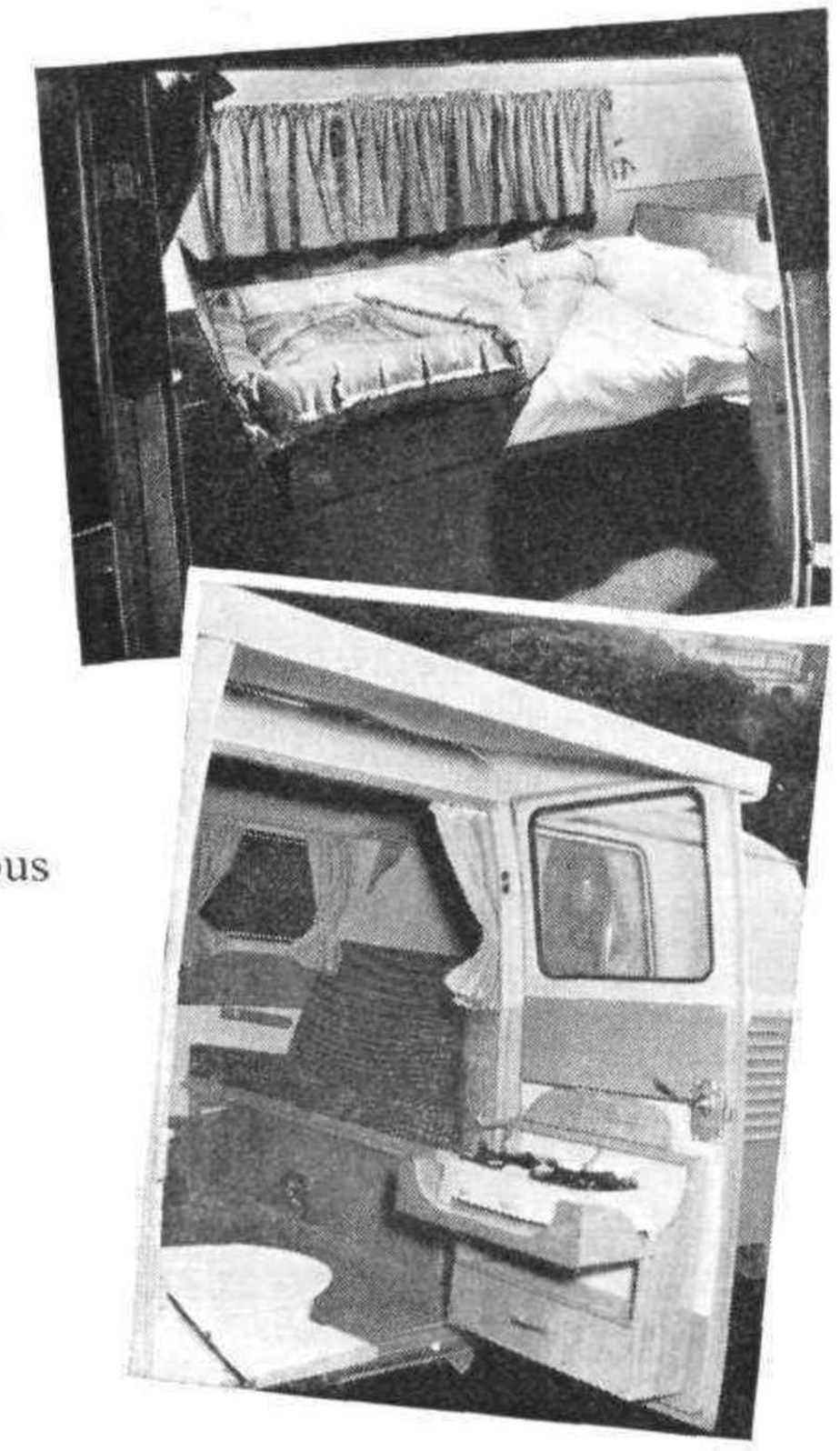
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FIRST RACE OF THE SEASON.—A field full of Lotuses gets away at Goodwood at the start of the 1959 Club racing season. This 10-lap scratch race was won by Prior's Lotus-Climax at 84.79 m.p.h.



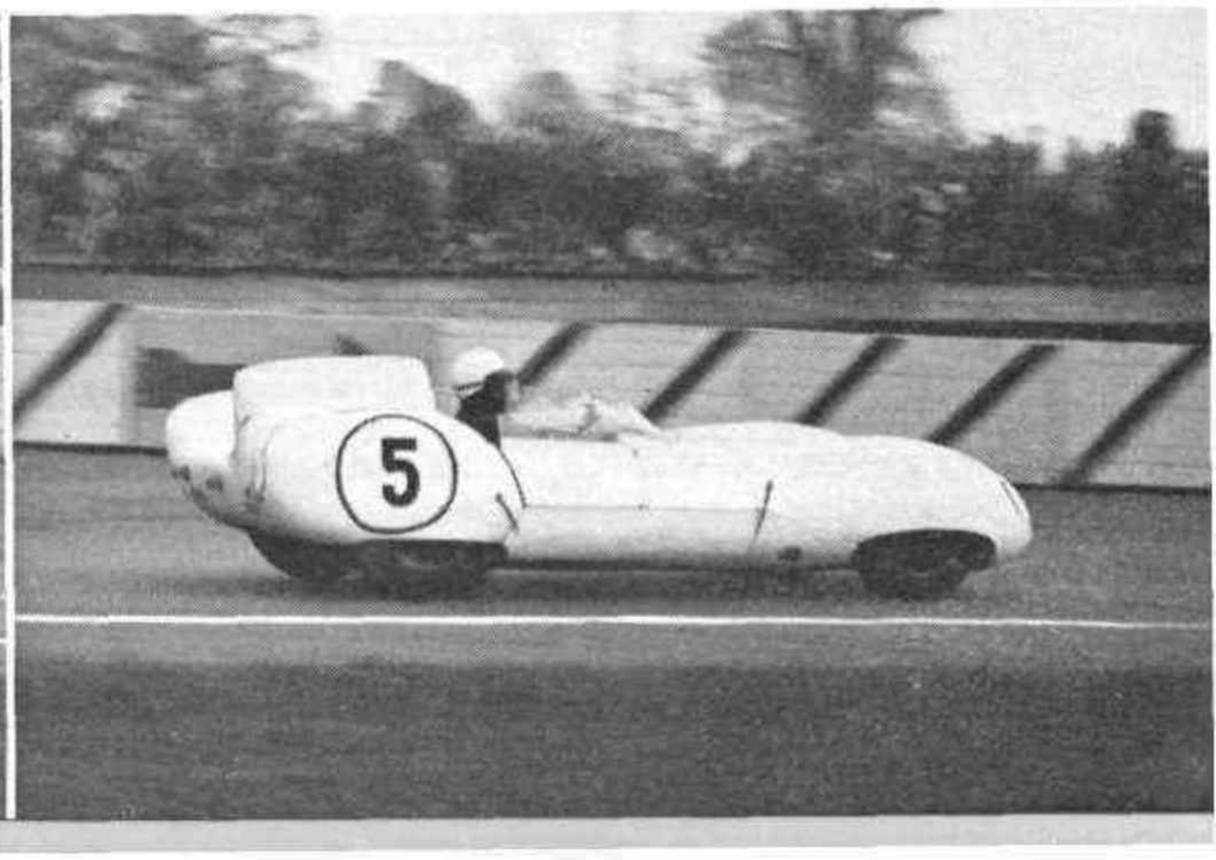
TWO VICTORIES at this March Goodwood Club Meeting fell to C. J. Lawrence, whose Morgan Plus Four was driven with outstanding skill. It is here seen leading F. O. Munns' A.C. Ace.

EXTREMELY HOT "POPULAR."—In the second Closed Car Handicap this Marshall-supercharged special Ford Popular prepared by L. M. Ballamy possessed such good performance and was so well driven by J. Turner that it finished almost out of sight of the pursuing Austin A35s and Volkswagens.



HOW NOT TO HANDICAP.—In the fourth race at the Goodwood Members' Meeting, J. Griffin (left) in his Fairthorpe-Climax was asked to give 25 seconds' start to D. Howard in his Lotus-Climax. For some reason other Lotus drivers were started as much as 25 seconds behind Howard in this five-lap race. He naturally had a run-away victory and he also set the fastest lap at 82.13 m.p.h.







A WEEK

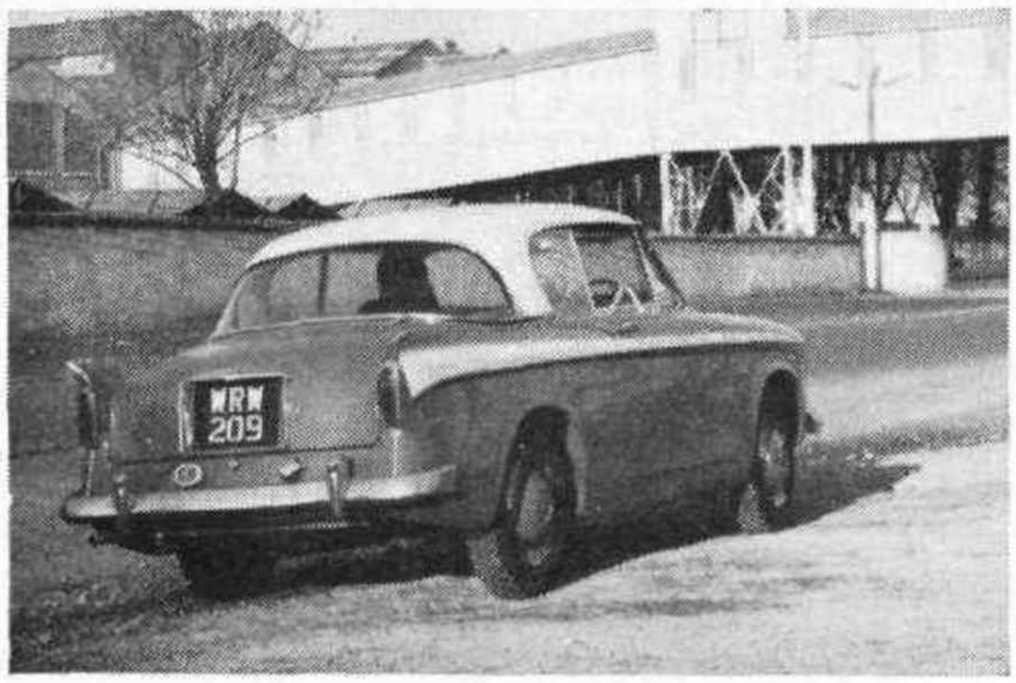
MOTOR SPORT takes a Sunbeam visit the Peugeot, Mercedes-

JOURNEY NEARLY COMPLETED.—The Sunbeam Rapier, which MOTOR SPORT *used for its visit to France and Germany, outside an hotel on the Liege-Brussels road, where we stopped for refreshments. This excellent 1½-litre car had completed 1,600 trouble-free miles at this point, and its good driving position and comfortable seats, coupled with sensible controls, intelligent instruments, and generous window area, had made this winter jaunt a very pleasant trip.*

HAVING decided to visit some more European motor car factories we thought that with Britain entering a new period of prosperity it would be appropriate to make a journey in a British luxury car. However, when we put the proposition to Rolls-Royce, Daimler and Armstrong Siddeley they thought up reasons why MOTOR SPORT should not borrow one of their vehicles. So we said to blazes with the V.I.P. transport and, knowing that Rootes have sufficient faith in their products to allow motoring journalists to thrash them about the Continent, we contacted their John Rowe, who agreed immediately to lend us a Sunbeam Rapier which had but recently returned from a photographic expedition to Monte Carlo.

After all, we thought, there is no more British-sounding make than Sunbeam and if the Rapier is not exactly in the luxury class it does not sell at a luxury price. So it came about that we went in one of these Coventry-constructed 1½-litre saloons which, as will be seen, served us remarkably well and did all that was asked of it. This Rapier was standard except that it was shod against any eventuality with Dunlop Weathermasters and was equipped with very useful Lucas dipping fog lamps and a windscreen-mounted Helphos searchlight.

Throwing a couple of recent issues of *Punch* into our kit to dispel home sickness we left London early one Wednesday morning and embarked at Lydd, to fly by Silver City to Le Touquet, with a pretty tight schedule before us.



FIRST PORT OF CALL.—The faithful Sunbeam Rapier at Sochaux, with one part of the Peugeot factory on the left of RN 463 and the tunnel through which body shells pass to the final assembly shop seen beyond the car.

With much fast motoring in prospect it was ironical that the writer should by chance pick up a copy of *Time and Tide* at the airport and find therein a strong condemnation of fast travel by none other than L. T. C. Rolt, apropos, however, exploration of Holland's inland waterways by canal boat!

By nightfall we were in Sochaux, beyond Belfort, 620 miles from our starting point, the Sunbeam having cruised comfortably at just below 4,000 r.p.m., at an indicated 85 m.p.h. in the very useful overdrive top gear. We averaged nearly 51 m.p.h. overall, including stopping twice to refuel the rather small (10-gallon) petrol tank and becoming involved in a hold up at Vitry Le France where some inexplicable road construction is in progress outside the town. This seemed as fair a run across France as one could wish for, driving fast but not at tyre-squealing velocity and our respect for the smart Rapier was firmly established before we reached our destination. Incidentally, February is too early for British tourists and apart from an M.G.-A, and a VW Caravette we encountered no other G.B. vehicles.

The Peugeot Factory at Sochaux

Although the main purpose of our journey was to visit the vast Mercedes-Benz plant at Stuttgart-Unterturkheim, with particular emphasis on how the 300SL sports car is put together, it seemed appropriate that before visiting the World's oldest motor car manufacturer we should call on Peugeot, one of the earliest French automobile establishments.

As you drive towards Montbeliard along *Route National* 463 the works of Peugeot Frere flank both sides of the road. On the right a forge occupying 20,000 sq. mt. and employing 500 persons, the foundries covering 50,000 sq. mt. with 1,700 operatives, the mechanical components shop of 90,000 sq. mt. keeping 5,000 workers employed, and the press and welding shop, 35,000 sq. mt. employing 2,500 operatives. On the other side of the road is the body and final assembly shop, which covers 120,000 sq. mt. and requires the services of 3,000 workers, unpainted body shells being conveyed automatically from press shop to the body shop through a tunnel which crosses the main road. On this side of R.N. 463 is Peugeot's own Cercle Hotel, where we stayed on the Wednesday night, being met in the morning by Francois Lavaux. There followed a very interesting tour of this great plant, of which the factory buildings, five in number, soon to be increased to six by the erection of a new gearbox assembly shop, cover a total of 315,000 sq. mt. and employ 12,700 operatives.

Peugeot started to build motor cars in 1889 and today the Peugeot brothers retain some 55 per cent. of shares in the three companies, which include the manufacture of items as varied as pepper, bicycles, motor scooters and the well-known 402 and 403 cars. The car factory at Sochaux was built on marshland in 1912 and has been vastly expanded since then. Occupied by the Germans during the Second World War for the manufacture of light armour intended

ABROAD

Rapier to France and Germany, to Benz and Borgward Factories



ANCIENT AND MODERN.—The Pfalz on its island in the middle of the Rhine makes an excellent backcloth to the sleek 190SL Mercedes-Benz which MOTOR SPORT *tested in Germany. The 190SL is on its way to Bremen via the Nurburgring, and after completing nearly 1,200 miles in a weekend, we concluded that this car truly carries on the great Mercedes-Benz tradition.*

for the Russian front, British bombers destroyed 85 per cent. of the buildings in 1943, which gave Peugeot an opportunity of reconstructing the factory after the war.

Any idea that because Peugeots is old in years it uses antiquated production methods is quickly dispelled after a visit to Sochaux. Today, working two nine-hour shifts (4.30 a.m. to 1.30 p.m., 1.30 p.m. to 10.30 p.m.) five days a week, with three shifts in the press shop, over 800 vehicles are produced every day. The total number of workers is 19,000, with a grand total in all plants of 35,000.

In the forge, erected in 1930, raw material is converted into blanks ready for machining. National presses make crankshafts and Spiertz, Eumugo, Eric and other machines are found here. 270 Yale and Fenwick trucks handle the parts and a store of 20 days' material is maintained. Peugeot have a rigid system of inspection of the forgings by visual checking of impression marks made on test pieces ranging from con.-rods to stub axle forgings, the latter being examined on a Testwell X-ray machine. Women are largely employed on this work and 8-10 per cent. of the forgings are rejected and returned to foundry. The foundry consumes 45 tons of coke a day to produce 150 tons of metals.

Peugeot use many tools of their own manufacture, Cornac drills being employed to make their own body jigs and the huge machine shop contains Butler and Gendron drills and planing machines, etc. The vast assembly shops are heated by a hot air system and have shower baths for operatives going off duty.

The press shop is interesting for its large installation of single-stage presses engaged in stamping out small parts such as clutch plates, lock washers, etc., and nearly all operated by women. Peugeot use this system to conserve steel, being far removed in S.E. France from their source of steel supplies, these batteries of small presses being fed with surplus material from the main presses. In all, 180 presses are in use, from these small machines to thirty 2,000-ton presses, these latter including a giant French-built Clearing press. The small presses include Bliss, Crimar, Schuler and Raskin, producing 2,900 small parts every hour, these parts often fed magnetically to the machines. Steel in wide rolls is fed on McKay handlers to the big presses, which include H.P.M. hydraulic presses, four-stage Weingarten presses producing body floor panels, Spirty and Danty presses, and a 1,000-ton Bliss drop press engaged on stamping out sunshine-roof apertures and roof panels. The presses operate at from 6 to 110 times per minute and 20 overhead cranes, of which five are of 50-tons capacity, are employed in the press shop. Safety measures are not particularly up to date, hanging chains for a group of operatives to hold before a press functions and simple guards on the small machines being deemed adequate. One pressing of which Peugeot are justifiably proud is the 203 front wing, shaped from a single sheet of steel, an operation which American engineers said was impossible. The floor of the 403 station wagon differs from the floor of the 403 saloon, and the press making these floors can be changed merely by operating press-buttons, to make the floor required.

Peugeot employ an impressive battery of spot-welding plants, including 300 welding pistols. To obviate distortion, body panels are seam welded after they have been spot-welded, the panels being clamped in a National jig. Doors are welded automatically in Sciaky machines, and welding of the chassis parts is also automatic. Body parts are welded in the same shop as the assembly lines where 403 saloons and 403 station wagons, 203 saloons and 203 pick-up bodies are built up on separate lines. Petrol tanks are automatically handled for continuous seam welding, each tank then being filled with compressed air at a pressure of 20/30 kg./cm.^{2} and immersed in water to check for leaks. Close-spaced spot-welding is employed for the roof seams of the body.

The system employed by Peugeot for supplying finished parts to the floor-level chain-type car assembly line is far less complicated than the method of automatically routing parts in a prearranged sequence, which is normal in most other mass-production factories. At Sochaux the parts are simply hung on an overhead conveyor which travels past the operatives, who reach up when they see an appropriate part approaching and take down what they require to maintain a small stack beside them. Some parts may travel round untouched for several days, but are there when wanted.

The control system is likewise simple but effective. To ensure



PAPER WORK!—The imposing office block of Daimler-Benz at Stuttgart-Unterturkheim, which at night forms part of the city's skyline.

that the correct components for left-hand drive, right-hand drive cars, different models etc., are supplied to the final assembly-line, most manufacturers now use automatic selection of the appropriate components, controlled electronically from a remote-control room. Peugeot have none of this—instead, as the mechanical assembly of engine, transmission, suspension and wheels travels down the line to meet the finished body it bears large identification letters (such as " U.S." for an American car), which enables a controller, seated on a gallery above the line, to arrange for the required body to be slung in readiness to be lowered from the first floor storage bay to the appropriate " chassis " on the line. Engines have already been numbered and later a corresponding body number is supplied, this method obviating the need, as in B.M.C. factories, for instance, for engines and bodies to be brought together for assembly so that their identification numbers tally correctly.

The body shells are moved from roof to floor on English King conveyors. Before final assembly, the body shells, which have come across the main road through an overhead tunnel, go to the vast trimming and paint shop. Three coats of paint are applied, dried in open infra-red-ray bays. In these bays each bulb costs 1,000 francs, so that tens of thousands of pounds must be tied up in electric light bulbs alone! Undersealing is done with black rubberised paint. Two-tone body finish is not used by Peugeot, which simplifies the painting process. They make their own door-handles, but these are now plated outside the factory. Stainless steel is used for many exterior parts. Lamps are either Marchal or Ducellier and tyres Michelin or Dunlop; tubeless tyres have not so far been fitted.

All models are assembled on one final assembly line, the present daily output being something like 700 type 403s including the commodious station wagons, 100 to 120 type 203s, and a dozen 203 pick-up trucks. Soon it is hoped to increase 403 output to some 800 cars per day.

Beyond the final assembly line and rectification bay Peugeot have a small three-lane test track round which every car is driven for about a quarter of an hour. The outer lane incorporates a severe switchback, which even at a speed of about 40 m.p.h. throws the backs of the cars well off the ground. Possibly this test may be the secret of the excellent results which Peugeot obtain from their coil-spring rear suspension. Adjacent to the test track are bays in which cars can be driven for brake test and adjustment, headlamp setting, etc.

Round the walls of the rectification bay some 2,000 cars are stored, awaiting delivery to customers.

After an excellent lunch we were shown round the engine and transmission shops by Jean G. Beguin, who is in charge of this section. Two points immediately impress, namely, the care taken by Peugeot to obtain smooth running from their engines and silence from their gearboxes.

Connecting-rods are weighed on Dayton balances and are assembled in sets of four of equal weight. Pistons are likewise assembled in sets of four of equal weight, and then complete connecting-rod and piston assemblies are weighed and similarly grouped. In the case of gearboxes, paired gearbox pinions are checked in a soundproof room for silence of running and later each complete gearbox is automatically fed into a test room, is checked for quietness in every gear, and is dispatched, through automatically-opening doors, with a code number on it indicating its quietness factor.

Peugeot use quite a lot of transfer machinery for cylinder block drilling, utilising their own drills and oil pumps for the machine tools and will soon install complete automation. Blocks are jigged in pairs for horizontal drilling, and great care is taken to clean the swarf from the finished blocks. Horstmann automatic honing machinery is used. On one transfer machine hydraulic car brake cylinders are ingeniously incorporated in the mechanism. Each cylinder block has the individual checker's mark stamped on it. The wet cylinder liners are each carefully checked for concentricity. Proprietary pistons are used, milled by Peugeot. Engine assembly proceeds methodically with the block and crankcase mounted on trolleys on a continuous automatic chain assembly line. Batteries of power spanners are used for the majority of operations, but cylinder-head nuts are hand-tightened with spanners pre-set to 9 metres/kilo. Big-end nut tension receives two checks. The oil pump and connecting-rod assemblies are fitted first, then, with the pistons held in place by a metal strip, the block is turned over for the crankshaft to be installed. The pressed-metal oil case is fitted next and the block is turned on end for the timing case and cover to be fitted. The gearbox is then bolted on and finally the cylinder head. 403 and 203 units are assembled on the same line; about 8 per cent. of the former are fitted with automatic clutches. About 58 engines are assembled every hour, and 1,000 are kept in stock.



ENTHUSIASTS' SHRINE.—The modest shop in the foreground contains the assembly-line for Mercedes-Benz 190SL and 300SL sports cars at the Sindelfingen factory.

Before the engine leaves the line its ingenious o.h.v. gear is flooded with oil. The sump is filled later and the engine is run on petrol on an electric test-bed for 12 minutes at 1,200 r.p.m. and for three more minutes is subjected to various tests, including aural sound checks. Twenty test-beds, with five in reserve, are used, these having been installed in 1937. Soon fully automatic engine testing is to be introduced. Apart from this routine running, 10 per cent. of the engines and every engine rejected as faulty are given a power check, so this test covers some 20 per cent. of the output. The 403 unit is expected to develop 58 h.p. (French rating). If it exceeds this, well and good. The tolerance permitted in the other direction is minus one brake horse power. At one time clean oil was fed through the engines while they were on test but this has been dispensed with. Sump oil now suffices and remains in the engines after the conclusion of the test run.

A very interesting modification has been introduced since the middle of February. This takes the form of a free-running cooling fan pulley, so that the fan functions only when engine temperature rises to a point where the pulley is clutched in by the coolant thermostat. Thus Peugeot obtain rapid warming up and power saving without the complexity of an electrically-driven fan.

Engines are moved by conveyor for assembly to the transmission and suspension units and cover some 3½ miles before reaching the final assembly line.

Gearboxes are assembled on a chain conveyor with the necessary parts, such as S.K.F. ballraces, to hand. Power spanners screw together the gear casings and a new Lorraine self-controlled four-stage transfer gear pinion cutter—the only one in the world—has recently been installed. One cannot visit Peugeot without seeing the manufacture of the worm-drive back axle, which is peculiar to this make. Any suspicion that this form of back axle is used merely because Peugeot do not want to scrap existing worm-cutting machinery is dispelled when the elaborate new machinery is inspected. Although no claims were put forward, no doubt the high mechanical efficiency of this form of drive, its silence, and the level floor which the low transmission line permits, count amongst its advantages, while the rear suspension can be allowed a bigger travel with an underslung worm drive. The bronze worm wheels are cut on Heller machines, to which a new cutter can be fitted in five minutes. Pfouter and Barber Colman cutters manufacture the copper-coated steel worm gears. The finishing process involves Grendron, Norton and other grinding machines. The worm and differential assembly are hand assembled, the casing being heated before the worm shaft is fitted and clearance checked microscopically. Lateral clearance of the worm is adjusted by shims. When the axle is completed and paint dipped, an overhead gantry stacks it and other parts automatically until they are required on the assembly line conveyor.

Steering is tracked before the front suspension is installed on the car. Incidentally, whereas the normal 403 has 3-stud wheel fixing the station wagon has 5-stud wheels. Peugeot now make their own lever type hydraulic shock-absorbers.

Monsieur Beguin told us he is soon to visit Ford at Dagenham and we were obliged to express the hope that the factory would not by then be closed down through strike action. He observed that Peugeot had not been troubled by a strike since 1938. The workers are graded P1, P2 and P3 and a man seeking promotion is required to take a test which, if he passes it successfully, upgrades him.

On this note and with increased respect for the individual Peugeot we bade M. Beguin goodbye, and drove in the Sunbeam to

Stuttgart, crossing the Rhine at Strasbourg, where the change from French to German atmosphere is immediately apparent. This time our average speed wasn't so impressive, what with getting lost in Strasbourg, stopping for fuel and coping with fog and winding roads in the Black Forest. But in due course we showed up at the ultra-modern Rotenberg Hotel in Stuttgart, which sits on a hill overlooking the town with the imposing Daimler-Benz office block visible from its balcony. Here, Prince Von Urach from Daimler-Benz was waiting to act as our host, as he continued to do throughout the remainder of our visit.

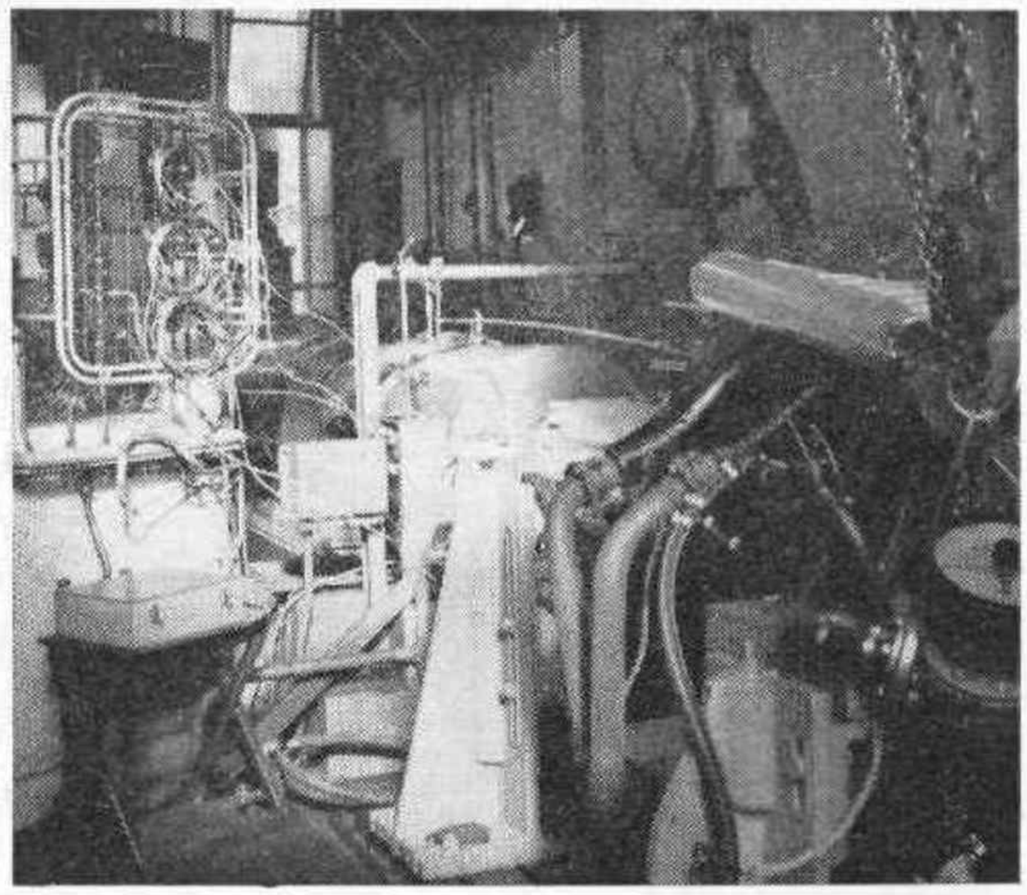
Incidentally, the Sunbeam had by now covered nearly 700 miles in two days.

How Mercedes-Benz Sports Cars are Made

Prince Urach was due to meet Karl Kling, on his return from winning the Algiers-Capetown Rally in a diesel Mercedes 190, at the airport in the morning but fog had interfered with this and Kling had to come on in the afternoon by train. Consequently we received a telephone call bidding us arrive early at the Mercedes-Benz factory to see a special 300SL engine on the test-bed. This proved to be an engine for a racing boat. It was being run on the experimental test-bed for 20 hours and was giving its 240 b.h.p. at 5,500 r.p.m., and holding 5,800 r.p.m. easily, the water temperature steady at 70 deg. C. This experimental test-bed consists of an electric dynamometer in a soundproof room with a control panel containing every conceivable item of equipment and mechanics standing by to run up the engine and control the brake.

After seeing this impressive engine on test we were motored in a Mercedes-Benz 180 to Sindelfingen, through the beautiful woods which surround Stuttgart, to the new factory where the Mercedes-Benz press and body assembly shop for saloons, sports cars and trucks up to 1¾ tons are situated. Here 17,000 operatives and 500 apprentices work in ideal conditions and a new town is springing up.

The immense press shop contains mainly Weingarten presses, of which the largest is 1,100 tons. The floor of this shop is steel, earthed against lightning. Automatic handling of the steel sheet is installed and safety measures on the machines consist of both push-button controls and photo-electric eyes. Two American Clearing presses produce roof panels, these being bought before German



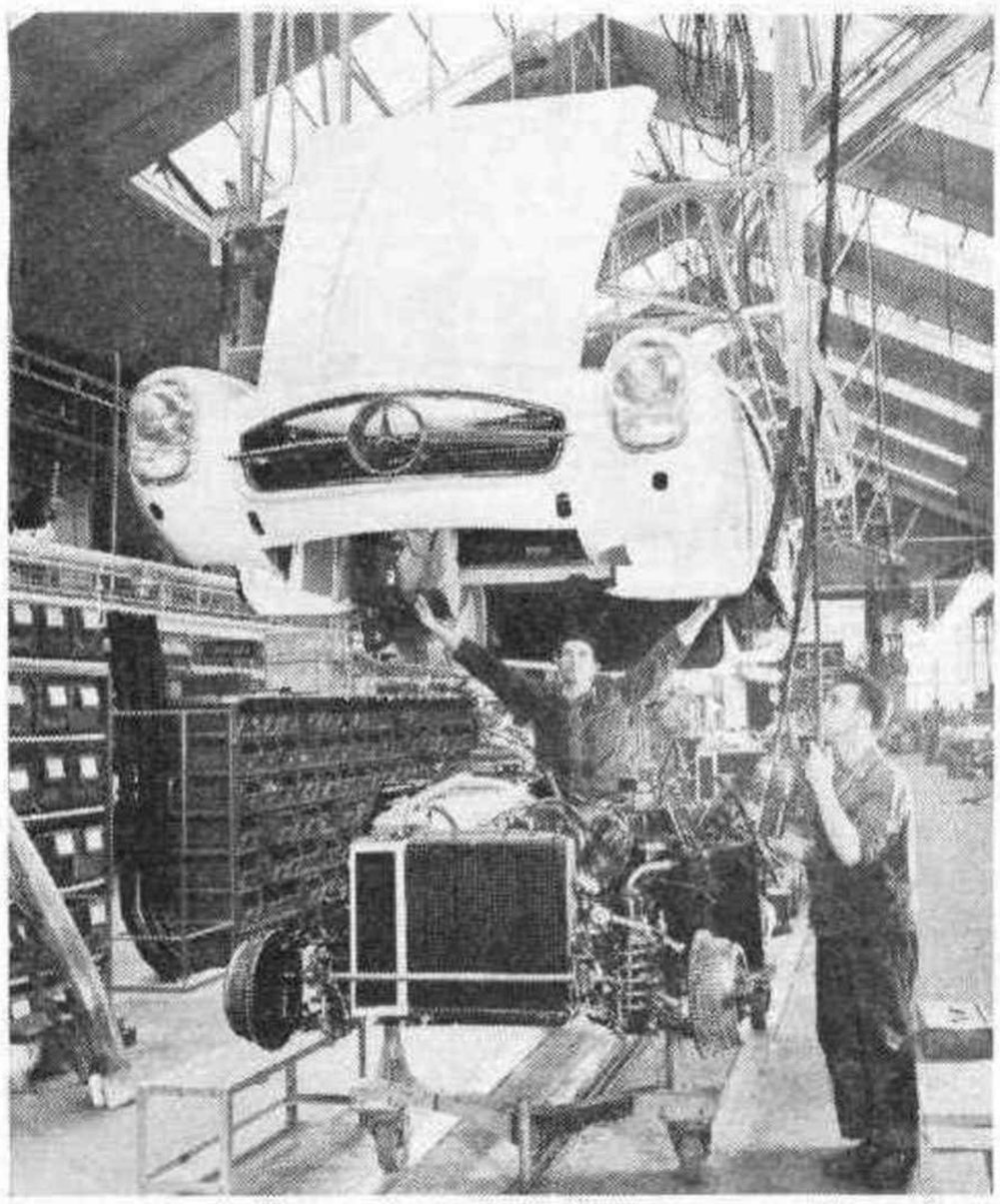
ON TEST.—A 300SL Mercedes-Benz boat engine on the experimental test-bench at Stuttgart.

presses became obtainable. There are also some Muller hydraulic presses but Mercedes-Benz prefer mechanical presses as they are easier to maintain. The usual enormous gantry cranes are in use. The presses normally function at eight or nine operations per minute, but a new Weingarten sheet steel cutter, fed by a suction lift-loader, cuts 18 sheets per minute. Surplus steel goes down a chute to be returned to the foundry.

Adjacent to this imposing press shop is the body assembly shop in which the steel multi-tube space frame for the 300SL is welded up by hand. The small tubes are first welded in groups, and then the whole frame is jigged for final welding and given elaborate checks for alignment, etc.

Near the factory buildings is the old Luft Hansa aerodrome, where Mercedes-Benz put 10 per cent. of their cars on a test track and run all their sports models there, this track being quite distinct from the new track being built at Stuttgart, which will have all manner of surfaces.

We had insufficient time to see the whole of the vast and scattered Daimler-Benz factories so we concentrated mainly on their sports cars, which have been introduced in the past 4½ years. In that time



HAND-MADE.—The Mercedes-Benz 300SL is a hand-built motor car; here the steel body with light-alloy bonnet panel is being lowered onto the space-frame chassis. Note the turbo-finned brake drums and oil radiator on the off side of the water radiator.



FEBRUARY SUNSHINE on the Nurburgring.—The Mercedes-Benz 190SL on one of the numerous corners on this famous circuit during the road-test which we carried out over nearly 1,200 miles in three days in Germany.

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over 20,000 190SL and 2,000 300SL cars have been sold. The 300SL is now made only in roadster form although there is a steel hard-top available for it. Output is two 300SLs and 14 or 15 190SLs per day. Of the normal models, all are assembled on a single U-shape line at the rate of approximately 365 a day, of which about 100 are 220S and 150 to 180 per day are diesel engined models, the compression-ignition cars predominating.

The factory works two shifts, starting at 6 a.m., five days a week, and has had no labour trouble since the war. Cars are assembled at floor level with pits for the operatives and 106 control stations ensure the correct supply and sequence of parts. Incidentally, all cars have balanced wheels. The final assembly line is 350 metres in length under a timber roof, this being the only roofing material available for the shop after wartime bombing. The finished cars go on to three lines for final inspection and are tested on a roller brake, leaving the factory at the rate of one every three minutes. The factory is open to customers calling to take personal delivery of cars.

Real beech wood instrument panels and window fillets, etc., figure in the more expensive Mercedes-Benz models such as the 300 and 220S, and a big wood-working shop supplies this equipment. Here high-tension, almost instantaneous, glueing apparatus is installed, for completing sections which have been shaped after steam heating. Different veneers can be supplied to order. Bodies are elaborately cleaned before being painted.

Reverting to the sports cars, these are assembled by hand and inspected in a separate shop. After the bodies have received primer they are dried in a temperature of 100-120 deg. C. They then receive two coats of sprayed paint. The bodies are then assembled on the chassis and a road test is carried out and then, and then only, is a final coat of paint applied and dried at 80 deg. C. for 40 minutes. The sports cars are assembled on roller trolleys in two lines, one for 190SLs, and the other for 300SL cars. This line moves slowly, because the cars are almost entirely hand-assembled. Amongst the new 300SLs on the assembly lines were some customers' cars which had come in for hard-tops to be fitted. Doors, boot-lid, and bonnet panel on the 300SL are of aluminium. Michelin tyres are fitted but Continentals are specified for rally work, 15-in. covers being used on the 300SL and 13-in. on the 190SL.

The engines come to the Sindelfingen plant in vast Mercedes-Benz lorries and trailers. Every 300SL engine is run on a water brake for some 15 to 24 hours and is required to give its maximum of 225 b.h.p. (240 S.A.E. h.p.), no tolerance being permitted. Fuel consumption is also checked and, likewise, no tolerance is allowed. The 190SL engine is run for one, two or five hours before installation in the chassis, as required. The engines are not stripped down for inspection after they have passed their final tests.

It was a sobering experience to roam the great Daimler-Benz factory and see the fabulous 300SL sports cars being built. After lunch in the canteen a new 220S took us back to Stuttgart to visit the splendid Mercedes-Benz museum, soon to be housed in a new building near the factory entrance. The latest exhibit was one of the 1924 2-litre straight-eight racing Mercedes obtained from England, where it had been owned by Peck.

That evening we departed in a 190SL to discover over the weekend what a desirable sporting car this is and how well it carries on the great Mercedes-Benz tradition.

Road Impressions of the 190SL

Saturday was spent driving along the *autobahn* to Frankfurt and then on beside the Rhine, the scale of which and the activity thereon makes the Thames seem a trifle insipid, to Koblenz, where we turned off for the Nurburgring. Here we each drove a lap of this difficult circuit, where the public is allowed to test its prowess for the equivalent of 6s. a go. On this warm, sunny February afternoon several VWs, a racing motor cyclist, and a very fast driver in a D.K.W. 1,000 were doing just that. Leaving the Ring, where the 190SL proved to have magnificent brakes and road-holding, and where high r.p.m. in third gear did not put the water temperature above 80 deg. C., we proceeded to Dusseldorf—our destination for the night—somewhat impeded by traffic jams in Cologne, occasioned by a Trade Fair. At Cologne we were much impressed by the ambitious overhead motor road which is under construction there.

That evening we took stock of the Mercedes-Benz 190SL. The test car was shod with 6.40 by 13 Firestone Super Balloon four-ply nylon tyres and had two Hella spot lamps to supplement its extremely effective Bosch headlamps. Otherwise it was a normal example of this stylish roadster, with the 1.9-litre 4-cylinder engine fed by twin Solex double-choke carburetters. There is a commodious luggage boot, locked automatically as the lid is shut, and each trailing door has a well-cum-armrest—this well being sufficiently deep to accommodate the bulky "Europa Touring." In addition there is a spacious well provided behind the seats for luggage.

The 190SL, however, is purely a two-seater with no concession for pigmy children. The seats have adjustable squabs and are upholstered in high-quality leather, matching that of the body interior and facia sill. These seats are, however, rather shapeless and slippery.

The driver sits behind a large, rather high-set, two-spoke steering wheel with the hooded Vdo rev.-counter and speedometer immediately in front of him. The rev.-counter is calibrated with figures every 1,000 r.p.m. up to 7,000, the speedometer every 30 k.p.h. to 210 k.p.h., with total and trip distance recorders. Below are three dials recording, respectively, water temperature (normally 75 to 80 deg. C.), oil pressure and fuel tank contents. The fuel tank contains 14.3 gallons with 1½ gallons held in reserve. The oil pressure gauge normally has its needle against the stop at 6 kg./sq. cm. at fast cruising speeds, so that a glance is sufficient to show whether the proper pressure is being maintained. A series of neat but unidentified knobs control the various services, these being spaced out along the facia, and there is a headlamps-flasher stalk on the left (in l.h.d. cars) of the steering column. The horn ring turns to operate the direction flashers.

There is a splendidly sensitive heater controlled by a central quadrant with individual controls for driver and passenger, each of these having a system for directing heat to screen or floor as required. The heater controls are marked with red or blue, the German method of indicating hot and cold. The interior appointments of the 190SL are naturally in the luxury class. The doors possess neat pull-out interior handles and recessed lock controls and have wind-up windows, the handles of which take six full turns. The metal facia contains a big lockable cubby-hole with a clock on its lid and a neat item is a dash lamp which can be concealed with a neat cover, illumination being automatic as the lid is lifted. Beside the usual warning lamps there is a light to show when the choke is out. Interior anti-dazzle and outside mirrors are fitted. The pedals are noticeably substantial and allow the driver to "heel and toe." A lidded ash tray is found on the facia sill, padded but non-swivel anti-dazzle visors are fitted, and there is slight crash padding under the facia. The hood is securely held down by toggles, the centre one stayed to the screen base and, for a soft top, the car is commendably free from wind roar and hood drumming, conversation being possible while motoring at over 100 m.p.h. The hand-brake is of the pull-out type under the scuttle. Parking lamps are provided. The spare wheel is carried vertically in the boot, and bonnet and boot lid both have to be propped open manually.

This 190SL accelerates with a hard purposeful sound and its dimensions and steady ride convey a sense of Mercedes-Benz dignity, while everywhere in Germany admiring glances followed its swift progress. The rev.-counter is marked in red from 5,750 to 6,000 r.p.m. and the engine runs readily up to the latter speed, equivalent to genuine maxima of about 29, 44 and 73 m.p.h. in the indirect gears. The comfortable maximum in top gear is 109 m.p.h.

Visibility from the driving seat through the laminated screen, apart from high set wheel, is good, the driver looking out over a rigid bonnet with central "power bulge." The body generally is rattle free, the doors close nicely, but some rattles intruded from the rear.

The 190SL is a highly satisfactory motor car in which to cover long distances, as we did. The steering is accurate but somewhat "dead," the wheel transmitting no kick back, having useful castor-return action and needing 3¼ turns, lock-to-lock. The suspension provides an extremely comfortable ride and fast sweeping bends can be taken at 100 m.p.h. in confidence; on tight bends there is some roll and the low-pivot independent rear suspension is sensitive to tramlines.

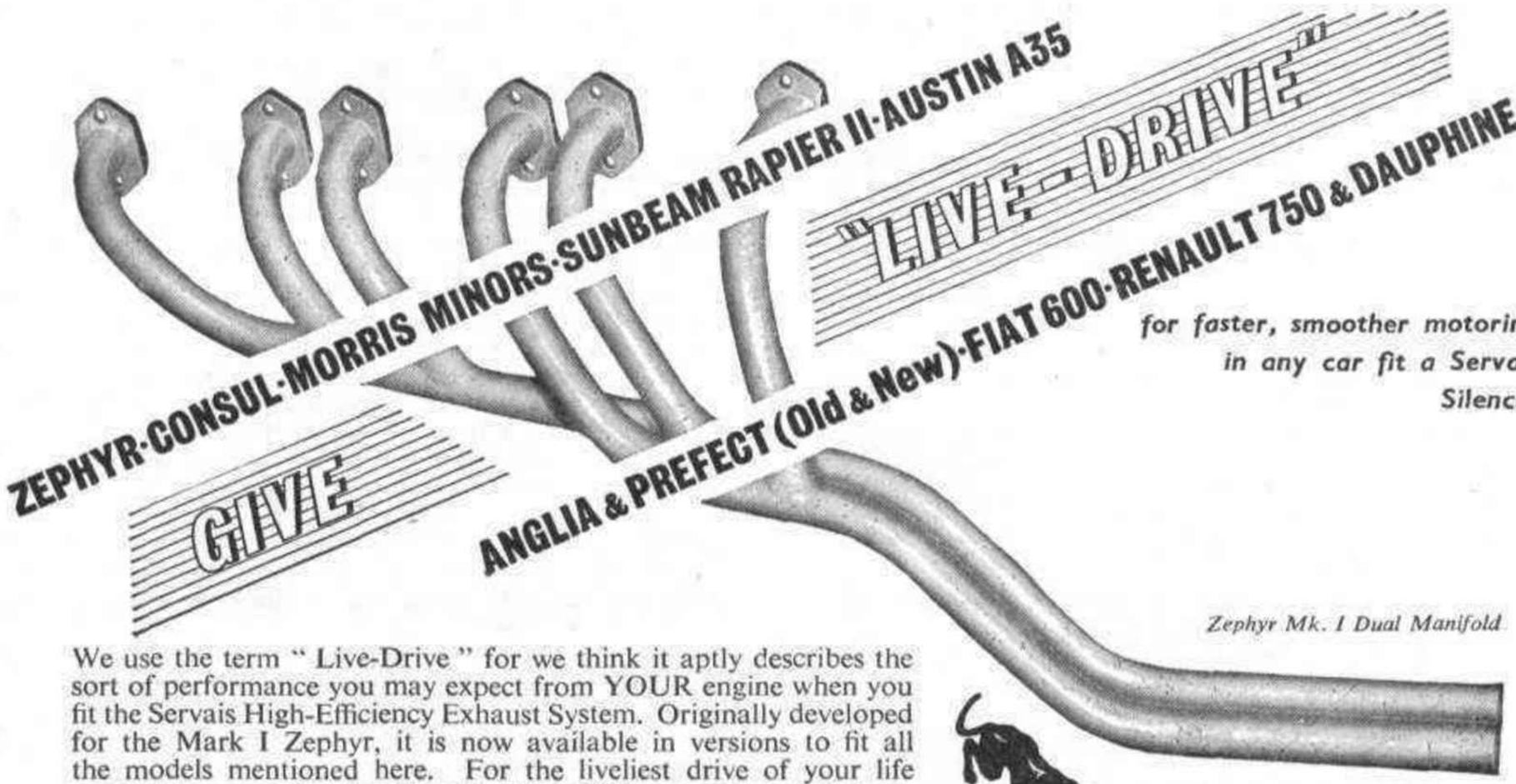
The central rigid gear lever is well placed clear of the seat and the gear change functions rapidly and impeccably.

Leaving Dusseldorf on the Sunday morning we found it easy to average 88 m.p.h. on the *autobahn* to Hanover without exceeding much over 90 m.p.h. and this in spite of showers of Dutchmen in their VWs travelling at modest speeds in the outer lane. We were able later, on the road to Bremen, to take some acceleration figures after having checked the speedometer, which proved to be 3 m.p.h. fast at 75 m.p.h. Two up, with considerable luggage aboard, 0 to 60 m.p.h. occupied 12 seconds, 0 to 75 m.p.h. took 22 seconds and 0 to 80 m.p.h. took 25 seconds. A standing start kilometre was covered in 35.6 seconds and 0-60-0 m.p.h. occupied 16½ seconds, the brakes being outstandingly light, progressive and powerful. The Solex carburetters have two-stage throttle action and the change-over is discernible as a slight flat spot. The gearbox is notable for the silence of the indirect gears.

Our objective was to visit the Borgward factory at Bremen and the journey there from Stuttgart proved what an excellent motor car the 190SL Mercedes-Benz is for long-distance travel but it was on leaving Bremen at 3.30 the following afternoon that the car really came into its own. We had to traverse the length of the

Continued on page 264

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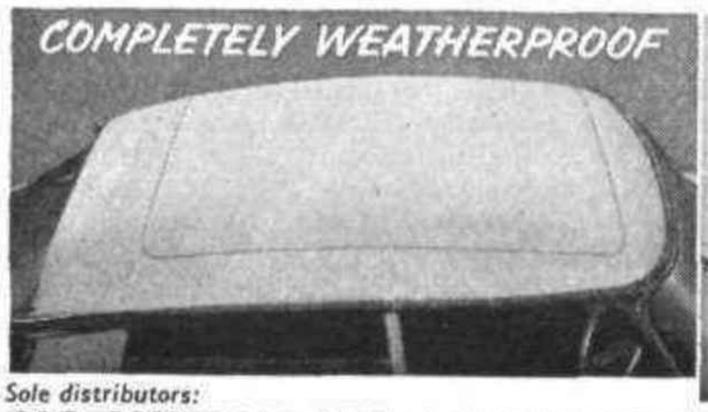
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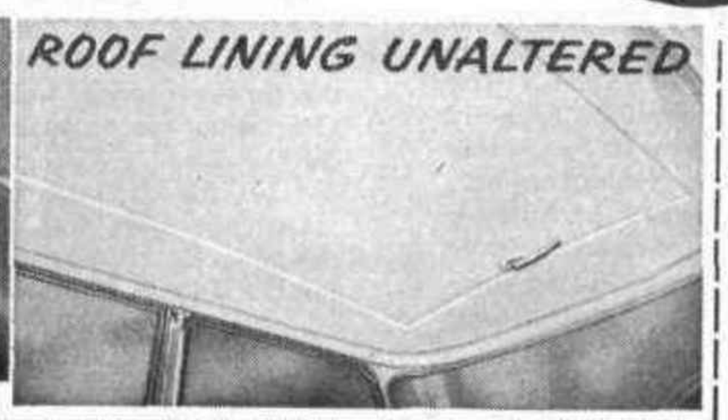
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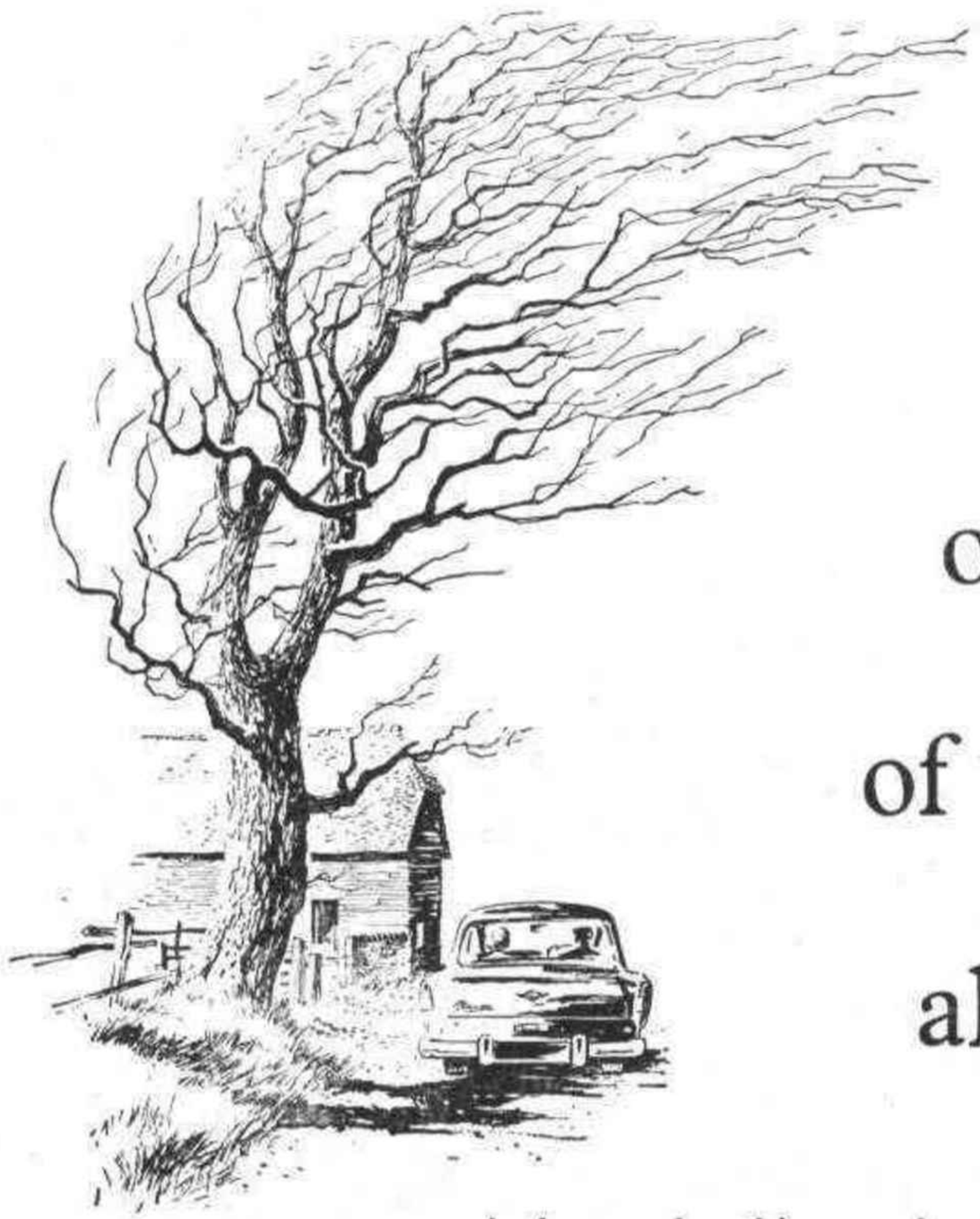
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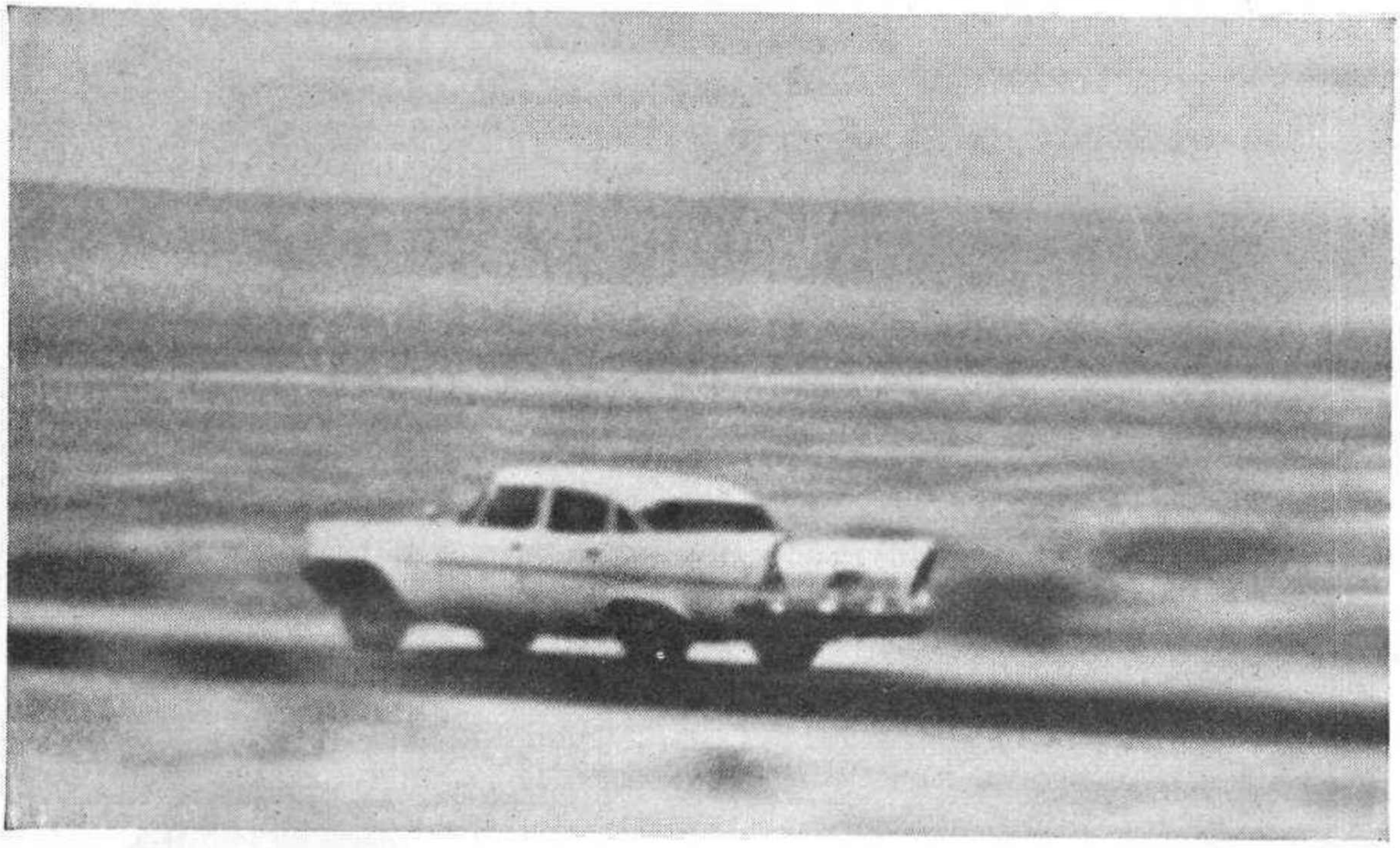
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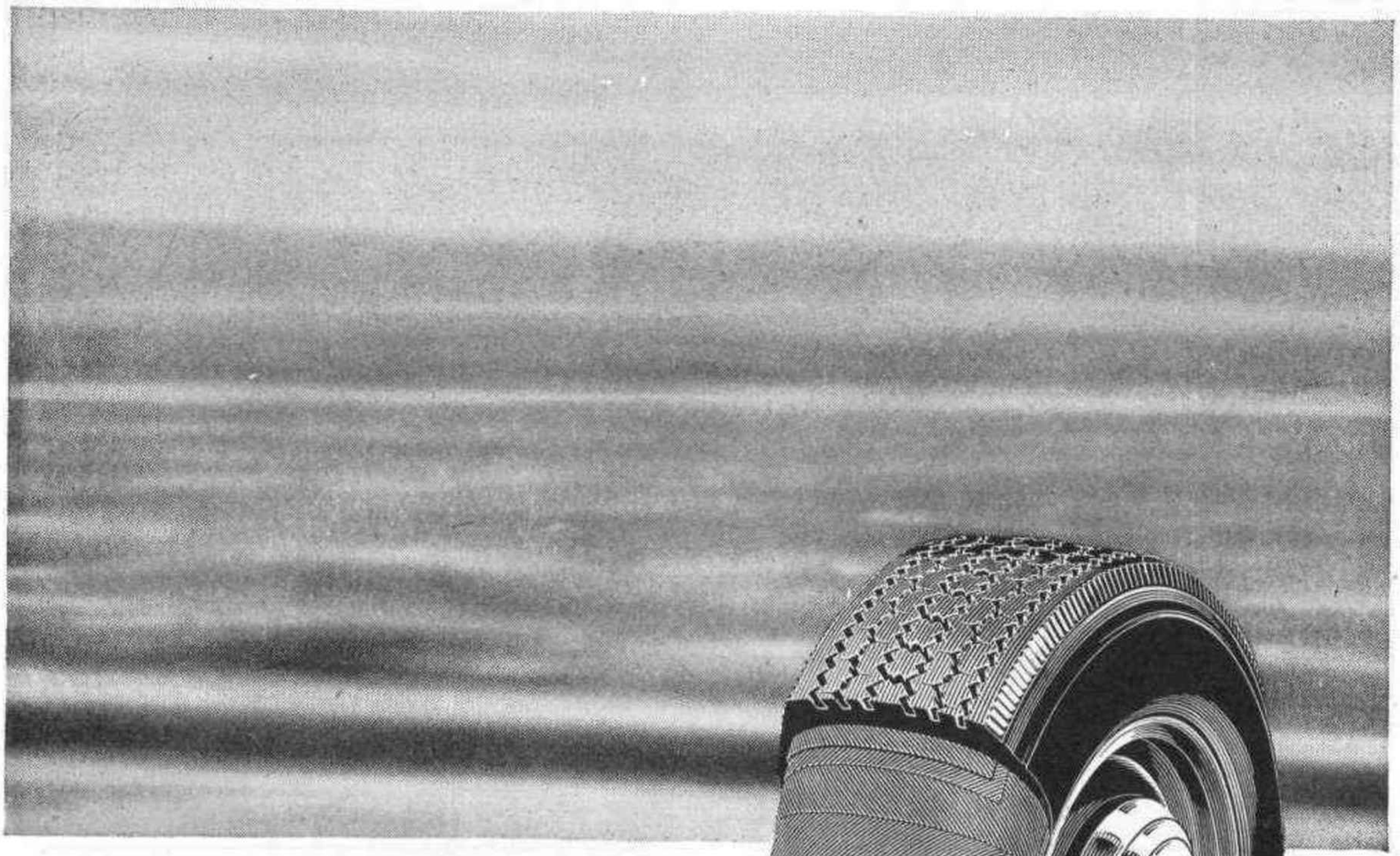
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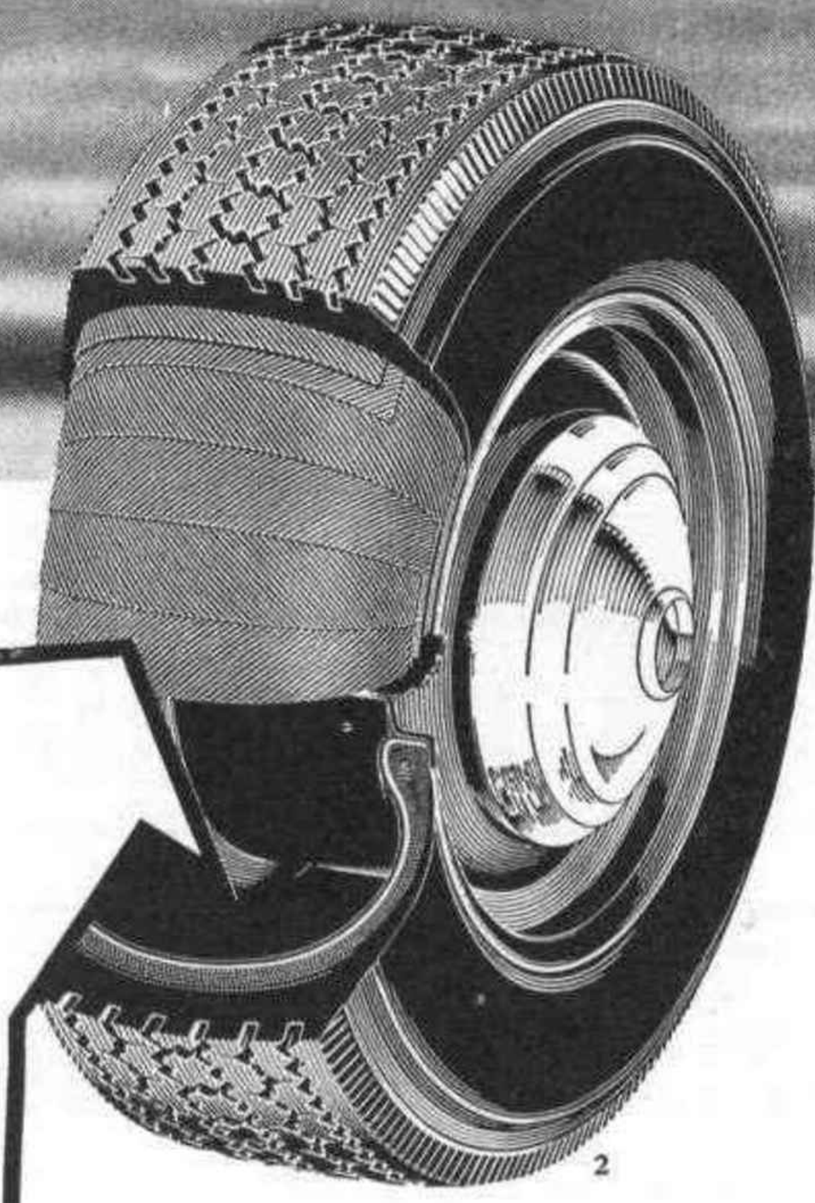


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A WEEK ABROAD—continued from page 257

city and encountered long hold ups and more traffic jams than Hanover. But once on the *autobahn* the Mercedes really got into its stride; even then, there were long stretches of 100 k.p.h. speed limit yet this night journey of 700 kilometres back to Stuttgart was accomplished in 6 hours 43 minutes from "door to door," which included crossing Stuttgart to our hotel. This represents an overall average speed of 64.4 m.p.h. On this after dark journey along the *autobahn* 88½ miles were covered during our best hour's motoring. Driven for long spells at over 100 m.p.h. the Mercedes returned a petrol consumption of 22.2 m.p.g. and during our 1,200-mile two-day jaunt it consumed less than 1½ pints of oil, equal to a consumption of 6,000 m.p.g. It never put a foot wrong, and its comfortable suspension, excellent braking, and feeling of durability are the outstanding impressions we retain of this fine car.

Some hours after we had returned it Mercedes-Benz had serviced it, washed it and it was off on another fast journey. In respect of the excellent performance from its 1.9-litre engine, its comfort, luxury and safe handling this Mercedes-Benz 190SL ranks amongst the World's outstanding cars and we were privileged to have had this opportunity of road-testing it in its native land.

Looking in at Borgward

The Borgward factories are grouped together on the East side of Bremen, and comprise the Goliath and Lloyd small car factories and the Carl Borgward factory which builds the fast 1½-litre Borgward two-door saloons, coupés and station wagons, trucks and military vehicles. In all 20,000-22,000 persons are employed, 10,000 at the Borgward works. Last year the group made a total of 103,212 vehicles, of which Borgward built 40,386.

At the Borgward works body parts are given four coats of paint before the bodies are assembled. Body assembly is completed on two very slow-moving assembly lines almost at floor level, saloons and station wagons travelling along the same conveyor. An interesting feature is the use of separate wing pressings, making for easy replacement should these become damaged in a road accident. Sound-proofing material is liberally sprayed on the panels and body interior before the floor covering is stuck down.

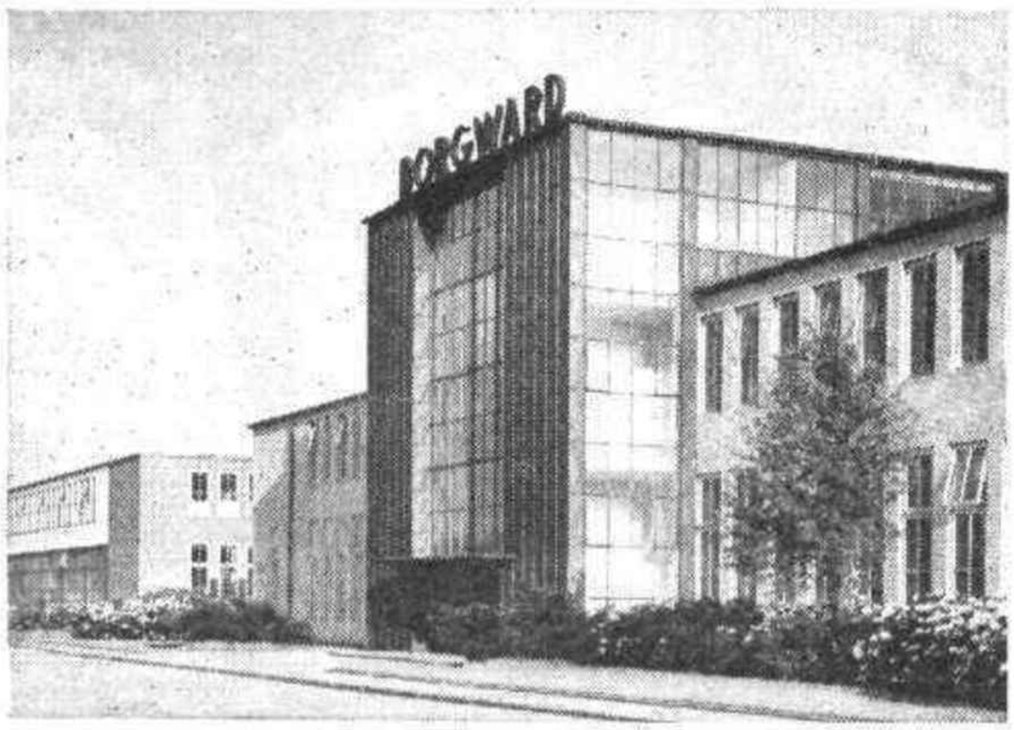
The components required for assembly are brought by hand to racks alongside the conveyors, assembly being a comparatively leisurely process. Incidentally, no protective "jackets" are fitted to the bodies while assembly is in process, as is done by Peugeot to protect the paintwork. The body shells are lowered onto the final assembly line from an overhead conveyor, over the power unit and back axle which are statically-mounted on the conveyor bench. There is frenzied activity on the part of five operatives as the body is guided into place, after which they attach power unit and axle by hand. The steering gear incorporates a damper and the front doors have pockets, two rather unusual items.

Isabella and T.S. engines are stacked about the shop ready for hoisting onto the assembly conveyor. The radiator is lowered in and the cars come down to floor level, wheels of the required colour



SIXTY MINUTES LIMBERING UP.—Borgward power units being run-in on test stands before going on to take a prolonged power test and horse-power check.

being brought to the line for fitting. The engine of the completed car is started at the end of the line and immediately the car is driven into a darkened bay for head-lamp setting and tracking of the front wheels. Every Borgward then goes out on a short 15-20 km. road test, after which it is driven through a bay where rain-proofness is checked under high-pressure water jets. One car emerges from the Bremen factory every eight minutes. The daily output is approximately 150 Borgwards, of which 25 are the handsome Isabella coupés, the bodies of which are welded up on a separate line in the Press shop, the output of station wagons varying according to demand but being at present about ten a day, while in a separate shop some 30 trucks are produced daily. Incidentally, as at Mercedes-Benz, customers sometimes collect their new Borgwards in person. When we remarked that this is no longer encouraged in England because our manufacturers found it a nuisance, we were told "So do we, but some customers still manage to make arrangements to collect new Borgwards direct from our factory."



OFFICE BLOCK of the Borgward factory at Bremen. It is here that the experimental test-beds are situated and where the F. 2 Borgward four-cylinder sixteen-valve petrol-injection racing engines are built.



ISABELLAS in course of construction on the slow-moving assembly line at Bremen, where approximately 150 cars are produced daily.

The Borgward factory consists of five main buildings, the press shop, the engine assembly shop, the main assembly hall, the truck assembly shop and the office block, the last-named containing a very fine experimental department and series of dynamometer rooms. The total area covered is 250,000 sq. metres. Incidentally, few women operatives are employed in the Borgward factory.

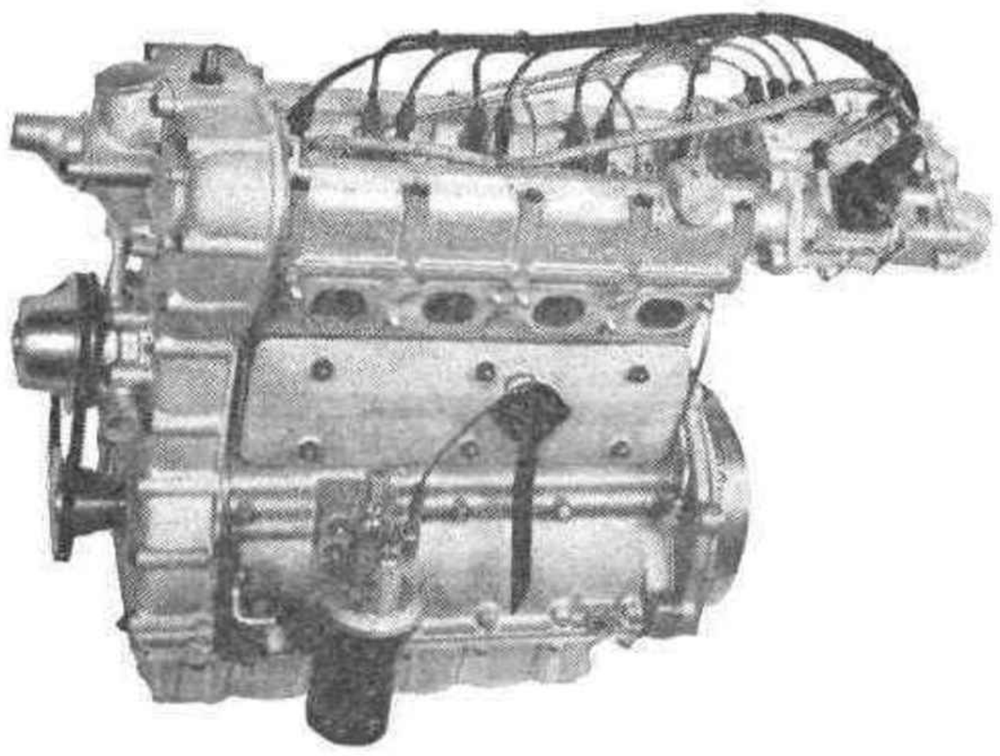
The press shop contains Weingarten, Kieserling, Clearing, Schuler, Sige and Muller presses, the main battery of presses numbering 23, including 1,000-ton Weingartens. Main and subsidiary body panels are pressed out together in some instances but sheet steel is hand-fed to the machines. Large stores of body parts are stacked up in the press shop.

The machine shop and engine assembly bay is extremely impressive. Engines are assembled on trolleys moving as a slow assembly line from which 250 engines are produced daily. After completion every engine, including the diesel truck engines, is run-in for one hour on a test stand with clean oil circulating through it. There are 16 of these test stands. Borgward are extremely thorough over engine testing. After the hour's running-in each engine goes to a bay shut off from the engine assembly shop, wherein are 18 Zollner electric dynamometers on which every engine is run for five hours and each one is power tested. The Isabella 1½-litre engine gives 60 b.h.p., the T.S. power-unit the excellent output of 75 b.h.p. and we were assured that no lower horse-power reading is permitted.

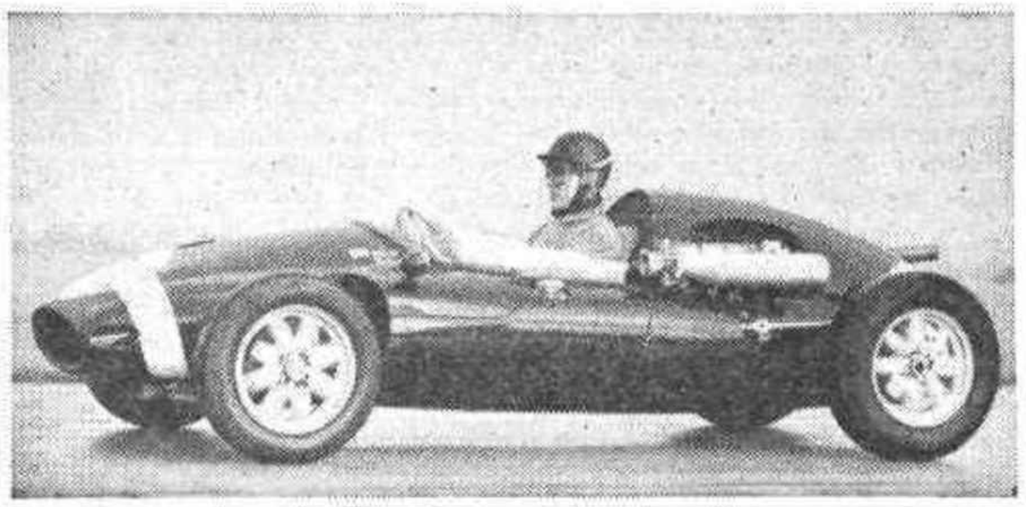
Gearbox teeth are ground on MAAG grinding machines and batteries of Stachely and Pfauter gear cutters are used, driven by Demag and other electric motors. Apart from cars assembled at Bremen crates of parts leave this factory for assembly in many countries.

After we had walked round the factory, we were taken out to lunch by Herr Myer, head of the Customer Relations Department, and Herr Fischer, the Press Chief, the latter's charming lady secretary having accompanied us round the factory as interpreter. Herr Myer used to be a keen amateur racing motor-cyclist, first with a Cotton-Blackburne, later with Rudge machines, until the Hitler régime, when racing became too professional under State direction. He is a shrewd observer of present-day motor racing and, before taking us to the splendid experimental department to see the new petrol-injection twin o.h.c. 1½-litre sixteen-valve Borgward engines destined for Cooper Cars and Rob Walker, Herr Myer asked us many questions relating to the Cooper, Lotus, Elva, and other British sports/racing cars.

In the experimental department are last year's sports/racing Borgwards, where they are likely to remain and be used for experimental research, as they are not for sale. They have Borgward turbo-fin brakes, de Dion back axles, front suspension consisting of slightly modified and strengthened normal Isabella i.f.s. units and Bosch petrol-injection. The early cars had inclined o.h.v. engines with valve actuation by long and short rockers and push-rods and dural bodies, the later cars twin-cam engines and elektron bodywork. Both used five-speed all-synchromesh gearboxes. The 1959 RS engine has the four-valve-per-cylinder twin-plug pent-roof head which lends itself particularly well to fuel injection, stretch-pattern big-end bolts obviating the need for lock washers, and light-alloy bearing caps. There is provision for a small belt-driven dynamo.



The 1½-litre four-cylinder sixteen-valve petrol-injection Borgward engine which will be used this season in certain F. 2 Cooper racing cars.



NO POLICE CARS!—A Cooper-Borgward being tested on the autobahn near Bremen by a test driver from the Carl Borgward factory.

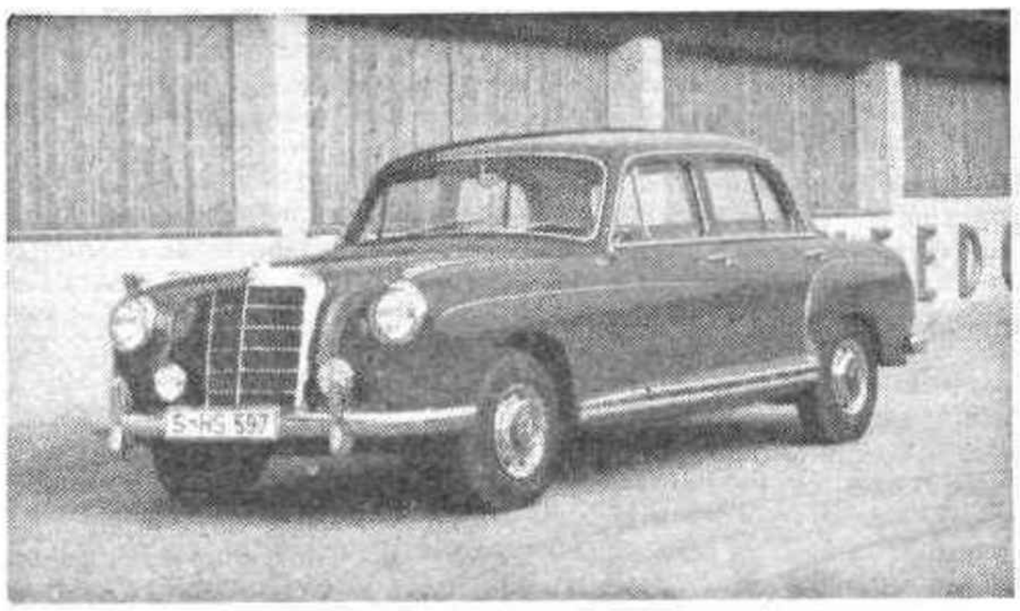
These engines are entirely different from the production Borgward engines, and 150-160 b.h.p. is developed.

Last year Borgward built five racing engines. This year they propose to make four for installation in Coopers but are unlikely to take orders for more. Each of these engines costs in excess of £1,000, being hand-assembled and exhaustively tested. Whether this promising 1½-litre engine is used by the factory for Formula 1 racing in 1961 rests entirely with Carl Borgward, who to date has issued no directives. Nor will the factory race their sports Borgwards this year. They have had a Cooper-Borgward on test—on the local *autobahn*—with the police co-operative in being somewhere else at the times they send their works' driver out on test runs!

Back at Mercedes-Benz

On the Tuesday morning we were back at Mercedes-Benz to return the 190SL, so we took the opportunity of taking a quick look at the Stuttgart engine assembly lines and of sampling the petrol-injection 220SE saloon.

Mercedes-Benz is the most dignified, efficient and hospitable motor car factory we have visited. All round Stuttgart you encounter places redolent of Daimler-Benz history—Unterturkheim, Bad Canstatt, Mannheim. Mercedes-Benz builds huge marine engines, lorries, coaches, and the go-almost-anywhere Unimog, besides a range of quality and high-performance cars and its factories are many and scattered. It employs a total of 56,000 employees of whom some 16,000 work at the main factory at Stuttgart, other factories being situated at Mannheim, Sindelfingen, Daggenan and Berlin. Here cylinder blocks cast at Mannheim are planed, bored and honed on the most modern of automatic transfer machinery. Of these, perhaps the most impressive are the fully automatic electro-hydraulic Heller planing machines and the Burkharot & Weber automatic drilling machines, driven by Schorch and other electric motors. The entire planing process of the cylinder blocks is supervised by about five operatives, otherwise it is entirely automatic. Swarf is cleaned out of the blocks, they are tested in a pressure bath, then dried off. Honing is done by Nagel transfer honers and Burr honing drills.



LUXURY ALLIED TO HIGH PERFORMANCE.—These characteristics are highly developed in the Mercedes-Benz 220SE, seen here in front of the pits on the Solitude circuit, a course composed of roads normally in use by the German public.

Every engine is run-in, first on coal gas, then on petrol. We counted 33 test stands and over 40 dynamometers, where engine testing is scrupulously carried out. Every engine, except the SL engines which are tested elsewhere, is power-tested and a minimum tolerance of minus 5 per cent. or 6 per cent. below the D.I.N. ratings of the engines is required.

Stub axles are turned out on Heller transfer machines, two men being able to look after the entire operation. *Brake drum blanks* are automatically fed to other Heller transfer machines. Throughout the factory inspection of material and finished parts is rigid; it is carried out on up to 15 per cent. of the production programme.

190SL engines are separately assembled on their own line, while the 220SE and 300SL engines are hand-assembled to racing-car standards.

Almost as impressive as the production of cars is the way in which Mercedes-Benz feed their workers. The canteen serves 6,000 three-course, self-service meals in 70 minutes, the modern kitchen having eight main ovens. The meal, with a drink, costs 60f. (about 1/2d.) and there is also a menu for diabetics and a canteen for disabled workers, 400 special diet meals being served daily.

After seeing this efficient workers' canteen in operation we were taken to lunch by Prince Urach in the visitors' dining room, reached by lift in the main office block. Here our table was decorated by a Union Jack and our host remarked that visitors of almost every nationality are entertained by Daimler-Benz. This reminds us that there is a story circulating in Stuttgart to the effect that when beautiful Princess Soraya paid a visit to the Mercedes-Benz plant the workers naturally left the assembly lines to see and photograph her, resulting in a loss to that day's output of ten cars; when Mikoyan visited the factory the loss to the day's production was a mere five cars. . . .

After lunch we departed for a few hours to sample a Mercedes-Benz 220SE saloon and managed to cover nearly 100 miles in this impressive car, including covering some fast laps of the 11 km. Solitude circuit, on public roads running through the forests that surround Stuttgart, and which Mercedes-Benz are able to have closed for test purposes when they wish—in a few days' time they were due to stage a Press demonstration of some new commercial vehicles at this useful circuit, which is reminiscent of Spa in its gradients and wide sweeping curves and where neat, wooden-shuttered pits flank the road in readiness for the next race meeting.

This 220SE from Uhlenhaut's experimental department was shod with Dunlop RS tyres—noisy over concrete setts—and had Hella head and spot lamps. The engine is notable for Bosch petrol injection, giving smooth rapid pick-up and good fuel economy. This is injection into the ports, whereas, of course, the 300SL has injection into the combustion chambers.

Our first impression was of the luxury of this big saloon, our second how silently and with what freedom from wind noise this " square " -bodied car with wide windscreen ran at high speeds. This dignified Mercedes-Benz went easily up to an indicated 108 m.p.h. and, as its Vdo ribbon-style speedometer was 4 k.p.h. fast at 120 k.p.h., this can be considered a genuine 100 m.p.h., which is extremely commendable when it is remembered that the engine capacity is a mere 2.2-litres. Indicated maxima in the lower gears were, respectively, 31, 48 and 75 m.p.h. The gears are changed by a slender steering-column lever which functions lightly and precisely, the lever rigid in spite of its delicate appearance, but with rather long movements.

The steering is free from kick-back, but transmits some vibration. Fairly low-geared, it is normally light, heavier towards full lock and has useful castor return action. As on the 190SL, the brakes are superb—extremely powerful, yet light and progressive to apply. As has been said, wind-noise is virtually absent at 100 m.p.h., while the interior appointments of the Mercedes-Benz 220SE are the epitome of luxury, backed up by extremely comfortable suspension characteristics. At first the front doors appear to be devoid of pockets but closer examination reveals large, pull-out pockets upholstered to match the interior and normally fitting flush with the doors. The same excellent heating and ventilator controls as on the 190SL are fitted, the facia is of highly polished beechwood and the upholstery was in an original and attractive combination of mottled plastic and cloth. Below the speedometer neat square instruments record water temperature, oil pressure, distance total and trip readings and petrol tank capacity, while in the centre is a clock.

The ashtrays are built out on fillets in the rear compartment of this spacious saloon, the horn-ring and headlamps flasher are as on the 190SL, and in addition to the aforesaid heater controls for driver and passenger aircraft-type fresh-air inlets for finger-tip operation are let into each end of the facia and a particularly pleasing fitting is that of coat hooks which slide along rails under the roof.

THE MERCEDES-BENZ 190SL ROADSTER

Engine : Four cylinders, 85 by 83.6 mm. (1,897 c.c.). Overhead valves operated by single o.h. camshaft. 8.5 to 1 compression-ratio. 120 (gross) b.h.p. at 5,700 r.p.m.

Gear ratios : First, 13.7 to 1; second, 9.02 to 1; third, 5.92 to 1; top 3.89 to 1.

Tyres : 6.40 by 13 Firestone Super Balloon 4-ply Nylon Sport on bolt-on steel disc wheels.

Weight : Not weighed (Maker's figure : 21¾ cwt. with 5 gallons of petrol).

Steering ratio : 3¼ turns lock-to-lock.

Fuel capacity : 14.3 gallons, including 1½ gallons in reserve. (Range approximately 318 miles).

Wheelbase : 7 ft. 10½ in.

Track : Front, 4 ft. 8¼ in. ; rear, 4 ft. 9⅞ in.

Dimensions : 13 ft. 10⅛ in. by 5 ft. 8½ in. by 4 ft. 4 in. (high).

Price : £1,930 (£2,896 7s., inclusive of import duty and purchase tax).

Makers : Mercedes-Benz Ltd., Stuttgart-Unterturkheim, Germany.

Concessionnaires : Mercedes-Benz (Great Britain) Ltd., 10, Albemarle Street, London, W.1.

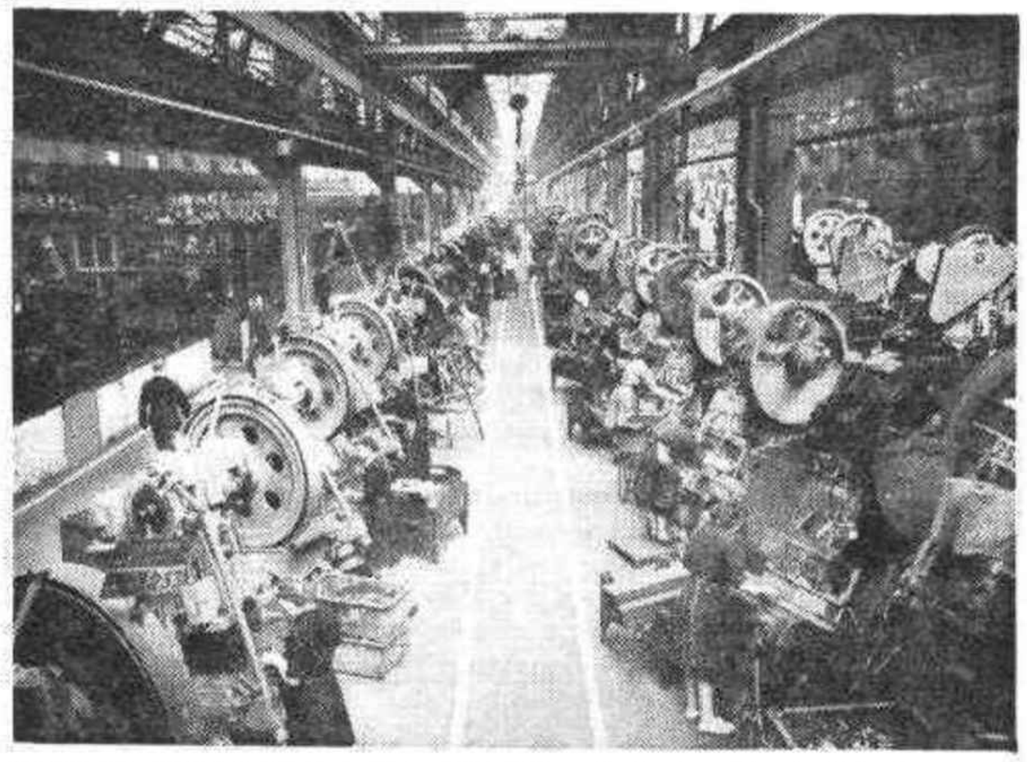
We took some hurried acceleration figures, after checking the speedometer and allowing for its mild optimism, but these were hampered by traffic and rather severe clutch slip. However, 0-75 m.p.h. was accomplished in 22 seconds, equalling the figure achieved by the sports 190SL ! So this petrol-injection 220SE really goes and we predict that soon many who require fast luxury travel will consider this latest and luxurious Mercedes-Benz, which does on a modest-size but extremely efficient and well-built engine what previously called for a power unit of 2½ or even 3-litres. In this country this fine car costs £2,896 7s., inclusive of import duty and purchase tax.

This short test of a Mercedes-Benz 220SE concluded our week's business visit abroad. The next morning we loaded the faithful Sunbeam Rapier with more luggage-weight than many people put into a light *camion* of equivalent size and, four-up, set off in heavy rain —at last the wonderfully warm weather had broken—on our way to Ostend and the Air Charter channel air ferry, *via* Brussels, where the remains of the World Fair are still to be seen. Apart from a puncture in the off-side front Weathermaster on the *autobahn* no trouble was experienced and the British Rapier was cruising as effortlessly as ever, as our journey drew towards its close along the long, straight motor roads of Belgium, past Jebbeke, where speed records are made. Even the abnormal load did not greatly affect the road-holding or leave us devoid of brakes.

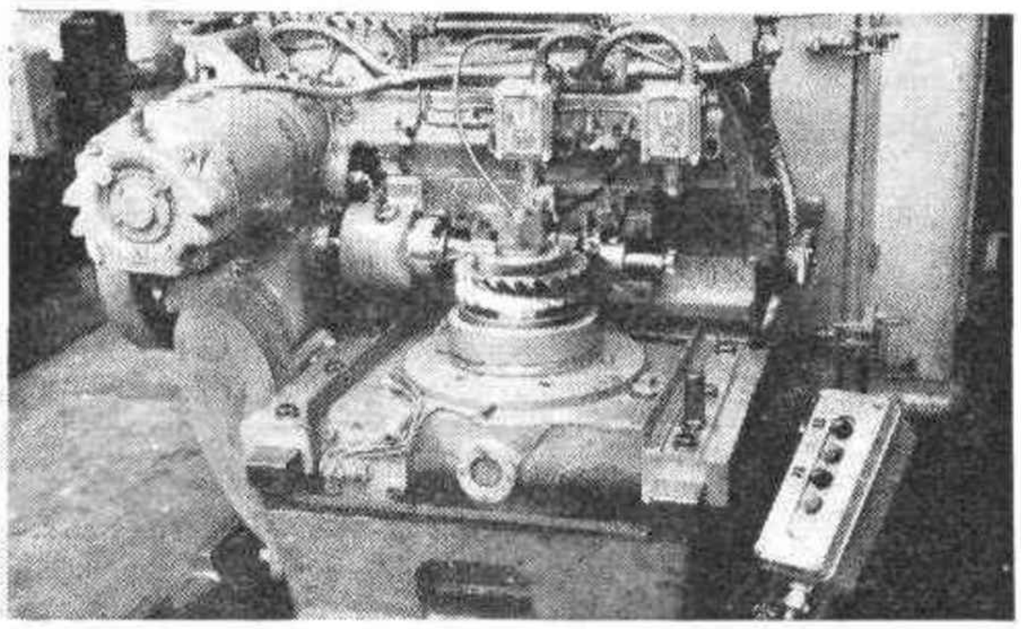
The Sunbeam, indeed, had served us faithfully for a distance of 1,765 miles since leaving England a week previously. Always its water temperature stayed at 170 deg. F., oil pressure never fell below 45-50 lb./sq. in. and a petrol check showed consumption to be 25½ m.p.g. in spite of the manner in which we were obliged to press on. As to oil consumption, we added less than half a gallon. Well done, indeed, this rally-developed Coventry product ! A full road test of the Sunbeam on English roads was published in MOTOR SPORT for March, 1958.

We had been abroad for eight days, during which time the writer and a colleague covered 1,300 miles in the Sunbeam Rapier, (which was used for local runs in the Stuttgart area by another party for part of the time) 1,142 miles in the Mercedes-Benz 190SL and 95 miles in the 220SE, in addition to which our hosts at Daimler-Benz drove us probably another 50 miles in various Mercedes-Benz cars. Apart from motoring some 2,500 miles we visited three motor-car factories. When he was not driving or trudging round factories the writer was talking into a Minifon wire recorder, and when he wasn't talking into the recorder he was replenishing his energy with food and drink and sleep. Having set down the outcome of a busy week, he begs to be excused—so that he can do some motoring. —W. B.

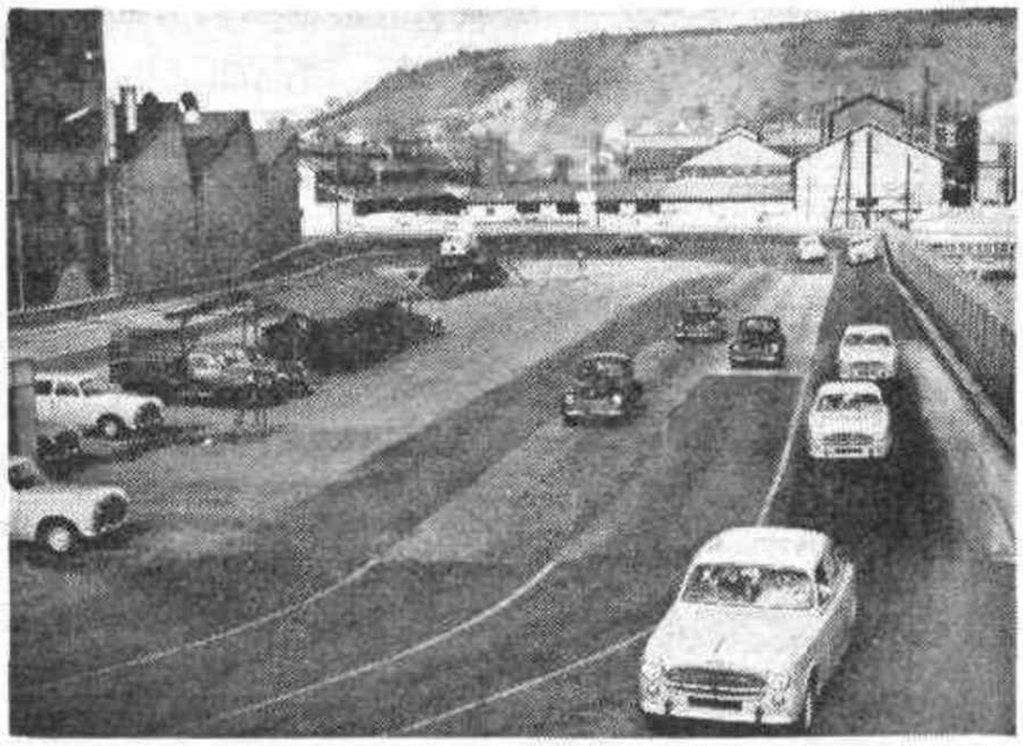
AT THE PEUGEOT FACTORY



SMALL PARTS are produced on these batteries of individual presses, which utilise surplus steel sheet from the main presses. Note the preponderance of women operatives.



WORM-DRIVE is a feature of Peugeot 203 and 403 cars. Here machining operations are taking place on the bronze worm-wheel.



TEST TRACK on which all Peugeot cars are driven after leaving the assembly line. The switchback which tests suspension can be seen at the top left-hand corner.

FEMALES AND FACIAS

Beautiful women and sex-appeal play a prominent part in modern advertising and as it is the female who often influences choice of a car, it is hardly surprising that model-girls find plenty of jobs amongst automobile publicists. For example, there is the calendar sent to us by a well-known racing driver, which makes my Secretary blush, and a less *porographic approach* by the makes of the excellent Lambretta motor-scooter, who feature on *their* calendar young ladies whose clothes, shall we say, are well suited to the warm sunshine of the land where Lambrettas are made.

It has fallen to Mr. Denis Fastnedge, Publicity Manager to Smiths Motor Accessories Ltd., to issue a series of tasteful advertisements which, although each one features an attractive girl, give offence to no-one and may safely be studied in front of one's wife and children.

What Fastnedge has done is to issue a series of publicity pictures of essentially modern cars, each car accompanied by a charming (and appropriately-dressed) young woman, together with a photograph of the car's facia panel which, naturally, displays Smiths instruments. The effect is so attractive that we live in hopes that at the next Earls Court Show these advertisements, which go by the title of " Worth Looking At . . .," will be available in book form for the edification of persons who are discerning in the matter of automotive and female form, or car and satorial fashion.

To give a few examples of the Fastnedge approach, we have the rather solid and self-assured-looking 3-litre Rover emerging from a field which one would have thought more suited to a Land Rover, the gate propped open for it by a charming young brunette wearing white high-heeled shoes quite unsuitable for fieldwork, a white head-band, and a straight-jacket two-piece suit; you see what we mean—our racing driver friend would have omitted the suit.

The Rover's facia has a 100 m.p.h. Smiths speedometer and a matching three-window dial but it lacks a rev.-counter. The 15/60 Wolseley, about which there has been so much controversy, serves as a seat for a smiling model-girl in straight skirt and high-neck jumper, her jewellry confined to a wide bracelet on her right wrist.

For the Jaguar Mk. IX a sophisticated young women in raincoat and headscarf leans nonchalently on the roof, while the Jaguar's facia is most tastefully done in wood, with separate dials and a proper rev.-counter, as well as a 120 m.p.h. speedometer. A homely but happy young woman wearing a two-piece suit in spotted material offsets the new Austin A 55, the Smiths instrumentation of which is functionally simple. Things become more interesting with the new M.G. Magnette, which is accompanied by a very attractive girl of sporting demeanour, clad in a knee-length check tweed skirt, with a kerchief tucked into the neck of her long-sleeved sweater. Oh, and the M.G. has neat, hooded instruments, but lacks a rev.-counter. Finally, there is a delightful young woman in a simple black-and-white striped sleeveless frock who has obviously done well for herself, for she is posing between the tail fins of *two* of the new Fords. The instrumentation on the latest Ford facia, by the way, consists of a Smiths wide-span 100 m.p.h. speedometer flanked by fuel and temperature gauges.

This series proves that Mr. Fastnedge has a very good eye for style and fashion, and we await his future advertisements with keen anticipation. Certainly they represent an excellent means of drawing attention to the many well-known cars which communicate with their drivers through the medium of Smiths instruments.—W. B.

MUSEUM RALLIES

Those who wish to visit the Montagu Museum when a one-make rally is in progress there should note these dates—April 12th : Volkswagen O.C.; April 19th : S.T.D. Register; April 26th : Austin Twelve Register; June 21st : Fire-engine Rally; July 11th : Mercedes-Benz Club; July 26th : Rolls-Royce Rally.

* * *

Traction-engine lovers should note that the Finkley Manor Farm, Andover, rally takes place on May 9th, gates open at noon. Veteran and vintage cars are welcome. Details from G. Howell, 5, The Crescent, Andover, Hants.

* * *

Regulations for the S.T.D. Inter-Register Contest (S.T.D., Alvis 12/50, Fiat, Humber, and Bull-Nose Morris) at Beaulieu on April 19th, entry fee 10s., are now available from Mrs. W. Boddy, Carmel. Fleet, Hampshire.

LETTERS from READERS

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

BRITISH QUALITY

Sir,

Surely the logical conclusion of the sentiments expressed in Mr. Boneham's letter (March issue) is that if it is "obvious and patriotic" for the German to buy German products, and that the Englishman should buy British for the same reason, the same should apply to Americans and all the other various nationals.

Mr. Boneham should be duly thankful that they do not, otherwise, having positively no export markets, one might justifiably expect our major industries, car manufacturers included, to fall rather flat—indeed, it would not be long before the whole country found itself "flat broke."

Apparently, some of us—mostly those who have first-hand experience—think that certain foreign products are worth owning, in spite of adverse duty (one direction in which our own car industry receives protection, if not direct encouragement), and also in spite of the very natural patriotic instincts which all of us have to some degree or other—while others, who, for the most part, have failed to prove the pudding in the proverbial manner, think otherwise.

I am, Yours, etc.,

Brookmans Park. MALCOLM A. WOODWARD.

Sir,

So, Mr. Boneham, you think we ought to buy British cars because we are British subjects. Do you think also that we should buy British cameras, motor scooters, mopeds, etc., for the same reason? Good design should sell motor cars, and for that matter all the other things mentioned, not patriotism.

I cannot speak for everyone but personally, I buy that which, after careful consideration, I consider to be the best value for hard cash.

In my opinion, and I have experienced them all, there is no small British car that is even worthy of comparison in the same class as the Volkswagen. An unbiased country's opinion is surely made clear by sales figures in America.

I hate to think of myself as anti-British, but I have a German camera also. I do hope you haven't, Mr. Boneham!

A friend of mine has an Italian motor-scooter. Why? Because British scooters couldn't hold a candle to it.

No, Mr. Boneham, it's not because its fashionable, not lack of patriotism either. The plain hard fact is that much Continental merchandise, is far superior to it's British counterpart. Rule Britannia!

I am, Yours, etc.,

Watford. D. J. MELHUISH.

[We hold the view that a motor journal must disregard politics and consequently we praise foreign cars impartially when such praise is justified. When Britain produces something really new and durable we shall be truly thankful and do our utmost to publicise it as we have publicised, for example, that best-seller, the Volkswagen.

So far as all Germans buying German cars is concerned, this is not entirely true—the Renault Dauphine is reported as having got a firm footing in the German market.—ED.]

* * *

GOOD SERVICE

Sir,

It is with considerable satisfaction that I write acknowledging after-sales service *par excellence*, and trust you may find space in your valuable magazine to inform others of my very pleasant experience.

I had a Laycock overdrive fitted to my Ford Anglia but was dissatisfied with its operation under certain conditions. On Monday, February 23rd, at 10.10 a.m., I telephoned the Laycock Engineering Company and complained. By 2 o'clock in the afternoon of the same day a service representative of the company had inspected the overdrive, located the fault, rectified it, tested the unit, and left it in a fully serviceable state.

No doubt you will agree this is the type of service which gives confidence in the product.

I am, Yours, etc.,

Worksop. H. J. PEPPER.

COMMENTS ON VALVE GEAR

Sir,

Your article on valve gear layout in the March issue is most interesting.

It prompts mention of the present trend towards direct actuation of the valves without the use of rockers between valve and camshaft, as exemplified in the hemispherical head o.h.c. engines in the present Jaguar, Lagonda, Coventry-Climax, twin-cam M.G., etc. These bear a direct descent from the 1920 Ballot racing engine designed by Ernest Henri, who, as you mention, was responsible for the successful Peugeot.

In this connection some recognition should be given to the Salmson *marque*, British Salmson in this country, which was the *only* engine to retain the original Henri design of valve actuation through the years until it was again popularised by "W. O." in the design for the 2½-litre Lagonda. The design allows for very low reciprocating weights, and freedom from oil passing the valve stems.

The fact that the manufacturers listed above have adopted it proves its efficiency both for racing and touring.

I am, Yours, etc.,

Harlington. E. JENNINGS.

Sir,

In your very interesting article on inclined o.h. valves one important example was omitted: the Citroën DS19, where Maurice Sainturat's classic push-rod engine was given a new inclined-valve head. Moreover, if I understand you right, any direct influence of the Sunbeam 'bus engine on other designs has not actually been proved. The later English examples have much in common with it, but the 1936 Lago-Talbot, with its unequal-length rockers, is different enough to be an original design—as M. Lago also states. It is naturally more probable that the similar Peugeot system was inspired from this engine than from the Sunbeam. Consequently, even if the Wolverhampton firm must have full credit for its original achievement, I do not think it correct to talk about all the others being "indebted" to it. But it is always interesting to know who was first with an idea, even if the successors are not consciously copying. In later years we have seen an amusing revival of forgotten veteran-car details like the steering-column gear-lever or the speed governor (called "Cruise Control" on the new Cadillac). I wonder how much of this comes from historical studies, and how much is just coincidence?

I am, Yours, etc.,

Bromma, Sweden. BJORN LINN.

* * *

THE NEW CITROENS—WHERE THEY SUCCEED

Sir,

Reader "W. A. R." of Saxmundham (February issue, page 118) expresses nearly word for word what I would say about the Citroën DS19, particularly in his answer to Mr. Scarr, who should use a Land-Rover on the type of road he travels.

Although I have not measured it, I believe the DS19, on the second notch from normal, has more ground clearance than most touring cars, and the suspension is so stiff in that position that clearance should be maintained within an inch of maximum in any case.

Have you tested the ID19 (now Monte Carlo famous)? I think that comparison between the two cars, DS19 and ID19, is rather intriguing.

The engines are identical, but the ID19 with single 32-mm. carburetter is rated at 66 h.p., while the DS19 with 24-30-mm. compound carburetter is rated at 75 h.p., yet the maximum speed of both cars is identical (and the ID beats the DS by 0.2 sec. on the standing kilometre, owing to faster gear-change). Where do those extra 9 h.p. vanish? It is hard to believe they are absorbed by the second compressor actuating the brakes, steering and gear-change. What do you think? Also, the ID gives a 10 per cent. better m.p.g. return than the D.S. in identical road and speed conditions.

Apart from the DS19, I know of no car using a "compound" carburetter, *i.e.*, 24-mm., small venturi to "get away" and, after the 24-mm. is "wide open," the 30-mm. "takes over" for high revs. and free breathing of the engine from a big venturi. I find it very satisfying in use and more logical than the usual compromise of a "medium" venturi.

I am, Yours, etc.,

Blessac, France. C. JORRAND.

Sir,

Ever since Citroëns announced the DS19 in 1955, I intended owning one some time. The opportunity occurred last June, when I regretfully turned in a 1954 Light Fifteen for a 1956 DS that showed 8,000 miles on the clock.

Prior to this (and, indeed, since), I read all the literature, handouts, road tests, etc., that I could beg, borrow or steal, and in consequence expected to come into possession of a dream car.

Indeed, this is just what did happen to me, except that I prefer to be awake to appreciate all the qualities that the car has.

The 1954 model is a car that is in the tradition. Good driving position, nice big wheel, dashboard within easy reach, safe at a high cruising average, and very comfortable. It also needs that little bit extra of proud driving ability to make it perform to its best.

These qualities put it head and shoulders above all similar priced contemporaries. What a pity that this model has not been retained to bridge the gap between the 2 c.v. and the ID.

The DS is indeed a revelation. Appreciative as I was about the Light Fifteen (real pangs of regret when I saw her being driven away for the last time), the " goddess " is as chalk is to cheese, in the balance. I will *not* compare them, on principle.

Since June, I have done 10,000 miles (my yearly average used to be 12,000 !) and each mile is a pleasure. With all the hydraulic automation, the car is a one-hand, one-foot vehicle to drive, and the controls are arranged so. The only point that I would raise here is that I would like the foot-brake button to be further over to the left to allow two-foot control to save an awkward crick in the left ankle when driving fast " at the ready."

Not being a fully automatic gear-change type, I appreciate the fact of being able to change the gears myself, and I must agree with your correspondent " W. A. R." that whereas anyone can change gear, one must become very much more subtle to change these properly. But the satisfaction in a clean downward change (assisted by a whiff of " double-declutch ") is as great as a similar one on a 1923 Bentley . . . but rather quicker !

This is the only suitable car designed for this country that I have driven in 25 years, and in most everything, for its ability to corner is impeccable. Acceleration on the turn, brake on the apex, swing out, and in again to avoid a pothole, she keeps the line you were thinking about, when most other cars would take charge. In fact, so stable is the car that on the one or two occasions that I have been in trouble she seemed to think out the solution for me.

Rear-seat passengers seem to travel more comfortably than those in front, judging by their relaxed conversation. Whilst you may not catch all that they are talking about up to 40-45, due to air-stream and engine noise, over that quietness prevails . . . provided the windows are properly shut !

From here to there is accomplished in a lot less time than you realise. Forty-five miles in the hour is usual, my best to date being 200 miles in four hours. One very valid reason for a fast average is the giant's hand that holds you back at the dab of a little foot button, and in a comfortng straight line.

Consumption is at 25 m.p.g. locally and getting up to 31/32 on a long run. Servicing is a problem, but my local garage are very good and very interested. I trust that Messrs. Rapsons, of Glastonbury, do not find anything so seriously wrong that they will advise me to go to Slough, for I do not like to be denied use of my car for very long. I feel that Servicing Departments are in existence for my benefit and not me for theirs.

Unlike " W. A. R.," the only other make that has really made me settle down to serious motoring has been the Mercedes-Benz 220. I have not had the pleasure of coming up against the Borgward, yet.

But I must get alongside him and finish my letter with the same sentence that he finished his with . . . !

I am, Yours, etc.,
Street. C. P. Cleator.

* * *

INSURANCE COMPANIES LOSSES

Sir,

Hardly a week passes without some insurance spokesman telling us how unfortunate is the companies' experience in the motor market.

I agree that there is a large number of motor accidents each year. However, having a friend who makes a large portion of his living by buying and re-building " write-offs," I have little sympathy for the companies. One of his latest acquisitions is a convertible that had been rolled, with damage to the windscreen supports and hood. This car, having been bought as a write off was driven away under its own power and will probably profit him about £200 as well. I saw a 4½-litre close-coupled Lagonda saloon declared a write-off after one front wheel had been pushed back about two feet in an accident. This car was rebuilt in less than a week with very few spares, so that allowing at least £250 as the write-off value, the company must have parted with an unnecessary £75 or so, since the car was sold as a wreck for about £100.

If the companies are concerned about their losses, why do they not either employ surveyors who know what they are talking about, or else run their own workshops. If the companies then took in each others repairs, we might see some tangible proof that knock-for-knock is good for us !

I am, Yours, etc.,
Hill End. J. A. Heath Thompson.

* * *

THE PERFORMANCE OF THE BERKELEY

Sir,

It was most interesting to read about the trouble Mr. Batten has had with his Berkeley. I can sympathise with him, for, in a period of ten months of loving care and attention, my own Berkeley has repaid me thus :—

The front suspension collapsed totally, as luck would have it, when I was moving slowly. Four hundred, or so, miles later the clutch and gearbox seized up. Then, in February, the king-pins, wheel bearings and other pieces of the transmission had to be replaced—and they were all greased with the utmost regularity.

One more thing—the windscreen wipers survived one thunderstorm, an hour in length, and then fused.

Thank heavens for the Morris Minor !

I am, Yours, etc.,
Leeds. N. G. Eggleton.

* * *

PLASTIGAUGE

Sir,

Last month you referred to our product in a short editorial. As a result of this many of our postal customers have inquired about the matter of removing the Plastigauge from the bearing.

The fact is that it usually comes away quite easily on a piece of rag, but, in any event, the material is completely soluble in oil and, being non-abrasive, it is perfectly satisfactory to leave it.

Many people have also asked if 2½ thou. is the correct big-end clearance, as that was the figure that you stated you found on a re-ground and re-metalled assembly.

We have made numerous tests on reconditioned crankshaft assemblies and have often noted, particularly on the bigger sizes, that around 2½ thou. exists. This is with white metal.

Normally 1 to 1½ thou. is the preferred clearance on a big-end or main bearing where the size is around 1¾ in. for the big-end and 2 in. for the mains, in the case of white metal. When using lead-bronze the clearance should be about 1 thou. more.

I am, Yours, etc.,
" D. P."
South Croydon. *p.p.* Plastigauge Mfg. Co.

* * *

ROLLS-ROYCE MYTHOLOGY

Sir,

Apropos your letter regarding " The ticking of the clock . . .," perhaps you would like to hear some further examples of " Rolls mythology " which I have gathered since becoming the owner of a vintage Rolls. I have been told, in all seriousness, the following stories :—

" The bonnet is sealed and the breaking of these seals breaks also the guarantee."

" No person is allowed to drive a Rolls (under what Act of Parliament I cannot imagine) unless he has been trained at the Rolls Driving School."

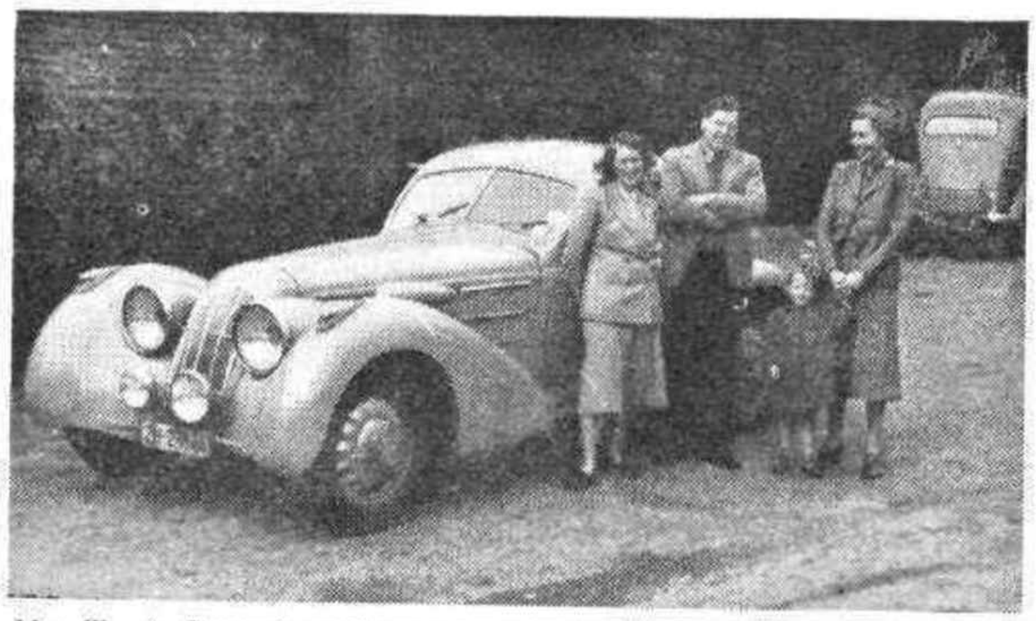
" The tappets have fibre inserts for the sake of silence."

" The Silver Lady mascot is made of pure silver."

Then there is the story of the chap in the South of France who broke a half-shaft. A new one, together with fitters, was flown out to him, and, subsequently, on requesting the bill he was told that such an incident never took place and he owed nothing as Rolls half-shafts do not break !

These are but a few examples of the nonsense that is talked about the R.-R., and I am certain that other readers could add to them. Nevertheless, my 1927 Rolls-Royce compares very favourably in all respects with most modern cars, and although the price of spares is pretty high, I (touch wood !) have never had to buy any.

I am, Yours, etc.,
London, N.21. P. Salter.



Mr. T. A. Rogers' ex-Bruno Mussolini Lancia Astura, when it was owned by a Mr. Bird.

THAT LANCIA ASTURA

Sir,

It was a great pleasure to me to see a photograph of the ex-Bruno Mussolini Mille Miglia Lancia Astura that I so painstakingly restored from an almost total wreck in 1956.

I can tell Mr. Scully quite a good deal of the history of this car, Reg. No. DXU 577. I purchased it from Ron Barker in February 1956, for the sum of £85. Those lovely wings were all ripped and crumpled, the body dented and battered, a hole in the radiator, second gear unserviceable, one silencer gone, windows missing, the interior a complete shambles. Mr. Barker was very frank and told me all the faults. He also said that she was rumoured to be a Mille Miglia car. I fell in love with her, and determined to rescue her.

Then followed months of restoration work, skilfully aided by "Bunny" Prideaux of Rex Engineering. She was stripped down to the chassis and rebuilt. Another complete gearbox was obtained from Lancias, the radiator was removed and repaired, the radiator shutters restored, wings and bodywork rebuilt, glass fitted, interior refurbished, etc., etc.

All this time there was much searching for her history. At last success, in the form of a letter from Mr. R. V. Bird, now out in Switzerland, who owned the car from 1946-1954, and had her out there. (I enclose photograph of Mr. Bird, with car and Swiss registration plates). He had taken the car to Italy and gleaned her history from the works.

I am afraid she's a bastard! She has a 1932 standard Astura chassis, chopped in half and shortened, and fitted with the late series 3-litre 1936 engine, mated to a 1932 rear axle. The body, though by Castagna, came off an Alfa-Romeo—look at those wings! She was specially constructed at the Lancia works to Bruno's orders for the 1936 Mille Miglia. However, he didn't drive the car (windy?) but his chauffeuse practised in it. I don't think she competed in the race.

Mr. Bird also spent much time and money on the car when he first brought her in England. Mr. West, the Lancia agent of South Kensington, officiated at that time, when the Morris Eight grille was fitted, the previous owner having wrapped the car round a telegraph pole, at the outset of the 1939 war.

She was a car of great character, and no comfort! My wife detested her, and in the end financial difficulties, coupled with the car's great thirst, 12 m.p.g. !, forced me to sell her, for the princely sum of £80, fully restored. What a sad thing it is to have to sell a car!

As regards performance, I used to reckon 60 m.p.h. in third and 80 in top, and I don't think she was ever capable of very much more. I found the brakes inadequate, in spite of their great diameter.

Having weathered the storm, I eventually achieved my ambition, and now own a 4¼-litre Bentley, which gives a much better performance using almost half the petrol, and is very comfortable. The servo-assisted brakes are more than adequate!

I shall always have a soft spot for the dear old Lancia, and am glad that she is in the hands of an enthusiast again. I would very much like to see the car again, and if Mr. Scully would like to contact me perhaps a meeting could be arranged.

Although I lost such a great deal of money in the restoration, I am glad that I did the work. I feel it is the duty of every enthusiast to rescue cars of character wherever possible.

Incidentally I greatly appreciated the recent series of articles on the Armstrong Siddeley, and heartily endorse all the good things said of these cars. The 1940 16-h.p. saloon I owned was one of the best cars I've ever had, and I've owned a very large number of different makes, including a 1921 Morris Cowley with alloy discs on the wheels, which I sold for £4 before the war! Might be worth a bit more now!

I have recollected a few more points concerning the Lancia. The wheels are very special, and very beautiful, having been specially made in Switzerland. She houses twin spares in the tail, also a 37-gallon tank! The lamps are Zeiss, with glass mirror reflectors. The sidelamps are ex-Ford V8! The side windows were beautifully streamlined double curvature efforts. Most remarkable! The 110-m.p.h. speedometer is ex-Bentley! Most other instruments are Bosch, as are the winking indicators set above each door (time switch operated). The steering wheel is ex-Lancia Lambda, which Bird raced before the war.

When I moved down here from London two years ago, I left the old gearbox (stripped down) with my good friend Andre Archer, of Clapham Park. Mr. Scully is welcome to it if he would like it.

Needless to say, I sold the car to the "trade." I deemed it unnecessary to throw in the spare gearbox at that price!

Every success to you and your excellent journal.

I am, Yours, etc.,

Godalming. T. A. Rogers.

* * *

REGRETS OVER THE RAILTON

Sir,

Your correspondent, Derek Woolcock, whose letter on the subject of his Railton car you published in the March issue, brought immediately to mind the exchange of correspondence some time back with opinions for and against the Railton being considered a post-vintage sports car with thoroughbred classification.

There is little doubt that this correspondence was appreciated by many readers. I received letters from many parts of the world for months after, making comments on the controversy.

All the opinions expressed in the correspondence were fair and reasonable and whilst I personally, and naturally other owners of Railtons as well as many unbiased people, could not see eye to eye with the V.S.C.C.'s lack of recognition of this car, it was accepted that the Club's committee had apparently a majority backing of its three thousand members to support the exclusion, and the matter was allowed to drop.

To my utter amazement I received from the V.S.C.C. a publication dated February 1959 stating that the following were now considered to be post-vintage thoroughbred sports cars: Cadillac, Lincoln, Packard and front-wheel-drive Citroën! (This last one should at least please the Paris taxi-drivers.)

Nothing will convince me that these cars have been approved by the Club membership; they have nothing whatsoever to do with the V.S.C.C., unless a new section called the 'Thirties Club has been added.

There may be two schools of thought about the Railton but it is surely not denied that every model produced, be it saloon or open, was a sports car and an individual effort.

I know that Tim Carson has always considered (for some extraordinary reason for such an otherwise sensible chap) that his Citroën should be approved. He has, in fact, written me to this effect. I now wonder who on the committee owns the American vehicles

I am, Yours, etc.,

Guildford. Antony Hyde-East.

[Could it be that pre-1940 Cadillac, Lincoln and Packard cars are considered to be "classics" and that the old f.w.d. Citroën gets by on account of its vintage gear ratios and good road-holding? Whereas the V.S.C.C. probably regard the Railton as an Anglo-American hybrid.—Ed.]

THE V.M.C.C. BANBURY RUN

Regulations and entry forms are now available for the Vintage Motor-Cycle Club's premier annual fixture, the Banbury Run, which takes place this year on June 28th. The start will be from Honeybourne Aerodrome, near Evesham, at 10.30 a.m. Vintage-car owners wishing to spectate are welcome and admission and parking are free. Last year over 300 vintage and veteran motor-cycles were entered but there was but one three-wheeler, a two-speed Aero Morgan. This year the V.M.C.C. would like more tricars and if anyone harbours an early Morgan, T.B., d'Yrsan, Omerga, New Hudson, Castle Three, Coventry Victor, Coventry Premier, L.S.D., Crouch Carette or similar vehicle, they are requested to compete! And don't forget that Bolleés are eligible. Incidentally, the Club issues an excellent monthly printed journal to which some vintage car owners may care to subscribe. Details of the run from: Phil Smith The Tythe Cottage, Bakers Lane Heronfield Knowle, Solihull Warwickshire.

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FOR SALE

1929 MORRIS OXFORD Saloon. Sound, well shod. £40. Powell, Court Cottage, Horton, Bristol. Chipping Sodbury 2117. [6908

AUSTIN HEAVY 12.4. 1934. Saloon. One owner. Outstanding condition throughout, must be seen. Cheap at £125. 1929 9.2 Humber Saloon. Sound. Good tyres, running, needs two ex. valves. £45. Twyford, Berks. 5149. [6909

ALVIS SPEED 20, 1932. Good tyres, good mechanically and bodily except hood. Offers. Norris, 16, The Close, Babraham, Cambridge. (Tel.: Sawston 2389.) [6910

MARRIAGE FORCES SALE. 1949 2½ litre Riley Sports Saloon. £365. Hook, St. Albans, 51615. [6911

ALVIS 14, 1948. Enthusiast offers exceptionally good drophead. Excellent history. Very well kept. Seen Nottingham/Birmingham. £350 o.v.n.o. Box No. U.913. [6913

ALVIS. 12/70 Saloon, 1937. Black. £65. 1935 triple carb, synchro box. 16.95, dismantled; all parts available. Offers. McNulty, 176, Hucclecote Road, Hucclecote, Glos. [6914

M.G. T.C., 1949, reg. July 1950. Engine "Laystallized," chromard bores, new wheel bearings, tyres, hood, battery. Body refettled, resprayed. £377. (London) Pollards 3374. Shrewsbury 6998. [6915

LEA-FRANCIS, 2-4 seater Sports, in Red. Late 1948. Excellent performance, many extras. £275, or nearest offer. Richardson, Lawn Cottage, Hodnet, Shropshire. Phone Hodnet 368. [6916

MORRIS MINOR, 1933. Absolutely sound, excellent tyres, insured. £35 o.n.o. Mills, 15, Westcroft Square, London, W.6. [6918

IMMACULATE 1946 M.G. T.C. for sale after 23rd March. Reconditioned engine, suspension, steering, instruments etc. 3,000 miles. Retrimmed interior, new facia. Exceptional car. Offers over £350. Perrin, 34, Mount Vernon Road, Barnsley. Tel: 4922. [6919

GENUINE ex. Dixon unused 4 Amal (touring type) carbs, manifold, linkage, host spare jets, for Riley 9, £12 10s. J.A.P. 500 c.c. 4 stud, little used, £15. Riley 9 cyl. head, polished, enlarged inlets, £2 10s. Luker, 19, Chapel Road, Abergavenny. [6920

CITROEN LIGHT 15, de luxe, 1949. Excellent condition, good tyres, heater, etc. H.P. available. £315. Weedon, 35, St. Annes Road, London Colney, nr. St. Albans, Herts. [6921

A.C. 1949 Saloon. Black, recent respray. Coachwork, mechanically, tyres, in very good condition. £350. Grove End, Cheltenham Road, Stroud. Weekends, Elmbridge 2544. [6922

AUSTIN 8 SPECIAL, 1948, £65. Austin Nippy, 1936, £65. Singer Sports, 1936, £55. All in running order. Bids taken for all three. 216, Thwaites Brow Road, Long Lee, Keighley, Yorks. [6923

RILEY KESTREL, 1½ litre, 6-light, '36. Really wonderful condition. Well shod 16 in. wheels. Black cellulose and chrome excellent. Many extras include auto reverse light, adjustable Koni dampers, leather gaiters, stoneguard, etc. One previous equally fastidious owner. Low total mileage. With recent complete overhaul of whole transmission and exhaust system, this gem is fit for extended service with minimum attention. Only selling as family needs large Riley. Taxed year. £245 o.n.o. Armour, 1, Bury Close, Gosport. [6924

ALVIS SPEED 20 Charlesworth, 1936. Above average in all respects. Virtually no oil, excellent pressure. £170. Sqn. Ldr. Whitehead, 12, Bury Close, Upwood, Huntingdon. [6925

1928 RILEY 9 Tourer. Engine, electrics good. Tyres, hood need replacing. Servicable, but needs more time than I can spare to restore. Box No. U.927. [6927

FOR SALE—*continued*

BERKELEY, 1957. Black, Excelsior 328. One owner. 10,000 miles. Works tuned. 2 carbs, tonneau, luggage rack, clock, screen washers, wing mirrors, wheel discs. £300. Abbey 5444, daytime. [6928

M.G. TA., 1938. New hood, brakes relined, clutch overhauled. £200. 9, Heather Way, Selsdon, Croydon. [6929

SUPERB ALVIS, Silver Crest, 1938. Immaculate condition throughout. £60 engine overhaul, only wants seeing. £135. SEV 7661 (Ilford). [6930

1172 FIXED HEAD Coupé, 1956. All parts reconditioned. Boxed Popular chassis, 4.7, etc. £275. Clark, "Fourwinds," Primrose Lane, Helsby, Cheshire. [6931

1935 LAGONDA RAPIER, B.R.G. Engine good, O.H.C., body perfect. £120 o.n.o. F. Mogg, Gregory Lane, Durley, Southampton. [6932

RILEY NINES. 1933 Kestrel, £22. 1936 Special Series Merlin, twin carbs, Girling brakes. £32 o.n.o. Both reasonable looking cars. Bugby, 1, Rutland Close, Corby, Northamptonshire. Phone Corby 3628, evenings. [6933

F TYPE M.G., 1932, 12 h.p. 2/4 seater Sports. Recent complete overhaul. Reliable, immaculate. £100. Eurkinshaw, 5, Agnes Road, Barnsley. [6934

FORD 10 SPECIAL. Austin based tubular chassis, stilleto body, racing wheels. 2LS Lockheed brakes, hardtop. Built 1957. £200. Eurkinshaw, 5, Agnes Road, Barnsley. [6935

RILEY-M.G. Sprite chassis, VA engine, tonneau, hardtop, radio, heater, recent engine overhaul. Brakes relined. Available March 1st. £230. Puckeridge 447. [6936

M.B.C. 1500 c.c. Magnette engine, only 11,000 miles, £45. Also Cooper rear suspension units. 1¼ and 1½ S.U. carbs. Box No. U.937. [6937

M.G. T.A. Mechanically perfect. New tyres, good body, vynide hood. £200. Birmingham, SHI 4965. [6938

1933 SINGER 9 Le Mans. Reasonable condition. £50. Kaye, 20, Leasoweside, Wallasey. [6939

BENTLEY, 3½ litre, 1936. Attractive semi-razor edge by H. J. Mulliner. Excellent condition. £450. Phone Maidenhead 4927. [6940

AUSTIN CHUMMY, 1930. 2 owners. Excellent condition, with dismantled car for spares. £55, or sell separately. Phone Maidenhead 4927. [6941

LANCIA APRILIA for sale in North East England. First registered December 1938. Good condition. Price £230. Write Box No. U.942. [6942

SINGER Le Mans, 1935. New kingpins, bushes, upholstery, good battery, tyres. No hood. Good condition. Colour red. £85 o.n.o. 237, Birmingham Road, Wood End, Shenstone, Lichfield. [6943

CITROEN LIGHT 15, 1950 model. Engine, drive, clutch, reconditioned recently. Tyres, battery, chrome, body, exceptional. Bills £150, 18 months, 59,000, grey, extras. Learner wife frightened. Haggle £330. Consider Special part exchange. 217, Coppice Road, Poynton, Ches. Tel: 2772. [6945

VAUXHALL Cadet Tourer, 1933, 16.9 h.p. 6 cyl., o.h.v., 24 m.p.g. New hood, strong, reliable. £65. Horsfield, 107, Finney Lane, Heald Green, Cheshire. GATley 3165. [6946

ASTON MARTIN, 1938, 2 litre Drophead Coupé. Excellent condition, many extras. Seen Manchester or Gloucester. Rowles, Longacre, Edgeley, Stockport. [6947

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FOR SALE—*continued*

APRILIA Saloon, 1937. Good all round condition. Tele controls, Servais pipe silencer. Job forces sale. £165. Allen, PUT 7933, evenings. [6948

ROLLS-ROYCE 20/25, 1926. Doctor's Coupé de Ville in lovely condition. New vynide hood, carpets and interior trim. Taxed and insured. £250. Eacott, 7, Carlton Mansions, Richmond Park Road, Clifton, Bristol, 8. [6949

1924, 14/40 SUNBEAM D.H. Coupé. In good and original condition. Engine just overhauled. Five new tyres. Photo available. One owner 11 years but family needs bigger car. £100, or exchange vintage quality tourer. Naish, Temple Cottage, Balmore, Torrance, Glasgow. [6950

LOVE SICK BACHELOR has heard the message and must sell unique 1927 Austin 20, 13-seater, ideal for enthusiast and friends, excellent condition, taxed, insured, ready to drive away. Photographs available to genuine enquirers. "Broadway," 136, Dorchester Road, Weymouth, Dorset. [6952

1939 ROVER 16, 39,000 miles. No body, busted block, rest good. Towable. View, offers, or break. Gearbox £5, back axle £5. Hodson, 3, Commercial Road, Hayle, Cornwall. [6953

2. TRIPLE carburettor conversion complete for Mark I Zephyr. Little used. £20. Pearce, 25, Brading Avenue, Southsea. [6954

TALBOT 1932, 18/75. No oil. Manual box. Mechanically sound, reliable. £45. 11, Belmont Gardens, West Hartlepool. [6955

AUSTIN NIPPY, 1934. 2's company, 3's a crowd. Family addition forces sale. Recon. 3,000. Ruby engine. Girling front axle, new hood. Not fast but cosy. £70. Read, 10, Trevose Close, Chandlers Ford, Eastleigh, Hants. [6956

TALBOT "AX65," 1934. Coachwork good, goes like a bomb. £75 o.n.o. Also Rover "12," 1938. £125 o.n.o. 187, Long Riding, Basildon, Essex. [6957

ROLLS-ROYCE, 1935, 25 h.p. Black Sedanca de Ville by Thrupp and Maberly. One owner only. Rolls maintained. £700 spent. Beautiful car. Best offer around £450. WAN 0967. [6958

ROLLS-BENTLEY, 3½ litre Park Ward Sports Saloon. Radio, heater, new clutch, starter, battery. Terrific performance. £295. WAN 0967. [6959

SUPERCHARGED 1172 Special. Space frame, I.F.S. and I.R.S., torsion bars and coil springs. 2 LS brakes, rack and pinion steering. All new parts. Full instruments. Towable. Requires radiator, dynamo, starter, C.W. and housing, body to finish. Price £180. Chapman, 43, Lillington Road, Leamington Spa 277. [6960

JOWETT JAVELIN de luxe, late 1950. Series III. Radio, heater, extras. Outstanding condition throughout. £330. Phone Hove (Sussex) 34391. [6961

DELLOW, 1951, Mk. I. Immaculate, B.R.G. Many mods. Just completely reconditioned. 4 retreads. T. and C. rears. H.P. available. £295. Tuffin, 99, Alma Road, Southampton. Phone 54572. [6962

1952 SUNBEAM-TALBOT Convertible, Mk. II. Low mileage, history known. Owner going abroad. £465. Westgate, Babraham Road, Cambridge. [6964

RILEY ROADSTER, 2½ litre, late '49. Completely overhauled engine and exhaust system. £375. Nixon, 20, Blackhorse Lane, Croydon, Surrey. Tel: TEM 8941, before 01.30 hours. [6965

Mk. 6 LOTUS. T.D. M.G. engine/box. Stage III tune, Red. £475. Weekends only. 83, Pickford Lane, Bexleyheath, Kent. [6966

1925 SUNBEAM 14/40 Tourer. Original upholstery, new hood, good tyres, run regularly. Completely free of trouble for last fifteen months. £80 o.n.o. Phone Basingstoke 6 [6968

1932 RILEY 9 (Monaco). Available for spares. Broken crankshaft makes it too costly to repair, all other working parts in excellent condition. Lamps, brakes, battery, gauges etc. One tyre new (less than 200 miles), three tyres worth another 4,000/5,000 miles wear. Any offers? Telephone: J. W. Orr, Gipsy Hill 3098 (after 7 p.m.) or Abbey 6373 (daytime). [6969

TRIUMPH 1800 Roadster, 1948. 52,000. Good hood, tyres, tonneau. £350. GRE 0217. [6970

'36 F.N./B.M.W. New engine, brake cables, battery. Needs tidying up. £85 o.n.o. 72, Inverness Road, Dukinfield. [6971

ARMSTRONG-SIDDELEY Lancaster. 2 litre Saloon, 1947. Recent rebore, average coachwork. Comfortable, roomy and fast. £220. Bletsoe, 143, New Road, West Parley, Dorset. Tel: Northbourne 191. [6972

BERKELEY. 492 c.c. 3 cylinder model. Fitted narrow screen, 8 in. headlamps, rev counter, ammeter, fuel gauge, passenger safety straps, heavy duty battery, adjustable suspension. Ex. works car, fully tuned. Offers at £475. 6,000 miles. Box No. U.973. [6973

ROLLS-ROYCE. 1933 Phantom II Sedanca-de-Ville. Magnificent machine. Box No. U.979. [6979

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

FOR SALE—*continued*

M.G. T.A. Chassis complete with front and rear axles and five K.O. wheels, £25. Also two front wings, £5. Wood, Newnham, Wootton Wawen, Warwickshire. Phone Great Alne 217. [6974

£49. 1937 ROVER Sports Saloon. Good runner, everything works. Seen Birmingham. Ring HAR 3856. [6975

VINTAGE SUNBEAM. 16 h.p. Fixed Head Coupé. 1930. Good condition, professionally rewired, handbook. Birmingham, South 1124. [6976

ALFA ROMEO, 1928. Supercharged 1487 c.c. 6 cylinder twin O.H.C. with Zagato 2-seater sports body. Completely rebuilt 4 years ago. History from Ivanovski through Von der Becke and Shawe Taylor available (see "Motor Sport," Sept. 1952). Many spares. £375. Sanders, Belgravia 6341. Car seen weekends at Gerrards Cross. [6977

MERCEDES-BENZ, 1938. 3.4 litre Cabriolet. Black. L.H.D. New tyres, brakes relined and car checked by Mercedes. Good order. £225. Sqdn. Ldr. Freeman, Officers Mess, R.A.F. Stafford. [6978

T.A. M.G., 1938. 4 new springs, sound condition throughout. £185 o.n.o., or would exchange 1939 Fiat 500 plus cash. Box No. U.980. [6980

A CRIME if this went to scrap but space must be cleared. 1931 Sunbeam, 23.8 h.p. engine and gearbox, 2,500 miles since major overhaul incl. all bearings, new Zenith. Water pump, dicke/. Offers. Crease, 38, Ashford Road, Tenterden, Kent. [6981

FIAT 600, 1955. Few extras. Grey. £395 o.n.o. Lotus Eleven chassis badly damaged but repairable. £20 o.n.o. Wanted: A7, 29/31 back axle. 1, Salisbury Close, Potters Bar, Middx. [6982

RILEY 12 ADELPHI, 1936. Bees knees all round. Brakes relined. Owner bought new car. £95. Office hours, Gee, 4/14, Barmeston Road, Catford, S.E.6. Hither Green 7424. [6983

FORD 10 SPECIAL, reg. 1957. Tubular chassis, tonneau cover, new tyres. Very smart and fast. £165 o.n.o. MIL 1352. [6985

HEALEY-TICKFORD, 1951, black/natural. Heater, Radiomobile, extras, immaculate. £420. Little Heath, Hurn Road, Ringwood. [6987

M.G. F MAGNA. Offers or exchange A.7. Pope, 30, Rosenthal Road, London, S.E.6. [6988

BUCKLER 1954. 1172 c.c. stage four tuned "C" gears, 4.7 axle. Rebuilt 1958 with Convair body. £290. 27, Bourne End, Hornchurch. CEN 3971, day. [6989

6 ft. 2 in. OWNER, 1933 J.2 M.G. Incompatible. New crownwheel and pinion, V.D. overhauled. Very good condition. E.A.3 Perry, R.N.A.S. Yeovilton, Somerset. [6990

DAIMLER 15, 1937 Stratstone Drophead Sports, 20 m.p.g. Good hood, battery, tyres, no oil. £125. Ascot 1254. [6991

M.G. T.A. Tickford, 1939. Husband forces sale! Silver-blue, good condition throughout. New vyanide hood. £260. Phone Swakeleys 2463, after 6 p.m. [6992

£175 o.n.o. for bargain "Special." 90% complete. All enveloping aluminium body. All moving parts replaced or reconditioned. Bills to prove £400 spent. Materials to complete supplied. House forces sale. James, 16, Dryden Close, Hainault 3101. [6993

M.G. T.A., 1939, Red. Windtones, foglamp. £170, or P/E 1949 V.W. Davies, 25, Acton Gardens, Wrexham. [6995

1172 ENGINE complete with S.U.s, manifolds, Aquaplane cylinder head, racing oil pump, large sump, all accessories, large valves. Very fast engine. £50. Phone weekdays, evenings, Ascot (Berks) 1893. [6996

"500" TRANSPORT. 1937 Morris 10 cwt. van. Good condition. £35 o.n.o. Part exchange portable radio. Wicks, "Cards," Bakers Lane, Braintree, Essex. Phone 1051. [6997

FORD 1172 SPECIAL. Lowered Austin chassis, hydraulics. New engine, tyres, hood, wiring. A well-made car in excellent condition throughout. £160 o.n.o. Robinson, 32, Norham Road, Oxford. [6998

TRIUMPH, 1939 Dolomite. 13.9 engine overhauled. £90 o.n.o. 43, Newfields, Welwyn Garden City. [6999

ENTHUSIAST'S 1956 reg., 2-seater M.G. Special. £75 o.h.n. Miss Lee, 31, Malvern Road, Surbiton. [7000

AUSTIN 7, 1934, 2-seater Tourer. Body good, resleeved, rewired, retrimmed, new C.W.P. £65 o.n.o. Carr, 82, Acacia Road, Leamington. [7001

1930 RILEY 9 Tourer. Quite incredibly original. Absolutely no rattles. Good paint. Hood just about weatherproof. Seen Suffolk or Essex. £45. Ring Pakenham (Suffolk) 222, evenings. [7003

ALLARD, Gran Turismo, 1948. Works reconditioned engine 1957. Floor change. Good condition, very attractive. £165. Box No. U.004 [7004

AUSTIN 750 Supercharged single seater. New racing tyres, hydraulic brakes. Side valve works engine, 7000 r.p.m., 2 in. crank. This sprint car is ready for new season and in perfect condition. £225 or offer. Render, Montebello, Totteridge, N.20. Mill Hill 2174. [7016

FOR SALE—*continued*

ROCHDALE'S G.T. Two for sale, one white, other powder blue. Two Suters examples, £400 and £425 o.n.o. Ford Specials remote control gear change, yours for only £3, p. and p. 3s. 6d. Also brand new hub caps, cost £5 10s. for set, accept £3 10s. Also 1948 T.C. M.G. front O.S. pranged, mechanically perfect. Offers. Bank, 14, Hambledon Avenue, Bradford, 4, Yorks. Ring Dudley Hill 1001. [7005

RAILTON Saloon, 1939 Straight Eight, 95 m.p.h. Well shod, come and try it, £130 or offer. Farmer, 37, Kinross Close, Kenton, Middx. [7019

AUSTIN NIPPY. Magnificent condition. Many extras. £130 o.n.o. Walker, 145, Yew Tree Lane, Northenden, Manchester. [7021

LAGONDA 16/80 Sports Saloon, 1933/4. Offers invited, or Singer Junior, Vintage, 1930, 8 h.p. Saloon. Coachwork in exceptional condition, valvegrind desirable, say £25. Green, 132, Warrin Road, Shenfield, Essex. Brentwood 1151. [7022

AUSTIN 7 SPECIAL. Stiffened chassis, Bowdenex etc. Very pretty aluminium body, red. £60. S.A.E. details. Dent, 26, Howitt Road, N.W.3. [7023

1927 AUSTIN 7 "CHUMMY" (windscreen headlamps), hydraulic brakes; new battery, hood; perspex sidescreens; S.U. carb.; coil conversion. Bored to 20 th., valves, guides and d/springs 3,000 miles. Spare engine, gearbox, mag., etc. Ring FLAxman 9845, after six. [7024

BENTLEY. 1930 4½ engine and clutch, in excellent condition. Offers. De Villiers, 3, Avenue Road, Highgate, N.6. Mountview 2110. [7026

£150. 1934 RILEY NINE Lincock. This enchanting thoroughbred has owned me too long. "Eversheds," Carron Lane, Midhurst. [7027

MINOR-FORD. Tuned Ford 10 engine fitted, but retains the '49 Morris gearbox. Excellent performance, many extras, good all round condition. £315. J. Burn, Tanglewood, Sycamore Road, Amersham, Bucks. Amersham 1808. [7028

DORETTI, 1957. Distinctive lines and top T.R. performance. One of the few much sought after immaculate models, superb, red. T.R.2. engine 10,000 miles. Over 100 m.p.h. New battery, starter, "X" tyres, heater, etc. £645. 707, Wells Road, Bristol. Whitchurch 2490. [7029

1952 DELLOW SPORTS, Mark 2. Excellent condition. Hard/soft tops. Michelin "Xs," new 12 volt battery. £295. Williams, 4 Box Terrace, Llanelly, South Wales. [7030

ALFA ROMEO Gran Turismo 6c 2½ litre, 1949, Sports Saloon. £565. Box No. W.031. [7031

ROLLS ROYCE, 1929, 20.5 horse power Saloon. Reasonable. Taylor, Whinstone House, Dundonald. Phone DRYbridge 219 (by Kilmarnock). [7032

1927 AUSTIN TWELVE Windsor Saloon. One owner, many years in excellent original condition. £75 o.n.o. W. J. Oldham, Field Green House, Hawkhurst, Kent. [7034

EDWARDIAN AND VINTAGE SPARES: Pair large C.A.V. headlamps, electric, about 1914. Two square type C.A.V. dynamos; pair of small Lucas oil sidelamps; switch-board; C.A.V. for dynamos above; one brass Klaxon electric horn. What offers? W. J. Oldham, Field Green House, Hawkhurst, Kent. [7035

ALVIS 12/50 Saloon, 1931. Excellent running condition and appearance. Brakes relined; many spares. £130. W. Evans, 92, Queen Elizabeth's Drive, N.14. [7036

RILEY MONACO, 1933. Preselector. Body bad, engine rehabilitable. Four good tyres. £20. Hibberd, 132, London Road, Redhill, Surrey. [7037

H.R.G. 1500, 1951, but complete works rebuild 1956. B.R.G. Excellent throughout. Chrome and tyres as new. New hood. £425. Write 5, Danbury Way, Woodford, Essex, or telephone Manchester Central 5329. [7038

1907 SINPAR single cylinder 1100 c.c. 2-seater. Original condition. £325. Oldworth, Blatchcombe, Blackheath, Guildford, Surrey. Tel.: Bramley 3124 [7039

FOR SALE: Wolseley "Hornet Special" chassis fitted with hydraulic brakes and as-new 5.00-16 tyres. Good mechanical condition. Apply: 15 Netley Grove, Olton Boulevard (W.), Birmingham. [7040

M.G. P.A. 4-seater. Remarkably good condition. Extras. Contact for details, 202, Warren Road, Woodingdean, Brighton. [7041

1937 ALVIS Speed 20 engine, 105,000 miles, with dynamo and pump. £25. Box No. W.042. [7042

LAGONDA. Good home wanted by Lagonda Club member for 1929 high chassis V.D.P. 2 litre. Much work and money put into this car. Details and bills available. £130, including spares. May be seen at Messrs. Arnold and Comben, Farnham, Surrey. [7043

RILEY KESTREL SPRITE SS27K. Black. Good condition and only £95. 2, Jaffray Road, Birmingham. Erdington 3039. [7044

LANCIA APRILIA Italian Pillarless Saloon, '39. Rebored, crank ground. Exc. condition throughout. O.S. carb. Many spares. Michelin Xs, radio, heater, reverse, twin Noteks, taxed 1960. £260, or exchange Volks. etc. Good Riley Falcon '36 and spares. £50, near. 78, Bowland Road, Manchester 23. [7045

FOR SALE—*continued*

ALVIS SPEED 25 Charlesworth Saloon, 1940. Engineer owned 13 years. Full history. One-shot lubrication, adjustable shockers. Servo brakes. Over £1,000 has been spent since 1955, including £660 rebuild and £140 engine overhaul (1958). Everything perfect. Heater. £310 o.n.o. (delivered). Details and photograph from McFarlane, 42, Craiglockhart Road, Edinburgh. [7046

HUMBER 9/20 Tourer, 1928. Excellent condition. Must be sold. Offers to Pearson, Bramley Cottage, Bearsted, Kent. Tel.: Maidstone 87011. [7047

1939 RELIANT VAN, fitted magneto Austin Seven engine. Good runner, £15. Sound Talbot 65 engine in pieces, £15, offers. 13, Lawrence Way, Hurstpierpoint, Sussex. [7048

ALVIS T.J 12/50, 1930, wide 2-seater with dickey. Sound, original condition. Good tyres, new hood and side-screens. Present owner five years. Now too small for family. £85, including spare engine. Also 1926 600 c.c. longstroke Sunbeam, £25. Seen Kent. Kirkpatrick, 47a, Romsey Road, Winchester 5151. [7049

RILEY MENTONE Special Series, 1934. Carefully maintained present owner 12 years. Comprehensive overhaul recently, block sleeved, chrome top rings, etc. Interior retrimmed. Lucas double-dip lamps, Windtone horns, S.U. pump. Business demands later model. £85. Phone Grimsdyke 2743. [7050

SUNBEAM 20.9 2-door Saloon, 1929. Servo brakes, one-pressure lubrication. Daily use. £50. 37, Middleton Road, King's Heath, Birmingham. [7051

LAGONDA LG45, 1937, Saloon. SB3 engine. Good condition. £150. 8, Melbourne House, Berrowside Road, Shard End, Birmingham. [7052

RARE M.G. Airline Coupé, recon. Ford engine, Aquaplaned. New tyres, relined, complete overhaul. Washers, spot, Windtones, radio, S.U.s. Prefer week-ends. £200 o.n.o. Morris, 8, Long Acre, Kidderminster. [7053

RILEY 12/4 FALCON. Most transmission and some engine parts. Good condition. Reasonable offers or barter. Midlands, private. Box No. W.054. [7054

ROLLS 20 h.p., 1928, Windover Landaulette. Aluminium body, excellent condition. Genuine mileage 60,000. 21 m.p.g. £225. Myatt, 7, Balmoral Close, Littleover, Derby. [7055

1928 MORRIS COWLEY Saloon, in very sound and original condition. Taxed. Used daily. £45 o.n.o. R. Edmonds, Cowbridge Farm, Malmesbury. Tel. 2282, week-ends. [7056

CITROEN LIGHT FIFTEEN, 1949. Enthusiastically maintained. Black, red leather upholstery. Heater. Very recently overhauled gearbox and drive shafts. Bills for £75. Modified suspension, good tyres, battery, Servais silencer. Gift at £280. Also Light Fifteen dismantling for spares. 89, Harrow Road, Middlesbrough, Yorks. [7057

VERY PRETTY AUSTIN SPECIAL. Perfect mechanically. £50. Breaking Morgan Super Sports. Details, Cullum, Trusham, Nr. Newton-Abbott, Devon. [7058

MORGAN 4/4, 1937. Many parts renewed and reconditioned. £160. Moore, 101, Shilton Road, Barwell, Leics. [7059

1938 D.K.W. F7 Saloon. Excellent condition. Smart appearance. £90. UPMinster 5137. [7060

STANDARD AVON 9 h.p. Sports. £35. Richards, 9, Three Oaks Road, Wythall, Worcs. [7061

REG. 1949, Canadian Ford V.8. Mech. good. Slight attention to paintwork and chrome would make nice car. Best over £150, or exchange 10 h.p. van. Chester, Box No. W.062. [7062

JAVELIN, 1951. Excellent condition throughout. Heater, new engine. Pills available. £360. Parry, 66, Newbridge Road, Bath 7768, evenings. [7063

1150 C.C. 1939 BROUGH SUPERIOR, 1956. Blacknell outfit. Spring, brake wheel. £80, offers. Clarke, 101, Amesbury Circus, Nottingham. [7064

RILEY 12/6, 1934. Not centre water model. Recently bored, pistoned, ground, metalled. Second owner. Nearest £60. Box No. W.065. [7065

SAPPHIRE "234," 1956, with later modifications. Heater, loose covers, 25,000. £695. Imperial 3831, after 7. [7066

TRIUMPH DOLOMITE, 1939, D.H. Coupé. Resprayed blue. New hood, tyres, engine, steering, brakes o/hauled 1958. Immaculate order. £145 o.n.o. Birmingham VIC 1095. [7067

BENTLEY 4¼, 1937, Park Ward Sports Saloon. Grey/green. Heater. Excellent order. Buying bent tin. Birmingham SHE 4367. [7068

RILEY IMP, 1935. Imperial crimson, unique specification. Advertised January issue "Motor Sport." £365. Intending purchaser changed mind. Inquiries invited. Write L. Boschetti, 45, Marlborough Hill, Harrow, Middx. [7069

1951 M.G. Model Y.T. 4-seater Tourer. 52,000 miles, new engine at 44,000. Black, red interior. Export model re-imported to England £425 o.n.o. Mrs. Wilkes, Culverley Cottage, Brockenhurst, Hants. Tel: Brockenhurst 2132. [7070

M.G. F. MAGNA 2/4-seater. Red. New tyres. Rewired. Engine overhauled. V.G. condition. £85. Exchange 750 Renault or similar, with cash. Ackerley, 172, High Street, Ramsgate, Kent [7071

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

FOR SALE—*continued*

FRAZER-NASH/B.M.W. type 55 2 litre sports chassis, complete. £65. Reconditioned engine, knock-on wheels, 3.9 axle. Pickworth, The "Cote," Sarratt Green, Herts. King's Langley 2422. [7072

RILEY 9. 1933. Mechanically sound, body requires attention. £15 o.n.o. Nell, 28, Old Hinckley Road, Nuneaton 2865. [7073

ALVIS SPARES, 1934 Speed Twenty, Type SB 19.82. Almost everything available. Jacques, 58, Gorleston Road, Warstock, Birmingham 14 [7074

MARITAL SACRIFICE. 3½ Bentley aluminium-bodied Sports Saloon, recently overhauled and in excellent condition. Heater. £325 o.n.o. VAN 7281, ext. 106. [7075

ASTON-MARTIN, 1930, International. Fitted A.70 engine. Remarkable performance! Unaffected road-holding. Very good coachwork. Externally original. Must sell, about £150. MacIver, The Vale, Crowhurst, Lingfield, Surrey. Day: VIC 2244. [7076

SOUND CHASSIS, ex 1931 Morris Minor. Absolutely ideal Special basis. Towable. Might sell parts separately. Offers. For information, please write: 30, Castlemaine Avenue, S. Croydon. [7077

1930 STANDARD AVON Sports. 10 h.p., 40 m.p.g. Handbrake outside. Went on Monte Carlo Rally in 1931. Starts on the button. £70 Gray, 47, Norfolk Square, Paddington. PAD 8971. [7078

HORNET SPECIAL, 1934 model 4-seater Tourer. Exceptional, bodily and mechanically. In daily use. Any trial, Bromley or Crowborough. Nearest £125. Also 3 litre Lagonda Tourer. Original. Three owners. Nearest £150. RAV 4938 (9.0-5.30, Monday to Friday). [7079

HORSTMAN 1923 Tourer. Anzani engine. Excellent throughout, except hood and electrics. Offers. D. Firkins, 23, High Street, Upton-upon-Severn, Worcestershire. 252. [7080

AUSTIN BIG 7, 1938. Unbent. £70. Accidented. £30 o.n.o. Special? 7, Brookmans Close, Cranham Park Essex. [7081

1932 M-TYPE M.G. Recon. tuned motor, 4-speed J. box, new headlamps. Over £100 spent last 18 months. £120 o.n.o. Uzzell, Springpark 3644. 34, Manor Road, West Wickham, Kent. [7082

RILEY SPRITE, 1937. Excellent condition. Rebuilt engine. New brakes, shockers, dynamo, oil seals, etc. Webers. £120. "Goodthought," Chappel, Colchester. [7083

RAILTON, £35. £1935, S.8, Powerdome head, good engine, brakes, steering. New battery. Rough clutch. Fair saloon body. Box No. W.084. [7084

HORNET SPECIAL, £60. Fair condition. Also ex Magna radiator and shell, £10. E.N.V. remote gearbox and starter, £15. 1a, Priory Road, Kew Green, Surrey. [7085

AQUAPLANE twin S.U. conversion Minor 1000, with inlet, exhaust manifolds, S.T. silencer system complete. Little used. £20 H.M.V. Radiomobile, 12 V., perfect order, £10. Lovelace, 14, Sutton Dene, Hounslow. SOU 1611 (9-5). [7086

LE MANS SINGER, 1935, engine, box. '36 Ford 10, minus engine, box. 1½ A.7s, dismantled. £35 o.n.o. 7b, Rothamsted Avenue, Harpenden, Herts. Phone 5055 after 6.30 p.m. [7087

HANDA OVERDRIVE for new Anglia/Prefect, also new Aquaplane head; 2 S.U.s; inlet, exhaust manifolds; Servais silencer; set new racing valves; Enfo heater, demister, with Ranco valve; Woodhead suspension controls; radiator thermometer; towbar. Cost over £110, £75 the lot. Might separate. Spanjer, 261, Cricklewood Lane, London, N.W.2. Ring Speedwell 6681 (office hours). [7088

RILEY 1½ litre R.M.E. Saloon. Black. 1953 model £440 o.n.o. Wetters, "Waverley," Vicarage Road, Milford, Derby. [7089

TOWABLE FORD 10 Tourer chassis and engine. All parts, including windscreen with twin wipers. Space needed. Critchley, 3, Balmain Road, Urmston, Manchester. [7090

SNIP. 1935 DAIMLER 20 Saloon. Preselector gears, Barkers body, good tyres, original cellulose. Nearest £120 Emberbrook 1174. [7091

TALBOT 14 h.p. 65 Saloon, 1934. Everything O.K. from Exide Double Life to instruction book. £75 or offer. Leaver, "Lyme," Foley Road, Claygate, Esher 2917. [7092

P.A. M.G. Recent engine and dynamo overhaul; good hood, tyres and body. £140. Bates, 6, Catherine Road, Newbury, Berks. [7093

ROLLS ROYCE, 30, black Saloon. £350. Five used 7 x 21 tyres, good. 83, Hillside Avenue, Gravesend, Kent. [7094

ALTA MINOR. 1953. Green Tourer. Alta O.H.V. conversion, chrome bores, new pistons, bearings, etc. Heater, tonneau. Performance plus reliability. £395. Goss, 197, Wingletye Lane, Hornchurch, Essex. RIP 4851 (office). [7095

EXCEPTIONAL T.D. M.G. Unmarked black. Engine overhauled, new roof fitted. Many extras. Inspection welcomed. Guarantee offered £450. Paton, 2, Connaught Road, Wolverhampton. [7097

FOR SALE—*continued*

FORD 10 PARTS, engine, axles, gearbox, wheels, etc., clean. £25. Lewendon, Fernbank Road, Ascot. 7096

ARMSTRONG SIDDELEY wheels and tyres. Two new Dunlop Gold Seal 5.25 x 20 tyres. Only run 50 miles. £10 the two. Hambly, 13, High View Road, Guildford. Phone 68009. [7098

LARGE BOAT TRAILER, good condition. £20. Hambly, 13, High View Road, Guildford 68009. [7099

£100. 1937 DAIMLER Limousine. Excellent condition, reliable. Details, photos, Meadway, Heaton, Bolton. [7100

1932 MONACO. Really exceptional condition inside and out. Hubbard, Welwyn Garden 3400 (9-5). [7101

LAGONDA 10 h.p. Rapier Special, 1934. New hood, tonneau, magneto, starter, dynamo. Sound mechanically and bodily. £65. Elmbridge 5589 (Surrey). [7102

LAGONDA RAPIER, 1934, fixed head Coupé. Very good condition, well shod. Phone Staines 4518. [7103

1930 LEA FRANCIS Weymann Saloon, economical Meadows 4ED. Very pretty specimen, in original condition. £100. Tel.: ENF 8906. [7104

T.A. M.G., 1937. Green. Needs attention. Well shod. Vynide hood. £95 o.no.. VALentine 0828. [7105

1938 LAGONDA LG45 Sanction III Saloon. Very good tyres, steering, relined brakes, recent quality respray. Very good condition, excellent appearance. £200 o.n.o. Kennett, 200, Stretford Road, Urmston, Lancs. URM 2568. [7106

ROLLS-BENTLEY 3½ litre, 1935, Park Ward Sports Saloon. Black/blue leather interior. Side control shocks. Five tyres as new. Uses no oil. Exceptionally clean condition. 90 m.p.h., 22 m.p.g. Taxed. In daily use. Consider fast motor-cycle exchange. £225. Pickering, 68, Rochester Road, Coventry. Phone 25097, evenings 74448. [7107

TRIUMPH SPECIAL. Gloria chassis, 1500 c.c. 6-cyl. Climax engine. Resleeved, reground crank, remetalled bearings 2,000 miles. C.R. 8.5 Low alloy sports body. Excellent order. Ready for road after rebuild. £110. Ratcliffe, 5, St. Ursula Grove, Southsea. [7108

1954 RENAULT 750 Saloon. Blue. One previous lady owner. Very low mileage. Excellent condition. £355. Ruislip 5347. [7109

M.G. 1936 S.A. Saloon. Black and cream. Recent new clutch. Good tyres. Radio. Engine overhauled 2,000 ago. £75 o.n.o. Nixon, 20, Wenvoe Terrace, Barry. [7112

FIAT 1400 Saloon. Grey. In ex. cond. Reg. Nov. 1955. L.H.D. £395. Phone: Leeds 638519, after 7 p.m. Private sale. [7119

1929 FORD "A" Tourer. Mechanically perfect. Body repainted, 62,000 miles. 25 m.p.g. History known. New battery. Handbook. Taxed year. Nearest £140. D. Starkey, 6, Sleaford Road, Birmingham 28. [7120

1939 ALVIS 17 h.p. "Firecrest." Very good condition. Four new tyres. £120. 6, Foxlake Road, Byfleet, Surrey. [7121

LANCIA APRILIA, 1938. New interior, mint condition. £250 o.n.o. Burrows, 27, Fife Road, East Sheen, S.W.14. PRO 2946. [7122

M.G. T.A., 1937. Stage I tuned. Complete £150 rebuild. Cond. as new. Resprayed red. H.P. possible. Nearest offer £250. Land, 2, Sandringham Road, Weston-super-Mare, Somerset. [7123

M.G. 1931 12/70 F Magna Salonette. Completely original. Immaculate condition. Only 15,000 miles, unused 22 years. Many extras. Polished engine. Perfect running order. £300 o.n.o. 23, St. John's Street, Bedford 613[illegible]7. [7124

SPECIAL BUILDERS. Partly dismantled Morris Minor: Chassis, springs, axles, etc. Complete. Engine and many other parts available. Ealing 9045. [7125

LAGONDA 10 h.p. Rapier, 1934. Preselector, 4-seat Saloon. Good engine, tyres. Body needs attention. £50. 35, Watchfield, W.4. Chiswick 2207. [7126

ROLLS ROYCE 20/25, 1933. Owner-driver Sportsman Saloon by Thrupp and Maberley. Two-tone grey. Owner going abroad. £230. No haggle, sorry. Box No. W.127. [7127

FORD 8 late type exchange engine, unused, as from Fords, with carburettor, distributor and starter. £24. Ford 10 late type engine, very little worn, stripped for examination, with carburettor, distributor and starter. £15. Two Ford gearboxes, one dip-stick type case, both require attention. £5 each. Bloomfield, 19, Elizabeth Road, Ramsgate, Kent. [7128

FIAT 1100, 1938, sliding head Saloon, larkspur blue. Body and engine in good condition. Chromard liners, oil and air filters. Good Michelins. £130. Lydiard, Aldershot 1859. [7129

OLD BANGERS! 1925 D.I.S.S. Delage Tourer, £25. 1929 Willys-Knight Model 40-B Sedan, £20. 1, South Cottages, Windmill Lane, Arkley, Herts. Barnet 2329. [7131

ASTON MARTIN, 1937, 1½ litre Speed model. Good tyres, hood, side-screens and sound body. Apply: E. L. Carter & Sons, "The Garage," Spaldwick, Hunts. [7132

FOR SALE—*continued*

ALFA-ROMEO, 1934. Red. Long chassis, 1750 c.c. supercharged D.H. Coupé, Castagna body. Good condition. Owner going abroad, wants quick sale. Any offers over £110! Please write: T. G. Orr, 37, Shrewsbury House, Cheyne Walk, Chelsea. [7130

MARRIAGE FORCES SALE! Singer le Mans Tourer. £50, bargain. Brentwood 963, Gibbons, Eaglesfield, The Retreat, Hutton, Essex. [7133

FORD 10 REAR AXLE, complete brakes, 4.7 ratio, £14. Gearbox with close-ratio gears, £12. "Brownswolds," Newcastle Road, Congleton. [7134

FOR SALE: 1948 Citroen Light 15; price £250. With heater. To be seen by appointment. Tel.: Braunston 244, near Rugby. [7136

RILEY ADELPHI Big Four. Very good order. Any trial. £135. Bayliss, 30, Olma Road, Dunstable. [7137

AUSTIN HEALEY Sports (1955). Excellent condition. Many extras, including heater, radio, luggage rack. £725. Greenslade, 30, Mountfields Road, Taunton 2002. [7138

RILEY ALPINE 14 h.p. open Tourer. Good all round condition. £110. Jarratt, 29, Wolsey Drive, Walton-on-Thames. [7139

SCINTILLA MAGNETO for Ford 10 h.p. Almost new. £10. "Motor Sport" from 1953 January. What offers? 4, The Grove, Radlett 6805. [7140

1926 A.B.C. Super Sports, 1200 c.c. horizontally opposed O.H.V. air-cooled twin. Aluminium pointed tail 2-seater body. Whole car in perfect original condition. £175. Terms can be arranged. C/o Raeburn Garage Ltd., Surbiton. Elmbridge 4492. [7141

FIAT 1500 Sports Saloon. Immaculate throughout. Modest price, £150. 17, Garden Row, Sudbury, Suffolk. [7142

PAIR excellent Vintage Zeiss Head-lights, 11 in. diameter, mirror reflectors, selenoid. £20 o.n.o. Box No. W. 143. [7143

RILEY GAMECOCK. Rewired. New hood, screens, extras. Well shod. Spare engine, dynamo, magneto, less crank. Body fairish. £75. Broughton, 6, Auburn Road, Bristol 6. [7144

RILEY, 1939, 1½ litre Saloon. S/roof. Birch grey. Sprite engine, crash gearbox; new clutch, brakes. Red upholstery. Interior perfect. Gen. condition good. Offers approx. £185. Evenings, week-ends, 88, St. Andrew's Way, Cippenham, Slough. [7145

RAILTON STRAIGHT EIGHT Coachcraft Saloon, 1938/39, in beautiful condition and well maintained. Finished in coach green. Heater, Motorola push-button radio, wing mirrors, Andre telecontrols front and rear. 21 m.p.g. and 95+. A splendid car for £220, as owner abroad. Serious customers only please, to 72, Horsham Road, Littlehampton, Sussex. [7146

ALVIS SPEED 20, late 1935, Charlesworth Saloon. All brakes relined January, 1959. One of the best Speed 20s turned out; still over 90 m.p.h. Any trial. Taxed and insured. £180. C. P. Thursby, The Bungalow, Clive, Shrewsbury. Clive 232. [7149

M.G. T.A., 1938. Excellent condition. Twin spotlights, two-tone horns. £215. 16, Gainsborough Road, Ipswich. [7150

SINGER LE MANS occasional 4-seater. 1933. Spare engine. £60 o.n.o. Call/write Walker, 61, St. Leonard's Road, Hove, Sussex. [7151

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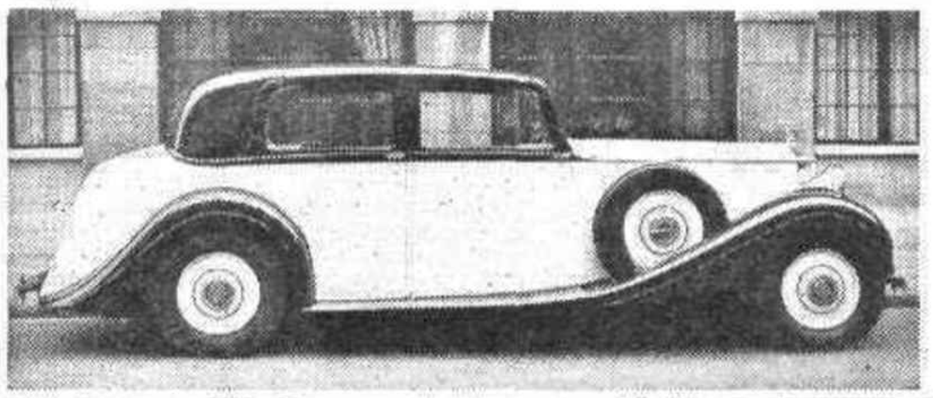
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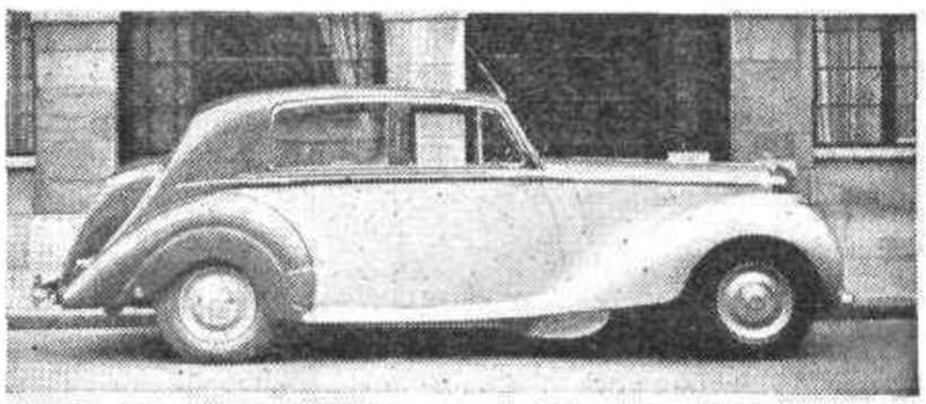
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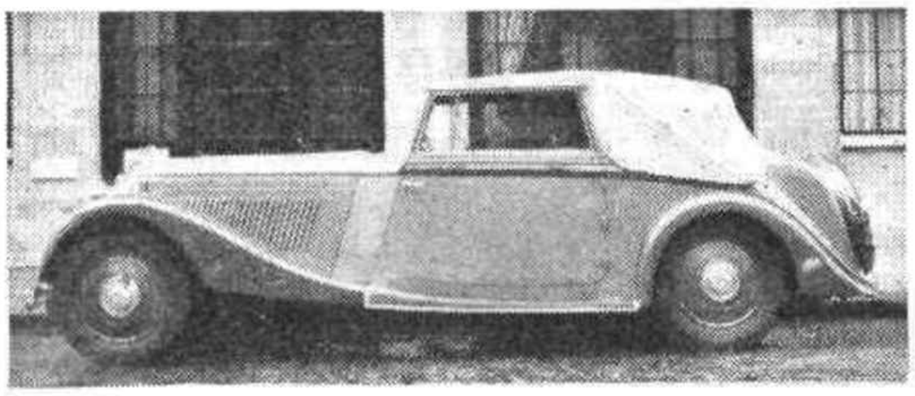
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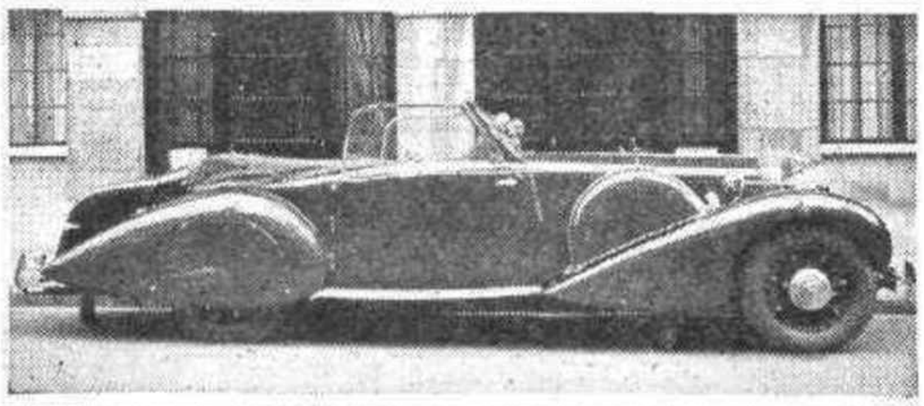
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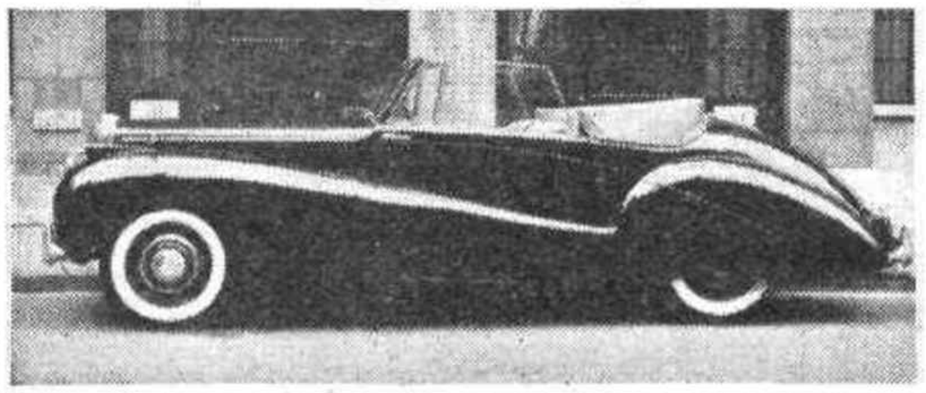
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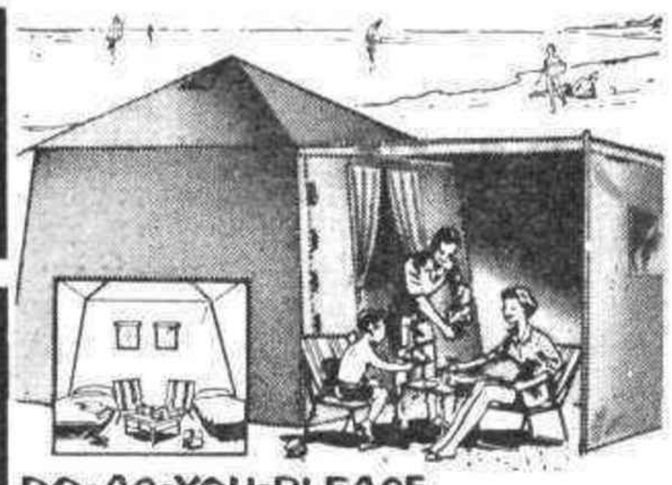
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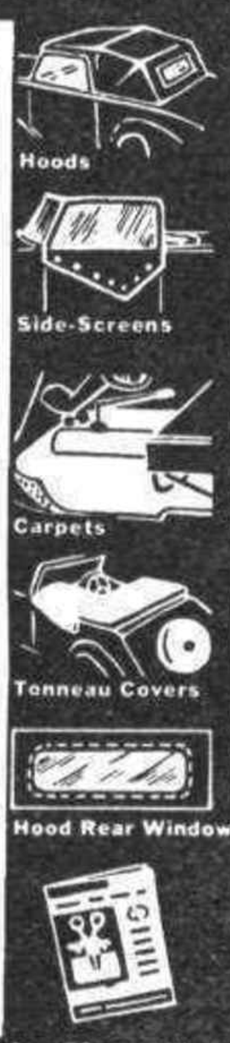
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STUTZ SV16 (single o.h.c.), Dec. '34, Brainsby Woollard 4-door sports saloon body with boot, possibly original but very modern lines; four owners from new; all original equipment and instruments, and generally in very fair condition, except for a rather indifferent and recent respray. A very late model of a rare and interesting car. **£160.**

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MAGAZINES: "Motor Sports" from Jan., 1958; "Car Mechanics" from April, 1958; "Sports Car Illustrated" from November, 1957; "Practical Motorist" from October, 1957. McLeod, 1, Arlington Close, Sidcup, Kent. [7288

FORD 10 rear axle case with fittings. Near side half only. Phone Beaconsfield 1781. [7293

CITROEN 12.8. Fine specimen. Latest type cylinder-head. Fog, reversing lamps. £110 o.n.o. Jorro, The Granleys, Griffiths Avenue, Cheltenham 53721. [7294

1923 VINTAGE ALVIS Saloon 12/40. Original condition throughout. Good running order. Best offer over £125. Goodheart, 67, Collyer Avenue, Bognor Regis, Sussex. [7295

1955 LOTUS Mk. 6. M.G. T.D. engine/box. Stage III tune. Red. Immaculate. Weather equipment, tonneau. £465. Week-ends only. 83, Pickford Lane, Bexleyheath, Kent. [7296

HUMBER UTILITY 4 x 4. Mechanically and bodily first rate. Heater. P. 80 spotlamp. Tyres and battery very good. £75. Newman, Manor Farm Cottages, Luddington, Nr. Stratford-on-Avon. [7297

1929 VERNON DERBY. Recon. engine not run in. Rebuilt chassis (boxed). Three spare 4-cyl. magnetos, or will sell separately. S.U. carburettor. Two spare S.U.s. Very interesting, economical car. Offers to D. Sharp, 1, Netherpark Drive, Romford, Essex. [7299

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CITROEN, 1940, Big 15. Body fair. Recent extensive mech. o'haul, including new drive shafts, tyres. Excl. Haggle around £115. Rogers, 44, Kingsbridge Road, Morden, Surrey. DERwent 1257. [7200

9 H.P. 1946 SINGER ENGINE, gearbox, propshaft, literature. Offers? Hart, 53, Shooters Drive, Nazeing, Essex. [7201

M.G. 1½ litre Y.B. Saloon. First registered 31st July, 1953. Two owners only. 27,000 miles. Whole car in excellent condition. Any trial £465 o.n.o. "Tiefencastel," Sandy Lane, Ivy-Hatch, Kent. [7202

UNIQUE RILEY 13.5 h.p., 1931. The only one of its kind. Coach-built body. Offers around £60. 83, Hatherley Road, Reading. [7203

LAGONDA V.12 Saloon, first registered 1945. Chassis and engine No. 16022. Doctor driven, and in superior condition. Going cheap. Enquiries: Phone Speedwell 1154 (London). [7204

D.K.W. Cabriolet, 1938. Rebuilt body, new hood. £115 o.n.o. Tel.: Ruislip 5548. [7205

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1933 Talbot "90" Vanden Plas tourer. Engine dismantled. Manual gearbox. **£30**

1935 Talbot "65" saloon, very good mechanically. Poor body. **£20**

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All orders dealt with by return

FOR SALE—*continued*

J.2 M.G. Reconditioned engine, dynamo, wheel bearings. Upholstery and body excellent. £85. (Sheffield.) Box No. W.309. [7309

STOP. Austin Seven Speedy, 1934, 2-seater sports. High performance 750 c.c. engine, excellent condition. £125. Spring Park 3384. [7310

ALVIS S.E., 1935, D.H.C. Aluminium body. Exceptional condition. New hood, radiator, respray, engine overhaul. £205. Shepherd, 228, Banstead Road, Banstead, Surrey. Ewell 3827. [7311

ROLLS ROYCE 21.6, 1927, pleasant Saloon. Good original leather upholstery, recent new paint. Five good tyres. Mechanically well maintained. £225. D. Firth, St. Mary's Hospital, Portsmouth. [7312

ARMSTRONG HURRICANE, 1948, Drophead Coupé. Excellent condition. Extras. Available 14th April, thereabouts. £245. Birmingham. STE 2708. [7314

BENTLEY/DIESEL 4½ Gurney Nutting Saloon. Good condition. Good tyres, re-fabricated. Fitted Mercedes-Benz 3 litre engine, new, 13,000 miles only. Excellent runner. Original. £230 o.n.o. McClure, White Hart, Beaminster, Dorset. [7315

M.G., 1930, 18/80 Mk. 2 2-seater in B.R.G. New tyres. Very good specimen of this well known mark. Pattison, 23a, Walpole Street, London, S.W.3. SLO 3720. [7316

MUST SELL! 1938 Talbot Coupé. Mechanically excellent, body not quite so good. Fine performance and economy. Offers around £80, to D. Clayton, Seafield Stores, Meliden, Prestatyn, Flints. [7317

1939 CITROEN Light Fifteen Drophead Coupé. Sound and presentable bodily and mechanically. Recent transmission overhaul, repaint, new hood, rewire and 4 Michelin X. £260 o.n.o. Delivered anywhere. Scott, Darrington Hall, Pontefract, Yorks. Wentbridge 270. [7318

UNFINISHED very special Riley 9, S/S engine, Wilson box, 16 in. wheels, body, wings, etc. Offers, for quick sale. 1931 Hillman Wizard 16/60 Coupé. Very reliable and rare car in outstanding condition. £35. Rogers, 43, Broomfield Road, Beckenham, Kent. [7319

M.G. T.C., 1946. Engine 17,000 since complete overhaul. Brakes recently relined. Excellent mechanical condition. £305. WILlesden 2760, evenings. [7320

1933 AUSTIN SEVEN. Good order. Must sell. £50 o.n.o. M. Cummins, 44, Gloucester Place, London, W.1. [7321

T.C. M.G., 1946. Re-con. engine 9,000 miles ago. New battery. Body, hood and 4 tyres good. Now compelled to use saloon for business. Price £290 o.n.o. Normal H.P. arranged. R. Allen, 1, Cardigan Mansions, Richmond Hill, Richmond, Surrey. Tel. 3429. [7322

1955 (LATE) TRIUMPH T.R.2. Unmarked. Inside/out red. Heater. £540. Terms, or exchange for car or motor cycle. 26, Dobson Road, Gravesend 2359. [7323

AUSTIN CHUMMY, 1927. Daily use. Immaculate inside and out. £50. 40, Queen's Road, Parkstone, Dorset. [7324

CITROEN LIGHT FIFTEEN, 1946. Crankshaft reground, mains, big ends renewed, new clutch, new tyres. Polychromatic blue. £210. Almost complete spare engine, gearbox, etc. Hoffman, 154, Brooklands Road, Sale, Ceshire. [7325

ALVIS SILVER EAGLE Saloon, 1932. Reliable, enthusiast maintained, licensed. Will sell to similar enthusiast. £35. Loughton 3625. [7326

TYRES: 32 x 4 S.S., suit Rolls 20. New Dunlop Forts. £6 each, £20 for four. Kay, Marsh Lane, Hambleton, Blackpool. [7327

DISAPPOINTED TEACHER (5% indeed) offers very sound Morris Cowley. £50. Carrington, 5, Somerset Avenue, Blackpool, Lancs. [7329

ASTON MARTIN Mk. II, attractive Coupé. Engine completely overhauled. Re-sleeved to standard, new pistons, crankshaft reground, new bearings, timing chain, etc. Water pump and magneto reconditioned. Clutch relined. New twin windtones and front mudguards. Dove grey, with red leather upholstery and hood. New tyres, good brakes. A safe, reliable car. Bargain £295. Nelson 409. 230, Hibson Road, Nelson, Lancs. [7330

H.R.G. 1500 c.c., 1947. Black. Twin spares, Scintilla mag., new tyres, hood, tonneau and upholstery. Mechanically and bodily excellent. £360 o.n.o. Smith, 5, Talbot Road, London, N.6. MOUntview 2340. [7331

BENTLEY 3 litre Spares. Good condition brake drums, cross shaft and 18 inch wheels with tubes and tyres. Box No. W.332. [7332

LANCIA AUGUSTA D.H. Coupé. Engine damaged. £50 o.n.o. Davis, 40, Fir Tree Road, Banstead. Burgh Heath 2038. [7333

GLORIOUS OPPORTUNITY to corner the junk market! 1936 Morris 8 2-door Saloon (clapped). Also 1936 Jowett 7 4-door Saloon (not quite so clapped but still a heap!) Will commence haggling at £20 and £15 respectively. C. Batten, 28, Rodney Court, Hatfield, Herts. Hatfield 2978. [7334

FOR SALE—*continued*

ROLLS ROYCE, 1925, G model, breaking for spares. Mascot available. Also breaking Riley Merlin and Monaco, Austin 10/34, and Lanchester roadrider. Ronaldson, 31, Parkhead Crescent, Edinburgh 11. [7335

1949 TRIUMPH ROADSTER 2000. Excellent condition throughout. Extras include windscreen washer and heater. £325. D. J. Clark, 1, Copley Way, Tadworth, Surrey (near Epsom Downs). [7336

ASHLEY FIBREGLASS SPECIAL. Wishbone I.F.S. with coil springs, 2 L.S. hydraulic brakes, easy-clean wheels, new tyres, wrap-round glass windscreen. Instruments require fitting. Complete, less bulkhead, battery and engine. Ford or Austin. Towable. £120, or exchange M.G. Baker, 23, Cherford Road, Bournemouth. [7337

DEC. '54 L.H.D. A.30. New engine, heater. £350 or offer. Lymington 2091, 9-5. Seen Farnborough, week-ends. [7338

RILEY 9 Touring Saloon S67CX, 1937, with overdrive. Quite good. Goes well but not immaculate. £120. Bardsley, 3, Ladythorn Road, Bramhall, Ches. Bramhall 1962. [7339

RILEY 12, 1936 model. Exceptional condition. Carefully maintained by present owner. £175 o.n.o. Evans, "Bethany," Ffrwd Road, Abersychan, Pontypool, Mon. [7340

1925 SWIFT Tourer. "All brass." Excellent tyres, body and engine. £100. Offers. Dean, Woodlands, Hazel Lane, Petersham, Surrey. [7341

1934 RILEY "LYNX" 12/6 Sports. Beautiful example offered by Register member. Spares, handbooks. £95. Photographs available. Box No. W.342. [7342

FIBREGLASS SPECIAL. Mistral on Ford 8 chassis. Reconditioned engine. Aquaplane Zeniths. In excellent mechanical condition and finished to very high standard. Vynide hood, sliding windows, fitted carpets, heater, large boot. Built for reliability and comfort. £250. Phone Sutton Coldfield 2592. [7343

RILEY 1½, 1954. One owner. 47,000 miles. Recent engine overhaul, new battery, tyres, brakes. Must exchange for good Ford Pilot or similar as money required. Cundall, Little Lassett, Cavendish Road, Weybridge 3975. [7344

1948 T.C. M.G. £350. Red. Excellent condition. Worth it? Come and see. 7, Inholmes Road, Flintham, Newark, Notts. [7345

M.G. T.C. in excellent condition with many extras. A lot of money has been spent recently on this car. £360 o.n.o. Tel.: Chorleywood 241, Herts. [7346

1½ LITRE INVICTA/BLACKBURNE engine spares. Gearbox for same. "Bryn-Estyn," Coronation Avenue, Heywood, Lancs. [7347

TALBOT 65 Sports Saloon, 1934. 13.8 h.p. Sound in wind and limb. Fond of the open road. Towbar for caravan. Spare engine, gearbox, front and back axles, wheels, dynamotor, steering gear, transmission, etc. Owner desires change. Who'll bid £135? Tadworth 2338. [7348

TALBOT 95, 1934, Saloon. Very fine condition. £80. Mr. Reeves, Hounslow 0309. [7349

3 LITRE BENTLEY. R.C. Series Speed Model. Chassis R.C.32, engine R.C.325E. Original 1936 V.D.P. (aluminium) touring body, grey with blue leather interior. Very expensively restored and sensibly modified. Sporting or comfortable family car at will. B.D.C. registered. A much admired Bentley in splendid condition. Impractical to keep, owner now mostly overseas. £450. Pelly-Fry, Windmill Cottage (Tel. 273), West Ashling, near Chichester, to view and details. [7350

RILEY 9 BIARRITZ, 1930. In daily use. Instant starter. Mag. just overhauled. Good battery. Reliable. Would repay enthusiast's love and care. £40 o.n.o. Also Norman Autocycle, 1941. Very little used. Stored many years. £20. Write or phone after 5th April: Wootton, 9, Towers Road, Hatch End, Middx. HATch End 4901. [7351

DELAGE, 1932. D.8 Super Sports. Excellent condition. Recently overhauled. Standring, 12, Grantlea Grove, Mount Vernon, Lanarkshire. [7352

AUSTIN 750. *Resleeved, large inlets, aly head,* deep sump, new crank. Professional body. Ford 10 front axle. New rear tyres. Full weather equip. £147 10s. 45, Langham Road, Edgware, Middx. [7353

AUSTIN NIPPY. Recellulosed red, engine overhauled. Extras. £105. Masters, 77, Bursledon Road, Southampton. [7354

HUMBER 12 D.H.C., 1934. Well shod. Many new parts, including carb., brakes, batts., lights. £80. Box No. W.355. [7355

MORCHESTER! 10 h.p. Special Saloon first reg., Nov. '56. One owner. 34 m.p.g. Good cond. tyres, etc. Suit family man/enthusiast. £55 o.n.o. Fripp, 23, Marvell Close, Pound Hill, Crawley, Sussex. [7356

JAGUAR XK120/140 Mk. VIII cylinder head, twin S.U.s, etc., discarded 10,000 miles to fit mods. £20 o.n.o. D. J. Powdrill, 210, Lake Road East, Cardiff (51822). [7357

FOR SALE—*continued*

GOGGOMOBIL. Engineer's servicing tool-kit, complete, unused. Cost over £30. Offers. Whittle, 41, Newton Road, Cambridge. Tel. 59237. [7359

BENTLEY SPARES. 3 litre. 3.53 axle, 4 star diff. complete, half shafts. £25. Blocks £4 10s. Cranks £5. Sump £4. Crankcases £4. C. gearbox £10. Wheels, 21 in., £5. 4½ steering box £5. Dynamo £3. Self-wrapping axle £15. Drums £4 10s. 6½ water pump £5. Bosch mag £5. 2 con rods £5. Late crank, crankcase, sump, £15. Dynamo £3. Steering unit £5. Front axle £10. Twin S.U. and manifold £10. Rocker gear £6. Many other spares. Lyne House, Lingfield, Surrey, 137. [7358

1957 MARTIN-FORD 8 h.p. fibreglass. Cream, with black hood. £210 o.n.o. 36, Frank Road, Doncaster. [7360

GENEROUS EMPLOYER having provided acceptable alternative transport, obliged sell my recently fully overhauled Jupiter 1953 Series 3. R4 (Le Mans) crankshaft. Virtually mint condition. Viewable where garaged at 35, Kinnerton Street, S.W.1. £455. Write: Brown, 7, Mulberry Court, S.W.3, or telephone garage BELgravia 3711. [7361

3/4½ BENTLEY, Speed Model chassis. Fitted "C" box. Touring body by Corsica with full road equipment, finished in British Racing Green with black hide trim. Price £300, or therabouts. Facilities for credit available if required. For details: Derek Gardner, 41, Gaveston Road, Leamington Spa. Telephone 2696. [7362

1948 71K ALLARD. Very fast, good condition, 20 m.p.g., two-tone blue. £230 o.n.o. Smith, 4, Billy Lows Lane, Potters Bar, Middlesex. Potters Bar 4965 evenings. [7363

ROLLS-ROYCE, 1938, 25-30 Four-Light Sports Saloon. Black and grey with brown Leather, overhauled, in perfect condition throughout. Dr. Beale, 13, Cornwall Gardens Walk, London, S.W.7. Western 2027. [7364

FIAT 1100 c.c. Genuine Arbarth conversion. Twin down draught Weber. C/W Arbarth inlet and exhaust manifold, new condition. £45. R. Nattrass, Kirkby Fleetham, Northallerton, Yorks. Phone Kirkby Fleetham 249. [7365

1935 RILEY 9 engine and p/s gearbox, £8 10s. Back axle complete, £6. Front axle springs and wheels, £3. Radiator, 30s. Steering column, 20s. Several other parts—windows, etc., for Monaco. Dr. Foggitt, Woodlands Hospital, Rawdon, nr. Leeds. [7366

M.G. T.C., Sept., 1949. Cream and red. De luxe hood, rocker cover, twin spots, horns, mirrors, screen washers, excellent order. £335 o.n.o. Drake, 5, Howard Street, Sheffield. Tel: 25627 (day), 70573 (evenings). [7367

LEA-FRANCIS, 2-seater dickey. Only two owners. Engine, steering, lighting, wiring overhauled. New hood, screens, batteries, tyres, upholstery. Original and excellent mechanically and bodily. £110, or exchange and cash. Gratton-Kane, "Mayflower," Corfe Castle, Dorset. Telephone 438. [7368

FORD 8, Rochdale G.T. Saloon, 4.7 C and P., Taxed, insured. Wintones, sprayed, needs trimming. £200. Pitchford, 4, Addison Road, Middlesbrough, Yorks. [7369

1947 MORGAN 4/4, 4-seater. Lusty performer. New hood, clutch, etc. Hire purchase possible. £210. 461, Chorley New Road, Horwich, Bolton, Lancashire. [7370

1958 STUART 750. 7,000 miles. Beautifully styled and trimmed coachbuilt body. Austin parts handpicked from quantity. Electrics, tyres, fitting, etc., new. Highly developed suspension enables rapid travelling without mechanical fatigue. Exquisite piece. £175. Queue here. Box, Redhills, Arnside, Westmorland. [7371

1937 ALVIS Silver Crest Saloon, 16.9 h.p., Black. Good condition. £50 o.n.o. Phone Liss 2121. [7372

BENTLEY, 1925, 3 litre, short chassis. Twin slopers, taxed and insured. Attractive body—not V.D.P. £185. WALlington 2381. [7373

ROCHDALE G.T. 1172, new Popular chassis, 4.7 axle, spare engine (no accessories), gearbox. £425. Also Morris Series E gearbox modified to fit Ford 10, clutch, etc. 327, London Road, Leicester. 75938 (home), 56578 (office). [7374

1935 FORD 10, broken for spares, all parts. New kingpins and bushes, tyres as new. 98, London Road, Biggleswade, Beds. [7375

AUSTIN NIPPY. Genuine Ulster engine, just overhauled. Five new tyres, battery, flashing trafficators and hood. £105. 42, Foden Road, Great Barr, Birmingham. [7376

TWIN-CARB HEAD and other spares for Hyper Leaf 4 E.D. Meadows. Box No. W. 377. [7377

ALVIS T.A.14, 1949 D.H.C. Tickford Body. Black, Red upholstery. Superb condition. Second owner. 62,000 miles. £375. Costain, 7, Rivey Close, West Byfleet, Surrey. Tel: Byfleet 4291. [7378

ALVIS, '48, T.A.14 Shooting Brake. 60,000. Full history. New tyres (T and C rear), new battery. Engine and bodywork excellent. Marchal head and spotlights. £295. Sussex. Scriven, Haywards Heath, 1936. [7379

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

FOR SALE—*continued*

JOWETT JAVELIN de luxe, late 1950, Series III. Radio, heater, new battery and tyres. Excellent condition. £285. 57, Nevill Avenue, Hove, Sussex. Tel: 34391. [73.0

AUSTIN 7 Utility, 1937. Sound chassis, mechanics, but dynamo u/s. New tyres, spare engine, gearbox. £3.1, or would break. 22, Ashley Drive, Penn, Bucks. [7381

RILEY ADELPHI, 1937. Good conditon. £135 o.n.o. Haskell, 3, Brook Drive, Sunbury, Middx. Ashford 2142. [7382

M.G. T.D., Mark II, B.R.G., 1953. Rebored, H.C. pistons, radio, many extras. Excellent condition. £480. Jordan, 11, Grosvenor Road, Chandlers Ford, Hants. Tel: 5092. 7383

RESURRECTION of a Thoroughbred. Q-type M.G., supercharged single seater ex-Evans. Twin rear wheels. Unfortunately dismantled for storage during War. Body rough, engine Laystall built, well preserved. Price £100. Phone GIP 3749. [7392

M.G. T.C. cyl. head and valves £5. Ditto camshaft 30s. Ford 10/T.C. M.G. gearbox conversion set £3. Ford V8 dynamo and regulator (new) £3. B.T.H. and Watford 6-cyl. magnetos £3 each. All carriage extra. Box No. W.393. [7393

ONE MISTRESS for nine years! 1949 Ford V.8 Pilot. Radio, heater, leather. Recent new engine. Clutch, steering, gearbox and brakes overhauled. Well maintained and sound throughout. Genuine 18-22 m.p.g. £190. Billson, 62, Lansdowne Road, W.11. [7394

M.G. T.B., 1939. Maroon. T.C. engine recently completely overhauled. Many extras. £270 o.n.o. Menage, 24, Hillsborough Court, N.W.6. Dly: MAN 4567. [7395

1950 NORDEC 1172 FORD Special, ally body, I.F.S., rev. counter, good tyres, brakes relined. All weather equip. £130. Barnet 6656 [7397

ALLARD D.H.C., 1949. Low mileage. Silver-grey. Excellent condition. £230 or offer. Evenings, week-ends; Ashtead 3854. [7398

RILEY, 1936, 12/4 Kestrel. Cromard liners, 7.5 pistons, crank ground. New valves, tyres and carburettor. Brakes relined. £130 or exchange 2 litre Lagonda. Brack, 4, Dunmore Avenue, Sunderland, Co. Durham. [7399

APPROX. TWO CWT. of assorted magazines, cuttings and catalogues, period 1950-8. "Autocourse" complete. Moving house, so am forced to dispose of collection. £1 the lot. Dyson, The Rookery, Staverton, Daventry, Northants. [7400

VOLKSWAGEN, 1947, reg. 55. L.H.D. Excellent condition. New tyres, battery, recent decoke. £225. Dean, BAL 4118. [7401

£110. B.S.A. 2-seater Sports, 1938. Completely rebuilt. £135 on parts resprayed. Unused since. Also formula Austin engine, 4-speed box, tuned, £28. Full details: Williams, Brooklands, East Boldre, Brockenhurst, Hants. [7402

ALVIS CRESTED/SILVER EAGLE, based partially completed Special; reconditioned engine; or would split. Also cheap complete Special. Eurne, Idlerocks, Moddershall, Staffs. Hilderstone 214. [7403

£39. LAGONDA 3 litre, 1933. Long, low, brake body. Two owners. History known. Stored many years. Battery and tow only major requirements! Phone: Bradford 37829. [7404

M.G. 2-seat L-type. Fitted Ford 10 engine. Works reconditioned engine recently fitted. Mechanically excellent throughout. One engineer owner last 10 years. Good paintwork and comprehensive weather protection. Used daily. £120 o.v.n.o. Box No. W.405. [7405

M.G. N.A., 1936. 4-seater. Engine completely overhauled. £100 spent. New hood, sidescreens, carpets. Body excellent. New batteries, instruments, Le Mans headlights. Fast and reliable. Ideal for enthusiast with family. £155. Further details: Bradley, 19, Cavendish Road, Oxford. [7406

M.G. T.C., Nov. '48. Green. Stage I tuned. Vynide hood. Oversize rears, twin spares. Cr. lug. grid, windtones, twin spots, temp. gauge, tele shockers front. Immac. Only needs seeing. £350. H.P. available. 74, Smalewell Road, Pudsey. Tel. 5365. [7407

FINEST VINTAGE HUMBER. 1928 20/55 Limousine. Showpiece. £120. 62, Church Street, Tewkesbury 2378. [7408

1932 HUMBER SNIPE Tourer. 40,000 from new. Exceptional, unmarked condition. £75. 62, Church Street, Tewkesbury 2378. [7409

1939 ASTON MARTIN S.C. 2-seater Sports. Perfect order. 2,000 since rebuilt. Good hood, tyres, battery. Any trial. 20-25 m.p.g. £195. Read, Pine Park, Honiton, Devon, 142. [7410

JUST THE THING for the Vintage enthusiast this summer. Engine needs little attention, but otherwise my 1923 Wolseley is in excellent condition. Highest offer secures. Box No. W.411. [7411

1947 VOLKSWAGEN, L.H.D. Sound condition throughout. Very economical. After 1st April, E. Lilley, 38, Lydbrook Road, Scunthorpe, Lincs. [7412

FOR SALE—*continued*

VAUXHALL 23/60 Tourer, 1923. £70. Alvis 12/50 Saloon, 1932, £90. Both excellent. Consider part exchange 9/20 Humber 2-seater with dickey, 8/18 or 10/23 Talbot ditto, or Frazer-Nash, complete or parts. Taylor, 67, Lincoln Road, Peterborough. [7413

RILEY 12/4 SR6K KESTREL Six-Light. Restored 2,000 miles ago to genuinely excellent condition. Engine, clutch, brakes, suspension, steering, dynamo, new or reconditioned. New tyres, battery. Rechromed, retrimmed, recellulosed. £220 o.n.o. Imp, Sprite, similar, suitable restoration, wanted. Hanney, 7, Grosvenor Road, Abertillery, Mon. [7414

1937 RILEY 9 Chassis, with radiator, less tyres, £10, or dismantle. All parts excellent condition. Hanney, 7, Grosvenor Road, Abertillery, Mon. [7415

BLUE STREAK 16/4 Overdrive Riley Adelphi Saloon. Tremendous performance. Body poor but usable. Make wonderful Special. Complete with spare engine, gearbox, etc. £75. Box No. W.416. [7416

BLACK 1951 FORD ANGLIA. Very good condition throughout. £250. Beak, 17, Glynde Avenue, Hampden Park, Eastbourne. [7417

M.G. P.B., 1936. Ex "Creamcracker Team." Recent complete overhaul engine, clutch, wiring, new battery, all weather equipment. £150 quick sale, owner leaving for New Zealand, May. Woodcombe, Chivelstone, Kingsbridge, Devon. Chivelstone 283. [7418

VARIOUS SPARES, Singer Le Mans 9 h.p. Crabb, School Road, Drayton, Norfolk. [7419

LE MANS SINGER, Fixed Head. Good mechanically, just decoked. £40. Redhill 3844 evenings. [7420

LANCIA APRILIA, 1939. Wonderful condition, must sell, changed occupation necessitates modern tin box. £250. 13, Vincent Road, Sittingbourne, Kent. 1035. [7421

R.R., 1923 20 Tourer. F.W.B. Fair order apart from upholstery. Replaced by long-sought-after Ghost. £180 or offer. Harvey, Heydon, Royston, Herts. [7422

1955 T.R.2. Red. Overdrive, wire wheels, X tyres, many other extras. Immaculate condition. £575. H.P. arranged. 270, Norbreck Road, Little Eispham, Blackpool. [7423

FALCON MARK II SHELL for sale at very little more than half price. Offers for this sacrifice to L. Salmon, 20, Meadow Road, Loughton, Essex. Telephone 9-5; Waltham Cross 3162 [7424

LAGONDA D.H.C., 1948 Motor Show model. New 2.6 Vantage engine 1953. Complete mechanical overhaul 1958, costing over £300. Resprayed white. New hood, loose covers, radio, heater. Fast and economical. £515. Ashtead 3103 after 7th April. [7425

RILEY KESTREL Six-Light Saloon, 1935. Engine/accessories completely overhauled 1,200 miles ago. Battery, tyres, brakes, steering good. Body sound. Very smart. Good, clean interior. £210. Ashby, Redstart, Orchard Close, Longfield, Kent. Longfield 2109. [7426

BENTLEY 3½ Mulliner Sedanca D.H. Coupé. Cream, black. Excellent condition. New hood. Pills for overhaul. Professionally maintained. Original tools, instruction manual. A car of classical elegance and brisk performance. 22 m.p.g. Taxed. £585. Riverside 3184. Box No. W.427. [7427

CITROEN LIGHT 15, 1951. L.H.D. Heater, washers and radiator blind. £315. Huggins, 49, Hyde Vale, Greenwich. Tideway 3845. [7428

1937 SINGER Saloon O.H.C. "Concours" condition. Three owners from new. Full history. £125. WAX 5176. A. G. A. Fey, 29, Farndale Crescent, Greenford. [7429

1933 ALVIS CRESTED EAGLE Drophead. Generally sound, but needs some attention. Cheap to genuine enthusiast. Details, 19, Bull Ring, Ludlow, Salop. [7430

TRIUMPH 2000 Roadster, 1949. Excellent condition. £340. Genuine reason for selling. Photo, particulars: Taylor, 79, Nowton Road, Bury St. Edmunds. [7431

1935 RILEY MERLIN. Excellent condition. Preselector gearbox, just overhauled. Bargain at £120 o.n.o. This car must be sold. Ring Staines 4427, 75, Park Avenue, Egham. [7432

RENAULT 750, 1954. Nice condition, special Downton twin carburettor conversion, pair new Michelin Xs, washers, some spares also. Never rallied. £435. Orton, 379, Winchester Road, Southampton. Phone 68318. [7433

BENTLEY, 1927, 4½ litre open Tourer, in good general condition. £200. Charles, The Bell, Barnet Gate, Arkley, Herts. Barnet 7292. [7434

1933 J.2 M.G. First class condition. Hydraulic brakes. £125. Powell, 79, Moulsham Drive, Chelmsford, Essex. Tel. 56258. [7435

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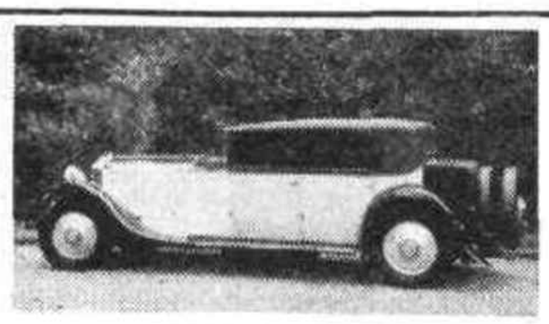
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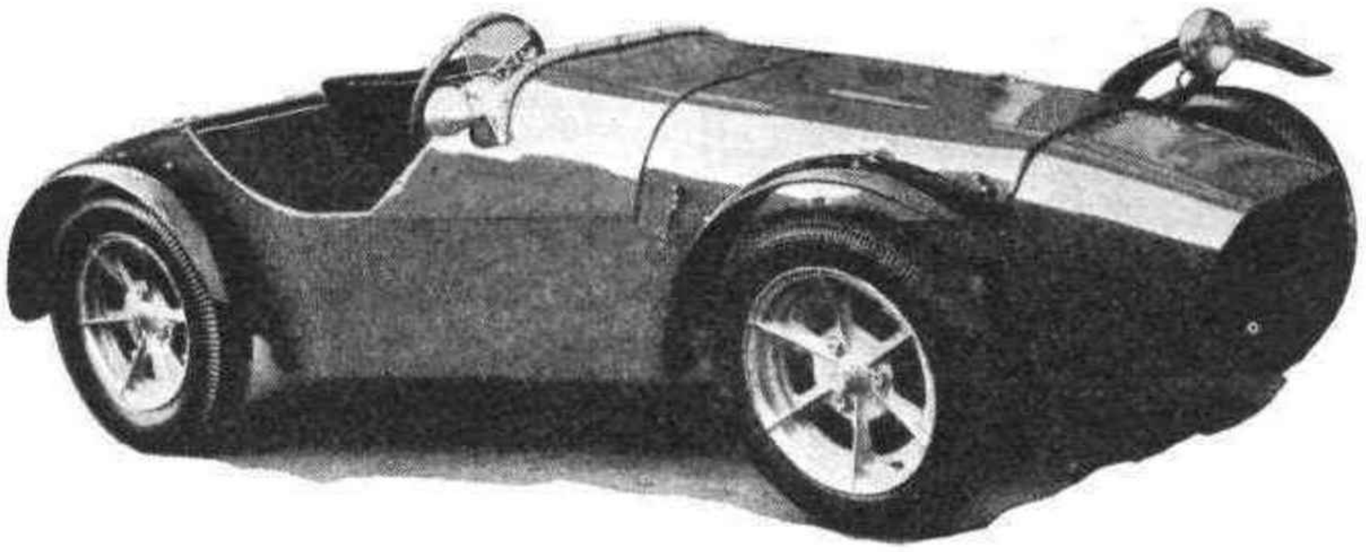
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ALVIS 12/50 " Beetleback." Decoked, repainted, B.R.G. New carburettor and magneto, new carpets and hood, two new tyres and two spare wheels, spare engine. Very sound throughout. A vintage thoroughbred for £110. Undery, " The Towers," Walton Lane, Shepperton, Middx. [7474

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£855 Jaguar XK140 D.H.C. Special equipment. White with maroon hood. X tyres, spots, radio, heater, etc. 1955.
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FOR SALE—*continued*

1931 LAGONDA, 2 litre. New tonneau, Servo assisted braking. £165. (London.) HAM 6193 or ENF 8149. [7475

CITROEN Six Cylinder Black Saloon, 1952. Magnificent condition throughout. Speedo reading 14,000. Extra heater, oil filter, spotlight, workshop manual. £400. 21, Bertie Road, Kenilworth. [7476

1 PAIR 1¾ in. S.U. carburettors, unused. £15 o.no. Phone Coventry 63498. [7477

SPECIAL BUILDERS! £25. Erring daughter damaged body! S.S.II 12 h.p. Coupé. Excellent chassis, engine, tyres, new alloy cylinder head, driveable. Enthusiast could make sports 2-seater. Lower Mill, Kemerton, Tewkesbury. Phone Overbury 308. [7478

JUPITER, Green Perfect, Series III. Engine, Michelin " X." luggage rack, heater. The hood, distributor, silencer, brake linings recently renewed. Standard high ratio axle gives over 70 third, 90 top at 4,000 revs. One owner, two drivers, taxed. Best offer over £350. Furse, Caerwys, Mold Flints. Caerwys 212. [7479

PAIR LUCAS 700 external mounting headlamps 12v, black enamel case, chrome rim, as new, £5. One set Ford Ten brake shoes, good condition, £3. Lewis, 87, Rykneld Road, Littleover, Derby. [7480

1935 RAILTON S.8. Engine perfect, good tyres, batteries. Photos. Taxed. £50. Robinson, 224, Manor-Way, Crewe. [7481

BIG GIVE AWAY! O.H.C. Hornet Special. Ally body, leather upholstery, twin carbs, sports coil, oil cooler, rev. counter, K.O. hubs, etc. 200 miles since rebuilt/resprayed/rechromed. Immaculate. £95. Photo, S.A.E. D. Johns, 30, McKenzie Road, Broxbourne, Herts. Hodd 2174. [7482

M.G. 1939 T.A., Red. Excellent condition. Windtones, spot. £225 o.n.o. 41, Torcross Road, Ruislip, Middx. Eyron 2170. [7483

FORD MARTIN 1172 Fibreglass Sports. Excellent condition. Good performance, full equipment. £310. Springpark 4351. [7484

BENTLEY RADIATOR, m/c acetylene lights, other vintage spares, cheap. S.A.E. list. Owens, Cheyney Cottage, Almondsbury, Glos. [7486

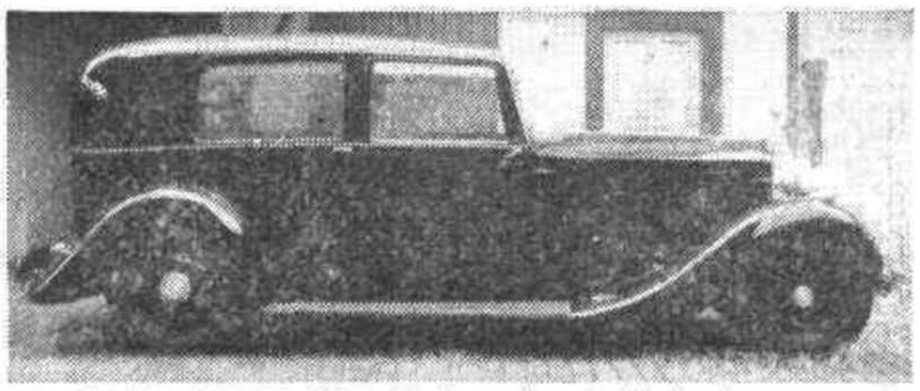
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BUCKLER D.D.2-Ford 100E, 1957. All new parts. Attractive red fibreglass, twin S.U.s, C.R. gears, Marchals, hood, tonneau. 12,000 miles. In regular use. Must sell to buy house. £435 o.no. Powell, 3, Berkeley Place, Bath 60807. [7488

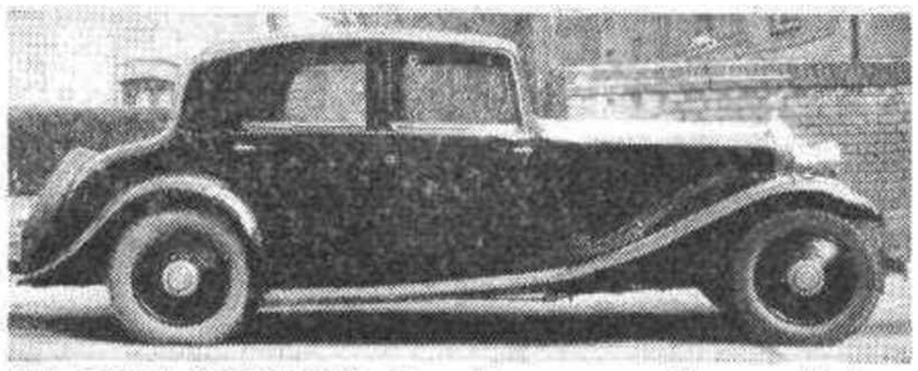
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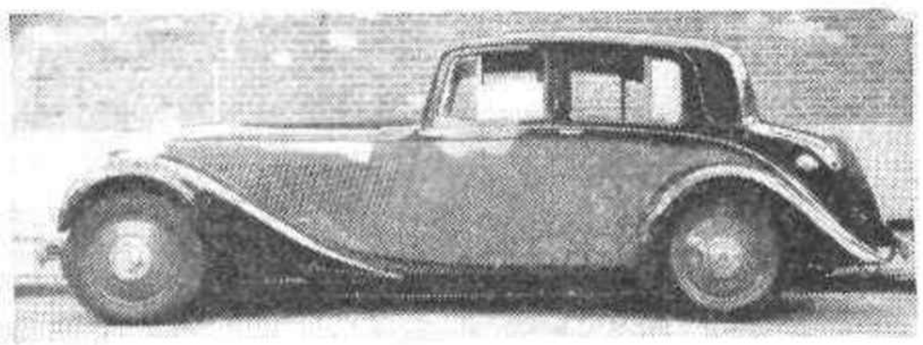
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1937 *BENTLEY 4¼ saloon in black and grey, with beige leather interior, engine overhaul 15,000 miles back, recent brake reline; the body is very sound indeed, but the leather-covered top is a little "pimply"; the performance is extremely good, which makes it a good buy at* **£335**

This is the car of the month ! ! ! A 1939 FRAZER-NASH-B.M.W. TYPE 327 drophead coupe, fitted with a Bristol "400" engine with type "404" modifications; over £1,200 has been spent on this car, including expenditure on the body interior, padded hood, chrome, paintwork, tyres. It has to be seen to appreciate the condition and elegance of a car which is a joy to own, especially at this very economical figure of **£475**

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"MOTOR SPORT," 1951 to present. What offers. Holloway, 58, Wallisdean Road, Lournemouth, Hants. [7489

ASTON-MARTIN, 1933 Short Chassis 2-4 seater. Late type rods, etc. Owned for 18 years. Full description to Marque enthusiasts only. £225. Box No. W.490. [7490

LAGONDA, Pillarless 3 litre, 1934. Recellulosed black, new roof (sliding head), new batteries, excellent general condition, but bores slightly worn. First owner 21 years, enthusiast maintained. Photos. £165 o.n.o. Box No. W.491. [7491

1949 APRILIA. Series II. Excellent condition, resprayed, Michelin "X." Box No. W.492. [7492

WINDSCREENS. New "Triplex" armour plate, double curved. Widely fitted to Mistral, Falcon, Convair, Ashley, Rochdale and numerous one off bodyshells. £2. Rubber locking strip, 10s. S.A.E. "Marron," Wynnstay Avenue, Lydiate, Lancs. [7508

750 SPECIAL. 1952. Professionally built. Hydraulic brakes, independent suspension, high compression head, four branch exhaust port, four speed remote control box, Ruby chassis. £145. Woking 4378, evenings. [7509

MUST SELL: ASTON MARTIN 2 litre D.H. New big ends, brake linings, etc. Body, trim, very good. Many extras. £225 o.n.o. Fagan, Officers' Mess, Kitchener Barracks, Chatham. [7510

AUSTIN 7 SPECIAL. Unused modified chassis, complete parts 4-5/16 in. crank engine. Near completion. Towable. £35. Waide, 4, Freeman's Close, Leamington. [7511

M.G. P.A. 2-seater. Perfect crimson body, black hood, seats, new dynamo, battery, oil seal, screens, reflectors, good tyres, chrome windtones, spot, fog (Bosch), 60 lb. oil hot. Fast, economical and completely reliable. £145. Butler, 7, Waverley Mansions, Kenton Street, W.C.1. [7512

M.G. V.A. Tickford. B.R.G. 4-seater. Jackalls, remote-control shockers, fully instrumented, knock-ons, original tools. Open to realistic offers. Reason for sale: Gorgo objects to being left in rain. 23, Main Road, Hextable, Kent. [7513

ASTON MARTIN, 2 litre, 1937, 2/4-seater Short Chassis Tourer. £325. CUNningham 1504, evenings. [7521

M.G. J.2, 1933 (Dec.). Swept wings. Exceptional condition throughout. £105. Ruislip 8934. [7522

M.G. T.B. Engine reconditioned and tuned, spectacular performance. Overall better than most T.C.s. £265. Vercoe, Cadets' Mess, R.A.F. Technical College, Henlow, Bedfordshire. [7523

M.G. T.A. Red/silver wheels, reconditioned unit, Stage II tuned. £240. Nottingham 69988. [7527

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1935 Bentley 3½-litre, special coachwork by Park Ward. Very attractive **£395**

1939 Lagonda V12 sportsman's d.h. coupe, in truly immaculate order throughout ... **£475**

1938 Delage D.6/70 sportsman's d.h. coupe. A most delightful car in pristine order throughout, finished in pale blue with grey hood, ocelot seat covers, etc. Accounts for over £400 recently spent **£450**

1936 Lagonda LG 45 pillarless sports saloon in very much above average condition and superb mechanical order **£175**

1935 Rolls-Royce 20/25 sports saloon, special coachwork by Cockshoot. Large projecting boot; very nice order throughout ... **£485**

1939 Lancia Aprilia. Excellent order throughout **£225**

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SCINTILLA NV4, 70s. Large Bosch horn, 50s. S.U. pump, 20s. Offers for Riley E.N.V. preselector, 1938 Singer 9 gearboxes. Box No. W.524. [7524

DELLOW De Luxe. Recently renewed tyres, carbs, dampers, rear axle, brakes, silencer. Full weather equipment, sliding screens, extras. Really apple pie. Getting married. £325 o.n.o. Balsom, 97, Hazelwood Lane, N.13. FOX 0609. [7525

1938 M.G. V.A. Saloon. Well shod. Servais silencer, heater. Insured December. £40 on engine December, 1958. £110, or Ford chassis, anything interesting for special, cash adjustment. Panter, Madams Hill, Rothwell, Northants. [7526

100 m.p.h. WOLSELEY 1500 components for sale. Works M.G. "A" head, twin 1¼ in. S.U.s, manifold, camshaft, flat top pistons, Derrington extractor exhaust, Speedwell "G.T." suspension and shock absorbers, etc. Offers, D. F. Loveroy, 37, Culver Lane, Earley, Reading, Berkshire, near Palmer Park. [7528

FOR SALE—*continued*

M.G. T.A., 1937. Fully reconditioned engine, 4,000 miles. Twin spats, new hood, Vynide seats, tonneau cover. Really excellent T.A. £235. Pickett, 211a, Balcombe Road, Horley, Surrey. Horley 936. [7529

1953 MORRIS 8 Utility Type Z, in good condition. Engine reconditioned 5,000 miles ago, 4-speed box, good tyres, 2-1s front brakes, side windows, removable rear seats, rear petrol tank. Seen Nottingham area. £170. Box No. W.530. [7530

ALVIS, 1933 Speed 20 Tourer. Engine, gearbox, radiator completely overhauled in last year. Body good, but not concours. Good tyres. Gurney, Brookwood, Eurley, nr. Ilkley, Yorks. [7531

M.G. 18/80, 1929. Third owner going abroad and must sell this fast and reliable four-seater, ex-V.S.C.C. £85 o.n.o. Lt. Pentreath, c/o Post Office, Beaulieu. [7532

TALBOT 75, 1933. Good condition. Nearest £50 takes. 11, Cosgrove Road, Northampton. [7533

PAMPERED MORRIS E Tourer. Engine overhauled, headlamps converted, excellent order. £165. Hamilton, 116, Morrell Avenue, Oxford. [7534

BENTLEY, 4½ litre, 1928 V.D.P. Open Tourer. Brakes relined, D box, Aero screens, fold flat. Photo. £260. Shaw, 320, Hagley Road, Edgbaston, Birmingham. [7535

UNUSUAL M.G. J.2. Fitted hydraulic brakes, hydraulic front S/A's, large headlamps, foglight. The car is in fine condition and has been maintained with interest. £140. Ring SWI 3571 or Farnham Common (Bucks) 1127. [7536

MORRIS COWLEY, 1932, 2-seater and dickey. Very good original condition, 2 owners. £45, or offer. 44, Coombe Bridge Avenue, Bristol, 9. Phone 683568. [7537

RILEY 16. Elf 4, 1938. Going concern in daily use. About £65. Matthews, 15, Reckitt Road, Chiswick, London. [7538

B.M.W. 3 carburettor Special. Reconditioned throughout. Exceptionally attractive all weather 2/4-seater. Many unusual features. £375. Bridge House, Broxbourne, Herts. Tel: Hoddesdon 3317. [7539

P.A. Sound, reconditioned carbs, rewired. £130. Box No. W.540. [7540

1954 PARAMOUNT Roadster. 1172 twin carb, 35 m.p.g., 85 m.p.h. New gearbox, clutch, engine rebuilt only 800 miles since. Will haggle at £450. Travel for genuine offer. Cpl. Kirby, R.A.F. Bawdsey, Woodbridge, Suffolk. [7541

ROCHDALE-FORD, 1958, 1172 c.c., Red. Built with new boxed chassis, tuned engine, Woodhead-Monroe suspension mods. Fully trimmed with fitted carpets. £385, or part exchange P. Twyford, 11, Mornington Rise, Matlock, Derbyshire. Phone Matlock 143. [7542

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TYRES: Two new 500 x 20 Goodyears, plus one tube, £12. Sayer, Stockton, Beccles. [7252

BENTLEY rear axle complete, 3.53 : 1 finned alloy drums, 18 in. wheels and tyres. Recently rebuilt. Offers please to Rivers, 65, Hatfield Road, St. Albans. [7253

PRETTY GAME. Minx Coupé, '38. Many extras. Any trial. £70 o.n.o. Ewell 4753. [7255

WOLSELEY HORNET Special. Rewired, new clutch plate, good oil pressure; all tyres good, £90. Also spares for sale. Phone: G. Connor, Hornchurch 40882. [7256

VAUXHALL 20.9 Grafton Coupé, 1929. Running order. Negligible oil. New tyres. Exceptional condition. Photograph. £65. 12, Isaac's Road, Barton, Torquay. [7257

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JAGUAR 2½ litre Saloon, 1937. New big-ends, back axle, straight-through exhaust fitted 2,500 miles ago. Tyres, battery and coachwork excellent. Very fast and 22-24 m.p.g. £125 o.n.o., or exchange Mercedes-Benz drophead. Lewis, 51a, Old Shoreham Road, Brighton. [7259

RILEY 1½ Lynx/Sprite Tourer. Fitted H.C. twin-carb head, with twin pumps. Excellent mechanical condition and appearance. £185. Slough 23096, evenings. [7260

RILEY "SPRITE." Immaculate condition. All weather equipment. Preselector box, locked clutch. Many extras. Scarlet and silver, black trim. £385. Powell, 51, Monument Lane, Rednal, nr. Birmingham. Phone: Rubery 81. [7261

M.G. P.B. Black. Excellent condition. New carbs, battery, hood, tyres, recent rebore and new bearings. £185. 58, Mount Culver Ave., Footscray, Kent. [7262

FIBREGLASS AUSTIN 7, 2-seater. Regd. '58, July. Full weather equipment. West London wheels, hydraulic brakes. Rebored 2,000 miles ago, new clutch fitted but needs adjustment. £155. Write Watts, 64, Larbert Road, Streatham Vale, London, S.W.16. [7263

A.C. ENGINE, 1955, dismantled. 28,000 miles only. Also T.C. M.G. in excellent condition throughout. Potters Bar 6700-4309. [7264

'37 MORGAN 4/4, Climax engine. Immaculate for year. Goes like a bomb and loathe to part at £160 o.n.o. Freestone, 56, King Street, Leicester. [7265

1926 RENWICK BERTELLI 2-seater Sports. Fair condition, good running order. £65 o.n.o. Seen week-ends. Write Davies, Lower Ley, Minsterworth, Gloucester. [7266

H.R.G. 1100, 1939. Extensive rebuild. Works reconditioned engine. Everything back to standard 8,000 miles. New tyres, hood, rewired. £215. Must go, family due any day now. VAN 2962. [7267

SINGER JUNIOR, 1932, Saloon. Two new tyres, 40 m.p.g. Signpost lamp, pre-focus headlamps, recently passed police test. Sound bodywork. £30 o.n.o. Box No. W.268. [7268

FOR SALE—*continued*

1935 RILEY KESTREL Sports Saloon. Twin carburettors, twin windhorns, heater. Maintained regardless of expense and in first class mechanical and coachwork condition. £150. D. C. Williams, Cross Street, Ellesmere, Salop. [7278

M.G. P.A., 1935, 2-seater, enthusiast maintained. Excellent condition throughout. New tonneau, 2 spare wheels, luggage carrier. £155 o.n.o. 7, Meadow Way, Chigwell, Essex. HAI 2905. [7279

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1938 2½ LITRE JAGUAR Coupé. New hood, body sound but requires respray. 24 m.p.g. Everything works. £75. Phone Liberty 1516, evening, week-end. [7231

BARGAIN: £40 o.n.o. Ardun O.H.V. heads for Mercury V.8, complete with twin Solex carburettors. POP 2900. [7232

BRITISH SALMSON, 1938, D.H.C., 1½ litre, twin O.H.C. 15,000 miles since complete engine rebuild, linered block, valve inserts. Good tyres, P.V.C. hood, batteries, and appearance. Taxed and insured. £135, o.n.o. Phone Hayes, Middlesex, 0363. [7233

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FIREFLY SPARES: Engine, gearbox, rad., tyres, etc. Hargreaves, 77, Cape Hill, Smethwick, Staffs. [7235

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ACECA, '35, 4-seats Coupé. Reliable but too fast and too small for family. Taxed year. £85 or offer. Paramor, Farnborough, Kent, 53124. [7237

M.G. T.C., completely rebuilt. Resprayed red. New hood, s/screens, carpets. Reconditioned engine, brakes relined, new k/pins, front w/bearings. Showroom condition. £350. Berry, 72, Longridge Road, S.W.5. Office: MON 6510. [7238

JAGUAR X.K.140. Registration No. TLE 861. 1956. Colour racing green. Approximate mileage 30,000. Offers. Box No. W.239. [7239

SUNBEAM, 1930, 20/9 2-seater D.H.C. Taxed, insured. Clutch, brakes relined, tyres, body good. Engine fair. £60. Varley, Raglan, Mon. [7241

STORK FORCES SALE. Nearly complete genuine 1954 T.R.2, body, hood and seats, Ford "10" engine complete overhaul with "Elva" conversion, twin S.U.s, 4-speed box, 15 in. knock-ons. All new rubbers in braking system. Cost to date £300. Offers to P. Malyon, 3, Cromwell Road, Muswell Hill, N.10. [7242

M.G. P.A.: Wheels 27s. 6d.; half-shafts 25s.; steering column 45s.; camshaft 50s. Many other bits. Box No. W.251. [7251

FOR SALE—*continued*

ALLARD, 1950, P.1 maroon Saloon. Excellent appearance and mechanical condition. £235. "Fairlands," Kent View Drive, Pitsea, Essex. [7243

LANCIA ASTURIA 2½ litre Saloon, 1932. Good order, upright shape. Seen London or Norwich. Buxton, Brinton, Melton Constable, Norfolk. [7244

ALLARD, 1949, 2-seater Sports, fitted hard top. Excellent condition, good mechanically. £195. Write or phone: "Lynford," Littlefields, Trent Vale, Stoke-on-Trent 44670. [7245

1934 TALBOT "95" Saloon (Darracq). Splendid condition. £75. 1938 Jaguar 2½ litre Saloon. Outstanding performance, appearance. £100. Or exchange both for Allard, elderly Rolls, or powerful drophead. Weston, 42 Higherfence Road, Macclesfield (3934). [7246

FRAZER-NASH, 1929, 1st Meadows 4ED-engined car. Excellent condition. £130. Beecroft, Hughendon House, Long Preston, Nr. Skipton, Yorks. Phone: Long Preston 203. [7249

AQUAPLANE, 100E head, 2 S.U.s, exhaust manifold, calibrated speedometer, etc. £25 o.n.o. Sanderstead 6978. 26, Farnborough Crescent, Addington, Surrey. [7250

1172 MARTIN. Fibreglass detachable hardtop, hood, 4.7, I.F.S., L.M.B. rear. Many mods. H.P. available. Photographs. £225. Box No. W.236. [7236

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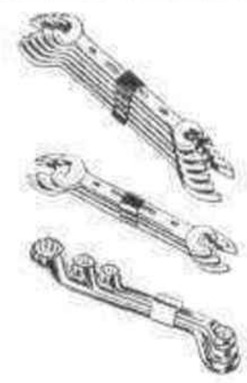


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FOR SALE—*continued*

HUMBER, 9/28, 1930 Weymann Saloon. Mechanically faultless. Clutch, brakes relined, excellent tyres, professionally maintained. Utterly reliable. Over 30 m.p.g. Daily use. Passed I.A.M. test. Complete tourer body, many spares, handbook, literature. Offers. Seven Kings 8392. [7543

LANCIA AUGUSTA Sports Saloon, 12 h.p. de luxe model. Independent front suspension, telecontrols rear, knock-on hubs, wire wheels, Bosch electrics, freewheel, brakes relined, engine overhauled. This car is quite exceptional in all respects and its appearance speaks of its two previous careful owners. Will not turn into a heap before you see it. £150 o.n.o. EER 1012. [7544

CONCOURS 750 SPECIAL. "Cambridge" body, removable hardtop with gull wing doors and full weather equipment. I.F.S., hydraulics, perfect chrome and green cellulose, full range of instruments. Mechanically reconditioned throughout, first used on road 1957 and much improved since, not to be confused with the usual type of special. £250. Roberts, 113, Kingsfield Avenue, Harrow, Middx. HAR 8667. [7546

2½ S.S. JAG., 4-seater Tourer, 1937. O.H.V. Girling brakes, reconditioned engine, rechromed, new battery, weather equipment. Reason for sale, got two. £195. 34, Downhall Road, Rayleigh. [7547

FORD ARCTIC, 25 ft. long 7 ft. 6 in. wide, 9 ft. high. Make good mobile workshop, living quarters. Aluminium body. Hold 2 racing cars and crews. Built-in electric light, new engine and tyres. £300 o.n.o. Stephens, 9a, High Street, Abbots Langley, Herts. [7551

A.C. 2 litre Sports Saloon, 1950. Grey. Blue leather, heater. Complete engine overhaul 3,000 miles ago. Now perfect throughout. £315. Maund, 115, Wilmslow Road, Handforth, Cheshire. Wilmslow 5334. [7555

LOW BUILT SPECIAL, originally 1100 c.c., at present recon. Mercury V.8. Offenhauser heads (all). De Dion rear axle, hydraulics, good tyres, battery and brakes. Lotus type bodywork (Fins). £120 o.n.o. or swap. Normal transport. Box No. W.556. [7556

E.W. HORNET Special. 1935. Good condition, excellent tyres, weather equipment, many spares. Suit enthusiast. Offers about £75. 29, Linkfield, Welwyn Garden City. [7562

COVENTRY CLIMAX 1232 c.c. Special. Tubular space frame, hydraulic brakes. Built for fibreglass body. Haggling starts £145. Box No. W.545. [7545

PAIR P100 headlamps. £10. Stephens, 9a, High Street, Abbots Langley, Herts. [7549

RILEY SPARES, dismantling 1940, 16.4. Engine has had one through the side. 4 new tyres. Or would sell complete. Stephens, 9a, High Street, Abbots Langley, Herts. [7550

MORRIS 8, 1936. Body terrible, mechanically good. Haggle at £30. 78, Hartington Court, Lansdowne Way, S.W.8. [7553

1950 LEA-FRANCIS 18 Roadster. 57,000. Grey. £300 o.n.o. Kayll, Campden, Glos. Tel. Campden 547. [7554

M.G. J.2. Very well shod and in good condition. New hood. £85. Boxmoor (Herts) 1546. [7557

LAGONDA, 1935. Breaking for spares, including new back axle. Galla-More, 53, Church Road, Hove. [7558

1934 MORGAN Super Sports. 1100 Matchless. New tyres, battery, dynamo. Offers to: Rogers, 8, Charles Avenue, Great Sankey, Warrington. [7559

ROLLS-ROYCE 20/25, 1932 Park Ward O/D Saloon. Brooks trunk. Mechanically and bodily excellent. 5 good tyres, handbook, mascot and tools. £250 o.v.n.o. ENT 5667 (London). [7560

M.G. K.3, 1934. 1100 c.c. supercharged. £150. Eltham 3043. [7561

1904, 6 h.p. DE DION engine. Good condition, offers invited. Box No. W.568. [7568

T.F. 1500. Excellent condition. £575. Spots, grid, tonneau. Wimbledon 2967, after 8th. [7570

COMPREHENSIVE SPARES for 33/34 Wolseley Hornet Special and 1929 14/9 Ford. Cheap to clear. 11, Cambria Road, Evesham, Worcs. [7574

CLYNO NINE, 1924, four-seater Tourer in excellent all round condition. An endearing, reliable and practicable vintage light car. Successful rally contender. £60. Brook, 120, Meadvale Road, Knighton, Leicester. Tel: 75524. [7563

1924 DELAGE, D.I.S. Model, 13.9 h.p., 4-seater Sports Tourer in first class condition. Complete overhaul engine, polished interior, reupholstered. £190 o.n.o. Owner regrets must sell. Phone Hayling Island 77581. [7564

SPECIAL Mark 5 JAGUAR, 3½ litre, 1950 Model Sports Saloon. Exceptionally fine condition. Engineer (A.M.I.E.T.) owner. Radio, heater, taxed. £350. Exchange smaller car, terms arranged. Burle, 86, Chalk Farm Road, N.W.1. Phone GULliver 2767. [7565

CITROEN, 1951, Light 15. New engine 9,000. Repainted light grey; red leather. Scrupulously maintained by enthusiast. £25 recently spent on coachwork. 5 Michelin "X." Licensed end of year. New car only reason for sale. £350. Won't haggle. Box No. W.566. [7566

VOLKSWAGEN, 1950 L.H.D. Engine, suspension, bodywork excellent. New Michelins rear, fronts good, three spares. 100% reliable. £225. 54, Lindlings, Hemel Hempstead, Herts. [7567

MERCEDES 1.70V L.H.D. Saloon, first reg. 1948. Good condition, but interior (fabric) requires feminine touch with cleaner and needle. Must sell this month. Around £100. 42, Rant Meadow, Hemel Hempstead, Herts. Boxmoor 1078. [7569

ALVIS, 1938 Black Saloon, 13.2. Reconditioned engine and radiator only 3,000 miles ago. Mechanically lively, fast and reliable. Body poor. Open to any reasonable offer. 15, Abercorn Place, London, N.W.8. MAI 4030. [7571

ALVIS SPEED 25 Saloon, 1939. Elegant dark navy. Excellent condition. Full history available. Combines speed with comfort. Enthusiast owner seagoing. Mather, Blacksmith's Close, Galhampton, Yeovil. Tel: N. Cadbury 393. [7572

ASTON-MARTIN International 2-seater. Present engineer owner for 6 years. First class and original. Increase in family forces sale. £300. Cox, Virginia Cottage, Wonersh Park, Nr. Guildford (Bramley 2494). [7573

SPECIALIST REPAIRS

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FOR SALE—*continued*

LEA-FRANCIS 12/40 Tourer, 1927. Well known concours car, body and upholstery in immaculate original condition. Complete weather equipment, tonneau cover, engine overhauled, brakes relined, new kingpins and bushes. £150. Box No. W.575. [7575

BENTLEY, 4½, 1936 Park Ward Saloon. Grey with blue leather upholstery. Radio, heater, seat covers. £425. Owner bought overdrive. Paddington 4295. [7576

SILVERSTONE HEALEY "E type." 2.4 Riley engine. Nice car. £390 o.n.o. Hancock, Tootswood Road, Bromley. RAV 1037. [7577

M.G. T.C., 1947. Original Black. Immaculate, mechanically perfect. Never raced or rallied. Radio, windtones, oversize rears. Vinyl hood, p.rspex screens, etc. £340. Nice, 28, Daphne Street, Wandsworth, London. [7578

M.G. 2-seater P.B. Carefully maintained in clean original condition. Ivory with red upholstery. Aero screens. Rewired, rebored, relined. £190. Ruislip 6931, evenings. [7579

"SPIKE." Hudson/M.G., Sports/Racing/Sprint Car. 2½ litre M.G. engine, Hudson chassis, professionally built aluminium body, top 117, 0-50 in 8.5 secs. Complete, but engine dismantled for overhaul. £120 o.n.o. Barclay, Little Moatenden, Headcorn, Kent. [7580

LANCIA APRILIA, 1939 Farina D/H Coupé. £195. Walker, 32, Fernhill Close, Swansea. Tel: 6437. [7581

ASTON MARTIN Mk. II, 1½, 4-seater Tourer. New hood, screens, battery and tyres. Extras. All mods. £250. Euston 7050 ext. 228, weekdays, or write Box No. W.582. [7582

MORGAN Plus Four, 1953, Red. Immaculate new clogs, tuned vanguard, knockbacks, fog, reversing lamps, washers, blinkers, the lot! £385. Emigrating. 76, Dudley Road, Cadishead, Manchester. [7583

1 PAIR immaculate P.100s (6/12 volt dippers). Ford 10 back axle, shortened prop shaft and torque tube, 2 Zenith carbs, fold flat windscreen, Opel front axle. £20. (Will split). 30, Prescott Street, Halifax. Tel: Ripponden 3174. [7584

ROLLS-BENTLEY 3½ litre. Fitted luxurious post-war D.H. coupé body by specialist coachbuilders. Extras include heater, two speaker radio, screen washers, cigar lighter, reversing light, inspection lamp, etc. Brakes, clutch recently relined. Practically new tyres, new battery, decarbonised new valves, part Rolls record. Prefer to sell, but would consider exchange with cash. Cheshire. Box No. W.585. [7585

VETERAN & VINTAGE Spares. Napier rare collection, Buick, T. Ford, Hoods 4 ft. 10 in. (tourer), 4 ft. 6 in. (two-seater). Wood windscreens, springs. Vintage Rover 8 spares, magnetoes (at Yeovil). H. S. Haynes, St. Mawes, Truro. [7586

SINGER 9 Sports, 1932. Nippy, economical, reliable. Excellent throughout. £75. Lowe, 73, Gillibrand Walks, Chorley, Lancs. [7587

AQUAPLANE twin Solex manifold, alloy superhead C.R.8, intake silencer, plugs, for 100E, almost new. £12. Burnett, College of Aeronautics, Cranfield, Bedfordshire. [7588

WOLSELEY HORNET Special, Abbott Tourer. Red. Receipts £90 spent this year. Engine completely reconditioned, K.O. wheels, oversize rears, new radiator shell, 3 spare as new tyres. £95, or exchange towards Falcon, Mistral or similar special. Ball, Kingsford House, Booth Lane North, Moulton, Northampton. Moulton 2096. [7589

BENTLEY, 1930, 4½ litre. Completely rebuilt 8,000 miles ago including new Le Mans replica type body in B.R.G. Short chassis, "C" box, Speed Six brake drums. Lt. D. S. Green, R.A.F. Linton-on-Ouse, York. [7590

MORRIS 10/4 Tourer. Excellent. New battery, springs. Rewired, well shod. Fast attractive car. £70. Exchange neat, low A.7 Special. Footscray 5561, weekends Byfleet 3279. [7591

BENTLEY, 1936, 3½ Park Ward Sports Saloon. Recent £200 mechanical overhaul. Rowley, 114, Urban Road, Hexthorpe, Doncaster. Phone Doncaster 53785. [7592

RILEY 9 MONACO, 1934. Special engine, fan, twin S.U.s, Scintilla, manual box, good body, spare engine, door, loads other bits. Daily use. Club and Register. Delivered April. £75. Moser, 97, Constitution Street, Aberdeen 51107. [7593

2 LITRE LAGONDA S.M., 1930. Swept wing Tourer. Believed prototype M.45. Coachwork quite original, above average. £175. Details, John Crabb, "Royal Oak," Swanage, Dorset. Swanage 2609. [7594

1927 **ALVIS** Crested Eagle in excellent running order. £110. Hodgson, 6, East Close, Prescot, Lancs. [7595

1929 **COWLEY** Saloon, good vintage car. £65. C/o 25, Queensbury Road, Kettering (3573). [7596

M.G. V.A., D.H.C. 1938. Good looks and performance. Reliable. New hood. £120 o.n.o. Yates, 89, Carolgate, Retford, Notts. Tel: 308. [7597

FOR SALE—*continued*

1923 FIAT 501 Saloon. Body and engine in excellent and original condition. Colour photo available. £90. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Longworth 385. [7598

SUNBEAM 1926, 20/60 Tourer. New hood, tonneau. Reliable. Nearest £100. Shepherd, 40, The Drive, Tynemouth, Northumberland. [7599

M.G. Luggage Carrier for sale, £5. Mackie, Cranway Cottage, Fanton, Chard, Somerset. [7600

ALVIS SPEED TWENTY, 1934 D.H.C. Excellent condition, enthusiast maintained. New batteries, etc. Well shod, many bills. £145 o.n.o. Pinner 6129. [7601

T.R.2, 1954, B.R.G. Good condition throughout. Fair offer secures. 63, Denmark Road, Gloucester. Tel: 26018 evenings, weekends. [7602

HEALEY 2.4, 1947/48. Red. 10,000 miles since engine overhaul by Laystall. Very fast, economical. Paint, chrome excellent, full weather equipment. £290. Ring DER 2395. [7603

CLEARANCE of Vintage Stable. 1922 Model "T" Ford Tourer, 1923 H.E. Saloon, 1924 Citroen Tourer, 1929 "R" Type Vauxhall Princeton Tourer, (believed) 1911 Dyson Scooter. Offers for the lot, or single lots considered. Write: A. Myers, Olympia Buildings, Thornton Road, Bradford, 1, or ring evenings, Bradford 31726. [7604

DAMAGED: 1953, 1½ litre Riley Saloon, partly stripped. £300. Pitt's Motors, High Street, Erdington, Birmingham. ERD 0265. [7642

FORD 8 h.p. van suitable for conversion to "Special." Mechanically perfect. £45. Call 46, Esher Road, Walton-on-Thames. [7643

TRANSPORTER: Austin 30 cwt. with single rear wheels converted to Transporter for Lotus XI and previously Cooper. Complete with ramps, anchorage, 2 bunks, heater, radio. £150 o.n.o. Box No. W.644. [7644

M.G. K.1. four-seater Tourer, 1934. In good condition. Full weather equipment. Insured, but not taxed at moment. Offers wanted. 17, Junction Road, Norton, Stockton-on-Tees. [7645

RILEY 1929, Mk. IV Tourer. Excellent body, good interior. New hood, perspex sidescreens. Very good mechanically. Steering, brakes good. Nearly new battery, generator, reconditioned mag., twin S.U.s, sleeved to standard, 7-1 pistons, good oil pressure, c.w.p. Noisy on overrun. £65. 47, Oxford Gardens, London, W.4. [7646

NOT A MOTIVATED PAPER BAG but £3,000 worth handmade machinery for £200. 1939 Alvis Speed 25 Charlesworth Saloon. Engine resleeved, new headlining, good tyres. Exceptional condition. Exchanges considered. Write to Pearl, 3, Gillingham Green, Gillingham, Kent. [7648

RILEY GAMECOCK. Complete, original specification, including aerodynamic running boards. £100 o.n.o. Photo available. Nix, 170, Ladysmith Road, Enfield. Phone 1512. [7649

1929 BROOKLANDS RILEY. Damaged, stripped, redeemable. Offers. Crick, m/y Penyghent, Tuckton Bridge, Southbourne, Hants. [7650

MOST RELUCTANTLY OFFERED. My immaculate and completely original 12/4 Austin Windsor Saloon, 1927 Vintage. Concours winner 1958 and probably the best example of this wonderful model obtainable. Coachwork and mechanical condition excellent. Uses no oil. 4 good tyres. 2 spares. Will sell only to enthusiast with garage, for first offer of £150. Taxed, insured, with some spares. Faktor, Lakeview, Oatlands Mere, Weybridge, Surrey. Monday-Friday, 9-6 p.m., PROspect 2202. [7651

RILEY 9 MONACO, 1934. All-helical box, four excellent tyres, new batteries, front springs, sh/pins. Very good appearance, seats good, trim tatty. Everything works. Daily use. Delivery anywhere. £50. 5, Hatton Gardens, Mitcham, Surrey. MIT 5079. [7652

ALLARD, Oct. 1949, 4-seater, Red. V.8. 1953. £180. Brown, 178, Sherwood Avenue, Streatham. S.W.16. POL 3758. [7653

FORD 1172 Fibreglass Special. 4-speed gearbox, full weather equipment. £310 o.n.o. T.R.2 hood, sidescreens, Marchal headlamp units cheap. N. Hyde, Oakdell, Sanderstead Road, Sanderstead, Surrey. [7654

1937/38 AUSTIN 7 2-seater Cabriolet. Maintained "regardless" by enthusiast owner. Bills include entire engine rebuild by Weldangrind last year. Tyres, battery, body excellent. Recent new hood, S.U. carb., petrol pump, rebuilt wheels, etc. 48 m.p.g. or 50 m.p.h. in 3rd! £75 o.n.o. MAI 5651 evenings, weekends. [7670

1937/8 ROVER 16 Sports Saloon. In excellent condition, dentist owner last eight years. Regularly serviced and maintained by Rover agents. Full history. £75 o.n.o. MAI 5651, evenings/weekends. [7671

CITROEN BIG 12, R.W.D. Limousine, 1936. Superbly maintained in original condition. Cellulose would be credit to 1956 model. Fitted enormous (lockable) boot and tool tray. Will pass any test or inspection and give years of commodious and economical motoring. £60 o.n.o. Maida Vale 5651, evenings/weekends. [7672

ROLLS ROYCE, 1933, 20/25 Hooper Limousine. Tyres and battery excellent; handbook. £100. Wood, 91, Ashley Terrace, Alloa, Scotland. [7702

FOR SALE—*continued*

AUSTIN 750, fully reconditioned 1933 engine, cross flow radiator, new white glass-fibre body, Bowdenex brakes, low axle, new tyres, battery. £145. Riverbank House, Ferry Lane, Shepperton, Middx. Walton-on-Thames 2408. [7673

1951 RILEY 2½ litre Sports Saloon. Sage green, beige leather seats. Beautiful condition. £355. After 6th April. Moss, 6, Station Path, Staines. [7704

1947 ALVIS 14 h.p. Sports Saloon. Not immaculate, but good running order. Only £215. Seen Manor Farm, Shepperton. Box No. W.704. [7704

FABULOUS HEALEY Sports Saloon. Aluminium Duncan body in ivory, with red hide interior. September, 1949. Immaculate. Cost over £2,000. Accept £375. Box No. W.705. [7705

TRIUMPH 1800 Roadster. Really exceptional condition. Black/red hood, chrome rims. £295. Box No. W.706. [7706

LEA FRANCIS, 1952. Immaculate 2-tone 14 h.p. 4-light Saloon. Only 10,000 miles since complete works reconditioning throughout in October '57. Available early May. £475. Phone: Little Chalfont (Bucks) 2031. [7716

FALCON-BODIED FORD 10, built and registered June 1958. 8,000 miles. New engine with Buckler manifold, twin S.U.s, oversize valves, H.C. head. Buckler I.F.S., 4-speed box, 4.7 rear axle. Colour cream, with red upholstery on Dunlopillo cushions. Long range lights. Hard top and small screen. 85 m.p.h., 46 m.p.g. All parts new or reconditioned. Offers or exchange T.C., T.D., +4, cash either way, to Groves, Turnpike, Shipham, Winscombe, Som. [7718

RILEY 9, 1936, Merlin for sale or exchange for post-war motor-cycle. Reconditioned engine (regrind, rebore, etc.), sound preselector gearbox. Following new parts: Solex carburettor, couplings, brake linings, rear springs, shockers, king pins. Many other parts, including rewire. Good tyres. Can be heard running. Body rebuild 50% finished. Unable to complete due to garage problem. £55 o.n.o. View by appointment. 61, Upwood Road, S.E.12. Lee Green 2630. [7756

FORD SPECIAL not quite completed; everything together. Fibreglass body, tubular chassis, Ford 1172 c.c. engine; gearbox; independent suspension; Morris steering; four new tyres. Has run. NOT registered. Cost in parts nearly £400. £225 o.n.o. C. B. Offley, 151, Chester Road, Ellesmere Port, Cheshire. [7764

WANTED

WANTED: Hispano-Suiza Motifs. Box No. U.882. [6882

WANTED: Vintage quality tourer or 4-seat coupé, 2 litres or above. Prefer Sunbeam, or exchange—see For Sale. Naish, Temple Cottage, Balmore, Torrance, Glasgow. [6951

WANTED URGENTLY, new or secondhand steering column for Jaguar S.S.100 Sports, or whereabouts of one. Goldsby Lodge, Mickleton, Campden, Glos. [7006

M.G. P.B. Must be immaculate. Preferably recond. engine, hydraulics. Will pay good price. POL 5345. [7007

ALTA O.H.V. head complete for S.V. Minor. Caldwell, 7, Icknield Street, Dunstable. [7008

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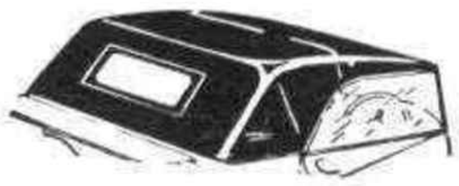
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WANTED for 3½ Rolls-Bentley, 1934. Unabridged Service Manual, pre-war luggage rack, tool kit. Jensen, 6, Popes Grove, Twickenham, Middx. [7666

1938 B.M.W. 328, Sports or D.H.C. Must be in good condition. Box No. W.667. [7667

INCOMPLETE 750 Special. Preferably East Sussex area. Cash, but might consider exchange and cash balance with 1958 mod. Norman 197 trials. Full details to Box No. W.548. [7548

MISCELLANEOUS

RESTORATIONS: Coach and spray painting. Vintage and classics only. De Villiers, 3, Avenue Road, Highgate, N.6. Mountview 2110. [7025

CHUMMY ENTHUSIAST urgently required to advise ignoramus on rehabilitation of vintage tourer. Recompense dependent on debating skill of applicant. Wimbledon area. Box No. W.209. [7209

LAGONDA 1931, 2 litre, minus bodywork. Partly rebuilt. £75, or nearest offer. Owner unable to complete for matrimonial reasons. Dickson, 23, Richmond Road, Corby, Northants. [7275

SCALEXTRIC Model Racing Car Set, as new and almost unused. Cost £8, offered for £4 10s., or near offer. Also one or two new Jerricans, 18s. each. Very large 12 v. battery, good order, £2 10s. Marshall blower, suit 1½ litre, needs attention, £2 10s. Numerous motor racing books as new, list from: J. N. Oliphant, 65, Hatfield Road, St. Albans. [7276

HIRE PURCHASE available for private transactions. Northern Counties Finance, 143, Boughton, Chester. [7516

MISCELLANEOUS—*continued*

CAR BADGES of distinction, any club, school, regiment, county, etc.; correct colours, crystal fronted for protection, heavily chromed, ready to fit, 32s. 6d., p. and p. 1s. Peter Dale, 269, Walworth Road, S.E.17. Phone ROD 6204. [7277

YOUNG MAN, motoring on the Continent in September, seeks a companion, share expenses. Box No. W.505. [7505

LE MANS WEEK-END, return trips from £11 10s., also flights to other races. Admission tickets available. Stamped envelope. Charterspace, 29, Windsor Street, Uxbridge. [7517

TRAIN TO BE A PROFESSIONAL PILOT. A few vacancies remain on a full-time ab initio course starting on 21st April. Moderrate fees. Details from the Chief Instructor, Elstree Aerodrome, Herts. Telephone: Elstree 3070. [7518

EVERY ABLE-BODIED MAN or woman would like to learn to fly, but until recently the cost has prevented many from doing so. At last, through our generous credit facilities, flying is within reach of all! For details, ring Elstree 3070, or write to the Chief Instructor, Elstree Aerodrome, Herts. [7519

ORIGINAL CAR BADGES. Multi-colour county badges, plastic, 3 in. diameter, easily fixed. Available counties: London, Essex, Hertfordshire, Middlesex, Surrey, Sussex, Kent. State county required with order. 9s. 6d. including postage and packing. S. T. Ltd., 28, Southampton Street, London, W.C.2. [7520

DECEASED, 1936 S.S.100, 2½ litre Jaguar. Remains interred at Chipping Norton. O.K. for cannibalisation. Enquirers please phone Birmingham NOR 4622. [7668

WANTED, Supercharger, suitable for Citroen Light Fifteen. For sale pair of semi-downdraught 1½ in. S.U. carburettors, unused. Carswell, 94, Stourfort Road, Kidderminster. [7669

EXCHANGES

1939 WOLSELEY Super 6 D/H Coupé, Series III in very good condition. Replacement engine 1954. I value at £125. Comfortable luxury motoring which I am compelled to exchange for minimum motoring. Messerschmitt, fibreglass Special or even Bond. Would consider combination. Parr, New Inn, Ridgewod, Uckfield. [6984

I WOULD LIKE to exchange my '49 Pilot, radio and heater for a good 750 Special preferably, would consider 1172 Special, cash adjustment either way or would sell Pilot for £220 approx. LAFurnum 2340 or, Hegarty, 85, Green Dragon Lane, N.21. [7014

EXCHANGE 1958 (Feb.) Hillman de luxe Saloon for well maintained Healey, 1949-1954, and cash adjustment. Leigh, 71, Victoria Park Road, Tunstall, Stoke-on-Trent 87614. [7015

IMMACULATE '51 ALLARD 91 P Saloon. Resprayed black. Radio, heater, new Extragrips. Exchange Volkswagen estate car, Berkeley, Dormobile, etc., or sell. 14, Roe Lane, Kingsbury, N.W.9. Colindale 2082. [7247

1936, 1½ litre RILEY ADELPHI. Exchange for large shooting brake. Age immaterial if going concern. Aust Farm, Lawrence Weston, Eristol. [7116

11 in. ZEISS, black/chrome, mirror reflectors and brackets, value 8 gns. For good 6.00 in. x 21 in. tyres. Parker, 6, Old North Road, Royston, Herts. [7117

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TALBOT-LONDON, 1930, 14 h.p. Beautiful condition, original in every detail. £130. Would exchange small car or van. 1a, Glazebrook Street, Warrington, Lancs. [7161

1953 B.S.A. Star Twin Springer, good condition, for Morgan three-wheeler or economical sports Car. A. Morley, Rackley, Axbridge, Som. [7166

WOULD LIKE Lagonda Open Sport, good order. Exchange Wolseley Hornet, adjustment by H.P. only. "Sunninghill," Flat 8, Downs Avenue, Epsom. [7230

LAMBRETTA 150D Sports, extras, 1955, for thoroughbred sports car or special. Sell £85. About £30 available for part exchange. Egan, "Highbank," Hunts Lane, Grappenhall, Warrington. Grappenhall 1060. [7290

EXCHANGE: Morris 8 Special, basically '36, for Vespa motor scooter, preferably G.S. O. P. Nockolds, Westenden Farm, North Street, Hellingly, Sussex. [7390

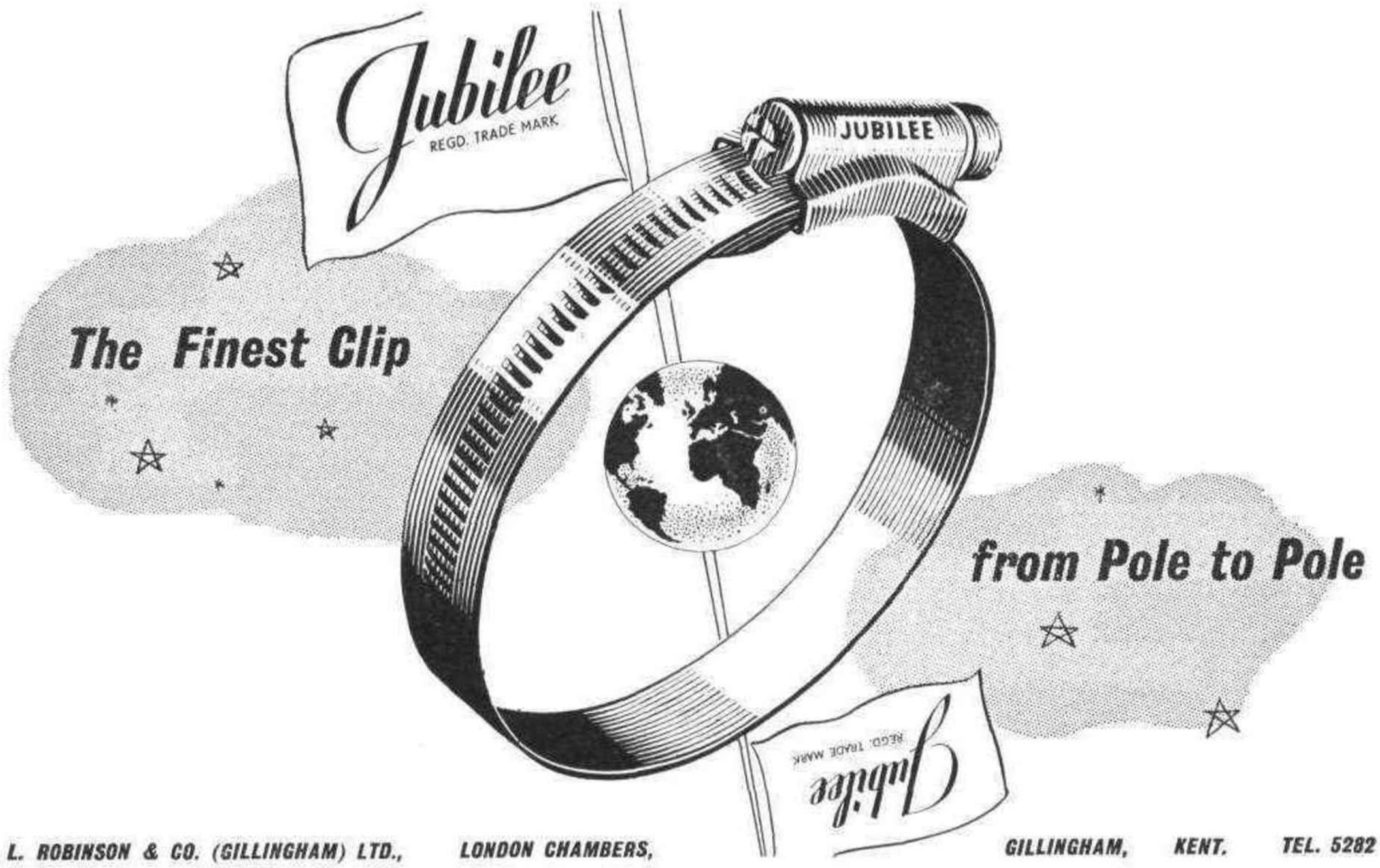
1937 MORGAN 4/4, 2-seater for vintage car. British, Continental or American. Greenall, 27, Cedar Avenue, Ashton, Preston, Lancs. [7391

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YOUNG MAN, good G.C.E. in languages, seeks interesting job connected cars. Box No. W.147. [7147

YOUNG MAN, 28, requires situation with motors, anything considered, all enquiries answered. Webster, 4, Cheltenham Place, Kenton, Middlesex. [7506

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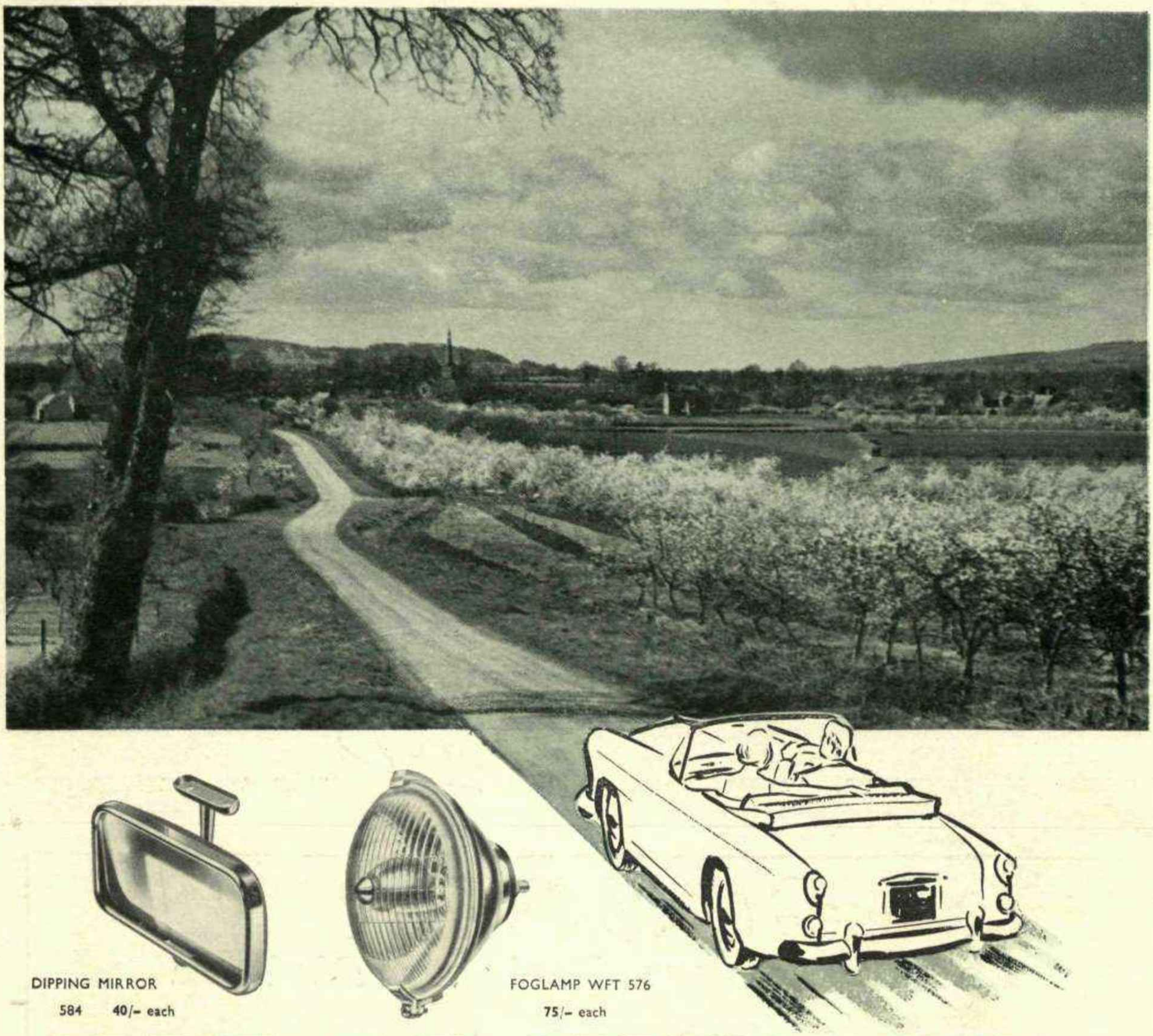
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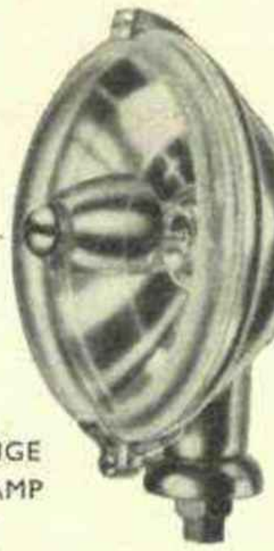
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