

Vol. XXX No. 9

ONE SHILLING AND SIXPENCE

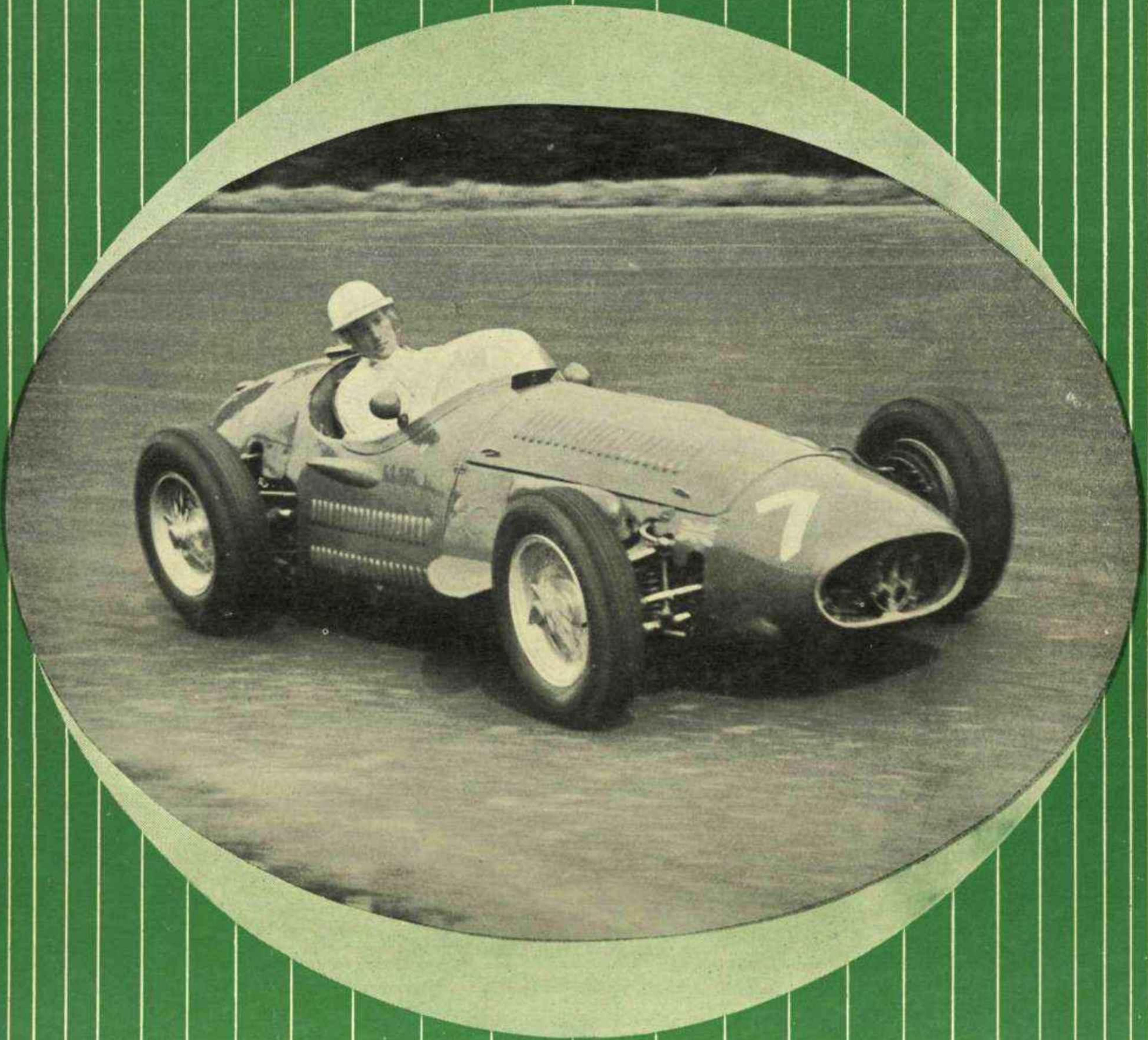
September, 1954

FL/O. BROWN

MOTOR SPORT

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31st YEAR OF PUBLICATION



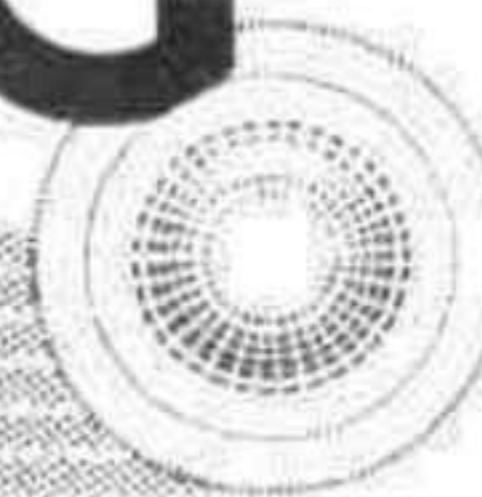
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ADDRESS

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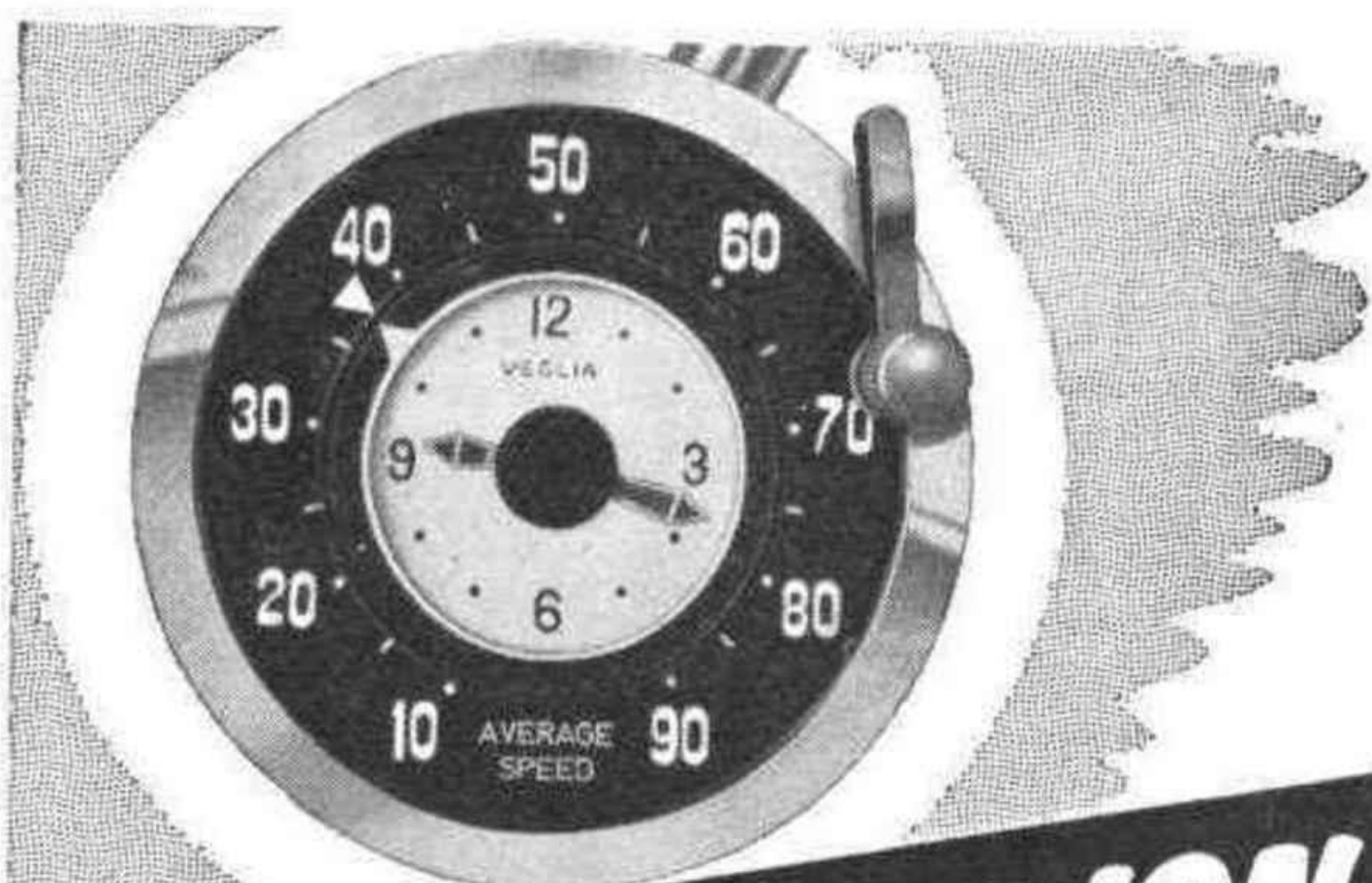
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- German Grand Prix, August 1st* : Cars No. 1, 2, 3, 4, 7, 10, 11, 14, 18, 19, 20, 21, 22.
- Crystal Palace, August 1st* : Cars No. 3, 4, 6, 8, 9, 10, 12, 15, 23, 26, 31, 33, 34.
- Oulton Park, August 7th* : *Formula I* : Cars No. 1, 5, 7, 12, 14, 15, 16, 17, 18, 19, 20, 21, 27, 28, 30, 33, 38.
Formula III : Cars No. 5, 7, 12, 16, 18, 19, 24, 25, 26, 31, 33, 39, 66.
- Goodwood Meeting, August 22nd* : Cars No. 2, 4, 5, 7, 9, 17, 18, 21, 25, 27, 31, 35, 36, 37, 42, 54, 63, 80, 83, 107.
- Notts Sports-Car Club, Silverstone, August 15th* : Cars No. 2, 26, 28, 34, 45, 50, 52, 56, 64, 70, 71, 74, 82, 90, 107.

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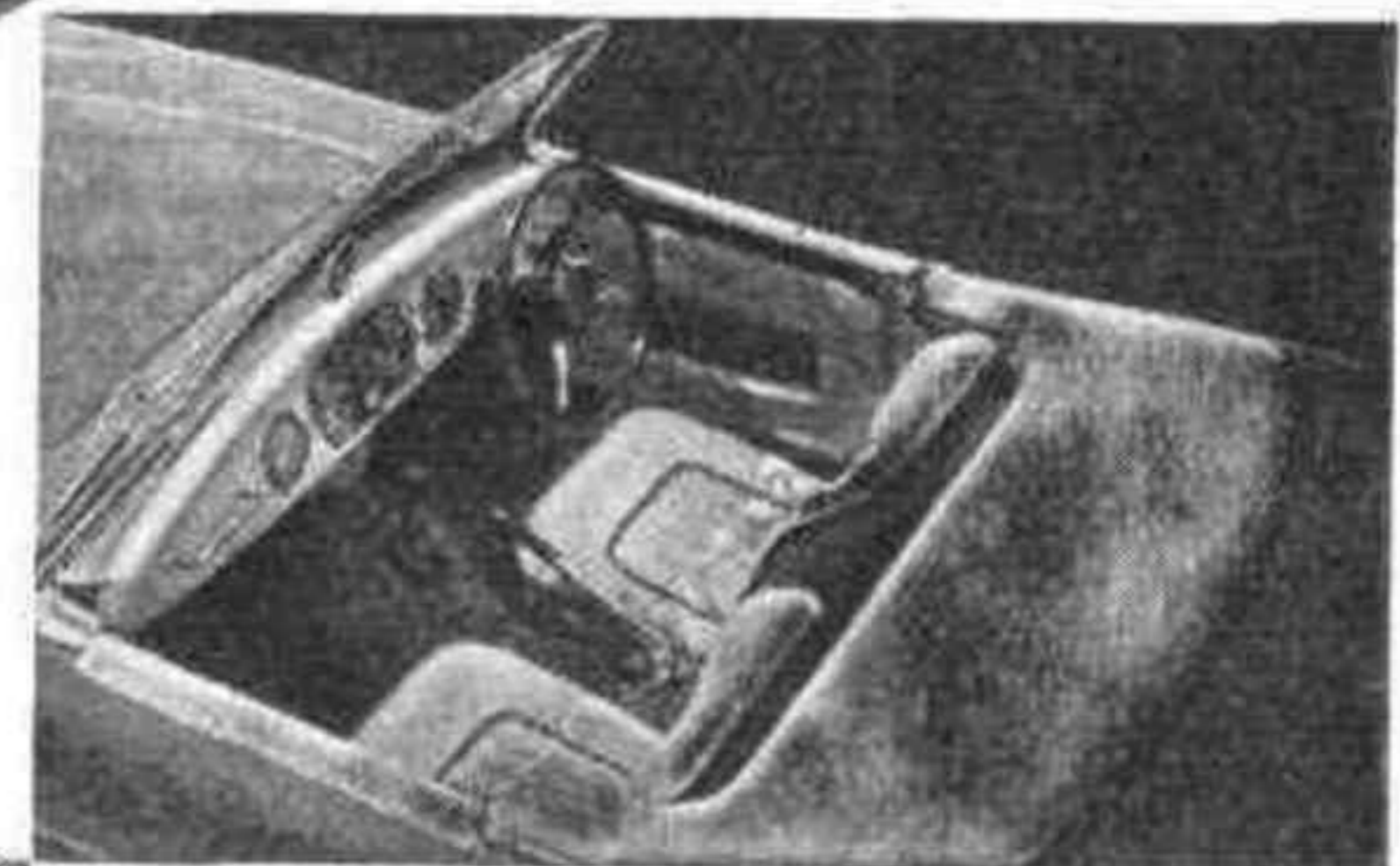
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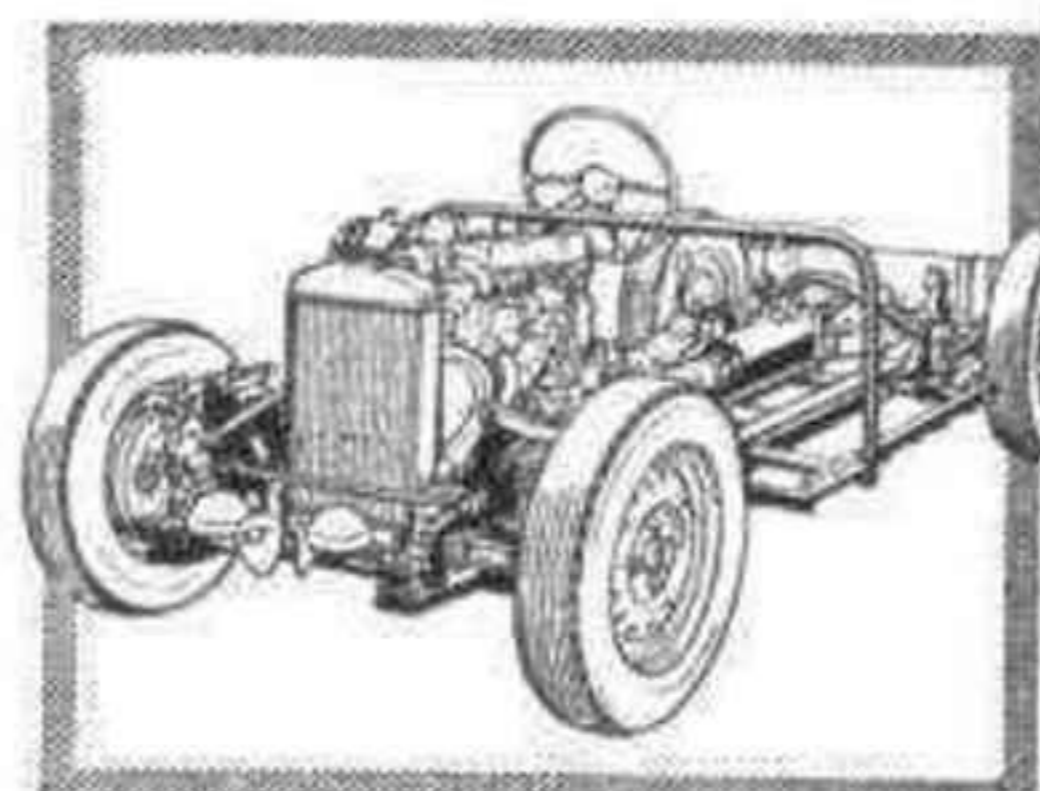


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ABOVE is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while LEFT shows the 50-ton tubular steel chassis that ensures complete stability.

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W. G. Douch,
A.M.I.C.E., M.I.Mun.E.,
Chartered Municipal Engineer,
Chartered Civil Engineer.

15th December, 1953.

Dear Sirs,—

Last spring I repainted my personal Bradford Utility with your Valspar Lacquer. In view of your claim that this lacquer is heat-resisting it may interest you to know that the vehicle caught fire in the garage early yesterday, presumably due to a short circuit in the electrical wiring. It was some time before the fire was discovered and extensive damage was done to the car. I was amazed to find, however, that the Valspar Lacquer was in reality heatproof. The only effect the heat has had is where it has been extremely intense, and this has not resulted in the destruction of the lacquer surface, but the lacquer has blistered without losing its original nature.

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Yours faithfully,

(signed) W. G. Douch,
A.M.I.C.E., M.I.Mun.E.



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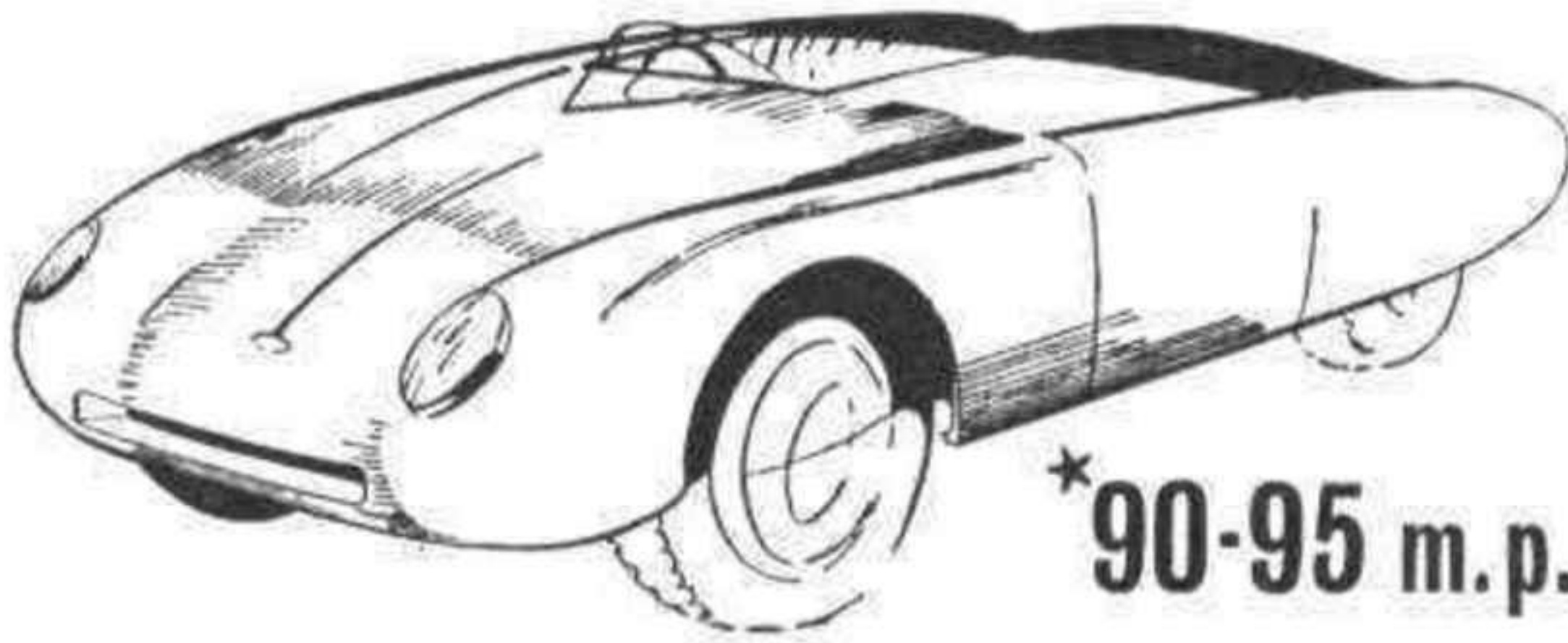
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Complies with International Sports-Car Regulations including provision for doors—minimum modifications required to Ford Ten components—lighter and lower than previous models—only 9½ sq. ft. frontal area. Comfortable full 2-seater—readily accepts all-weather equipment.

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1st—Bo'ness International Hill-climb, Class 2(S) (Burdmon—N. A. Kennedy).
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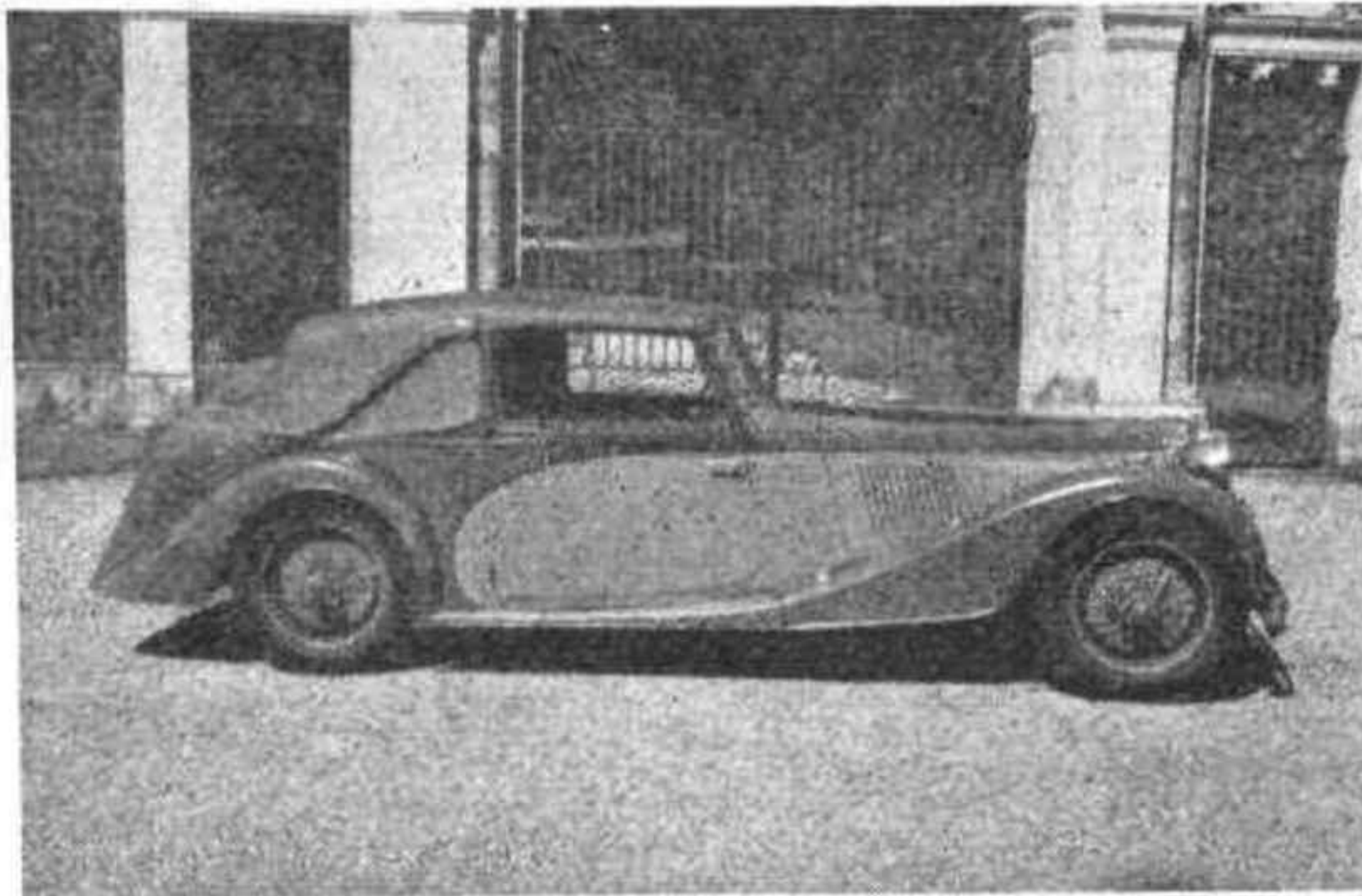
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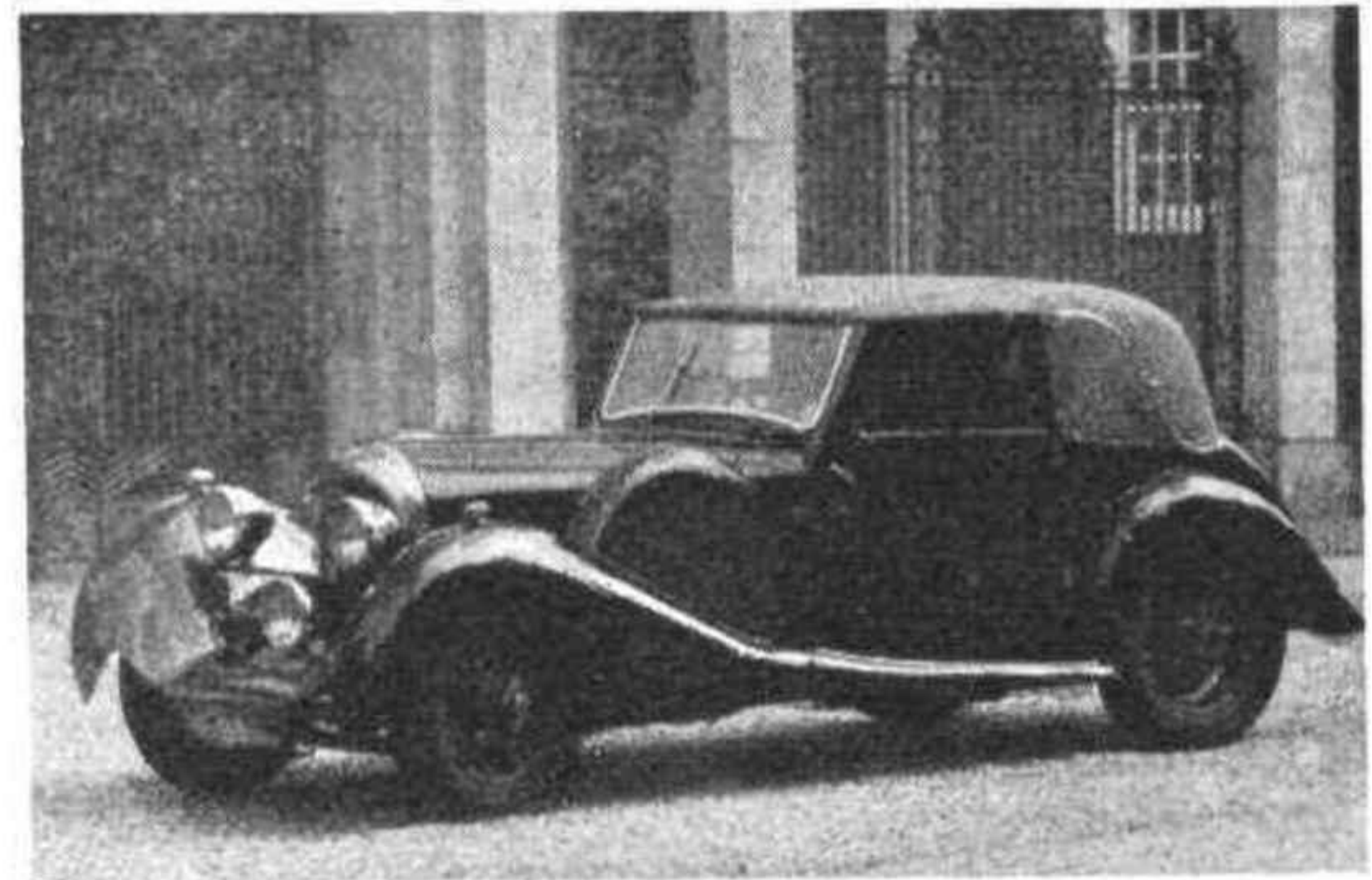
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Chiltern Cars

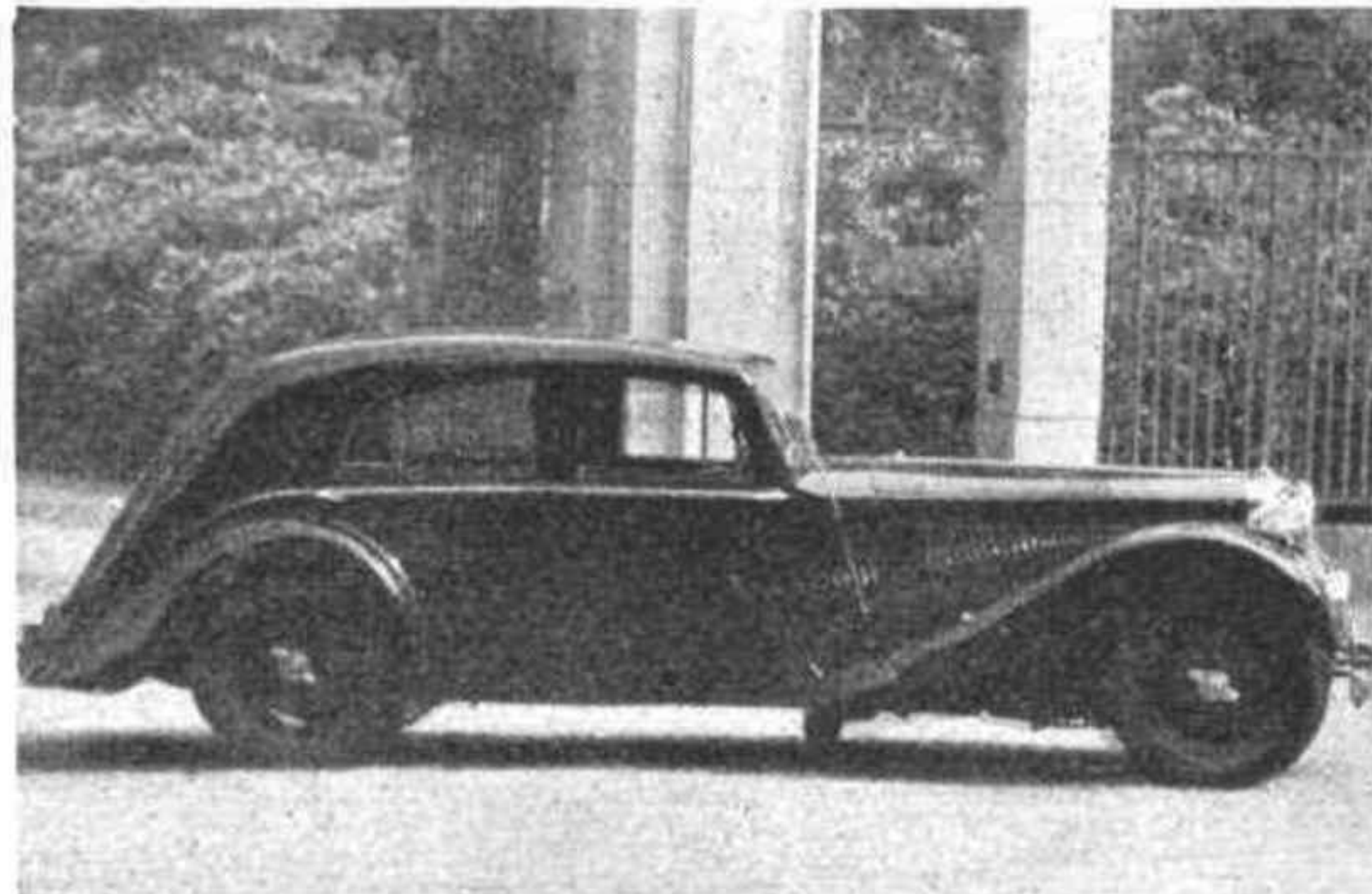
11a, Water Lane, LEIGHTON BUZZARD,
Bedfordshire - - Tel.: Leighton Buzzard 2060



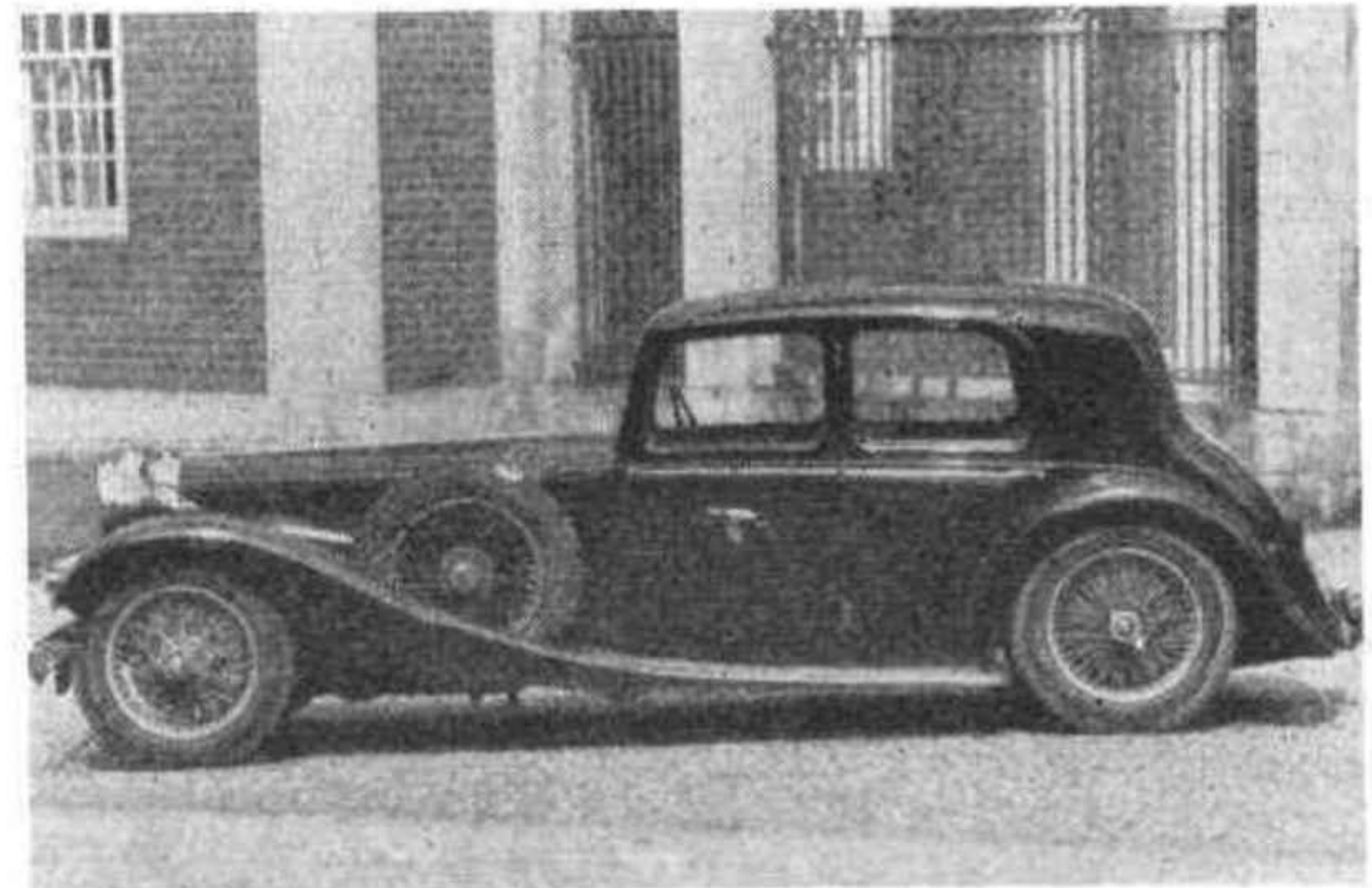
1938 ALVIS SPEED TWENTY-FIVE DROPHEAD COUPE. Finished in duo-blue and fitted with an almost new folding head, this exceptional example will be the envy of all true Alvis connoisseurs £325



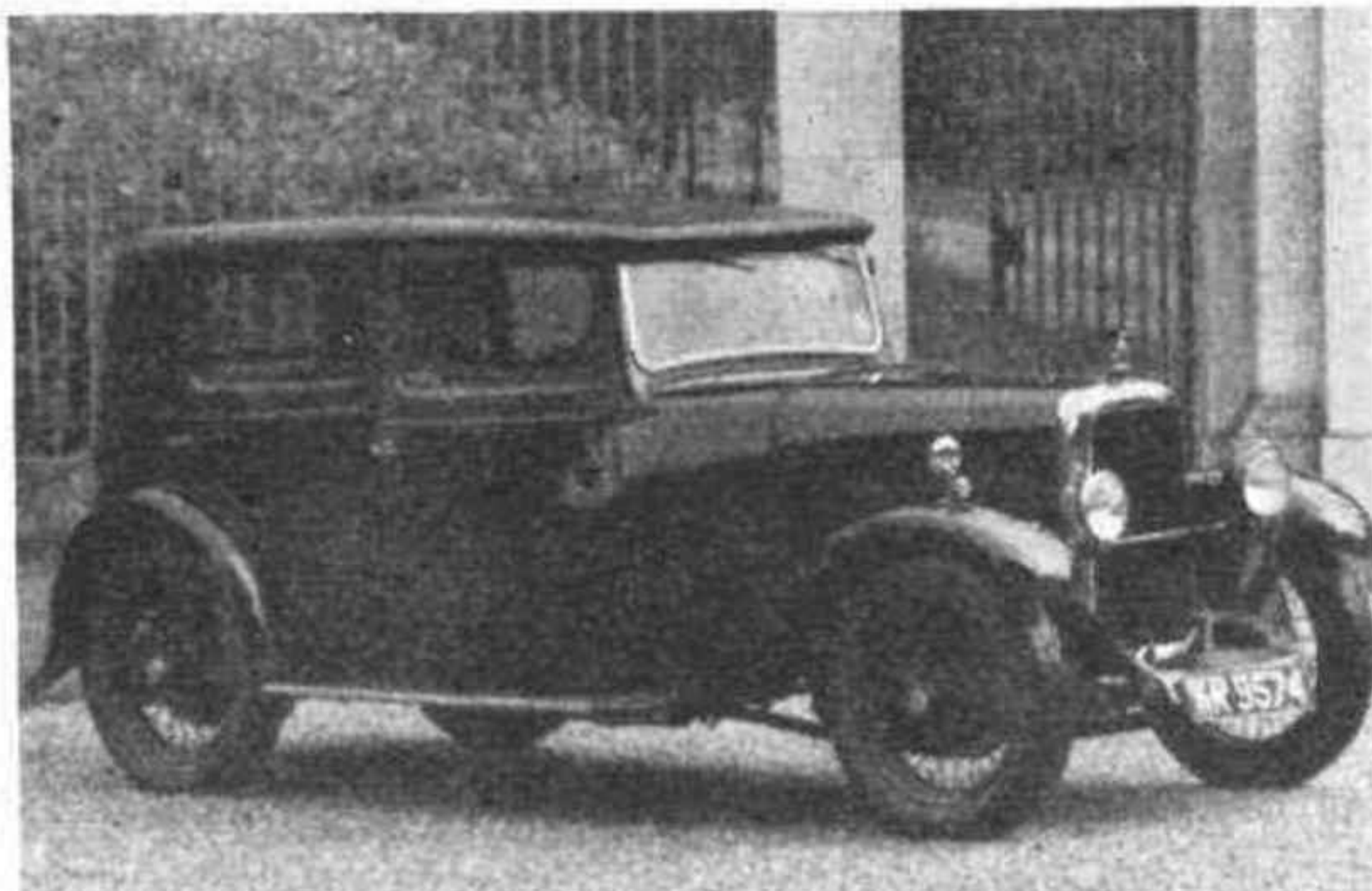
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1936 ALVIS 3 1/2-LITRE MAYFAIR SPORTS SALOON. Forerunner of the Speed Twenty-five, and with identical specification, this rare and elegant car is in first-class condition. It must appeal to the enthusiast requiring something different at moderate cost £265



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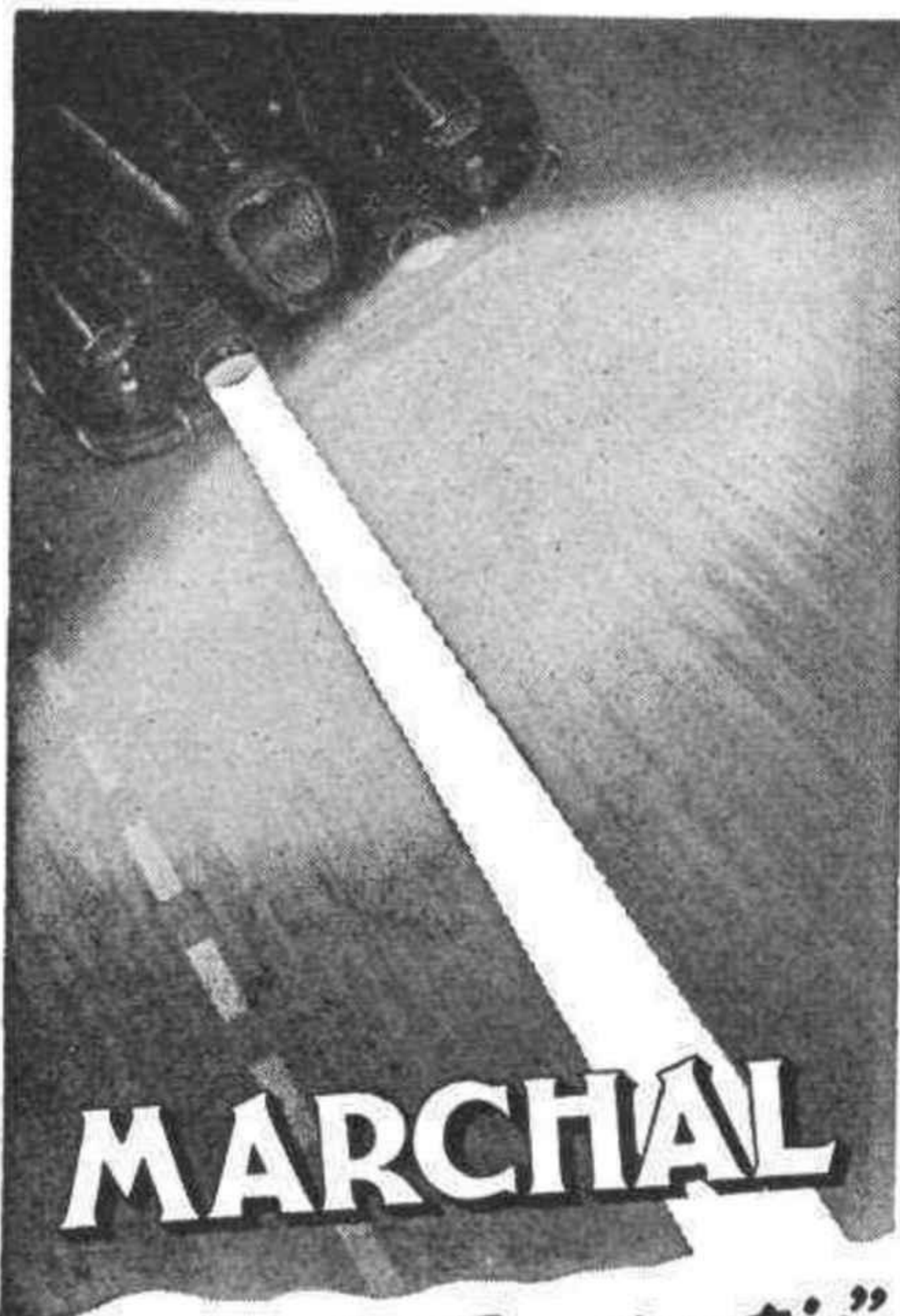
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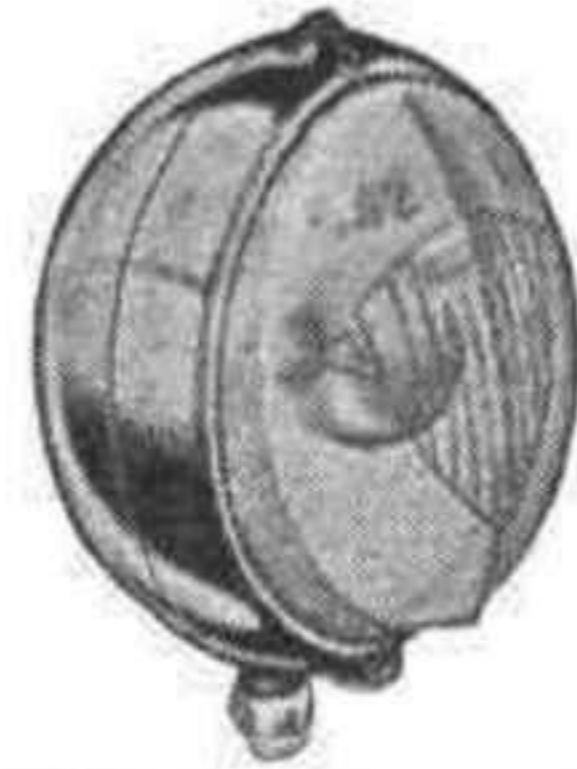
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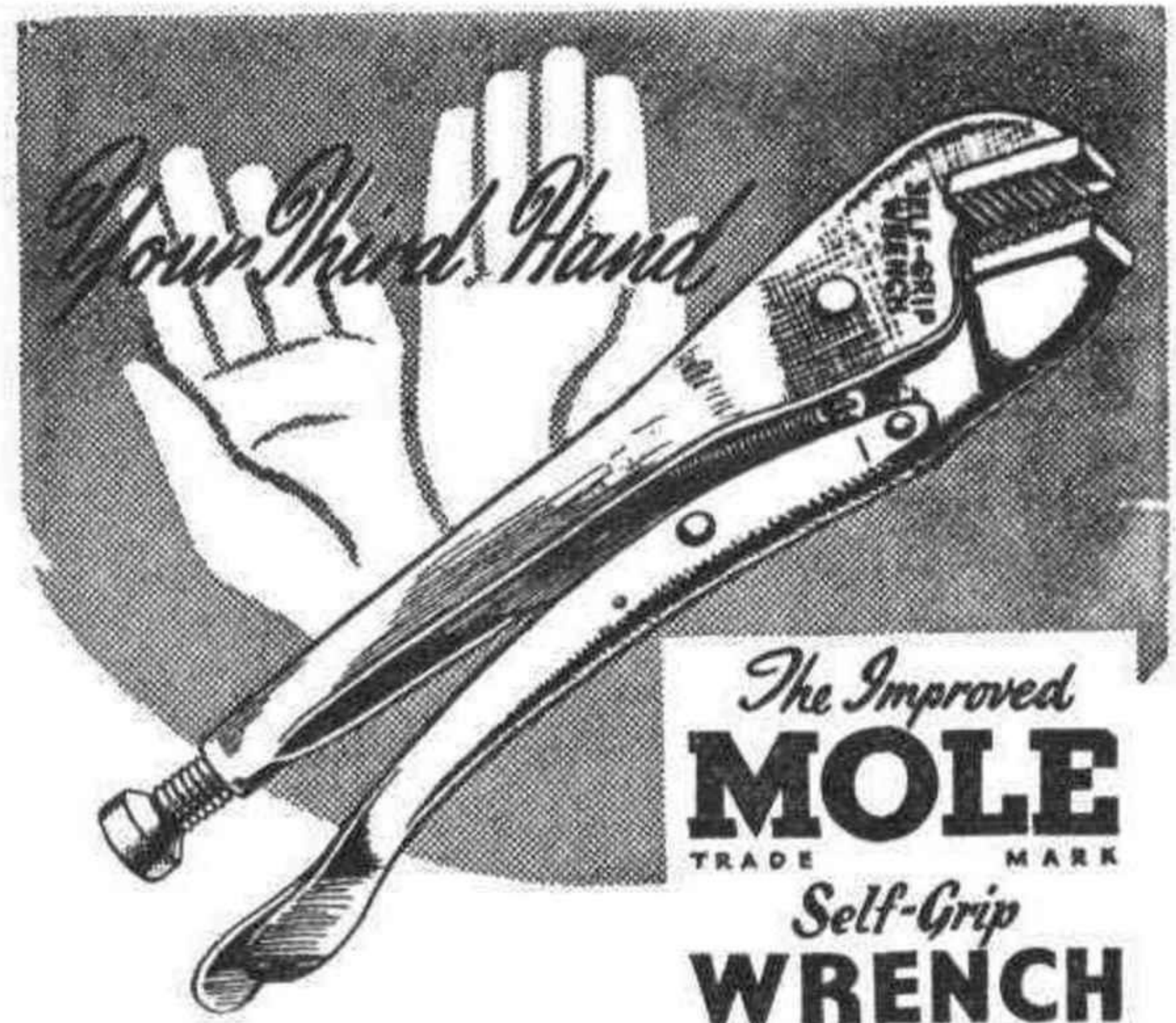
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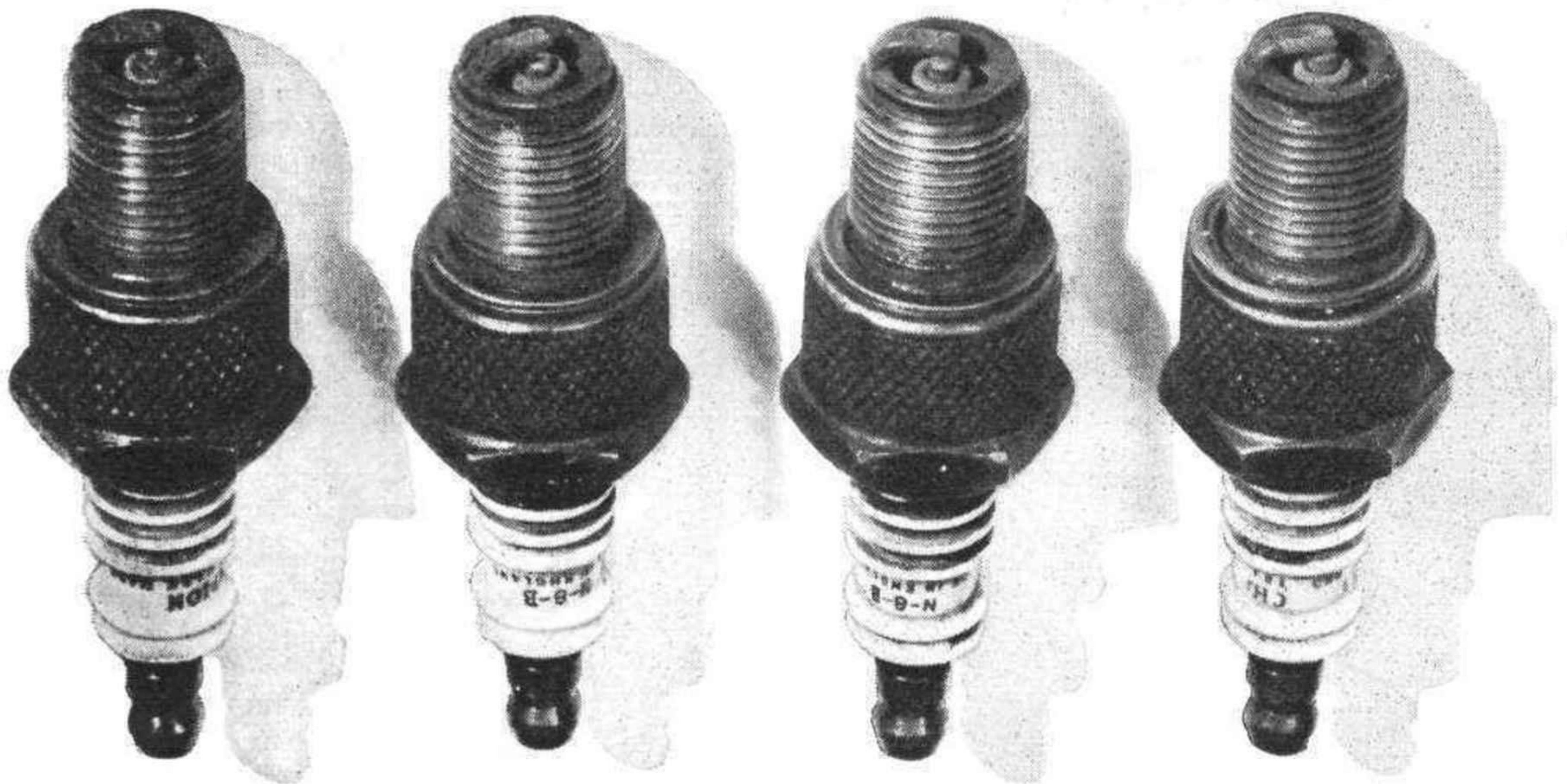
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MATTERS OF MOMENT

THE 1954 ALPINE RALLY

This toughest of road competitions took place at a time which made it inopportune to carry a report in last month's **MOTOR SPORT**.

We now have pleasure in placing on record that British drivers and cars put up splendid performances. Warm congratulations are due to Stirling Moss and John Cutts (Sunbeam-Alpine), who gained their Alpine Gold Cup, for three successive Alpine Cup performances. The Frazer-Nash of O'Hara Moore and Gott and the Aston Martin DB2 of Burton and Burke were class winners, as was a foreign-entered Jaguar-XK120. Sheila van Damm and Anne Hall took the Ladies' Prize with a Sunbeam-Alpine, and the coveted Team Award went to the Triumph TR2 team (Gatsonides, Kat and Richardson).

A splendid performance was established by the little Denzel, based on VW components, Renault, D.K.W., Porsche were class winners, Peugeot fielded the best French team, and Alpine Cups were secured by Renault (two), Peugeot (two), D.K.W., Frazer-Nash, Triumph, Aston Martin, Salmson and Sunbeam-Alpine cars.

The best performance of all was put up by a D.K.W. driven by Meier and Luba, reward for the initiative of Continental designers in producing unconventional small cars (in this case a three-cylinder two-stroke with front-drive, free-wheel transmission), while British factories continue to build cars of the same type as they have since pre-war days—point is thus lent to a comprehensive 700-mile road-test report on the D.K.W. Sonderklasse which appears in this issue of **MOTOR SPORT**.

The severity of this event, even when the weather humoured competitors this year, is portrayed in 37 finishers out of 82 starters, eleven only winning Alpine Cups, and in such unusual happenings as elimination of an A.C. Ace through a coil-bracket breaking, loss of a wheel by a Dyna-Panhard, oil-filter leakage on a Frazer-Nash, a seized gearbox on a Daimler, loss of a wheel on another Daimler, the same defect on a Sunbeam-Alpine, spring breakage on a Jaguar, a fan which cut through a Simca's water-hose, valve failure on a Renault, seizure of a Panhard's engine, disintegration of the rear hub of a Triumph TR2, fuel-boiling slowing an A.C. Ace, loss of brakes on a Mk. VII Jaguar and at the front of a Fiat 1,100TV, steering failure on an Austin-Healey, and the usual accidents, resulting in retirement. Moss' Sunbeam-Alpine was in trouble with a gearbox minus its lower gears and one of the team-winning Triumphs broke a spring, while the class-winning Frazer-Nash had early anxieties with its de Dion back axle and broke a front wing-stay.

Note, too, that in the speed test on the Munich-Salzburg autobahn, where a Jaguar clocked 106.5 m.p.h. and the Frazer-Nash 101.2 m.p.h., the Denzel just exceeding the century, neither of the TF M.G.s, only Moss' Sunbeam-Alpine and none of the "Le Mans-modified" only Austin-Healeys could attain their schedule speeds, although a Daimler Conquest and the special Peugeot 203 saloons were successful, and Renault, Panhard, Denzel, Porsche, Frazer-Nash, Aston Martin and Jaguar clocked best times in their respective classes.

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Front cover picture: MOSS' LUCK CHANGES.—Stirling won three races at Oulton Park on August 7th, two of them with the works Maserati, seen on the new banked hairpin of this excellent Cheshire road circuit.

THE T.T.

The XXI R.A.C. Tourist Trophy Race for sports cars will be held on the Dundrod road circuit in Northern Ireland on September 11th.

It is to be hoped that a truly International entry will be obtained this year, thus ensuring the future of this classic race, the first of which was run in 1905.

Ulster enthusiasts, who are determined that the T.T. shall remain in Ulster and be run on a true road circuit, have provided a guarantee against any financial loss which promotion of this year's race may entail. Organisation is, and rightly, in the hands of the Ulster A.C.

There will be no works Austin-Healey or Mercedes-Benz entries, but Porsche, Osca, D.B., Gordini and Maserati are expected to provide Continental opposition. They are likely to meet Lotus, Kieft, H.W.M.-Jaguar, Type D works Jaguar, Ecurie Ecosse C-type Jaguar,

Frazer-Nash and works Aston Martin teams, etc. The race will be on a handicap basis, and this year the smaller cars are thought to have an excellent chance.

GESTAPO?

According to a contemporary, the Hampstead Junior Road Safety Council encourages school-children to spend their holidays reporting any motorist they see whom they consider is breaking the law.

What has been happening in this sad, misguided country, since we won World War II? The cost of living increases, taxation climbs, our beautiful countryside is made tawdry with cheap buildings, dangerous stone kerbs and unnecessary new traffic roundabouts and islands are constructed while a proper road programme is brushed aside, motorists are grossly over-taxed and hedged around with every conceivable regulation—and now, this!

Fight such things with all the power at your command, chaps, as your fathers before you fought for freedom in World War I.

CIRCUIT OF PORRENTROY—(July 18th)

With new Cooper Formula III cars being exported to the various Continental countries, many of the meetings for these cars are proving true international battles and English competitors no longer have a monopoly. At Porrentruy, just over the Swiss border, Leston was the only English competitor, driving his Mk. VIII Cooper-Norton, but he was strongly opposed by Adolff Lang and Ahrens, the two German drivers with new Coopers, the American Hutchinson driving one of Lex Beels' Cooper-Nortons, and a Swiss driver, Gilomen, also in a new Mk. VIII Cooper-Norton. The rest of the sixteen competitors were made up from numerous early Coopers, all with Norton engines, and home-made "specials," from rather crude French-built ones to the beautifully made "special" of the Swiss driver Keller.

The 3.6-kilometre circuit is situated just outside the town of Porrentruy and passes through the village of Courtedoux, where the road climbs steeply to its highest point, and then runs down a fast descent out of the village to the flat section in the neighbouring valley. Divided into two Heats and Final, the first 10-lap Heat was run in pouring rain for the first few laps and Leston, Hutchinson and Ahrens battled for the lead, the American leading for most of the time. On the penultimate lap Ahrens stopped to make adjustments and Leston oiled a plug within sight of the finish, so that Hutchinson had an easy win, the Englishman getting going again and completing the 10th lap in second place, followed by the German driver Weeke in a home-made J.A.P.-special.

Heat two, now on dry roads again, provided an easy victory for Lang, but the real interest was in Gilomen, who had made a bad start. The arrangement for starting was that the whole field followed an exotic-looking Farina-bodied Nash-Healey for a lap and then got away to a good rolling start. Gilomen was late in starting the initial lap and could not catch the field by the time the start was given, but after that he went incredibly fast and romped his way through the field, battling for two laps with the German driver Kunke, before getting away from him on the last lap and finishing second.

Having had the "1954-Sunday-rainstorm," the weather was kind for the Final, though a strong cross-wind was blowing, and once more the field lined up behind the orange Nash-Healey. There were four German drivers, four Swiss, and one each from England, France and America/Holland, a truly international field. As in the Heat, the Cooper-Norton of Gilomen was reluctant to start and by the time the rolling start reached the line he was still some two hundred yards behind the last man. Out in front Leston was in the lead, with Lang and Hutchinson right on his tail, and on the third lap Lang nipped by into the lead. Until lap 10 these three had a furious wheel-to-wheel battle and then Hutchinson overdid a bend and hit the straw bales, stalling his engine, which left the other two on their own, and on laps 12, 13 and 14 Leston drew away a little, gaining some 100 yards on the silver Cooper. Meanwhile Gilomen had worked his way through the remainder of the field and while Hutchinson was restarting his engine the Swiss took third place, much to the joy of the locals. On the 15th and last lap, Leston looked a certain winner but as he came down the hill out of Courtedoux his engine broke its big-end and it was Lang who arrived the winner, followed by Gilomen and then the unfortunate Leston, quite out of breath, having pushed his Cooper the last half-mile amid the applause and encouragement of the crowd.

Results :

CIRCUIT OF PORRENTROY—Formula III—Heats and Final

1st : A. Lang (Cooper-Norton), 31 min. 35.4 sec. 103.603 k.p.h.
 2nd : H. Gilomen (Cooper-Norton), 32 min. 14.3 sec.
 3rd : L. Leston (Cooper-Norton), 32 min. 23.1 sec.

"World-Wide Automotive Year Book," by H. Wieand Bowman. 144 pp. 6½ in. by 9 in. (Available from F. and E. Stoneham, 6s., or 6s. 6d. post free.)

This is a soft-cover, magazine-like book by the author and the editors of *Motor Trend*, which contains 16 chapters under headings of different countries, from Argentina to U.S.S.R., dealing with the motoring activities of each of these countries—a refreshingly unusual trend. There are "hand-out" type pictures of a very large number of cars, of great type diversity, and a table of world specifications concludes a book that for potted histories of and Americanised opinions on the great marques will take a lot of beating, especially at 6s.—W. B.

BENTLEYS AT SILVERSTONE—(July 31st)

The Bentley Drivers' Club held its Silverstone Race Meeting on July 31st, and the inimitable exhaust thunder of long-stroke, sixteen-valve engines rang round Northampton.

The morning session of speed consisted of a High-Speed Trial, in which Nicholson's imposing 6½-litre Bentley saloon with protuberant luggage container, Oldworth's 2-litre Aston Martin and Mann's Lagonda retired and Beasley's H.R.G. was too slow, leaving G. G. McDonald's well-known 4½-litre Bentley to win the up-to-5-litre class from Halliday's Bentley, Morris' Lagonda and Jeddere-Fisher's very nice 30/98 Vauxhall, the over-5-litre class being contested by Becker's 6½-litre Bentley.

After lunch had been "drunk" an ingenious Bentley scratch sweepstake followed, in which various Bentleys circulated very fast in pairs and some nearly visited the Woodcote ditch. It was said that only Stanley Sedgwick knew what all this was about, but J. A. Williamson, who has the arms of a Nuvolari, was declared to have made fastest lap in his imposing 4½-litre tourer, which did everything except tour.

Schellenberg disposed of his opposition (which happened to be Pitts' blower-4½) by emitting a record smoke-screen from his Barnato-Hassan—which appeared to be overcome by this ingenious performance and which used to go so much better round Brooklands. J. Broad's 4½-litre Bentley, which was long rather than broad, evidently possessed similar ideas, because it was emitting horizontal jets of steam, but from the wrong, or radiator, end.

There followed lots of races, for Aston Martin, Lagonda, vintage and post-vintage thoroughbred cars as well as for Bentleys. Again and again McDonald, Williamson and Burton duelled a few inches apart in their very rapid 4½-litre Bentleys, Burton and Williamson tying for the honour of making fastest-lap-of-the-day, at 72.36 m.p.h., until Williamson's car broke a back spring, which he replaced in time to run in the last event.

J. A. Watts, in a pointed-tail 2-seater 3-litre, just toured along, changing gear determinedly with gauntleted hands. McKenzie Junior won the 3-litre scratch race, at 56.03 m.p.h., McDonald the 4½-litre scratch race at 69.85 m.p.h., but there were insufficient entries for the over-4½-litre race to be run, although Nicholson's and Becker's closed 6½-litre Bentleys motored to great purpose, the latter's, which was quite unaffected by the grass verge at Woodcote, winning a five-lap handicap race at 57.96 m.p.h.

M. D. Hollis drove his rare 2-seater-bodied 3-litre. D. Halliday's Bentley was off form, so that this driver's Persil-finished overalls availed him nothing.

Of the two handicaps for Lagonda cars, the first was won by Newman's 3-litre, at 52.6 m.p.h., the second by Smith's 3½-litre, at 55.42 m.p.h. Bentley honour was upheld in the vintage handicap, R. H. B. Mason, of the Shell Film Unit, driving his very smart, long-chassis open 4½-litre perhaps more sanely than some, to win at 62.99 m.p.h. from Broad's Bentley (now converted from a steamer to an i.c. car) and Hollington's 4½-litre Bentley. Michael's 4½-litre Lagonda thoroughbred won this sort of race, at 60.77 m.p.h., from Easdale's Alfa-Romeo thoroughbred and Sims' Aston Martin thoroughbred.

Only four Aston Martins entered for the A-M race, which was won by A. G. Oldworth's 2-litre, at 63.13 m.p.h.

Mason finally won the 10-lap Any-Bentley Handicap, at 63.89 m.p.h., from McKenzie and McDonald.

Present, but not dicing, were Forrest Lycett's immortal 8-litre Bentley and Peter Robertson-Roger's ex-Birkin blower-4½ Brooklands car. And how nice to see a club secretary driving the kind of car his club supports!—the genial Col. Berthon in his very nice old-school Bentley.—W. B.

The Dunlop Rubber Co., Ltd., has issued an excellent map by Geographia Ltd. called "Motoring About London," which gives, very clearly, London's main thoroughfares and which aims, particularly, at showing the motorist how to avoid the congested central area. The new signposting of through routes is explained and illustrated, road numbers are plainly depicted and this good quality map, which costs 4s. 6d., and covers an area from Chorleywood to Farningham and Colchester Road to Chertsey to a scale of 1 in. = 1 mile, will save much time and anxiety, and be widely appreciated by those who collect good maps.

With this Dunlop map of London and the Michelin Map of Great Britain the motorist will have at his or her disposal information as to the best main routes in these Islands.

BOOK REVIEWS

"Reach for the Sky," by Paul Brickhill (384 pages, 5½ in. by 8¼ in. Collins, St. James's Place, S.W.1, 16s.)

This is the story of Douglas Bader, D.S.O., D.F.C., the legless R.A.F. fighter pilot, who escaped from a German prisoner of war camp after shooting down many enemy aircraft and introducing new tactics to Fighter Command.

It is a splendid story of immense courage exceedingly well told. Certain motoring references will appeal to MOTOR SPORT readers, such as Bader's Douglas motor-cycle, an old Morris, an aged Austin Seven, and his later M.G. sports cars and his mother's self-change gearbox car, presumably an Armstrong-Siddeley.

This is a book we are confident at least 80 per cent. of our readers will not wish to miss and it is pleasing, in what is in places a necessarily sordid (but inspiring) story, that the flying days of the late 1930s, when R.A.F. pilots trained in Avro 504s, Gloster Gamecocks and Bristol Bulldog fighters, are covered—one day we hope someone will write an entire book about that period; the 1912-1918 and World War II periods are well covered in various books, but that fascinating era in between is not.

Meanwhile, buy "Reach for the Sky"—it will cure any 1954 "blues" you may be suffering from and will make adventure fiction seem trite.—W. B.

"The Le Mans Story," by Georges Fraichard, translated and with new material by Louis Klemantaski (175 pages, 5½ in. by 8¼ in. John Lane, the Bodley Head, Ltd., 28, Little Russell Street, W.C.1, 21s.)

This eagerly-awaited book is a disappointment. A classic race deserves an adequate history; Fraichard contents himself with very brief descriptions of each of the Le Mans races, that of 1930, for instance, being disposed of in about 1,000 words and the remainder of the races given not very much more than twice this space, except for longer accounts of the 1953 and 1954 races from Klemantaski's pen.

Chapters are devoted to rules and regulations and to race jottings—much of this material is useful and interesting, but more appropriate to topical race accounts and the race-programme than to a book which one expects from its title to be a serious history.

There are some useful tabulated results of all the Le Mans races from 1923 to 1954 (thus, with this year's race description, bringing the book very creditably up to date) and some very interesting personal accounts of race memoirs, retirements and crashes, much of this new "inside" information. Many of the photographs have appeared previously, but Klemantaski contributes some good new ones. The reference to John Duff's Brooklands F.I.A.T. is misleading.

The author is hard on Pierre Levegh for trying to drive single-handed throughout the 1952 race, writing: "The official car brought back to his pit a lifeless dummy, who collapsed, vomiting in a dark corner where two hours earlier a headstrong Levegh would have been wise to rest. One cannot, in all sincerity, congratulate him on having imposed upon himself such a pitifully useless penance." This hardly agrees with Charles Faroux's reference, expressed elsewhere in the book, to "... Levegh's wonderful efforts and shrewd driving..." or with the shots in that great Shell film of the unhappy Levegh walking a considerable distance to his pit after retiring and climbing into it.

"The Le Mans Story" doesn't add up, in our opinion, to 21s. worth of motor-racing history. Buy it, however, if you are forced to travel anywhere by train!—W. B.

"Le Mans, 1954." Compiled by the staff of *The Motor* (50 pages, 7¼ in. by 9¼ in. Temple Press, Ltd., Bowling Green Lane, E.C.1, 5s.)

This is a very full and interesting account of this year's "Ferrari" Le Mans race, beautifully produced and well illustrated. It contains reprints from the Le Mans pre-race accounts and report from *The Motor*, including the race positions hour by hour, and lap speeds of all the competitors, a table listing the first three finishers in the G.P. d'Endurance from 1923 to 1954 and in the Rudge Whitworth Cup from 1925 to date, and Laurence Pomeroy's technical summary of the 1954 race. In addition, this useful account carries reports by Charles Faroux, giving the French angle, and by Paul Frere, giving the Belgian viewpoint.—W. B.

Continued on page 493

The Hants & Berks M.C. Speed Hill-Climb, Great Auclum

(Aug. 7th)

ONCE again the Hants & Berks Motor Club held their annual speed hill-climb at Great Auclum, near Reading. The programme of events catered for all classes of cars, although the majority of the entries were in the sports-car category; competitors were allowed two runs, which, incidentally, often showed considerable discrepancies in time due to the changing road surface, caused by frequent periods of rain and sunshine. It was unfortunate that, owing to R.A.C. regulations, the racing cars were forced to take their second runs immediately after having finished their first, and since the rain was falling quite heavily during that period drivers were unable to experience the better conditions which prevailed towards the close of the meeting. For this reason such cars as the Bugattis of Stubberfield and Perkins and the Jaguette of Coleman were unable to equal the time put up by Burn in the sports-car class driving a Frazer-Nash, the latest model, who made fastest time of the day with 24.52 sec. on his first run, in which the driver drove beautifully, climbing right up the banking so as not to lose speed. Several years ago Burn made fastest time of the day in an A.C.-engined Frazer-Nash, he has always been a very prominent member of this club and having recently returned from Rhodesia is now continuing his motor-racing activities.

In the small-sports-car class a very interesting entry was the Murray Special which had an Evinrude outboard engine driving the front wheels by chain; this car did extremely well, probably because of its very light fibreglass body, and purred round the bends, the two-stroke engine emitting sparks and clouds of smoke all the while. The Yeats Special was another present at this event, for the first time in this instance, the car having been completed a few weeks ago for the Maidstone & Mid Kent Motor Club meeting at Brands Hatch; this smart green Ford Ten-engined saloon did well to cross the finishing line in exactly 28.0 sec. The fastest car in Class I, up to 1,300 c.c. unsupercharged, was J. Waller's bored-out J4 M.G., taking 25.76 sec., A. E. Marsh in a Dellow did well, but the 1,172-c.c. award went to J. J. Richards driving a Lotus. Class II, for sports cars of 1,301 c.c. to 1,801 c.c. unsupercharged and up to 1,301 c.c. supercharged, saw G. E. Tapp, who was the previous record holder, fail to equal his own original time by 1.02 sec., due to the slippery surface; he was driving a Buckler which, on a later occasion, was also driven by W. A. Liddell in the racing-car class with an average time of 27.77 sec.

The next two events were for the larger sports cars and produced some very fine examples, one of which was the H.R.G./B.M.W. owned by W. S. Perkins, who is a very regular competitor in this club. The car has alternative H.R.G. or B.M.W. engines, in this case the 328 B.M.W. power unit was installed, and on its first run returned a time of 25.89 sec.; other fine vintage examples present were A. C. Marsh's Alvis which, although carrying a 12/50 club badge, appeared to belong more to the Silver Eagle species, and also Quartermaine's 30/98 Vauxhall which performed well. The record holder for the large-sports-car class is Gordon Parker in his Jaguar with a time of 23.27 sec. which still stands unequalled even by Burn in his Frazer-Nash. J. A. Shutler was probably the finest driver in this class with his large 4½-litre Invicta saloon, which must have been quite a handful on the tricky banked corner, and the way this big car went round was really quite something to watch; the Pick Special was another which must have been a treacherous weapon to drive, the V8 engine delivering so much power that the rear wheels did not cease spinning all the way up the course, the car zig-zagging from one side of the road to the other. As regards Bentleys, there were a few present but it was not a great day of success for them, at least from the motoring angle. J. A. Williamson in his immortal 4½-litre decided to go in for a bit of tree-felling just to liven up the afternoon, there was slight damage to his front axle and wing, but the car still goes, which is more than can be said for the tree which is very dead just now!

The remaining four classes were for the racing cars, nearly all of which found the going rather difficult, but Rivers Fletcher in his Cooper-J.A.P. and Coleman in his Jaguette did well and Stubberfield's Bugatti made a very fast run up in 24.97 sec. even allowing for the wet surface; this car won the vintage award. Another newcomer was the M.G. of Crowe and Coles which is the J4 supercharger engine in a special chassis with Fiat 500 front axle assembly and an "all spare parts" rear axle with a vast petrol tank mounted diagonally on the tail. The car is beautifully finished and deserves to carry off a few prizes next season. Building began on this job in April of this year and this was its first trial event, where it was driven by G. V. Coles and recorded a time of 29.74 sec.—I.G.

EMPHASIS ON INDIVIDUALITY

"Motor Sport" Tests the D.K.W. Sonderklasse—Auto-Union's Beautifully Equipped Three-Cylinder, Front-Wheel-Drive Two-Stroke



BEFORE the war the D.K.W., product of the Auto-Union concern which also built Audi, Horch and Auto-Union cars in Germany and gave Mercedes-Benz a run for its money in G.P. racing, had an enthusiastic following amongst economy-car users in this country.

Consequently, news of a post-war three-cylinder D.K.W. was received with interest and last March MOTOR SPORT published technical and performance data relating to it.

I have since been able to drive one of these cars, which was lent for test by D. A. and W. H. Aldington, of A.F.N. Ltd., the British concessionaires for these very individualistic cars.

In an age of design uniformity, arising from the mass-assembly rather than construction of popular models, discerning enthusiasts can be excused for turning to vintage and near-vintage vehicles to satisfy their desire for motoring individuality. However, as Bill Shortt's wife once remarked to me, many modern cars can prove just as intriguing under detailed dissection as vehicles in the vintage tradition. What she implied was that the development story, interchangeability of parts, the effect of obvious engine modifications, and data relating to the adoption of different gear ratios, tyre sizes, etc., add up to a fascinating study whatever the age of the car under discussion. Even so, individuality is sadly lacking in most of today's vehicles, and in an age of proprietary-uniformity the D.K.W. Sonderklasse from Ingolstadt stands out a mile as a car for the connoisseur.

No car is perfect, not even those in the fabulous-price brackets, and I concede that a Sonderklasse isn't the cream in everyone's coffee. Yet, when all is said, as it is about to be in this test-report, I can name no other small car which blends so palatably the ingredients of high quality, vivid performance and individuality. Incidentally, how nice to see the four-ring Auto-Union badge retained; so many manufacturers seem ashamed of their pre-war badges that have tradition behind them.

This latest D.K.W. is technically different—two-stroke, 896-c.c., three-cylinder power unit, front-wheel drive, transverse-leaf-spring suspension and transmission incorporating a free-wheel. However, I am not so concerned here with the paper specification as with how the Sonderklasse impresses those enthusiasts seeking fast, comfortable transport.

The example into which I stepped at Isleworth was a fixed-head saloon which had completed about 1,000 demonstration miles. I took it over in one of those rainstorms which have characterised the summer of 1954, and was soon aware that not a drop of water enters the body and that the ducted-air type of interior heater blows truly effective gusts of hot air out of the demister vents—and round the legs if you open two charming little doors on the heater box.

Going to the City sufficed to bring at least partial familiarity with the "back-to-front" positions of the steering-column gear lever; during this drive I kept the free-wheel out of action but later, devouring A 41 in the hope of arriving at the excellent Witch Ball Hotel at Whitechurch in time for dinner, I had the little car cruising habitually at 70 m.p.h. and found the hydraulic brakes entirely adequate for rapid retardation with the free-wheel operative.

This cruising speed is accomplished with scarcely a trace of effort from the three-in-line two-cycle engine, which in any case is merely idling for much of the time, thanks to the free-wheel, and the Sonderklasse eats up the miles in a very willing manner. Acceleration is exceedingly good providing proper use is made of the four-speed gearbox, although even in top gear from 20 m.p.h. upwards there is appreciable urge. The step-off in first gear is quite meteoric and a quick change-up into second gear maintains this initial rapid pick-up. The speedometer is marked with limits of 18 m.p.h., 30 m.p.h. and 50 m.p.h., respectively, as the normal limits in the indirect gears, and 75 m.p.h. for the maximum in top gear, but if unchecked the needle will sweep to 60 m.p.h. in third gear without any apparent harm resulting.

On first acquaintance the gear-change isn't altogether pleasant, because the lever moves up from first to second and down and forward for third gear, up to select top; so that most drivers tend, at first, to swop smartly from second to top gear, which, as the diminutive engine possesses very little low-speed torque, is disastrous to acceleration. Naturally, the D.K.W. pilot soon learns his gear positions and remembers to pull the lever, which is pleasurable light and rigid, towards him with the tips of the fingers of his left hand when selecting the lower ratios and to press it down to engage the higher ones. There is excellent synchromesh to aid him. Reverse gear position is safely on its own, behind second. There is very slight, not unpleasant, gear noise.

It is difficult to engage bottom gear both with the transmission "solid" or the free-wheel in use unless the car is stationary, but this is scarcely a disadvantage. With the free-wheel, selected by a white knob by the steering column, in use, any other gear can be preselected with extreme ease and rapidity, the roller-type free-wheel making no complaints about taking up the difference in revs. as over-run changes to drive. Use of this delightful free-wheel gives smooth coasting on the over-run, the four-stroking from the engine only faintly audible, to match the smooth, turbine-like running of the two-stroke engine under load, and as the brakes cope so admirably and there appear to be no ignition or carburation objections to allowing the revs. to zero for appreciable periods, a D.K.W. owner will normally free-wheel permanently, except perhaps over snow and ice. The car rolls smoothly, too, as Continentals usually do.

Admirable is not an extravagant term to apply to the brakes, which act surely, silently, progressively, yet which arrest the car like the proverbial "giant's hand" under firm but not excessive pedal pressure. It is debatable whether the friction-free, low-compression engine is able to augment these to any extent even if the transmission is locked, so this department of the Sonderklasse deserves praise as being fully complementary to the free-wheel. The central pull-up hand-lever, with its good ratchet-release button, is, perhaps, set rather low; this comment, however, comes from one whose hands are known to lose themselves in ready-to-wear shirts!

In a compact car which is as happy at 70 m.p.h. as at any other speed and which possesses excellent acceleration and powerful vice-free brakes, it is pleasant to find roadholding, steering and cornering qualities in keeping. Moreover, a very full load does not affect these qualities.

The suspension, by transverse leaf springs and independent at the front, is well damped by double-action telescopic shock-absorbers but allows rather too much up-and-down motion, of a decidedly lively sort, over the rougher roads. Occasionally this can be disconcerting when cornering fast, but otherwise the Sonderklasse corners well, in a style of its own, with emphasis on slight over-steer, varying with drive and over-run, but very safely and accurately, with a minimum of roll and tyre howl.

The rack-and-pinion steering asks a shade over 2½ turns lock to lock, the turning circle rather large, but in practice is sufficiently quick to be pleasant, firm rather than light, with not a trace of lost-motion or sponginess to mar its accuracy, and transmitting no road shock but some vibration; some snatching, too, is felt when accelerating hard in the lower gears. The presence of front-wheel drive, however, would otherwise not be suspected. The castor-action is vigorous only when accelerating. This is steering that makes darting through gaps in traffic joyful and safe.

Forward visibility is good although both wings are not normally visible. The rear window, in American style, affords even better

visibility at the expense of displaying the back-seat passengers in shop-window fashion, but the sloping screen pillars are rather thick. The bucket front seats, beautifully made and with deep, fold-forward squabs, are comfortable but rather more rounded back rests would offer better support when cornering fast.

All in all, however, the Sonderklasse driver has a comfortable time, even when called upon to maintain "rally-average speeds," at which the D.K.W. is demonstrably adept.

The excellent controllability, good performance and quiet, effortless functioning are well backed up by luxury appointments. The dash and screen-sill are in very convincing dark imitation-wood plastic, and provided with a cubby-hole with lockable lid, backed up by usefully capacious, elastic-topped door pockets and a generous parcels shelf behind the back seat. The luggage boot possesses very commendable space on a wooden shelf over the fuel tank, and coats, etc., can be stowed on the spare wheel, which is carried horizontally on the floor of the boot. The spring-loaded boot-lid is light to lift, shuts with merely gentle down pressure on the catch (obviating any need to slam it), and locks; rain-water unfortunately enters the boot when the lid is raised on a wet day.

The instruments, before the driver, consist of a Vdo 90-m.p.h. speedometer with total mileage recorder reading to the nearest mile but no trip-reading, a square-dial Vdo clock and a combined dial showing fuel level, water temperature and having warning lights for direction indicators and headlamps' full beam, the latter sensibly small and of blue anti-dazzle colour. The speedometer has a very steady needle, the instruments have tastefully-finished, high-quality dials, and the clock a central knob for setting its hands; the gold numerals are not altogether easy to read in sunlight. Flanking the dials are three delightful little pull-push switches controlling the very effective, self-parking screen-wipers, subdued dash-lighting and dual roof-lamps, respectively. Comparing these remarks with those we are sometimes compelled to make will indicate the good taste of the D.K.W.'s minor appointments, but there are other refinements. For example, the roof-lamps light when the doors open, regardless of switch or ignition-key settings, the ignition key locks the steering for safe parking (on the car tested it proved very stiff to withdraw and wouldn't fit the cubby-hole lid lock), and a delightful little chain hanging from the fascia varies the setting of the radiator blind (actually, this is an extra), the links engaging the chain-guide to hold the blind in any desired position. The direction indicators are controlled by a little lever protruding from the right of the steering column (they are not self-cancelling, which is surprising in view of the other appointments; they work noisily and that on the near side became inoperative while we had the car). The starter is controlled by a tiny button beneath the ignition key (again, delightful!), and the ignition reminder light is above the key; the pull-out choke-knob is scarcely required, at all events in summer. There is an ash-tray in the centre of the screen sill, and another for the back-seat passengers, both with neat lids, and provision for a fascia radio. A neat detail is the presence of a cover for the door lock.

The built-in headlamps provide an excellent beam and dim effectively. The pull-out lights-switch is below the three other pull-out switches and identified by having a larger knob. There is the excellent Continental-pattern dipping lever extending from the left of the steering column, but this lever could be an inch or so longer with advantage; it does not select sidelamps only, as on a Citroën, for example.

The horn button, in the centre of the white, two-spoke steering wheel, controls a usefully-commanding horn, and there is a small, but reasonably adequate, rigidly-mounted rear-view mirror. Twin anti-dazzle vizors are provided, the white fittings on the fascia reflecting in them rather drastically.

The seats adjust and lock easily, the doors shut rather "tinnily" but seal effectively on rubber beadings, and there is a socket near the driver for cigar-lighter or lead-lamp.

It is difficult to convey in words the sense of security and well-being which these fine interior appointments, deep screen-sill, comfortably upholstered (plastic) seats and heavy doors impart. The doors have hinged ventilator windows and not only their main windows (which are metal-framed and slide firmly in thick rubber seals) but the curved back lights also, wind down, the action in respect of the latter being distinctly ingenious, and 100 per cent. ventilation ensues when all are wound down. The winder handles are securely mounted and their knobs are pivoted, but opening a window on the D.K.W. is reminiscent of lowering the undercarriage of an Avro Anson, so low-geared is the mechanism! Arm-rests are provided in the doors and for the back-seat passengers.

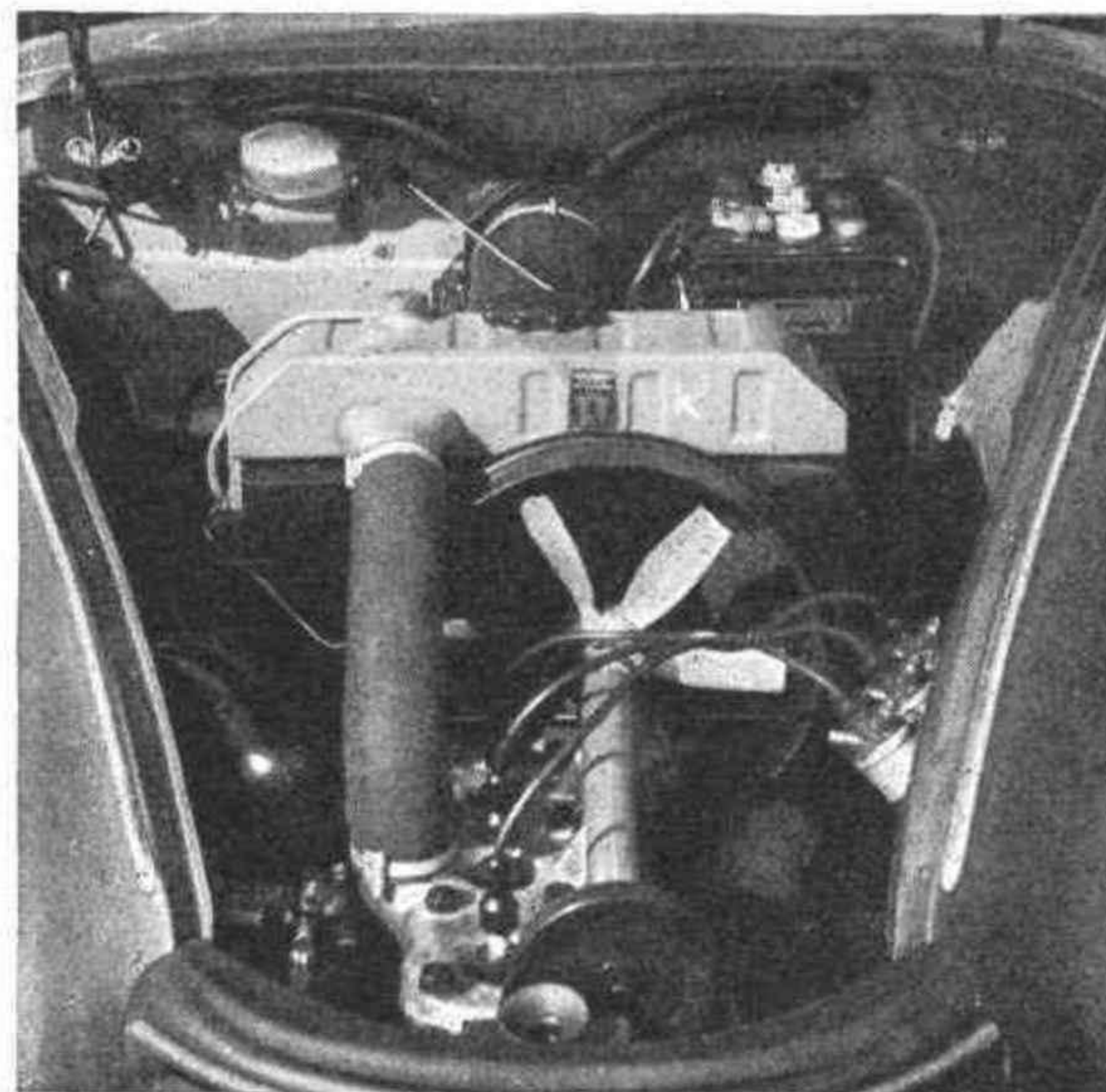
The exterior finish is by furnace-dried synthetic paint, or sprayed nitro-cellulose for the convertible bodies, the roof having a different hue from the rest of the car. The spring-loaded alligator bonnet is easily opened from the front of the car (no fascia control) to reveal

the three-cylinder, 34-b.h.p. engine with its light-alloy head and water-pipe castings, and substantial tunnel for the shaft of the belt-driven, multi-bladed cooling-fan, which is ahead of the pressurised, behind-engine radiator. The radiator filler is accessible, as are the Exide battery and the 12 fuses in their neat metal "coffin." The grille also detaches to facilitate maintenance. At the back the fuel tank filler is of generous size, but its cap is unsecured after removal. Fuel is fed to the Solex Type 40 JCB downdraught carburetter by a Solex vacuum pump. The three separate Siba ignition coils feed Beru (or Bosch) plugs. The other electrics are Bosch. A very accessible wing-nut provides for clutch-pedal clearance adjustment—another practical D.K.W. feature.

The two-stroke engine is not temperamental, and gave no trouble of any sort. There was at times a very "hot smell," noticeable from outside the car with the bonnet closed and to some extent by the occupants (brakes?). The exhaust is visibly smoky. With the radiator blind partially up temperature never rose above normal. Slight pinking was induced by using cheap fuel and, normally, premium petrol was employed. S.A.E. 50 oil is mixed with the petrol for lubrication purposes in the proportion of a pint per three gallons. This caused us no particular inconvenience, and future Sonderklasse cars will have an automatic mixer incorporated in the tank. Although at first sight the oil consumption, at approximately 670 m.p.g., seems heavy, it must be remembered that no sump draining is called for with total-loss lubrication, nor does consumption increase appreciably as engine wear takes place; moreover, oil is present on the cylinder bores when it is most needed immediately after starting. Four-stroking is only evident at idling r.p.m. Moreover, the oil reaching the internals is always clean oil.

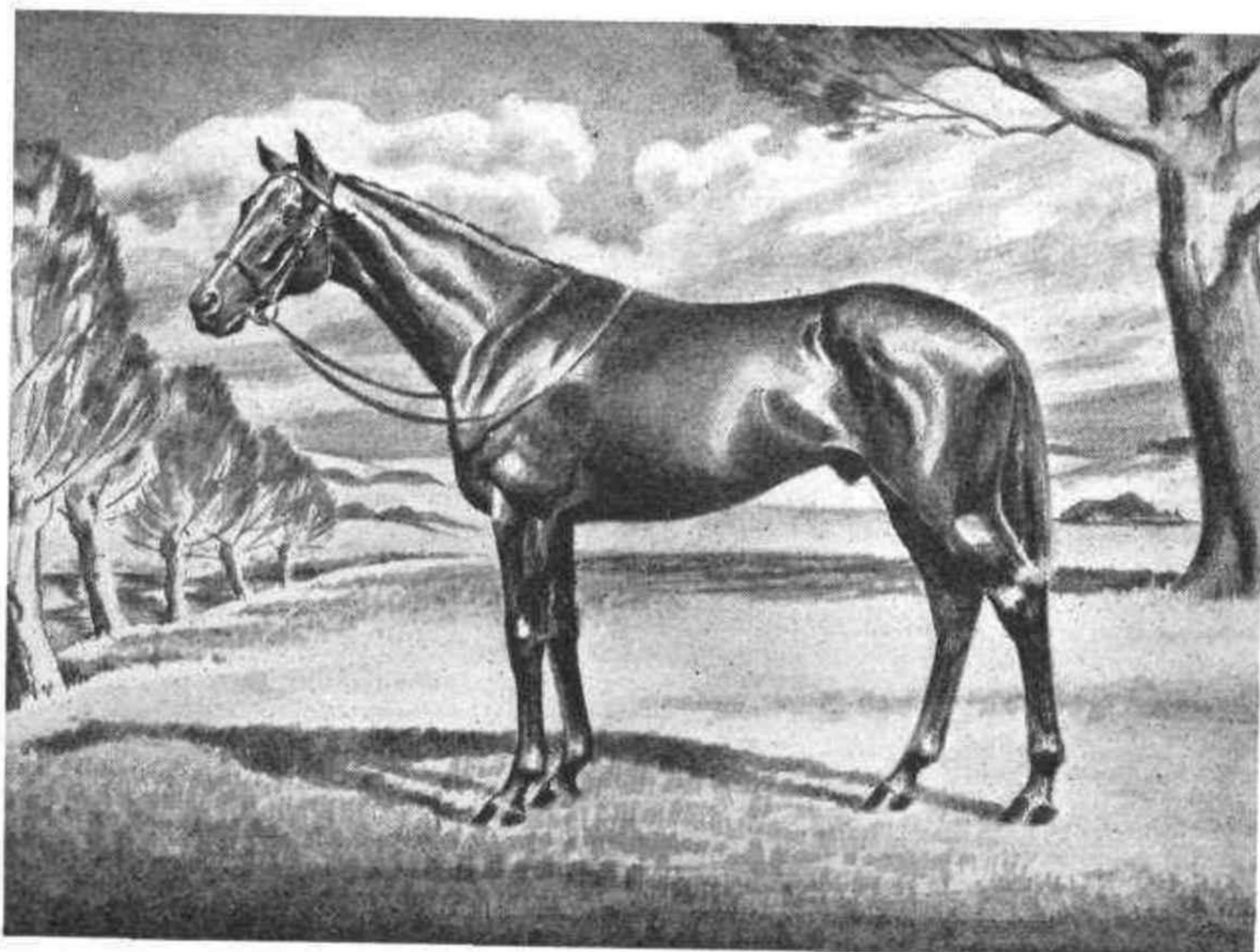
Fuel consumption proved rather a disappointment, of which the rapid sinking of the fuel-gauge indicator towards the section of the dial marked RES. gave a foretaste. A check mostly at fast main-road cruising, using all the available acceleration, gave a figure of 26.5 m.p.g. Taking matters more easily improved this to 29 m.p.g., and the average over 429 miles was 26.8 m.p.g. and just over five pints of oil. It must, however, be admitted that 70 m.p.h. was held for mile after mile and larger cars disposed of as if they were standing still, and high performance nearly always has to be paid for in terms of fuel. It is usual to refuel with three or six gallons at a time to humour the oil content, and as the tank holds only seven gallons, the needle of the fuel gauge is naturally apt to look mostly pessimistic. The fuel system primes on a very small head of fuel after the tank has been drained.

A very comprehensive instruction book, illustrated with excellent photographs, comes with the car (it contains one amusing mis-translation: "pre-ignition," for "ignition advance").



ENGINE ROOM.—The three-cylinder, two-stroke engine of the D.K.W. Sonderklasse, with light-alloy head. Note the behind-engine, fan-cooled radiator, three separate ignition coils (on right), big water-outlet pipe, accessible battery and fuses, and hot-air duct to the Solex carburetter.

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sang



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The remarkable stamina of Bristol cars is the outcome of constant research and refinement of design, backed by strenuous testing in the laboratory and in the most arduous of road races.

It is this policy of 'selective breeding' which gives Bristol cars their gentle manners and vigorous performance.



1st, 2nd, 3rd in 2-litre Class Le Mans, 1954
(the ONLY team to finish)

2nd, 3rd, 4th in 2-litre Class Rheims, 1954

In these two races the same team of three cars covered nearly 10,000 miles in 36 hours



BRISTOL 2-LITRE CARS

The Bristol 403 and 404



THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, BRISTOL, ENGLAND
London Showrooms : 80, Piccadilly, W.1

I enjoyed very much the 700 miles of Sonderklasse motoring I experienced. In this new 896-c.c. D.K.W. the enthusiast will discover a car which is individual to a marked degree, which responds well to skilful handling, and which in respect of safe, exhilarating, Continental-style, fast motoring, makes cars of many capacities look smaller than itself. It is one of those rare cars which give pleasure when stationary, because of its many unique and practical features, as well as in action.

The D.K.W. Sonderklasse is not inexpensive either to purchase (it costs £948 17s. 6d. in this country inclusive of p.t.) or to fuel, but to those who can afford such a car it represents a beautifully-appointed high-performance vehicle of charming character and compact dimensions.

I have no doubt that the Aldingtons will gladly demonstrate on the road what I have endeavoured to convey in cold print. After a very enjoyable fast journey to Oulton Park and elsewhere, this unbiased critic found himself becoming more and more of a Sonderklasse convert as each mile slipped enjoyably by in the wake of a faint haze of blue smoke.—W. B.

[N.B.—That the D.K.W. Sonderklasse is an individualistic possession is emphasised by the fact that while we drove the test-car we saw only one other of the species, a utility-bodied version. But the car is beginning to sell over here. Apart from the saloon, a four-seater, fixed-head coupé is available for £692, a four-seat convertible for £812 and a two-seat coachbuilt convertible for £908; p.t. extra.]

THE D.K.W. SONDERKLASSE 3-6 SALOON

Engine: Three cylinders, 71 by 76 mm., 896 c.c., two-stroke; 6.5 to 1 compression ratio; 34 b.h.p. at 4,000 r.p.m.; maximum r.p.m. = 4,350.
Gear ratios: First, 18.0 to 1; second, 10.45 to 1; third, 6.3 to 1; top, 4.25 to 1.
Tyres: 5.60 by 15 Michelin Super-Comfort on bolt-on, steel disc wheels.
Weight: 17 cwt. (ready for the road, without occupants, but with two gallons of petrol).
Steering ratio: Two and a half turns, lock to lock.
Fuel capacity: Seven gallons; range approx. 188 miles.
Wheelbase: 7 ft. 8.51 in.
Track: Front, 3 ft. 11 in.; back, 4 ft. 1 in.
Dimensions: 13 ft. 10 in. by 5 ft. 3 in. by 4 ft. 9 in. (high).

PERFORMANCE DATA

Maxima in gears (maker's figures):—
 1st ... 18 m.p.h. 3rd ... 50 m.p.h.
 2nd ... 30 m.p.h. Top ... 75 m.p.h.
Price: £669 (£948 17s. 6d. with p.t.).
Concessionaires: A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex.

SUNBEAM REGISTER WOLVERHAMPTON WEEK-END
(July 24th/25th)

The Sunbeam Register this year held its fourth rally to the birthplace of the cars it fosters. Entries ranged from C. F. South's 1913 12/16 tourer to two 1935 Twenty-five saloons.

Saturday afternoon was devoted to driving tests at Wheaton Aston airfield (now disused), which included quick-starting, acceleration, wheel-jacking, braking and regularity frolics.

On the Sunday O. P. Hartree, who had been motoring round much of England, arrived from Berwick-on-Tweed in his 1924 Fourteen/Forty to win the Age/Distance rally with a mileage of 657.

After lunch a column of cars, led by a police escort, paraded to West Park, via the old Moorfield Works where the Wolverhampton Sunbeams were made, K. G. Langley's 1934 Talbot 75 representing the S.T.D. aspect of the Register. Here a concours d'elegance was judged by C. A. Johnson and A. J. Waddell, ex-executives of the Sunbeam Motor Company.

In the evening, Mrs. W. Boddy, Hon. Registrar, presided at the prize-giving at the Castlecroft Hotel, where Mrs. Waddell presented the awards, which included several trophies, a 12-volt Oakley battery, an Ever Ready hand-lamp and a handsome drum of Sternal oil.

The next event is the Sandhurst Rally on September 21st.

Results:

Age/Distance Rally:	
1st (Sydney Guy Silver Tankard): O. P. Hartree (1924 14/40) ...	657 miles
2nd (Sternal Oil Co. Prize): H. A. I. MacInnes (1933 Speed Twenty) ...	233½ "
3rd (Oakley Limited's Prize): W. C. Hodgson (1922 Fourteen) ...	168 "
Driving Tests:	
1st ("Vintage and Thoroughbred Car" Tankard): R. C. Carter (1932 Twenty) ...	862 points
2nd (Sunbeam Register Tankard): D. Herdman (1935 Dawn) ...	861 "
Concours d'Elegance:	
1st ("Express and Star" Tankard): E. May (1934 Speed Twenty) ...	89 "
2nd (C. A. Johnson Tankard): H. A. I. MacInnes (1933 Speed Twenty) ...	88 "
Judges' Consolation Prize: C. F. South (1913 12/16).	
Sunbeam Register's Consolation Prize: K. J. Fidgeon (1923 Fourteen).	
Ever Ready Company's Prize for Oldest Sunbeam Present: C. F. South (1913 12/16).	

Temple Press has now issued a 4th edition of E. P. Willoughby's very complete, compact work on "Carburettors and the Fuel System." This is No. 5 in the Temple Press "Modern Car Easy Guide" series and is priced at 2s.

* * *

The Anglo-Iranian Oil Company, Ltd., of Britannic House, Finsbury Circus, E.C., has issued a number of lavishly printed and illustrated books, which we refer to in case any of our large readership is interested in such trade publications. One book relates to the Sunbury Research Station and others cover the construction story and technical description of the Kent Oil Refinery on the Isle of Grain.

BOOK REVIEWS—continued from page 489

"Scottish Motor Racing." Edited by Barclay Inglis. 62 pp., 5½ in. by 8½ in. (Motor Racing Publications, Ltd., 13, Conway Street, London, W.1. 3s. 6d.)

This little publication is very nicely written and contains a good deal of new information about the Sport in Scotland, and some good pictures. David Murray, of Ecurie Ecosse, positively exudes enthusiasm for a proper Scottish representation in International motor racing, that ever-cheery and modest tuning-wizard "Wilky" Wilkinson contributes some very interesting "inside" facts about how he makes the Ecurie Ecosse Type C Jaguars motor so rapidly, and Eason Gibson, Gregor Grant, W. A. McKenzie, and other North-of-the-Border personalities write in this book. There is an illustrated section devoted to Scottish drivers, a list of Scottish clubs, results of last year's Scottish races and the 1954 Scottish Calendar. Good show, Barclay.—W. B.

"Buyer's Guide to European Automobiles," by Emil L. Shwetzer. 155 pp., 6½ in. by 9½ in. (Heinrich Klammes Press, Frankfurt/Main.)

This soft-cover book is a catalogue of European automobiles written in American English for U.S. buyers. As with all these publications, many of the illustrations have been seen before, being manufacturers' hand-out or catalogue pictures, but the text is snappy and knowledgeable. The cars, 68 makes in all, are usefully indexed nationally—England, France, Germany, Italy, Spain, Sweden, Czechoslovakia, with, in addition, separate headings for the English, French and German Fords and small-production specialist cars and miniature vehicles of England, France, Germany, Italy and the Netherlands tacked on as an afterthought.

The full postal addresses of the various manufacturers are appended to the descriptions, serving as a useful reference.

Performance figures are included in some cases, and MOTOR SPORT is acknowledged; in the case of the Consul-engined Allard Palm Beach our top-speed figure is given as 90 m.p.h. but, in fact, we have not tested this car. A few errors can be spotted in casual reading, such as reversed captions to the illustrations of the New Anglia and New Prefect Fords, and a life of 35 years instead of 20 credited to the traction avant Citroën, while careless proof-reading has permitted the inclusion of a new British make, the Alivs. The author is not afraid to be candid, criticising Morgan, for example, because they have "succumbed to the present tendency to mould headlights into the fenders and slope the radiator..." Unexpectedly he includes the B.R.M. and F. II Connaught in the book.

On the whole, however, a useful reference work, particularly where the more rare Continental cars are concerned.—W. B.

RUMBLINGS

The Triumph Motor Company (1945), Ltd., has developed a useful idea in connection with the TR2 sports model. This is the formation of a Triumph Sports-Car Owners' Association, the aim of which is to keep owners of these cars informed of technical developments. Open to any TR2 owner, membership of the association costs an initial 5s., to cover cost of a car badge and the handbooks issued from time to time by the organisation. Registration has to be made yearly, but no additional registration fee is envisaged.

TRIUMPH SPORTS-CAR OWNERS' ASSOCIATION

Members of the T.S.C.O.A. are invited to inform the maker of their cars of any competition successes gained, and the first edition of the association handbook contains pages for logging results, entering servicing data, etc., besides carrying a detailed specification and a power-curve relating to the TR2 and details of approved extras available for it.

This seems to us an excellent means of ensuring that keen users of Triumph TR2 sports cars may get the best out of their vehicles. Details are available to such owners from the Triumph Motor Co., Ltd., at Coventry.

* * *

The collection of motor-car miniatures may denote second childhood, but it is a very satisfying pursuit for all that, and one that is growing apace. Some good new specimens have come on the sales-counters recently. For example, Scalex have brought out a replica of the TF M.G. Midget two-seater, to a scale of about 1:30. It has imitation wire wheels shod with Scalex "5.50-15" tyres, including a spare behind the petrol tank, and is endowed with the usual Scalex steering and keyless clockwork mechanism. British made, it represents excellent value at 4s. 9d., inclusive of p.t. The makers are Minimodels Limited, New Lane, Havant, Hampshire (Havant 1251).

SECOND CHILDHOOD?

Regular readers will not need to be told that we are "Dinky" collectors, and it is pleasing to record that new vehicles are being added to this fascinating range of small-scale replicas. An Austin van of the Shell Petroleum Company, a Bedford 10-cwt. van of Kodak Limited, the Austin Champ cross-country vehicle and Army 1-ton cargo truck and 3-ton covered wagon are recent arrivals, fully up to previous Dinky standards and to a larger scale.

There is also a set of International Road Signs, twelve in all, which will be invaluable to school road-safety classes, driving-schools, exhibition layouts, etc., and which should provide excellent table-decor at club functions, and constitute novel embellishment of the enthusiast's study.

These models are made by Meccano Ltd., of Binns Road, Liverpool 13, whose constructional sets gave so many of us a proper grounding in practical engineering and still do so for the rising generation. Meccano are to be congratulated on refraining from mechanising their sturdy, realistic miniatures. Indeed, in an age when there are all too few proper scale car replicas they deserve the thanks of all enthusiasts for making the Dinky model cars, and we hope each of our readers will go out and buy at least one new one as an expression of appreciation. If you feel this is beneath your dignity, use a young son or nephew as an excuse and enjoy handling these models before passing them over! We await further car models with interest.

* * *

Those whose duties do not transfer them from England to Ireland for the T.T. or to the wilds of Norfolk for the Aston Martin O.C.'s race meeting at Snetterton (where, rather unfortunately, a race for historic racing cars has been engineered for the same day) will find a very big concourse of vintage, veteran, post-vintage thoroughbred, Edwardian and, no doubt, mere thoroughbred cars at Goodwood circuit on September 11th.

THE ANGLO-AMERICAN VINTAGE-CAR CONTEST

The occasion is the final tests of an Anglo-American Vintage-Car Contest organised round England and Scotland by the V.S.C.C. from September 4th to 11th. This event is not open to ordinary members of the V.S.C.C., the committee having elected the V.S.C.C. team, which is to meet the American team, before the event was announced. But by paying 2s. 6d. each and another half-dollar for their cars, V.S.C.C. members may watch the final stages of the contest at Goodwood on September 11th—where competing drivers, including the American Pilgrims will thus adopt a role rather of the

animals at a zoo, with members of the V.S.C.C. observing them critically over the Goodwood railings. We hope they will give our American friends a big hand.

Besides the tests there will be a vast Concours d'Elegance of V.S.C.C., A.M.O.C., B.D.C., B.O.C., Twenty Ghost Club, V.C.C. and V.M.C.C. members' vehicles, enlivened during the afternoon by a one-lap demonstration by all veteran cars present, a two-lap demonstration by vintage motor-cycles (watch Tich Allen's blown Brough-Superior!) and a three-lap demonstration by ten cars from each invited club, including the V.S.C.C., selected as worthy for this honour by the V.S.C.C.

This occasion will be the nearest approach we have had to the motoring garden-party which MOTOR SPORT first suggested some years before the war. Given fine weather it should be a great success and a memorable occasion, and most old-car enthusiasts will wish to be present. Some one-make clubs are being offered special car parks inside the circuit, for those of their members who present decently-groomed, true-vintage specimens of the appropriate marques before 10.30 a.m.

The Anglo-American team tests commence at 11.30 a.m., and one of them, scheduled for the afternoon, will comprise a 40-minute high-speed trial, in which each team will lose marks if it fails to cover 360 aggregate-miles in that time. The cars, of which those to have survived will have covered nearly 770 competitive-miles from Edinburgh, via Alnwick, Durham, Harrogate, York, Boston, Ely, Cambridge, Sulgrave Manor, Oxford, Leamington Spa, Warwick, Stratford-on-Avon, Prescott, Cheltenham, Savernake Forest, Winchester, South Harting and Chichester, are as follows:—

American team: Elmer Bemis (1906 model-K Ford), Paul Tusek (1906 Stanley steamer), Richard Shreve (1913 Lozier), Ralph Buckley (1914 Mercer raceabout), Samuel Bailey (1914 Simplex), Henry Clark, Jr. (1916 Pierce-Arrow raceabout), Clarence Kay (1919 Stutz), Edward Hansen (1918 Biddle roadster), A. C. Baker (1923 Kissel speedster), and Glen Harrison (1929 Duesenberg speedster).
English team: D. Fitzpatrick (1906 Wolseley-Siddeley), R. Barker (1908 Hutton), S. J. Skinner (1910 Rolls-Royce), D. Denne (1913 Sunbeam), F. W. Hutton-Stott (1913 Lanchester), T. W. Carson (1920 30/98 Vauxhall), H. Clarke (1925 12/50 Alvis), A. S. Heal (1926 twin-cam 3-litre Sunbeam), A. T. Pugh (1928 Frazer-Nash), and T. P. Breen (1928 4½-litre Bentley).

Various tests will have been undertaken on the way to Goodwood.

The whole party is sponsored by the British Travel and Holidays Association, which in itself is history. L. T. C. Rolt will, in effect, run affairs for the B.T.H.A. and Tim Carson is taking a rest from his arduous duties as secretary of the V.S.C.C. to captain the English side.

One thing which could damn this B.T.H.A. party in the eyes of motoring enthusiasts would be for misguided persons to regard it as a St. Christopher-sent opportunity to sell historic British motor cars and white elephants to the States. If anyone is so ill-mannered as to attempt such a procedure we hope our American guests will refuse to open their cheque-books or part with their dollars on this occasion.

WATLING-GREENWOOD (R.W.G.) WINS "MOTOR SPORT" BROOKLANDS TROPHY

At Goodwood on August 21st, in the final round for the MOTOR SPORT Brooklands Memorial Trophy and £75 prize, Watling-Greenwood increased his score to 17 points, by winning one race and finishing fourth in a handicap in his R.W.G., which has M.G. suspension and an i.o.e. Ford-base 1,098-c.c. engine. Coombs (Lotus) was second with 16 points (£35 prize) and Head (Type C Jaguar) third (£15).

The sports-car drivers made great inroads on the *chicane* walls on the wet track, but no personal injuries resulted. A record length of fence was removed by Sargent's M.G. when he smote it sideways on, and Digby (Lotus), trying to pass Dargue's M.G. at this point, hit the brickwork, collided with the M.G., and shot head-on into the straw bales, to the detriment of his car's front end. Others spun without making contact.

The first two cars in the 10-lap race were shown the chequered flag by John Morgan at half-distance, giving rise to a rumour that the judge cannot count beyond five! Luckily the result wasn't affected, Head winning, and Brooks, driving brilliantly as usual, in the pursuing Frazer-Nash finishing second. The winners were:—

- 5-Lap Handicap Race (closed cars): J. Corps (Citroën Six), 59.8 m.p.h.
- 5-Lap Scratch Race (up to 1,250 c.c.): R. Watling-Greenwood (R.W.G.), won by 0.6 sec., at 64 m.p.h.
- 5-Lap Scratch Race (over 3,000 c.c.): M. W. Head (Jaguar), won by 3.4 sec., at 71.88 m.p.h.
- 5-Lap Scratch Race (up to 1,500 c.c.): J. Coombs (Lotus), won by 4 sec., at 71.23 m.p.h.
- 10-Lap Scratch Race (1,500-3,500 c.c.): M. W. Head (Jaguar), won by 1.0 sec., at 75.52 m.p.h.
- Second 5-Lap Handicap: R. B. Watson (M.G.), 67.71 m.p.h.
- Third 5-Lap Handicap: C. H. Threlfall (Turner), 70.47 m.p.h.
- Fourth 5-Lap Handicap: R. W. FitzWilliam (Lago Talbot), 75.13 m.p.h.
- Fifth 5-Lap Handicap: W. P. U. Constable (M.G.), 66.92 m.p.h.
- Fastest lap of the day: C. A. S. Brooks in D. Hely's Frazer-Nash, at 80.9 m.p.h.

THE CIRCUIT OF CAEN

A Near-Miss for Moss

CAEN, July 25th

ON the weekend following the British Grand Prix the Automobile Club de l'Ouest organised a Formula I race in the town of Caen, a town whose Mayor is one of those enthusiastic and helpful men who appreciate that the way to attract a big crowd to your motor-race is to have it in the middle of the town. In the centre of Caen is a large, open, grass-covered space on which horse-races are run, as well as being a form of park for the public, and it was on the public roads round this grassland that the Caen race was organised. The lap measured 3.523 kilometres and was completely flat, but it contained right-angle corners, an *ess*-bend, full-throttle curves and a hairpin, and contrived to produce a reasonably fast lap speed.

The entry was limited to ten drivers and of these only Mieres was a non-starter, his new Maserati still not being ready and his old one not rebuilt since it crashed on the way home from Reims. Gordini entered three cars, his complete team in fact, with Behra on the five-speed gearbox model, and Bucci and Pollet with the normal models. Rosier and Manzon both had their private four-cylinder Ferraris and Moss, Bira and Schell had their own Maseratis. With Gonzalez and Hawthorn competing in Portugal Trintignant was alone to defend the Ferrari name and he was using the 1953-54 model that Gonzalez had used to win the British Grand Prix. Two practice periods were allowed, the first early on Friday morning and the second late on Saturday afternoon, with the result that the mechanics had plenty of time to prepare the cars, but for any that ran into trouble at the second practice it meant some hurried work late into the night. This was slightly offset by the race itself being run late on Sunday afternoon, for the morning and early afternoon were occupied by a motor-cycle race and two rather drawn-out races for Rene Bonnet's Monomill "circus." The first practice was relatively calm, but the second saw Trintignant, Moss and Behra all record times within 0.5 second of each other, Trintignant doing 1 min. 26 sec. dead, Moss 1 min. 26.4 sec. and Behra 1 min. 26.9 sec., but then the Gordini driver went out again and equalled the time recorded by Moss. As the road was narrow only two cars were to be on the front row of the grid and Moss had this privilege as he had made his time first. Behra went out yet again and tried really hard to better Moss's time, but could not, and though the Maserati driver watched this with interest he did not have to go out again, being content with second fastest and the front row. These three were in a class of their own, Bucci being the next with 1 min. 29.1 sec., just ahead of Pollet, while Schell was having trouble with clutch and Bira was still feeling unwell, though his Maserati had been straightened out since Flockhart turned it upside down at Silverstone, the B.R.M. *equipe* easing their conscience by lending Bira one of their mechanics.

A rare occurrence for this season was that it looked as though the weather would remain dry for the race and, though Trintignant was fastest in practice, there seemed a very good chance that Moss might be able to pull off the race. Right from the fall of the flag he leapt into the lead and Trintignant sat on his tail, content to let the English driver set the pace, while Behra was a few yards behind and as indicated in practice these three were on their own, the gap between Behra, who was third, and Manzon in fourth place being quite considerable after only four laps. On the next lap Behra had a very frightening moment when his steering failed going into a corner and he was very lucky to be able to stop the car without hitting anything more solid than straw bales. This left Moss and Trintignant completely on their own, only 2 sec. apart, with Manzon leading the rest of the field, in the order Bucci, Bira, Pollet, Rosier and Schell. Bira had been placed at the back of the start, but had soon caught and passed Rosier and Pollet, and before 10 laps were completed he had caught Bucci and was lying fourth. Schell was in trouble from the first lap with a reluctant engine and was tailing along, way behind the field. Moss continued to lead Trintignant, increasing the gap to just over 3 sec. and looking to be completely in command of the situation, though the French driver was also looking very comfortable. Round and round these two went, neither of them faulting in the least way and together they began to lap the rest of the field. Behra walked back to the pits and Pollet was flagged in and his car given to the team's number one driver, but though he was soon lapping faster than Pollet he could make no impression on the leaders, for Moss had set a new lap record of 1 min. 25.7 sec. and Trintignant still had him comfortably in sight.

Although there were no furious battles going on there was still much to interest, for Moss had increased his lead to 6 sec. after 30 laps, which was half-distance, and Trintignant was still looking so comfortable that it seemed certain that he was playing a waiting game, letting Moss set the pace. Schell retired when his flywheel split, Behra caught Bucci and got into fifth place and then took fourth place from Bira, but all the time he was losing ground to the leaders and only Manzon, in third place, was on the same lap as Moss and Trintignant. Bucci came into his pit to investigate some ominous oil stains on the side of the car and retired with a broken oil pipe and, shortly after Manzon's steady run in third place ended when his timing gears stripped. By lap 40 Moss had a lead of 8 sec. and it began to look as though Trintignant was not going to catch him after all, but then a shower of rain fell which was just enough to wet the course and leave it very slippery for some time afterwards. Moss eased up, not wishing to take any chances with the slippery track and Trintignant seized the opportunity to close right up again to within a few lengths of the Maserati, he presumably being prepared to take chances with the surface. On lap 46 they went into the hairpin together and Trintignant left his braking just that fraction later and nipped past Moss. For the next six laps Trintignant led, but Moss was only two lengths behind, and when the roads were dry again they went round almost side by side. They started the 53rd lap side by side and Moss took the lead again on the fast right-hand curve after the pits and kept in front by a matter of yards for four laps until once more, approaching the hairpin, the Ferrari out-braked the Maserati and Trintignant was again in the lead. There was now nothing Moss could do and during the last three laps Trintignant gained ground, finishing 3 sec. in front of the Maserati, having worthily upheld the "Prancing Horse" fortunes. Moss had shown his true ability once more and had taken yet one more step up the Grand Prix ladder, his progress having been very steady since he started with the Maserati two months ago. His dealing with Hawthorn at Silverstone, and now Trintignant at Caen, was beginning to convince even the greatest disbelievers that his ability has been wasted for many years. Only three other cars remained running at the end, Behra on Pollet's Gordini, Bira whose Maserati had developed a roughness and Rosier who had had a quiet Sunday afternoon ride all on his own at the back of the race.

Results :

CIRCUIT OF CAEN—Formula I—50 Laps—211.384 Kilometres—Fair Weather

1st : M. Trintignant (Ferrari 4-cylinder)	1 hr. 29 min. 1.1 sec.—142.477 k.p.h.
2nd : S. Moss (Maserati 6-cylinder)	1 hr. 29 min. 4.2 sec.
3rd : J. Behra (Gordini 6-cylinder)	2 laps behind
4th : B. Bira (Maserati 6-cylinder)	3 laps behind
5th : L. Rosier (Ferrari 4-cylinder)	4 laps behind
Fastest lap : S. Moss (Maserati) in 1 min. 25.7 sec.—147.9 k.p.h.	



GRAND PRIX OF PORTUGAL (July 25th)

The Grand Prix of Portugal was a 60-lap race for sports cars over 1½ litres, run in tropical heat on a 5.44-kilometre circuit at Lisbon, and the two official Ferraris driven by Gonzalez and Hawthorn had very little opposition. These two drivers were using the new 3-litre four-cylinder model that first appeared at Monza, though modified since then by the addition of more powerful brakes. Among the English competitors were Duncan-Hamilton with his C-type Jaguar and Whitehead with his Jaguar-Cooper, but neither could challenge the leaders.

Results :

GRAND PRIX OF PORTUGAL—Sports Cars—50 Laps—326.4 Kilometres

1st : J. F. Gonzalez (Ferrari 3-litre) ...	2 hr. 26 min. 56.3 sec.—133.280 k.p.h.
2nd : J. M. Hawthorn (Ferrari 3-litre)...	2 hr. 27 min. 04.1 sec.
3rd : M. Gregory (Ferrari 4.5-litre)	1 lap behind
4th : A. Pilette (Gordini 3-litre)	1 lap behind
5th : J. D. Hamilton (Jaguar 3.5-litre)	2 laps behind
6th : L. Perdisa (Maserati 2-litre)	2 laps behind
Fastest lap : J. F. Gonzalez (Ferrari), 138.2 k.p.h.	



A CLUB TO CHANGE ITS TITLE ?

The Half-Litre C.C. is contemplating changing its name to the British Racing and Sports-Car Club, in view of changed activities. Perhaps soon the 750 M.C. will become the Amateur Special Builders' Club and the Bugatti O.C. change its title to the Speed Hill-Climbing Association ?

XVII GROSSER PREIS VON DEUTSCHLAND

Fangio Wins European Grand Prix for Mercedes-Benz

ADENAU, August 1st.

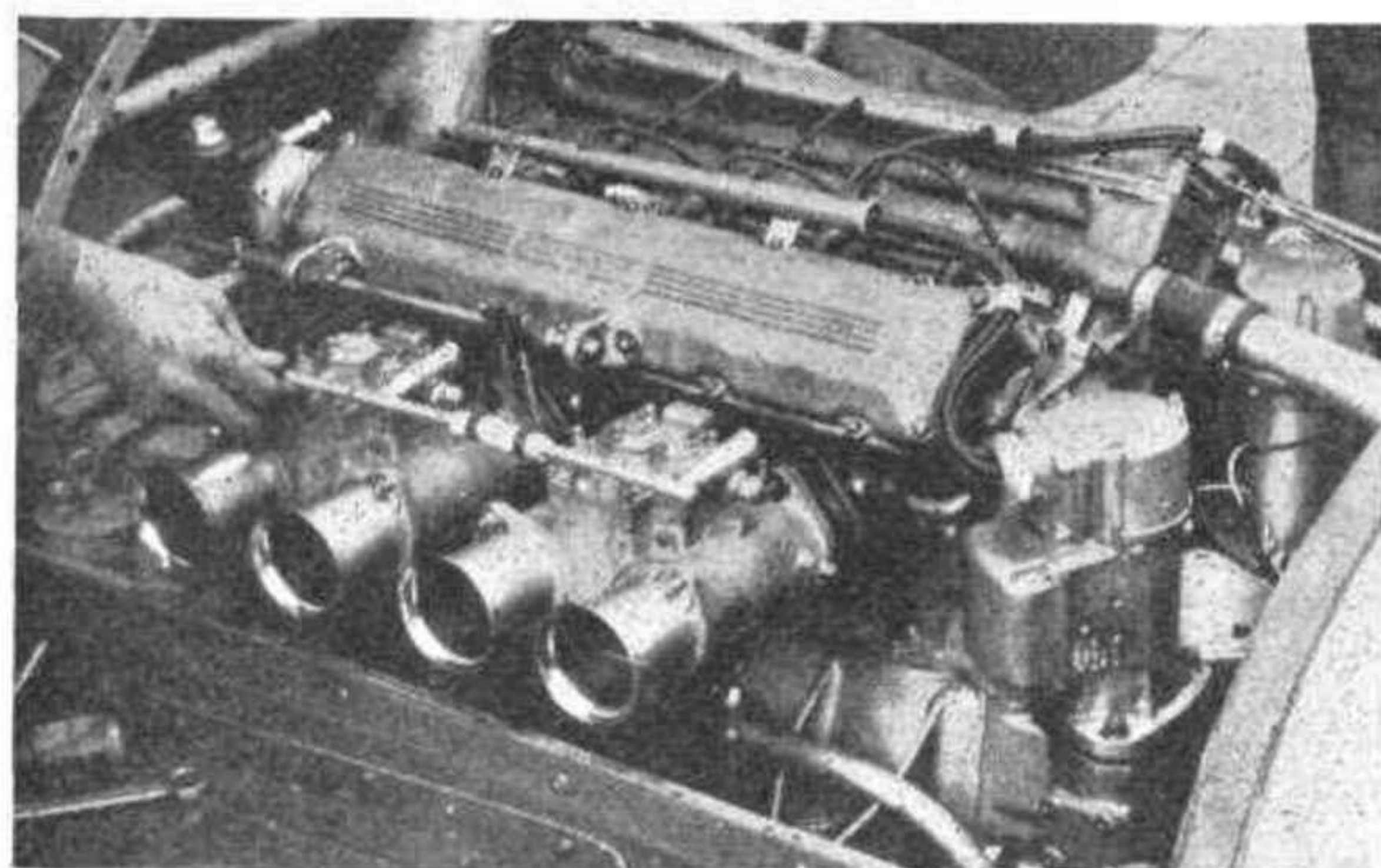
THIS year the German Grand Prix was given the title of the Grand Prix of Europe, a rather meaningless name that each year the F.I.A. gives in turn to the major event run by the countries who organise rounds in the World Championship series. Giving this title to the German Grand Prix seemed to put the Automobile Club von Deutschland into chaos, for normally the events held on the Nurburgring are models of good organising, but this year the organisation overstepped the mark and out-organised even themselves. So complicated was the system of passes and armbands that it is to the credit of the mechanics and drivers only that the racing took place at all. Coloured armbands seemed to be changed every few hours and completely free movement was utterly impossible, so that anyone interested in doing an honest job of covering all aspects of the 1954 German Grand Prix had to waste unnecessary time fiddling their way about.

Another serious mistake the organisers made was to run two National sports-car races and three International sports-car races at the same meeting as the Formula I teams who were competing for world honours, with the result that the very restricted paddock and pit space was overcrowded. Many problems would be solved if organisers would take a leaf out of the Belgian book and devote their whole energies to running the Grand Prix, as is done at Spa. However, to get under way with practice, which started on the Thursday before the race, only Maserati and Ferrari teams were out and the weather was decidedly dull. Ferrari were still sticking to their 1953/54 cars, the new short-chassis ones being discarded for the time being, until there was sufficient time to do some really serious and detailed testing. They had four Formula I cars and a 750S sports car to use for training, the sports car having a 2½-litre engine fitted and the opportunity being taken to do some testing preparatory to the 1,000 kilometre race at the end of the month. With Farina still out of action Ferrari had signed up Taruffi to take the fourth car, along with Gonzalez, Trintignant and Hawthorn. All the chassis were of the 1953 pattern and Gonzalez and Hawthorn had the new engines, as introduced at Rouen last month, with the further modification of having the twin magnetos mounted vertically in front of the engine as on the 750S sports engine. In fact the crankcases were identical to the sports engines, even having the flange on the timing case for mounting a dynamo between the two magnetos, as illustrated in last month's *MOTOR SPORT*. Trintignant had a normal 1953/54 car, as did Taruffi, the latter's being the car which won at Caen the previous weekend. All the team drivers were taking turns with the sports car in between using the single seaters, but with the dull weather and it being first practice no fast times were being recorded.

The Maserati team were in their usual state of uncertainty, Ascari wisely deciding not to drive, as the last two attempts had proved so ludicrous, though Villoresi was prepared to have another go, having nothing to lose. There were four red de Dion Maseratis present, the drivers being Villoresi, Marimon, Mantovani and Mieres, though the last two were privately-owned, but were looked after and con-

trolled by the factory. After some persuasion Moss agreed to accept factory support for this event, which meant that the car had to be painted red, but mainly that the factory were now behind him in the event of mechanical trouble. After his last two races, at Silverstone and Caen, Maserati were beginning to realise he was no flash-in-the-pan and a green Maserati in front of their own red ones did not look good. As a concession they agreed to let Moss keep the nose cowling of his Maserati painted green, even though it clashed horribly with the rest of the car which was hurriedly painted red. The factory cars of Villoresi, Marimon and Mieres were all fitted with a new oil system, with the tank mounted in the extreme tail of the car, instead of under the carburetters. This was an attempt to reduce the oil temperature and the resultant frothing in the tank and it appeared to be successful, though the mass of piping running along the side of the tail looked very Heath Robinson. Marimon had a brand new car, the latest to be built, with a new type of heavily-riveted petrol tank and the car of Mieres also had this fitting. Now that Moss had factory support he was given some new bits for the engine and as a result his car was not ready in time for the first practice so he was allowed to put in some laps on Mieres' car, as also did Villoresi.

On Friday it looked as though everyone was going to turn out for practice, but then the skies opened and torrential rain fell so that no one was inclined to practise more than necessary. The Ferrari team took turns in getting wet in the single-seaters and keeping dry in the sports car. Moss was out in his own car, as was Schell, while Rosier and Manzoni were out in their private Ferraris. Mercedes-Benz at last made an appearance, Kling and Hermann going round in one of the streamlined cars, but there was still no sign of any new Mercedes-Benz cars. What might have developed into an interesting practice period was completely ruined by the awful weather conditions and once more no fast times were recorded, though the 10-minute mark for a lap was being approached, which was quite good considering the weather conditions. Saturday morning, the last practice period saw a very different state of affairs, for the weather was warm and dry and conditions were good for high-speed motoring. The fastest lap ever turned on the 22.81 kilometres of twists and turns was set up in 1939 by Hermann Lang with a time of 9 min. 52.2 sec., a speed of 138.5 k.p.h. and bearing in mind that last year Ascari got down to 9 min. 56 sec. with a 2-litre Ferrari it seemed pretty reasonable to suppose that the 1954 Formula I cars might approach Lang's record. Mercedes-Benz at last produced their single-seaters, which were mechanically identical to those described last month and seen at Silverstone, but the streamlined bodywork had been cut away and wrapped as close as possible round the existing frame tubes. This resulted in a rather gormless-looking single seater of vast width, the only real improvement over the Silverstone cars being that the driver could now see the wheels. Three of these single-seaters appeared, to be driven by Fangio, Kling and Lang, with Hermann on one of the original streamlined cars. Ferraris were still out and about as were the Maseratis, while Bira also appeared with his blue and yellow car. There were four Gordinis, Behra on the five-speed model and Frere and Bucci on the other two official cars, with Pilette supporting them with the Belgian-owned Gordini. The single-seater Veritas, driven last year by Hermann, was being driven by Helfrich and had been renamed the Klenk-Meteor, the ex-Mercedes-Benz sports-car driver still being its owner. During the morning, practice really got under way and Fangio was the first to break 10 minutes for a lap, then going faster and faster until he got down to within fractions of the record and finally he did one searing lap in 9 min. 50.1 sec., easily beating the pre-war record and rather giving the lie to all the nonsense talked about how badly the swing-axle cars were handling, for a time like that needed more than just a good driver. Hawthorn was the next closest, with 9 min. 53.3 sec. and only these two succeeded in getting below the 10-minute mark, though Moss missed it by decimal points, he being easily the fastest Maserati driver. While all this fast lappery was at its height it was heard that Marimon had crashed just before the Wehrseifen bridge. This was on the far side of the course and news was slow in reaching the pits, so Gonzalez jumped into the sports Ferrari and went to find out what had happened. When he returned he carried the terrible news that Onofre "Pinocchio" Marimon had died a few minutes after crashing. Many were the tears that were shed for the likeable young Argentinian for he had always been so happy and cheerful, friendly to everyone



The new Ferrari G.P. engine seen at Nurburgring.

and liked by all those who knew him. It wasn't so much that the Grand Prix field had lost a good driver, nor that the Argentinians had lost a fellow countryman, but that everyone had lost a good friend. With this terrible blow all enthusiasm for practice dwindled and most of the drivers lost interest in going fast, the morning ending on a very sad note.

Since Friday afternoon the crowds had been flocking to the Nurburgring, many thousands of them camping, for the Eifel mountains are thickly wooded and ideal for such activities, and by Sunday midday a crowd of 300,000 was estimated to be spread around the 22 kilometre circuit. For some obscure reason best known to themselves the organisers lined the cars up on the grid in rows of three-two-three-two, whereas for years they have had four-three-four-three, the starting area being amply wide enough for even six cars abreast. Fangio, Hawthorn and Moss were in the front row, on Mercedes-Benz, Ferrari and Maserati, respectively, and the sight of the two English boys alongside the acknowledged "master" was most encouraging for the many English people present. In the next row were Hermann and Gonzalez, the young German having recorded a brilliant 10 min. 01.5 sec. with the streamlined Mercedes-Benz. In the third row was Frere, another brilliant piece of practice recording 10 min. 05.9 sec., with the Gordini and alongside him was Trintignant, the third place on this row being left vacant as poor Marimon should have been there. The rest of the 20 starters lined up behind, Lang being in row five, and Kling right at the back as he had done all his training on the cars of the other drivers, in the course of testing, so consequently had not recorded any official times. As a gesture to the memory of Marimon the Maserati team withdrew their other official entry, that of Villorosi, but Mantovani and Mieres both elected to run their privately-owned cars. All Ferrari hopes appeared to be centred on Hawthorn, but as the flag fell Gonzalez made a meteoric start and was amongst the front row within a few yards. Fangio, making full use of the Mercedes-Benz five-speed gearbox, drew ahead of Moss and Hawthorn, but with a fierce snatching of second gear Gonzalez got ahead of his countryman and led the field round the Sud-Kurve hairpin and back up the leg of the circuit behind the pits. Hermann Lang had not hung about and as the twenty cars streamed round the North Curve to start the first lap the order was Gonzalez, Fangio, Moss, Lang and Hermann, with Hawthorn leading the remainder. By the time they got to Breidscheid, roughly half-way round the first lap, the order was unchanged, but already Pilette had stopped with a broken front suspension on his Gordini. As the leaders reached the final straight Gonzalez was still leading, but along the straight Fangio got past and it was the ugly squat Mercedes-Benz that appeared first over the brow leading onto the starting-area, but the red Ferrari was not far behind.

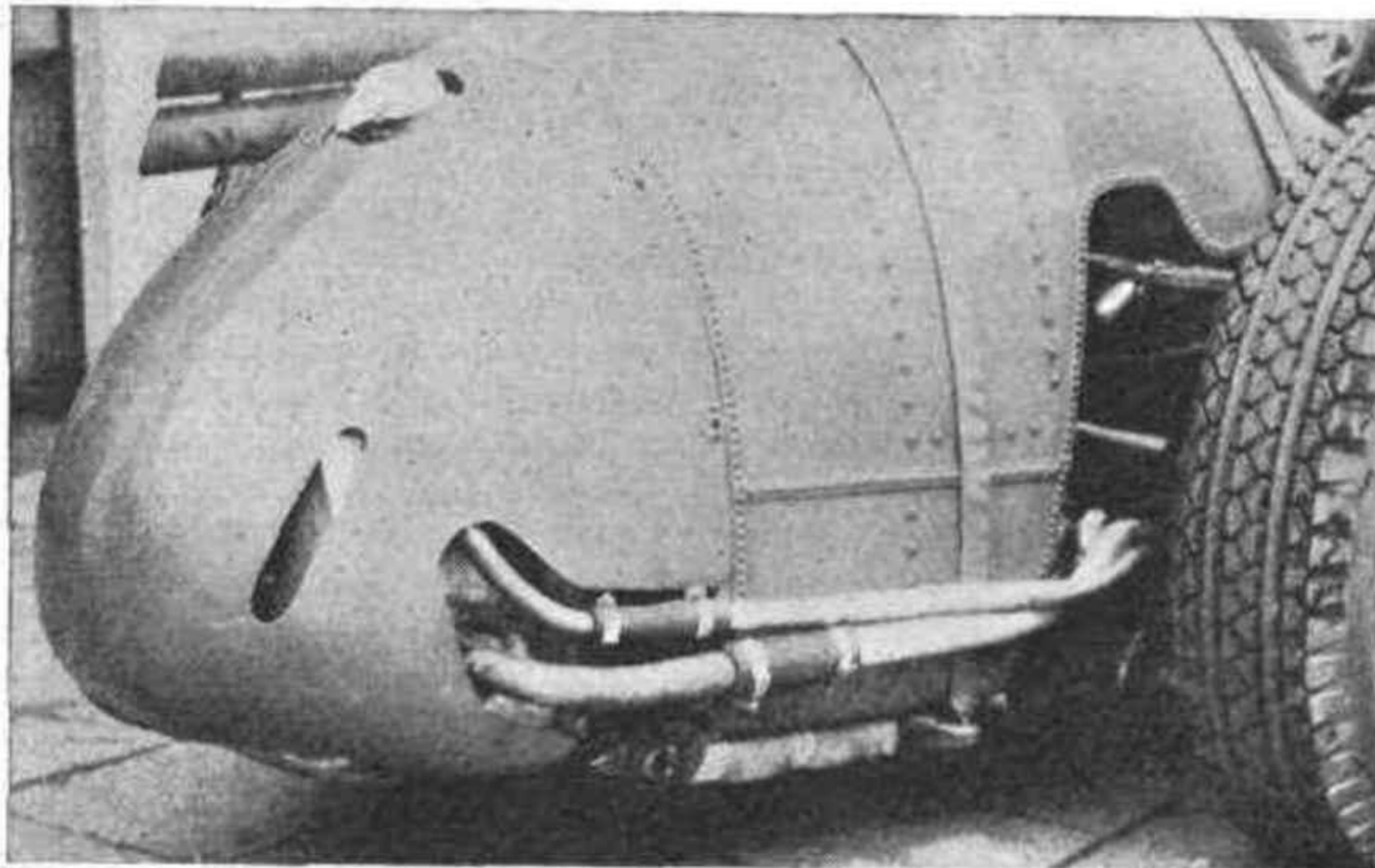
In third place was Moss, in full command of the situation, and following came Lang, Hermann and Hawthorn, the last two in close company, then Behra, Trintignant, Mantovani and Kling, the fourth of the Mercedes-Benz team having worked his way up from last position on the grid to 10th place in one lap.

Nineteen cars completed this first lap and, with a standing lap in 10 min. 01 sec., Fangio and the Mercedes-Benz were out to make up for the Silverstone debacle. Half-way round the second lap Moss dropped right back and eventually stopped, his Maserati had broken a big-end and wrecked the engine, so once more fate was against him just when he was in a position to get into the thick of the battle. This let Lang into third place, and he was driving magnificently, all his old form returning now that he was back in a Grand Prix Mercedes-Benz after 15 years. At the end of lap two Gonzalez was still sandwiched between the two silver German cars, followed by Hawthorn leading the streamlined Mercedes-Benz driven by Hermann. The fourth car of that team was still working its way through the field driven by Kling, and a stopwatch showed that he was gaining on Fangio. Behra stopped to find the cause of a misfire in his Gordini, but a change of plugs made no difference and he went on again. Meanwhile, round the course, the order of the leaders was unchanged, though Kling was now within striking distance of the end of the factory runners and by the time they appeared past the pits at the completion of the third lap he was in close company with Hermann and Trintignant. Mieres now stopped to investigate a fuel leak on his new Maserati and having found it he retired forthwith, while Taruffi arrived well behind schedule, driving on a flat rear tyre. While he was at the pits Ferraris took the opportunity of changing both rear wheels and also topping up the fuel tank, for there had been indications that the Ferrari cars could not go through non-stop. The race this year had been lengthened to 22 laps from the previous 18 which now gave a full 500 kilometres, and at Rouen recently they had to refuel in 480 kilometres. Behra was in once more for another futile plug change and he spent most of the rest of the race doing laps on five-cylinders and stopping at the end of each one.

Halfway round the fourth lap the rear axle on Hawthorn's Ferrari gave out and he was forced to retire, it clearly not being a good day for the English drivers, thus letting Kling into fourth place. All three single-seater Mercedes-Benz cars were now going beautifully and Gonzalez was virtually surrounded by them with the result that he began to lose ground and, as they completed lap five, Lang moved up into second place as they sped along the final straight. The plump Argentinian had not been feeling much like racing since Marimon's accident and now that the Mercedes-Benz team were pressing him he lost much of his interest in the race so before the end of lap seven Kling had caught and passed the Ferrari. This produced delighted cheers from the crowds who had been waiting for many years to see Mercedes-Benz cars 1-2-3 on the Nurburgring and now they were in full command, Lang being 15 seconds behind Fangio, Kling in third place 32 seconds behind the leader, with Gonzalez 3 seconds behind him. These four were way ahead of the rest of the field, which was being led by Trintignant, for Hermann was in trouble with a broken fuel pipe and retired at the pits. During his rapid progress up into third place Kling had recorded the fastest lap in 9 min. 59.3 sec. and he was still gaining on Fangio, driving with such speed and ruthlessness that showed he was complete master of the car. Frere had anxious moments in his Gordini when a stub axle broke and he lost the wheel, brake drum and brake pipe, but fortunately it was on a straight part of the course and he was able to come to rest without further damage.

All the fight had now gone out of Gonzalez and he dropped farther and farther back, while Kling continued to close up on his team mates. By 10 laps, or less than halfway, Kling was within seconds of Lang and before the end of the next lap he was in second place, there being now only 20 seconds separating the three silver cars. In reaching this point Kling once more set up a fastest lap in 9 min. 56.2 sec. and it really looked as though he was outdriving Fangio. As they set off on the 11th lap Lang was in third place and he had not gone far when it was reported that he had spun round and stalled the engine and being unable to restart it unaided he was forced to retire. This spoilt what looked like being a Stuttgart demonstration run, but having driven so well up to this point Lang was forgiven as he walked back to the pits amid much applause from the crowds, many of whom no doubt recalled 1939 when the young mechanic-turned-racing-driver Lang was almost unbeatable. While this had been happening Bucci had retired with a broken front suspension on the third Gordini, though Behra was still going round slowly. There were now only seven cars on the same lap, Schell, Bira, Rosier and Behra all having been caught by the leaders. Fangio and Kling finished lap 13 only 7 seconds apart and they were given the slow down signal, for Gonzalez was nearly 3 minutes behind them. Lang was allowed to show them the sign, which consisted of a white disc, on one side of which was Pi—Pianissimo, for Fangio, and on the other side L—for Langsam, for Kling, both words meaning "ease up" in the respective languages. Fangio responded by lifting his foot off the accelerator the moment he saw the signal, but Kling pressed on at the end of the next lap, the two squat cars screaming by side by side. As they rounded the Sudkerve Kling overtook Fangio and they set off on lap 15 with Kling in the lead. It was quite obvious that they didn't obey the pit signal for this lap was covered in 9 min. 55.1 sec. by Kling and Fangio had remained just behind him throughout. The next time round the technical director of Mercedes-Benz gave them the slow down signal, also a very stern look, and everyone waited to see what effect it would have. Ferraris brought in Gonzalez, refuelled in 18 seconds and sent Hawthorn off in the car, much to the delight of the crowd, while the unhappy Gonzalez rested in the pits. All eyes were eagerly awaiting the arrival of the two Mercedes-Benz cars and there was much surprise when Fangio went by on his own. Nearly half-a-minute later Kling came by at greatly reduced speed and pointed at his rear suspension on the left side of the car, indicating that something had broken. Fangio was now entirely on his own and on the next lap Kling again gesticulated, but made no attempt to stop, though Trintignant, who was in fourth place, having been going along steadily and regularly, came in for a refuel. This was on the 18th lap and when Bira finished this one he too stopped at his pit for something very peculiar had happened to his steering box and the system had developed a frightening amount of play.

Fangio went by to start his 20th lap and when Kling arrived he came into the pit to attend to the broken suspension. Immediately some fifty people, comprising officials, marshals, photographers, hangers-on and people who should not have even been in the pit area, surged forward and surrounded the car; Neubauer, who had been indicating to Kling exactly where to stop by means of a flag, turned round with a roar of rage and chased the whole lot away, making vicious swipes at all and sundry with his flag. Like lightning the area around the Mercedes-Benz pit was completely clear and the



For Nurburg the works Maseratis had oil tanks in their tails.

mechanics and Kling could get on with refuelling and wiring up the broken torsion bar mounting. This action of Neubauer was cheered to the echo by the crowds in the grandstands for they had all paid a lot of money to see any pit stops that might happen, and invariably they see nothing more than the backs of a lot of people who are doing nothing to help the pit stop. While all this was going on Hawthorn went by into second place and Trintignant was not far away when Kling restarted. The Mercedes-Benz could now only travel at a fraction of its former pace and by the end of the 20th lap the order was Fangio, Hawthorn, Trintignant and Kling. Mantovani had been going round quietly in the middle of the field and was now

THE NURBURGRING SPORTS-CAR RACE

IN addition to the Grand Prix a race was held for sports cars up to 1,500 c.c., and being under the rather apt German title of a race for racing-sports car it meant that it was rather a nice 1½-litre free-for-all. Four open Porsches were running, all with the twin-cam engines and driven by Hermann, Polensky, Frankenberg and Hanstein. In direct opposition were the Borgwards of Hartmann and Bechem, while the very sleek E.M.W. cars that were at the Eifelrennen earlier in the year were also present. After their victory at Silverstone the streamlined Lotus cars were most welcome at the Nurburgring and a team of three were running, comprising Chapman, Allen and Margulies, though in the event the second car was driven by Bauer, who had gone so well at the first Nurburgring event for the Lotus. There were numerous home-built Porsche Specials, and two Osceas, one driven by Seidel and the other a brand new 1,500-c.c. model, with the eight-plug cylinder head, just delivered to de Portago, the new Spanish driver.

Practice for the sports cars was intermingled with that of the Grand Prix cars, so that they suffered from the same weather conditions. However, Saturday allowed Barth, with one of the E.M.W.s, to shake everyone rigid by recording a lap of 10 min. 44.6 sec., and even the Porsche drivers had no hope of improving on this. Hermann did 10 min. 53.5 and Frankenberg 10 min. 53.8 sec., while sixth fastest was de Portago, showing great form for his first visit to the Nurburgring. At the Eifelrennen the E.M.W. cars had shown good possibilities, as recorded in MOTOR SPORT at the time, and since then they had obviously found more power, the only major change being the fitting of three double-choke Weber carburetters in place of the six motor-cycle type. Running on an 8.3:1 compression the E.M.W. people were claiming 120 b.h.p. for this 1½-litre twin-cam six-cylinder engine and, as Porsches were claiming 110 b.h.p. for their 1½-litre engine last year, it is likely that the E.M.W. figure is not far off. Unlike most of its contemporaries it does not have an over-square bore/stroke ratio, being 66 mm. by 73 mm., and yet it happily runs up to 8,000 r.p.m. without distress.

The race was run over seven laps, giving a distance of 159.670 kilometres and right from the start Hermann shot off into the lead, for it would seem that on Porsches there is no one to touch him. Surprise of the race, however, was de Portago who kept in third place only a few yards behind Hanstein, and well ahead of the other works Porsches, the Borgwards and the E.M.W.s. Barth's car never got into its practice stride and it rather looked as though the very fast lap had taken the edge off the engine. The three Lotus were never in the picture, for Chapman's car broke its de Dion tube on the first lap, Bauer pulled his gear-lever out by the roots and Margulies suffered from a troublesome carburettor which produced a weak

in fifth place, a pit stop to refuel losing him very little time. Clearly Hawthorn could not catch Fangio, who had slowed right down and was touring in to win and when the 22 laps were completed Hawthorn was still a minute-and-a-half behind. One after another the survivors of this arduous race came home and only the first five were able to complete the full distance, and when it is remembered that a lap measures 22 kilometres the pace of the leaders will be appreciated. Although by no means unbreakable the Mercedes-Benz cars had proved that they were not so bad as some people would have us believe and in spite of the odd troubles they had more than made up for the errors of Silverstone. For an entirely new design to win two out of its first three races is something worth being satisfied with. Also, your Continental Correspondent consumed only half of page 434 of the August issue, for after all Mercedes-Benz did set up an all-time lap-record in practice at Silverstone, just as they did at Reims and here at Nurburgring.

Results :

GRAND PRIX OF GERMANY—22 Laps—501.820 Kilometres— Warm and Dry.

1st : J. M. Fangio (Mercedes-Benz) ...	3 hr. 45 min. 45.8 sec.—133.5 k.p.h.
2nd : J. F. Gonzalez/J. M. Hawthorn (Ferrari) ...	3 hr. 47 min. 22.3 sec.—132.4 k.p.h.
3rd : M. Trintignant (Ferrari) ...	3 hr. 50 min. 54.4 sec.—130.4 k.p.h.
4th : K. Kling (Mercedes-Benz) ...	3 hr. 51 min. 52.3 sec.—129.8 k.p.h.
5th : S. Mantovani (Maserati) ...	3 hr. 54 min. 36.3 sec.—128.3 k.p.h.
6th : P. Taruffi (Ferrari) ...	1 lap behind.
7th : H. Schell (Maserati) ...	1 lap behind.
8th : L. Rosier (Ferrari) ...	1 lap behind.
9th : R. Manzoni (Ferrari) ...	2 laps behind.
10th : J. Behra (Gordini) ...	2 laps behind.

Fastest lap : K. Kling (Mercedes-Benz), 9 min. 55.1 sec.—138.0 k.p.h.
20 starters, 10 finishers.

Retirements : Pilette (Gordini), suspension, lap 1; Moss (Maserati), engine, lap 2; Mieres (Maserati), fuel leak, lap 3; Hawthorn (Ferrari), rear axle, lap 4; Frere (Gordini), broken stub axle, lap 5; Hermann (Mercedes-Benz), fuel leak, lap 8; Helfrich (Klenk-Meteor), engine, lap 9; Bucci (Gordini), suspension, lap 9; Lang (Mercedes-Benz), spun off, lap 11; Bira (Maserati), steering, lap 19.

mixture and caused the engine to overheat and boil so that he only managed to struggle round for three laps. On the fourth lap Frankenberg and Polensky caught up with de Portago and, in trying to deal with these two and Hanstein, the Spaniard overdid things and turned the Osca over, but without hurting himself. The race now became a Porsche benefit, with Hermann way ahead of the rest, and in the order Hermann, Frankenberg, Polensky and Hanstein they completed a triumphant revenge for the defeat they suffered at Silverstone. Bechem arrived fifth with one of the Borgwards and Barth sixth with the E.M.W., but neither of them was within sight of the Porsches.

Results :

Sports Cars up to 1,500 c.c.

1st : H. Hermann (Porsche) ...	1 hr. 18 min. 00.5 sec.—122.9 k.p.h.
2nd : R. von Frankenberg (Porsche) ...	1 hr. 18 min. 23.3 sec.—122.3 k.p.h.
3rd : H. Polensky (Porsche) ...	1 hr. 18 min. 23.9 sec.—122.2 k.p.h.
4th : H. von Hanstein (Porsche) ...	1 hr. 19 min. 04.5 sec.—121.4 k.p.h.
5th : K. G. Bechem (Borgward) ...	1 hr. 19 min. 58.3 sec.—120.0 k.p.h.
6th : E. Barth (E.M.W.) ...	1 hr. 21 min. 48.0 sec.—117.2 k.p.h.

Fastest lap : R. von Frankenberg (Porsche), 10 min. 55.6 sec.—125.3 k.p.h.
(new record)

NURBURG NOTES

While everyone was crowded into the paddock, suffering from hundreds of lookers-on getting in the way, during practice, Mercedes-Benz were nicely organised in a private place just outside Nurburg village.

* * *

One wonders just how much misfortune Moss can stand with his racing, though this year Hawthorn has been running him a close second for mean strokes of fate.

* * *

It would seem that there is a great difference between the Maserati engine that will run up to 8,200 r.p.m. and the ones, sold to the customers, that fall apart above 7,400 r.p.m., and looking at the valve-lift on the "good" ones it's easy to see why one bungled gear-change can wreck the engine.

* * *

Of the twenty drivers in the German Grand Prix this year only one was competing in pre-war German Grand Prix events, that being Hermann Lang; while Bira was the only other driver to have been really active in motor-racing in pre-war days.

* * *

The Mercedes-Benz engines would now appear to be running regularly to over 9,000 r.p.m. without showing signs of suffering; in fact, all the four cars in the race showed a remarkable reliability of engine.

Close Racing at Crystal Palace Bank-Holiday Meeting

Reg Parnell (Ferrari) Wins August Trophy Race and Sets a New Lap Record of 75.82 m.p.h. Tony Crook Breaks Sports-Car Lap Record in his Versatile Cooper-Bristol

THE B.A.R.C. National Meeting at the L.C.C.'s Crystal Palace Circuit on the afternoon of August Bank Holiday produced some exciting racing, although it is, we think, a reflection on the excessive number of meetings now being held that it attracted a total of only 16 racing cars and 25 sports cars. Mike Hawthorn was not in the programme, as had been promised, but arrived before the meeting started, in his XK120 Jaguar coupe, fresh from his great drive in the German Grand Prix. He did a demonstration run in Reg Parnell's Ferrari and received a great ovation from the London crowd.

Tony Crook was a busy man, driving in five out of the six races in his Cooper-Bristol.

Parnell's Ferrari had, as he put it, only just been "nailed together" in time, but went well enough to secure the August Trophy at an average speed only 0.10 m.p.h. slower than his former lap record, which he now improved on by 1.13 m.p.h.

The usual children's commentary was given, over the Tannoy.

* * *

AUGUST TROPHY RACE—HEAT 1 (10 Laps). F.I.

Parnell led this from start to finish and, although Salvadori came through to second place from a bad start, the issue was never in doubt, Ferrari steadier on the corners than the Maserati. Gould blipped through the corners to a spirited third place, followed by duellists Hall (Cooper-Bristol) and Emery (FI Emeryson). Dunham was next in the Rover 75-engined D.H.S. and Horace Richards was his habitual last. Only seven runners in a race in which the first six qualified for the Final emphasises our point about there being too many races.

- 1st: R. Parnell (Ferrari), won by 8.0 sec., at 73.81 m.p.h.
 - 2nd: R. F. Salvadori (Maserati).
 - 3rd: H. Gould (Cooper-Bristol).
- Fastest lap: Parnell, 75.36 m.p.h.

AUGUST TROPHY RACE—Heat 2 (10 Laps). F.I.

Again, only seven starters! Searles' Cooper 1,100 lost a lap, stalling on the line as if to show its two cylinders to James Tilling, who commented that the programme was in error, as it had a four-cylinder engine! Jack ("someone must wave the flag") Fairman in the Turner and Tony Crook in his very impressive Cooper-Bristol beat Rolt in Rob Walker's Connaught from the line, but after a lap Rolt led and pulled out an unassailable lead.

Crook, in face mask, was trying enormously hard and got past Fairman on the inside at a corner, leaving his braking very late. The only other interest was to see if Whiteaway in the 2½-litre H.W.M. could catch Fairman, which he just didn't.

- 1st: A. P. R. Rolt (Connaught), won by 17.6 sec., at 70.78 m.p.h.
 - 2nd: T. A. D. Crook (Cooper-Bristol).
 - 3rd: J. E. G. Fairman (Turner).
- Fastest lap: Crook, 72.10 m.p.h.

SPORTS-CAR RACE A (10 Laps), up to 1,000 c.c., Non-s/c.

Eleven ran. Crook, his Cooper-Bristol now neatly converted into a sports car(!) led from flag-fall, pursued by Cliff Davis' Tojeiro-Bristol. Salvadori then woke up in the Maserati and went after them, passing Davis but failing to catch Crook and, indeed, pranging his expensive Italian motor car on lap nine in attempting to do so. Brooks, in Hely's Le Mans Replica Frazer-Nash, was driving splendidly and took Davis on the seventh lap.

The race was slowed somewhat after the sixth lap because Crabb spun at Ramp Bend in his Kieft-Bristol, partially blocking the course and doing the front-end of his car no sort of good at all.

Rogers also drove off the course, but resumed, his Cooper-Bristol unwell, and Colin Chapman's much-fancied aerodynamic Lotus-M.G., back from Nurburg and also racing at Brands Hatch on this day, had only two cylinders and retired. De Mattos seemed to find the A.C. Ace rather softly sprung for this circuit and Flower's Porsche 1,500 super coupé was tail-end Charlie.

- 1st: T. A. D. Crook (Cooper-Bristol), won by 17.6 sec., at 68.42 m.p.h.
 - 2nd: C. A. S. Brooks (Frazer-Nash).
 - 3rd: F. C. Davis (Tojeiro).
- Fastest lap: Crook, 70.88 m.p.h.

AUGUST TROPHY RACE—Final (10 Laps). F.I.

Parnell led from the moment Mike Hawthorn dropped the Union Jack and try as Salvadori might, and did, he was never out of the leading position. Incidentally, the fuel filler cap of the Maserati opened and then fell off—luckily so little fuel was being used that none slopped over. Tony Rolt was a discreet third in Walker's smart Connaught and excitement was maintained by bunching of the rest of the field, Hall's Cooper-Bristol nearly ramming Crook's Cooper-Bristol at Ramp before getting by and going on to close with Gould's furiously-driven and exceedingly quick Cooper-Bristol. On the last lap Whiteaway displaced Crook from sixth place.

- 1st: R. Parnell (Ferrari), won by 3.2 sec., at 74.59 m.p.h.
 - 2nd: R. F. Salvadori (Maserati).
 - 3rd: A. P. R. Rolt (Connaught).
- New lap record: Parnell, 75.82 m.p.h. (1 min. 6 sec.).

SPORTS-CAR RACE B (10 Laps), Unlimited, Non-s/c.

Tony Gaze in the H.W.M.-Bristol was chased hard by arm-waving Tony Crook, but kept his advantage by 0.6 of a second, after a truly stirring race. On at least one occasion Crook looked to be troubled by a locking brake, according to the commentary. Rogers held third position ahead of four closely-bunched cars, amongst which Carnegie's J2 Allard, its boot-lid open, gradually lost places, Head's C-type Jaguar passing and Stevens' Vermin Aston Martin DB3, after appearing to be baulked, taking fourth place from Carnegie right at the post. [Incidentally, the B.A.R.C. had billed Jaguars as a special attraction at this meeting.—Ed.]

Both Shale's and Hampton's Austin-Healeys slid badly on the corners and the latter's l.h.d. car slid across the course on lap two and smote the bank on the inside at Ramp Corner, doing its front suspension no good at all. It was rather foolishly pushed across the road to remain very close to the edge of the course for the remainder of the race.

- 1st: F. A. O. Gaze (H.W.M.), won by 0.6 sec., at 69.69 m.p.h.
 - 2nd: T. A. D. Crook (Cooper-Bristol).
 - 3rd: A. P. O. Rogers (Cooper-Bristol).
- New sports-car lap record: Crook, 71.08 m.p.h.

THE GLADE TROPHY RACE (10 Laps)—Racing Cars up to 2,000 c.c. Non-s/c., up to 1½ litres s/c.

Nine cars ran, and this was an epic conclusion to a dicey meeting. Hall pulled out a good lead in the blue Border Reivers' Cooper-Bristol and Gould held second place with Rolt's Connaught glued to him, trying everything he could to "detach" and go past.

Deciding after about eight laps that this was impossible, Tony dropped back a little—in this he was sensible, for on the hair-raising last lap Hall spun twice and fell from his car, breaking his collar-bone. Although appearing to have no margin of safety, Gould very skilfully avoided the crashed car and eventually continued, but this let Rolt through to win, to the surprise of those at the finishing line.

And so a brisk meeting concluded to the sound of the ambulance-bell.

- 1st: A. P. R. Rolt (Connaught), won by 13.8 sec., at 71.11 m.p.h.
 - 2nd: H. Gould (Cooper-Bristol).
 - 3rd: T. A. D. Crook (Cooper-Bristol).
- Fastest lap: Rolt and Gould, 73.16 m.p.h.

AGREED

The *Radio Times*, introducing a motor-racing commentary "Spanner in the Works," broadcast during July by the B.B.C., stated: "Since the war motor-racing, once a Cinderella among the country's sporting pursuits, has been winning an ever-increasing and enthusiastic following." Sound effects in the play were made at Silverstone and Goodwood by the co-operation of the B.R.D.C. and the B.A.R.C.

CLUB NEWS

B.A.R.C.

The British Automobile Racing Club announce that the national car race meeting originally planned for Aintree (Liverpool) on September 4th has been replaced by an international meeting to be held on Saturday, October 2nd.

October 2nd was originally scheduled as an international fixture or the Scottish circuit, Charterhall, and the Winfield Joint Com-

mittee, organisers of Charterhall motor racing, have agreed to an exchange of dates with the B.A.R.C.

Thus, the revised autumn programme for the two circuits is:—
September 4th.—National meeting, Charterhall.
October 2nd.—International meeting, Aintree.

M.C.C.

The chief sponsors of the M.C.C. National Rally (November 10th-13th) will be the Wayne V. Myers Co., Ltd., proprietors of Redex, and the event will be known as the M.C.C./Redex National Motor Rally. Certain other firms are co-operating in regard to the prize list and the event, which for the past four years has been the biggest rally held in this country, promises to be the most popular and best ever.

FIXTURES FOR SEPTEMBER

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

- 3rd.—Mid-Antrim M.C. Trial, Co. Antrim. C.
3rd/4th.—LONDON M.C. RALLY, WALES. N.
4th.—Mid-Cheshire M.C. Driving tests, Cheshire. C.
C.S.M.A. (Farnborough). Rally, Farnborough. C.
S.O.D.C. Rally, Glos. C.
Lanarkshire M.C. & C.C. Rally. C.
S.U.N.B.A.C. Race meeting, Silverstone. C.I.
HALF-LITRE C.C. RACE MEETING, OULTON PARK. N.
Yorkshire S.C.C. Sprint, Croft Airfield. C.
BRIGHTON & HOVE M.C. SPEED TRIAL, BRIGHTON. I.
NATIONAL RACE MEETING, CHARTERHALL, SCOTLAND. N.
Pembrokeshire M.C. Hill-climb, Lydstep. C.I.
Newry & Dist. M.C. Race meeting, Ballyedmond. C.
4th/5th.—Knowldale C.C. Trial. C.
Northampton & Dist. C.C. Rally, Wales. C.
Rolls-Royce M.C. Rally, Staffs. C.
Leicestershire C.C. Trial, Leics./Bournemouth. C.
5th.—Grimsby M.C. Trial, N. Lincs. C.
N. Midland M.C. Trial, Derbys. C.
Thames Estuary A.C. Rally, Essex. C.
Marconi A.C. Rally, Rivenhall. C.I.
Falcon M.C. Rally. C.
N. Ribblesdale M.C. Rally, Yorkshire. C.
Oxford M.C. Rally. C.
Coventry & Warwicks. M.C. Trial, Warwicks./Worcs. C.
Eastwood & Dist. M.C. Trial, E. Midlands. C.
Durham A.C. Rally, N. Counties. C.
Burnham-on-Sea M.C. Rally, W. Somerset.
Morgan 4/4 Club. Rally, Burton/Banbury. C.
Plymouth M.C. "200" Trophy Trial, Devon. R.
Veteran C.C. of G.B. Rally, Hull/Scarborough. C.
Riley M.C. (Lowland). Rally. C.
Riley M.C. (Scot.). Rally.
Bentley Drivers' Club. Hill-climb, Firle. C.I.
B.A.R.C. (S.W.). Hill-climb, Brunton. C.I.
Half-Litre C.C. Race meeting, Brands Hatch. C.
11th.—R.A.C. TOURIST TROPHY RACE. I.
MID-CHESHIRE M.C. RACE MEETING, OULTON PARK. N.
Scottish S.C.C. Hill-climb, Bo'ness. C.
V.S.C.C. Final of Anglo-American Team Contest and Concours d'Elegance, Goodwood, Sussex, 11 a.m.
Peterborough M.C. Race meeting, Silverstone. C.I.
ASTON MARTIN O.C. RACE MEETING, SNETTERTON. N.
11th/12th.—Chester M.C. Rally, Wales. C.I.
12th.—Ilkley & Dist. M.C. Trial, Wharfedale. C.I.
Stockport M.C. Rally, Cheshire. C.
Brighton & Hove M.C. Driving tests. C.
West Essex C.C. Rally, E. Counties. C.I.
Westmorland M.C. Trial, Kendal. C.
Cornwall V.C.C. Driving tests, St. Eval. C.I.
Singer O.C. Rally. C.I.
Cumberland S.C.C. Rally, Cumberland/Border Counties. C.
Sporting C.C. of Norfolk. Rally. C.
C.S.M.A. (N.W.). Trial. C.
Gosport A.C. Sprint, Gosport. C.
N. Midland M.C. Hill-climb, Derbys. C.
12th.—Newcastle & Dist. M.C. Hill-climb, Newcastle. C.
Morecambe C.C. Hill-climb, Warton. C.I.
Allard Owners' Club. Sprint, Wethersfield. C.
14th.—Per Ardua M.C. Rally, E. Counties. C.
15th.—Omagh M.C. Trial.
17th/18th.—M.A.C. Rally, Midlands/Wales. C.I.
18th.—Bridlington & Dist. M.C. Rally, Yorks. C.I.
Grimsby M.C. Trial, N. Lincs. C.
Lancashire A.C. Trial, Southport. C.
M.G. C.C. (Scottish). Rally, Lothians. C.
Mid-Surrey A.C. Rally, Surrey/Hants. C.I.
Sunbeam-Talbot O.C. Rally, N. Ireland.
Armagh & Dist. M.C. & C.C. Trial, Armagh. C.
N. Ireland M.C. Trial.
HALF-LITRE C.C. RACE MEETING, CRYSTAL PALACE. N.
S.U.N.B.A.C. Race meeting, Silverstone. C.I.
Bristol M.C. & L.C.C. Hill-climb, Naish. C.I.
19th.—Citroën C.C. Rally, S. Downs. C.
Cranleigh & Dist. M.C. & C.C. Trial. C.I.
Bolton le Moors C.C. Rally, Lancs/Ches. C.
Plymouth M.C. Rally, Devon. C.
Kentish Border C.C. Driving tests, Kent. C.
Blackpool & Fylde M.C. Trial, Lancs. C.
M.G. C.C. (N.W.). Driving tests. C.
B.A.R.C. (Yorks). Rally, York Dales. C.
Windsor C.C. and Old Merchant Taylors M.C. Trial. C.
Eastern Counties M.C. Driving tests. C.I.
De Lacy M.C. Trial, Yorks. C.
Riley M.C. Trial, York Dales. C.
Furness & Dist. M.C. Trial, Lake District. C.
Sheffield and Hallamshire M.C. Sprint. C.
Cambridge 50 C.C. Hill-climb, Gt. Chishall. C.
Surrey Sporting M.C. Sprint, Brands Hatch. 2 p.m. C.I.
BUGATTI O.C. HILL-CLIMB, PRESCOTT. I.
Half-Litre C.C. Race meeting, Cadwell Park. C.
22nd.—Lothian C.C. Gymkhana, Edinburgh. C.
24th/25th.—Cheltenham M.C. Trial, Glos./Oxon. C.I.
24th-26th.—East Anglian M.C. Rally. C.I.
25th.—Southsea M.C. Rally, Hants/Sussex. C.
Mid-Derbyshire M.C. Trial, Derbys. C.
Ulster A.C. Hill-climb, Knockagh.
B.A.R.C. RACE MEETING, GOODWOOD. I.
S. Wales A.C. Hill-climb, Bridgend. C.I.
25th/26th.—Lancashire & Cheshire M.C. Rally.
C.S.M.A. Trial, Cotswolds. C.
Maidstone & Mid-Kent M.C. Trial, Kent. C.I.
25th-27th.—Scottish S.C.C. Rally, Braemar. C.I.
26th.—W. Hants & Dorset C.C. Knott Cup Trial, Bovington. R.
Wolverhampton & S. Staffs C.C. Trial, Staffs. C.
Sunbeam (S.T.D.) Register. Driving tests, Military Academy, Sandhurst.
N. London E.C.C. Rally, Herts/Bucks. C.
Cemian M.C. Driving tests, Herts. C.I.
Lancia M.C. Rally. C.I.
Oxford M.C. Rally, Glos. C.
Welsh Counties C.C. Rally, Cardiff. C.
Exmoor M.C. Driving tests, Minehead. C.
U.H. & U.L.M.C. Sprint, Rushmoor. C.
750 M.C. Sprint, Farnborough. C.
27th.—King's Lynn & Dist. M.C. Rally. C.I.
28th.—W. Hants & Dorset C.C. Trial, Dorset. C.I.

Starting at 8.01 a.m. on Wednesday, November 10th, from seven starting points—Manchester, Glasgow, Norwich, Cardiff, Plymouth, Kenilworth and London—competitors will converge on Harrogate and will then take a "round Britain" route of some 800 miles to the finish at Hastings. Day and night tests will be held *en route*, with further tests on arrival at Hastings. The first car is due at the finish at about 8 a.m. on Friday, November 12th.

On Saturday morning, November 13th, a Concours d'Elegance will be held, open not only to those who have been through the rally (who will compete for rally-concours prizes) but to all others who wish to enter for concours only.

Entries, which have always been over-subscribed, will be limited to 450 for the rally and to 200 for the concours. Regulations were ready early in August and have been sent automatically to all last year's entrants and to all M.C.C. members. Others interested should write as soon as possible to the promoters, the M.C.C. Limited, 7, Kinnerton Street, Knightsbridge, London, S.W.1 (Telephone: Sloane 9087).

SOUTHEND A.C. "300" RALLY

Of an entry of 85 cars, five of which were non-starters, 52 cars reached the finish at the Queen's Hotel, Westcliff-on-Sea, of this year's Southend "300" rally, which was held during Saturday night and Sunday morning, July 24th/25th.

The organisation of the rally was such that a large proportion of the entry were expected to finish within the time allowance for an award. Emphasis was made in the instructions to competitors that in the event of difficulty on any one or more sections, it was to their advantage to lose marks by missing route checks rather than incur heavy penalties for lateness at time controls.

Once again the Thames Estuary Automobile Club succeeded in finding a winner on the road section. It was gratifying to see that the club succeeded in their aim of a high proportion of finishers, and yet at the same time to provide a varied and interesting route through which no competitor passed with a clean sheet.

From Chalkwell Park, Westcliff-on-Sea, where the first car was given the signal to start by the Mayor of Southend (Councillor H. N. Bride, J.P.), the route for the first section, which was of a closed nature, led to a time control near Colchester. Turning westwards competitors then had to visit nine route checks before reporting to a time control near Stansted Mountfitchet, Essex. One route check was at a ford: it was at this point one competitor became confused about his directions and chose to proceed downstream rather than follow the road out of the ford. His enthusiasm for the rally was not dampened to any extent, the water was quite warm!

After a break of 1 hour 20 minutes for supper at Stansted, competitors set off on an "Eight Clubs" type of section which took them through Haverhill to a control near Stradishall in Suffolk.

The fourth section was the longest of the 300-mile rally. Competitors could visit the 18 route checks in any order, but the correct method gave three 37-mile legs between controls 6 and 7, 7 and 8, 8 and 9, visiting 6 route checks between each control. Departing from control 6, control 7 had to be visited after 1 hour 20 minutes, control 8 after a further 1 hour 20 minutes and control 9 after a further 1 hour 20 minutes. This section covered Suffolk and parts of Norfolk before returning to a point near Clare on the Essex-Suffolk border.

From Clare, the route for the fifth section passed through Great Yeldham and Cressing to the breakfast stop near Witham; section 6 continued the homeward trend through Danbury, Battlesbridge and Rayleigh to a control on the London-Southend Arterial Road just inside the County Borough of Southend-on-Sea.

The final and "home for a pint" section was of a closed nature taking competitors to the driving tests on the Eastern Esplanade at Thorpe Bay and back to the finish of the rally at the Queen's Hotel, Westcliff-on-Sea.

As a result of a new system in preparing the route cards, the organisers were able to announce the provisional results shortly after the last car arrived at the finish. The official announcements were made at an informal gathering in the Queen's Hotel, where competitors and friends, organisers and the faithful and hardworking marshals all enjoyed a well-earned pint or two before making their way home from a not-so-sunny Southend-on-Sea.

After congratulating the various prize winners on their victories, a word of special praise is due to R. J. Byrne who having been timed out at the start had to spend an hour at a garage attending to valve trouble in his Singer. Undaunted by such misfortune he and his crew drove straight to the supper stop and from there continued on the rally. (Results next column.)

Results:

Best Performance: F. A. Freeman/R. J. Randall (Austin A40 Sports). **Navigator's Award:** Mrs. R. Randall.

Best Open Car: F. A. Pye (Wolseley). **Navigator's Award:** P. Michelson.

Best Closed Car: B. M. Bowring (Austin). **Navigator's Award:** D. Turnbull.

Ladies' Award: Mrs. E. M. Price (H.R.G.).

Novices' Award: C. D. Boulton (Healey Silverstone).

Team Award: "The Red Lions" (J. M. C. Shand/W. T. Harris (Jaguar XK120), D. J. Morley/G. E. Morley (Ford Consul) and C. D. Boulton (Healey Silverstone).

Class Awards:

Cars up to 1,500 c.c., Open: 1st: A. Graham-Brown (M.G.); 2nd: J. Shove (M.G. TF); 3rd: R. G. Forster (M.G. TD).

Cars up to 1,500 c.c., Closed: 1st: R. McTurk (Ford Prefect); 2nd: A. R. Willecks (Hillman Minx); 3rd: D. H. W. Thompson (Ford Prefect).

Cars, 1,501 to 2,500 c.c., Open: 1st: C. D. Boulton (Healey Silverstone); 2nd: D. L. Rees (Triumph TR2); 3rd: S. Wilcox (Triumph TR2).

Cars, 1,501 to 2,500 c.c., Closed: 1st: N. K. W. West (Ford Consul); 2nd: D. P. Sapsed (Vauxhall); 3rd: K. W. Monk (Sunbeam Talbot).

Cars over 2,500 c.c., Open: 1st: J. M. C. Shand/W. T. Harris (Jaguar XK120).

Cars over 2,500 c.c., Closed: 1st: M. Mostyn (Jaguar XK120).

Special and Supercharged Cars, Closed: 1st: D. J. Morley/G. E. Morley (Ford Consul).



The Editor afloat.

SUNBEAM M.C.C. COMMEMORATION RALLY (July 25th)

The weather for this year's vintage and veteran rally was, alas, abominable, but this did not prevent most of the entry of 107 vehicles from turning up at California-in-England, near Reading, at the conclusion of their wet morning excursions, which, if marks were not to be lost, had to equal 50 miles in a "crow's-line."

In the afternoon a circuit of just over 12 miles had to be completed at set average speeds, ranging from 12 m.p.h. for an 1894 vehicle to 30 m.p.h. for those constructed in 1930. No sort of order prevailed at the start, competitors being dispatched as they came to the starting point, where we were disturbed to see a clown from the near-by circus busy amongst the veterans. The circuit was well marked and marshalled but lacked hills and included some very rough and muddy lanes and tracks—no doubt the vehicles entered had such surfaces to contend with in their youth but *not* when they were required to keep going at considerable speeds! Also, we are not sure that a lengthy watersplash some 9 in. deep is appreciated by owners of beautifully-restored veterans, fun as it was in a vintage vehicle.

The route, however, certainly provided its amusements. H. B. Twallin's 1915 16-h.p. Sunbeam tourer with canvas side-curtains took it with notable circumspection, F. D. Longhurst's smart and snug 1926 12/25 Humber saloon finished late, while W. Boddy, whose 1922 8-h.p. Talbot-Darracq two-seater contrived to average nearly 30 m.p.h., in spite of being largely *sans* brakes; he over-shot one left-hand turn but returned non-stop (as the regulations required!) by making a vast right-hand turn, and passed both a modern car and B. Donovan's very nice 1926 11-h.p. o.h.c. Wolseley tourer going into another hectic left-hand turn. G. de Jongh had no difficulty in his air-cooled 1926 sports A.B.C. but T. Mayhew's 1927 two-speeder Morgan three-wheeler had to be returned "on a string."

The B.R.D.C. was represented by C. McCallum's 1900 4½-h.p. de Dion *voiturette* and Bert Coffin, in a blue suit and bowler hat, drove his well-known 1914 model-T Ford tourer. **Results:**—**Twitchey Trophy (Best Veteran):** W. Moore (1901 Dart), 66.8 points gained. **Blockley Bowl (Best Vintage):** H. S. Cussens (1915 Sunbeam), 62.9 points gained. **McNab Memorial Bowl (Age):** C. McCallum (1900 de Dion), 66.2 points gained. **Best Two-Wheeler:** L. Manchester (1912 Humber), 63.1 points gained. **Best Three-Wheeler:** H. G. Plumb (1914 New Hudson), 61.7 points gained. **Best Four-Wheeler:** B. Coffin (1914 Ford), 62.9 points gained. **Best Sunbeam M.C.C. Member:** T. E. Habbuck (1914 Rover), 62.7 points gained. **Best V.M.C.C. Member:** W. Searl (1914 Lewis), 62.0 points gained. **Best V.C.C. Member:** J. Lindley (1912 Belsize), 61.3 points gained. **Team Prize:** Humber Register (R. A. May, F. D. Longhurst and W. S. May), 147.6 points gained.

The "Daily Telegraph" Meeting at Brands Hatch

ON August Bank Holiday Monday the Fifth "Daily Telegraph" Trophy Race was held at Brands Hatch; the first race for this trophy was held on August 7th, 1950, on the same circuit, and was won by George Wicken at a speed of 63.56 m.p.h. This year more than 140 entries were received, most of the well-known British 500-c.c. drivers and in addition some French, Belgian, Swiss, Finnish, German and Dutch competitors were present. The programme of events included an open challenge race for 500-c.c. cars first, consisting of three 7-lap heats and a final of 10 laps; the Fifth "Daily Telegraph" International Challenge Trophy race, again for 500-c.c. cars, was of four 10-lap heats and a final of 40 laps; the National 1,500-c.c. Sports-Car Championship race of two 15-lap heats and a final of 40 laps; the Rochester Cup race, which is a Formule Libre event consisting of two 20-lap races; and, finally, the Edwardian Trophy race of five laps only.

At 11 a.m. the first race, heat one of the open challenge race for 500-c.c. cars, began. The field was led for several laps by A. V. Cowley in a Cooper, but he was later overtaken by Keen, also in a Cooper, who was the winner with a speed of 68.47 m.p.h. In the second heat Leston's Cooper was first away but was soon caught by Russell, in a similar car, and Headland in a Martin came up to take second place, leaving Russell to cross the finishing line first with an average speed of 69.46 m.p.h. Again in heat three, a Cooper, driven by Lewis-Evans, won at 70.75 m.p.h., with Don Parker in a Kieft second; this was a very close race all the way and it was extremely difficult to predict the winner, even on the last lap. The tables were turned, however, in the final, when Don Parker won at a speed of 70.88 m.p.h., with Lewis-Evans second.

Race two on the programme was the "Daily Telegraph" International Challenge Trophy. Heat one started with Russell in the lead and Ivor Bueb, of Cheltenham, second, in which order they stayed throughout the race; third came R. G. Bicknell in the spectacular-looking Revis, which sped round the corners with remarkable ease. Heat two was won by A. V. Cowley in a Cooper although Les Leston was first away; D. O. Johnson unfortunately slid off the course. In the third heat Don Parker and Lewis-Evans were again rivals and were neck and neck on the corners until their wheels were nearly touching. They kept this up throughout the race, which resulted in a win for Don at 70.6 m.p.h. At the last meeting Don raised the Formula III record to 72.00 m.p.h. with his Kieft. The fourth heat was won by Headland in a Martin, with Stirling Moss second. (Having flown back from Dusseldorf only a few hours before the race—he had been competing in the Grand Prix of Europe—Moss had to start in the back row of the "grid," since he had not completed a qualifying practice lap.) The final of this race was longer yet the most interesting. Lewis-Evans started off in the lead, closely followed by Ivor Bueb, who fought valiantly with Stirling Moss for several laps, but they soon dropped back, leaving Russell and Moss in the lead. There were a few retirements as the race wore on, among them D. Latchford's Iota; Raby's I.E.R. Midget, which he made himself and which uses a Norton engine, has a very large fuel tank and at present a long pointed nose which is soon to be modified; Caddey's Emeryson; Naylor's Cooper and Leston's Cooper. Davis, the team-mate of Lex Beels, from Holland, deserves an honourable mention for his consistently good, steady driving in this race.

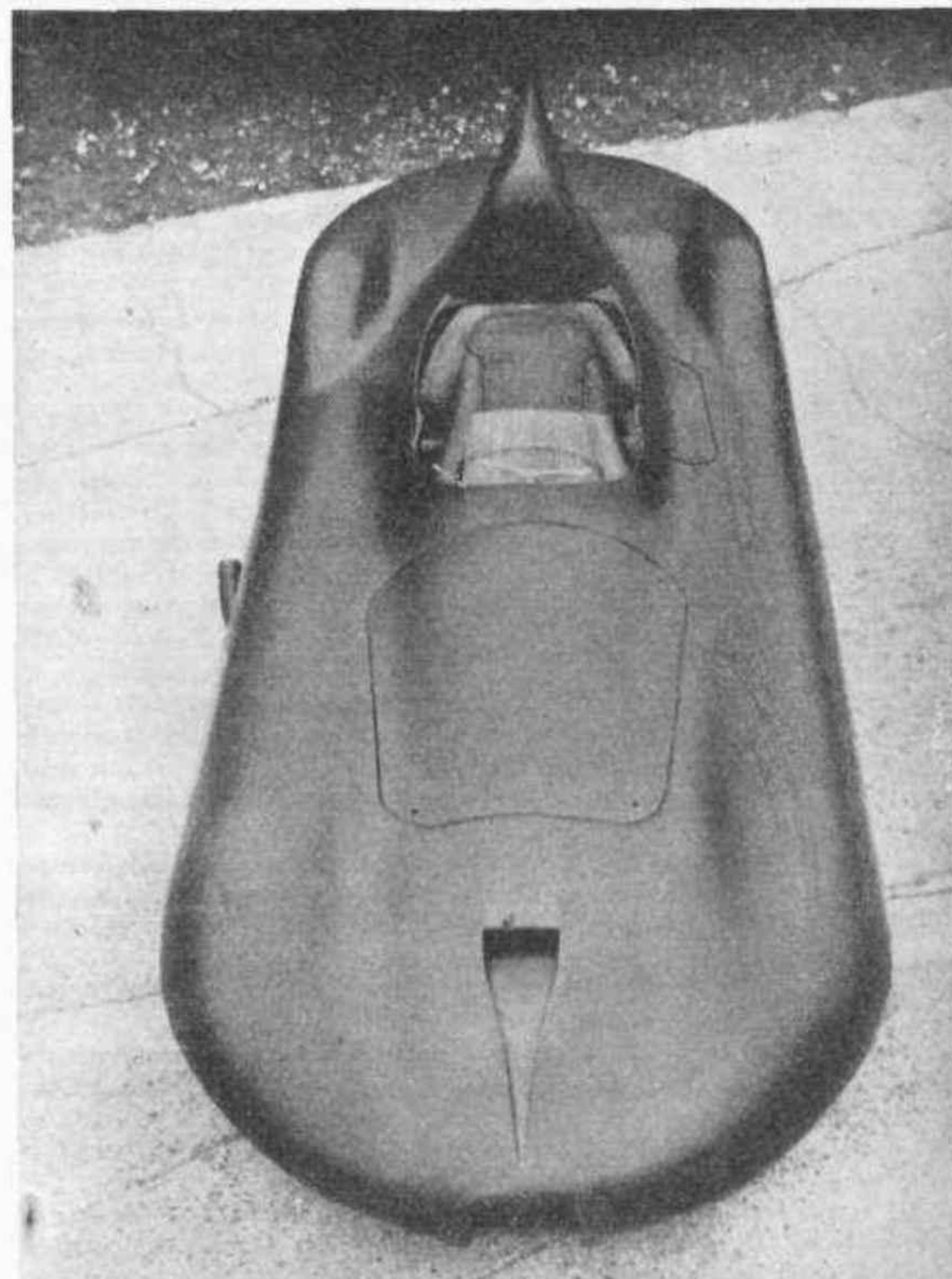
The next event was the National 1,500-c.c. Sports-Car Championship, which was won by Russell driving McAlpine's Connaught at an average speed of 69.53 m.p.h.; second was a team Lotus driven extremely well by M. Anthony. The Jehu Riley of J. Horridge retired in this race and the H.R.G. of L. Gibbs went off the course. Horridge's car is a most interesting vehicle—in the recent French Bol d'Or 24-hour race it came in second—consisting of a 1½-litre Riley engine installed in a Jowett Jupiter chassis, with special air-cooled brakes and unusual-looking body; it was unfortunate that it had to retire before giving a better account of itself. A new sports-car record was made by Alan Brown in a Connaught at 71.54 m.p.h.

A slight mishap occurred in the second heat of the race, when Peter Gammon in a Lotus went off the road while on his last lap; he received a few bruises and had cut hands but was otherwise unharmed—his car was only very slightly damaged. Gammon had been driving very well indeed and although he was slow in starting he soon managed to get right through the entire field. The final for sports cars was won by Russell in the Connaught. He had a very comfortable lead over all the others and was able to average a speed of 69.73 m.p.h.. Scott-Brown in a Lister-M.G. was second; Naylor in a Cooper and Threlfall in a Turner retired.

Race four, the Rochester Cup race for open cars of any capacity over 500 c.c., was run in two parts of 20 laps each. The winner of part one was Don Beauman, driving a Connaught at an average speed of 72.28 m.p.h.; he also established a new lap record of 73.42 m.p.h., thus beating Whitehouse, who was the previous holder with 71.54 m.p.h. A grand spectacle in this race was the duel between the two old E.R.A.s of Whitehead and Birrell, both very close together for many laps until Spero in his beautiful red Maserati challenged Birrell. The second part of the race was won by Whitehouse in a Connaught.

Finally came the veteran contingent for the Edwardian Trophy race. There was a wonderful entry for this event and it provided very good entertainment. Kennard's Itala was the biggest-engined car competing and also the oldest, being a 1907 model. J. Sears' Sunbeam was running as the scratch car. Dr. W. A. Taylor brought along his beautifully-polished 1912 London-Edinburgh replica Rolls-Royce, John Bolster likewise brought his 1911 model, but probably the most interesting of the veterans was the single-cylinder Sizaire Naudin owned by Sir Francis Samuelson. The car is a 1908 8-h.p. model and has a sliding inlet cam instead of a throttle, independent front suspension and a petrol consumption of about 40 m.p.g. The winner of this event was W. A. Hill, in a 1912 Hispano-Suiza, and the runner-up was J. Sears in his Sunbeam. Last but not least was the Sizaire Naudin, probably the only existing model in original order in the country, which chugged happily round the course, much to the delight of the spectators, who were nearly climbing the barriers to give it a helping hand on the hills.

And so came the end of the big day of the year at Brands Hatch, after over seven hours of motor racing of practically every description.—I. G.



CONNAUGHT F.1 PROTOTYPE.—A description of this new British 2½-litre G.P. car appears on pages 512 and 513.

MINTEX

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AT HOME

SNETTERTON AUGUST 14th

Formula 1 Race (100 miles)

1st R. Parnell (Ferrari) 88.42 m.p.h.

2nd F. R. Gerard (Cooper-Bristol)

3rd D. Beauman (Connaught)

AND ABROAD

ZANDVOORT AUGUST 15th

International Sports Car Race

1st Class B. A. Brown (Cooper-Bristol)

1st Class C. D. Beauman (Aston Martin)

1st Class D. N. Sanderson (Jaguar)

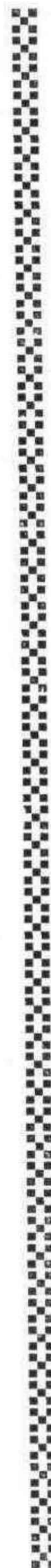
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GROSSER PREIS DER SCHWEIZ

BERNE, August 22nd.

COLD and damp weather was the chief factor at the Swiss Grand Prix, held over 66 laps of the Bremgarten Circuit on the edge of Berne. As is becoming more and more evident as the new Formula I gathers strength, big Grand Prix events are fast becoming the preserve of the factory teams, which, of course, is normal. Of the 16 starters only two were non-factory, these being the Belgian Swaters with his Ferrari and Wharton in the Rubery Owen Maserati, now very much modified. Since Silverstone this last car has been fitted with Dunlop disc brakes and alloy wheels, similar to the Le Mans Jaguars, the oil tank has been removed from below the carburettors and placed on the left of the cockpit, the exhaust tail-pipes considerably shortened, and many other detail modifications made to the engine, while the bodywork has now turned olive green.

Of the factory teams Mercedes-Benz had three Nurburgring single-seaters driven by Fangio, Kling and Herrmann, ostensibly the same as at the previous race, though the rear suspension was strengthened at the point where Kling's broke up in the German G.P. Ferrari entered two 1954 cars, now with new front brakes that were larger and wider, but in practice Manzon had a bad crash in one of these, while having his first try-out in the factory team. Gonzalez practised in the other one, but Maglioli drove it in the race. Hawthorn practised in a 1953/54 model fitted with a high tail fairing as on the 1954 cars, with a slightly larger fuel tank, and Trintignant had a normal 1953/54 car, both these last two cars having the new engines as at Nurburgring. With Manzon's car out, Gonzalez took the 1953/54 one with the headrest and another normal 1953/54 car was produced for Hawthorn. The full team of three Gordinis were running, Behra and Bucci on the five-speed models and the American driver Wacker being on the four-speed one. Mainstay of the Maserati team was naturally Moss, driving his own car, but having three others at his disposal should the need arise. Two of the other three cars were all fitted with the rear-mounted oil tank and handled by Mieres and Schell, the last named having his first drive with a de Dion car, this particular one being fitted with a right-hand accelerator pedal, similar to that of Moss, the idea being that the number one driver should have another car in reserve. Mantovani was on the fourth works entry.

The first practice was damp but not raining and though times were good they could not approach the long-standing record that Rosemeyer set up in 1936 with an Auto-Union. This still stands at 2 min. 34.5 sec., and the best the 2½-litres could do under the conditions was 2 min. 39.5 sec. by Gonzalez and 2 min. 39.7 sec. by Fangio, with Moss third fastest with 2 min. 41.4 sec. The second practice period, there were only two, was held in continuous rain and for a long time no one could get below three minutes, and by the end of the period the weather was so dull that going through the wooded parts of the course visibility was at a minimum for high-speed motoring. Nevertheless all three Mercedes-Benz drivers got below three minutes, as did Trintignant, while Moss was fastest of the lot with 2 min. 56.0 sec., Kling being 0.1 sec. behind, followed by Herrmann at 2 sec. and Fangio at 2.7 sec. However, none of these times affected the grid position as they were slower than the previous day and on Sunday afternoon the front row saw Gonzalez, Fangio and Moss side by side, with Trintignant and Kling in row two, followed by Hawthorn, Herrmann and Wharton in the next row, Mantovani and Bucci in row four, Maglioli driving in place of Manzon in row five along with Mieres and Schell, and Behra, Wacker and Swaters bringing up the rear.

At the fall of the flag it was Fangio who went into the lead, and Kling, also profiting by having a five-speed gearbox, nipped through from row two and Moss tucked in behind him. By the end of the lap Fangio had got clear of the pack and Gonzalez and Moss were nose to tail some three seconds behind him, they being followed by Kling, Trintignant, Wharton, Behra, Hawthorn, Herrmann and the rest. Only Bucci failed to complete the first lap, he stopping shortly after half a lap. Fangio gained a few yards on the next lap but Moss was still breathing on the tail of Gonzalez' Ferrari, while Kling had run into the straw bales approaching the end of the lap and had dropped right to the back of the field, more than 30 seconds behind Swaters, who had already been left behind. There was no holding Fangio now and yard by yard he increased his lead, while Moss got past Gonzalez though there was still only a few feet between them. Hawthorn had made a hesitant opening lap and was running in company with Trintignant and Herrmann, but after five laps he began to put on speed and shook these two off, at the same time closing rapidly on Moss and Gonzalez, who were now six seconds behind Fangio. On the fourth lap Wharton spun and dropped

almost to the back of the field and by lap eight, when Behra retired at the pits with no clutch, the race had divided into two parts. The first six were Fangio, in complete command of the race, Moss, Gonzalez, Hawthorn, Trintignant and Herrmann, after these there was already a long gap and then came Mantovani, Mieres, Wharton, making no ground on the two Maseratis in front of him, Schell, Maglioli and Kling, the Mercedes-Benz driver fairly eating his way through the tail-enders. Completely outclassed were Wacker and Swaters, who brought up the tail.

With the race having sorted itself out a bit, there now started an absolute spate of fastest laps, Fangio being first on lap nine in 2 min. 44.2 sec., then again on lap 11 in 2 min. 43.5 sec. On lap 12 it was Hawthorn with 2 min. 42.3 sec., and the following lap Gonzalez did 2 min. 42.0 sec. This brought Hawthorn closer to Gonzalez and by lap 15 he was almost alongside, actually passing him on the next lap, and the lap after that he passed Moss, getting his own back for the Silverstone incident. Meanwhile Kling had completed his job of working his way through the second half of the field and now set about reducing the gap between himself and Herrmann, and started this by setting a new fastest lap in 2 min. 41.8 sec.

By 20 laps, less than a third of the total distance of 480.480 kilometres, Fangio had lapped Wharton, who was lying in 10th place, and Wacker had stopped, the complete Gordini team now being out. Moss began to lose ground rapidly and on lap 22 he came to a sudden stop when his oil pressure failed, and on the same lap Hawthorn was overdue, all this letting Trintignant into third place. Hawthorn arrived at his pit at low speed with what appeared to be a throttle that would not open but a few moments' work under the bonnet had him back in the race again going as well as ever. Moss walked back to the pits and it had been arranged previously that if his car should fail he would take over Schell's but by this time his second string had also retired with a loss of oil pressure, so Moss had to become a spectator yet again.

The race now developed into a procession, the only interest being on the progress Kling was making, which was still very steady. Hawthorn's fortunes did not last long for on lap 30, less than half way, he failed to appear and walked back later to report that the Ferrari had come to rest out on the circuit. Just after this Kling overtook Herrmann and a lap later, at half-distance, the order was Fangio leading comfortably, 20 sec. ahead of Gonzalez, with Trintignant a long way back in third place, followed by Kling and Herrmann, the remaining runners being a lap behind. No sooner had this point been reached than Trintignant coasted into the pits with a stream of oil pouring from the bottom of the engine and the car was immediately withdrawn. As if to make his lead even more convincing Fangio set up yet another fastest lap in 2 min. 39.7 sec. and provided the Mercedes-Benz could keep going he was a certain winner. On lap 39 Kling was firmly in third place when his engine just died on him and he was forced out with suspected fuel feed trouble, and this left only eight cars still running.

This year's Swiss Grand Prix had been extended to 66 laps and the extra ones now ticked slowly away, there being no hope of anyone catching the car in front of him and it was once more a question of endurance. Right from the start of the race the weather had been improving and the circuit had now dried out considerably, while for a very brief moment the sun shone. Mieres and Mantovani in the remaining factory-supported Maseratis had been running in close company throughout the race and now that Mieres was getting used to the de Dion car he began to draw away a little. Fangio was lapping at 2 min. 43 sec., having eased just a very small amount, while Gonzalez was losing two seconds a lap on him. They had both lapped Herrmann, who was safely in third place, a lap ahead of the three Maseratis, Wharton being sixth, unable to make up any ground on the two red six-cylinder cars, even though the Rubery Owen Maserati was sounding as healthy as at the start. With five laps to go a few spots of rain fell, just to prevent any feeling of confidence spreading as regards 1954 weather, but by now everyone was motoring steadily to finish, and a few seconds after the three-hour mark was passed Fangio was flagged home the winner of the Swiss Grand Prix, 58 seconds ahead of Gonzalez, having led the race from start to finish, not only proving his complete mastery as a driver, but proving for the third time out of four races that the new Mercedes-Benz is not such a bad racing car after all. Herrmann supported this theory by finishing third, one lap behind, and Mieres, Mantovani and Wharton finished in that order all on the same lap. Bringing up the rear was Maglioli with the 1954 Ferrari and, many laps behind, came Swaters with his private Ferrari. What had looked like being a battle royal had proved to be a procession and, as at Nurburgring, English hopes were right out of luck, both Hawthorn and Moss having shown good form until they were forced out.

Results :

SWISS GRAND PRIX—66 Laps—480.480 Kilometres—Dull but Drying			
1st :	J. M. Fangio (Mercedes-Benz 8-cyl.)	... 3 hr. 0 min. 34.5 sec.	... 159.65 k.p.h.
2nd :	J. F. Gonzalez (Ferrari 4-cyl.)	... 3 hr. 1 min. 32.3 sec.	
3rd :	H. Herrmann (Mercedes-Benz 8-cyl.)	... 3 hr. 2 min. 31.6 sec.—1 lap behind.	
4th :	R. Mieres (Maserati 6-cyl.)	... 2 laps behind.	
5th :	S. Mantovani (Maserati 6-cyl.)	... 2 laps behind.	
6th :	K. Wharton (Maserati 6-cyl.)	... 2 laps behind.	
7th :	U. Maglioli (Ferrari 4-cyl.)	... 4 laps behind.	
8th :	J. Swaters (Ferrari 4-cyl.)	... 8 laps behind.	
Fastest lap : J. M. Fangio (Mercedes-Benz), on lap 34, in 2 min. 39.7 sec.—164.108 k.p.h.			

Retired : Bucci (Gordini), lap one; Behra (Gordini), clutch, lap eight; Wacker (Gordini), lap 11; Moss (Maserati), oil pressure, lap 22; Schell (Maserati), oil pressure, lap 23; Hawthorn (Ferrari), lap 30; Trintignant (Ferrari), engine, lap 33; Kling (Mercedes-Benz), fuel feed, lap 39.

Sixteen starters—eight finishers.

World Championship Placings after Swiss Grand Prix :

Fangio ... 45.16 points. Gonzalez ... 23.66 points. Trintignant ... 15 points.

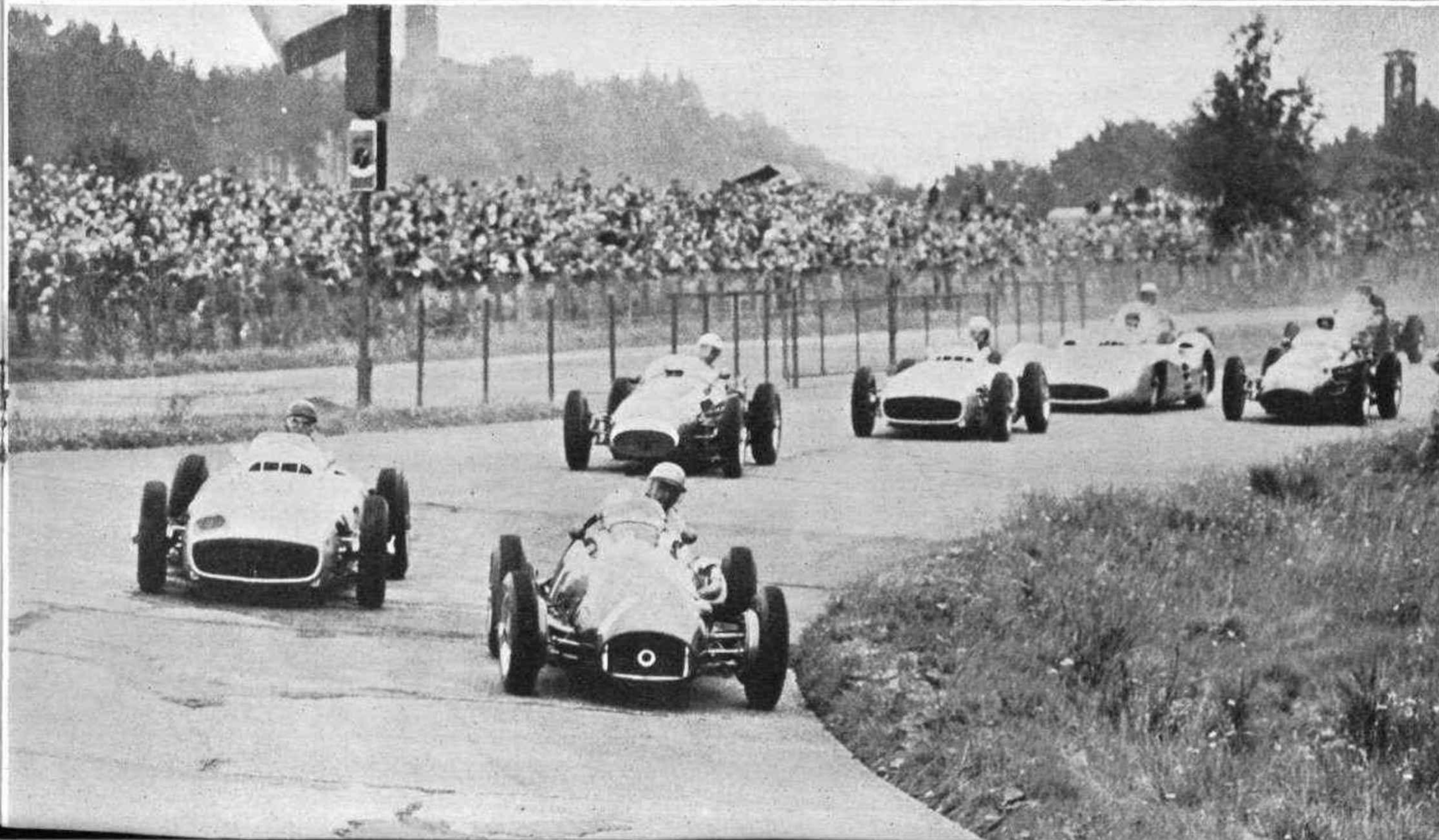
PICTORIAL REVIEW

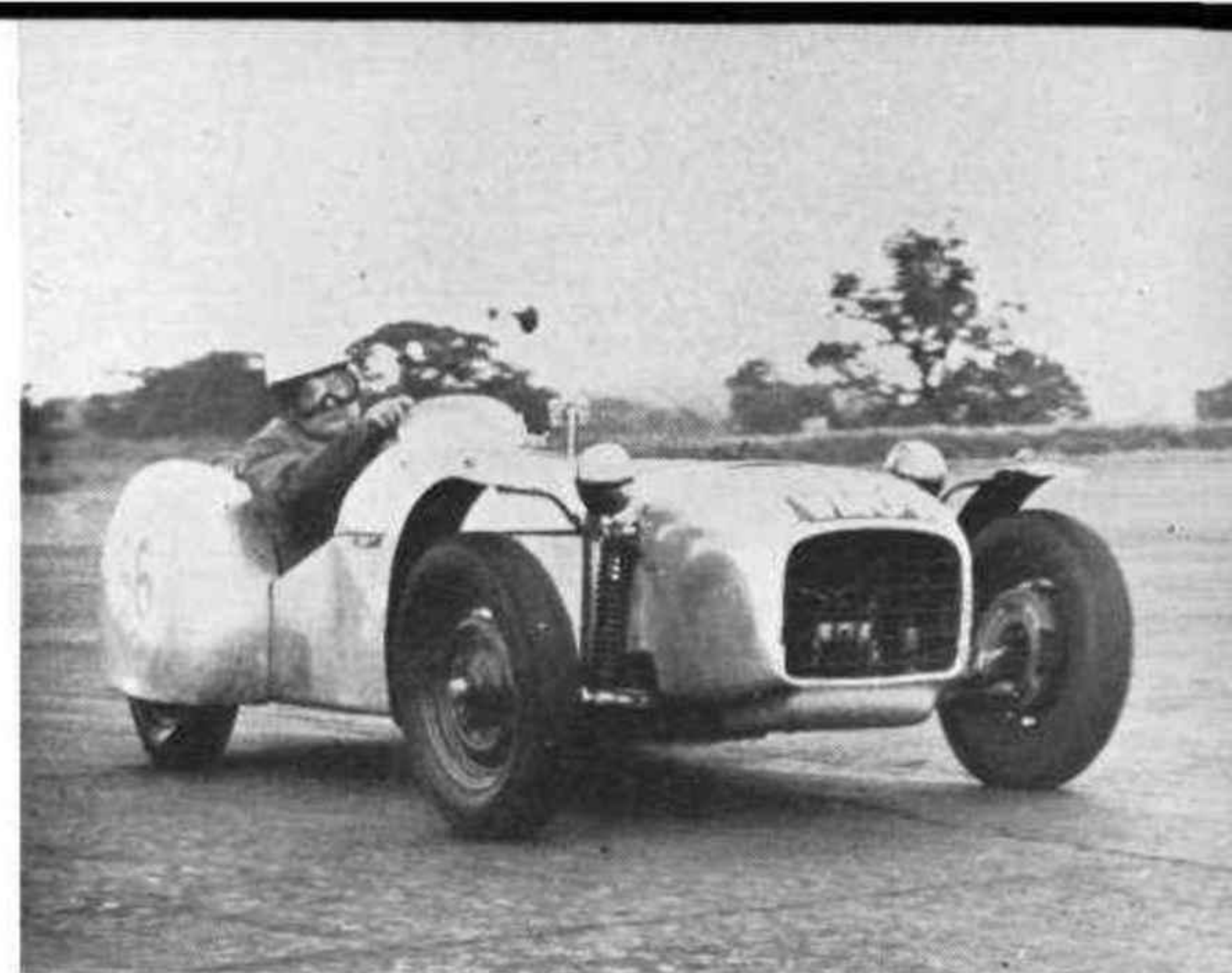
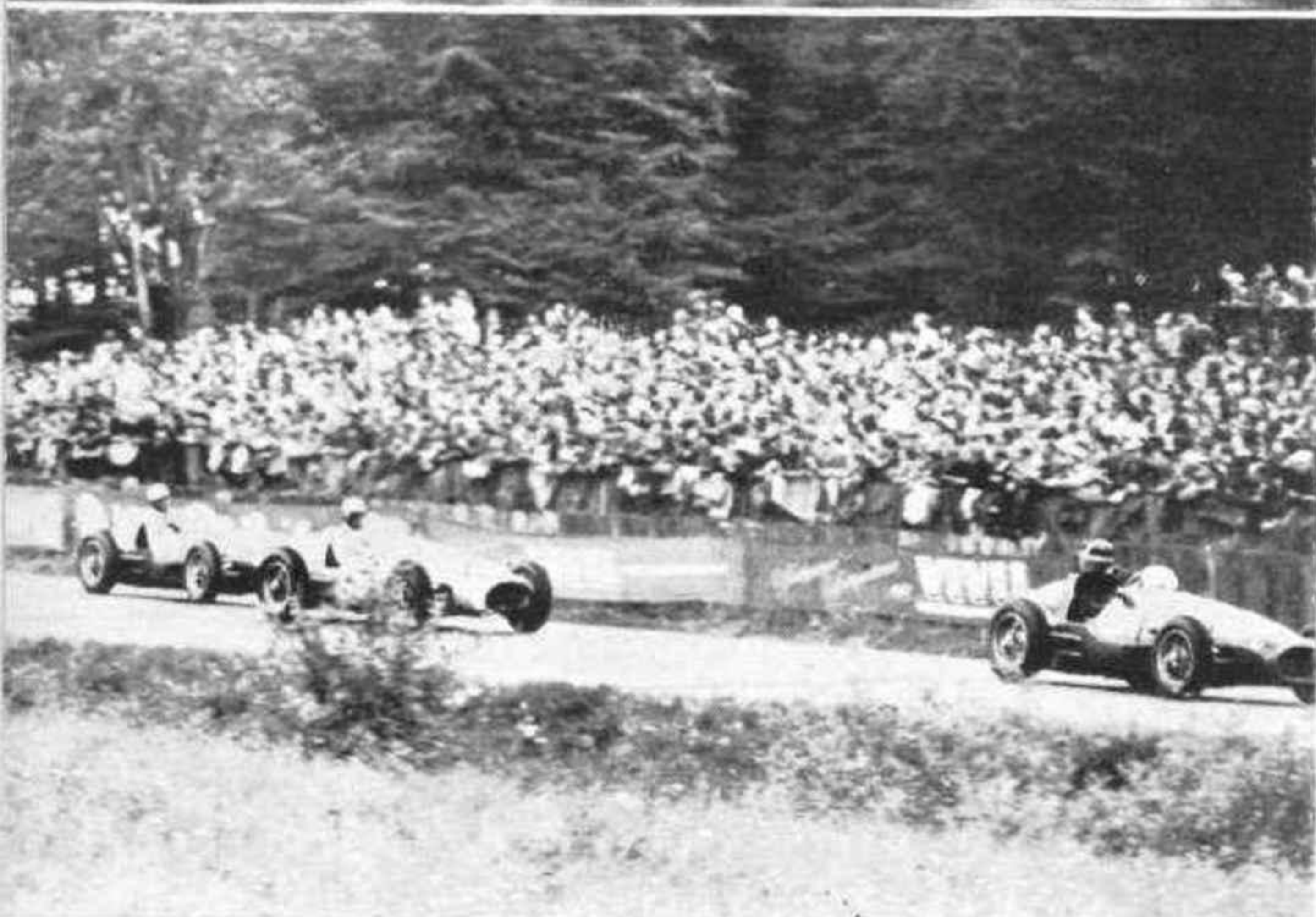
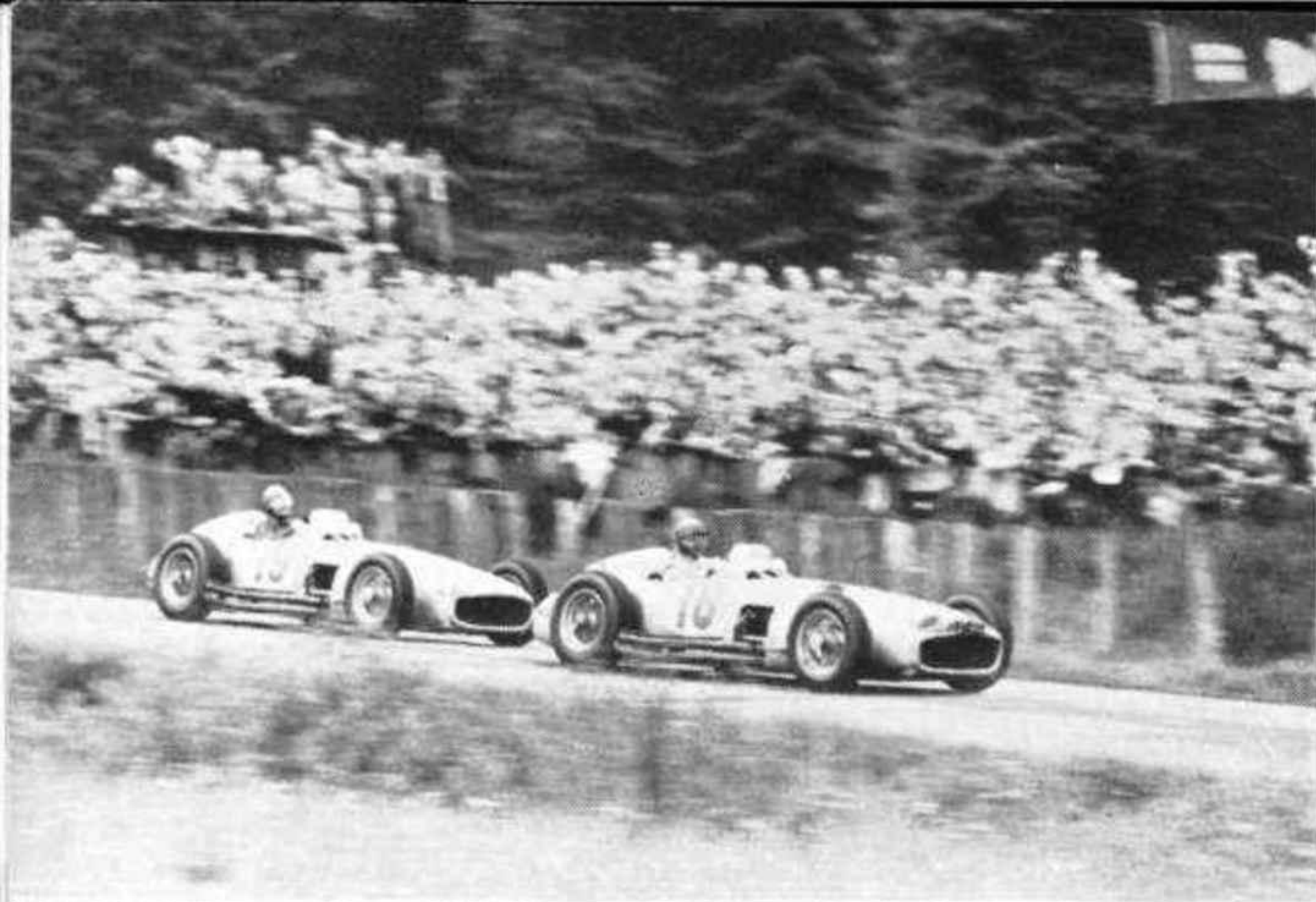
German Grand Prix — Crystal Palace Meeting W.E.C.C. Snetterton Meeting — Nottingham S.C.C. Silverstone Races — B.A.R.C. Goodwood Members Meeting

Top, left: REAPPEARANCE.—Piero Taruffi returns to Grand Prix racing in a Ferrari at Nurburgring. Although delayed by a puncture, a rare occurrence these days, he finished seventh.

Top, right: PRE-WAR DRIVER of Grand Prix racing, Herman Lang had his first drive in the new Mercedes G.P. car. The 1939 European Champion spun off and retired in the German Grand Prix.

Bottom: THE FIRST CORNER. Gonzalez (Ferrari) leads Fangio (Mercedes) as the cars stream into the loop after the start. Third is Moss (Maserati), followed by Kling (Mercedes) and Mantovani (Maserati).





CHANGE OF MOUNT.—A. J. Nurse, now in a Lotus-M.G., had a good day at the A.M.O.C. Silverstone meeting, with two firsts and a second. He still leads in the MOTOR SPORT Silverstone Trophy.

MERCEDES DUEL.

—Kling about to pass Fangio, a moment which really brought the partisan crowd to its feet. Shortly after Kling's car dropped out with rear-suspension trouble, and Fangio went on without further challenge.

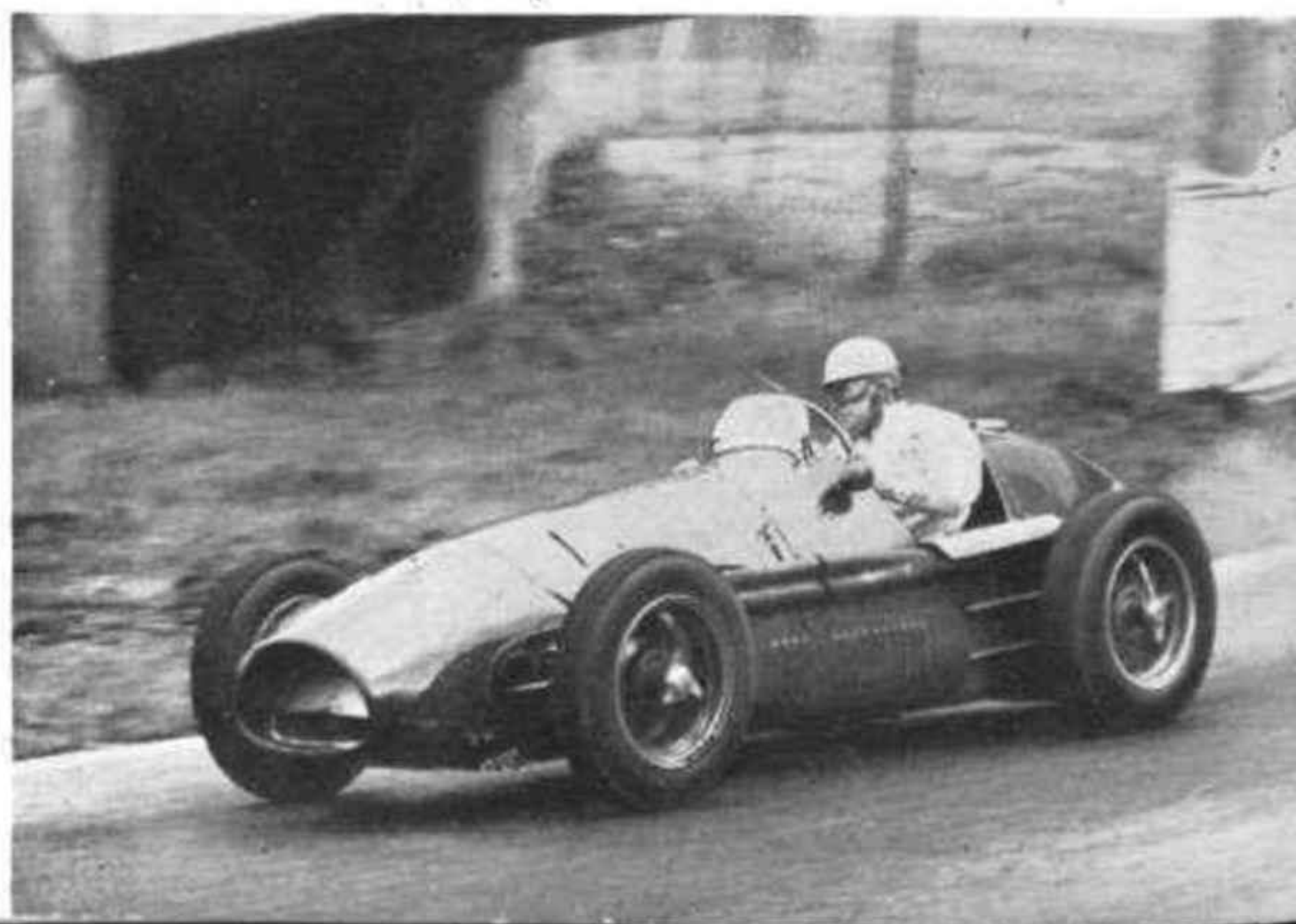
FIFTH PLACE in the Grand Prix of Europe went to Mantovani, the up-and-coming Maserati driver. Although not outstanding, his performance was most consistent.

WHO'S THAT BEHIND.—Mike Hawthorn glances over his shoulder to see Manzon and Trintignant close behind. The trio are all Ferrari-mounted. Hawthorn later took over Gonzalez' car and finished second.

NEW CAR AND DRIVER.—The Marquis de Portago, well known as a horseman, in his new 1,500-c.c. Osca (with 8-plug head). In the sports-car event he was well placed until on the fourth lap he turned the car over at the Swallow-Tail bend.

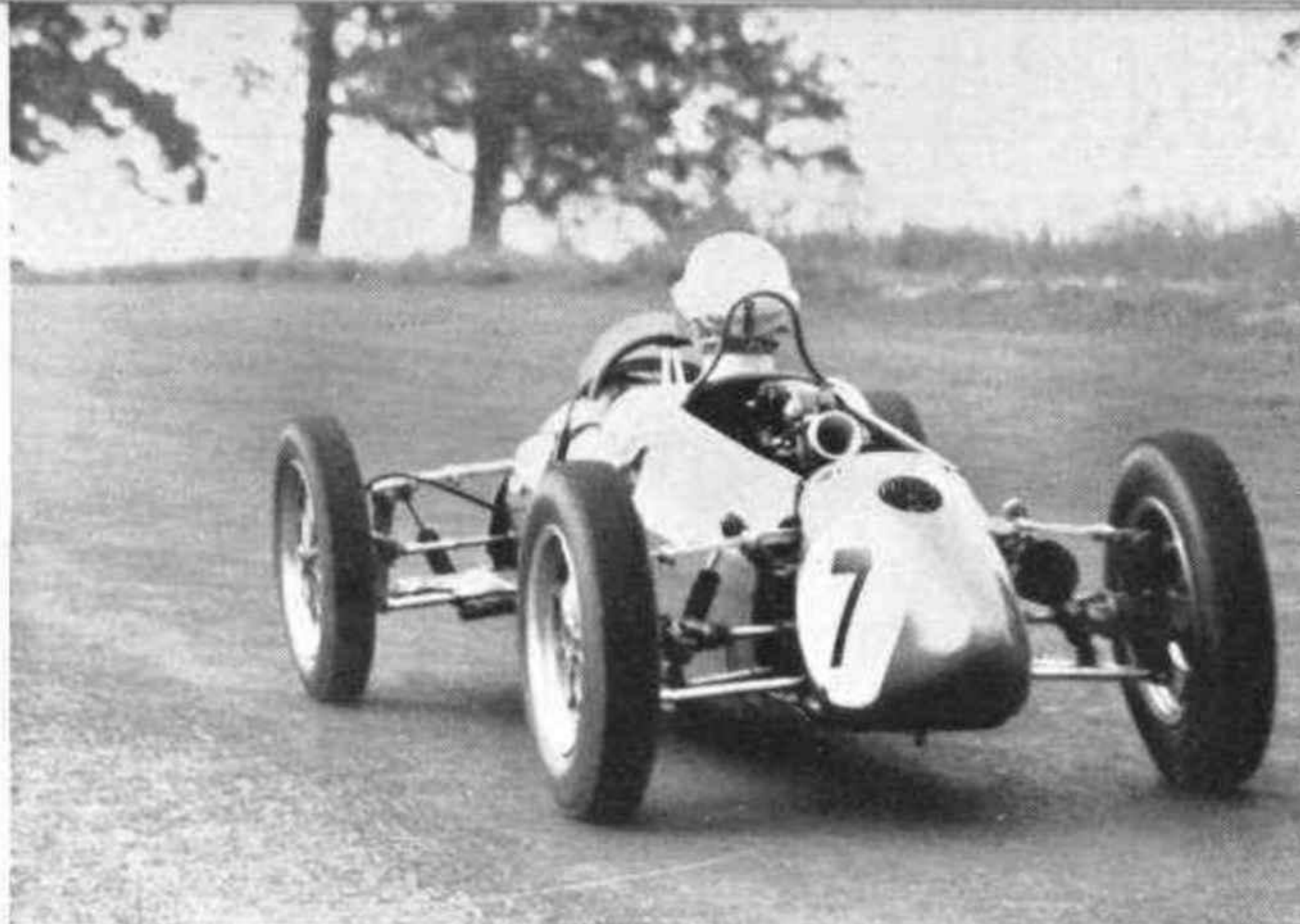
FANGIO AGAIN.—Victor of the Grand Prix of Europe virtually his, Fangio drove impeccably, co

KING OF THE CRYSTAL PALACE CIRCUIT.—Reg Parnell won two races in his Ferrari at the London venue on August Bank Holiday, and lifted the lap record to 75.82 m.p.h.





BENTLEY EXPONENT.—J. A. Williamson's cornering at Becketts during the special race for Bentleys at the A.M.O.C. meeting proved most entertaining. In his T.T. Replica he won this event with a fastest lap of 71.66 m.p.h.



ON TO HIS SECOND VICTORY THAT DAY.—Stirling Moss at Oulton Park in the Francis Beart-prepared Cooper-Norton with which he won the last race at 74.89 m.p.h.



GOOD DRIVING was seen on the part of D. Beauman in Sir Jeremy Boles' Connaught at Oulton Park.



THE FIELD taking the difficult first corner after the start at Oulton Park, A. Brooke's H.W.M.-Alta on the outside, Boulton's Connaught on the inside, and Parnell's Ferrari poking its nose through.



... at the Nurburg circuit, in the rebodied Mercedes. With the World covering the 22 laps in 3 hr. 45 min. 45.8 sec., at an average speed of 133.5 k.p.h.

NOT QUITE.—Little Don Parker had a close-fought battle at Oulton Park with Russell, these two running behind Moss, but Parker eventually finished third.

CHASER.—Roy Salvadori displays Continental flair in chasing Parnell at the Crystal Palace. The next weekend the Maserati was written-off at Oulton Park.

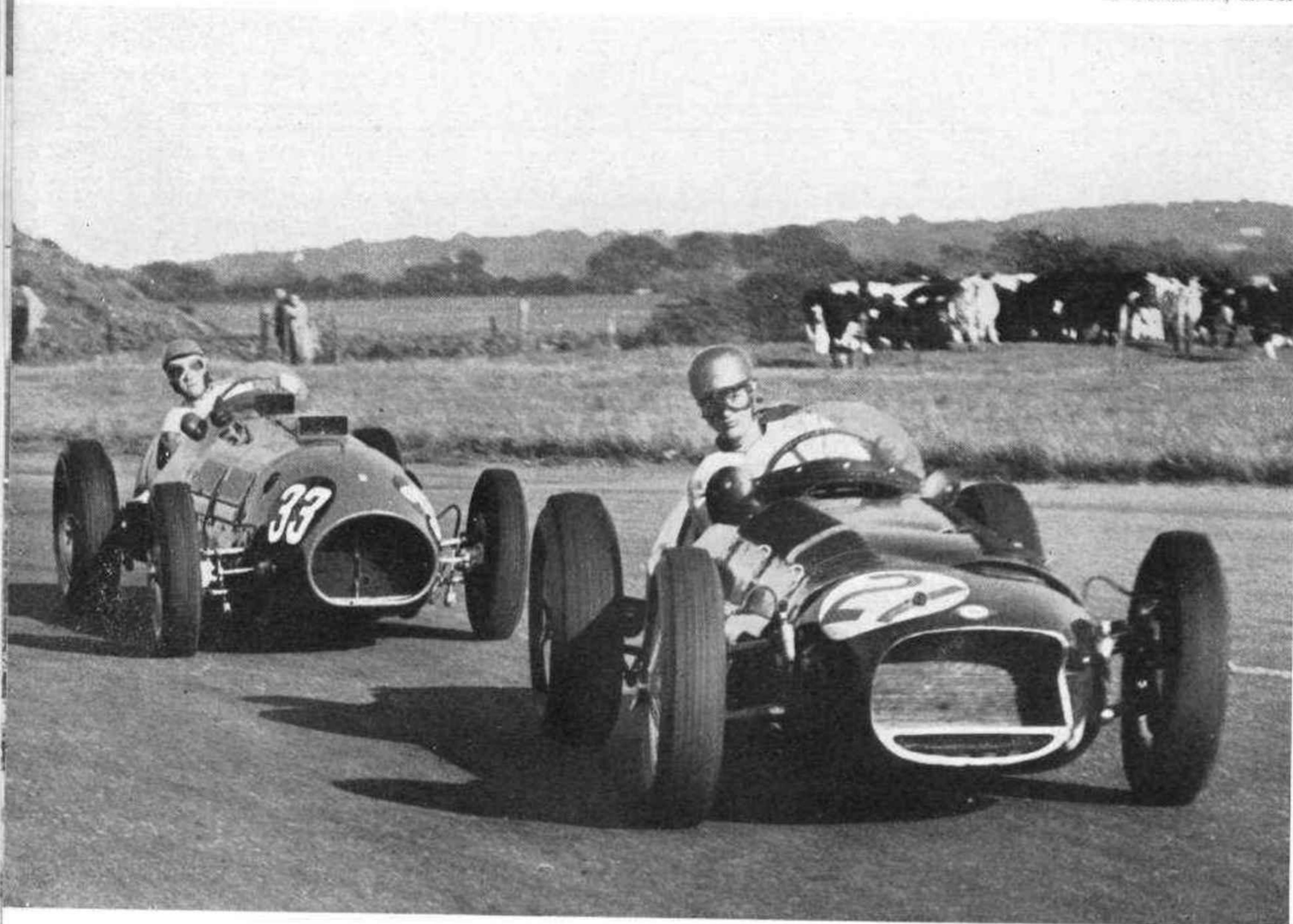




GREAT STUFF.—W. A. Scott-Brown in the Lister-Bristol close up on Salvadori's Maserati in the 2-litre sports-car race at Snetterton. On lap eight of this 20-lap race he went by, to win at 83.01 m.p.h.



NEW STAR in the half-litre firmament is J. Russell, whose Cooper-Norton beat Moss at Brands Hatch, was second at Oulton Park, and is here seen winning very effortlessly the International 500-c.c. Race at Snetterton, at 80.01 m.p.h.

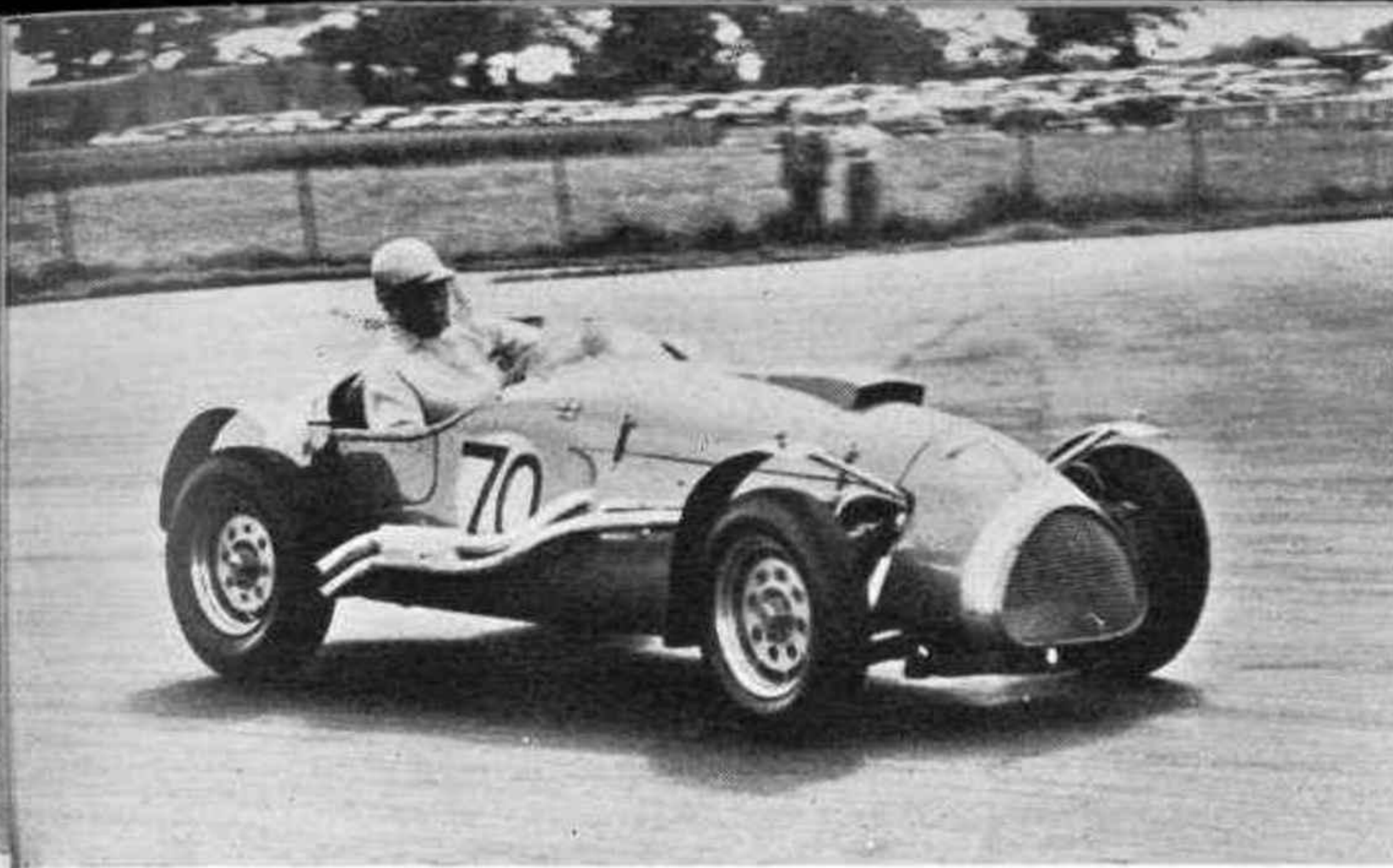


NOT WHAT IT SEEMS.—Ron Flockhart has already been passed once at Snetterton by Peter Collins in the Thinwall Ferrari Special and is about to be passed again. The cows in the background seemed to like the noise and behaved like keen O.R.M.A. members.

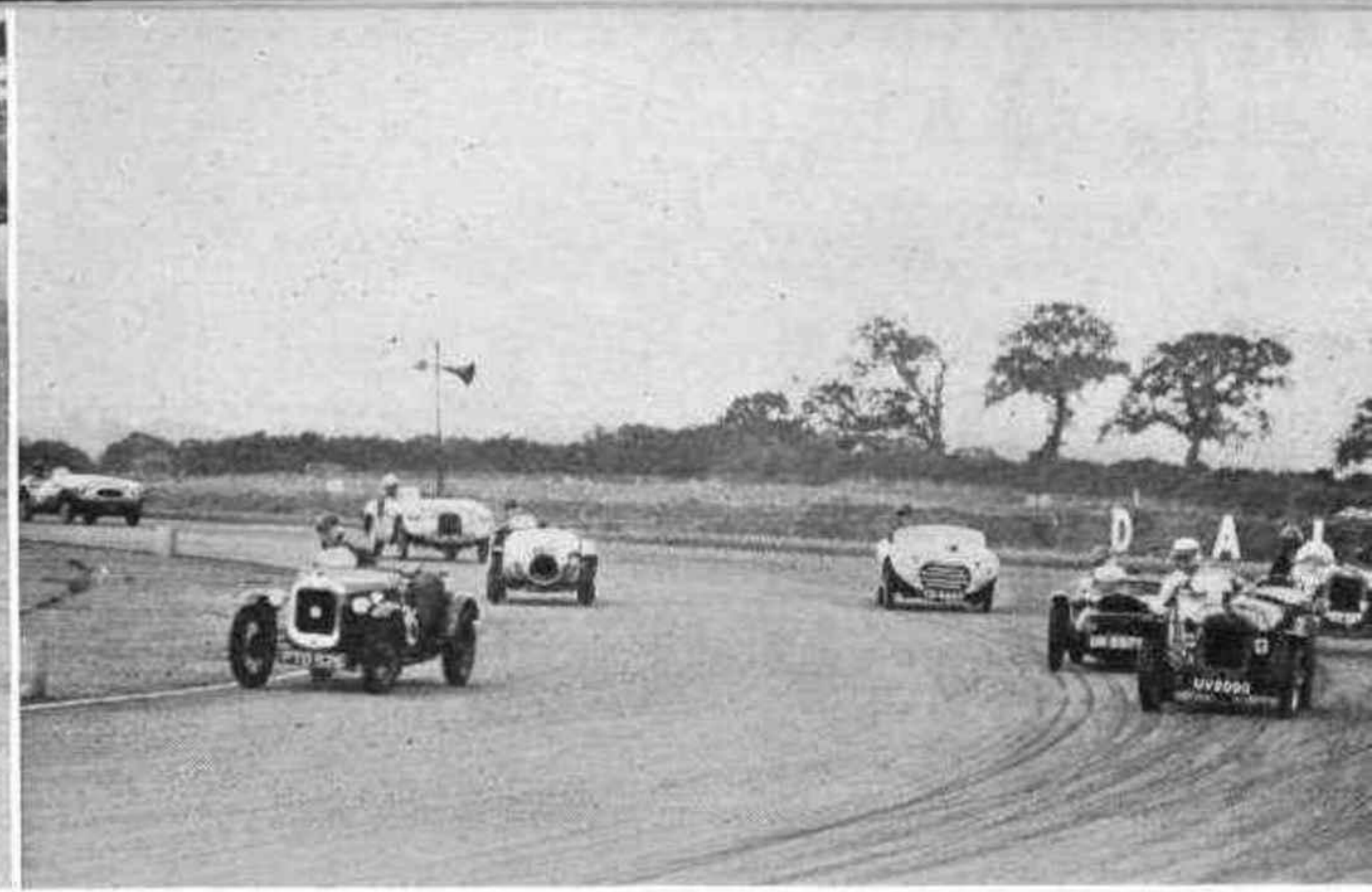
BATTLE ROYAL AT SNETTERTON between Coombs (Lotus) and McAlpine (Connaught). Coombs ran out of petrol and let McAlpine, here seen in second place, win at 80.4 m.p.h.

COMING UP TO PASS, Peter Whitehead in his very racy Cooper-Jaguar sports car is about to lap the cautious Capt. R. B. Weaver, U.S.A.F., in an Austin-Healey. Whitehead led all the way, winning at 83.44 m.p.h.





WALTON AT SILVERSTONE, where his Cooper-Bristol went on at the Nottingham S.C.C. Meeting.



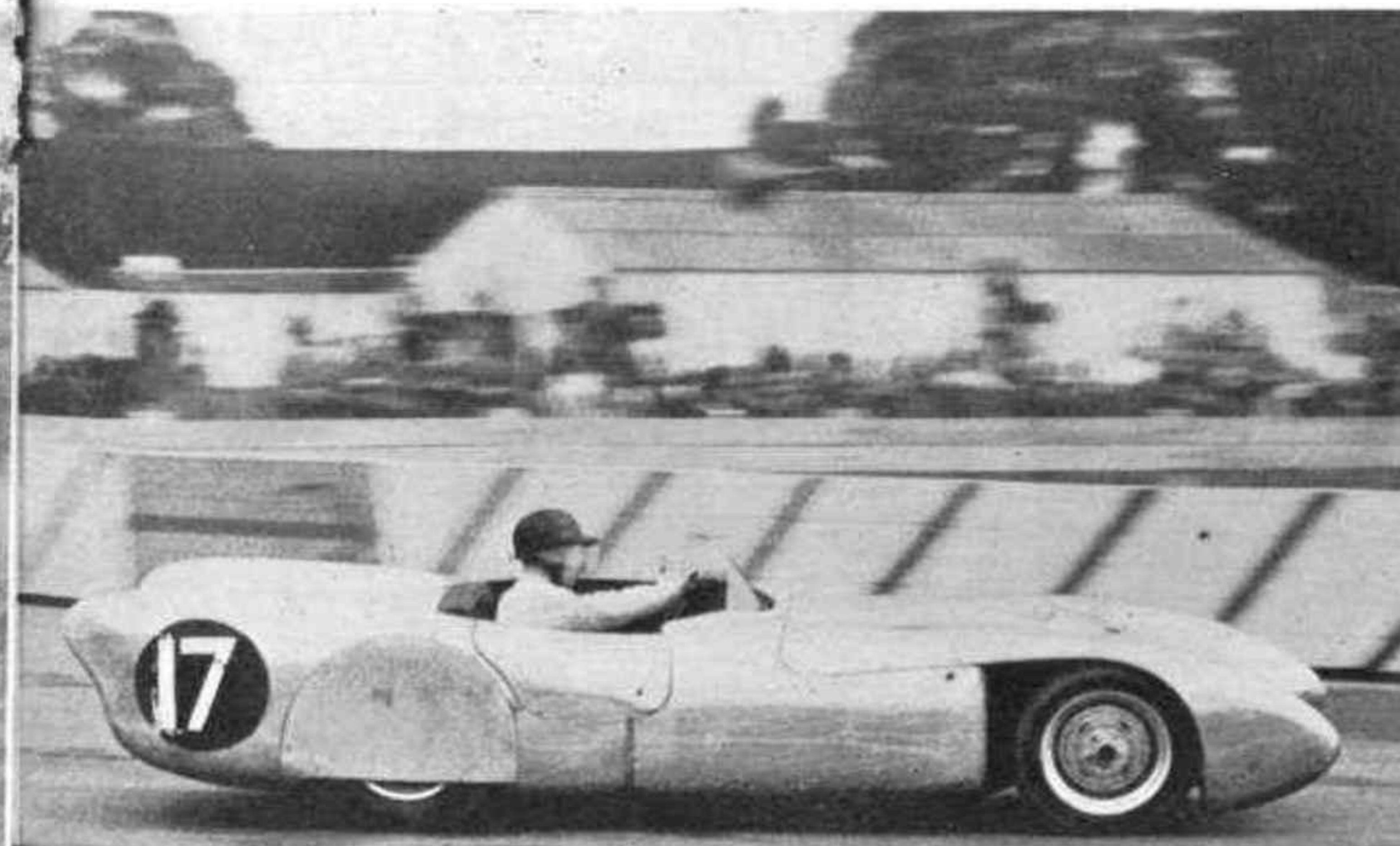
FORMULA SPECIALS taking Becketts Corner in all sorts of different styles during the Nottingham S.C.C.'s Silverstone Race Meeting.

WINNER of this year's MOTOR SPORT Brooklands Memorial Trophy, R. Watling-Greenwood, in his beautifully-turned-out Ford-engined 1,098-c.c. R.W.G. By winning a scratch race and finishing fourth in a handicap he gained one point more than the second in the contest, John Coombs.



SECOND PLACE in the 1954 MOTOR SPORT Brooklands Memorial Trophy Race was taken by John Coombs in his Lotus, a point behind the winner. This picture shows to good effect the aerodynamic body on the Lotus.

TEN-LAPPER.—Michael Head's Type C Jaguar won the long scratch race at the Goodwood Members' Meeting, and secured third place in the MOTOR SPORT Brooklands Memorial Trophy contest. He was chased very ably by C. A. S. Brooks in Hely's Frazer-Nash.



CASTROL WINS

**GRAND PRIX
D'EUROPE**

NÜRBURGRING 1-8-54

1ST

MERCEDES-BENZ

(J. M. Fangio)



THE MASTERPIECE IN OILS

STIRLING MOSS' TRIPLE VICTORY AT OULTON PARK

Big Crowds Watch His Maserati and Cooper-Norton Wins at International "Daily Dispatch" Meeting

Lap Record Elevated to 85.4 m.p.h.

OULTON PARK circuit deserved the big crowds which flocked to it on August 7th for the International Meeting, because its sponsors really do try to provide value for money. This time the lap distance had been extended to 2.75 miles, the new "Krusel-curve" loop at the end of the lake being in operation. Here is a really fine road circuit, winding through woodland and past a beautiful lake, on the banks of which hundreds of spectators can picnic as the racers roar past them. The setting must be a colour-photographer's paradise.

The commentary included a French interlude for the benefit of visitors and competitors from across the Channel, and a real attempt had been made to attract Continental entries, so that it was unfortunate that the Italian G. du Riu (Maserati), Harry Schell (Maserati), Manzon (Ferrari), Pilette (Gordini) and Hawthorn (Ferrari) were absentees, leaving only Behra, deputising for Pilette, Etancelin (Lago-Talbot) and the Dutch F. III men, Beels and Hutchinson, to meet the usual British entry. Incidentally, the programme gave the nationality of the drivers, which isn't strictly correct.

Moss, using the Maserati which Villoresi had intended to drive at Nurburg, won both the F. II and Formule Libre races with extreme ease and impeccable style, waving his thanks as lesser drivers gave way to him. Any possible opposition vanished with the clutch failure of Parnell's hard-worked Ferrari and a crash which eliminated Salvadori's Maserati but, miraculously and fortunately, not Salvadori. Stirling put Oulton's lap record to 85.4 m.p.h. and won the F. III race by "miles" in the Valspar-finished Francis Beart Cooper-Norton. He got a splendid ovation from the Northern crowds. It was surprising that B.R.M. failed to enter for the Formule Libre race.

The pre-race period included such excitements as Bolster trying the new Lister-Bristol and spinning off in this exciting machine at the new loop, Beart grappling with magneto-naughtiness on the Moss Cooper-Norton, and the fuel tank of Wake's Alta-Bristol exploding while it was being welded, luckily without taking any personnel with it. Heavy rain on Friday and on Saturday morning fortunately gave way to showers, then cool sunshine, on race-day.

25-MILE (9-LAP) RACE FOR FORMULA III CARS

This opened the programme and in a big field there were two four-cylinder cars, Burgoyne's Kieft and Monk's M.B.M.G., the former with the new twin o.h.c. Turner power unit and the latter a conventional lined-down M.G. which has been seen at Silverstone. Alas, the Turner revved high but was erratic, and the M.B.M.G. seemed too heavy.

Dickson's Staride led until the last lap, early opposition from Higham's Ecurie White Rose Kieft fading away. But, a lap from home, Anderson's Staride challenged strongly amid great excitement and passed, to win by 1.2 sec. Bloor's yellow Cooper was third. We noticed G. H. Brown trying hard in the J.P. and Philipson holding bad slides in his Staride.

1st :	R. A. Anderson (Staride)	...	20 min. 11.2 sec.	...	73.87 m.p.h.
2nd :	T. Dickson (Staride)	...	20 min. 12.4 sec.		
3rd :	S. Bloor (Cooper)	...	20 min. 16.0 sec.		
	Fastest lap : Anderson, 76.0 m.p.h.				

100-MILE (36-LAP) RACE FOR FORMULA I CARS

In a field of 18, Moss, not having practised, had to start from the back row of the grid. It took him a lap to get into second place behind Parnell's Ferrari and by lap four he led Reg. Salvadori's Maserati also swept by the Ferrari on lap five, and thus the three Italian cars circulated, until, on lap 14 Salvadori's throttle stuck wide open going into David's Corner, the ignition-switch proved faulty, and the car ran head-on into a tree. Salvadori was merely crest-fallen, but we fear the Gilby Eng. Co. will require at least a new Maserati frame and front suspension. Parnell was thus automatically reinstated in second place, but Moss was well out of reach.

The race was still absorbing, however, for Bob Gerard was throwing his immaculate Cooper-Bristol round the circuit in his inimitable,

daring style, holding third place from Beauman, who was driving very well indeed in Sir Jeremy Boles' Connaught.

Alan Brown had the Chase Cooper-Alta in fifth place going strongly considering that a front brake was locking-on before the corners. He had held third place, then this fifth position, courageously, but fuel pump trouble eliminated him. Cheery Jean Behra took third place, but after only four laps his Gordini succumbed to ignition trouble and there was Gerard leading Beauman.

The F. I Emeryson had a cracked cylinder liner, and was not impressive.

1st :	S. Moss (Maserati)	...	1 hr. 11 min. 27.0 sec.	...	83.48 m.p.h.
2nd :	R. Parnell (Ferrari)	...	1 hr. 12 min. 41.4 sec.		
3rd :	F. R. Gerard (Cooper-Bristol)				
	Fastest lap : Moss, 85.11 m.p.h.				

75-MILE (27-LAP) RACE FOR FORMULA III CARS

For three laps Russell's Cooper led Moss', and we wondered if the Brands Hatch order would again prevail. Then a light shower fell and many one-lunger pilots became extra busy, with Stirling, holding vivid tail-slides, pulling out his customary big lead.

Don Parker's Kieft occupied third place for a while, was displaced by Bicknell's Revis, got by two laps later, and was then chased by Russell, who took Parker on lap 26 in a 27-lap race! They crossed the line only 0.4 sec. apart, Parker having set a new F. III lap record.

The rain-shower saw Keen's Cooper spin at Old Hall Corner, where Tyrrell's Cooper also came unadhesed, as did Allison's Cooper, while the Hon. E. G. Greenall's Cooper slid sideways-on and Allison later held a slide with great aplomb. We look forward to future Russell/Moss duels.

1st :	S. Moss (Cooper)	...	59 min. 43.8 sec.	...	74.89 m.p.h.
2nd :	J. Russell (Cooper)	...	1 hr. 0 min. 26.2 sec.		
3rd :	D. Parker (Kieft)	...	1 hr. 0 min. 26.6 sec.		
	Fastest lap : Parker, 77.88 m.p.h.				

55-MILE (20-LAP) RACE FOR FORMULE LIBRE CARS

Only Formule Libre competitors of note, in view of no B.R.M. entry, were Etancelin's Lago-Talbot and Duncan Hamilton in the imposing H.W.M. with C-type Weber-carburetted Jaguar power unit. Fairman, having broken the Turner's half-shaft coming out for the F. I race, had rushed to Wolverhampton for another, and elected this time to start.

The fiery Gerard—and there must be those who envy him his smart, be-trousered, two-female escort as well as his driving *elan*—led for four laps before Moss came into the lead from the back row of the grid. Parnell's Ferrari retired almost at once with clutch slip.

Thereafter the race was a high-speed procession, with the efficient scoreboard, which gave the time separating the leaders as well as the laps run, showing Marr in the Connaught to be doing his best to displace Gerard. But Bob, or Rob, really had his car motoring, being simply terrific at the corners, and he finished 10.4 sec. ahead, but 43.4 sec. behind the flying Moss.

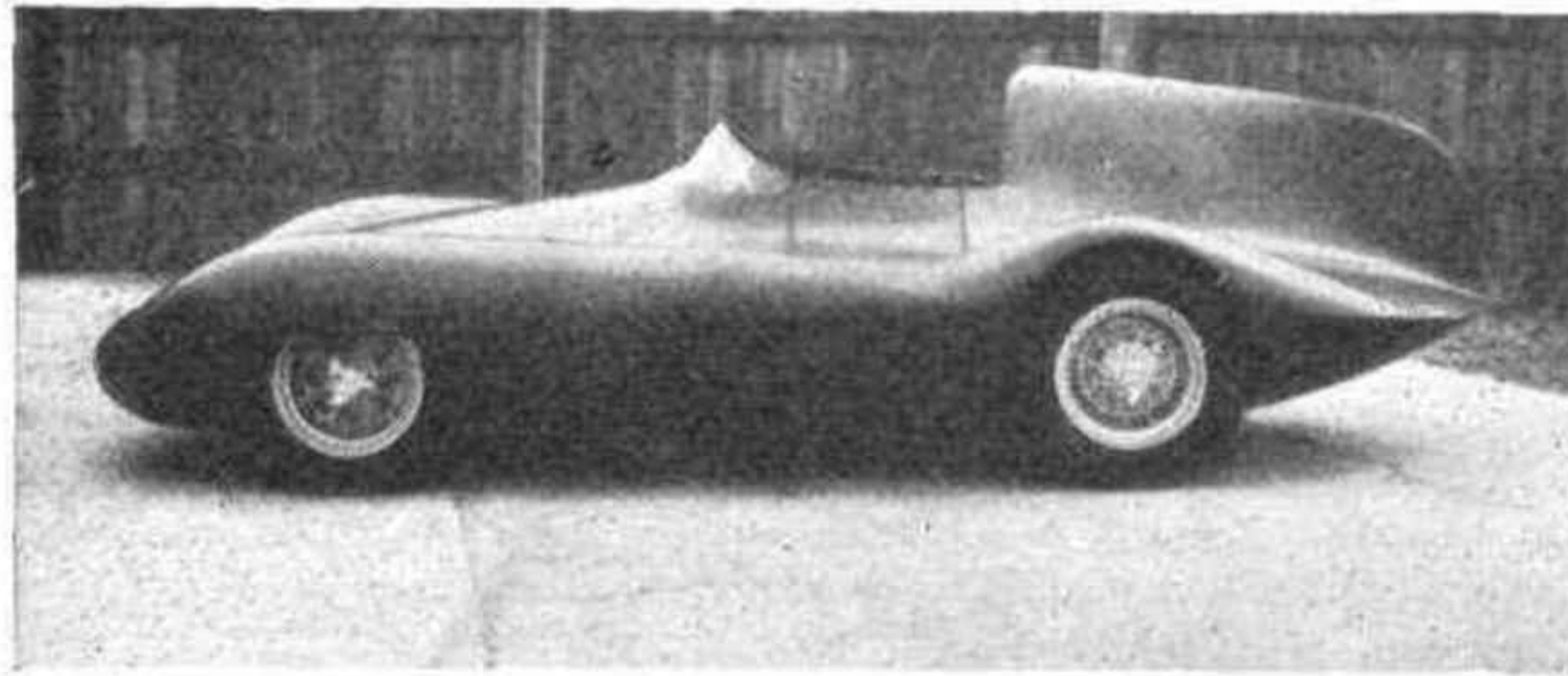
On lap one Young's Roebuck Eng. Connaught spun and ran backwards into the bank at Old Hall Corner and he rather thoughtlessly called to the crowd to invade the danger area to push, while an observer raised three fingers to remind about possible disqualification. Richardson's R.R.A. disposed of Boulton's Connaught (which dented its tail!) and Hamilton fought another private duel with Whitehouse's Connaught, eventually losing by a lap, and at one time having Beauman's Connaught right on his tail, until ignition trouble intervened. Keen, in Chase's Cooper-Alta, led Hamilton for a while.

Moss went faster and faster, setting a new lap record of 85.4 m.p.h. a lap from the end. His Maserati had a tail oil tank and was transported in the Rootes Group Commer van.

1st :	S. Moss (Maserati)	...	39 min. 38. sec.	...	82.91 m.p.h.
2nd :	F. R. Gerard (Cooper-Bristol)	...	40 min. 41.4 sec.		
3rd :	L. Marr (Connaught)	...	41 min. 51.8 sec.		
	Lap record : Moss, 1 min. 56.4 sec., 85.4 m.p.h.				

THE FORMULA I CONNAUGHT

A New 2½-Litre Alta-engined British G.P. Car, with All-Enveloping or Normal Bodywork, to be Built for Private Owners



AT Goodwood during the afternoon of August 12th a select assembly of Pressmen and enthusiasts who had taken the trouble to drive down to the Sussex circuit at the invitation of John Webb Press Services, saw Rodney Clarke drive a few sedate laps in the prototype 2½-litre Alta-engined, all-enveloping F. I Connaught Grand Prix car.

No attempt was made to over-publicise this latest model from the courageous little factory at Send in Surrey, which modest Kenneth McAlpine sponsors from a warm desire to see Britain build an effective G.P. car and where Clarke has charge of a keen band of some forty engineers and draughtsmen.

The new F. I Connaught was designed over twelve months ago and made its debut before the Press just five years and one day after the first race victory was secured by this marque. The car is essentially a prototype and further development work will be done before any attempt is made seriously to race the car. Consequently it is the 1955 season to which we must look forward in respect of this Connaught entry into real G.P. racing, although it is just possible that the first car will be raced at the end of this season. In any case, Connaught will sensibly refrain from entering an official team of cars, realising that their financial resources will not stand the inevitable strain of so doing—it cannot be too strongly emphasised that Connaught Engineering is a non-profit-making concern which does not receive monetary support from publicity-seeking concerns or organisations.

Indeed, to offset expenses the new 2½-litre F. I car will be sold to private owners and it is most satisfying to be able to state that a batch of seven is to be laid down, sufficient off-the-drawing-board orders having been obtained following the very good showing made by F. II Connaught racing cars since 1950.

The prototype car was, as has been said, demonstrated sensibly rather than sensationally at Goodwood on August 12th. It is doubtful if Clarke exceeded 100 m.p.h. on any part of the circuit, his intention being to humour the cameramen rather than provide false data for stop-watch clickers. The prototype is described as "Britain's first streamlined racing car," and while this may cause eyebrow raising amongst progenitors of low air-drag, it is certainly the first modern style all-enveloping F. I car to wear the green. Development work is estimated to have absorbed about £15,000 and £50,000 would be required to run a works team of three cars.

Apart from the prototype, which is a very purposeful, compact car, with big tail-fin, wide tail and the rear wheels well clear of the cowl for wheel-changing, two further 2½-litre chassis are complete and, indeed, were at the body-builders last month.

The second all-enveloping car will be Kenneth McAlpine's. The third car will have an ordinary G.P. body and has been ordered by R. R. C. Walker for A. P. R. Rolt to drive. The fourth car will be of all-enveloping type, for Leslie Marr, the fifth is to be a normal G.P.-bodied car for Peter Whitehead. No. 6 could, it seems, be yours, and very nice too. A second production batch of these promising F. I Connaughts may be laid down. The cost will apparently be in the region of £5,000 each.

If the prototype is raced before Rob Walker receives his car Tony Rolt is likely to drive it and there could be no better choice, for a new car calls for a steady as well as a fast driver, while Rolt has had great experience of all-enveloping sports/racing cars, which should be useful when he drives the G.P. Connaught.

In common with earlier Connaught designs, large-section steel tubes are employed for the main chassis members of the new car. There are two parallel side-members of 3½ in. diameter 16-gauge tubular steel, with four cross-members of the same dimensions welded into position at right angles. Welded to this is a basic super-structure of smaller steel tubes and square-section tubular members. This combines bracing for the chassis with mountings for the instrument panel and the body structure.

Built across the forward end of the main chassis frame just aft of the front cross-member is a rigid, welded box structure which provides the anchorage points for front suspension components. The front suspension is independent by two square-section, tubular wishbones of unequal length on each side, and Armstrong combined telescopic damper and helical spring units incorporating special modifications by Connaught Engineering.

These suspension units are located at their upper end at a mounting on the box structure. They pass through the top wishbone on each side and are attached to a bracket on the lower wishbones. Each of the lower wishbones is linked to a torsion-bar which runs transversely through the front cross-member of the chassis.

Steering is by rack-and-pinion, with the gear itself mounted transversely on a step on the forward face of the front chassis box structure. It is positioned forward of the hubs, and all the ball joints in the connecting-arms are in yokes. The gearing is arranged to give two turns from lock to lock and the geometry is such that there is almost no Ackerman.

The new Connaught employs a de Dion-type rear axle. In this layout, the de Dion tube is located by two radius arms, one on each side, running forward of the axle. They are mounted at their forward ends on an outrigger support, about mid-way between the two central chassis cross-members.

Braking torque is counteracted by a short torque-arm jointed at each end, which is anchored at a central point on the de Dion tube and a mounting on the top of the differential casing. Lateral location is provided by a short compound linkage on the near side which has the same effect as would have a full-length Panhard rod.

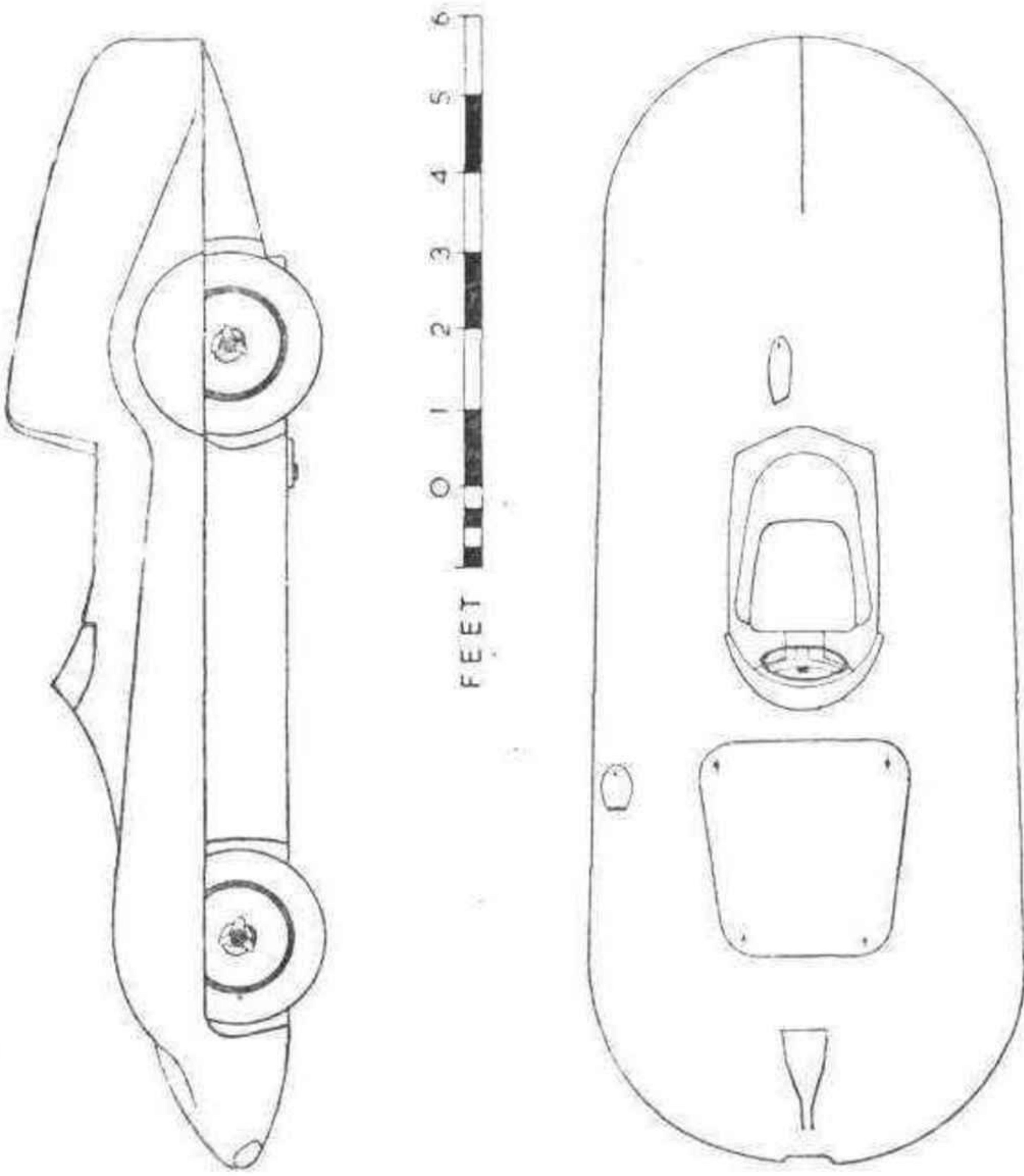
This layout is used in conjunction with a longitudinally-disposed torsion-bar on each side. A short shackle and a straightforward arm link the axle to the torsion-bars on each side. Damping is by Armstrong double-acting units.

Almost any available Grand Prix engine can be accepted by the readily-adaptable Connaught chassis. For the immediate future, however, a 2½-litre four-cylinder Alta engine will be the standard unit, and we understand that only Connaught will have access to these engines. It is a twin overhead-camshaft engine with a bore and stroke of 93.5 mm. and 90 mm., respectively (2,470 c.c.). The alloy block-casing and crankcase are all in one. Within the casing is positioned a single casting which forms four "wet" cylinder liners. There is a three-bearing crankshaft and Vandervall thin-wall bearings are employed for both the mains and the big-ends. Engine lubrication is on the dry-sump principle.

The cylinder head is detachable and is jointed by Wills rings. A compression ratio of 12½ to 1 is employed. Carburation is by the latest S.U. fuel injection system with the pump being driven from the rear of the near-side camshaft. The timing gears are also at the rear of the block. Ignition is by a Lucas coil.

From the rear of the engine a prop-shaft with Hardy Spicer joints connects to a four-speed Armstrong-Siddeley preselector gearbox which is positioned aft of the driver, close to the rear axle. The gearbox in turn is linked to the final drive unit through a Layrub joint. The final drive unit is a Connaught design with a magnesium alloy casing; it incorporates a double reduction gear which allows for up to a four per cent. variation in axle ratio to be speedily effected. The unit is rigidly positioned in strong mounting-plates which are welded to form an integral part of the main chassis frame. Universally-jointed shafts provide the final drive from the differential to the wheels.

Two-leading-shoe Girling hydraulic brakes are employed utilising 9 in. by 1½ in. Alfin drums at the rear and 12 in. by 2 in. units at the front. Specially-designed magnesium castings form the back-plates. The brake master cylinder is a twin unit coupled by rod to the pedal and by cable to the handbrake. It is mounted inboard



2 1/2 LITRE FORMULA 1 CONNAUGHT RACING CAR

The complete body is divided at its waist-line so that in a matter of minutes the complete top half can be removed. Fuel tanks housed in the tail of the car and on each side of the driver, provide a total capacity of about 50 gallons. The driver sits well towards the forward end of the car. His feet are, in fact, on each side of the engine. This has been arranged so that in conjunction with the downward sloping bonnet line the driver can obtain the best possible forward and side visibility.

Every British enthusiast will wish Connaught Engineering the greatest success with these promising and modestly-announced new Formula 1 cars.—W. B.

SPECIFICATION

Engine :
Cylinders : Four. *Bore :* 93.5 mm. *Stroke :* 90 mm.
Cubic capacity : 2,470 c.c.
Valves : Two per cylinder. Operated by twin o.h. cam-shafts.
Compression ratio : 12 1/2 to 1.
Max. r.p.m. : 7,000, approximately.
Carburation : S.U. fuel injection.
Ignition : Lucas coil. *Lubrication system :* Dry-sump.
Transmission :
Clutch : Nil.
Prop-shaft : Engine to gearbox, Hardy Spicer joints.
Gearbox : Armstrong-Siddeley, preselector remote from engine; coupled to final drive unit by Layrub joint.
Final drive : Connaught double-reduction axle with magnesium alloy casing. Universally-jointed shafts to wheels.

Chassis :
General design : Tubular. Two parallel side-members and four cross-members each 3 3/4 in. diameter, 16 gauge.
Front suspension : Independent. Unequal length wishbones with modified Armstrong suspension units (helical spring).
Rear suspension : De Dion with torsion-bars. One radius-rod on each side forward of the axle.
Dampers : Armstrong units at front. Double-acting piston-type Armstrongs at rear.
Wheels : Borrani Rudge-type, wire.
Tyres : Front, 5.50 by 16; rear, 6.00 by 16.
Brakes : 2LS Girling drum, 9 in. by 1 1/4 in. rear, 12 in. by 2 in. front. Alfin drums, magnesium back-plates.
Note : Later models may have disc brakes in conjunction with pin-drive disc wheels.
Steering gear : Rack and pinion, two turns lock to lock.
Tank capacity : Fifty gallons.

Dimensions :

<i>Wheelbase</i> ...	...	7 ft. 6 in.
<i>Track, front and rear</i> ...	...	4 ft. 2 in.
<i>Overall length</i> ...	...	14 ft. 4 in.
<i>Overall width</i> ...	...	5 ft. 6 in.
<i>Ground clearance</i> ...	...	4 in.

of the off-side main chassis member about midway along its length and is connected to a remote reservoir.

The Borrani Rudge-type wire wheels are equipped with 5.50 by 16 tyres at the front and 6.00 by 16 tyres at the rear.

Subject to satisfactory tests, later models may have Dunlop disc brakes used in conjunction with pin-drive wire wheels.

The aluminium coachwork of the aerodynamic car is 14 ft. 4 in. long and 5 ft. 6 in. wide. It encloses the driver up to shoulder height and features a large combined head-fairing and fin. In the nose of the body there are air intakes for the front brakes, the radiator (which is an ultra-light-alloy unit) and the engine. Unobtrusive ducts, low down in the side of the car, direct air onto the rear brakes. The underside of the chassis is also fully faired in.

THE SENIGALLIA RACES

A Full Afternoon of Racing

SENIGALLIA, August 8th.

ORIGINALLY the Automobile Club of Senigallia had planned to hold a Formula I event, but a few weeks before it was due they changed the meeting to one for 750-c.c. racing cars and sports cars of under 2,000 c.c. and over 2,000 c.c. The resultant collection of racing machinery proved extremely interesting and a good afternoon of motor racing was provided.

The Senigallia circuit has a three-kilometre straight running parallel with the Adriatic sea, and halfway along this straight is situated the start and finish line. Just as the road enters the town the course turns left, winds between the houses, past the hospital, and then climbs steadily up to the top of the hills overlooking the sea, there being some quite severe curves in this climb. Reaching the top the circuit turns right again and plunges steeply downhill at right angles to the coastline and joins the main road which forms the straight, one lap measuring 9.3 kilometres.

For most of the season races have been held under dismal weather conditions, but the Senigallia meeting was an exception for, south of the Alps, the sun shone and Italy lived up to its "sunny" title, and on race day the heat was terrific.

The first race was a 12-lap one for racing cars up to 750 c.c. un-supercharged and, while most of the competitors were Italians, the favourite was S. Lewis-Evans with a Mk. VIII Cooper-Norton, while his father had a similar car. There were also three other Formula III cars running, a Cooper-J.A.P. owned by a Greek driver and two Italian Volpinis, which are very like early Coopers, one being fitted with an old Gilera four-cylinder engine and the other with a single-cylinder Gilera engine. The remaining ten competitors had various types of four-cylinder 750-c.c. machines, some single-seaters and others sports two-seaters, most of them being rather nicely built. In particular the single-seater Bandini, named after the driver-constructor, and a single-seater Moretti, driven by Recchi, were perfect little Grand Prix cars, scaled down to 750-c.c. size, both using their own design of o.h.v. four-cylinder engine. Another single-seater was that of Taraschi, being a Giar with four-cylinder o.h.v. engine, while Bondi had a similar car fitted with a two-o.h.c. four-cylinder engine, both these also being of 750-c.c. capacity.

Lewis-Evans and Taraschi leapt away at the start and they were followed by Antonelli in the four-cylinder Gilera-Volpini, but at the end of the first lap the leading pair had outstripped the field, though still almost side by side. Although Taraschi did his best to hang on to young Lewis-Evans it was obvious that the Cooper-Norton could out-perform the 750-c.c. racer and the English driver soon built up a strong lead. These little 750-c.c. racing cars are a cult in Italy and while being heavier and stronger than the average Formula III car they have some very good racing amongst themselves. They are all built as small Grand Prix cars, rather than four-wheeled motorcycles, and in some ways it seems a pity when a freak-machine such as a Cooper-Norton is pitted against them, for on their own they provide some interesting miniature Grand Prix racing. However, entries of Formula III cars are accepted in these 750-c.c. events and no one grumbles when the "500" runs away from them, for that is just what Lewis-Evans did, though his father was less fortunate and lasted only three laps. In winning the event completely unchallenged, Lewis-Evans put up fastest lap, which was also a new record for the 750-c.c. class.

The second race was for sports cars up to 2,000 c.c. and naturally produced a goodly collection of Maserati A6G models. Musso and Perdisa were driving cars that were being cared for by the factory mechanics, who also found time to keep an eye on the A6Gs of Cacciari, Sbraci and the Swiss driver Musy. Opposing these five were three Mondial Ferraris, two being new ones identical in chassis to the 750S models, using de Dion rear end with high-mounted transverse leaf spring. One of these was a factory car and was being handled by Sighinolfi, while the other had only been finished two days before and had been purchased by the American driver Said, his being painted white with two blue splashes on the bonnet and tail. The third Mondial was an earlier one and belonged to the Scuderia Guastalia, being driven by Musitelli. The equal of these cars was the 2-litre Gordini owned by the Scuderia Gordini Italiana run by Franco Bordoni and this car was being driven by Casella. An unknown quantity but very interesting was the 2-litre six-cylinder Osca of Sgorbati, being outwardly identical to the production sports 1,500-c.c. model but having an engine as used in last year's Formula II car. To complete the twelve runners was Margulies with his streamlined Lotus, rather handicapped by being only 1½ litres, and a

Greek-owned TR2 Triumph that was pathetically standard amongst all these racing/sports cars.

Perdisa, Musso and Casella occupied the front row, with Musy and Sighinolfi in row two, and as the field got away down the long straight there was quite a bit of baulking and dodging going on. Reaching the first corner they were still pretty bunched and during the heavy braking there was some bumping and boring which resulted in the Osca being put out, Sighinolfi crumpling the near side of his Ferrari and Musy pushing a front wing back onto a wheel, which delayed him for some time. Casella led from Musso, followed by Perdisa and Musitelli, and these four went by the pits nose to tail, being very well wound up in top gear along the straight. The rest followed with Musy a long way behind due to the bumping that had occurred. It did not take Musso long to get in front of the Gordini and once there he drew away, showing that his claim to this year's sports-car championship in Italy was not an idle one. The Gordini tried hard for three laps but then stopped out on the course and this let Perdisa into second place. The works Ferrari was still a long way back, after the first lap melee, but Sighinolfi drove hard and worked his way up to fourth place, passing Said and Sbraci who were racing together. First Perdisa stopped with mechanical trouble and then Musitelli got a puncture, and all this let Sighinolfi into second place but too far behind the flying Musso to be able to do anything about it. Said had managed to pass Sbraci, but they were still only a few feet apart and as the faster drivers dropped out the American found himself in third place, and the 15 laps finished with a rousing win for Maserati, followed by the two new Mondial Ferraris and then three more Maseratis, Musy being fifth after driving well to make up for his stop. Poor Margulies was suffering from lack of power due to a faulty carburetter and completed only five laps, while the TR2 Triumph plodded steadily along at a ridiculously low speed and finished over two laps behind the winner. Musso recorded fastest lap, knocking nine seconds off the existing record for the 2-litre class, so that when the over-2-litre cars lined up everyone anticipated the out-and-out lap record to be broken as conditions seemed to be excellent.

The over-2-litre sports-car event was the last of the afternoon, the weather now being comfortably cool, and an almost certain winner was Maglioli, who was driving a factory Tipo 750S Ferrari. There were ten entries altogether and of these nine were Ferraris, but no two were the same. In addition to the works car, there was Gerini with the V12-cylinder 3-litre Monza that he drove so well in the Supercortemaggiore race, Cortese with an early four-cylinder 3-litre, Landi with a two-seater 3-litre V12, Pezzoli with a somewhat similar car, but an earlier model, Cassini with a V12 coupé 3-litre, Mallucci with an early 3-litre coupé, Pinzero with a very late-type 3-litre coupé, and Bonomi with a 4½-litre V12 coupé, the tenth car in the list being Bordoni's eight-cylinder 3-litre Gordini.

Maglioli was by far the fastest in practice and with him on the front row were Gerini and Bonomi, the 4½-litre coupé going extremely well, so well in fact that it was leading at the end of the opening lap. However, lap two saw Maglioli in the lead, as expected, and from then on he romped away to lead for the rest of the 15 laps. Bonomi hung on grimly for more than half the race, but on the 11th lap he had to retire with engine trouble and this let Gerini into second place, driving well and keeping up the form he has been showing all the season in Italian national events. The Gordini was no match for the faster Ferraris but did manage to hold onto third place, ahead of Landi and Cortese, who had had a close battle throughout the race, there being very little difference between the two 3-litre engines, one a four-cylinder and the other a twelve-cylinder. Not only did Maglioli record the fastest lap but he broke the existing record, held by Villosesi with a 4½-litre sports Ferrari, by just one fifth of a second, lapping in exactly 3 min. 18 sec., a speed of 169.091 k.p.h.

Results :

Racing Cars up to 750 c.c.—12 Laps—111.6 Kilometres			
1st :	S. Lewis-Evans (Cooper-Norton)	48 min. 48.2 sec.	137.204 k.p.h.
2nd :	B. Taraschi (Giar)	50 min. 51.8 sec.	
3rd :	G. Ceccarini (Stanguellini)	51 min. 17.0 sec.	
Fastest lap : S. Lewis-Evans (Cooper), on sixth lap—3 min. 57.4 sec.—141.028 k.p.h. (new record).			

Sports Cars up to 2,000 c.c.—15 Laps—139.5 Kilometres			
1st :	L. Musso (Maserati)	53 min. 49.0 sec.	155.528 k.p.h.
2nd :	S. Sighinolfi (Ferrari)	54 min. 53.4 sec.	
3rd :	B. Said (Ferrari)	55 min. 58.6 sec.	
4th :	S. Sbraci (Maserati)	56 min.	
Fastest lap : L. Musso (Maserati), fourth lap—3 min. 30.2 sec.—159.271 k.p.h. (new record).			

Sports Cars over 2,000 c.c.—15 Laps—139.5 Kilometres			
1st :	U. Maglioli (Ferrari)	50 min. 48.0 sec.	164.764 k.p.h.
2nd :	G. Gerini (Ferrari)	51 min. 6.8 sec.	
3rd :	F. Bordoni (Gordini)	54 min. 9.0 sec.	
Fastest lap : U. Maglioli (Ferrari), fourth lap—3 min. 18 sec.—169.091 k.p.h. (new absolute record).			

ZSA ZSA ZODIAC

THE August Bank Holiday week-end meant, for the Editor, not excursions to places of amusement or basking on seaside beaches, but motoring to and from the motor-race venues.

For this he was relieved to have the loan from the Ford Motor Company, of Dagenham, of a Zephyr Zodiac. Most expensive model of Ford's Five-Star range, the Zodiac has all mod. cons. and is smartly finished in a two-colour scheme with white-walled tyres. We were soon affectionately referring to it as "Zsa Zsa Zodiac," because it is that sort of car.

The mod. cons. which Ford has added to its largest and most powerful model include just those additions which made all the difference to the pleasure of motoring, whether in city traffic or on the open road. There is (as an extra) a first-class Eeko radio with front and rear-located speakers, the latter with its own tone-control. Open a little panel on the set and you can tune-in any one of a great number of stations; you then shut the flap and have instant pre-selection, from a single knob, of any three stations. The tone is excellent and interference at a minimum. In a select residential side-road above Denham (preparatory to an afternoon with the Vintage Aeroplane Club at Dr. Bickerton's delightful grass aerodrome) we heard how Gonzalez swept into the lead in the Ferrari in the German G.P. and, later on that Sunday, parked on heathland beside the main railway line from London to the West Country, we let Raymond Baxter describe Fangio's brilliant victory for Mercedes-Benz. All credit to the B.B.C. officials at home that they let the programme run-over until Hawthorn was safely over the line in second place.

The Zodiac has a good heater and demisters, screen-washers, dual vizors with mirror in that for the passenger, a Smith's roof-clock (which seemed to have lost a few r.p.m.), armrests to its spacious bench-seats, which are upholstered to match the body, a big parcel-shelf below the ornate dash (but no door pockets or cubby-hole), a drawer-type ash-tray, and convenient roof light, while its lighting arrangements are supplemented by a spot-lamp, a Lucas "flame-thrower" and a reversing-lamp. Other luxury items include a pile floor carpet, wool headlining, lockable petrol-filler cap, toolbox in the luggage boot and durable rear reflectors.

Instrumentation is in the modern manner; the speedometer possesses a total mileage recorder but no trip reading, and there is a proper ammeter, which is just as well in view of the load the battery has to carry, and a fuel gauge. Otherwise, lights tell of pressure and ampere failures should these occur. There is a "pop-out" cigar-lighter and the dual screen-wipers are suction-operated; we prefer the electrical sort.

Visibility front and back is excellent, with flexibly-mounted wing mirrors as "sights," but the screen pillars cause blind spots. Comfort is of a high order and it is unnecessary to add that the Zodiac is a spacious car; the capacity of the luggage boot, too, is enormous and exceedingly useful, the spare wheel in this case being literally lost within. The front-seat squab tends to dig the kidneys somewhat and the back seat offers a reclining posture, but the upholstery is pleasantly soft.

Turning to the chassis, the suspension is spongy, permitting roll when cornering and curtsies when anchoring, yet it does not entirely mask bad road surfaces, which promote some up-and-down movement and cause the road wheels to pitter-patter. This supple springing has its effect on roadholding, a bump encountered on a bend putting the car slightly "off course," while heavy braking can deflect the steering a shade. Under these circumstances slightly higher-gear steering would be appreciated. As it is, the wheel, the spokes of which are masked by a half horn-ring, asks a shade over 2½ turns lock-to-lock; moreover, the turning circle cannot be called generous. The steering has the modern "dead" characteristic, but is light, not spongy, and has considerable castor-action. Vibration is transmitted *via* the column and more so to the steering-column gear-shift lever.

The brakes make a slight squeal, are more powerful than they seem to be, but not entirely fade-free, and are a bit fierce for emergency use on rain-lubricated roads. The central umbrella-handle is only slightly awkward.

The gear-lever extends on the left from a rather untidy aperture in the steering-column tunnel and is a thought indecisive, and heavily spring-loaded to the first and unguarded reverse-gear positions. It is, however, rigid of its kind, with quite a short travel. The clutch pedal is heavy to depress.

These observations apart, the Ford Zodiac is the essence of easy, swift travel. The over-square 2½-litre six-cylinder engine, virtually inaudible at idling r.p.m., wafts this quite large, slab-fronted saloon along at 60-70 m.p.h. with no apparent effort, the noise level still so



low that the jangle of the ignition-key tag can prove irritating! Acceleration, even in top gear, is exceedingly useful for traffic negotiation, and normal maxima in the first and second ratios of the three-speed gearbox are 30 and 50 m.p.h., respectively. All this comes with a fuel consumption of rather better than 23 m.p.g.

The Zodiac we had for test proved completely anxiety-free in 674 hurried miles—just to uphold the journalistic-boast that "we never so much as opened the bonnet" we refrained from glancing at the machinery beneath the hood, which wasn't opened from the Friday to the Tuesday.

The car is conspicuous, it is true, and if we metaphorically donned a corduroy cap and took a blonde to drive the Singer Roadster tested last month, this Ford Zodiac seemed to call for a half-gallon sombrero, horn-rimmed spectacles (these we already have), and a cigar, with Zsa Zsa Gabor beside us. But effortless transport is the keynote of Dagenham's most costly car. Enthusiastic drivers may note the considerable distance between driver and windscreen (which reflects something of the ornate dash), the suppleness of the suspension, the forward-weight distribution, and a tendency for the back wheels to spin and judder; yet the Zephyr, of which the Zodiac is merely a more-completely-equipped edition, was sufficiently fast and sure-treaded to win the 1953 Monte Carlo Rally.

For an 80-m.p.h. car the fuel consumption is reasonable and the purchase price especially so. You are apt to regard the Zodiac, for which few conceivable "extras" are required, as a £1,000 vehicle, but, in fact, the price is only £851 and half-a-dollar, inclusive of p.t. The only concessions the car tested made to this low cost was a rattle in the driver's door and a rather stiff window in the same door.

There was also a carburation flat-spot at about 30 m.p.h. when accelerating, but the engine was otherwise entirely vice-free and a prompt starter from cold.

As if to remind us that this was travel at its most modern, a futuristic flying insect had alighted on the place where cars once kept their water-fillers. And such motoring is now many people's glass of beer, as we were reminded when, going to the Crystal Palace race meeting on the August Bank Holiday, we encountered Tony Rolt's Ford Zephyr and heard Jim Mayers explaining that Ford transport suits him very well. Racing drivers should know, so we have no compunction in recommending the Zodiac and Zephyr to those who seek this class of motoring. They are about the best cars in their respective price classes.—W. B.

THE FORD ZEPHYR ZODIAC SALOON

Engine: Six cylinders, 79.37 by 76.2 mm., 2,262 c.c.; push-rod o.h.v. 7.5 to 1 compression ratio; 68 h.p. at 4,000 r.p.m.

Gear ratios: First, 12.61 to 1; second, 7.297 to 1; top, 4.444 to 1.

Tyres: 6.40-13 India whitewall Air Cushion on bolt-on, steel, disc wheels.

Weight: 23 cwt. 2 qtr., without occupants but with approx. two gallons of fuel.

Steering ratio: 2½ turns, lock-to-lock.

Fuel capacity: Nine gallons; range approx., 208 miles.

Wheelbase: 8 ft. 8 in.

Track: Front, 4 ft. 2 in.; rear, 4 ft. 1 in.

Dimensions: 14 ft. 3.86 in. by 5 ft. 3.9 in. by 5 ft. 0.75 in. (high).

Price: £600 (£851 2s. 6d. with p.t.).

Makers: Ford Motor Co., Ltd., Dagenham, Essex.

SNETTERTON'S FIRST INTERNATIONAL

Collins, Parnell, Whitehead, Russell and Scott-Brown Win at W. Essex C.C. Race Meeting

ALTHOUGH Snetterton circuit in Norfolk is divorced from industrial areas, a very big crowd assembled there on August 14th for the W. Essex C.C.'s first International race meeting at this venue. The International element was confined to Hutchinson and Beels of Holland, Hoffman from Germany, the Belgian Swaelens and the French driver Texidor, all with Cooper 500s. The meeting was run-off efficiently and enthusiastically and produced some interesting racing, Russell, Parnell and Collins demonstrating their complete command, respectively, of the F. III, F. I and Formule Libre races, and Peter Whitehead convincingly leading the big sports-car contingent, while Scott-Brown displayed the Lister-Bristol sports car to great effect in the up-to-2-litre sports-car race. The B.R.M., of which only one was entered for the Formule Libre race, soon ran out of stopping-power, so that although Flockhart drove this uncertain car courageously he was easily lapped by Peter Collins in the Thinwall Ferrari and beaten, also, by Nuckey's Cooper-Alta.

20-LAP SPORTS-CAR RACE

This was sub-divided into 1½-litre and over-1½-up-to-2-litre classes. Salvadori led for seven laps, then misjudged matters, allowing Scott-Brown with the new Lister-Bristol to lead and win easily, J. G. S. Sears in the Lister-M.G. discreetly letting him by at the corners as required. C. A. S. Brooks drove his usual steady race in the Le Mans Replica Frazer-Nash to take third place, followed by Stoop, who was very enterprising on the corners with his Mille Miglia Frazer-Nash, and Rogers in a rather scruffy Cooper-Bristol.

Of the smaller chaps, McAlpine (Connaught) and Coombs (Lotus) had a fine ding-dong, swapping places frequently until Coombs established a lead, only to run out of fuel. He stopped to refuel, and still managed second place, ahead of Sears' Lister-M.G., and the Loti of Anthony, carrying number 13 and sawing at the tiller, and Digby, Chapman's Lotus mis-firing. Flower's Porsche just trundled and Rippon's Kieft was disappointingly slow.

Up to 1½ litres :

1st : K. McAlpine (Connaught) ... 40 min. 18 sec. ... 80.4 m.p.h.
2nd : J. Coombs (Lotus) ... 19 laps.
3rd : J. G. S. Sears (Lister-M.G.) ... 19 laps.
Fastest lap : Coombs, 83.51 m.p.h.

1½-2 litres :

1st : W. A. Scott-Brown (Lister-Bristol) ... 39 min. 2.6 sec. ... 83.01 m.p.h.
2nd : R. Salvadori (Maserati) ... 39 min. 8.6 sec.
3rd : C. A. S. Brooks (Frazer-Nash) ... 40 min. 1.6 sec.
Fastest lap : Scott-Brown, 85.41 m.p.h.

20-LAP FORMULA III RACE

Russell led from start to finish in his smart Cooper-Norton of latest type, sans engine cover, pulling out early a commanding lead. Behind, Bicknell's Revis came up to second place on the fifth lap and Brandon and Leston had a fine scrap for third place, Leston a yard or so ahead until lap 17, when Brandon got the advantage, only to be promptly re-passed.

Bueb was in the picture, passing Bicknell into second place on lap 10, only to retire with a broken primary chain, the hairpin being the scene of half-a-dozen defunct F. III racers at one time.

Beels' Cooper shed its carburettor bellmouth, which cost him 300 r.p.m., and then broke a chain, while Bridger's Kieft clouted Barrett's Cooper when it slid sideways-on at the hairpin. Don Parker was left on the line with a damaged gearbox.

1st : J. Russell (Cooper) ... 40 min. 29.6 sec. ... 80.01 m.p.h.
2nd : R. Bicknell (Revis) ... 40 min. 46 sec.
3rd : L. Leston (Cooper) ... 40 min. 49.4 sec.
Fastest lap : Russell, 81.96 m.p.h.

40-LAP FORMULA I RACE

Never was Reg Parnell headed. The spectators were given one of his impeccable driving displays, out on his own, unchallenged, in the red Ferrari. Gerard put up another of his spirited displays in second place, but challenging less strongly than he had Moss' Maserati the previous week-end at Oulton Park. Beauman drove very nicely to fill third place in Sir Jeremy Boles' Connaught, pursued by Gould, whose Cooper-Bristol led Nuckey's Cooper-Alta.

Whitehouse (Connaught) was in fourth place when he retired on lap 25, Brooks damaged his H.W.M. on a marker barrel on the very first lap, Marr fell out on the next lap with a damaged de Dion tube on his Connaught, and the Turner succumbed to fuel-feed maladies. Unfortunately a marshal had his leg fractured when Whiteaway's H.W.M. ran off the course with a steering defect. On lap 37 Boulton's Connaught spun twice at the Esses and was applauded as it carried

on without stopping; on the next lap it spun again coming into this corner and left the course, to retire.

1st : R. Parnell (Ferrari) ... 1 hr. 13 min. 16.8 sec. ... 88.42 m.p.h.
2nd : F. R. Gerard (Cooper-Bristol) 1 hr. 14 min. 4.8 sec.
3rd : D. Beauman (Connaught) ... 39 laps.
Fastest lap : Parnell, 89.67 m.p.h.

20-LAP SPORTS-CAR RACE

This was divided into two classes, 2-3 litres and over-3-litres. Everard's old-type DB3 Aston Martin, of the Vermin Stable, was a match for three Austin-Healeys in the smaller class, Capt. Weaver, of the U.S.A.F., looked like a man from Mars in a space-helmet as he circulated very slowly in his Austin-Healey, whereas Tucker went so fast in his red left-hand-drive model that strong men felt weak and said how horrid it looked.

Peter Whitehead was never challenged in the bigger category, driving his Cooper-Jaguar nonchalantly to beat Sopwith's Sphinx, which didn't handle at all well and retired. He went on to beat Head's C-type Jaguar by 1 min. 32.6 sec. Unfortunately, J. W. Whewell was fatally injured after his Jaguar had left the course at Sear Corner, and, in trying to avoid the rough, he swerved back onto the road and overturned.

2,000 to 3,000 c.c. :

1st : P. A. Everard (Aston Martin) ... 19 laps ... 75.56 m.p.h.
2nd : D. S. Shale (Austin-Healey) ... 18 laps.
3rd : R. B. Weaver (Austin-Healey) ... 17 laps.
Fastest lap : Everard, 77.64 m.p.h.

Over 3,000 c.c. :

1st : P. N. Whitehead (Cooper-Jaguar) ... 38 min. 50 sec. ... 83.44 m.p.h.
2nd : M. H. Head (Jaguar) ... 40 min. 32.6 sec.
3rd : R. E. Berry (Jaguar) ... 40 min. 38.6 sec.
Fastest lap : Whitehead, 86.02 m.p.h.

40-LAP FORMULE LIBRE RACE

This was a fine exhibition of the faith G. A. Vandervell now has in the Thinwall Ferrari and how well Peter Collins drives this very fast car. He shot away at the start with a great burst of acceleration, followed by Parnell's Ferrari and Flockhart in the ear-shattering B.R.M. After 17 laps Collins had lapped the British Racing Motor but he proceeded to continue as rapidly as ever, lapping at 94.37 m.p.h. Every lap Vandervell would give him a thumbs-up signal with both hands, and Peter would acknowledge. He drove round Snetterton as if corners scarcely existed.

In contrast, the unhappy Flockhart left the course on three occasions, these new-fangled disc brakes proving quite unpredictable. Watched by a sad-faced Raymond Mays and no doubt by those O.R.M.A. subscribers who were present, Flockhart came to his pit on lap seven to see if he had damaged the B.R.M. and to have its bonnet properly shut. He stopped again on lap 18 because a distributor cap had been cracked when he hit a marker tub. He was now last in the field, but was told to pick up all the places he could, surely an unwise order in view of the temperamental brakes on this very fast car? Bravely he did so, and, Parnell's Ferrari having blown up on lap seven and Beauman's Connaught retiring when running third, the B.R.M. finally finished third, but four laps behind the winning Thinwall Ferrari, and a lap behind Nuckey's Cooper-Alta.

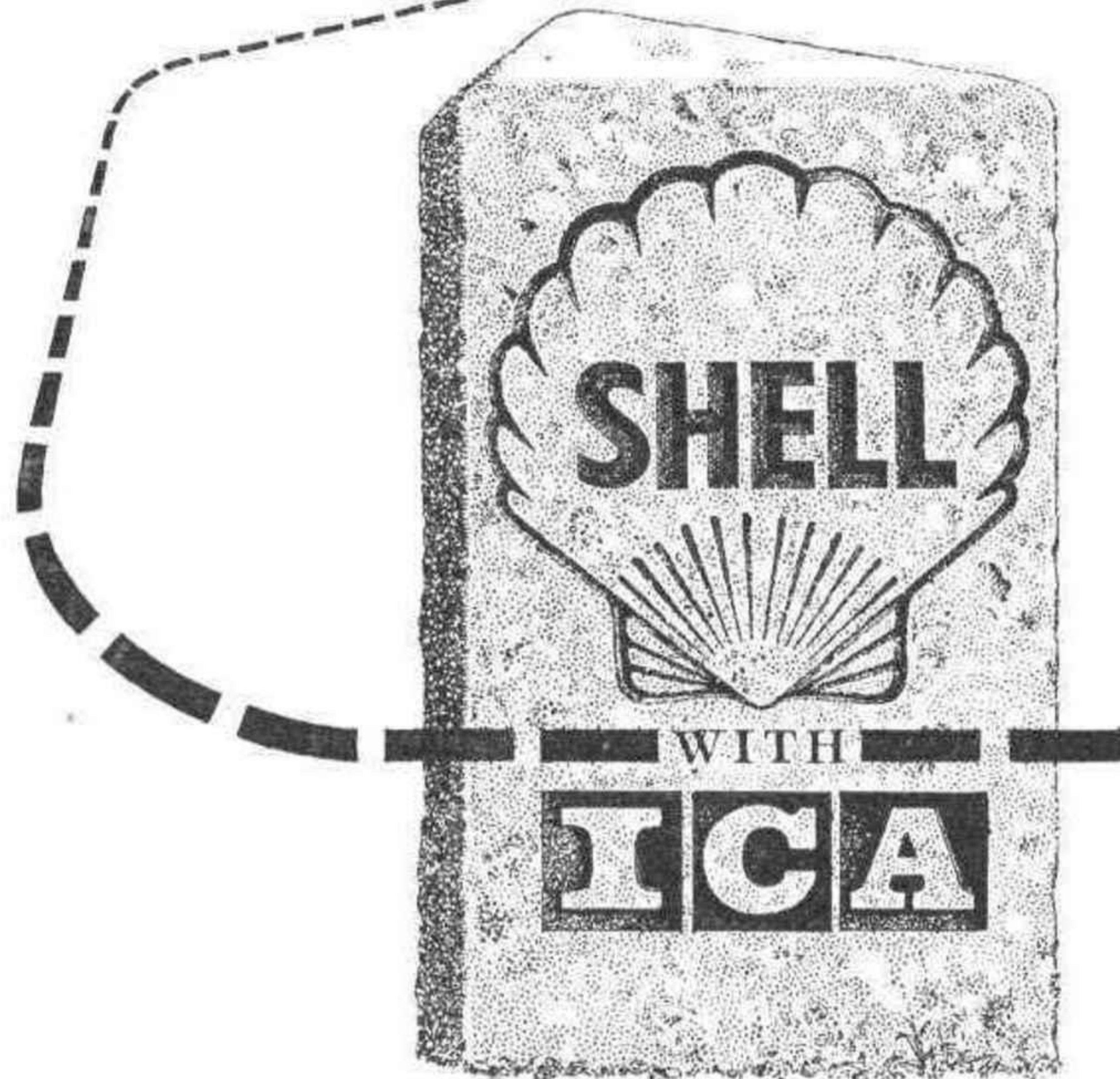
Nuckey drove almost naked, his shirt torn from his body by the wind. Three old E.R.A.s ran very well, Birrell's leading until an ominous puff of smoke from the cockpit foretold of retirement, whereupon it was pushed over the line in sixth place as Collins was flagged in. Gerard, who faltered early on, finished a determined fourth, and Jack Williamson, less at home in his E.R.A. than in his Bentley, was fifth. Only other finisher was the Hon. E. G. Greenall in his Cooper 1,100, who was placed seventh.

The duels between the Vandervell and Owen Formule Libre cars used to be interesting, but now the B.R.M. seems quite out of the running and Alfred should look for another exponent. We may have to eat these words, because the B.R.M. is due to run at Castle Combe before this is published; however, the final issue should be fought at Goodwood on September 25th. B.R.M. pleaded for suitable races in which to run these out-dated cars and it seems sad that only one badly-prepared example was available for Snetterton—and that after two or three years its Girling disc brakes are still inefficient, whereas the Goodyear disc brakes on the Thinwall appear entirely satisfactory, at high speeds.

1st : P. J. Collins (Ferrari Thinwall Special) 1 hr. 10 min. 57.8 sec. ... 91.32 m.p.h.
2nd : R. Nuckey (Cooper-Alta) ... 37 laps.
3rd : R. Flockhart (B.R.M.) ... 36 laps.
Fastest lap : Collins, 94.37 m.p.h.



HAVE YOU DRIVEN THE SHELL MILE?



The Shell Mile is the smoothest and liveliest distance between any two milestones. It is the most enjoyable, the least tiring, the shortest-seeming mile in the world. So it's hardly surprising that a million more Shell miles are driven every day than any other kind.

The thing that makes a Shell mile such an improvement on any ordinary mile is the new Ignition Control Additive (I·C·A) in Shell. I·C·A releases your engine's full smooth power from engine deposits that hold the power in. It prevents both pre-ignition and plug failure caused by deposits. The difference it makes is a revelation.

If you haven't yet driven the Shell mile, you're lucky in one thing at least — you have a great pleasure waiting for you.

HAVE YOU TRIED THE TWO-TANKFUL TEST?

XXIII CIRCUIT OF PESCARA

PESCARA, August 15th

AFTER booking a date for a 12-hour sports-car race and a Formula I event, the Automobile Club of Pescara cancelled the sports-car event and concentrated on racing cars, holding a 22-lap event over the magnificent circuit on the Adriatic coast of Italy. Having been organising events since 1924 it was not surprising that the meeting was exceedingly well run and caused no adverse criticism, unlike many events this season. Fourteen entries were accepted and of these three were from the Maserati factory, the drivers being Musso, on one of the Nurburgring cars with rear-mounted oil-tank, Moss on his own car, completely rebuilt since the Nurburgring and given a new coat of glistening red paint with a green band round the radiator air-intake, and the third one by X. This blank in the entry was hoped to be filled by Fangio, who was actually in Pescara, but he decided he'd rather have a holiday, so the third Maserati entry was not used. This left thirteen cars to turn out for practice at 9 a.m. on Saturday morning under a blazing sun and the sort of blue sky that only Italy can produce. The heat was almost too much and as a result no one got down to any very serious practising, and added to this the 25.579-kilometre course was going to need a great deal of learning and the three-hour session allowed would not have been sufficient even had all the cars behaved themselves. Ferraris only entered one car, this being one of the "stumpy" 1954 models, driven by Maglioli, the factory taking the opportunity to use this comparatively small meeting to experiment a bit more with the new car. They did not get very far, for after a quick change of rear axle ratio in the paddock Maglioli only completed half a lap before mechanical trouble stopped the car out on the far side of the course and the morning's efforts were over for the Scuderia Ferrari. Manzon had had his car completely rebuilt since the Nurburgring, as well as having it painted red with a blue noseband and undertray, while the yellow Ferrari of Swaters was fresh from the factory, having been fitted with one of the new 1953/54 engines with the 100-deg. valve layout. Rosier completed the four-cylinder Ferrari quartet and a fifth Ferrari was an early 2-litre twelve-cylinder in a long-chassis de Dion car, driven by Taraschi. Gordini entered his usual three cars, the second one now having a five-speed gearbox and the drivers were Behra, Bucci and Guelfi, the last-named having his first try in a single-seater, though he has put up some fine performances with sports Gordinis. Completing the field were Schell and Daponte with their private 1953/54 Maseratis and Bira with his de Dion car.

The factory-entered Maseratis were not at all happy, Musso's car being difficult to start and Moss' having a consistent misfire and a water leak. In spite of this the English driver managed to find enough power to put in a lap in 10 min. 23 sec., which was not only 21 seconds faster than the next man, Manzon, but was the fastest average ever achieved on the Pescara circuit, his speed being 147.808 k.p.h. The previous fastest was put up by the late Achille Varzi in an Auto-Union at 146.268 k.p.h. in 1936, but this included "chicanes" in both long straights, whereas the 1954 circuit had only one chicane; had his Maserati been really right Moss would no doubt have approached the 150-k.p.h. mark. Swaters was soon in trouble with his Ferrari and did hardly any practice, neither did Guelfi, who stopped out on the course, but Rosier and Schell both appeared quite happy. One of the troubles of such a long circuit is that a breakdown on the side away from the pits means the finish of practice for there are very few access roads, the circuit being on public roads. For the drivers the Pescara circuit is magnificent, being a 100 per cent. road circuit with two very long straights joined by a winding mountain road that climbs and descends with all manner of twists and turns as well as passing through six villages out on the hill section in the course of the 25.579 kilometres. Practice ended with Moss easily the fastest, followed by Manzon, Bucci, Behra, Musso, Maglioli and the rest, and after lunch the engine was taken out of the Moss car and a new one put in, as the water leak had developed internally in the original one. The Maglioli Ferrari was found to be too badly damaged to get ready for Sunday morning and was withdrawn, so that when the field lined up on the grid at 9 a.m. on race day there were only twelve runners. Just before the two-minute signal was given poor Manzon found brake fluid dripping from the master-cylinder and very courageously took part in the start, fully conscious that one of the depressions of the brake pedal would eventually lose the last drop of fluid!

Although Manzon led away Moss got by before they were halfway round the first lap and past the pits he had 4 seconds lead over the Frenchman, who was followed by Bira, who had made an excellent

start from the third row. Behra and Taraschi both stopped on this opening lap but restarted, completing the 25 kilometres long after everyone else, the former spinning off after hitting Manzon's tail. Not long after starting lap two the brake fluid reservoir on Manzon's Ferrari became empty and he eventually finished the lap at low speed to retire at the pits. This left Moss quite unchallenged, some 30 seconds ahead of Bira, and he made no effort to hurry, Bira maintaining his distance behind. Following came Bucci, driving very well, then Musso going along steadily on one of his rare Grand Prix drives, followed by Schell whose Maserati was behaving itself for a change. At widely spaced intervals came Rosier, Swaters and Daponte, who had stopped at the pits at the end of lap one in a most dangerous manner to have his plugs changed. Guelfi had got no farther than lap one before the Gordini engine made a horrid noise and Behra was right at the back due to his stop, but now going well. The only change at the end of lap three was that Musso got past Bucci, to take third place, and Maseratis were now 1-2-3 with Moss looking to be a certain winner. Halfway round lap four the Moss bad-luck bogey intervened and he saw oil spraying up the tail of the car from a broken pipe on the gearbox oil circulation system. Before he could complete the lap the gearbox showed signs of seizing so he stopped out in the wilds and had to watch a certain victory taken out of his hands. Bira now led, much to the delight of a large proportion of the crowd, the little Siamese Prince being very popular, and after putting up a fastest lap he drew away from Musso by more than six seconds a lap, while Bucci kept in sight of the Italian-driven Maserati. After these three there was a gap of more than two minutes before Schell appeared and an even longer one before Rosier came along. Swaters stopped on lap three with gearbox trouble, Taraschi gave up after four terribly slow laps and on lap seven it was Musso who appeared first past the pits. Bira had had his exhaust tail pipes break off their mounting, stopped to collect the two lengths of pipe and delivered them back to his pit before continuing with just the two manifolds blowing heat and fumes all over him. This let Schell into third place for a short time, before Bira caught him, and by now the seven cars that remained were so spread out that there was no hope of anyone catching anyone else and the remainder of the race became one of endurance. Fortunately some thin clouds protected the drivers and spectators from the full force of the sun, but the atmosphere was very heavy and sultry.

Although Bira lapped much faster than Musso at all times he was too far back to have any hope of regaining the lead and steadily the remainder of the 22 laps were completed. Rosier came in for a vast quantity of oil and the next lap stopped for good with a broken engine, while Bucci stopped with a split fuel tank, leaving the car by the finishing line so that he could qualify by pushing it home at the end of the race. Behra had a peculiar stiffness occur in the Gordini steering, and after examining everything someone thought of greasing the king-pins and then it was all right. Just before mid-day Musso finished the 409 kilometres to win his first Grand Prix event and his second victory in two weeks, he was followed by Bira, Schell, Daponte, Behra and Bucci, these being the only survivors in this rather arduous and difficult event from the point of view of human and mechanical endurance rather than open battle. The mid-day heat in southern Italy forces the organisers to run the event in the morning, for after mid-day it would be almost impossible to drive a racing car, but apart from this the arrangement is greatly appreciated by all concerned for the over-worked racing mechanics get the afternoon off, the drivers can go swimming or lie on the Pescara beach and the Italian populace can have a good lunch and enjoy their afternoon siesta. The XXIII Circuit of Pescara ended with everyone content, except those unfortunate drivers who had broken their cars, and the town of Pescara settled down again to await their next Manifestazione Automobilistica, which will be the passage of the 1955 Mille Miglia next spring.

Results :

XXIII CIRCUIT OF PESCARA—Formula I—22 Laps—409.264 Kilometres
Hot and Sultry

1st :	L. Musso (Maserati)	...	...	2 hr. 55 min. 55 sec. ...	139.580 k.p.h.
2nd :	B. Bira (Maserati)	...	...	2 hr. 58 min. 51 sec.	
3rd :	H. Schell (Maserati)	...	...	3 hr. 2 min. 42 sec.	
4th :	J. Daponte (Maserati)	...	...	1 lap behind.	
5th :	J. Behra (Gordini)	...	...	2 laps behind.	
6th :	C. Bucci (Gordini)	...	...	6 laps behind.	

Fastest lap : B. Bira (Maserati), on lap six, in 10 min. 46.7 sec.—142.417 k.p.h.

Retirements : Guelfi (Gordini), engine; Manzon (Ferrari), brakes; Swaters (Ferrari), gearbox; Taraschi (Ferrari), engine; Moss (Maserati), oil pipe; and Rosier (Ferrari), engine.

CONTINENTAL NOTES

WITH the first season of the new Formula I drawing to a close it is interesting to look back briefly and appreciate what has happened in a comparatively short time, not only from the point of view of the interest during this season but also to realise that an active first season augurs well for the future of Grand Prix racing. Races are no longer foregone conclusions for the Ferrari team, nor have they yet become such for the Mercedes-Benz team, while Maserati are well in the thick of the activity. At the German Grand Prix the front row consisted of one car from each team and a healthier aspect to Grand Prix racing could not be wanted by anyone. With Lancia tottering on the edge of making their debut and rumours about Alfa-Romeo returning, the active competition seen so far in the new Formula I should increase with great strides as time progresses. The new 2½-litre engines have produced results almost beyond expectations and lap records for circuits all over Europe have been easily beaten, many of them having been held by the 5-6-litre pre-war monsters, while maximum speed of today's Formula I cars on the faster circuits is sufficient to satisfy the most critical public.

Even in the space of half a season the 2½-litres have been developed to such a state that whereas 300 miles could be covered on a tankful of fuel, providing it was topped to the brim on the starting-line, now this is not always possible, both Ferraris and Maseratis having to refuel during the German Grand Prix. As power outputs continue to go up so will fuel consumption increase and the more will pit stops play an important part in race winning. At the moment the 250-280 b.h.p. being developed is not sufficient to cause tyre troubles and, whether they are Dunlop, Pirelli, Englebert or Continental, modern tyres seem well able to stand up to a full Grand Prix, but if development continues at its present rate then we are likely to return to the days of the previous Formula I where the skilled team of mechanics can win a race for a driver, as they did with the 159 Alfa-Romeos.

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On a recent trip from Nurburgring, along the autobahns of Germany that are always a source of wonder and amazement, time was taken to make a visit to the museum in the Mercedes-Benz factory at Stuttgart-Unterturkheim. In this factory (there are five in the Daimler-Benz organisation) engines and chassis parts are manufactured for the passenger cars, the completed components then being transported to the factory at Mannheim for assembly. Throughout the factory the keynote is cleanliness and inspection, every single item being thoroughly scrutinised, for the Stuttgart engineers think it more economical to spend extra time and money on making sure the parts are right, than having to replace parts after they have been delivered to the customer. Even the raw materials that come into the factory, the steels being mostly German, but Swedish for the special qualities, are all subjected to a very tight inspection-schedule. The engines are built on line assembly but every one has to do six hours' running-in on the test-bed and is then put through a full power-test throughout its rev.-range. The 300-type engines do eight hours' initial running before having their power testing and every engine has to pass a set standard, not just one taken here and there at random from the production line.

I was interested to read the opinion of one of the MOTOR SPORT readers last month, that Continental firms tend to put more stress on longevity when building cars, for this brief tour of the Mercedes-Benz factory before browsing round the museum gave the very same impression. In Germany Mercedes-Benz is a tradition just as Rolls-Royce is in England, and at the factory this same feeling is everywhere. A small example is that of the racks for the parts in the machine shop for small items; if spacer rings or any such parts are being stacked they are placed in piles of half-dozen on the trays, the guide up the centre is not a rod or piece of tubing as would normally be used, but is fabricated from three-pointed star-section steel, so that, looking down on a tray with stacking posts for 60 piles of parts, you are faced by 60 Mercedes-Benz trademarks, and, of course, everything is painted blue and silver.

It was rather heartening to learn that 75 per cent. of a Mercedes-Benz touring car is made by the parent firm—in England 40 per cent. is considered a high figure—and this means that Mercedes-Benz are responsible for this proportion of their car, so that shoddy workmanship by "outside" firms is eliminated. The remaining 25 per cent. is accounted for by such items as Bosch electrics, Continental tyres, Solex carburettors and so on.

After the steady hum of work in the factory, the quiet of the museum was a great contrast, and an interesting time was spent

following the tradition of Daimler-Benz and Mercedes through the years to where they amalgamated, and then to study the development of Mercedes-Benz passenger and racing cars right up to 1939. The pre-war Grand Prix cars, which were so advanced in their day, now look very old-fashioned and primitive when studied in the light of present-day technical knowledge. One of the most impressive cars of that pre-war age that is fast being forgotten is the all-enveloping 5.6-litre car that was used at Avus, lapping at 172 m.p.h. and attaining close on 200 m.p.h. along the straights. Compared with the 1954 all-enveloping Mercedes-Benz, which is a thing of sleek beauty, the Avus car looked a veritable monster and a silent raising of the hat was made in memory of the efforts of Rudolf Carraciola and Hermann Lang who drove these cars. All the past racing records of the firm are proudly announced around the walls of the museum, but for some unaccountable reason the memorable first and second at Tripoli in 1939 with the 1½-litre V8 cars which were landmarks in motor-racing history seem to have been completely forgotten. The two cars are still in Switzerland and nowhere in the museum was there any reference to this extraordinary exercise in design.

As fascinating as the automobile history of Mercedes-Benz was the aeronautical history, for the firm have made aero engines since the early days of flying, and some of their recent war-time engines that opposed our Merlins and Sabres were most interesting. This visit was made two days after the German Grand Prix victory and everywhere were large coloured posters acclaiming the success. These posters were prepared on the Sunday night immediately after the race, so that when the factory workers arrived early on Monday morning they were greeted by the sight of these coloured posters showing the new single-seater Grand Prix car winning the Nurburgring race. As remarked earlier, Mercedes-Benz is a tradition.

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That the British are well known for their love of tradition was ably demonstrated by the gathering of the British Mercedes-Benz Club at Solitude, overlooking Stuttgart, on the same day as I visited the factory. A remarkably assorted collection of Mercedes-Benz cars, including examples from the early days right through to the latest 220 model, had journeyed in convoy from England to Stuttgart to be received by the Burgomeister of that town, and the club presented him with a plaque of the coat of arms of Dover, with the greetings of the Burgomeister of the English seaport. The local populace were highly intrigued by this collection of British-owned Mercedes-Benz cars and found it hard to believe that they were still being used daily. As a good-will rally the journey of the British Mercedes-Benz Club is to be highly commended, but it seems unlikely that a German Bentley drivers' club will ever reach sufficient proportions to be able to respond by visiting Derby!

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In the far-off days of that period about which our Editor is so knowledgeable, the difference between a "sports car" and the normal vehicle that John Citizen drove about in was very great, so great that the average man found it hard to visualise driving a "sports car" of high potential. Over the passage of time and progress the private car has increased its potential and the "sports car" has become a slightly hotter version, and if, for example, you can rush about in a Mk. VII Jaguar, then an XK120 is easy meat, and there has been a tendency to consider "sports cars" as being very normal fare, but there has grown up the "sports/racing car," and this is as far removed from your 100-m.p.h. family saloon as a



SPORTS/RACING CAR.—The 2-litre near-Grand Prix Maserati two-seater in which the MOTOR SPORT representative was dashed round the Pescara circuit by Stirling Moss, just after he had made fastest practice time at the recent Formula I meeting.

Zagato Alfa-Romeo was from a "bull-nosed" Morris. This season I have been fortunate enough to have rides in the passenger seats of the H.W.M.-Jaguar with a Grand Prix-type chassis, a DB3S Aston Martin and a works A6G Maserati, and it was interesting to realise that they all have the same characteristics of "blood-and-thunder" motoring as had Monza Alfa-Romeos or Type 51 Bugattis of the past. In short, they are two-seater Grand Prix cars and the performance and handling of this type of modern "sports/racing car" is still just as far from the imagination of the driver of a 100-m.p.h. modern saloon as the equivalent of 25 years ago. A recent trip round the Pescara circuit in a works Maserati A6G with Moss at the wheel was one of those experiences that have to be sampled every now and then in order to keep a sense of proportion and to be able to justify being a reporter and critic of modern competition motoring. Unfortunately such opportunities are all too rare, and reporting and criticising all too frequent.

The Maserati was geared to do 130 m.p.h. yet would waffle along at 1,800 r.p.m. without any fuss, but once the revs. got beyond 3,000 the surge forward, coupled with a virtually straight-through exhaust system, was something to enthuse the most casual bystander. With its delightful close-ratio gearbox, there being only 1,000 r.p.m. difference between second and top, for the same road speed, and 300 r.p.m. between third and top, the whole car was Grand Prix stuff pure and simple, and its maximum of over 7,000 r.p.m. provided a performance that was nothing short of outstanding. Fast motoring such as this car provided on the open Italian roads, showed clearly how appreciative the public are of fast cars, for each village saw the pedestrians warning those beyond to stand back so that the Maserati could have a clear run, while approaching traffic went out of its way to pull over and give way to the vicious-looking scarlet "sports/racing car."—D. S. J.

Private Flying Notes

MID-JUNE and the National Air Races are now some way behind us, but although the racing itself was less interesting than usual, the meeting, held at Baginton Aerodrome, Coventry, on the 18th and 19th, warrants some comment. From an appreciative enthusiast's viewpoint, the display was one of the best seen, not because of any particularly outstanding acts, but because of the comprehensive range of aeroplanes present, from the spluttering Deperdussin and Bleriot to the Sabre and re-heat Canberra.

It was not the machines at either end of the age scale that caused the major attractions, for the very earliest only just manage to fly while the latest can be seen and heard (if one wants to see and hear these things) almost daily. World War I was represented by the familiar Sopwith Pup and Bristol Fighter in mutual combat, while the inter-war sporting years had their own part of the show labelled the Development of the Light Aeroplane, ranging from the 1925 Cirrus Moth via the Spartan Arrow, Blackburn B2, Avro Cadet, Hawker Tomtit (Neville Duke up) and ex-Amy Johnson Percival Gull to the Topsy Trainer of 1939. It is significant that light-aircraft development should be considered to have ended then!

When one considers how quickly service-type aeroplanes disappear from active existence once they are withdrawn from normal squadron use, it was entertaining to find the Hart G-ABMR, Swordfish (still in naval hands as NF 389) and Gladiator G-AMRK parked alongside each other, and far more so to see them in the air. Equally pleasant were the famous Hurricane G-AMAU and what appeared to be a recent resurrection in Spitfire 5 AB 510, complete with Battle of Britain-era camouflage; however, our suspicions that this might have been Air Commodore Wheeler's civil G-AISU in wolf's clothing have since been confirmed by the manufacturers, who have recently acquired it for prolonged preservation. The final 1939-45 representative was one of the four re-hashed Lancasters being used for the filming of the Dam-Busters, but this baffled the more observant onlookers by carrying a different serial number on the fuselage from that under the wings! Our only regret was a purely personal one, for the military machinery was incomplete without a Mosquito—and this should have been the easiest of the bunch to find, for a few are still in active use.

The racing was uninteresting mainly because the field was insufficiently varied. The Royal Aero Club blundered in the early stages of the arrangements by banning all those aeroplanes incapable of at least 130 m.p.h., with the result that the entry list was entirely monoplane in form; while unservicability, accidents and disqualification prevented Jimmy Rush's Falcon-Six G-AECC, Dunkerley's untried Sparrowjet G-ADNL, the ex-Henshaw Mew Gull G-AEXF and Ron Paine's Hawk Speed Six G-ADGP from competing in the main event—that for the King's Cup. Also, as the final leg in front of the spectators was exactly into wind, a false impression of unusually low speeds was created.

However, although the entries were almost entirely Proctors, Messengers or Gemini, this did not detract from the standard of flying. Pat Fillingham (who has since forsaken racing) deserved better than fifth place, for his precise handling and consistent pylon turns in the sole Chipmunk certainly revealed the shortcomings of some other pilots of smaller calibre, while Tim Wood, who had temporarily exchanged the four throttles and mighty bulk of the Blackburn Universal Freighter for a Messenger, flew very accurately into the winning position. A short gap separated him from the next four, all of whom arrived at the line in a bunch just headed by M. D'Arcy, also in a Messenger.

All this leads our thoughts to a more recent series of races, held at Denham on August Bank Holiday and organised for all-comers, regardless of age, shape or speed, by the Vintage Aeroplane Club. On the previous day of this week-end meeting the programme had progressed rather slowly, but the Monday started well and on time with the Harmel Trophy Race and the flagging-away of Bill Bailey in a Hawk Trainer (Magister to you, if you're ex-R.A.F.) belonging to Elstree Flying Club. Three more Maggies, a brace of Messengers and four Gemini leapt off in their allotted order and completed four laps of the 17-mile circuit, at the end of which A. J. Spiller came home first in one of the Messengers.

Several display acts followed, including one in which a Taylorcraft deposited, one by one, numerous articles of female clothing, the offending aircraft being firmly pursued by a police-mounted Topsy with much ringing of handbells, before eventually the hunted machine landed, to disgorge a gloriously underclad young woman, who continued to be hunted by numerous men and a surprising number of small boys until she disappeared into the safety of the ladies' toilet. In our ignorance of the planned proceedings we had made the mistake of strapping ourselves into another aeroplane ready for the next turn, so we were literally out of the running.

However, let us return to balance, in the form of the West London Trophy Race, which was confined to genuine vintage aeroplanes. First man away was John Galt in the Spartan Arrow, but his lack of previous racing experience resulted in his being overhauled by W/Cdr. Clem Pike in the Cirrus Moth, who had been flagged off second, before the completion of the first lap. Major W. L. Foster, in the Vintage Club's Avro Cadet, also came adrift early in the game and retired after missing a pylon, but the other entries, comprising the Blackburn B2 (Tim Wood up), a Tiger Moth from Thruxton, Freydis Leaf's Hawk-Major (sold recently to one Howard Stirling, the designer and constructor of the pre-war Burgoyne-Stirling "Dicer"), Spiller in his Leopard Moth, Marler's Falcon and Ron Paine's rapid Speed Six, completed the four circuits without ado. This was quite an interesting match, for the types were well varied, and the winner could have been anyone's guess until Miss Leaf soared home first in her Hawk at an average of 135.5 m.p.h.

Finally, the first five in each of the Harmel and West London events met for the main contest of the day—that for the Chiltern Hills Trophy. W/Cdr. Pike in the old Cirrus Moth had a handicap allowance of 9 min. 26 sec. over the second man away, Derek Wright (Denham's C.F.L.) in a Maggie, and a start of 21 min. 25 sec. over the back-marker, Ron Paine. However, Paine soon made up for lost time and one by one overhauled the entire field, to finish just in the lead at 186.5 m.p.h., almost exactly twice the speed of Pike and the Moth, which combination averaged a very gallant 93 m.p.h.

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After publication of our last notes, in which we remarked that the Lycoming-powered Auster 5s were actually quite crisp to handle, one reader asked us, quite sensibly, why the substitution of one engine for another should make any difference to the feel of the aeroplane itself. The answer, of course, is that it makes no difference, but the appreciable increase in cruising speed (105 m.p.h. with a good "5" compared with a hard-fought-for 85 on the Autocrat) results in far better response. Also, the added weight and solidity of the military version, together with its more comprehensive equipment, all contribute in some measure to the pilot's impression of being aboard something slightly better than a post-war toy.

DAVID F. OCLVY.

LETTERS from READERS

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

CRITICISM OF PRESENT-DAY RACES—AND A POSSIBLE SOLUTION

Sir,

During the past six weeks the British Motoring Press has featured a number of letters and articles bemoaning the status and composition of present-day Club, National and International sports-car racing. The majority of these articles only superficially touch upon the crux of the matter. I am in no position to concern myself with criticism or appraisal of Mr. Donald Healey's action at Le Mans. This event is on its own; its regulations are far too comprehensive and complicated to be applied *in toto* to national or international events staged in this country: rather they form a basis for such competitions.

I will concern myself with sport in this country, and a perfect example comes to mind. Recently a handicap trophy race was staged for sports cars of a certain make, of which there are two basic models:—

- (a) A true sports car available to the general public which may be tuned along a recognised pattern (e.g., half-lift cams, axle ratios, modified exhausts, etc.).
- (b) A competition version of "A," available to the public in very limited numbers. Not many of these cars exist, but a team exists driving cars equipped with accessories far beyond the means of the private driver (indeed, I'm told the brakes are simply not available to the public).

For this race 25 cars were entered. Comes race day and only nine entrants are on the starting grid. There are five cars nominally Type "A" and four cars nominally Type "B," the latter including one private owner and the very reputable team I mentioned above. The advantage given to all cars of Type "A" was equivalent to 8 seconds per lap over all cars of Type "B." This was sufficient to scare away 16 out of the 25; drivers of bona fide, standard or standard-tuned sports cars.

The race came and went. Two cars of Type "A" won the first two places. The team cars of Type "B" finished third and fourth. The privately-owned Type "B" car came last. The driver of this car, in every way a standard-tuned car, could get nowhere when faced with triple double-choked carburetters, disc brakes, special aluminium bodies, etc., even when fitted to the "ordinary sports cars."

I will point out another feature of the same race meeting. A certain "sports car" (in fact, a racing car fitted with cycle-type wings), driven by a racing driver of considerable repute, was matched against standard everyday sports machinery, driven by gentlemen who enjoy a club "dabble" on the track. The "sports car" was driven to the track on a lorry. I don't doubt the owner hadn't any alternative; the noise from the exhaust would have brought police from miles around if it had been driven on the highway.

Now, let's face it. This state of affairs, if allowed to continue, will kill a sport which is becoming as popular in this country as Association Football was when England was good at it. Letters in the Press have all touched on aspects of this grumble. I believe that the main race organisers in this country are faced with certain important issues, now that there is so much enthusiasm in sports-car racing:—

- (a) What constitutes a true sports car? Is it a car which is available to the public, or is it a car which is available to Mr. X if he is a well-known racing driver? Or is it a car which Mr. Y can buy and spend huge sums of money modifying it and increasing its power? Frankly, I believe that all these are sports cars, but should they all continue to compete against each other on unequal terms? If so, the majority of "club" races in this country will undoubtedly become processions. How can a private enthusiast shine? Granted the public attends the meetings to see the star drivers, but it prefers a close, well-matched race to one the result of which is a foregone conclusion.
- (b) Assuming the pre-race tuning is to be accepted to some extent, is it to be limited in any way to qualify a car as a standard sports car? Many manufacturers issue instructions for standard recognised modifications, but some driver/entrants don't stop there. This high degree of tuning is most commendable and healthy for the Sport, but where do the cars fit into the race programme? Which all leads to a third point.

- (c) Are highly tuned sports cars to be treated like formula racing cars? Their performance has of late certainly been comparable. But should a sports car be carried on a trailer to the race track? In the old days Le Mans regulations were made for very good reasons, concerning headlights, spare wheels, mudguards, etc. To my mind, nowadays, a racing car ceases to be a racing car as soon as cycle-type wings are fitted, or so it would seem. Spare tyres are removed, bumpers are stripped off, and so on. Carrying a car to the track may be necessary through lack of a second driver to bring the paraphernalia, but to me it suggests that it is necessary because the car is so highly tuned as to be unsuitable for road work. Is this car a sports car or a "special"? It is a car virtually prepared for track events only. Is this in keeping with the spirit of Club and National sports-car racing?

I can see two possible remedies which may be acceptable. Were they adopted I honestly believe that Club and National racing would be saved.

1. To adopt a new sports-car class of race, i.e., a "Free Formula Sports Car event" at each race meeting (Club and National). This event to be split into capacity classes and be open to sports cars which:

- (a) are of composite manufacture, i.e., Lotus-M.G., H.W.M.-Jaguar, Cooper-Bristol, etc.;
- (b) are recognised marques, but which include definite basic non-standard modifications, such as disc-brakes, non-standard lightened bodies, non-standard axle ratios, non-standard carburetters, apart from the standard tuning advocated by the manufacturers;
- (c) are brought to the track by means other than their own power. This obviously has its difficulties as there is nothing to stop the driver disembarking "a mile from the track."

2. To leave the everyday sports car to race on equal terms. By doing this, the up-and-coming sports-car driver will shine. The car as shown to the public at race meetings will be such that a good indication of its normal maximum performance will be evident.

In this suggestion I am not criticising nor advocating any form of racing or car. I have never enjoyed myself more than at this year's meetings and I believe that the specially built and modified motor cars of today are the forerunners of the standard cars of tomorrow, but I do think that there is a considerable danger of swamping standard sports-car racing and hence forcing the exclusion of the driver who can only afford to race a perfectly standard sports-car. (And what a cost is racing.)

I am aware that this letter will start something of a heated argument, but perhaps out of the suggestions and counter-suggestions that might be forthcoming therefrom, the controlling body of motor racing in this country might find a suitable way of controlling an aspect of racing which might well get out of hand.

I am, Yours, etc.,

Oxford.

FRANCIS K. MASON.

* * * NOMENCLATURE

Sir,

A dashboard is a dashboard. A fascia is the board over a shop that says "Joe Bloggs and Son, Family Grocers."

I have examined very carefully the piece of wood in my car which carries the instruments but I cannot find a shop underneath it!

I am, Yours, etc.,

Stoke-on-Trent.

GEOFFREY E. BARLOW.

[Jolly good! But is a metal instrument panel a dashboard? In future I will endeavour to refer to the fascia as a dash and Mr. Barlow can toast me every time I remember so to do.—ED.]

* * * THE LAGONDA CLUB

Sir,

Your remarks in the August issue of your excellent journal under Club News have indeed proved that many Lagonda owners know nothing of the club, judging by the inquiring letters received since!

You say that the club caters for owners of types from 11.1 to V12, but I would hasten to add that post-war models are also well received and, in fact, there are several members with 2.6-litre cars.

I am, Yours, etc.,

London, N.W.3.

M. H. WILBY,
Hon. Secretary.

GOOD SERVICE!

Sir,

May I, through your excellent magazine, recommend the West End Garage, Brecon, Brecknockshire, to other enthusiasts.

On Bank Holiday Monday evening a valve rocker fractured in my M.G.

Mr. Mainwaring had none in stock, so he promptly called in a mechanic who was at home, and the broken rocker was brazed together in a very short time.

For this service, performed at a very inconvenient time, he charged me only a few shillings.

I am, Yours, etc.,

London, W.I.

G. W. SCOTT.

Sir,

After reading an advertisement (No. 1,658) in your journal, I dropped a line to Ferguson Brothers of Darlington.

They were unable to supply the bit that I wanted, but without saying a word to me they forwarded my letter to somebody who could.

A small matter perhaps, but one that shows the right spirit, a spirit that I hope MOTOR SPORT will continue to foster. I only wish I had written to them two years earlier.

I am, Yours, etc.,

S. Croydon.

J. B. ROSCOE.

* * *
AGAIN THE VALE

Sir,

I feel that as I am possibly the only one-time owner of a Vale Special who has driven it successfully, albeit, in the Monte Carlo Rally, as well as at Brooklands and in reliability trials, my observations and comments on what was, in many ways, a unique "sports" car in the smallest class may be of some further interest to your readers.

The objects of achievement sought by its designers when the car was first put into production in the early 'thirties appeared to be:—

(a) Much the same performance as that of the then current M.G. Midget at a little cheaper purchase price, coupled with the additional reliability of a side-valve engine (Triumph 7-h.p.) and a very great advantage over its rival as regards economy in petrol consumption, i.e., 40 m.p.g. plus, as against 30 m.p.g. plus.

(b) Advanced—to say the least of it—chassis design. As Mr. Gaspar stated in his letter to you, published in your May issue, the chassis was underslung front and rear and by this means brilliant, Old Etonian designer, Pellew, hoped to offset the comparatively better acceleration of the M.G. Midget's o.h.v. engine by means of an absolutely phenomenal cornering potential. That he succeeded in this I was on many occasions able to prove to my own complete satisfaction, when dicing in friendly rivalry on the road, with M.G. Midgets and, later, Le Mans-type Singers.

(c) Production of a hand-made car which would not date, and which would look of comparatively modern design even 20 years after. In this connection I would confirm Mr. Gaspar's statements as I was actually measured for my car, and I can personally verify the most amusing remarks made about the wind scoops and Miss Jane Russell—the two points mentioned being as effective as they were beautiful!

In my own experience, in the course of driving my own Vale Special 100,000 miles, I found that the designers had succeeded admirably in achieving these objectives, and can only deplore the fact that withdrawal of financial backing at a vital moment caused discontinuance of production of this successful little sports car in the middle 'thirties.

I would finish with some concrete evidence of competitive achievement with the Vale Special:—

In 1934 I drove the car up to John O'Groats and then to Monte Carlo on the Rally without losing a mark on the road section. And in this 4,000 miles (from Rickmansworth back to Rickmansworth), with two average-sized persons and their luggage up, we averaged 41.5 m.p.h., coupled with 43.5 m.p.g., with no special prior tuning whatsoever.

In 1934 or 1935—I forget which—I also raced my Vale Special, together with two others of the same make, in the Light Car Club's Relay Race, and each of the three cars successfully completed a trouble-free 30 laps (100 miles approximately) at an average speed of 65/66 m.p.h., the team of Vales being the only team out of the 29 teams entered in which each individual car completed its 30 scheduled laps without mishap.

Before I had, perforce, to lay up this car in 1941, I had won gold and silver medals in reliability trials, such as the "Edinburgh" and the "Land's End," and had seen the 100,000 figures reached on the speedometer.

The car was sold in 1945—very foolishly—when I came out of the Forces, and if any of your readers knows the present whereabouts of Vale Special AGX 173, last heard of seven or eight years ago in the Thames Valley area, I should dearly love to hear from him.

I am, Yours, etc.,

Rickmansworth.

CEDRIC B. E. MORGAN.

* * *
SMALL SPORTS CARS

Sir,

I am surprised that there has been no mention of the probable real cause of the decline of the small British sports car. Surely this is because the term "sports car" no longer means what it did before the war?

At one time it meant a car which could be at home on all sorts of terrain, with the minimum of projections from the car's basic shape and a performance showing more emphasis on acceleration and general "nippiness" than on high maximum speeds. Nowadays, however, it has come to mean a car with the emphasis on very high speeds—at least the magic 100 m.p.h. if possible (the engine being chosen or designed with this as the deciding factor)—with large, flowing (and vulnerable) wings, built-in headlamps (these both necessitated by the magic 100) and sometimes even bumpers and/or over-riders; in other words, a car meant for arterial roads.

There is still the small "hard core" of enthusiasts who will have only the former type, but as most car manufacturers are in business to make money there can never again be much for them to choose from. Thousands of pre-war sports cars are still being used which provide the kind of motoring they were meant for—but what will today's 100-m.p.h.-plus car be like in 17 or 20 years' time?

I am, Yours, etc.,

Worcester Park, Surrey.

A. HURGMAN.

* * *
BRITISH G.P. CHALLENGER WANTED

Sir,

At the risk of appearing very lay and very trite may I, as an average but enthusiastic supporter of motoring sport and especially of Grand Prix racing in Britain, inquire how long we are going to wait for a concerted and war-like effort to be made (by interests involved) to produce a winning Formula I car and racing team for Britain?

No doubt the readers of yours and other excellent journals on the subject are by no means well informed of the inside story of developments—if there are any—but recent events such as the enfolding of our own Stirling Moss into the Italian stable and the failure of the expected British efforts to come up to scratch are not indicative of any seething enthusiasm in the quarters we all look to for inspiration for the future in this matter.

The effort by the late B.R.M.A. and the current O.R.M.A. may be bearing late fruit, but surely the time has come for an all-out effort to provide adequate funds for the project of a Grand Prix team and cars, and one to keep our best drivers retained against the time the world-beater appears. When you think of the ease with which money is raised for other causes sympathetically presented and the increasing support for all racing fixtures it seems that the organisation of a crusade is lying all too passively in the wrong gloves.

Perhaps I may be permitted to present an encouraging and practical suggestion for the organisation of the needed finance (which I have always been persuaded is the major hurdle). We motorists don't miss pennies at the moment with petrol and indeed all motoring needs at such a high premium, and collecting boxes at strategic points may well yield more than any aristocratic approach seems to have done.

Why not appeal to the people who *do* care about this instead of leaving the last words (or even the first) to manufacturers who openly and patiently boast that they can "sell all they can make and more" without wasting money on racing.

If a country-wide publicity campaign (led by one newspaper at least which puts on a wonderful show once a year in Northants) were to be started and every worker who could afford it (and every business man who couldn't) were asked to contribute just what they could spare at the aforementioned strategic points (I suggest your garage, your hairdresser, your local, and so on) it would not be long before the call would be not for funds but for enthusiasts in honorary capacities to look after them and to transmit them to where they could provide the donors with something tangible to see.

Remembering the tense expectancy of the crowds at Silverstone when the B.R.M.s appeared and roared it seems to my mind to be a duty to give the increasing crowds another and more effective roar so that eventually we shall not only be proud to have had even a little part in Grand Prix success but will be encouraged to see that never again is an even partially successful but enthusiastic venture deprived of the essential monetary backing.

"A Penny for the Lion," or "A Lets Show Them" fund or even a "Help David to Kill Goliath" (with a certain David in mind) fund are ideas which show perhaps more enthusiasm than is usual in this kind of project, but then you see what I mean. If there are a hundred thousand who hope as I do, then we can move mountains—and Maseratis!

I am, Yours, etc.,

York.

ARTHUR CROMPTON.

[Congratulations are due to Connaught Engineering who have at least got out their F.I design and completed three cars well in advance of other British concerns who have been telling us for a long time of their F.I plans.—Ed.]

* * *

THE LONDON TALBOT

Sir,

Mr. Scott-Moncrieff errs in reporting that all of the Khirgiz Dwarfs perished. One at least survived, and although my fingers are worn down to a mere 10 in. I have just finished a complete overhaul from starting handle to exhaust pipe of my Talbot, literally by the roadside.

The cause of the overhaul arose from a memorable occasion, commented on by Joan of Arc (Part I of Henry VI, not Henry V, as stated by D. S.-M.) in the words:

"There goes the Talbot, with his colours spread,
And all the troops of English after him."

During the overhaul I had frequent occasions to agree with the Bastard of Orleans:

"I think this Talbot be a fiend of hell."

However the job now being done, my wife now joins in:

"Sal.: Talbot, my life, my joy, again return'd!"

I am, Yours, etc.,

Stockport.

* * *

W. BROWN.

COME FORWARD, YOU CAD!

Sir,

On July 31st I attended the Bentley Drivers' Club meeting at Silverstone. I advertised my car for sale on the public car park (10s.) and subsequently sold it to an enthusiast.

This enthusiast left his personal card on the driving seat and I was amazed to see that someone had added a little note on the back, worded thus, "Have some manners if you must bring this atrocity to a B.D.C. meeting."

The reasons for this letter are as follows:—

(a) I apologise for my lack of manners in not owning a Bentley but I manage to derive quite a lot of pleasure and some little business out of my "atrocity."

(b) I had something to sell and someone has bought it. Not quite the thing, old boy, of course, but it makes the world go round.

(c) Lastly, I would like to find out if the note-writer has any sincerity in him/her or if it was the vapourings of some conceited adolescent far removed from the facts and figures of normal life. You see, it omitted to sign the note.

I understand that even the Aston Martin was booed by similar members of this strange cult.

I am, Yours, etc.,

Market Harborough.

DICK MILLINGTON.

[We are against the practice of advertising cars for sale at club race meetings, although we must say no one could grumble at the price of 10s.! Has not Mr. Millington heard of Warren Street, where the world also goes round?—Ed.]

* * *

THE BISHOP BAN—

The following letter, selected at random from hundreds received on the same subject, was sent to Mr. Bishop informing him that we were printing it in the next issue and asking whether he would care to write a reply to accompany it. Here is the letter and the reply:—

Sir,

As a most appreciative reader of MOTOR SPORT, I must comment on that amazing statement (page 366), in the excellent article "The Decline of the Small British Sports Car," that the General Publicity Manager of the Nuffield Organisation has banned all Nuffield products from test by MOTOR SPORT.

This attitude is infantile and insulting, and calculated only to harm the Nuffield company. Infantile, in so far as it would appear to be motivated by despicable and puerile motives of revenge. Insulting, in so far as it would seem that this large example of private "enterprise" has become afflicted with bureaucratic mania, and seeks to control public opinion by dictatorship methods of extreme dubiety. Calculated to harm the Nuffield Co. in so far as to make it appear that the Nuffield Organisation make cars which they are afraid to subject to fair and intelligent criticism.

Are Nuffield products so bad that Mr. Bishop fears what may be said of them? Seemingly so. Your not-so-recent test reports of the Austin A70 and A90 merely confirm what most knowledgeable readers of MOTOR SPORT already know, that the aforementioned two products do not conform to the highest standards of handling. One has only to watch either vehicle on a bend to confirm this. In fact,

I thought the article which apparently caused all the trouble was almost eulogistic. Watching A70s and A90s in my rear-view mirror as they attempt to follow me around the somewhat fearsome twists of our Devonshire lanes fills me with acute concern for the safety of their occupants.

So that now all we can do is to peruse the road-test reports of the weekly journals, who still bask in the warmth of Mr. Bishop's affections, and long for the day when the Nuffield Organisation undergoes a change of heart (or Publicity Manager?). Or firmly put aside any thought of purchasing any product of a firm who show such lack of confidence in their products.

As the owner of a pre-war M.G. I cannot bring myself to comment upon the TF even if the ban on so doing were not in force.

I am, Yours, etc.,

Sidmouth.

JOHN SHIELDS.

— THE BISHOP REPLY

Sir,

Thank you for your letter of August 9th, enclosing a copy of one you have received from a reader, commenting upon the refusal of the Nuffield Organisation to make cars available to MOTOR SPORT for road-test purposes.

It must have occurred to many of your readers that the Nuffield Organisation makes its cars freely available to such journals as *The Autocar*, *The Motor* and *The Light Car*, whose methods of road testing and reporting are surely beyond criticism from the reader's point of view. Without descending to unfortunate recriminations, such readers will naturally ask not what is wrong with the Nuffield Organisation and its products, but what reason the organisation had for refusing to provide MOTOR SPORT with the same facilities.

The answer is in the columns of your own magazine, where, in our view, you seem to delight in criticising everything British and praising what is foreign. We do not agree with your editorial policy and we do not intend to be intimidated by any criticism which may be levelled against us either in your editorial or correspondence columns.

I am, Yours, etc.,

R. A. BISHOP,

Cowley. General Publicity Manager, The Nuffield Organisation.

[Our 200,000 readers will have little difficulty in forming their opinion as to whether they consider Mr. Shields' letter justifiable or whether to forget Nuffield products until saner counsel prevails. We cannot, however, allow the statement that MOTOR SPORT seems to criticise "everything British" to go unchallenged, for it is not only unjust, it is abject nonsense.

We believe that engineering, like the arts, should know no frontiers, and if we praise Continental cars more frequently than British the fact is that, whereas the former are made readily available to us, the latter, in spite of our frequent requests, usually are submitted for test for a very limited time, or not at all.

We would remind Mr. Bishop that after testing the Morris Minor in 1949 we called it "a credit to its makers." We gave "full marks to the Nuffield Organisation" in respect of the 1½-litre M.G. tested in 1950, and that same year MOTOR SPORT referred to the new TD M.G. Midget as having "roadholding, steering and cornering exceptional by any standards." The following year the Morris-Oxford was referred to as "exceptional," and of the 1½-litre Riley we said that it was "making mouths water on the export front." Only last month we declared the Morris Minor Traveller's Car (submitted by a private owner) to be a honey of a vehicle, with a multitude of uses.

We shall continue to report fearlessly what we observe and discover and not what we are told is true or are encouraged to print.]

* * *

EXPLANATION

Sir,

There is a small point in last month's issue I should like to clarify. You stated that the Riley engine "literally fell out" of my Morris Minor; this is hardly correct. The car admittedly arrived in the paddock (coasting!) with various con.-rods and pistons trailing on the ground. This was caused by the crankshaft breaking at 6,000 r.p.m. (in top), not by any fault in our fitting as one might gather from your report.

While writing to you I should like to extol the wonderful handling qualities of the Minor. Fitted with the Riley Nine engine the car is capable of a genuine 100 m.p.h., and reasonably sharp bends (Woodcote on the G.P. circuit) can be taken under full control at this speed. The back end never has the slightest tendency to break away except in the wet, when it is quite uncontrollable owing to wheelspin. On the straight there is no wandering at all at really high speeds and the brakes can be applied hard at 100 with complete safety. If this car could only be produced with an engine like the 1,100-c.c. Riley it should be unbeatable in the touring class.

I am, Yours, etc.,

Wheatley.

G. H. WILLIAMSON.

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FOR SALE

- 75 TALBOT.** 1935. Dismantling, selling all parts, in good condition. Tel.: Windsor 965. [2372]
- FORD 8 SPECIAL.** Austin R.A. Morgan front suspension, etc. £65. Bryson, 65, St. Quivox Road, Prestwick. [2373]
- RILEY NINE.** Parts for converting to chain drive camshafts. "Alpine" parts (no block). Austin Seven parts. Offers. Exchanges considered. Wanted, Riley Nine dynamo, head, etc. Box No. Z374, MOTOR SPORT, 15, City Road, London, E.C.1. [2374]
- THREE NEW S.U. CARBURETTORS,** also good second-hand manifolds to suit Rover 14 Speed Model. Price £15. Reply to Mr. F. K. Woolerton, 25, Moorland Avenue, Leicester. [2377]
- LEA-FRANCIS 12/40 2 Seater, 1930.** £95. 12/40 chassis frame with coupé body, cheap, offers. All spares for Vintage Lea-Francis and Meadows engines. Holmesdale Garage, South Norwood Hill, S.E.25. Tel.: LIV. 1906. [2378]
- RILEY NINE Monaco 1933.** Good condition, original specification. £85. Further details Upminster 2978. [2381]
- AUSTIN NIPPY, 1934.** £120 o.n.o. Write for details, Doig, Cotton House, Rugby. [2382]
- GIPSY MAJOR, 130 h.p. Aero engine with air-screw.** Believed unused. Offers. Box No. Z383, MOTOR SPORT, 15, City Road, London, E.C.1. [2383]
- FRAZER-NASH B.M.W., 1947 registered,** 2 seater, dark green, just run in, new battery, rear tele-controls, excellent condition, £625 o.n.o. Tel.: Gulliver 4349. Box No. Z384, MOTOR SPORT, 15, City Road, London, E.C.1. [2384]
- AUSTIN 7 SPECIALS, 3 unused 500 x 16 wheels** with good tyres and tubes, £4 each. S.S. Jaguar 2½ twin carbs, £3. Gearbox top remote control, £2. 2 half shafts with hubs, £2. Tel.: Battersea 7110. [2385]
- MAY, '54, 1½ litre, 2 seater Special.** Taxed, very fast, good looker, twin S.U.s. 30 m.p.g., Lockheeds, hood, etc. Owner shanghaied to Germany. Offers over £150. Mills, Western Road, Hurstpierpoint, Sussex. Tel.: 3203. [2386]
- RILEY 9, 1928.** New hood, sidescreens, excellent condition £45. Bay House, Norton Fitzwarren, Taunton. [2387]
- 1926 TORPEDO DE LUXE.** Vintage Renault four seater. Engine reliable and in good condition, strong original body, needs small repairs in differential. An interesting and worthwhile car for an enthusiast. Insurance and licence just expired. Owner abroad will sell very cheap. Offers. Watkins, Hest Bank, Milford-on-Sea, Hampshire. [2388]
- AUSTIN 7 Scrambles Special, 1928.** £85. Particulars from Whittaker, 37, Pendle Street, Skipton. [2389]
- RED LABEL BENTLEY.** Short chassis speed model. Full weather equipment, 3:7 axle ratio, "A" type box, excellent condition. £285. 58, Foxhollies Road, Acocks Green, Birmingham. [2390]
- 1921 A.C. 4-seater.** Excellent condition throughout, all-weather equipment, many spares. First offer around £45 secures. Vessey, Curbar Lane, Calver, Via Sheffield. Tel.: Grindleford 447, after six. [2392]
- ALVIS Speed 20 sports tourer 1932/3;** recellulosed and in very good condition. £150 or offer. Tel.: Staines 4234. [2396]

FOR SALE—continued

- 1935 MORRIS 10/4 tourer,** good condition throughout; will swop for similar Morgan sports. Chester. Box No. Z398, MOTOR SPORT, 15, City Road, London, E.C.1. [2398]
- 1934 LAGONDA 4½ litre tourer,** very good condition throughout. £225. White, Bars Lodge, Dee Hills Park, Chester. Tel.: 26037. [2400]
- THE EX-MRS. BODDY SUNBEAM, 1927 16 h.p. tourer.** New tyres, battery, rings, coil. Good hood and side curtains. Completely rewired, valves reground. This well-known car is in mint condition and is one of the three outstanding 16 h.p. Sunbeams in the country. Best offer. Apply Lieutenant Parry, H.M. Yacht Britannia, c/o G.P.O., London. [2401]
- "ATTENTION SPECIALS BUILDERS."** Axle Ford 8 Popular, complete c. w. & pinion, brakes, drums, wheels, shafts and torque tube, everything believed sound. First £6 secures lot. Bullivant, 11, Park Street, Minehead. [2402]
- M.G. J2.** Crankshaft, axles, hubs, brakes, dynamo, S.A.E. 30, Ashwood Avenue, Coventry. [2405]
- TRIUMPH VITESSE 1938 gearbox.** Good condition, but first gear noisy. Offers. Franklin, "Kineton," Church Lane, Thornhill, Dewsbury. [2406]
- YOU can have excellent Talbot if you collect.** Carefully maintained. £50. Photos. 53, Shakespeare Avenue, Grantham. [2407]
- M.G. K3 MAGNETTE.** Ex-Goldie Gardner. Rebuilt 1950 with lovely 2-seater body. Recent mechanical overhaul. £275 o.n.o. Apply: Worswicks Garage, 40, Croham Road, South Croydon. Tel.: CRO 2664. [2408]
- O.M. 1928,** never taxed since complete rebuild costing over £200. New hood, sidescreens, tyres, relined brake drums, racing Mintex linings on shoes and clutch, engine just run in. Any inspection invited as car is perfect in every respect. £185. Carlile, c/o Carbery Garage, Southbourne, Bournemouth. Tel.: Southbourne 43434. [2410]
- BROOKLANDS RILEY.** Built 1952. New components. Extremely fast. £300 or exchange saloon equivalent value. Hadesty, 148, Links Avenue, Norwich. [2411]
- WADE SUPERCHARGER,** as new, £25; cost £95. Regent Motor Co., Caroline Street, Stalybridge. Tel.: STA. 2670. [2412]
- 1938 RILEY 16/4 Adelphi blue streak saloon.** Genuine 52,000, one owner to 1954. Specimen 1949 H.R.G. 1,500, lovely condition. Wanted: 4 seater Morgan Plus 4. Private. Dennis, Meadowview, Camelford, Cornwall. [2413]
- 1934 MODEL RILEY 9 Monaco Saloon,** excellent condition, well shod, manual box, silent 3rd. £120 o.n.o. Part exchange considered. Wills, 8, Alexandra Terrace, Exeter, Devon. [2414]
- D.K.W. 350 c.c. motor-cycle,** completely rebuilt, many mods. £60 or exchange 750 Formula. Photo on request. Seen Kent. Tel.: Orpington 7652. [2416]
- V8 FORD 22 h.p. Spares.** Station House, Axbridge, Somerset. [2417]
- ALVIS 13.32 Firebird, 1936, Sunshine Saloon.** Engine overhaul in June. A lovely car in excellent condition. Available after September 4th £185. Armitage, Brook Street, Ossett, Tel.: 2528. [2418]
- LAGONDA 3 litre 1934 Saloon.** Mechanically sound, £80 repairs having been spent since November. Bills available. Interior and coachwork good. 18 m.p.g. Cruise all day at 60 m.p.h. Smart, reliable, fast and roomy. £180 o.n.o. Lieut. Stuart, Hadrians Camp, Carlisle. Tel.: Carlisle 26191. [2419]
- MAGNETO, B.T.H. 4 cylinder,** especially suitable Ford 10, £3. Tel.: Renown 2774. [2421]
- TALBOT 14/45 2-seater, 1929, 44,000 miles,** handbook, spares list, tools, 7 tyres, history known, battery useless otherwise believed sound. £50. 42, Orchard Drive, Watford, Herts. [2422]
- SUNBEAM DAWN SALOON, 1934.** Sound condition, but hole in crankcase. Sell complete or break for spares. Offers: Meek, Long Buckby, Rugby. Tel.: L.B. 333. [2423]
- MORRIS MINOR 1934 parts for sale.** Steering box, speedo and cable, prop. shaft, radiator cowl, N.S.F. wing, 36, Thistlecroft Gardens, Stanmore, Middlesex [2424]
- 1952 T.D. M.G.** Green, many extras and in superb condition. Owned and maintained by this company since new. £550. John A. Sparks & Co., Nuffield Depot, Streatham Hill, S.W.2. Tel.: TUL. 3434. [2426]
- AUSTIN 7 SPECIAL.** Mechanically sound, electric petrol pump, new accumulator, radiator and distributor, new modern rewiring, new body requires finishing. Owner gone abroad. £65 o.n.o. Box No. Z427, MOTOR SPORT, 15, City Road, London, E.C.1. [2427]

FOR SALE—continued

- 1932 HORNET SPARES.** Dynamo £3; starter motor £3; distributor £1; cylinder head with camshaft and valve assembly £2; exhaust/inlet manifold with S.U. Carburetter £2; cylinder block (patched) with timing gears £1; crankshaft £1; conrods 5s. each; sump 5s.; oil pump, oil pipes, water pump, etc., cheap; clutch assembly and housing £1; gearbox complete £3. Carriage/post charges will be shared. Box No. Z428, MOTOR SPORT, 15, City Road, London, E.C.1. [2428]
- LANCIA AGUSTA 1934 4-door saloon.** Leather upholstery, 4 new re-treads, new battery, brakes just relined, remarkable overall condition, original carpets and instruction books. £195. Tel.: Wentworth 3245. [2429]
- ARNOTT SUPERCHARGER with S.V. minor fittings.** £25. 151, Bury Street, Ruislip, Middx. Tel.: 9743. [2430]
- SELLING.** Firm supplied car, £225. 1935 black F.H.C. Lagonda Rapier. Total mileage 85,000, recent engine overhaul, radiator repaired, dynamo reconditioned, prop shaft renewed, king pins replaced, resprayed, roof recovered, new road springs, etc. Box No. Z433, MOTOR SPORT, 15, City Road, London, E.C.1. [2433]
- BREAKING.** M.G. "Special" 8.9. All parts new or reconditioned. No time to complete. £30. Capper, 79, Selsdon Park Road, South Croydon, Surrey. Tel.: Sanderstead 4568. [2439]
- SINGER 9 Le Mans.** All engine spares. 17, Lingwell Avenue, Leeds, 10. [2440]
- M.G. J2 engine complete,** dismantled; also in addition spare block, crankshaft, flywheel, overhead cam-drive gear, dynamo, starter, gearbox less remote control, luggage rack and straps. £12 the lot. Tel.: GRA. 7183 evenings. [2444]
- CHRYSLER/DODGE.** 1937 chassis assembly. Sound basis for Special or spares. 19 h.p., 12v, 6.00 x 16 tyres, hydraulics, undamaged, £27 10s. Box No. Z438, MOTOR SPORT, 15, City Road, London, E.C.1. [2438]
- ALVIS FIREFLY 1934 drophead coupé,** new hood, E.N.V. gearbox. £95. Tel.: Northwood 795. [2436]
- SILVER GHOST, 1923.** Small hearse body, chassis like new, excellent tyres, owner unable to garage, no breakers please. Hallett, Rock Point, Lyme Regis, Dorset. [2434]
- AUSTIN SEVEN SPORTS.** Basically 1931, now coil ignition, rear tank, electric petrol pump, spotlight, weather equipment, repainted in last six months. Just had top overhaul. Taxed, insured, £53 o.n.o. Box No. Z445, MOTOR SPORT, 15, City Road, London, E.C.1. [2445]
- SUPERCHARGER.** Arnott. Complete installation used 750 c.c. Renault. 8,000 miles. Excellent condition. £37 10s. Babb, 8, Hilgay Close, Cranley Road, Guildford. Tel.: 3932. [2447]
- 1923 FIAT 501.** Grand car in lovely condition. £65 o.n.o. 56, Blakemere Road, Welwyn Garden City. Tel.: Welwyn Garden 878. [2448]
- "SUNBEAM-ALPINE."** Two seater, ex-demonstrator, very low mileage, as new. £1,095. Demonstration, part exchange, H.P. terms. Also Sunbeam Talbot foursome coupé, demonstrator, gun finish, £1,095. Messrs. Rootes Limited, 129, Deansgate, Manchester. Tel.: BLA. 6677. [2449]
- TRIUMPH GLORIA Sports Saloon, 1935.** Very good mechanically and bodily, taxed, well shod twin S.U.s, lively yet economical. £120. Tel.: Epsom 5966. [2451]
- RILEY NINE, 1932.** Timing wheels £3 10s.; Steering box £2 10s.; radiator £3; front axle £2; rewound dynamo £4; starter £2 10s.; cylinder head £1 10s.; 4 branch manifold and pipes £1 5s.; universal joint £2; rocker boxes, camshafts, manifolds, drums, springs, gearboxes, etc. 44, Bittacy Rise, N.W.7. Tel.: FIN. 6659. [2452]
- 4 K/O WHEELS.** 19in. fitted 700 x 19 racing tyres. Suit Bentley, £2 each. Dismantled 1936 8 cylinder Hudson motor, complete, £15. Two 650 x 16 used racing covers, 30s. each. Feltham Lodge, Feltham, Middlesex. [2453]
- 4 BENTLEY, 1928.** Imposing and very beautiful open 4, fitted Al-Fin drums, brakes relined, work done in last 3 months. New hood, body refabricated and coach varnished green, new telecontrols, fitted special crankshaft and rods, wheels rebuilt, co-axial starter, low mileage from new, nominal since rebuild. Car at present in specialist hand receiving complete check-over and decoke prior to sale. N.B. This is not just another 4. £375. Lanes. Box No. Z455, MOTOR SPORT, 15, City Road, London, E.C.1. [2455]
- M.G. MAGNETTE 1936 4-seater sports,** bronze. Fitted 1½ litre V.A. 1938 engine and gearbox. Scintilla hydraulic brakes, 2 spare wheels, new hood and sidescreen, fog lamp, 2 brand new batteries. £175. Mead, 3, The Chase, Stanmore. Tel.: GRI. 1878. [2458]

FOR SALE—continued

- RILEY MONACO 1933.** Excellent condition, extensive overhaul, bills. £70 o.n.o. Heaton, Next Post Office, Rufford, Ormskirk. [2665]
- BRITISH SALMSON** saloon, 1938, 13 h.p. Coachwork exceptional condition, mechanically sound, oil pressure reasonable, but compression rather low. Very reliable. £185. Wilson, 4, Laird St., Birkenhead. Tel.: 4315. [2666]
- M.G. F-type Magna 2-seater,** December, 1931. Mechanically, bodily, lovely; black. 5 good tyres, hood fair. First to see will buy at £75. Smitheman, Calcotts House, Jackfield. Tel.: Ironbridge 2373. [2667]
- 14/40 VAUXHALL** tourer. Sound, dry, well shod, taxed December. £85, offers, exchanges. Please write first. Brain, Bracken Cottage, Mill Green, Ingatestone, Essex. [2668]
- "750" RENAULT 1950 de luxe,** 4 c.v. 20,000 genuine mileage. Carefully serviced since new. Exceptional condition throughout. Exchange larger car for growing family. Box No. Z669, MOTOR SPORT, 15, City Road, London, E.C.1. [2669]
- 1923 RILEY 11/40** tourer. Fine condition. Only persons with genuine interest in vintage vehicles please. South London. Box No. Z670, MOTOR SPORT, 15, City Road, London, E.C.1. [2670]
- BENTLEY 3-LITRE RED LABEL 1926.** 4-seater tourer in good mechanical condition. £130 o.n.o. Privately owned, may be seen Speed Services Garage, Blackwater, Camberley. Tel.: 1344. [2671]
- 1929 ROLLS ROYCE 21.6-h.p.** "Allweather" saloon by Windover. Two owners. 59,750 miles. Original and excellent condition. Delivered anywhere. £200 or offer. Rice, 1, Purley Gardens, Kenton, Newcastle-on-Tyne. [2672]
- 1928 12/50** open 4-seater tourer. £60 o.n.o. Sound, fast. Fairhurst, Shobden, Leominster. [2673]
- 41-LITRE MEADOWS ENGINE** (brand new). Suitable Lagonda or Invicta. £30. Kaye, Rosedene House, York Road, Whinmoor, Leeds. Tel.: 647262. [2674]
- ALVIS SPEED 20** saloon. Black, excellent condition, 1934. £95 o.n.o. Tel.: WIMBLEDON 6174. [2675]
- 12/50 REGISTER MEMBER** has for sale TE Beetleback. Twin S.U.s, Scintilla, 7:1 compression. 50 lbs. oil pressure. Going abroad soon. £150 o.n.o. Rose, Fremington House, Barnstaple. [2676]
- £165—16-h.p. 3-litre Red Label Bentley Corsica** foursome drop-head coupé, P.100s, Bosch pass-light, far above average throughout. Terms, exchanges—Underwood-Rusling, 28, Queensberry Rd., Kettering. Tel.: 3351. [2677]
- RED LABEL BENTLEY 1925 4-seater "A" box.** Full equipment, excellent condition, good tyres, battery, appearance as new. £250. Also—spare engine and "A" gearbox. £80. Brookes, 144, Portchester Road, Fareham, Hants. [2680]
- GRAHAM-PAIGE SPECIAL 4.350 c.c.** supercharged 140 h.p. straight-8 open 3-seater, sensational performance, 20 m.p.g., Described "Autocar" T.O.S.C. August 31, 1951. £220. Brookes, 144, Portchester Road, Fareham, Hants. [2681]
- ALVIS 12/50 1928** open 2/4-seater. Good condition, 800 miles since rebore. New tyres, hood, sidescreens, rear tonneau cover. Taxed September. Excellent car for enthusiast. £120. Photograph available. Bishop, 22, Wistaston Green Road, Crewe. [2682]
- 1939 ALVIS 12/70** saloon, most excellent mechanical condition throughout and show-room appearance. Many extras. Taxed year. £285. H.P. arranged if required. 12, Station Road, Orpington. Tel.: 6740. [2683]
- WOLSELEY HORNET SPECIAL 2/4-seater.** Reluctant sale by posted officer. New battery, w/s wiper motor, tonneau, 3 tyres, hood, sidescreens and fabric car cover. 2 spare tyres. All instruments work. Engine reconditioned 500 miles ago; 25 m.p.g. and neg. oil. £120 o.n.o. View Hampstead or Farnborough. Jackson, 4, Well Walk, Hampstead. [2685]
- TWO-SEATER,** 50 m.p.g. Bradford Special, '46. Engine overhauled 1954. £120 o.n.o. M. Strode, 39, Cranley Mews, S.W.7. Tel.: KEN 1058. [2686]
- 1951 PONTIAC** Power Convertible. Being rebuilt after burnout. Fitted 2 1/2 Jaguar engine. Gearbox requires finishing, trimming, etc. Drive away. £185, bargain. Wills, 11, Malvern Avenue. Tel.: Lancaster 4942. [2687]
- MERCEDES 1936 500K, R.H.D.** Appearance as new. Recent new tyres all round. 16 m.p.g. £435 or consider exchange. Amey, Albion Place, St. Ebbes, Oxford 2713. [2688]

FOR SALE—continued

- RILEY 1936 Merlin** saloon, astounding condition for year. £195. Consider exchange. Amey, Albion Place, St. Ebbes, Oxford 2713. [2689]
- FORD 1914 Model "T"** tourer, perfect, one of best examples in country. £435 (for less than cost of restoration). Amey, Albion Place, St. Ebbes, Oxford 2713. [2690]
- LAGONDA RAPIER,** 1934 fixed-head coupé. Many extras, including radio, loose covers, column gear selector. Excellent condition. Engine overhauled. Good tyres and battery. £245. Box No. Z691, MOTOR SPORT, 15 City Road, London, E.C.1. [2691]
- JAGUAR SPARES AND SERVICE** for all models. Export orders carefully attended. Price, Three Shires, Birmingham. [2692]
- AUSTIN SEVEN SPARES.** Very large stocks. Triumph spares. Nearly all parts available. Price, Three Shires, Bearwood, Birmingham. Tel.: Bearwood 1050. [2693]
- 1934 10-H.P. LANCHESTER** Sportsman's Saloon. Mulliner Continental coachwork. Reconditioned engine, new gearbox, chrome spotlight, cigarette lighter, polished engine, outstanding condition. Wanted: Singer Le Mans or similar or sell £145. Harrison, 37, Abingdon Road, Finchley, N.3. [2695]
- FORD V8—30-h.p.** engine with 4-speed gearbox. £12. Also one 3-speed gearbox. £7. 3a, Portland Avenue, Hove, Sussex. Tel.: Hove 48629 after 6 p.m. [2697]
- DELAGE D8,** 1934 engine, gearbox, radiator, wheels. Nearest £20. 76, Dumbarton Court, Brixton, S.W.2. [2698]
- SUPERCHARGER—brand-new** Marshall. £10 o.n.o. Burtt, 16, Upper Warren Avenue, Caversham, Reading. [2699]
- TALBOT 75 SALOON.** Outstanding all-round condition. Two owners. £90, offers. Dyce, 48, Salop St., Dudley, Worcs. [2700]
- MERCEDES BENZ 14-h.p. 170v.** Various spares, M.G. pair mudguards, wheels (small diameter), dynamo, Magnette handbook, Benington, The Twitten, Crowborough, Sussex. [2702]
- ALVIS SILVER EAGLE,** 17-h.p. fixed-head coupé. Newly painted black and red. Gearbox overhauled, new big ends, valves recut, etc., chrome P.100s. In excellent condition. 22, Marchmont Road, Birmingham, 9. [2703]
- CHRYSLER D.H. Coupé,** 20-h.p. Excellent condition. £50 o.n.o. Billings, 5, Neville Rd., Saffron Walden, Essex. [2704]
- 1930 LAGONDA 2-litre** metal-bodied tourer. Brakes just relined, good hood, sidescreens and tonneau. Cromard liners fitted, very good oil pressure. £250 spent by present owner last six years. Full history available from 1945. £225. Adams, Ampert, Andover. [2705]
- EX-ARMY AUSTIN SEVEN.** Fitted Ford engine, gearbox. £90. Tel.: Pangbourne 151. [2706]
- 1927 AUSTIN SEVEN** Chummy Tourer; running order. £19 o.n.o. Brown, 3, Elm Grove, London, N.W.2. [2707]
- MORGAN 4/4 1938** red 2-seater. Many new parts. £185. Call weekends or after 7.30 only. L. Brown, 29, Broad Lawn, Eltham, S.E.9. [2709]
- £20, AUSTIN SEVEN** saloon, 1930. Hunt, Craigside, Pangbourne, Berks. Tel.: Pangbourne 151. [2710]
- SCINTILLA (Vertex),** suitable Ford 8-10, 70/-, Lowe, Maylane, Hollywood, Birmingham. Tel.: Wythall 2022. [2711]
- TALBOT 13-h.p. saloon,** 1927. Well shod, r.h. gate. Real vintage. £40 or offer. Tel.: Springpark 6414. [2714]
- AUSTIN SEVEN,** 1926 Chummy. Needs running in after engine rebuild. New mains, Duaflex rings, gaskets, etc. Dynamo, starter, magneto, overhauled. Rebuilt Dagenite battery. New windscreens, good hood. £40 o.n.o. Away until September 7th. Tel.: BUC 0141. [2715]
- B.S.A. SPORTS SALOON,** 1939. 12 months on the chocks, resprayed, chromed, trimmed, Mechanically overhauled. Very lively performance. £220? Fuller details: Flawn, Sunnyside, Flitton, Beds. [2716]
- SUITABLE LAGONDA or INVICTA—41-litre** Meadows M.45 reconditioned engine, complete, clutch, magneto, S.U. carburetors, coil ignition, starter, dynamo, etc. Gearbox 41-litre Lagonda or Invicta. Rebuilt radiator and shell. Five wheels (19 in.), each fitted new tyres (Michelin). Back axle, rebuilt petrol tank. New road springs, batteries, shock absorbers, instruments, Servo brake master cylinder and linkage, steering column, box and linkage, headlights. Many other spares. Apply Box No. Z719, MOTOR SPORT, 15, City Road, London, E.C.1. [2719]

FOR SALE—continued

- ALVIS SPEED 20,** Coupé-de-Ville, 1934. First-class condition throughout. Fitted "Foot-off" economiser, giving positive 24 m.p.g. £145. Good, 8, Cedar Road, Canvey Island. [2717]
- AUSFORD.** Excellent condition. Full road equipped, two-seat body, 16 in. wheels. All usual modifications carried out. Very rapid motor. Offers: Flat 1, 18, Waterden Road, Guildford Entrance in West Road. [2718]
- SUNBEAM DAWN 12.8 1935.** Roomy saloon body, synchromesh gearbox, good tyres, body fair, engine good. Daily use. £50. Write, 10, Mayberry Grove, Middlesbrough. [2720]
- OVERHAULING** or just decarbonising? Hornet spares, gaskets, valves, guides and springs, brake, clutch linings, bearings, Lockheed parts. Spares list available. S. H. Scott, 14, Orchard Way, Luton, Beds. [2721]
- 1932 M.G. MAGNA.** Dismantled, £30 spent on engine. Room needed. £5 o.n.o. Beal, 2, Melbourn Road, Sheffield, 10. [2723]
- ASTON MARTIN INTERNATIONAL.** Recent engine overhaul. Body, hoods, screens, all tyres excellent. £260. Tel.: (Barking) Seven Kings 0936. [2725]
- 1952 BROOKS AUSTIN 750.** Very attractive car and mechanically sound. Cambridge conversion throughout. £165 o.n.o. Photo. 45, Lockley Crescent, Hatfield, Herts. Tel.: Hatfield 2780. [2726]
- ALVIS CRESTED EAGLE 1939** model 19.9-h.p. Classy saloon. Exchange sports or vintage. 29, Duke Street, Birmingham. [2727]
- 1947 H.R.G. Aerodynamic.** Recent engine rebuild and resprayed bronze. New batteries. 33 m.p.g. Screenwash, post-horns. £375 o.n.o. Box No. Z728, MOTOR SPORT, 15, City Road, London, E.C.1. [2728]
- 1934 TALBOT 21.** Stored 4 years. Non-runner at present. Offers, 90, Rectory Road, Sutton Coldfield 4358. [2729]
- 61 BENTLEY 1928.** Mechanically good, recent rebore and engine overhaul. 4-seat tourer body sound. Wiring needs attention. Tyres good, brakes, steering, performance, excellent. £85. Seen London. Box No. Z730, MOTOR SPORT, 15, City Road, London, E.C.1. [2730]
- BENTLEY 1926 3-litre 9 ft. 6 in.** wheelbase, twin S.U. carburetors. Special two-seat body, new hood, head lamps, tonneau cover and cycle-type wings. Just rebored. Wellworthy pistons. 2 spare wheels, in excellent condition. £245. Couch & Stoneman, Dartmouth. [2731]
- SUNBEAM 23.8.** Four-seater coupé. Reputed two owners—original. Everything works. Good tyres. Sussex. £85 o.n.o. Box No. Z734, MOTOR SPORT, 15, City Road, London, E.C.1. [2734]
- ALVIS 12/60** Beetleback 1931/2. New hood, tonneau cover; Windtones, radio. Well cared for specimen and motors well. £135, 178, Old Christchurch Road, Bournemouth 4802. [2735]
- 1939 FORD V8** drophead 91A with dickey. Recellulosed cream, new hood, engine, etc. £50 less than dealer's price (August issue) at £165; or exchange, cash e.w. 87, Bromley Heath Rd., Downend, Bristol. [2736]
- ASTON MARTIN Le Mans 11-litre,** short chassis. Recent engine rebuild. History, photographs, apply 154, Downend Road, Bristol. 7. [2737]
- BENTLEY, SPEED SIX, 1929.** Barker boat deck. Disappearing hood. Wheels resplined. Reupholstered, 2/4 seats, 3.53 axle. New speedo and rev. counter. Winking trafficators. £165 or thereabouts. Seen Croydon or Brighton area. Box No. Z738, MOTOR SPORT, 15, City Road, London, E.C.1. [2738]
- £160, 1936 TALBOT 10-h.p.** sports saloon. Metallic grey, good condition. Engine and coachwork require some attention. White. "Hodellcroftys," High Street, Kingsthorpe, Northampton. Tel.: 5431. [2739]
- SINGER 10,** 1923 4-seater tourer, renovated 1953. Good condition, spare engine, gearbox, axle, etc. 37 m.p.g. £65. Durrant, Lowdown Farm, Tachbrook, Leamington Spa. [2740]
- SINGER LE MANS 9-h.p.** 4-seater tourer, 1936/7. Alfa red. Twin reconditioned S.U.s. 3 new tyres, excellent bodywork. 38 m.p.g. H.P. could be arranged. £160 o.n.o. Tel.: Bushey Heath 1815. [2741]
- SPORTS/TOURER ROVER.** Special engine, twin S.U.s. 3 new tyres, clutch, brakes, relined. New piston rings. Coach painted cream two months ago. All weather equip. £235 o.n.o. Also Talbot 75, good condition. £80. Manchester. Tel.: Whitefield 2779. [2742]
- MORRIS 10/4,** 2-seater tourer, 1934, very good order. £87. 9, Bannisters Road, Guildford. Tel.: 61858. [2744]
- 1932 COWLEY.** Utterly reliable, reconditioned engine recently. £25. Also Volkswagen dynamo. £4. 22, Chester Rd., Bedford. [2746]

FOR SALE—continued

IMMACULATE Magnette, ex-Evans, Laystalled engine, E.N.V. preselector, twin master cylinder Lockheeds, large S.U.'s, scintilla, outperforms TF, 30 m.p.g., enormous luggage space, 2 spares, radio, spare gearbox, exceptional condition. Present owner 8 years. Bills £270 shown. £315. Ken Jones, 25, North Crescent, N.3. [2456]

CORD (1937/8) sports saloon, quite genuinely in post-war condition throughout, built-in radio and heater, open to A.A./R.A.C. examination. £225. Tel.: Derby 40021. [2457]

WOLSELEY HORNET, Swallow 2 seater, new hood, screens, coil, battery, dynamo reconditioned, good tyres, four speed box, licensed, good looker, lively, economical performer. £95. Matrimonial plans. Apply 18, Camrose Avenue, Edgware, after 6 p.m. Tel.: EDG. 3507. [2459]

ALVIS—T/L—12/60—1932 Sports Saloon, black with luggage boot at rear. Excellent condition mechanically and coachwork, well maintained, genuine, bills available. Price £185. Recently purchased Speed 25. Hamilton, 44, Topcliffe Road, Thirsk, Yorkshire. [2462]

HANDBOOKS. Austin, Ford, Morris, Standard, Vauxhall, 5s. 6d.; Jowett, Renault, Volkswagen, 7s. 6d.; Hillman, Jaguar, Morgan, Rover, Sunbeam, Wolseley, 8s. 6d.; Chevrolet, Riley, Singer, 11s. 3d.; Alvis, Chrysler, M.G., 15s. 6d. Workshop Manuals—Jowett, Morris, 20s.; Austin, Hillman, M.G., 31s. 3d. Catalogue, 6d. Inquiries, stamp please. Gray, 4, Chantry House, Hurstpierpoint, Sussex. [2464]

AUSTIN 7 engines. Two magneto type carcasses and gearboxes, £3 each. Croshaw, Loretto, Ouseley Road, Wraysbury, Staines. [2465]

75. Ford 8 Special, 65 m.p.h., 43 m.p.g., mechanically excellent. Taylor, 47, Ellerman Avenue, Twickenham. Tel.: FEL. 3241, evenings. [2466]

ABSOLUTELY brand new Andre-Hartford friction shock absorbers. Large type. Suit Bentley, Merca., Lags., etc. £2 each. Carriage extra. Box No. Z467, MOTOR SPORT, 15, City Road, London, E.C.1. [2467]

£130 or near offer. 1938 Singer Nine Saloon. Taxed and insured. Green, "Littleholme," Ewhurst Road, Cranleigh, Surrey. [2468]

MORGAN Plus 4, 2-seater, July, 1952. Excellent condition, 9,000 miles. Offers over £435. Box No. Z469, MOTOR SPORT, 15, City Road, London, E.C.1. [2469]

MARK II K4/512/L Aston Martin D.H.C. 4-seater. Grey-maroon top (new), maintained in first-class condition, any inspection. Owner obtained new car. £350 o.n.o. Haighton, Park Avenue, Barrowford, E. Lancs. Tel.: Nelson 657. [2470]

ALFA-ROMEO, 1750 c.c. single-cam D.H. coupé, 1931. Recent engine, back axle overhaul, good condition all round. £135. Box No. Z472, MOTOR SPORT, 15, City Road, London, E.C.1. [2472]

ALVIS 12/50 tourer, 1931. New hood, battery and sidescreens, very reliable car. £80 o.n.o. Bennett, 21, Grove Mead, Hatfield, Herts. [2473]

M.G. TC 1947. Green, excellent condition, emigrating Canada. Bargain £325. Tel.: Ashdon Essex 209. [2474]

DELAGE 1934 D6.11 D.H. coupé. Engine rebuilt 1951, new brake cables, hood, etc. Offers. Box No. Z475, MOTOR SPORT, 15, City Road, London, E.C.1. [2475]

ASTON MARTIN £50. 1928 International "T" type, dismantled but complete, engine fair, gearbox, back axle excellent, body rough. Box No. Z476, MOTOR SPORT, 15, City Road, London, E.C.1. [2476]

LAGONDA RAPIER, 1935, fixed head coupé. Engine and chassis good, body horrible. Just the job for enthusiastic special builder. £130 o.n.o. Levison, 130, Handside Lane, Welwyn Garden City. [2477]

LAGONDA M.45. See under exchanges. F./Sgt. Wood. [2478]

1936 FORD V.8. 30 h.p., one owner, 84,000 miles, fair condition. £135. Tel.: R. Burke, PAL. 0630. [2481]

ROVER 12 Sports Tourer, 1936. Exceptional condition, new steering column, kingpins, radiator, 75 m.p.h., resprayed maroon. £195. May be seen on or after September 5th. 11, Woodhall Drive, Pinner. Tel.: Hatchend 3395. [2482]

1939 T.A. M.G. Reconditioned engine, clutch, springs, new batteries, repainted ivory; hood, sidescreens good; tyres excellent; 30 m.p.g. £290 o.n.o. Lord, 12, Elm Grove, Widnes, Lancs. [2484]



AN ACCURATE TYRE PRESSURE GAUGE easily read, chromium plated finish on brass, 2½" diameter dial. Complete in leather case £2-2-0. Also made reading 0-30 lb. per sq. in. If low pressure is required, please specify on order.

FLEXIBLE COUPLING, approx. 6" long, can be supplied to fit the above Gauge at 5/- each. (Prices include delivery U.K.)

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FOR SALE—continued

1937 1½ litre 12/4 Riley Lynx. Recent rebore, excellent appearance and brilliant performance. Can be seen London area. First £250 or best offer over £220 secures. Box No. Z485, MOTOR SPORT, 15, City Road, London, E.C.1. [2485]

£78. ALVIS 1931 TJ Saloon. Excellent engine and chassis, good tyres, radiator reblocked, poor bodywork, taxed. Box No. Z486, MOTOR SPORT, 15, City Road, London, E.C.1. [2486]

SALOON SUNBEAM, 1924, 14/40. New big-ends, linings, cables, recently rebuilt wheels, good tyres, sound, ugly body. Some useful spares. Reliable vintage motoring for £40. Tel.: Uley (Glos.) 205. [2487]

RILEY 9 Monaco 1933. £65 or offer. 70, Vernon Road, Leytonstone, E.11. [2489]

GOOD GRACIOUS! The Motor Library is advertising again—see the block advert. [2490]

AUSTIN 7 h.p. chassis, reconditioned for special, Bowdenex brakes. Offers. 129, Copers-Cope Road, Beckenham, Kent. [2492]

AUSTIN 7 "West Special", Reregistered '52; never raced but very potent, can be turned round a pin at speed. £120 o.n.o. Box No. Z493, MOTOR SPORT, 15, City Road, London, E.C.1. [2493]

RILEY Monaco Saloon. £50 engine recondition, excellent condition throughout. £75. Box No. Z495, MOTOR SPORT, 15, City Road, London, E.C.1. [2495]

RILEY IMP. Excellent condition, new crown-wheel, pinion, electrics, cylinder head. £285. Wolverhampton. Box No. Z496, MOTOR SPORT, 15, City Road, London, E.C.1. [2496]

ALVIS FIREFLY, 12 h.p. Charlesworth Saloon. Preselector reconditioned, engine sound, tyres excellent, body rough. £65. Tosh, 32, Elm Row, Edinburgh, 7. [2497]

EX-W.D. heavy utility chassis, fitted Perkins P6 oil engine, 5 speed gearbox with overdrive and Lagonda pillarless saloon body, 35 m.p.g. and 75 m.p.h., goes like a bomb. £325. 86, St. Lukes Road, Blackpool. [2498]

GARAGE CLEAROUT! Double trumpet (18in. and 16in.) horn, chrome, perfect, six volt, powerful. £12 or nearest. 1933/5 Talbot (or Sunbeam) C.W.P., 10 x 55, £7 complete. Pair 1930 P80 headlamps, 30s. Vintage Klaxon (A-UR-A), twelve volt, 40s. Box No. Z499, MOTOR SPORT, 15, City Road, London, E.C.1. [2499]

M.G. T.A. twin carburetters and manifold, wheel, tyre, electrics, instruments, piping, other items. 4, Oakfield Drive, Rednal, Worcs. [2500]

CITROEN 1939 Big 15. Excellent, many replacements. £260. Exchange light 15, good 12, Rover 12, equal condition. Tudor Thatch, Buckland, Aylesbury. [2501]

RILEY LYNX, 1936, 12/4 tourer. First-class throughout. £275. Near London, Box No. Z502, MOTOR SPORT, 15, City Road, London, E.C.1. [2502]

2 LITRE Lagonda, 1930, low chassis tourer, good condition throughout, £150. Austin 7 4-seater Chummy tourer wanted. Owen, Quail Cottage, Pleasance Farm, Kenilworth. [2503]

LAGONDA 2 litre, 1929, low chassis 4-seater tourer. Excellent condition throughout, engineer owner 3½ years. Full details to genuine enquirers. £165 Tyler, 44, Alfred Street, Sutton-in-Ashfield, Nottingham. [2505]

RILEY USED PARTS. Crownwheels, 1932, Riley saloon, £50. Chili Parlour Cafe, Hatfield, Herts. [2504]

AUSTIN SPECIAL, engine lively, paramount head, S.U. pump, bodywork unfinished. Nearest £27. Hodgson, Home Farm, Parry's Lane, Bristol, 9. [2506]

LANCIA APRILIA, 1937. Engine good, body reasonable. £250 Dr. Forsyth, Wickhambrook, Newmarket. [2507]

FIAT 501 tourer, 1926, original condition, 19,000 miles from new. All weather equipment, 4 new tyres, taxed. £55. 45, George Street, Blackpool. [2508]

ALVIS Silver Eagle Saloon, 1930, 1,500 miles since complete overhaul costing £80. A really sound motor car, bargain at £65. Nelmes, Heatherlands, Ferndown, Dorset. Tel.: 341. [2509]

TALBOT 105 D.H. coupé, 1934. Hood in shreds, body little better, good transmission, runs well, good batteries, £65. 1936-7 Renault 14 saloon, good tyres, needs decoke, £55. 1934 Morris 10 saloon, runs well, good tyres, £45. 1938 Opel, 12 saloon, very good. £95. Offers or would dismantle. Exchange Fiat 500 or parts. Tel.: Byron 6028 Day; Wor. 8355 Evenings. [2510]

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BENTLEY 4-LITRE Mulliner sports saloon, short chassis, 1931. Generally in very fair order; nearly new tyres; but engine does require rings or a rebore. Nevertheless remarkable value at £100.

ALFA-ROMEO 1,750 unblown 4-seater by Young, late 1932, in very nice order throughout. £195.

LANCIA 8TH SERIES tourer. Virtually original and in good order throughout. £120.

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LAGONDA 3-LITRE, 1932. Selector Special all-weather saloon, very reasonable coachwork and good mechanical order; good tyres, etc., and an extremely good performance. £125.

LAGONDA 2-LITRE high-chassis 2/seater (modified from 4-seater). Twin spares, P100s, good hood and tyres; general all-round condition fair. Good value at £95.

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FOR SALE—continued

- VINTAGE RILEY NINE**, rebuilt as sports two-seater, tuned engine giving lively performance with 39 m.p.g. on long runs, an enthusiast's car and in very good condition throughout. £150. Garrett, "Avalon," Furnham Road, Chard. [2511]
- ANDERSON Open Four Seater**. Body off 12/70 Alvis, less front seats, screen and hood. Watson, Littlemore, Low Hill, Roydon. [2512]
- ALVIS FIREFLY Saloon**, 11.9 h.p., December, '33. Preselector, goes like a bomb. First nearest £135. Dealers considered. Write G. Hennings, 51, Stoneleigh Park Road, Ewell, Surrey. [2513]
- RILEY 9**, 1936, Merlin Saloon. Preselector gearbox, excellent condition. £175 o.n.o. Boden, 77, Chiltern Road, Baldock, Herts. [2514]
- RILEY NINE**, about 1930, two-seater body. Righton, Brailes, Banbury, Oxon. [2515]
- LANCIA APRILIA**, perfect specimen, registered 1940, de-luxe saloon, rebuilt, resprayed, re-trimmed and loose covers 1954. Details on request, £600 o.n.o. 18, The Crescent, Tyne-mouth, North Shields 1211 after 6 p.m. [2516]
- RILEY '34**, 12/6, good condition, requires tinkering with. £80. Tel.: (evenings) Ingrebourne 3631. [2518]
- 1932 RILEY 9 Monaco Saloon**. Beautiful example, scrupulously maintained, new "Michelins," 31 m.p.g. £135. 66, Priors Road, Aldermaston, Berks. Tel.: Reading 0060, ext. 6732 (9-5-30). [2519]
- 1935 ROLLS BENTLEY 3½** special lightweight sports Mulliner saloon. Complete car in perfect condition, mechanically superb, reconditioned at works 20,000 miles back, all new interior leather work, bills for £900, petrol consumption average over last 6,000 miles 21.2 m.p.g. £585. Tel.: Uxbridge 2062. [2521]
- 1921 Wilton Sports Two-Seater**, 12 h.p. engine, cantilever rear springing, road wheels converted to 500 x 17, two spare wheels. Vintage car in condition that will delight an enthusiast. £95. 9, Hoop Lane, N.W.11. [2522]
- LAGONDA 12.8 h.p. tourer**, 1926, in fine condition, over 20 m.p.g., reluctant to sell—present garage too small. £90. Wright, 18, Castle Hill, Banwell, Somerset. Tel.: Banwell 130. [2523]
- JAGUAR 1½**, 1939, good condition, heater, radio, twin spots. £260 o.n.o. Morley, 111, Eltham Road, W.B., Nottingham. Tel.: 88721. [2524]
- 1932 FRAZER-NASH-ANZANI**. Rebuilt, racy appearance. Tel.: Buc. 1528, weekends only. [2525]
- NOT FOR SALE** until after September 11th, vintage Lancia Lambda, 1930, 8th series, 2/4 seater tourer, modifications include 20in. wheels, Hardy Spicer, electric fuel pumps, etc. Recently rebuilt and in excellent condition. This car may be seen in concours d'elegance class at Goodwood on this date, or any evening South-end area. £1,500, or to fellow enthusiast, £220. Box No. Z526, MOTOR SPORT, 15, City Road, London, E.C.1. [2526]
- LAGONDA 15.8**, 1934, in very good condition, owner gone abroad. £135. Salcombe Road Garage Ltd., Salcombe, Devon. Tel.: Salcombe 118. [2528]

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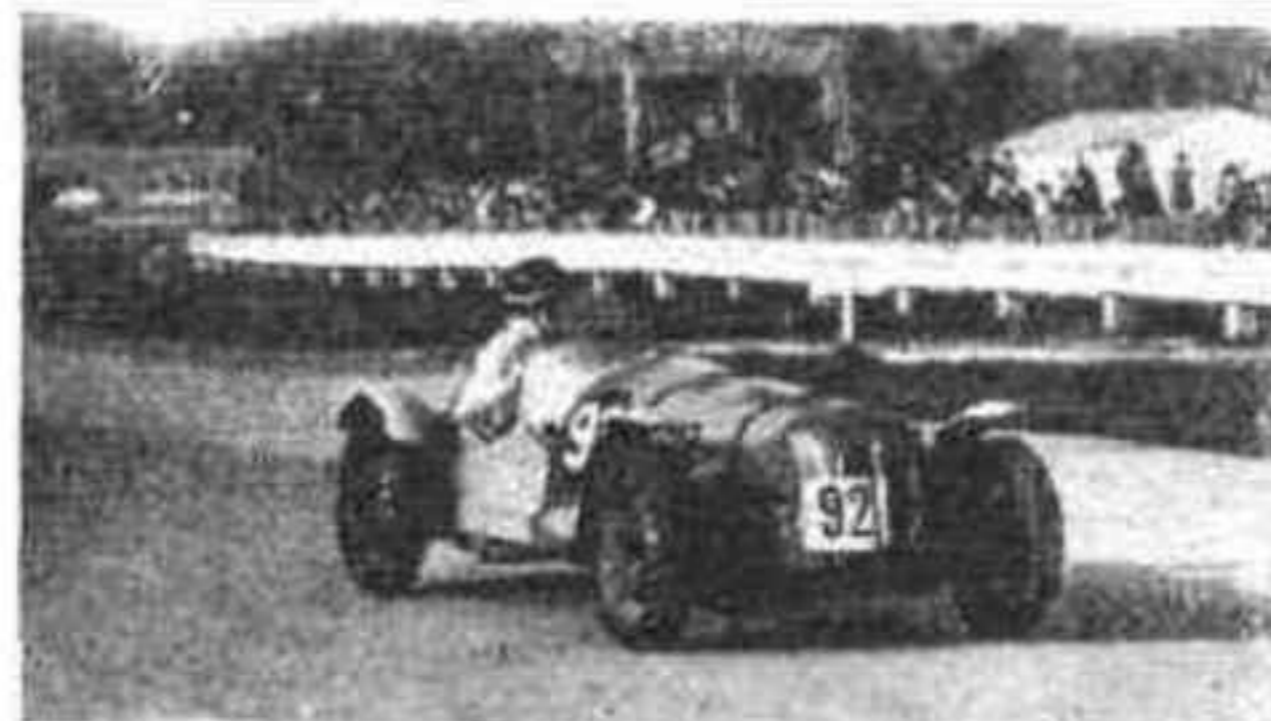
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FOR SALE—continued

- 1935 ALVIS Speed Twenty**. 4 new Michelins, lamps rechromed and resilvered, new dynamo, Speed Twenty-Five back axle, new rings, uses no oil, body and hood in good condition. Genuine reason for sale. Nearest offer to £245 accepted. Box No. Z527, MOTOR SPORT, 15, City Road, London, E.C.1. [2527]
- ROVER 16**, 1938, in absolutely perfect condition, just spent over £500 in maker's recondition, respray, rechrome, etc., just like a new car. Salcombe Road Garage Ltd., Salcombe, Devon. Tel.: Salcombe 118. [2529]
- BUCKLER MK.10 Ford 1172 c.c.** Lovely condition, all modifications, genuine 90 plus m.p.h. with amazing acceleration, very economical, 9,000 miles only, aerodynamic coachwork in very smart B.R.G. Ideal sports car for everyday use or sports racing. Genuine reason for sale. £365. Box No. Z530, MOTOR SPORT, 15, City Road, London, E.C.1. [2530]
- ALVIS 3 1/2**. Rough but interesting low chassis Continental type closed coupé by Mayfair. Newish tyres, batteries, radio, lovely leather. Photos. Might dismantle. Your price. Also immaculate 3 1/2 SS 100 '39 in poly-grey. New tyres, battery, tonneau, hood and bag. Concours winner. Haggle around £550 at Thompson's, "Rowan," Coton (long, muddy) Lane, Tamworth. [2531]
- 1½ LITRE Singer Sports four-seater**, 1934. Carefully maintained by engineer owner since 1938. Very low mileage and exceptional condition. Taxed, insured, £115. Full particulars and history supplied to genuine enquirers: Nicolls, 51, Hillcroft Avenue, Pinner, Middlesex. Tel.: Pinner 8629. [2532]
- M.G. PA 8 h.p. 2-seater**, nice condition, swept wings, new hood, taxed/insured, handbook. 170 guineas. 94, Rickmansworth Road, Pinner, Middlesex. [2533]
- DELAGE Straight Eight 4/5 seater**, drophead coupé, 1936 model, very good condition throughout, good tyres, new hood, recently repainted, taxed, 20 m.p.g., goes like a bomb. Sell £150. Consider exchanges W.H.Y. Allen, "Thorne House," 983, Leeds Road, Thornbury. Tel.: Bradford 65651. [2536]
- 1912 Silver Ghost**, complete chassis, in excellent running order, engine very quiet. Details from Grossmark, 336, Upper Shoreham Road, Shoreham-by-sea. [2537]
- B.C.M./INSTRUCTBOOK**. The instruction book people stock thousands pre-war instruction books. [2540]
- B.C.M./INSTRUCTBOOK** in stock. Cowleys 1923, 1925, 1927, 1928, 1930, 1932; Oxfords 1923, 1925, 1927, 1928, 1929, 1931. [2541]
- B.C.M./INSTRUCTBOOK**, London, W.C.1, will send a descriptive quotation for an original makers instruction manual for your car on receipt of an s.a.e. [2542]
- BEAUTIFUL Allard 4-seater tourer**, resprayed ivory, new carpets, hood, upholstery, twin spots and reverse light, reconditioned engine. £375 or exchange A90 Cooper Allard Saloon. Box No. Z545, MOTOR SPORT, 15, City Road, London, E.C.1. [2545]

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FOR SALE—continued

1926 LAGONDA, 2 litre tourer, good condition seen Malvern. £90. Box No. Z543, MOTOR SPORT, 15, City Road, London, E.C.1. [2543]

SHARROCK'S Supercharger, complete with carb. and all fittings for T.C. M.G., £25; or exchange for 16in. KO wheels for T.C. M.G. 54, South Royd Street, Tottington, Bury, Lancs. [2544]

M.G. J2. Recent complete engine, clutch, gearbox and back axle overhaul; all steering mechanism renewed; Chromard standard liners; Fram filter, voltage control, armoured wiring, hydraulic brakes, Marchal fog lamp, swept wings, excellent appearance, 4 new tyres. £165 o.n.o. 21, Cotswold Road, Lynworth Estate, Cheltenham, Glos. [2546]

M.G. MAGNETTE K1, 1934, 4-seater tourer, with env. preselector gearbox, engine just rebuilt, original cellulose; only two previous owners. Offers over £300. 32, Mill Road, Fareham, Hants. [2547]

RILEY 9 h.p. 1934 Monaco Saloon. Offers. Brown, Stockmoor House, Netherton, Wakefield [2548]

VINTAGERS! Austin 1930, 16/6 drophead coupé. Mediterranean blue, front bench seat and dickey, wire wheels, all tyres nearly new, radio, all extras, recon. engine, towbar, effortless cruising at 50-60, 25 m.p.g. £100 o.n.o. Forge Cottage, Joiners Lane, Chalfont St. Peter, Bucks. [2549]

A70 ENGINE. Special builder has for disposal above now superfluous to his requirements. £30. Box No. Z552, MOTOR SPORT, 15, City Road, London, E.C.1. [2552]

ALVIS 12/50 Saloon, 1932. Good condition throughout. Offers. Hindley, West Bollington P.O., Macclesfield. [2553]

RILEY LYNX, 1½ litre, 1936, Scintilla Magneto. Tyres 6.00/16, good running order. £175. Ashton Farm, Bishops Waltham, Hants. Tel.: B.W. 85. [2555]

RILEY 9 1933 manual gearbox. £7. Irwin, 63a, Castle Farm, Dedworth, Windsor, Berks. [2556]

K.N. M.G. Magnette Saloon, 1935. £150 o.n.o. Godden, The Haven, Gt. Waltham, Chelmsford. Tel.: Little Waltham 244. [2559]

CONSIDERABLE number of Lancia Dilambda spares, engine, axles and frame, etc., etc. Thompson, 9, Beresford Drive, Southport. Tel.: 88155. [2560]

B.S.A. Twin 3-wheeler, 1935. 2,000 miles since rebore, new big-ends. £65 o.n.o. 117, Ashton Road, Newton-le-Willows, Lancashire. Tel.: 3530. [2561]

WELFORD BROS. for Riley spares-service. Among our comprehensive stock of spares we carry new valves 10s. each; guides 5s. each; valve springs: single 9s. set, double 16s. set; gaskets 17s. set; brake cables 19/6; speedo cables, complete, 26s. King pins and bushes, track rod ends, timing gears, pistons, rings, oil pumps, single and twin inlet manifolds, exhaust manifolds, crown wheels and pinions. All above are new and plus post and packing. Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [2563]

FOR SALE—continued

AUSTIN 7, blocks, reconditioned for the expert and the discerning. Laystall Cromard liners, new guides, studs, surface ground, Wellworthy pistons, limited quantity only. £12 each. Rowley & Louis, 11, 12, Summerland Gardens, Muswell Hill, London, N.10. Tel.: Tudor 5670. [2562]

BENTLEY Red Label (1925) 3 litre V.D.P. tourer B.R.G. Absolutely excellent condition throughout, complete £100 engine overhaul 2,000 miles ago. £250 o.n.o. Percy, Aden Cottage, Durham. Tel.: Durham 24. [2564]

WOMEN hate this car, men love it; wife and child threatening walk out, so it's yours for £120. Looks good, goes better, but wants respray. All technical griff to genuine inquirers, but in excellent mechanical order. Vauxhall 30/98, 1924. 200, Cromwell Road, S.W.5. [2565]

BUGATTI, type 46. Acceptable bachelor owner sought much loved old lady, one family 20 years, jealousy following marriage forces sale, good runner, faults which are all minor freely disclosed as sentiment necessitates uncommercial transaction. £75 to suitable applicant. E. H. Brooks, 10, Mulberry Walk, S.W.3. Tel.: FLA. 6396. [2566]

MORGAN 3 wheeler, 1934, W.C., O.H.V., J.A.P., scarlet four-seater sports. Body rebuilt, new springs all round, mains, valves and guides, loose covers, everything good, A.A. inspection. Arrange delivery. £100. Kirkpatrick, Wetheral, Carlisle. [2569]

1948 ALLARD. D.H. coupé, recent reconditioned engine and new hood. £295. Tel.: Slough 25340. [2571]

J2 M.G. chassis less engine and gearbox, towable. £25 o.n.o. Other parts available. S.a.e. enquiries. 85, Edward Road, Somerford, Christchurch, Hants. [2572]

IDEAL FOR SPECIALS. Austin A70 engines. Outright purchase new £70 1954. Reconditioned £50. Guaranteed. Used £20 10s., in need of repair. Second-hand spares to suit. Overstrand Motors Ltd., 62, Cottage Grove, London. Tel.: BRI. 2330. [2572]

RILEY FALCON 12/4, 1935. Body and paintwork good, new big ends, C.W. & P., valves, kingpins, shackle pins, bushes, sliding roof, highlift and standard camshaft, 1 or 2 carbs., etc. £160. Jones, 28, Ditton Court Road, Westcliff-on-Sea. [2574]

B.S.A. SCOUT F.H. coupé, 1937, Series 4. Excellent road-holding, 45 m.p.g., extensively overhauled. £100, no offers. 22, Norfolk Street, Southsea. [2576]

ALLARD, 1949, special coachbuilt saloon, cost £2,500, mileage 28,500, reconditioned V8 just fitted; two Solex conversion; radio; double Notek; Connolly hide, etc. Overlarge for new house garage. Individuality and condition warrants £525. Photos available. Also pair Allard finned aluminium heads for Mercury, £20. Barker, Jackson's Close, Epsom. [2578]

VETERAN VULCAN Landulette, 1908. A rare car, complete but not in running order, new tyres and tubes not yet fitted. Offers. Box No. Z579, MOTOR SPORT, 15, City Road, London, E.C.1. [2579]

FOR SALE—continued

1947 ALVIS "14" coachbuilt Countryman, not a utility, beautiful condition, very shapely, Pye radio, maroon and varnished oak. £350. Tel.: Nuneaton 2171. [2580]

1926 ROVER NINE. Two-seater sports, good condition. Tel.: Uxbridge 2543. [2581]

V8 SPARES. 24 stud Mercury engine, complete with all accessories, except fuel pump, excellent running order, £27 10s. Chassis frame with front and rear springs and fuel tank, £5. Front axle with hub brake assembly, track rods and radius arms, £2 10s. Four wheels, tubes and tyres, one tyre good, £5. Steering column, 10s. 12 volt V8 dynamo, £4 10s. Jones, 23, Windsor Avenue, Clacton-on-Sea. [2583]

1937 ALVIS Speed 25 sports saloon, black aluminium body, sliding head, P 100s, 2 spot lights, one shot lubrication, good tyres, fast car. £240. Taxed. Tomlin, "Crantock," Lord Romney Hill, Bearsted, Maidstone, Kent. Tel.: Maidstone 87187. [2585]

MASERATI 6 c., twin O.H.C. Square 1496 c.c. Alloy engine completely overhauled 1939, not used since; all new H. section, £40 rods fitted, ideal 1500 c.c. sports engine. Will give well over 100 b.h.p. with slight modification. Price £125. P. S. Bailey, 1, Hynesbury Road, Friars Cliff, Christchurch. Tel.: Highcliffe 709, evenings. [2587]

18/80 M.G.11 Saloon. Special engine and rear axle, complete parts for second chassis, plus spare engine, extra head. Owner leaving district. Offers. 36, Nightingale Road, Guildford. [2589]

AUSTIN NIPPY, November, 1935, Ford 8 engine. Excellent condition, well worth £155. Will consider near offer. Box No. Z590, MOTOR SPORT, 15, City Road, London, E.C.1. [2590]

1940 JAGUAR 100, 2½ litre competition model. Last of series, specimen car. Overhauled 3 weeks ago. £425. Tel.: Woking 379, evenings from 6.45 p.m. [2591]

1939 12 h.p. De-luxe Citroen, one previous owner, excellent condition, recently overhauled and rechromed (bills shown), radio and de-mister, with many extras. £295. 23, Selwyn Crescent, Welling, Kent. [2592]

1932 8 h.p. M.G., 2-seater. Best offer or exchange saloon. Also gearbox £3. Tel.: Wallington 2783. [2593]

SINGER Le Mans, 4-seater sports, 9 h.p., 33/44, new pistons, tyres, hood, battery good, neat job. £85. Bennett, 323, Stafford Road, Caterham. [2594]

TRIUMPH Mayflower engine, good condition, £20. Also Singer Le Mans, twin carb., manifold assembly £2. 65, Arnold Avenue, Coventry. Tel.: 68251. [2595]

M.G. M. 1930, 5 good tyres, engine recently overhauled, brakes, clutch relined, sound condition, 38 m.p.g. £125 o.n.o. Thomas, 9, Church Road, Walton, Liverpool, 4. [2597]

SPORTS 2-seater V8 Mercury Special. Professionally built by Ford agent, 12,000 miles since built, approx. 110 m.p.h., 22 m.p.g., suitable fast touring, club racing, weight approx. 17 cwt. £185 or near. Booth, Tel.: Leeds 54795. [2598]

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£245—1937 Adelphi, 14 h.p. An immaculate example, just recellulosed in storm grey. Mechanically this car is excellent and motors magnificently.

£245—1937 Kestrel 1½-litre. This is an ever-popular model and one in really excellent order throughout.

£235—1937 Manorca 9-h.p. 6-light sports saloon. A most genuine and smart little car, giving excellent performance with economy.

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£195—March Special, 9 h.p., open 2/4-seater sports. An absolutely magnificent example of this rare model. The coachwork is superb, cellulosed B.R. green. The interior is also exceptionally smart. Excellent hood and new side-screens. Mechanically really spot on and altogether a delightful car. Taxed year, good tyres, etc.

£170—1936 Merlin 9-h.p. saloon. A most reliable and economical car with smart appearance and excellent history.

£165—1935 Falcon 1½-litre sports saloon. The bodywork is both sound and of good appearance, mechanically an absolute honey. Taxed year, good tyres, etc.

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£425—1940 Rover Fourteen foursome D.H. coupe, fitted reconditioned engine. An extremely smart example, finished in Rover grey, with blue leather interior. Taxed year.

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FOR SALE—continued

CAMBRIDGE-BUILT AUSTIN SPECIAL, 1952. Several modifications, new battery, tyres. Fast, reliable, in daily use. £85. Day, 164, Waverley Drive, Lowestoft. [2747]

FOUR (new) 5.50 x 15 Dunlops, 70/- each. Two 6.00 x 16 Michelin "S," 60/- each. 12-volt Windhorns, chrome, 60/- pair. 6-volt coil (new), 26/-. Oakshott, 1, Weston Villas, Thames Ditton (evenings). [2748]

ALVIS S/D 12/50 Beetleback. S.U. carb., rear tank. Late-type prop. shaft. 16/600 wheels. Good tyres. Goes as 12/50 should. £85 o.n.o. Unsworth, Little Cob House, Broadwas, Worcester. [2750]

CLYNO, 1927. 11-h.p. Two-seater and dickey. Total mileage 10,000. Carefully stored 23 years. Just professionally restored to exhibition standard. New tyres, battery, hood, starter, magneto, re-painted, etc. Sporting performance. £150. Archer's Arrow, Whitfield, Dover. [2751]

1952 M.G. T.D. Immaculate condition. Engine completely reconditioned, not yet run in. Thomas, 3 Heol Harlech, Llandaff, Cardiff. Tel.: Llandaff 634. [2752]

ROLLS ROYCE. Enquiries for cars and s/h spares welcome. J. B. M. Adams, Great Gidding, Huntingdon. Tel.: Winwick 216. [2753]

CITROEN d.h.c. Rear-wheel drive. £45. Tel.: Victoria 3307 after Sept. 6th. [2754]

BUGATTI TYPE 40. All engine parts less block, £8; clutch/flywheel, £3; gearbox, £6; c.w.p. 12 x 56 with differential and case, prop-shaft, etc., £7. Foxley, 10, St. Anthony Road, Heath, Cardiff. [2755]

K.1 M.G., K3 chassis, engine; but 4-seater. Engine good. Pres-selector gearbox. Paint a bit ratty. £110. 157, Wolsey Drive, Kingston-on-Thames. [2756]

MARSHALL BLOWER (ex-P.B. M.G.). New bearings, very little wear, complete carburettor and most fittings, £19. Six 1½ in. bore 30° semi-d.d. S.U.s, large float chambers, as new, but stock soiled, £3 10s. each. Two 6-volt S.U. petrol pumps, perfect, £3 5s. each. Large Autovac and twin 6-volt coils, hood frame, ex-vintage American Lincoln, £4 10s. Pair large American headlamps, £3 5s. A.C. 2-litre engine, '33-'34, dismantled, +30 thou. pistons with new Duaflex rings, £11 the lot, would separate. Box No. Z757, MOTOR SPORT, 15, City Road, London, E.C.1. [2757]

ALVIS SPEED TWENTY SA model drophead. Good condition, over £60 recently spent. Many spares. £175. Hunt, 13, Ketton Avenue, Sheffield, 8. [2758]

LAGONDA RAPIER, 1934. Open aluminium 2-seater. Laystall crank: 4-branch exhaust: 25,000 since complete rebuild. £150. 63, Clyde Rd., Didsbury, Manchester. [2759]

AVION VOISIN, 1924. 1½-litre coupé, with all-weather equipment. New upholstery and battery. Five tyres excellent, good mechanical order. 25 m.p.g., f.w.b. £110. Phone after 6.30 p.m., Grosvenor 2658 or write, O'Done, c/o 12, Hertford Street, W.1. [2765]

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FOR SALE—continued

BUCKLER MARK V. Built new Ford parts. Glass-fibre body, Aquaplane S.U.s, 4.7 axle, etc. £295 o.n.o. Peters, 159, Warwick Road, Coventry. Tel.: 601651. [2761]

£75 O.N.O. Wolseley Sports 12, Recon. engine. V.G. tyres. Abbey coachwork. O.P. 80 lbs. Photograph. Quick sale—consider exchange saloon. Tel.: ELT 9210. [2762]

1925 COTTIN & DESGOUTTES ex-Brooklands 120 m.p.h. car, open 2-seater, all-weather equipment, 100% mechanical condition. Now undergoing complete respray. Raced at Silverstone and with some success at Autocross. Will average 50 m.p.h., maximum 95 m.p.h., 20 m.p.g. This rare and highly desirable car is offered for sale to a good home by its owner for £300. All information and photos to genuine inquiries. F. Q. C. Sandys, Tabley Garage, Knutsford, Cheshire. Tel.: Knutsford 241. [2763]

V-8 SPECIAL, roadworthy, £50. Space needed. Pook, 12, Fourth Avenue, Havant 434. [2767]

LAGONDA 3-litre Saloon 1933. Needs new timing chain. Must sell, £30 o.n.o. Box No. Z663, MOTOR SPORT, 15, City Road, London, E.C.1. [2663]

BULLNOSE MORRIS OXFORD, 1926. Side-screens, hood, screen for dickey. Good tyres. Unspoilt original. £45. 7, Prothero Gardens, Hendon. Tel.: 9179. [2773]

NOT AMPHIBIOUS, so globe-trotting owner must regretfully part with 1930 o.h.c. Morris Minor 4-str. tourer. Completely reconditioned engine just fitted. Should do 65 when run in. 45 m.p.g. Steel body good. Well maintained, hosts of spares. £80 o.n.o. Scrine, 127, Crouch Hill, Hornsey, N.8. [2774]

RILEY NINE registered 1934, rebuilt 1953. New 4-door tourer body, wings, hood, screens, electrics, reconditioned engine, crash box. £175 o.n.o. 48, Sherrardspark Rd., Welwyn Garden City. [2775]

1934 TALBOT 14/65 Sportsman's Saloon. Well maintained, resleeved 1,500 miles ago. £100. Buckley, 6, Seymour Drive, Warrington. Tel.: 3139. [2776]

1936 SINGER LE MANS sports saloon. Very good condition, engine completely reconditioned. £150. Houghton, 61, Pemberton Rd., Hornsey, N.4. [2777]

1947, Sept., Model T.C. 2-seater. Engine, steering, front axle and brakes overhauled. Excellent mechanical condition. £370. H.P. terms arranged. Bloomfield Cars, 92-110, Camberwell Road, S.E.5. Tel.: Rodney 3021-2239. [2778]

M.G. 14/40. Fitted 11.9-h.p. Cowley engine. Open 4-seater with excellent all-weather equipment. Excellent condition throughout. Highest offer over £80. Harvey, 23, Trelawney Road, Cotham, Bristol, 6. Tel.: 37259. [2780]

TALBOT 1929 20.9 2-seater. Must sell, space urgently needed. £25. Rover 9 2-seater, low mileage, needs restoring. £10. J. Lott, Fairview, Lyminge, Kent. Tel.: 87289. [2781]

LAGONDA RAPIER 1934. Fixedhead Coupé in good condition. Reliable performer. £175. Tel.: BUCKhurst 3045 evenings. [2784]

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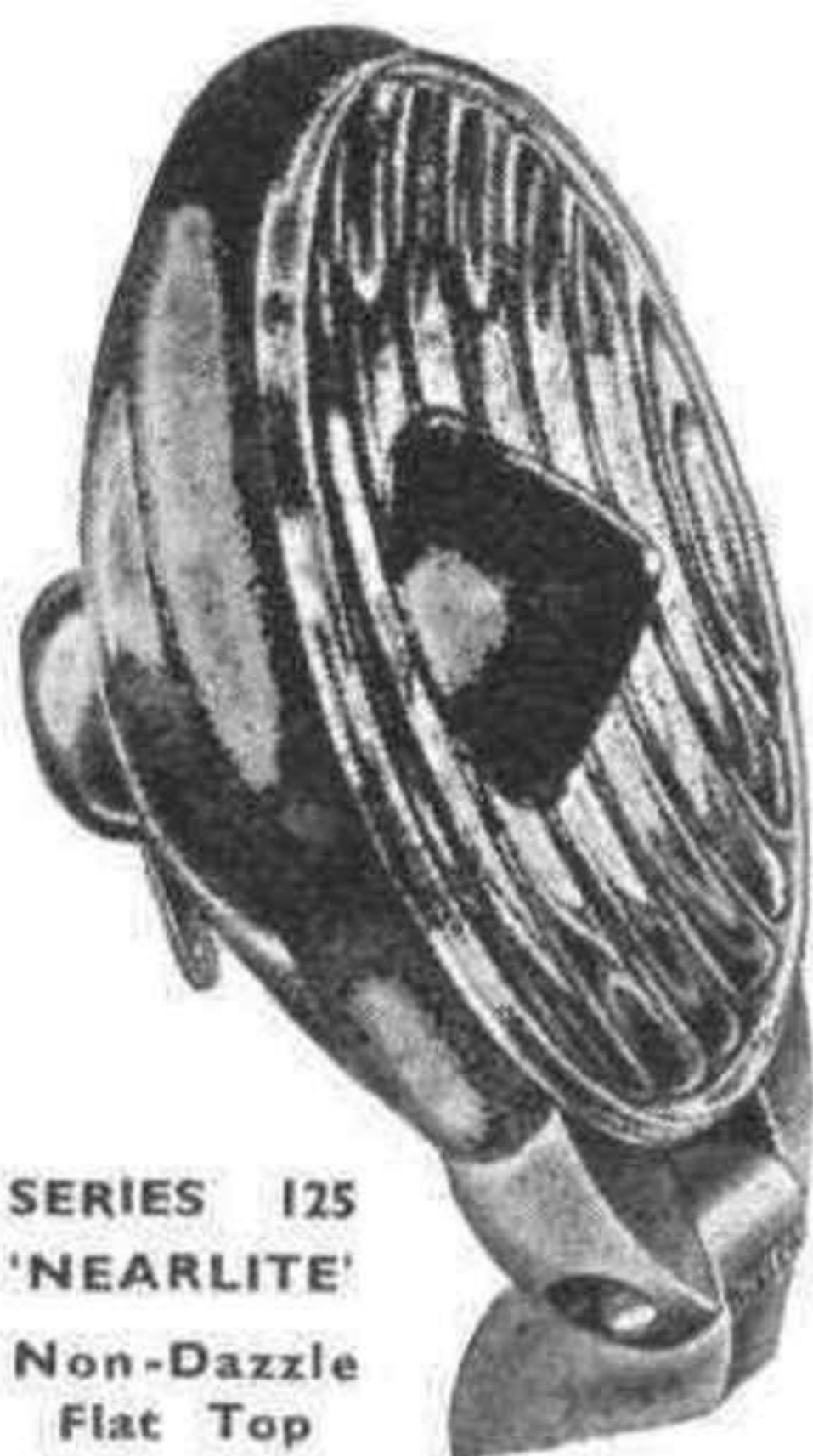
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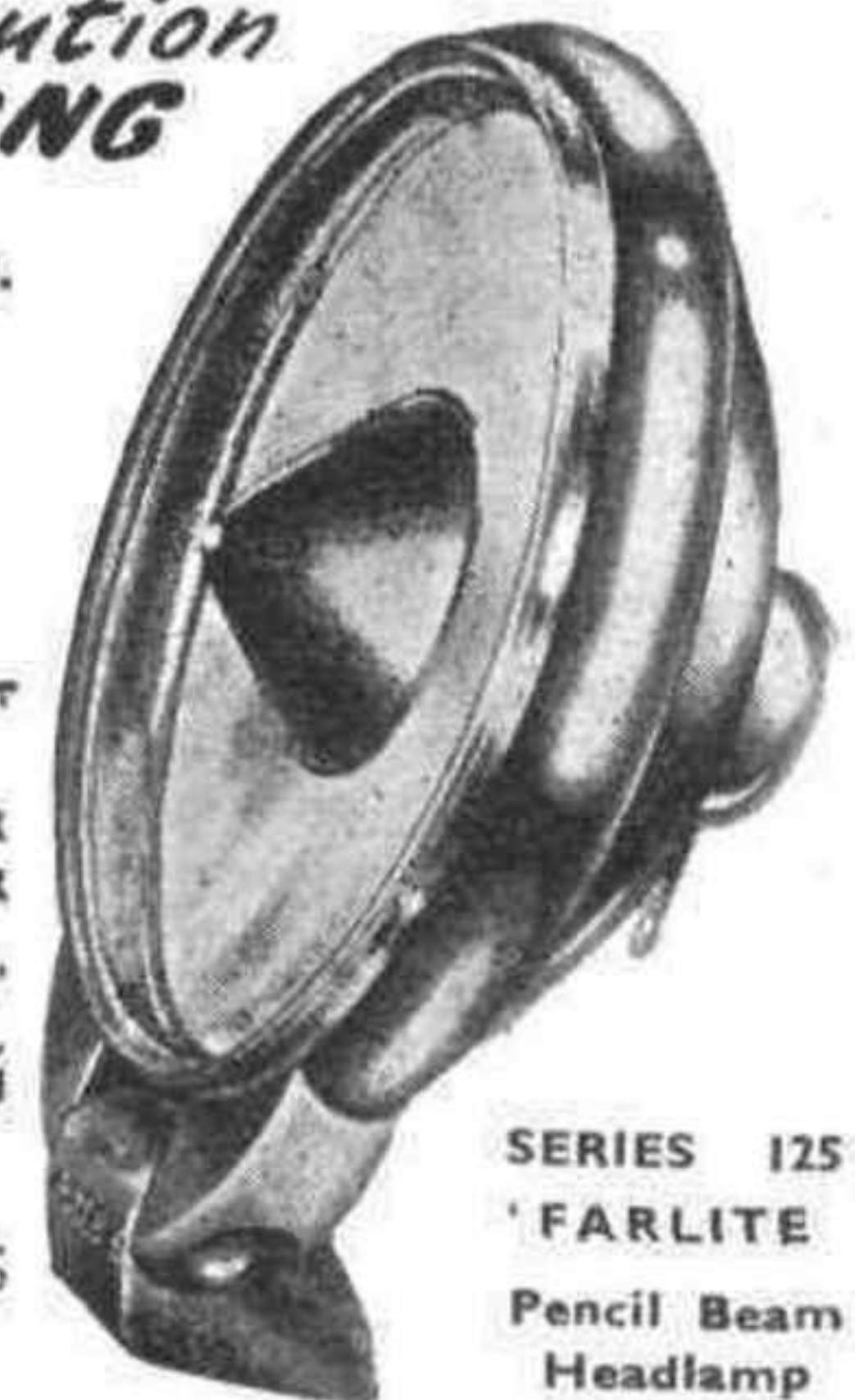
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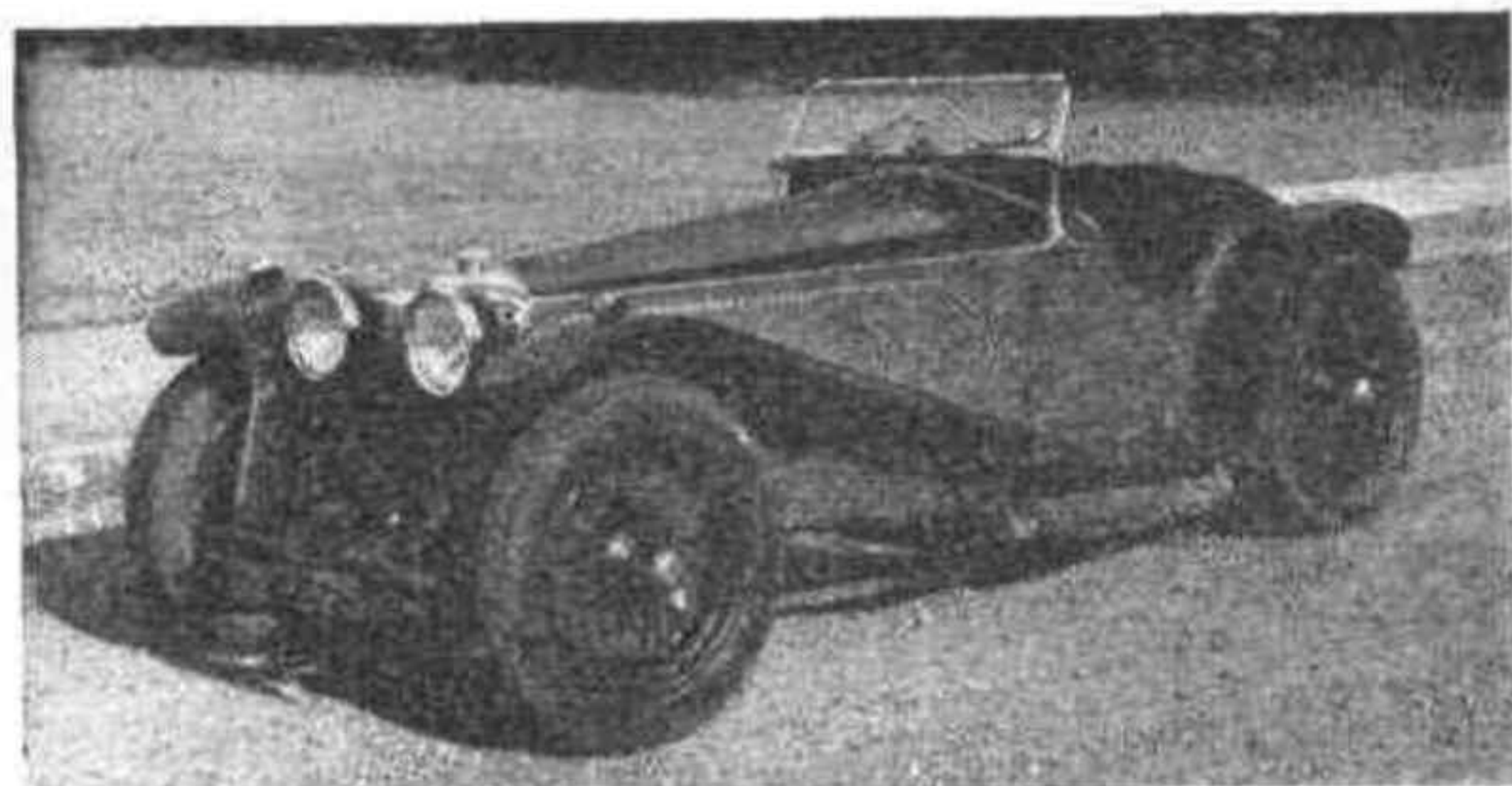
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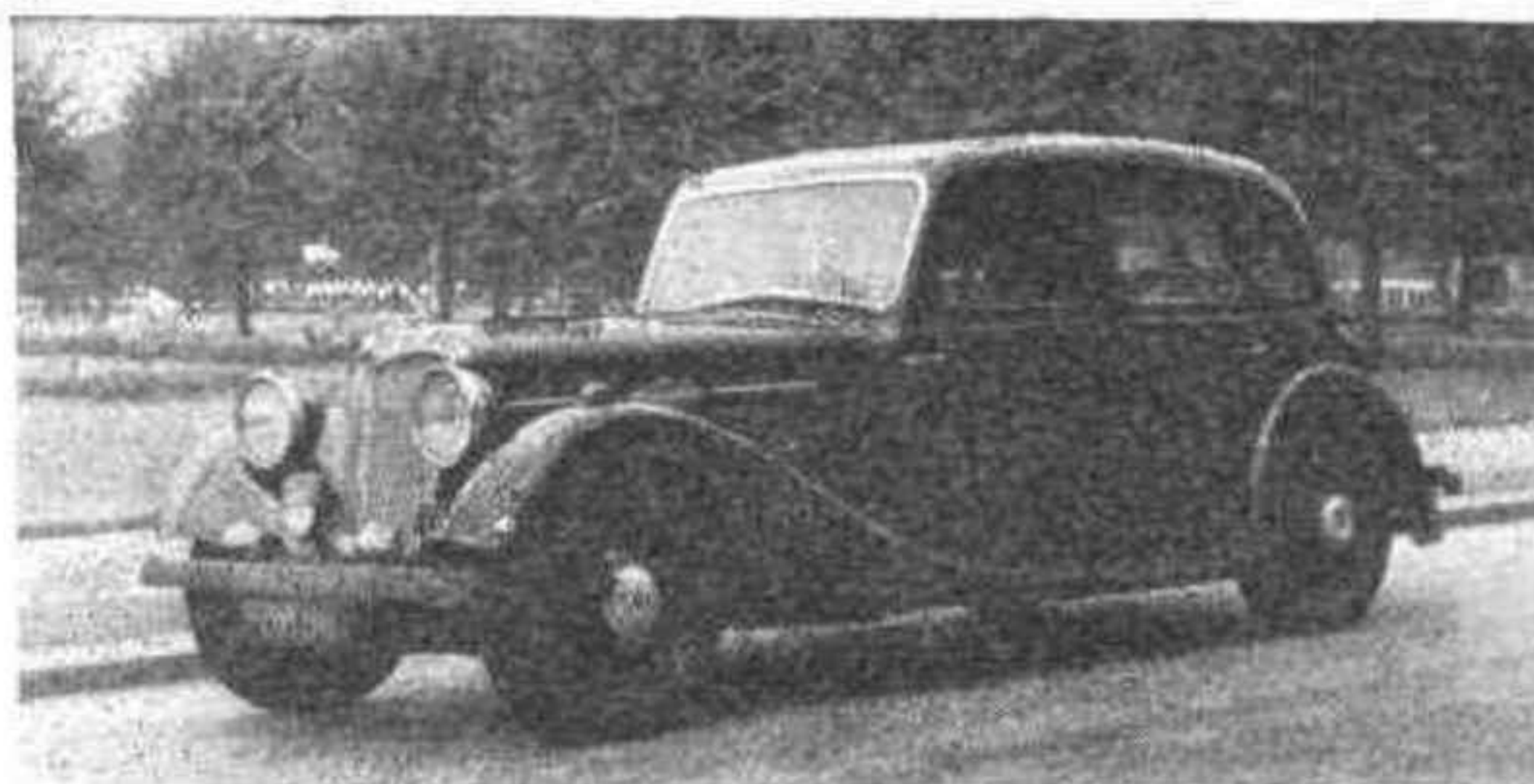
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Pencil Beam
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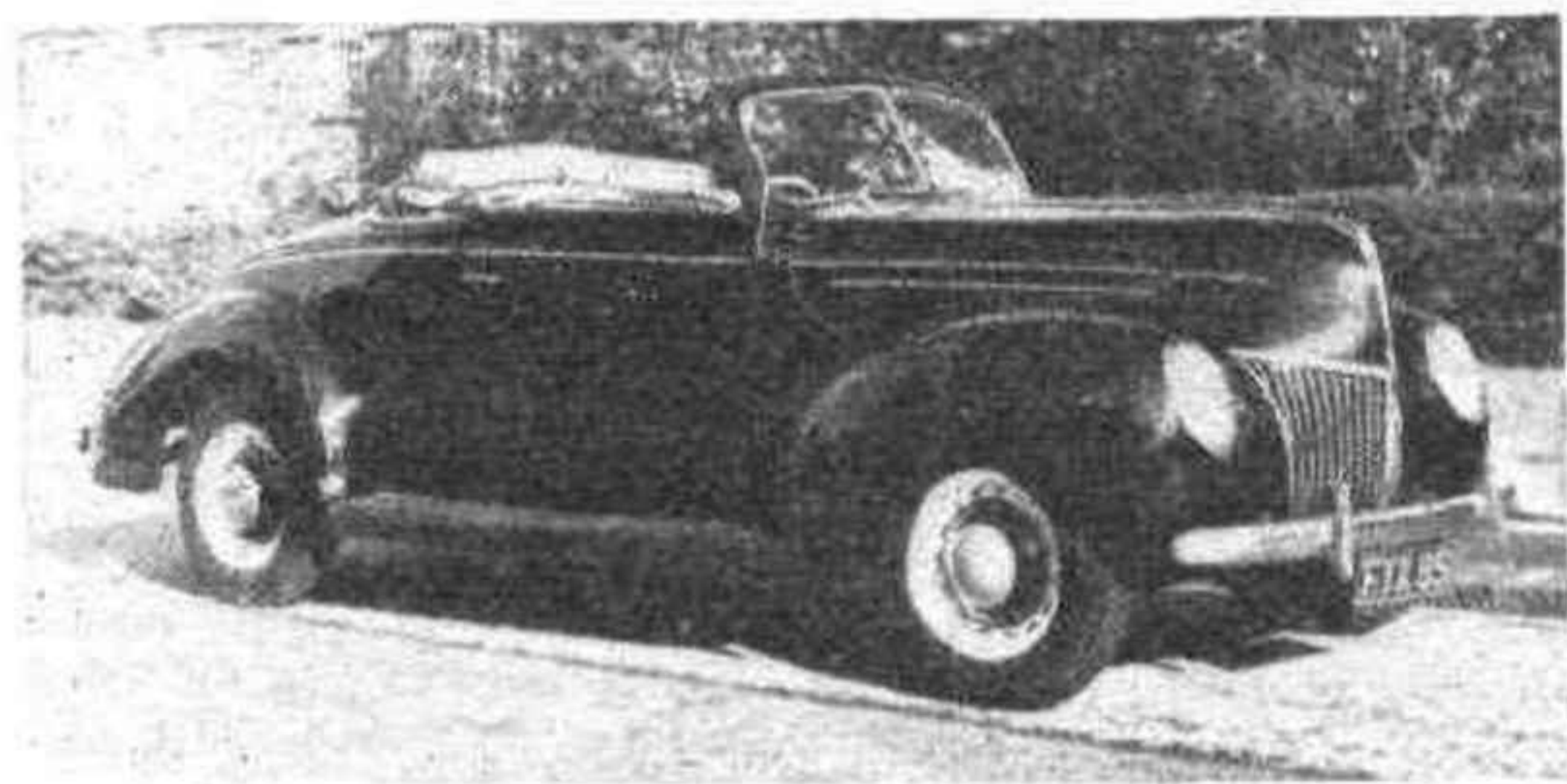
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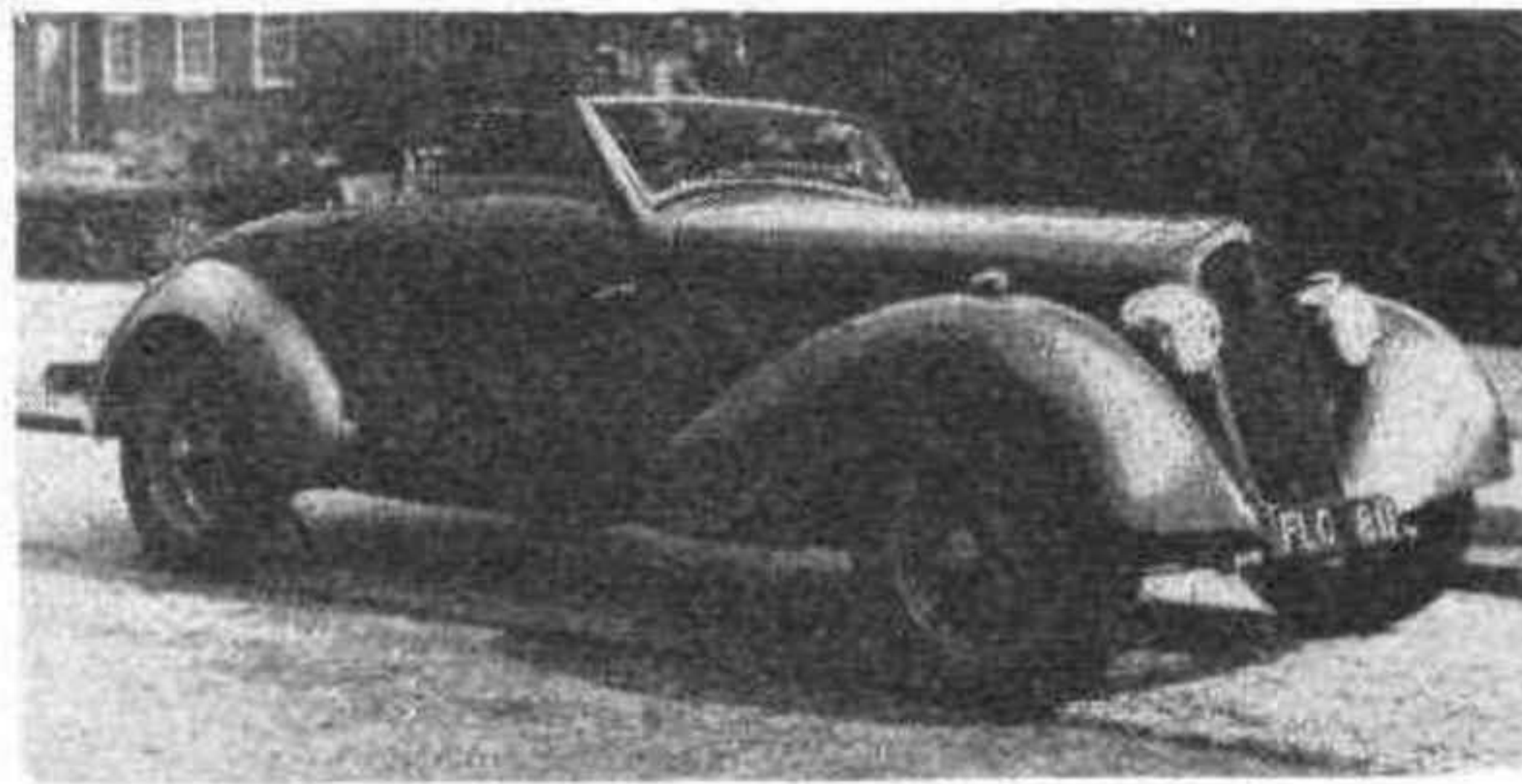
1935 RILEY M.P.H., finished in two shades of red, with red leather interior. Good tyres and all-weather equipment. £120 overhaul less than one year ago included fitting of special F. Dixon camshafts. Close-ratio gearbox. £295



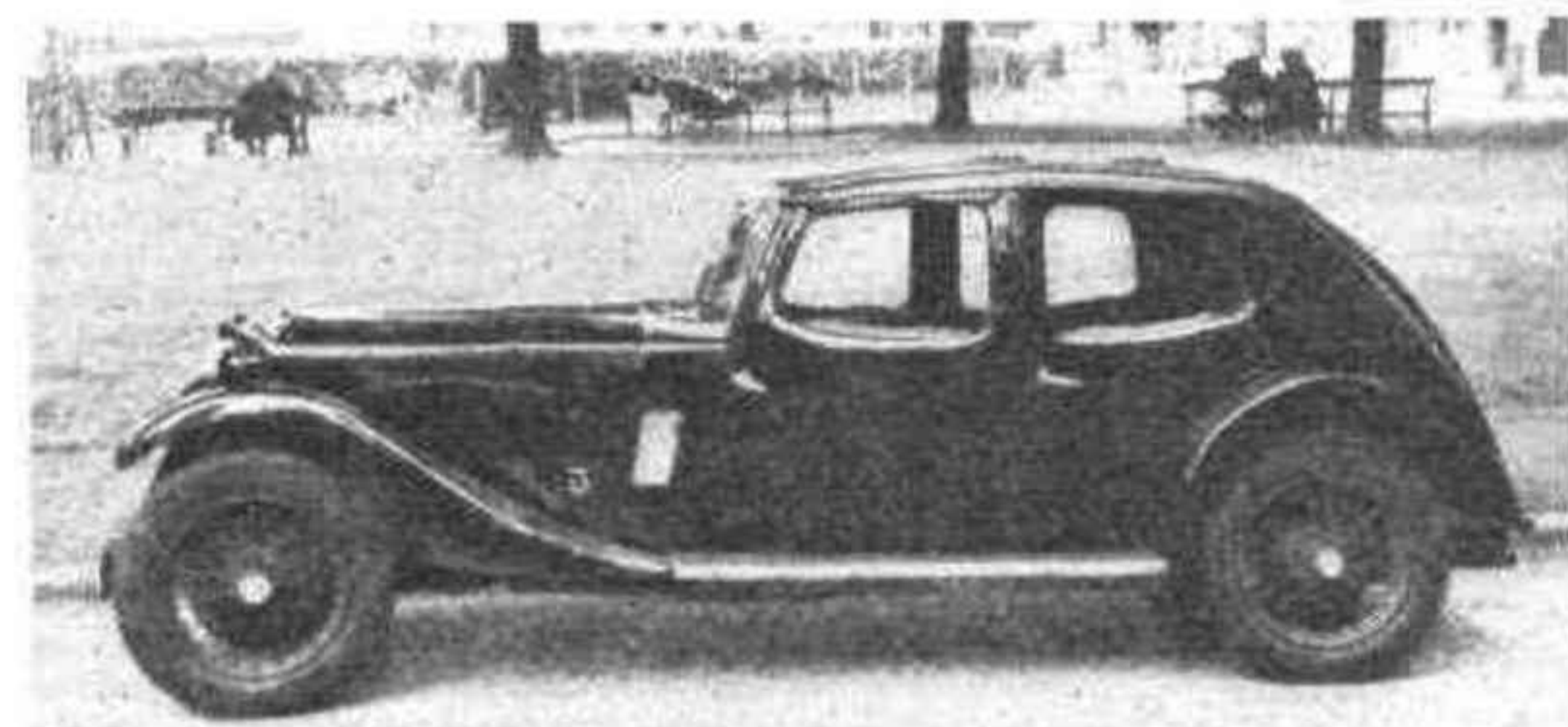
1938 RILEY 2 1/2-LITRE BIG FOUR, fitted overdrive and freewheel. Adelphi 6-light body, finished in black, with green leather interior. Stored for a considerable period and last taxed March, 1953. £225



1940 FORD V8 2/4-seater coupé, Model 91A, in really lovely order. Black, with brown leather. All good tyres and soft top is in excellent condition. £215



1935 ALFA-ROMEO 2.3-LITRE, unsupercharged 2/4-seater coupé by Farina. Gunmetal, with red leather. Disappearing hood, all good tyres; large boot at rear houses the spare. £255



1934 RILEY TWELVE 6-CYLINDER, body style similar to Kestrel. Black, with blue leather interior. Good condition for its year. £110



1937 ALVIS 4.3 4-seat drophead coupé, black, with brown hide interior. In excellent mechanical shape and good coachwork. £295

ALSO: ALVIS SPEED TWENTY Charlesworth saloon, £170; 1938 MORGAN 4/4, £185; K3 M.G., s/c., £265.

FOR SALE—continued

- 1933 TALBOT 17.9. Darracq saloon. Good tyres, new battery, new carburetter, new trafficators, taxed, insured until April. Bargain for enthusiast. Beautiful old car, must sell, room needed. £75 o.n.o. Levett, Hunsdon House Farm, Hunsdon, Ware, Herts. Tel.: Stanstead Abbots 113. [2782]
- HALE SPECIAL (Austin based), 750 c.c., large sump, 3-bearing engine, lightened flywheel, oversize inlets, h.c. head, Scintilla Vertex, water pump, single S.U., c.r. gears, remote control, 5.2 back axle, wide track i.f.s., 2 l.s. Lockheeds, sports/racing body. £225. Photo available s.a.e. Frampton, 203, Boston Manor Rd., Brentford, Middx. [2783]
- DISMANTLING M.G. "M." 1930, reconditioned engine, block and heads, reconditioned E.N.V. r/c 4-speed gearbox. All engine, transmission, chassis parts. Tunstall, "Lossetts," Woodlands Avenue, Hornchurch, Essex. Tel.: Hornchurch 5539. [2785]
- 1952 MORRIS MINOR saloon roof headlining and windows. Converts any tourer, £15. 1950 Citroen L15 "Regency" red covers and matching link-mats. Lucas SFT700s and Notek chromium spot lamps. New 6v. Sportscoil, S.U. carburettor, assorted greaseguns. Opel crownwheel and pinion. 37, Parkside Drive, Edgware, Tel.: STO 7073. [2786]

FOR SALE—continued

- DELAGE DM6 (1930). New (untrimmed) open bodywork. Mechanically excellent. Any trial. £85 o.n.o. Horton, 99, Highwood Gardens, Ilford, Essex. Tel.: VAL 1082. [2787]
- B.M.W. 2-str. sports type 55. Reconditioned engine, new hood, body sound and attractive. £185. 103, Green Lane, Northwood, Middx. Tel.: 2583. [2788]
- OPEN TOURER BODY coachbuilt, aluminium with windscreen. Bought for H.E. 14/45 but would do Alvis 12/50. £15 o.n.o. Todd, Copthorne, Wix Hill, West Horsley, Surrey. [2789]
- 10/23 TALBOT. 1924 tourer, excellent condition, 40 m.p.g., spares include engine. Taxed, insured, £60. Coles, 74, Station Rd., Harpenden, Herts. Tel.: 83. [2790]
- SUNBEAM, 1924. 14/40 D.H. Coupé, very good condition, both mechanically and coachwork. £60. Naish, Shipley Gate, Horsham, Sussex. [2791]
- 1935 RILEY. 15/6, new carburetter, battery, valves, small ends, etc. Tyres bad, body indifferent. Offers. Wilby, 56a, Kenilworth Rd., Ashford, Middx. [2793]
- ASTON MARTIN, supercharged, hydraulics, £165 o.n.o. Allen, 35, Ridley Avenue, Blyth, Northumberland. [2794]

FOR SALE—continued

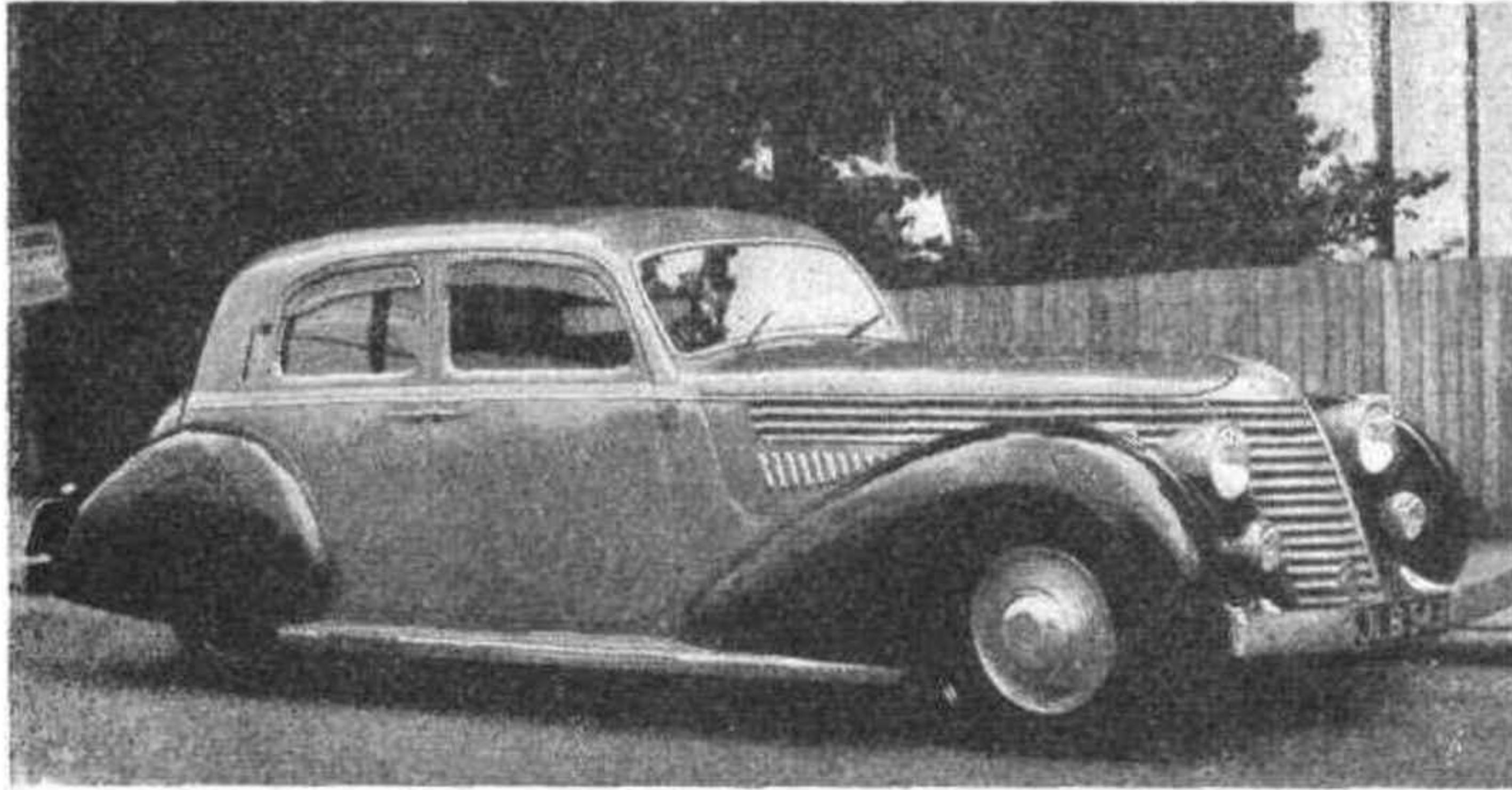
- CARBURETTORS—pair Amal T.T.9 bore 1 1/4 unused, £8. Sowrey, R.A.F. Bracknell, Berks. [2795]
- BUCKLER SPECIAL, partly completed, every main component new less engine. What offers? For full details write D. Day, 13, Digby Ave., Mapperley, Nottingham. [2796]
- WALKER FAN BRAKE TEST BED up to max. 150 h.p., with coupling perfect condition, set at moment for Ford 10. £50. Marshall Nordec Supercharger suitable Ford 10, little used, £35. High Lift Aquaplane Ford 10 camshaft, valves and springs, little used, £10. All can be seen at D. Day, 13, Digby Avenue, Mapperley, Nottingham. [2797]
- ALVIS FIREFLY 1933, immaculate condition throughout. Enthusiast maintained regardless. Engine rebored, etc., last 9,000. Taxed year. Enforced sale, £185 o.n.o. Edwards, 20, Kidderminster Road, Bridgnorth. [2798]
- 1935 FWD CITROEN, 12 h.p. sports saloon, fair condition throughout. Resprayed maroon. £70 o.n.o. Corbin, Home Farm, Ardeley, Essex. [2800]
- M-TYPE MG, very sound condition, mechanically near perfect, many extras, taxed December. £85 or offers. Tel.: Greenwich 2616 after 5.30 p.m. or weekends. [2808]

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LANCIA ASTURA

First registered 1939. Coachwork by Farina.
In excellent all round condition £475

ROLLS Twenty-five, 1932, owner-driver saloon by Hooper, with built-in boot. £250 spent at Rolls Agents in last two years (all bills available). In very good original condition £395

ROLLS Twenty Replica, with superb sports saloon coachwork. Recent extensive overhaul £485

ROLLS P. II, 1933/4, fitted beautiful 1937 sports sedan de ville coachwork, mint condition throughout. One of the smartest P. IIs I have seen £365

ROLLS Silver Ghost saloon, 1923, fitted f.w. brakes, seats eight, standing room for 10. A wonderful old girl for £75

ROLLS P. I, 1929, fitted very attractive 1935 sports sedan de ville coachwork £250

ROLLS Twenty saloon, 1928. A very nice little "Twenty" saloon £150

AUTO-UNION 3½-litre, 1939, cabriolet. Tip-top condition. Very fast and 20 m.p.g. £185

BENTLEY 3-litre Red Label, 1926, fitted very attractive late-type drophead coupe coachwork, chrome radiator, etc. £250

BENTLEY 4½, 1929, 4-seater tourer, in excellent original condition £185

BENTLEY 4½, 1937, sports saloon by Mulliner. Recent £300 overhaul. Very attractive coachwork £675

BENTLEY 3½, 1935, D.H. coupe by Thrupp and Maberley. £170 spent on engine in last 12 months; original tools, etc. £485

ASTON MARTIN, 1938, 2-litre D.H. coupe. Mint condition £425

MERCEDES, 1939, 230 cabriolet. A very fine example of this much-sought-after model. Continental steering; 20 m.p.g. £450

INVICTA 4½ low-chassis, 100-m.p.h. D.H. coupe. In the last two years this car has been more or less completely rebuilt, and is one of the smartest cars of its type in the country £385

LAGONDA 2-litre, 1931, 4-seater tourer. Very fast and economical £175

LAGONDA 16/80, 1934, fitted late-type D.H. coupe coachwork £150

JAGUAR 1½, 1940, sports saloon. Late property of "Klondike Kate" £235

ARMSTRONG Fourteen, 1931, tourer. What a horror! Goes like nothing on earth £10

M.G. 18/80, 1929, sports roadster. Excellent condition £125

DAIMLER Fifteen, 1935, sports close-coupled coupe. A good little car with comfort and 25 m.p.g. £135

D.K.W. 7-h.p., 1938, 4-seater D.H. coupe. A new hood just fitted. Clean coachwork. 50 m.p.h. £185

ROYER Fourteen, 1938, sports saloon. Recent engine overhaul £245

ALFA-ROMEO, 1931/2, 17/50 D.H. coupe. Engine now being overhauled in my works. Five excellent tyres £195

B.S.A., 1939, 10-h.p. open 2-seater. Two owners since new. Mint condition £165

HUDSON Twenty-two, 1936/7, fitted very attractive English D.H. coupe coachwork £165

AUSTIN Eighteen, 1934, saloon. A good runner, passable coachwork, not a showroom condition car, but what do you expect for **Twenty-five Quid!**

RILEY 12/6, 1933. Mentone sports saloon. This car is in really beautiful original condition, with its original carpets, paintwork, etc. Fitted heater £145

BARGAIN BASEMENT BRANCH, All cars under £100

ALVIS Twelve Firefly, 1933, D.H. coupe. New hood, etc. £95

WOLSELEY Fourteen, 1936, saloon. Ideal family hack. Clean condition £99

MORRIS Minor, 1933, open 2-seater, excellent mechanically £35

HILLMAN Twenty, 1938, 4-door D.H. coupe. Reconditioned engine, etc. £99

HUMBER 15.9, 1932, shooting-brake. Ideal for transporting cows £55

B.S.A., 1932, 4-seater tourer. Original paintwork and "spot-on" mechanically. Excellent all-weather equipment £99

SINGER Nine, 1934, sports 2/4-seater coupe £95

M.G. Eight, 1932, open 2-seater. Just resprayed £95

RILEY Nine, 1934, saloon. Recent engine overhaul, respray, new battery £95

AND MANY OTHERS UNDER £100

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FOR SALE—continued

- VINTAGE** 1924 Charron-Laycock. Immaculate condition, insured and licensed, five new tyres and two spares. £150 o.n.o. Davison, 154, Reddish Road, Stockport. Tel.: 2921. [2600]
- AUSTIN 8** Tourer (1947 regd.), resprayed, mechanically excellent. £140. Lane, Bakewell Road, Matlock. [2601]
- BENTLEY 3** litre rebodied tourer, relined brakes, engine perfect. £120. Write first, McGuinness, 7, Barriedale, New Cross. [2602]
- BENTLEY 3** litre Red Label, short chassis 2-seater, 1937, H. M. Bentley rebuild. £60 recently spent on improvements, very fast. Nearest £160. Cheshire. Box No. Z603, MOTOR SPORT, 15, City Road, London, E.C.1. [2603]
- TUBULAR FRAME**, 3in. dia., 7ft. 6in. w/b Normal rear, no front suspension, 4.65 axle, new 10in. 2 L.S. Lockheads, fitted neat alloy body, dash, steering, wiring, batteries, wheels, pump, tank, pipes. Registered. £85. 28, Gordon Road, Gillingham. [2604]
- EXCELLENT 4½** litre Lagonda Tourer. Remarkable condition, extremely fast, reliable, many extras. £295, exchange Allard Saloon or Cooper. Box No. Z605, MOTOR SPORT, 15, City Road, London, E.C.1. [2605]
- SUNBEAM TWENTY**, 1935, black saloon, excellent condition throughout. £120. Also many spares. Box No. Z606, MOTOR SPORT, 15, City Road, London, E.C.1. [2606]
- RILEY 9** 2-seater sports, runs well. Offers over £50. Richardson, 3, Cadogan Road, Edinburgh. [2607]
- VAUXHALL 14/40** Saloon, 1925. New tyres. in daily use. £75 o.n.o. Pendred, Oak Mount, Monks Risborough, Bucks. [2608]
- RILEY NINE** Special, fitted open body August, 1954. £50 o.n.o. Bonifas, 29, Alperston Lane, Wembley, Middlesex. Tel.: Perivale 8671. [2609]
- BREAKING: B.S.A.** Twin 3 wheeler, Singer 8, 1932, buyer collects. Clark, 47, Highbury Grove, Clapham, Beds. [2610]
- 1924 RHODE** 10.8 Tourer, excellent engine and body, completely original. £65. Rolston, 17, Hilbre Road, West Kirkby, Cheshire. [2611]
- 1928 MORRIS COWLEY**. Good runner, no bodywork, breaking for spares, or will sell, £25. Cpl. Wyatt, R.A.F. Locking, Somerset. [2612]
- OFFERS**. 1936 Talbot "75" coupé, about 9,000 miles since engine/gearbox reconditioned, general condition very good, photographs available. Wanted Alvis Tourer. Smith, 60, West End Avenue, Doncaster. [2613]
- J.Z. M.G.** Engine, gearbox, etc., crankshaft broken. Offers. Gittoes, Russel House, Russel Street, Bath. [2614]
- FRAZER-NASH-B.M.W.**, type 328. Completely rebuilt this year, full details available, excellent performance and road-holding. £475 o.n.o. 28, Biddick Lane, Washington, Co. Durham. [2615]
- FOR T.C. M.G.** 2 all-over tonneau covers, pair new front shock absorbers, one 19in. wheel. Any reasonable offer accepted. 18, Featherston Drive, Hinckley, Leicestershire. [2616]
- LAGONDA**, 1933, 3 litre Shooting Brake, excellent condition. £95. Sturgeon, 48, Villiers Road, Kingston, Surrey. Tel.: Kingston 8378. [2617]
- 1927 SINGER 10** Saloon, in good condition throughout, a mountaineer. £60. 26, Quarry Rock Gardens, Claverton Down, Bath. [2618]
- 1934 SINGER** Le Mans, 9 h.p., 4-seater. Complete mechanical overhaul, very good running order. £155 o.n.o. Ravera, 86, Thurlough Road, S.W.12. Tel.: BAT 2864, after 6.30 p.m. [2620]
- FORD PREFECT**, 1940, Saloon. New Ford frame, dismantled, Mercury engine with gearbox, alloy heads and chassis, 173, Old Lane, Chadderton, Lancashire. [2621]
- TALBOT SPARES**: Having purchased the entire stock of spares from the manufacturers, we can supply practically all parts for 6-cylinder models, including valves, guides, gaskets, pistons, gearbox parts, bumpers, etc. We hold large stocks of second-hand spares for most other vehicles. Shock-absorbers, brand new: 5,000 Luvax vane and piston-type, large and small—a bargain, whilst they last, 25s. each, plus postage. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIP. 0132. [2624]
- SHORROCK** Supercharger for O.H.V. Morris Minor. Perfect condition, only run 4,000 miles. Offers. Box No. Z626, MOTOR SPORT, 15, City Road, London, E.C.1. [2626]

FOR SALE—continued

- £145**. 1934 Sunbeam Dawn, in genuinely very sound order in all respects, an economical pedigree family car. For full details apply Clarke Bros., 12, Lord Street, Wrexham. [2627]
- WOLSELEY HORNET** and M.G. F Series, 1931-1935. Disposal of spares to clear garage for rebuild. Very low offers and Austin 7 exchange acceptable. Brown, 16, Cairndhu Estate, Birmingham Road, Kidderminster. [2629]
- LANCIA ASTURA**, 1933 Sports Saloon. Generally excellent condition. £125. Clan Cottage, Ashley, New Milton. Tel.: 2016. [2630]
- 1933 FRAZER NASH T.T.** Replica, Bodywork quite good, mechanical side requires some attention, tyres excellent, taxed. Nearest to £200. E. K. Lund & Co., Preston Road Garage, Coppull, Nr. Chorley. Open 7 days week. Tel.: Coppull 285. [2633]
- ALVIS 12/50 T.J.** 1932 Saloon. Maintained at very high standard bodily and mechanically. Photos available. £180. Westmacott, New Road, Bracknell. Tel.: 664. [2634]
- M.G. P.A.** complete engine and gearbox, in running condition, or will dismantle. Doyle, 27, Lower Fold, Marple Bridge, Cheshire. [2636]
- SPRINT SPECIAL**. Fundamentally G.N. powered by special two carburetter, 8/55 "dope" J.A.P. Neat single seater body and very powerful brakes, not a lash-up but the result of several years' careful construction and built almost entirely from new parts and materials. Run less than ten miles in total and now in perfect condition and ready to race. Self steering towing attachment, spares and special tools, £130 or consider exchange suitable 3 litre Bentley. Chawner, 141, Marsland Road, Sale, Cheshire. [2637]
- 1936 LAGONDA**, 4½ litre. Drophead coupé, 6,000 miles since major overhaul. Apart from worn tyres and a few minor coachwork blemishes the car is in good condition and has top speed of over 90 m.p.h. Seen London area. Box No. Z638, MOTOR SPORT, 15, City Road, London, E.C.1. [2638]
- M.G.**, 1936 NA four-seater, good condition. Best offer. Box No. Z640, MOTOR SPORT, 15, City Road, London, E.C.1. [2640]
- HARDSURFACED** Rockers. M.G., Wolseley, 6s. each exchange; Riley 4s. 6d.; R./bushes 6s.; shafts from 15s. pair; V/guides from 3s. Also in stock, valves, V/caps, gaskets, king-pin sets, half shafts, crown/pinions, bearings, oil seals, timing chains, large valves, 150lb. springs for tuning XPAG engines, cranks, heads, blocks, and many other spares for these engines. C.O.D. service. Thomsons, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498, 9 a.m. to 9 p.m. [2641]
- 1939 MODEL 3½** Jaguar D.H.C. Gray, factory reconditioned steering box, gearbox, rear axle unit within last 9 months, carefully maintained. Seen Croydon area. £275, no offers. Box No. Z642, MOTOR SPORT, 15, City Road, London, E.C.1. [2642]
- JOWETT JAVELIN**, 1950. Engine overhauled recently, bills to show, etc., immaculate condition, tartan covers, beige in colour, and several extras. £430. Bennett, 159, Woodmansterne Road, S.W.16. Tel.: Pollards 5668. [2643]
- 1924 Red Label Bentley**, 4-seater Van Den Plas Tourer. No hood, aero screens, batteries and tyres good, excellent mechanically, fair paint. A type gearbox. £150, no offers or exchanges. 42, Park Road, Peterborough. [2645]
- M.G. J.4**, two-heater, excellent condition. £175 or offer. Tel.: Yeovil 2101. [2646]
- M.G. HANDBOOKS**. T. and Magnette 30s. each. PA/PB parts list 10s. All new condition. Box No. Z647, MOTOR SPORT, 15, City Road, London, E.C.1. [2647]
- FRAZER-NASH B.M.W.** Type 45 Saloon. Type 55 three-carb. engine, hydraulic brakes, over £300 recent mechanical overhaul. Bargain £195. 35, Kinnerton Street, S.W.1. Tel.: Sloane 5424. [2648]
- NOT QUITE FANGIO**, but suit would be rubber burner. "C" type Monthlery M.G. Midget. Supercharged, British racing green, very pretty body, blower howl exhaust note, bags of urge, definitely anti-neighbour, believed to be 1933 Le Mans team car. Photo. £250. Tel.: SYD. 6777. [2649]
- ALVIS 1929 S.D.** 12/50, complete mechanical overhaul, new tyres, battery, brakes; lowered chassis with wide track front axle, £145. Owner returning Australia. 69, Langley Road, Slough, Bucks. [2650]
- LANCHESTER 10**, 1934, licensed. Good tyres, in daily use, but oil thirsty. £40. Tel.: Flaxman 9258. [2622]

FOR SALE—continued

- BENTLEY 3½** litre. June, 1935, D.K. series Park Ward Saloon. Carefully maintained by one owner since 1937, moderate mileage, recent work includes relined brakes, new battery, decarbonising, 4 good tyres, splendid bodywork. Offered at £515 for quick sale. Seen Kingston area. Tel.: Emberbrook 4983. [2651]
- SUPERCHARGER** off Blower Bentley, complete with fittings. Any offers to clear. Sqn. Ldr. Kent, R.A.F. Newton, Notts. [2652]
- MERCEDES BENZ**, 1937, 2 litre foursome D./H. Four wheel independent, overdrive. £195. Consider exchange 8-10 h.p. Ashton, 61, Beaumont Crescent, Brackley, Northants. [2653]
- 1939 ALVIS 12/70** Saloon. Most excellent condition throughout, many extras, taxed. £280. H.P. arranged if required. 12, Station Road, Orpington. Tel.: 6740. [2654]
- SINGER 9** Le Mans Sports Saloon, 1934. Crank ground, new bearings, clutch, battery, etc., 35 m.p.g., oil 800 miles/pint. Around £95. Tel.: Vigilant 7164. [2656]
- RILEY NINE** assemblies: "Helical" gearbox (replaces E.N.V.), also engine. Both 1934; 1½ litre head. Offers, with s.a.e., to The Bungalow, Burn Airfield, Selby. Tel.: Burn 213. [2657]
- P.A. M.G.** 2-seater, excellent appearance and condition. £150 o.n.o. 276, Wellington Road South, Stockport. [2659]
- ALVIS Silver Eagle**, 1936. Completely rebuilt 1951, when professionally built new open tourer body was fitted, two new tyres, new batteries, good weather equipment, excellent order throughout. £190. Lieut. Ashworth, R.N.A.S. Lossiemouth, Moray, Scotland. [2660]
- M.G. T.A.** 1937. Reconditioned engine just fitted, nice condition. £230. MacDonald, Rosebank, Oban, Argyll. Tel.: Oban 2095. [2661]
- FORD 10** special 2-str., for enthusiast. Very sound, fast, economical, most components modern. Your girl friend(s) won't disdain seat as passenger. £75, or nearest takes it. Must sell. Two Minors coming (wheeled and legged varieties). Tel.: Emberbrook 4845 (Surrey) for details. [2768]
- BREAKING ROVER 12** (1932) Pilot. Body rough, no back axle; good engine and gearbox. All parts cheap or offers for the lot—Photographer, Beach Holiday Camp, Dymchurch, Kent. [2769]
- BENTLEY '27** 3-litre Red Label long chassis, good tyres, etc. Seen City. Ring after Sept. 12th. Bicknell—MON 8833. [2770]
- 1936 BRITISH SALMON** drophead coupé, fawn. Well maintained, in good condition. £140 o.n.o. Wargent, 28, Hugh Street, London, S.W.1. Tel.: TAT 4730 after 7.30—Days, CLE 6871. [2771]
- £70 O.N.O.** Austin 12/4 1928 saloon. Unused 1939-53. New batteries, 25 m.p.g. First-rate condition. Taylor, 170, Marvels Lane, S.E.12. Tel.: Lee Green 3884. [2772]
- A.C. ACE "Competition"** 2-seater, 1937. New radiator, battery. Good tyres, weather protection. Very good condition throughout. Seen Surrey. £225. Box No. Z773, MOTOR SPORT, 15, City Road, London, E.C.1. [2773]
- HUMBER NINE 1928** 4-seater tourer. Good condition, £40 o.n.o. Girling, 82, Grange Road, Felixstowe, Suffolk. Tel.: Felixstowe 757. [2774]
- 1938 AUTOVIA** with Riley 24-h.p. engine, in first-class condition. This unique car has everything. Over £200 spent on it last year. Nearest to £190. Macdonald, 12, Park Road, Solihull, Warwickshire. [2775]
- ROLLS PHANTOM 1928** and Wolseley Hornet special 1934 dismantling for spares. Stamp please. Smith, "Brook House," Needham, nr. Harleston, Norfolk. [2776]
- JAGUAR S.S. 90**. Resleeved, crank ground, new carbs., springs and battery. Body perfect. £200. 25, Leach St., Prestwich, Manchester. [2778]
- 1932 TRIUMPH ROADSTER**, £32 10s. Sheppard, 12, Churchill Gardens, Bournemouth. [2779]
- ROLLS ROYCE 1927** Landaulette. Utterly reliable. +22 m.p.g. Engine beautiful. £95 or exchange. With great reluctance I offer for £50 the best old Ford 14.9 ever lived. Will go to Heaven. Allen Spurr, Langton House, Wycliffe St., Ossett, Yorks. Tel.: 283. [2780]
- RILEY NINE** Kestrel 1934/5. Zeniths, Scintilla. £110. 8, Windermere Road, London, S.W.16. [2772]
- 1934 LAGONDA 16/80** tourer (15.7 h.p.), recent £175 overhaul, excellent condition. What offers? 14, Dulverton Rd., Liverpool, 17. [2664]



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1950 A.C. 2-litre sports saloon. Pale green	£495	1938 Morgan 4/4 2-seater sports. Black	£425
1948 Allard 61K 2-seater roadster. Green	£285	1947 Morgan 4/4 4-seater tourer. Green	£295
1949 Allard 61M drophead coupe. Radio. Black	£395	1951 Morgan Plus Four 2-seater drophead coupe. Blue and black	£445
1934 Alvis Speed Twenty Vanden Plas tourer. Cream	£195	M.G. TF 2-seaters. New. Immediate delivery	At £780
1936 Alvis 3½-litre Mulliner sports saloon. Black	£275	1953 M.G. TD 2-seaters. Choice of three. Red/green/black	From £575
1938 Alvis Speed Twenty-five drophead coupe. Dual-grey	£295	1951 M.G. TD 2-seaters. Choice of two. Red/green	From £465
1938 Alvis 4.3-litre drophead foursome. Many extras. Black	£345	1950 M.G. TD 2-seater. 1,500 c.c. unit. Very fast	£445
1939 Alvis 12/70 drophead coupe. Maroon and black	£275	1949 M.G. TC 2-seaters. Choice of three. Green/red/black	From £395
1947 Alvis 14-h.p. TA saloon. Reconditioned engine. Maroon	£485	1947 M.G. TC 2-seaters. Choice of five. Red/green/3 black	From £345
1953 Austin-Healey 2.6-litre 2-seater. Overdrive. Metallic blue	£985	1939 M.G. TB (11 h.p.) Tickford d/hs. Choice of two. Maroon/black	£295
1934 Aston Martin 1½-litre Le Mans short tourer. Green	£245	1939 M.G. WA (2.6) d/h coupes. Choice of two. Black/grey. At	£285
1935 Aston Martin 1½-litre Mark II long tourer. Black	£265	1938 M.G. TA (10 h.p.) 2-strs. Choice four. Black/red/2 green. From	£245
1937 Aston Martin 2-litre short-chassis 2-seater. Black	£295	1938 M.G. VA (12 h.p.). 2 tourers, 1 saloon, 1 drophead. From	£265
1939 Aston Martin 2-litre 2-seater drophead coupe. Red	£395	1938 M.G. SA (18 h.p.) 2-litre. 3 saloons, 1 d/h., 1 f/h. coupe. From	£185
1934 Alfa-Romeo 1,750 s/c. Zagato 2-seater. Alfa red	£345	1936 M.G. NA (12 h.p.). Two 2-seaters, two 4-seaters. From	£165
1934 Alfa-Romeo 2.3-litre s/c. Grand Sport 2-seater. Alfa red	£395	1935 M.G. PB (9 h.p.). Three 2-seaters, one 4-seater. From	£195
1938 Alfa-Romeo 2.3-litre 6C, Farina drophead coupe. Maroon	£345	1934 M.G. PA (8 h.p.). Four 2-seaters, two 4-seaters. From	£155
1926 Bentley 3-litre Blue Label Gurney-Nutting tourer. Black	£145	1933 M.G. J2 (8 h.p.). Three 2-seaters, one 11 4-seater. From	£125
1928 Bentley 3-litre Red Label Vanden Plas tourer. Green	£175	1947 M.G.-Lester 1,100-c.c. sports/racing 2-seater. B.R.G.	£395
1929 Bentley 4½-litre Black Label Vanden Plas tourer. Green	£225	1935 Mercedes-Benz 36/220 tourer. White/green leather	£445
1934 Bentley 3½-litre Mulliner drophead coupe. Dual-blue	£445	1933 Mercedes-Benz 38/250 2-seater (diesel). Black/red leather	£445
1939 B.S.A. 10-h.p. Scout 2-seater. Black	£175	1950 Morris Minor convertible. Pale green	£395
1953 Buckler, Mark X, 1,172-c.c. 3-seater. Low mileage. Red	£395	1938 Railton 29-h.p. drophead foursome. Black	£245
1938 Citroen Light Twelve roadster, with dickey. Cream	£225	1926 Rolls-Royce Twenty Park Ward drophead, with dickey. Black	£195
1946 Citroen Light Fifteen saloon. Black/red leather	£325	1934 Rolls-Royce 20/25 Mulliner o/d. sports saloon. Black	£495
1950 Dellow 1,172-c.c. unblown sports 2-seater. Grey	£315	1934 Riley 9-h.p. Lynx tourer and Monaco saloons. From	£145
1939 Fiat 1,100-c.c. drophead coupe. Grey and black	£225	1936 Riley 12/4 Falcon and Kestrel saloons	From £195
1952 Frazer-Nash 1,971-c.c. Mille Miglia. Low mileage. Cream	£1,495	1937 Riley 9-h.p. Merlin and Victor saloons	From £225
1936 Frazer-Nash-B.M.W., Type 55, cabriolet. Maroon	£225	1937 Riley 12/4 Lynx tourer and Touring saloons	From £275
1938 Frazer-Nash-B.M.W., Type 320, drophead foursome. Cream	£295	1938 Riley 15/6 Adelphi saloons. Grey and green/black	At £265
1939 Frazer-Nash-B.M.W., Type 328, sports 2-seater. Blue	£395	1938 Riley 16/4 Blue Streak and Kestrel overdrive saloons. At	£275
1950 Healey 2½-litre Silverstones. Choice of three. From	£545	1940 Riley 1½-litre Nuffield one-owner saloon. Black	£295
1938 Jaguar 2½-litre S.S.100. Choice of two. Grey/green. At	£325	1947 Riley 1½-litre sports saloon. Black	£485
1939 Jaguar 1½-litre drophead coupe. Bronze and black	£285	1949 Riley 16/4 Blue Streak sports saloon. Cream and green	£595
1948 Jaguar 3½-litre saloon. Black/red leather	£395	1937 Singer 9-h.p. Le Mans 2-seater. Red	£195
1951 Jaguar XK120 roadster. Modified. Two owners. Grey	£755	1949 Singer 9-h.p. 4A roadster. Cream	£325
1932 Lagonda 2-litre, low-chassis, Vanden Plas tourer	£165	1939 Sunbeam-Talbot 10-h.p. drophead. Black	£265
1935 Lagonda 3½-litre Vanden Plas tourer. Dual-grey	£225	1946 Standard 8-h.p. drophead. Black	£285
1936 Lagonda 4½-litre LG45 drophead coupe. Blue/black	£325	1939 Triumph 2-litre Dolomite roadster. Mauve and black	£275
1938 Lagonda 4½-litre LG6 Rapide tourer. Green	£595	1947 Volkswagen 1,131-c.c. Standard saloon. Black	£275

Selection from A N N E X E stock of 100 cars:

1930 Austin 7-h.p. 2-seater	£35	1931 Hotchkiss 24-h.p. coupe	£65
1932 Austin 7-h.p. saloon	£35	1933 Lagonda 4½-litre tourer	£115
1952 Austin (rebuilt) 1,172-c.c. sports 2-seater	£225	1934 Lagonda 4½-litre saloon	£145
1933 Alvis 12-h.p. Firefly saloon	£125	1935 Lagonda 10-h.p. Papier coupe	£185
1933 Alvis 20-h.p. Speed Twenty saloon	£125	1930 M.G. 18/80 tourer	£95
1927 Bentley 3-litre tourer	£125	1937 M.G. 2-litre drophead coupe	£145
1928 Bentley 4½-litre tourer	£195	1934 Mercedes-Benz 2-litre drophead	£95
1929 Bentley 6½-litre tourer	£145	1936 Morris 8-h.p. tourer	£125
1935 Bentley Freestone & Webb saloon	£265	1937 Morris 10-h.p. saloon	£145
1937 B.S.A. 9-h.p. Scout 2-seater	£125	1937 Rover 16-h.p. saloon	£145
1938 B.S.A. 10-h.p. Scout 4-seater	£145	1934 Singer 9-h.p. tourer	£125
1932 Delage D8 30-h.p. coupe	£105	1937 Singer 9-h.p. saloon	£145
1949 Frazer-Nash (rebuilt) V8 2-seater	£135	1939 Singer 9-h.p. roadster	£185
1937 Ford 10-h.p. tourer	£145	1936 Talbot 105 saloon	£115
1938 Ford 10-h.p. 4-door saloon	£125	1937 Talbot 10-h.p. tourer	£165
1938 Ford V8 81A saloon	£145	1939 Triumph 14-h.p. saloon	£185
1951 Ford (rebuilt) V8 Special	£75	1932 Wolseley 12-h.p. Hornet 4-seater	£45

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I am interested in exchanging my car, as follows, for a new Volkswagen, or a new....., or selling it for cash.

Make of car..... H.P..... Model..... Coachwork..... Price required.....
Name and Address..... Year..... Tel. No.....

FOR SALE—continued

ASTON MARTIN "Le Mans" 1/2c 1934, excellent condition throughout, £70 engine overhaul. £275 or exchange for roomy vintage tourer, plus cash. Seen Shrewsbury September. Waite, "Pencaenewydd," Rhostryfan, Caernarvon. Tel.: Llanwnda 331. [2805]

1930 BENTLEY 4½ LITRE. Completely rebuilt 1949 and fitted with magnificent open 4-seater aluminium body by Barker. Full all-weather equipment. Except for leaking radiator, car is in perfect mechanical condition. Brakes, steering, tyres, all excellent. £350 or offer. Also 4½ Bentley spares including Bulkhead £3, steering box £3, engine £25, "C" box £12, back axle complete with drums and brakes but damaged pinion £8, dynamo £5, starter motor £5. Streete, Kingswellcome, Harp Hill, Cheltenham. Tel.: Cheltenham 52261. [2801]

INTERESTING FORD V.8 powered Invicta open four-seater tourer. Good overall condition and outstanding performance. Overdrive fitted. £130. 1½-litre Blackburn engine, complete but block frost damaged. Also good E.N.V. gearbox. £10 the lot. Box No. Z802, MOTOR SPORT, 15, City Road, London, E.C.1. [2802]

EXCEPTIONAL open speed 20 Alvis. 1934 (all synchromesh), ex-Thwaites. Recent rebore. Hoyt racing bearings, new KE965 valves, reconditioned S.U.s. Also £120 chassis overhaul, including all i.f.s. parts. Latest Marchal headlamps. Chromium, cellulose, batteries, tyres, hood, sidescreeens, all good. £250, or exchange Riley Kestrel saloon or similar. H. Waters, Hilltop, Horning, Norfolk. [2803]

1934 TALBOT, 21 h.p., saloon coachwork by Darracq. Brakes, steering, excellent. Good tyres. Running order but work required on water pump, wiring, etc. Offers. Reid, Millhurst, Boreham St., Hailsham, Sussex. [2806]

TALBOT, speed 90. Immaculate 4 seater tourer 1932. Reconditioned at £250—new plastic hood, tyres, lamps, instruments, battery, rebuilt wheels. Wanted, "500," special, caravan, sell £165. 12, Beech Road, Bebington, Cheshire. [2807]

ALVIS 14, 1949 coachbuilt 2-door saloon, £375 o.n.o. Nash, c/o Western Motor Works (Chislehurst) Ltd. Tel.: Footscray 1122. [2810]

LAGONDA 1934, 4½ saloon, good chassis, tyres, £99. Petersfield Garages, 1357 Stratford Road, Birmingham. Tel.: Springfield 1848. [2811]

TRIANGLE SPL. 1½-litre vintage racing car with sports car conversion if req. Advertiser regrets he was unable to see those who called after last advert, but will be available this time. This very fast, reliable car must be sold. £175 or offers. Richards, 9, Coppice Rd., Birmingham. Tel.: South 0896. [2812]

WELL-KNOWN Fuzzi single seater, Mercury engine, twin carbs., fully independent. Colossal urge. Exchange sports saloon, cash. Offers please. Shortt, Brockham End, Lansdown, Bath 7116. [2813]

RILEY 9 Gamecock, 1936. 2-seater, good condition. Used every day. £100. Armstrong, 23, Stow Park Avenue, Newport, Mon. [2814]

1953 D.B.2 ASTON MARTIN. 9,000 miles, green. As new, £1,875. 1937/8 Morgan 4/4, rebuilt April 1954, £225. 1939 Series "E" Morris 8 tourer, £195. The above are taxed Dec. and are first-class motor cars. H.P. and exchanges. Jones Garage, Syston, Leics. Tel.: Syston 86257. [2815]

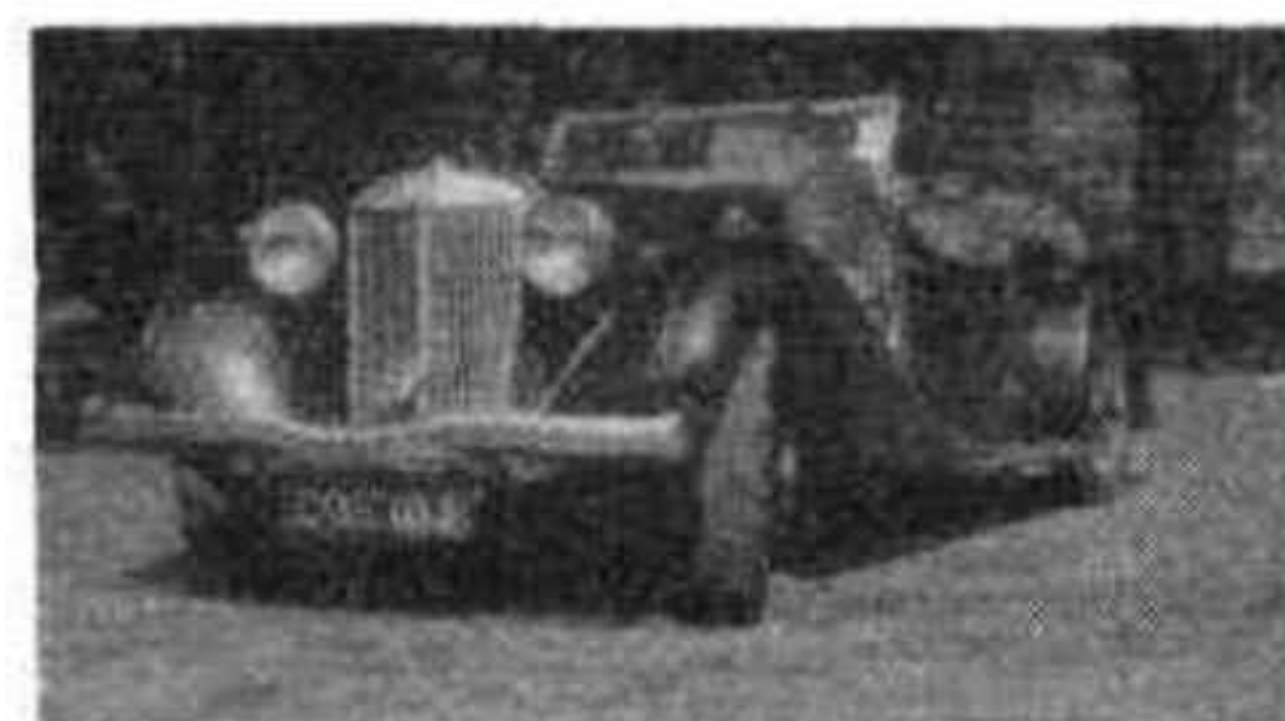
£65 AUSTIN 7, special, tubular body, lowered suspension, aluminium head, new tyres and battery—Tel.: Hoddesdon 3241. [2817]

ROVER 12 tourer 1936. A rare model in nearly immaculate condition. Fast and economical. For immediate sale around £195. Tel.: Esher (Surrey) 4139. [2818]

SUNBEAMS, 1931 limousine 16 h.p. transmission needs attention, offers. 1931 coupé 16-h.p. runner, taxed, offers. 1928 tourer, 16-h.p., excellent condition, rebored, brakes relined, new hood, well shod, good specimen, £85 o.n.o. Also numerous spares 18.2-h.p. Shead, 55, Mayplace Road East, Bexleyheath, Kent. Tel.: Bexleyheath 954. [2819]

ALVIS 33, speed twenty, V.D.P. black red d.h.c. Mechanically sound, body, hood, cellulose, etc., good, interior fair. Goes well, consumption good. High price not required. Offers. Box No. Z820, MOTOR SPORT, 15, City Road, London, E.C.1. [2820]

VINTAGE DARRACQ 12, sports. Completely rebuilt at heavy cost. Every auxiliary new, inc. 5 tyres and wheels (wire). Best offer over £150. Norman, 37, Furze Platt Rd., Maidenhead. Tel.: Maidenhead 1135 evenings. [2821]



M.G. 2.6-LITRE, 1939, sporting 4-door, 4-seater. One of a limited number built specially for the police. Outstandingly good mechanical condition. Bodywork about 80 per cent. Four nearly new tyres. One tyre and battery poor. Colour black, with brown leather upholstery. I have just bought Madame Bugatti's lovely little Type 57 Gangloff coupe, so the 90-m.p.h. 20-m.p.g. M.G. which has served me so very well must go to the first chap who puts £195, or pretty near it, on the table.

ROLLS-ROYCE 20-H.P. REPLICA. Pretty fixed-head foursome coupe body fitted to 1928 (GBM series) engine, stripped right down and reassembled rebored, and fitted new R.-R. pistons. But still many man-hours needed to complete. I have not the time and have no exalted ideas as to its value as it stands. It has cost me nearly £300 to date and I shall be lucky if I get £100. Come and make an offer. Also two 20-h.p. chassis, one 4-speed and one 3-speed, stripped down into a spare parts pool. These spares if purchased individually would cost a terrifying amount of money. £50 the lot, buyer collects

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Gurney-Nutting

Drophead Coupe

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This exceptionally fine car was recently reconditioned at a cost of over £450, including new hood. One of the smartest Rolls-Royce cars built, formerly property of famous English film star. Tel.: Central 8219, or Box No. P. 120, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—continued

TALBOT 1938. 3-litre sports saloon. Lovely appearance, engine completely reconditioned and other recent improvements total £150 in past year. £175 for quick sale. 11, Manor Road, Sandiway, Northwich, Cheshire. [2822]

LAGONDA 4½ litre pillarless saloon 1934. Completely reconditioned and resprayed. Full particulars and photograph. £250. Box No. Z824, MOTOR SPORT, 15, City Road, London, E.C.1. [2824]

FOR SALE—continued

BUGATTI, type 44, 2-str. and Dickey, £140. Lanchester 24-h.p. o.h.c., dual ignition, 4-speed gate change, worm final drive, etc. £25 or break. 1904 Royal Enfield motor cycle, Minerva engine. Howell, 49, Roland Gardens, S.W.7. Tel.: FRE 3864. [2823]

ALFA ROMEO Zagato foursome drop head 1,750 c.c. Reconditioned throughout. Immaculate condition. Private. £225. Box No. Z825, MOTOR SPORT, 15, City Road, London, E.C.1. [2825]

JAGUAR Mk. V, 3½ litre. Late 1950. Genuine 25,000 miles. Faultless condition. Any trial. £700. Box No. Z826, MOTOR SPORT, 15, City Road, London, E.C.1. [2826]

COACH BUILDERS, 60 c.f. Ash seasoned 10 years, sawn t. and t. Headlamps, Zeiss 11 in., original reflector and lens; 2 Lucas double dip; 2 Pilot Way fog lights; 12v. S.U. petrol pump; Bentley spares; Bosch and Delco distributor heads; dynamo dust cover; 6½ litre road spring, spare wheel brackets. O. Batten, Rushlake Green, Heathfield. [2827]

MATHIS 2½ litre 1929 open sports 4-seater, recently rebuilt at approximate cost of £400. Excellent vintage car, suitable for all U.S.C.C. events. £175. 5-stud J.A.P. engine, ready to race, £55 or near offer. Pye's Garage (Blakeley) Ltd., Morston Road, Blakeney, Holt, Norfolk. Tel.: Cley 329. [2829]

1931 ALVIS 12/50 T.J. 2-door saloon. Engine, bodywork and interior good. Well shod. New battery. Very comprehensive range of instruments, heater. £120. Price, 310, Pinner Road, HARrow 1959. [2830]

GREGOIRE 1912, 15.9 h.p. 2-seater. Mechanically sound, very good performance. Fitted original centre-lock wire wheels, electric lighting, new hood and upholstery. V.C.C. dating certificate. £110 or offer. 26, Cadogan Court, S.W.3. Tel.: KEN 2609. [2831]

MARENDAZ SPECIAL 1937, 4-str. tourer fitted Vauxhall engine. Offers. Box No. Z834, MOTOR SPORT, 15, City Road, London, E.C.1. [2834]

LANCHESTER 10. Sportsmans 4-seater, 4-cyl. 1933 f.h. coupé, Mulliner's C.B. body. All aluminium, royal blue, blue upholstery. Low swept tail, underslung chassis, large outside boot. Over £170 spent on reconditioning in superb condition, over 35 m.p.g., cruises at 45 m.p.h. Brakes spot on. Beautiful steering, quiet engine and transmission. Electric pump, trafficators, etc. Late property of doctor. It is a pleasure to drive. Genuine bargain, £85. 300 miles trial. Photo. 18, Clarence Rd., Manchester, 21. Tel.: Chorlton 1288. [2835]

ALVIS 1934, 19.8 h.p., saloon, £55. Also many spares for above and 1934 Speed 20. 70, Ringley Rd., Whitefield, Manchester. Tel.: Whitefield 2836. [2836]

AUSTIN NIPPY 1936. Speedy engine oil pressure 40 hot, oil consumption negligible. 40 m.p.g. £140 o.n.o. Tel.: Dursley 201811. [2837]

1936 LANCIA ASTURA, mileage 50,000, mechanically perfect. Appearance internally and externally good. £350. Box No. Z838, MOTOR SPORT, 15, City Road, London, E.C.1. [2838]

T.E. 12/50 Alvis tourer, 1926. Recent respray, bodywork good, efficient hood, new sidescreeens, tonneau cover. Sound mechanically, 29 m.p.g., 300 m.p.p. at 24 p.s.i. Good tyres. £110. Holden, Inver Cottage, Pitlochry, Perthshire. [2839]

UNFINISHED special for sale complete or components. Tubular chassis £15. Dubonnet front axle £10 (recon.). Rear axle hydraulic brakes (recon.) £15. Ford 8 engine £14. E.N.V. type 75 gearbox adapted to fit Ford engine £16 10s. Ford 10 steering column and box £3 10s. Five easy-clean wheels with tyres/tubes £7 10s. Marshall supercharger for Ford 10 £20. Will accept £85 for the lot with host of extras. Tel.: ADD 3779. [2840]

MATHIS 9 h.p., drophead foursome, I.F.S. side valve, r.w.d., 1935, Windtones, spotlight, 30 m.p.g., oil negligible, taxed, daily use, excellent condition, typical Continental. £65. Tel.: Southall 4920. [2841]

BUCKLER SPECIAL 1953, Ford 10 engine and transmission. All-enveloping body painted red and upholstered in beige leather. Best offer over £350. Pratt, 64, The Crescent, Belmont, Surrey. Tel.: VIGilant 7800. [2842]

RILEY LYNX-SPRITE SS271 series, cross-flow head. 18,000 miles since complete engine rebuild. £295. Bennett, 24, Assisi Rd., Salisbury. [2843]

£52 TERRAPLANE sports English 4-str., 16 h.p. original condition. Exchange vintage car and cash. Barnes, 1c, Venner Rd., Svdnham, S.F. 26. Tel.: 7469. [2846]

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JENSEN-INTERCEPTOR (1950) 4-litre Concourse model fully convertible coupe. Dark blue, with powder blue interior. Powered by highly-modified A135 with DB3 gearbox and the higher ratio final drive. A comprehensive maintenance, tuning and fuel record makes interesting comparison with the recent "Test" carried out by the *Autocar*. The qualitative products of this noted stable have been sufficiently commented upon in the motoring press not to need further remarking and the cognoscenti will, no doubt, be well aware of the wealth of data already available on the subject of design and performance. There are very few remotely comparable home-produced marques of this calibre. Extras include Radiomobile, heater, screen washers, Redex injectors, etc.

£1,175

ROLLS-ROYCE 20/25 (1934) sports saloon by Messrs. Windover. Black, with fawn interior. Reborn and fitted with R.-R. pistons by West-Country concessionaires in 1953. Recent recellulose.

£525

ROLLS-ROYCE 21.6-h.p. shooting-brake of oak and ash post-war construction. Large, and possibly not the prettiest of brakes, but, nevertheless, with £715 of bills from Messrs. Rolls-Royce Ltd. for a complete Rolls-Royce mechanical rebuild in 1948. Since this date only a comparatively small mileage has been covered. We offer this as the very soundest of propositions to any person requiring a thoroughly commendable conveyance of this character.

£285

ROLLS-BENTLEY (1935) 3½-litre sports saloon by Park Ward. Black, with beige interior. Formerly the property of a distinguished Peer. Chauffeur maintained. Detailed history.

£535

CITROEN (1950) Big-Six. Burgundy, with red leather. 19,000 miles. One owner. Works maintained. Brilliant rapidity with incomparable handling. Fitted Motorola radio, heater, additional lamps, etc. In virtually brand-new condition.

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IN THE EVENT OF READERS NOT PERCEIVING THE PARTICULAR MODEL THEY REQUIRE IN OUR ADVERTISEMENTS AND IF THEY WOULD BE SO GOOD AS TO INFORM US OF THEIR SPECIFIC REQUIREMENTS IN DETAIL, WE WILL UNDERTAKE TO IMMEDIATELY ADVISE THEM OF ANY SUITABLE MODEL WHICH COMES TO HAND.

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FOR SALE—continued

ALLARD 47, 4-seater tourer, respray July, 41,000 miles. £260 o.n.o. Tel.: Hertford 2766 or 3808. [2845]

RILEY 1938, 16/4 saloon, overdrive, resleeved with Chromards, rechromed on copper plate, perfect example. £325. Moore, 2, Duke St., Abertillery. [2849]

ROESCH TALBOT 105, Five seater tourer. In excellent condition but using too much of my garage. What offers? Tel.: Warwick 366. [2851]

P.A., M.G., two seater, colour red and cream, new battery, tyres very good, cellulose unmarked, no dents in wings, hood and side-screens rough, engine good, rewired. £180 o.n.o. K. Haworth, 57, Canterbury Rd., North Harrow, Middx. [2852]

RAILTON 1936 29 h.p., 8 cylinder chassis fitted with Carlton Carriage Co. pillarless 4-door saloon, Bosch headlamps suitable for conversion. £47 10s. Kellow, Tel.: UPL 4812. [2863]

NEW PORSCHE, Volkswagen, D.K.W., Simca, available. World acclaimed! Parts. Repairs. Reasonable prices. Cars sold, bought, 10, Winchester Mews, N.W.3. Tel.: Primrose 6159. [2854]

FOR SALE—continued

SPEEDOMETERS, R.C.s, reconditioned, 16s. to 30s. Guaranteed six months. Bradshaw, 62, Kenmore Drive, Bristol, 7. [2860]

NEW TF M.G. New TR 2 Triumph. New Renault, Simca and Volkswagen saloons for immediate or early delivery. 1953 2½ Riley 26,000 miles, £850. 1952 (Oct.) Healey Tickford, excellent condition, £875. 1938 4½ Bentley saloon, exceptional, £895. 1952 3-litre Alvis saloon, £975. 1952 Mk VII Jaguar, low mileage, £995. 1953 XK120 coupé, all modifications, reasonable offer. 1953 Bristol 403, 9,000 miles, offers. 1936 3½ Bentley saloon, post-war condition, expected shortly. Kingsway Motors, Hoylake. Tel.: Hoylake 3351/2, after hours, Hoylake 3573. [2861]

ASTON MARTIN 2 litre sports saloon in immaculate condition. Grey metallic finish with red leather. £275. Kellow, Tel.: UPL 4812. [2862]

RILEY SPARES can be obtained from the Riley specialist: Wesbell Motors, Balfour Road, Hounslow, Middlesex. Overhaul, repair and servicing. Tel.: Hounslow 9359. [2853]

BENTLEY, 4½ litre. Special bodied 2-seater. Very fast. £185. Part exchange considered. Alpha Garage, Westergate, Aldingbourne, Nr. Chichester. Tel.: Eastergate 327. [2864]

FOR SALE—continued

FRAZER-NASH, single seater, twin supercharged sprint car. 10 cwt., 140 b.h.p. approx. New condition throughout. Would consider exchange for HRG 2-seater or similar. Alpha Garage, Westergate, Aldingbourne, Nr. Chichester. Tel.: Eastergate 327. [2865]

BENTLEY, speed six shooting brake. £85. Alpha Garage, Westergate, Aldingbourne, Nr. Chichester. [2866]

1951 H.R.G., 1,500, gen. mileage only 18,000, one owner, finished British Racing Green, many extras, superb cond. throughout. £585. Thompson, 9, Beresford Drive, Southport. Tel.: 88155. [2868]

AUSTIN SEVEN special, built 1953, overhauled throughout. Hydraulic brakes, etc. Fast and reliable. Nearest £90. 24, Linkside, New Malden, Surrey. Tel.: MA1 0234. [2869]

RILEY 9, body fair mechanically sound £75 or exchange sports. Emery, The Elms, Woodbury, Salterton, Devon. [2870]

1929 FIAT 520, one owner from new, unused since £100 overhaul. Car is just as new and perfect in every respect. £130. Tel.: Brookwood 2324 (Woking). [2902]

ROLLS, Phantom II, 1930, Continental saloon, attractive body in excellent condition. Perfect mechanical order. Four new tyres. A low mileage car. £165. 204, Ballards Lane, Finchley 2920. [2872]

FOR SALE—continued

FOR SALE OR EXCHANGE, 4½ Lagonda Rapide saloon. Dual ignition, Servo brakes, 90 m.p.h. and 17 to 19 m.p.g. Well above average condition. I am interested in acquiring open car, h.p. immaterial: Lagonda, Invicta, Fraser-Nash, Alfa, etc. Also Lagonda 1100, Alfa 1750 or 2.3 engine and Frazer-Nash or Bugatti chassis. C. J. Sare, 115, Nelson Rd., London, E.4. Tel.: LAR 5268. [2871]

ALFA ROMEO, 1750 blown. Drop head. Low mileage. Outstanding condition. £355. Terms and exchanges Oscar Moore, 204, Ballards Lane, Tel.: Finchley 2920. [2873]

RILEY 9, sports 2-seater, 1930, completely rebuilt 1952, smart appearance; fast: £125—Cleales, Haverhill, Suffolk. Tel.: Haverhill 47. [2409]

1933/34 M.G. J.2 black. Engine and body excellent. Road tyres good. Hood useless. £120. Hume, 8, Logan Mews, Kensington, W.8. [2874]

ENGINES, Austin heavy 12 h.p. 4 cylinder engine, 1928. Almost unused since reconditioning with magneto, starter, gearbox, radiator, petrol tank. Suit boat or special car. Any reasonable offer. Small Electric Motors Ltd., Churchfields Road, Beckenham, Kent. [2875]

SINGER Le Mans (1936), 1½ litre sports saloon, 4-seater. Excellent condition throughout. £85. Box No. Z876, MOTOR SPORT, 15, City Road, London, E.C.1. [2876]

RILEY Lincok 1934, pre-selector, £80 or offer. Box No. Z877, MOTOR SPORT, 15, City Road, London, E.C.1. [2877]

WOLSELEY Hornet saloon 1933, 12 h.p., body and engine very good, 5 good tyres. £110. Will meet by arrangement. Davy, Legbourne, Nr. Louth, Lincs. Tel.: Louth 319. [2878]

DELLOW, June 1953, 3,000 miles, sidescreens, Windtones, sell or exchange A.40 p.u. £475 o.n.o. 205, Priory Rd., Dudley, Worcs. [2879]

TALBOT 75, 1932, drophead, coupé, £30 advertised last month, sale fallen through. Allison, Twyners Croft, Smallfield, Horley, Surrey. Tel.: Smallfield 180. [2880]

1924 ROLLS 20 chassis complete or as spares. Nearly new tyres 33 x 5. For Renault 750: branch-type exhaust manifold with intakes for twin carburetors. Delaney Garage, Patching, Nr. Worthing. [2881]

SINGER Le Mans, 9 h.p., 2-seater in exceptionally good condition, recent complete overhaul, £175. 13, St. Mary's Road, Hayes, Middx. [2882]

1937 RILEY FALCON, exceptional condition throughout. Recent extensive overhaul. Re-cellulosed. Excellent tyres, battery and chrome. Many extras. £245. Box No. Z883, MOTOR SPORT, 15, City Road, London, E.C.1. [2883]

FRAZER-NASH Colmac model in B.R.G., fitted V8 engine, otherwise standard and in good condition. Owner going abroad, invites reasonable offers. Michael Latta, c/o Rowland Bros., Bletchley, Bucks. Tel.: 23. [2884]

FORD Ten Special, Austin chassis, mechanical condition good, body rough. Qualified for R.A.C. championship last year. £125. Napper, 2 Promenade, Ilfracombe. [2885]

VW JEEP 1947, Z.F. diff. with set Lockheed brakes, make excellent basis for special, £150. Also brand new (May 1954) latest de luxe saloon stratosilver, 800 miles, taxed year, £655 (£50 below cost). Knight, Rookhill Road, Christchurch. Tel.: Highcliffe 475. [2886]

TWIN 12v S.U. pumps, £3, sports coil 10s., M.G. J. starter £3, sump 15/-. Mills, 65, Westbourne Rd., Penarth. [2888]

ASTON MARTIN enthusiasts, disposing of International 2/4-str., excellent mechanical condition. 18 in. wheels, new tonneau, screens, etc. Later type camshaft and valves, rewired, taxed. £185. Also Ulster, engine rebuilt, brakes overhauled by works, Scintilla mag., polished axle, aero screens, hood and tonneau. Tyres and incidentals good on both cars. Consider offer or exchange for either. 16, Preston Avenue, Eccles, Lincs. Tel.: 1027. [2889]

1937 RILEY, 12/4 close-coupled saloon. Sliding head. Scintilla Vertex. £225, or exchange. W.H.Y. 7, 57, The Avenue, West Wickham, Tel.: Springpark 7432. [2890]

H.E. TOURER 1927 15 h.p., good hood, Tonneau, running order; beautiful car, similar 3-litre Bentley. Quantity spares. Reluctant sale for lack of garage. £100 o.n.o. Legh, "Omega," Marine Drive, Saltdean, Sussex. [2891]

1934 TALBOT 65, recently overhauled, £80 o.n.o. 6, Harcourt Rd., Wantage, Berks. [2892]

FOR SALE—continued

RILEY 2-seater special, recent mechanical overhaul. Manual box, twin S.U.s. Photos available. £130 o.n.o. 2, Winneycroft Lane, Matson, Glos. [2893]

DIFFICULT CAR PARTS from "Motolympia"—now dismantling five Triumphs, including 10.8 and 16-h.p. models; also 1937 12/4. 1930 Bentley 61-litre, 1937 Rover 16. 1949 Standard 8, 1946 Hillman Minx. Fifteen Austin cars, 1936 B.S.A. Scout, 1938 Lanchester 10, 1,200 others. "Motolympia," Welshpool. Tel.: 2027. [2894]

DISMANTLING—six Jaguar and SS models including 1938 3½-litre, 1937 2½, etc. 1,200 others. Ward's "Motolympia," Leasowe Road, Wallasey. Tel.: 4151. [2895]

1933 WOLSELEY, 21/60 county de luxe saloon, two spare wheels, two spare tyres, 6 lights, sliding roof, armrests, footrest, picnic table, radio, o.h.c., heater, P100 headlamps, triple stop, tail and reverse lamps, etc. £175. Parsonage, 3, South View Terrace, Queen's Road, Halifax, Yorks. [2896]

DARRACQ 1925, 12 h.p., sports, light, 2-3-str. body, outside exhaust, new tyres, battery. Mechanically sound. 70 m.p.h. Many spares. Seen Aberdeen. £50 or nearest. Mrs. Piercey, Drumnagesk, Dess, Aberdeenshire. [2900]

RILEY 1930, Monaco, in really good condition throughout. One previous owner. £55. 14, St. David's Rd., Ipswich. [2901]

RUDGE WHITWORTH wheels, 2 off, 18in. x 3½in. rim, 52 hub; 2 off 19in. x 3in. rim, 52 hub; 1 off 19in. x 3in. rim, 42 hub. 25s. each. Gunner and Allen, Portsmouth Road, Lee-on-Solent. Tel.: 79448. [2443]

WANTED

RILEY NINE SALOON. Manual box, excellent condition and reasonable price, all essential. Box No. Z380, MOTOR SPORT, 15, City Road, London, E.C.1. [2380]

IMPECUNIOUS American enthusiast requires a used 500 c.c. Cooper or other make, less engine and gearbox. Must be in good condition and reasonable. James R. Rich, 5811, Hopper Road, Houston, 16, Texas. [2391]

DIESEL CONVERSION. Large saloon car or limousine wanted. Body and chassis must be sound, engine not required. Around £200. Watson, 81, A.M.Q., R.A.F. Coltishall, Norfolk. [2393]

VALE SPECIAL remote control gearbox for Triumph motor. Rattcliff, 10, Cathcart Hill, Holloway, N.19. [2394]

DELLOW for cash, 1950-53. Model must be in good condition, preferably road used only. 1950 T.D. M.G. considered. Box No. Z397, MOTOR SPORT, 15, City Road, London, E.C.1. [2397]

WINGS for 1938-39 Alvis 4.3 Charlesworth Saloon. Complete body considered if very sound and price reasonable. Box No. Z399, MOTOR SPORT, 15, City Road, London, E.C.1. [2399]

16/95 or similar engine required, reasonable condition. 20, Bourne Avenue, South Ruislip. [2404]

DELLOW, Buckler, Lotus or similar Ford Special, reasonable condition. Particulars write D. Bettles, 225, Rochester Way, S.E.3. [2420]

AIRCRAFT type oil cooler. State size and core thickness. Fisher, 146, Hilton Street, Wolverhampton. [2425]

BENTLEY 3½ litre 1930-36. Good condition essential, photo. Reynolds, 1, Devon Road, Bedford. [2431]

PRIVATE purchaser requires a good 2½ litre (20 h.p.) S.S. 100 1938/39. Maximum £300. No "junk." Box No. Z432, MOTOR SPORT, 15, City Road, London, E.C.1. [2432]

1½-2 LITRE. Body sound, indifferent engine condition, sensible price. Bug. Invicta, Lag., etc. Box No. Z435, MOTOR SPORT, 15, City Road, London, E.C.1. [2435]

WILL fellow Alvis enthusiasts help to make up genuine dash panel for 1935 16.9 Silver Eagle. All instruments required. Cotterell, St. Marys, Kingsland, Leominster, Herefordshire. [2437]

HIGHER RATIO rear axle assembly for T.A. M.G. Oswald, 2, The Hythe, Staines, Middx. [2441]

VOLKSWAGEN cylinder heads or complete engine wanted. Box No. Z442, MOTOR SPORT, 15, City Road, London, E.C.1. [2442]

REAR fuel tank, crown wheel and bevel pinion for 1926 Frazer-Nash 2/3 seater. Chubb, 14, The Square, Carshalton, Surrey. [2446]

WANTED—continued

STUDEBAKER, Buick, Packard, Auburn, Phaeton open 4-seater, body only or complete car, age immaterial. H. Good, Bridge House, Broxbourne, Herts. Tel.: Hoddesdon 3317. [2450]

LOW or medium vintage saloon or tourer. Lesser-known type preferred. Lea-Francis, O.M., etc. Must be exceptionally cheap, condition immaterial. Feltham Lodge, Feltham, Middlesex. [2454]

VOLKSWAGEN, small mileage, good condition, reasonable price. Beck, Woodland Road, Wilmslow. [2460]

RADIO, 12 volt, new condition, suitable 1954 Morris Minor. Beck, Woodland Road, Wilmslow. [2461]

ALFA ROMEO MONZA. Other short-chassis 2.3 considered, including crashed or u/s car. Crowther, Spring Cottage, Lindley, Huddersfield. [2463]

SELLING your vintage, original, 35 m.p.g. open light car? I am interested, up to £100. Please write Swann, Coombe House, Uley, Glos. [2488]

CAR Club Badges, British and Foreign, wanted by genuine collector. Box No. Z491, MOTOR SPORT, 15, City Road, London, E.C.1. [2491]

TACHEOMETER reduction box and cable for M.G. 2 litre. Box No. Z494, MOTOR SPORT, 15, City Road, London, E.C.1. [2494]

RILEY 1½ or 2½ litre, preferably post-war, also modern Utility. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [2517]

PAIR Timing Wheels, Crankshaft to dynamo, for P.A. M.G. Please state price required. Yates, 1696 Shettleston Road, Glasgow, E.2. [2520]

PAIR 16in. wheels for M.G. T.A. To purchase or will exchange for 19in. Box No. Z534, MOTOR SPORT, 15, City Road, London, E.C.1. [2534]

ALVIS or similar car, 1½ litre 2-seater, pre-1935. Cox, 5, Waterbeach Road, Slough. [2535]

LAGONDA, Rapier, 4-seater Tourer, sound throughout. Tel.: Laburnum 2300. [2538]

LAGONDA Rapier or Alvis Firefly Saloon, Poidevin, 18, Hatherley Road, Withington, Manchester, 20. [2539]

FORD 10 Special, post-war 2-seater. All or glass-fibre all enveloping body preferred. Full details please. J. Pople, 39, Flamborough Road, Ruislip Manor, Middlesex. [2551]

HAS ANYONE, anywhere, a pre-war M.G. H.R.G. Riley sports they would like to pass on to a mechanic enthusiast of limited means. Any condition. All replies answered. Box No. Z554, MOTOR SPORT, 15, City Road, London, E.C.1. [2554]

AUSTIN 7 Special, half completed Special, or basis for same. 1934 or onwards preferred. All replies answered. Matthews, Schoolhouse, Windlesham, Surrey. [2557]

GOOD HOME given to privately-owned late 3 litre Red Label Bentley, U.D.P. tourer in original condition by enthusiast. Good order, sensible price. Details Box No. Z558, MOTOR SPORT, 15, City Road, London, E.C.1. [2558]

ENGINE or cylinder block for 1937 12 h.p. Riley. Hall, 3, Farley Road, Catford, S.E.6. Tel.: HIT. 4973. [2575]

VINTAGE BENTLEY. Red Label preferred. Any type or condition if cheap. Might consider swapping perfect Riley 9 Monaco (re-conditioned engine, gearbox, shockers, discs, etc.) for outstanding example. Cash either way. Cole, Melrose Cottage, Barrington, Cambs. [2586]

MEADOWS twin inlet head for 1929 1½ leaf. "The Hut," Kingsgate, Broadstairs. [2596]

WHEELS, up to four. M.G. centre spoke 450-19, or one rim. 19, Birches Barn Avenue, Wolverhampton. [2599]

LATE SERIES Lancia Astura, Dilambda D.H.C. or sports saloon, in first-class condition throughout. Full particulars and photograph to Box No. Z628, MOTOR SPORT, 15, City Road, London, E.C.1. [2628]

RILEY 9 or 12-4 engine, instruments, 19in. tyres, stoneguard, anything useful. 22, Norfolk Street, Southsea. [2577]

"C" TYPE gearbox and late type rocker box for 3 litre Bentley. 53, Selwyn Road, Edgbaston, Birmingham, 16. [2655]

AUSTIN 7, 4-seater tourer. Chummy preferred. Owen, Quail Cottage, Pleasance Farm, Kenilworth. [2662]

12/25 HUMBER drophead coupé, any condition, but must be towable, or information leading to discovery of same. T. B. Ash, Rockfield, St. John's Road, Buxton. [2749]

ALVIS 12/50 "Duck's-Bottom" or other 2-seater type wanted. About £80. 31, Wrekin Rd. Sutton Coldfield. [2777]

WANTED—continued

PRE-WAR Morris 8 Tourer. No dealers. 3, Parkside Gardens. Tel.: WIM. 3389. [2631]

UNDERWOOD-RUSLING urgently require all types of sports cars, both open and closed. 28, Queensberry Rd., Kettering. Tel.: 3351. [2678]

RILEY NINE Lyncock or Kestrel in above-average condition. Clayhill Farm, Hollingdon, Soulbury, nr. Leighton Buzzard, Beds. Tel.: Soulbury 20. [2679]

ENTHUSIAST desires bargain Rolls. Mascot essential, also 16 m.p.g. +. Photo appreciated and returned. Box No. Z684, MOTOR SPORT, 15, City Road, London, E.C.1. [2684]

HIGH-GRADE post-war saloon or drophead in immaculate condition, open to A.A. inspection. Alvis, Railton or similar. Allard considered 339, Alexandra Avenue, Harrow, Middx. Tel.: Pinner 6679. [2694]

ALVIS, 1929 T.J. 12/50 radiator, preferably serviceable but any considered. Also rocker-shaft Lea-Francis 1929 12/40. Pair of rear hubs with decent splines. Beavis, The Folly, Wheat-hampstead. [2696]

RADIATOR STONEGUARD for Riley Kestrel Twelve, also rear d.m.s. jack. 5, North St., Rugby. [2701]

CYLINDER HEAD for P.B. M.G. State price. 65, Coppice Ave., Ilkeston, Derby. [2708]

APRILIA wheels, tyres, 1939, earlier, reasonable. Lowe, Maylane, Hollywood, Birmingham. Tel.: Wythall 2022. [2712]

32 HORNET camshafts, water pumps, k.o. hubs, sprocket wheels, etc. Details to: Scott, 14, Orchard Way, Luton, Beds. [2722]

HAS ANYONE a sports car that they would sell to a fellow enthusiast at £2 per week? Up to 14-h.p. and £150. Box No. Z743, MOTOR SPORT, 15, City Road, London, E.C.1. [2743]

ALVIS FIREFLY d.h.c. or tourer, "crash" box preferred, also twin exhaust set or manifolds for "4.3" or "Speed 25." Routledge, Scholes, Leeds. [2764]

HISPANO-SUIZA with wooden ribbed "boat" body—regardless of condition. Tulip, cedar, teak, mahogany, models made in these woods late twenties. Information, stories, plans also wanted. Give complete details, photos. State prices. Edward Eaton, 78, Lowther Avenue, Toronto, Canada. [2766]

ROLLS-ROYCE sports car, any age. Will consider closed model if rakish. 20/25 not wanted. Air mail photos and details to William Mulhall, Shane Building, Idaho Falls, Idaho, U.S.A. Photos will be returned. [2897]

JAVELIN, light 15 or similar up to £400 cash. 78, Dorset Avenue, Chelmsford. [2887]

FORD V.8 Mercury engine new or reconditioned (bare or complete) Jordan 12, Hall Ings, Bradford. Tel.: 31081. [2899]

H.R.G. 2-seater or chassis only, or Frazer Nash 2-seater. Fletcher, c/o Alpha Garage, Westergate, Aldingbourne, Nr. Chichester. Tel.: Eastergate 327. [2867]

DIESEL car or utility in good order. Jolly, Edmondsham, Nr. Wimborne, Dorset. [2771]

FORD engined M.G. or similar. B. Curtis. Tel.: BEC 1000 257a, Croydon Road, Beckenham. [2779]

RILEY 9, tourer, pre 1934, sound body, mechanical condition immaterial. Skepelhorn, Woodlands Ride, South Ascot, Berks. [2792]

JOWETT enthusiast seeks spares, especially transmission, for 1938 10 h.p. Box No. Z799, MOTOR SPORT, 15, City Road, London, E.C.1. [2799]

BURNT OUT, crashed, or rough condition. X.K. 120, Allard, M.G., or post war sports car. Symons, Tremeddan, Liskeard, Cornwall. Tel.: 3110. [2804]

M.G. J.2, P or Morgan 4/4. Price condition to Hawkes, 19, Woodland Avenue, Leicester. [2816]

POWERFUL vintage car, open and preferably supercharged, Mercedes, Bentley or similar in good condition. Box No. Z828, MOTOR SPORT, 15, City Road, London, E.C.1. [2828]

H.V.S.D.D. semi-d.d. carburettor for Alvis Firebird. Reconditionable or new condition. Alternatives 1½" considered. Ingram-Cotton, Centre Cottage, Eversley, Hants. [2833]

M.G. J.2, block and complete entrails, dynamo and wings. Wanted in good condition. Box No. Z847, MOTOR SPORT, 15, City Road, London, E.C.1. [2847]

VINTAGE braking and reversing lights (perfect) and modern foglamp. Also cheap Vintage Austin Seven saloon (runner preferred). Box No. Z848, MOTOR SPORT, 15, City Road, London, E.C.1. [2848]

BUGATTI, any condition, must be cheap. Consider other make Vintage sports car. Box No. Z850, MOTOR SPORT, 15, City Road, London, E.C.1. [2850]

MISCELLANEOUS

COLES RADIATORS offer enthusiasts special services for Radiator repairs and overhauls. Also Fuel Tanks and Silencers. Geach Street, Birmingham, 19. Tel.: Aston Cross 3417. [2379]

ENTHUSIAST. Returning England December wishes to participate in rallies before leaving late January. Own car available. Any suggestions? Clark, P.O. Box 78, Tarkwa, Gold Coast [2395]

HOODS, TONNEAU COVERS, etc., made to your pattern and dispatched C.O.D. Upholstery, roofs, sliders, linings, carpets, etc., at works prices on request. Willie's, Ruvigny Garage, Ruvigny Gardens, Putney, London, S.W.15. Tel.: Putney 2879 [2550]

250 BRAKE HORSE POWER. Enthusiast rebuilding car of this power for vintage sports-racing wishes practical assistance evenings/weekends, South Kensington area. Financial share not essential. Opportunity drive machine during next season. Please give telephone number. Box No. Z567, MOTOR SPORT, 15, City Road, London, E.C.1. [2567]

YOUR OPPORTUNITY to drive a Formula III Racing Car. Membership £5.5.0. Practice 7/6 per lap, Brands Hatch. S.A.E. for details. Premier Motor Racing Club, Hosey Common, Westerham, Kent. [2568]

SUMMER SALE—V.B.S. offer bargain batch of priceless information comprising invaluable Bentley Data Tables and Buyer's Inspection Guide, 7/6; with three manuals—3-litre, 6/-; 4½-litre, 10/-; and 6½-litre, 5/-; for only 20/-! Details supplied, Vintage Bentley Service, Box No. Z582, MOTOR SPORT, 15, City Road, London, E.C.1. [2582]

BOWDEN'S Austin 7 L.F.S. uses two parallel leaf springs (lower one replacing axle beam). Mounted together at centre on a spacing unit bolted to chassis nose. King pin end sections of beam sandwiched between two steel plates drilled to locate springs and radius arms giving standard saloon or sports centre height. One-piece Ford track rod, normal A7 steering layout. Send axle beam, spring, track rod arms. Returned ready to attach, £8. Bowden Engineering Co., Ottery St. Mary, Devon. Tel.: 391. [2632]

CYCLE WINGS, light steel, domed and beaded fronts, 10/- each; rears, 12/6 each. Carriage and packing, pairs 3/6, sets 5/-. Also bodies requiring completion. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [2584]

OVERSEAS Motorsportsmen order now unique Christmas cards of famous cars in action. Aston, Aust-Healey, Bentley, Bugatti, Ferrari, Jaguar, Merc. M.G., Silver Ghost, Vaux 30/98, Alfa: 1/- (15 cts.) each, plus 6d. (15 cts.) postage per doz. Calendars showing any car above, 3/- (45 cts.), plus 6d. (15 cts.) post. Graphic Designers, 233, Pentonville Road, London, N.1. [2635]

PROFESSIONAL Engineer, private lathe, assistance fellow enthusiasts, light turning. Jones-Robinson, 153, Mount Road, Wallasey. [2644]

READING AREA. Tuning and decokes at moderate fees. Spares and accessories for sale. Come any time. 9, Murdoch Rd., Wokingham. [2733]

TYRES, TUBES. We carry large comprehensive stocks of new, remoulds, used. Also obsolete and beaded edge specially selected for vintage and veteran cars. Tyres are our business. We can supply most sizes for all vehicles, 1904 to 1954. Express service to anywhere in U.K. Hamiltons (M.S.), 22/4, Vicarage Street, Yeovil. Tel.: 927. [2760]

MILD STEEL TUBE, welded seam, ½" x 189. 8d. ft. Other sizes. Enquiries please. Cadanne, 266, North Road, Cardiff. [2809]

REPLACEMENT HOODS FOR M.G. Best quality Black or fawn double-duck, flexible rear window. Easily fitted by private owner, so order with confidence. TA, TC, £5 10s. Zip-centre tonneau covers, TA, TC, £4 17s. 6d. All fittings. Satisfaction or money back. A. C. Winmill, 37, Tonstall Road, Mitcham. [2832]

M.G. ENTHUSIASTS, for rallies, holidays, club dances, etc. Your blazer (or fancy waistcoat) will look much smarter fitted with M.G. buttons bearing the "Magic" octagon motif. Presentation pack of 4 breast and 2 cuff finished in gilt or chrome 9s. 6d., extras 1s. 3d. each. Rapid c.o.d. service and money-back guarantee. Jackson's, 14, Friern Barnet Road, London, N.11. Tel.: Enterprise 2705. [2844]

ANY PARTS. Gears. Gear-cutting. Gearbox-suspension-shock-absorber engine exchange service. Repairs. Opel-Volkswagen-Simca agents. New and secondhand cars sold, bought. 10, Winchester Mews, N.W.3. Tel.: Primrose 2647. [2855]

MISCELLANEOUS—continued

GLASSFIBRE sports 2/3-seater body shells, suitable Ford 8/10 Specials, etc. Outstanding appearance. £85. Other bodies. Hardtops. 10, Winchester Mews, N.W.3. [2856]

HELMETS, goggles, overalls, gloves. Illustrated catalogue, 3d. D Lewis Ltd., 124, Great Portland Street, W.1. Tel.: MUS 4314. [2857]

TRIPLEX EXPRESS REPLACEMENT SERVICE, Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [2858]

HEADLAMP REFLECTORS heavily electroplated, 100 per cent. silver, mirror finish, guaranteed: 5s. 9d. each, returned day received. Send P.O. R. E. Packer, Sion Place, Clifton, Bristol. [2859]

EXCHANGES

1939 M.G. V.A. 1½ litre tourer. Mechanically perfect, 15,000 miles since replacement engine. coach painted November, 1953, for TA/TB Tickford Coupé or would sell. Cambridge, 27, Cromer Terrace, Leeds, 2. Tel.: 25516. [2376]

1935 KESTREL NINE, worth £250, for six light Kestrel Twelve. Box No. Z471, MOTOR SPORT, 15, City Road, London, E.C.1. [2471]

LAGONDA M.45 pillarless sports saloon, 4½ litres. Any examination or trial; will travel any distance to sell or exchange for genuine M.G. or Volkswagen in similar condition. Cash adjustment. Fullest details please. A.L.A. F./Sgt. Wood, 92 A.M.Q., R.A.F. Driffield, E. Yorks. [2479]

EXTRAVAGANTLY reconditioned 1930 M.G. 14/40 Mark IV tourer, for good saloon, preferably Riley, manual. Yates, 12, Early Court Road, London, W.8. [2570]

SPEED DINGHY, wheel steering, massive out-board engine, road cradle. Interesting car wanted. "Instow," Noke Road, Parkhurst, I.W. [2588]

750 c.c. REPLICA 35 BUGATTI. Road equipped, taxed, insured. For larger car, small van or sell. Ironcastle, 27, Drapery, Northampton. [2619]

1939 1½ JAGUAR SALOON. Value £140 for 2-seater sports or special any h.p. same value. Box No. Z623, MOTOR SPORT, 15, City Road, London, E.C.1. [2623]

RILEY 9 enthusiast wishes, for family reasons, to exchange a 1933 Lynx for a Kestrel, or would sell. Recent work carried out includes complete engine and transmission overhaul. Bodywork sound. Seen South Scotland. Box No. Z658, MOTOR SPORT, 15, City Road, London, E.C.1. [2658]

WANTED—"ACE" wing screw-type 18-inch wheel discs with valve extensions. Exchange an as-new Runbaken Oilcoil. Also wanted, rear spare wheel cover. Groves, 32, Forge Avenue, Old Coulsdon, Surrey. [2724]

ALVIS Silver Eagle saloon 1935. Good engine, chassis, body. New tyres heater, for best Rolls 20, 20/25 4-seater offered. Drophead preferred, saloon considered. Cash either way. Bucks. Box No. Z898, MOTOR SPORT, 15, City Road, London, E.C.1. [2898]

SITUATIONS WANTED

ENTHUSIAST. 21, public school, own car, finishes National Service October, seeks motor-ing employment at home or abroad. Buckland, Braunton, Devon. [2483]

YOUNG MAN, 24, enthusiastic, requires post offering scope, including motor racing. At present assistant manager, motor engineers. Experienced owner-driver, including Continent. Reply Box No. Z713, MOTOR SPORT, 15, City Road, London, E.C.1. [2713]

RACING/FAST DRIVING. Experience required by law student, 21. Part-time situation or w.h.y. 9, Murdoch Road, Wokingham, Berks. [2732]

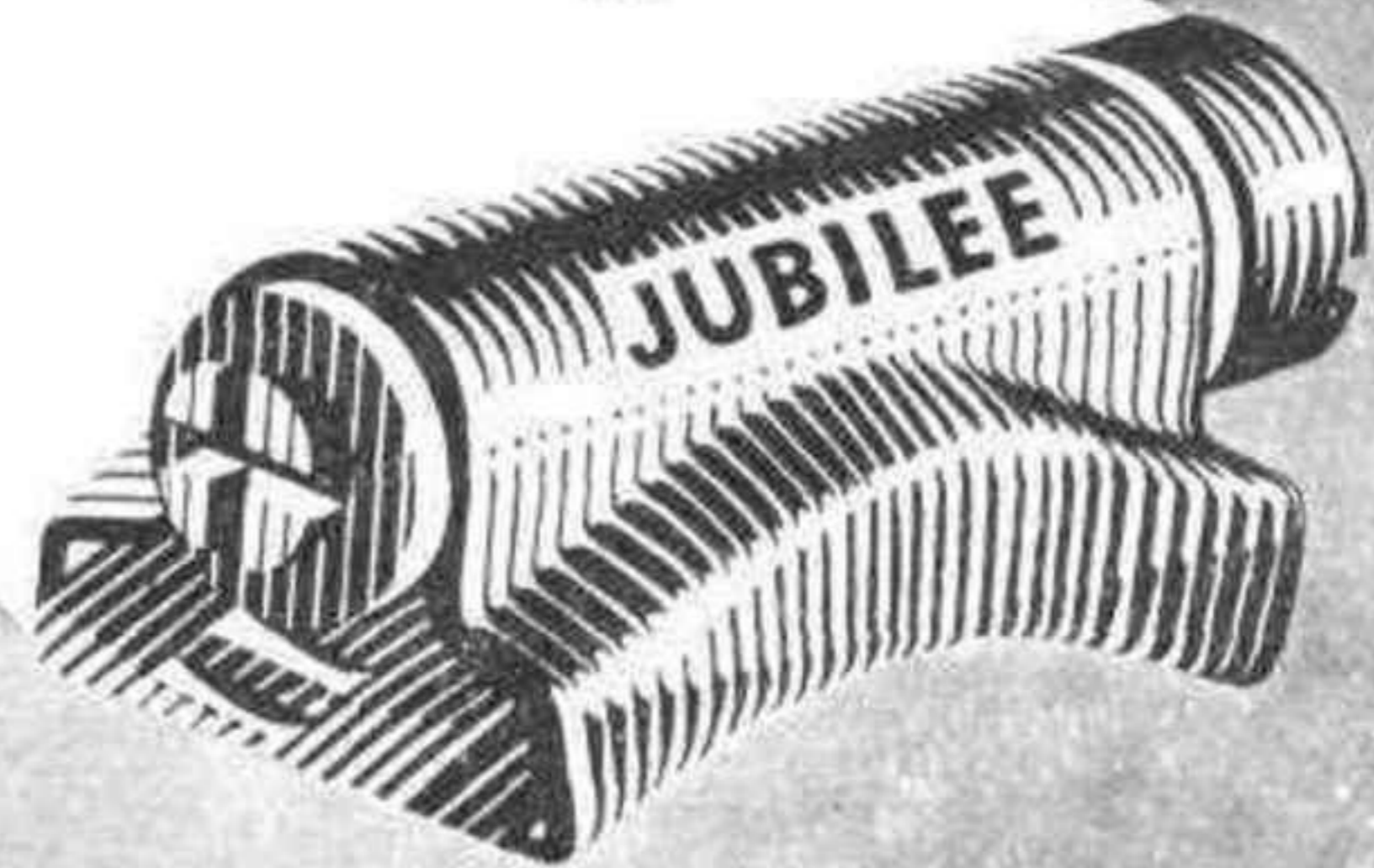
YOUNG MAN (25), single, precision engineer, 8 years' driving experience, home-abroad, motor cycles, cars, competitions, hillclimbs, rallies, seeks position connected with thoroughbred motor cars. Owns sports model. Will consider anything, anywhere, anytime, good references. Box No. Z745, MOTOR SPORT, 15, City Road, London, E.C.1. [2745]

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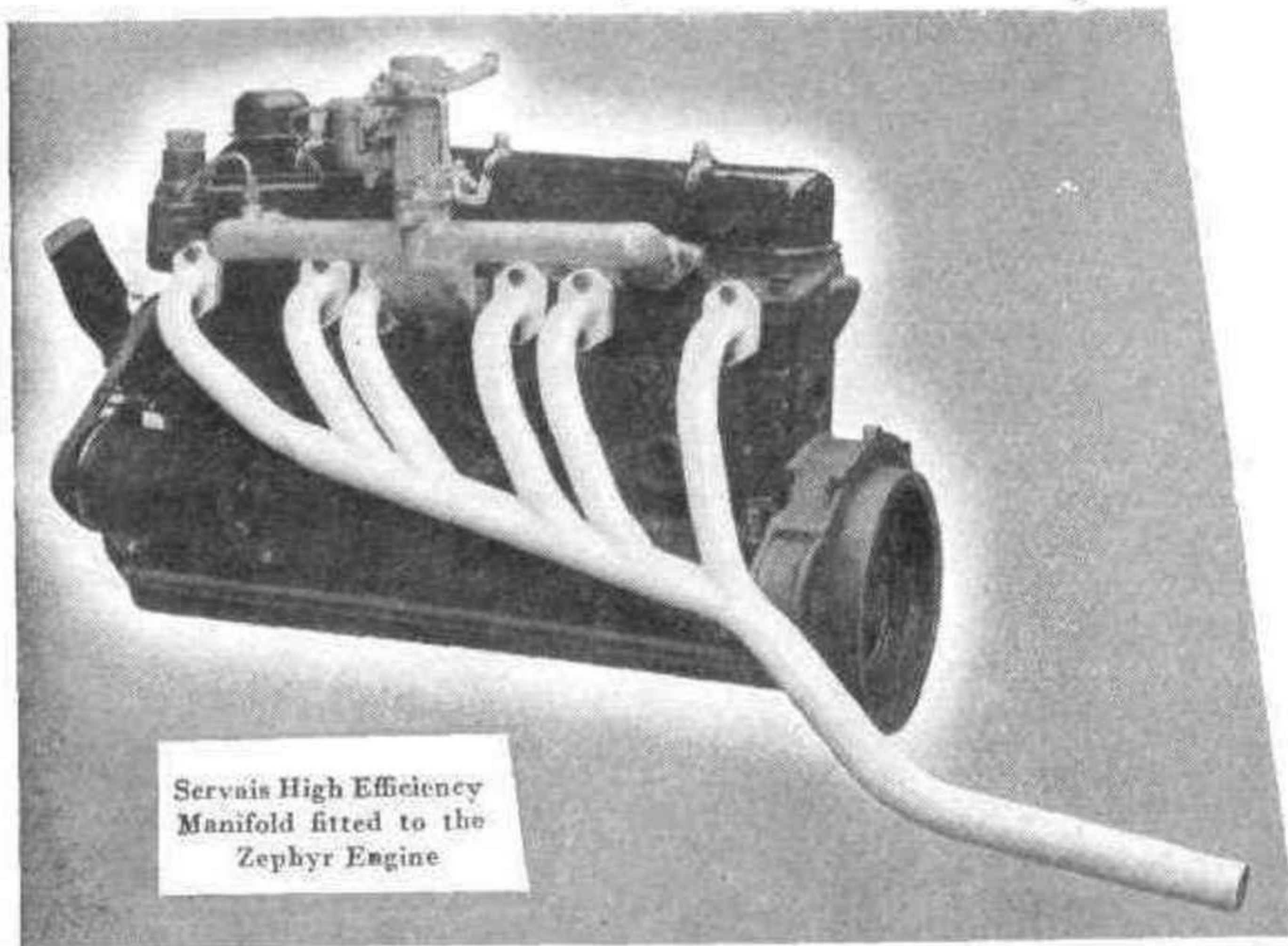
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