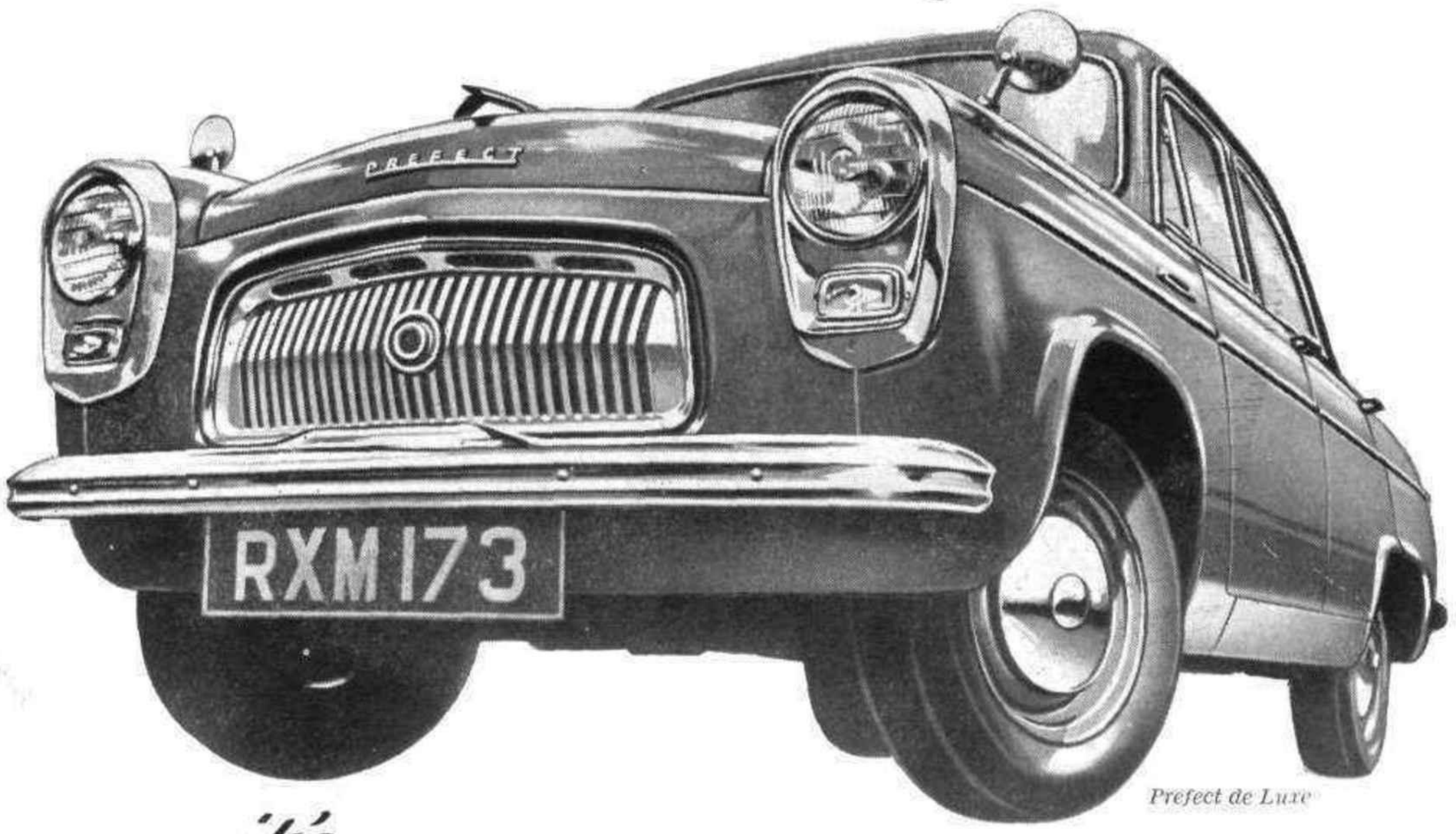
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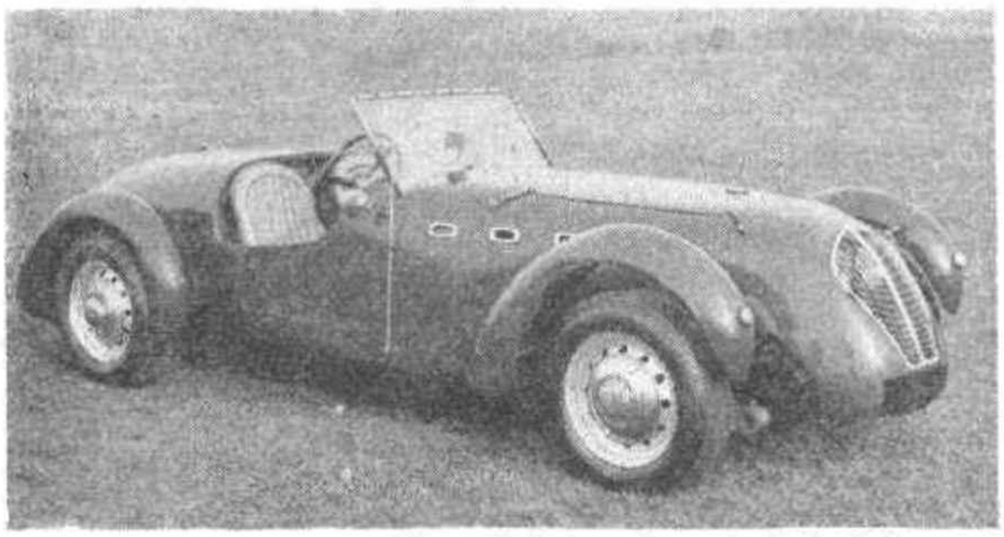
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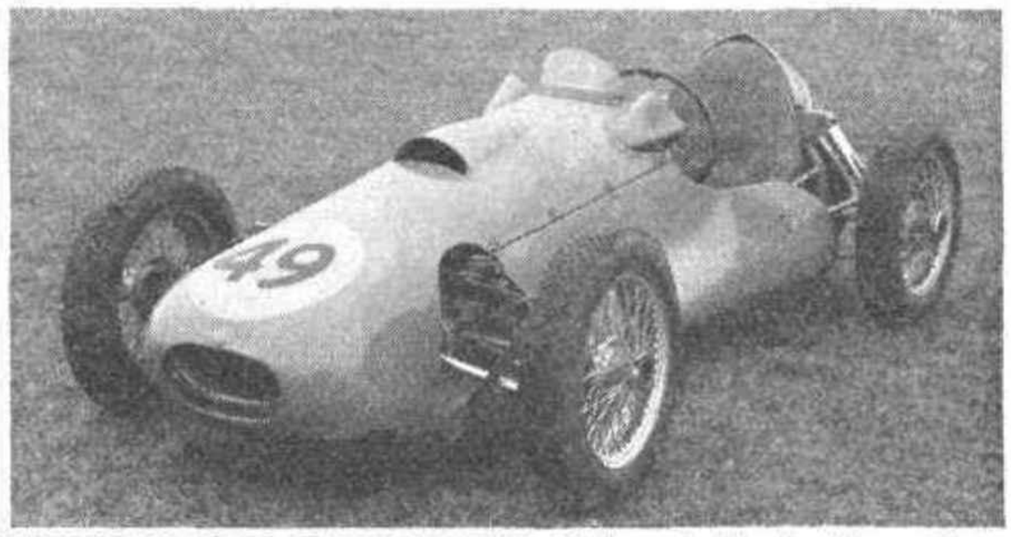
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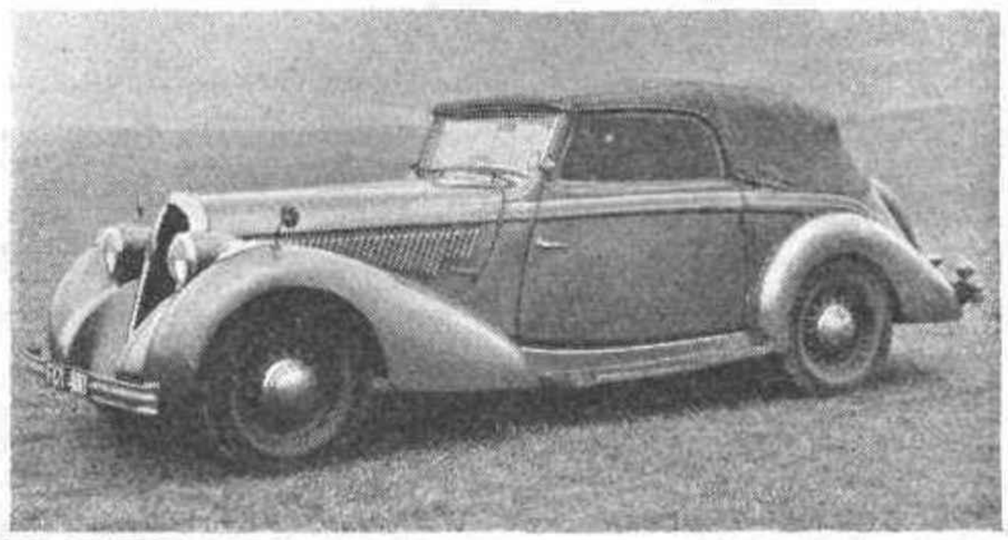
1950 HEALEY SILVERSTONE 2-SEATER. Attractively finished in dark green, and with a recorded mileage around 38,000, this must undoubtedly be among the finest available of its type; with a maximum road speed of around 115 m.p.h.—and acceleration, roadholding, steering and braking in keeping—it must be one of the fastest. A hard-top and rigid side windows by Universal Laminations, at a cost of £78, are included in the sale price of **£495.**



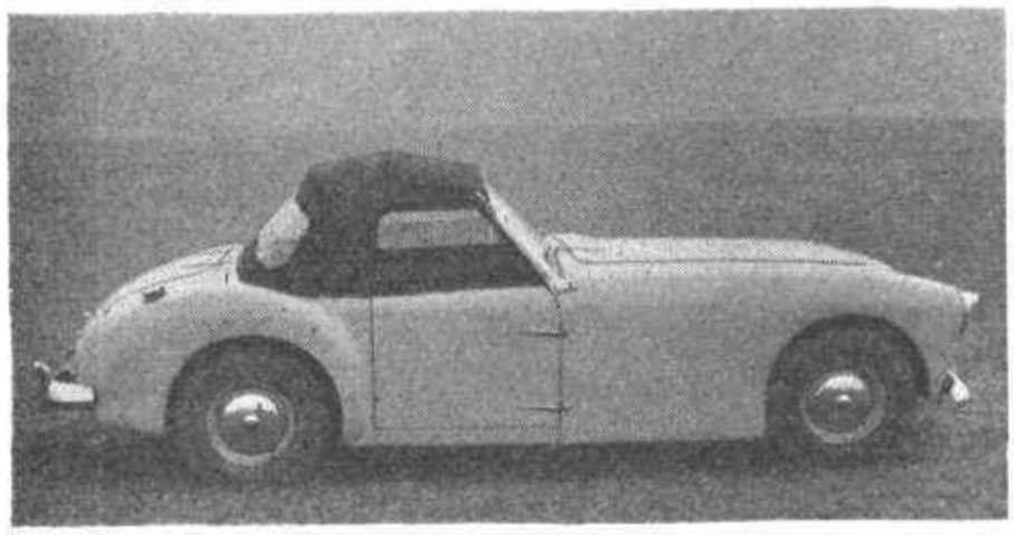
EMERYSON F.W.D. SINGLE-SEATER. With a refreshing break-away from previously acknowledged Formula III design practice, this late long-chassis Emeryson is probably the prettiest British car yet constructed to this Formula. With a dry weight, minus engine and gearbox, of under 4 cwt., here are the basic ingredients of a potentially successful 250-class machine. The whole car is in Motor Show condition, and is offered, minus engine, at **£165.** Alternatively, a 4-stud 500-c.c. J.A.P. engine may be included at **£195.**



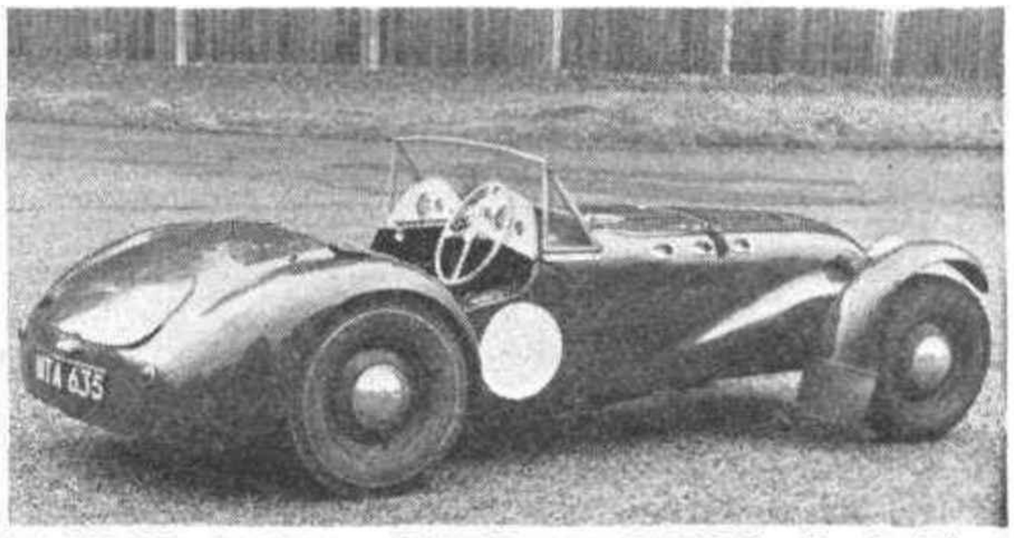
1954 PEUGEOT 203 SALOON. Briefly, limpet-like roadholding, racing-car steering and braking, allied with a 70-m.p.h. cruising gait and a petrol consumption better than 30 m.p.g., describes this rugged French touring car with sports-car characteristics. With a recorded mileage of around 17,000, and one owner since new, this example is finished in blue. **£525.**



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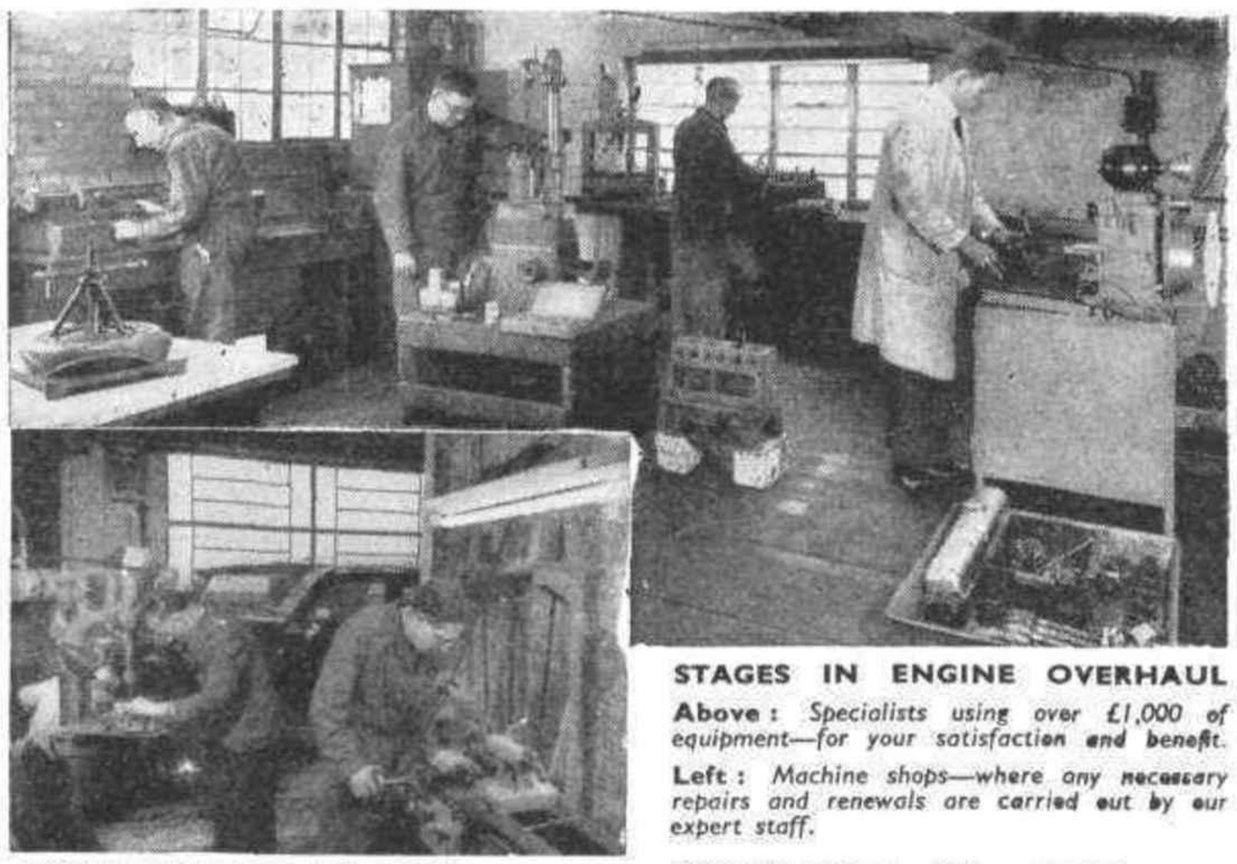
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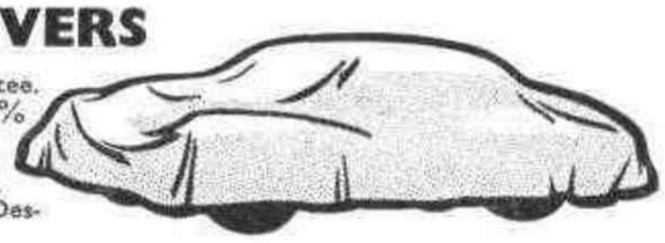
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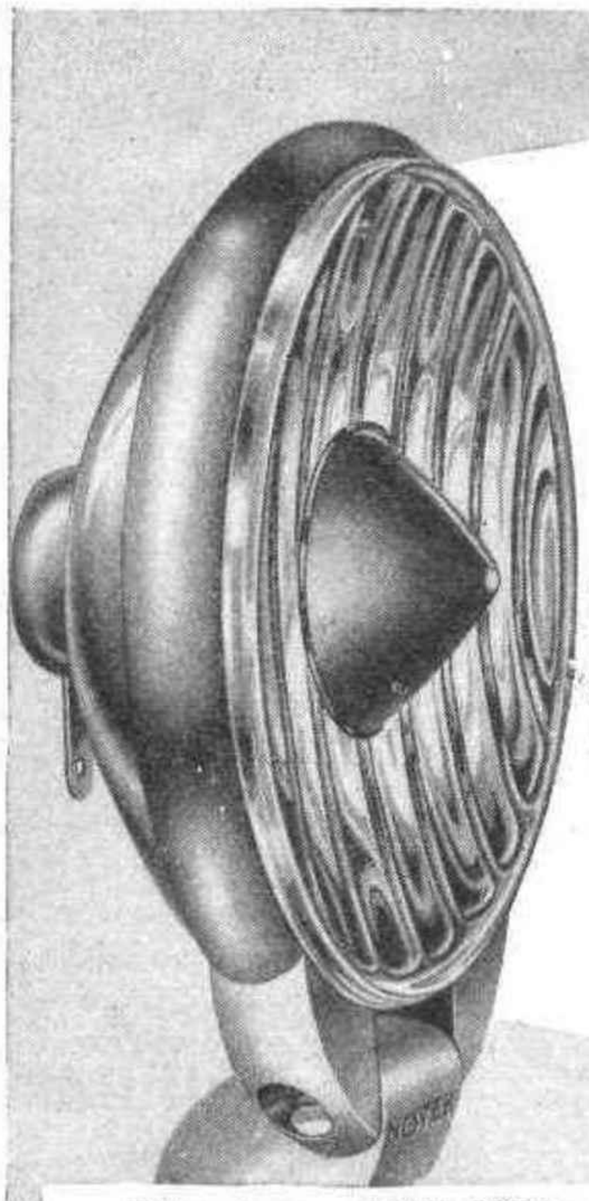
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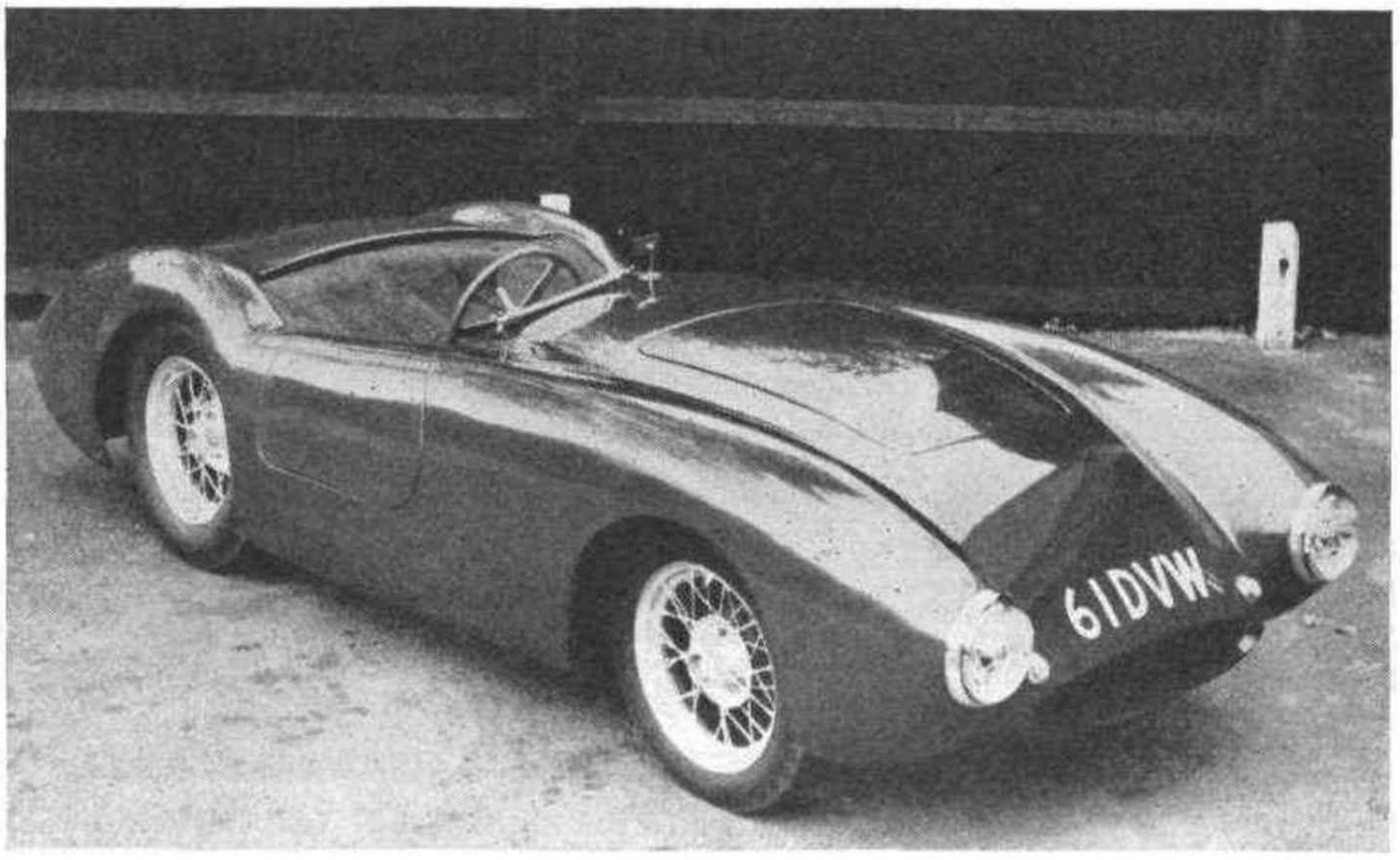
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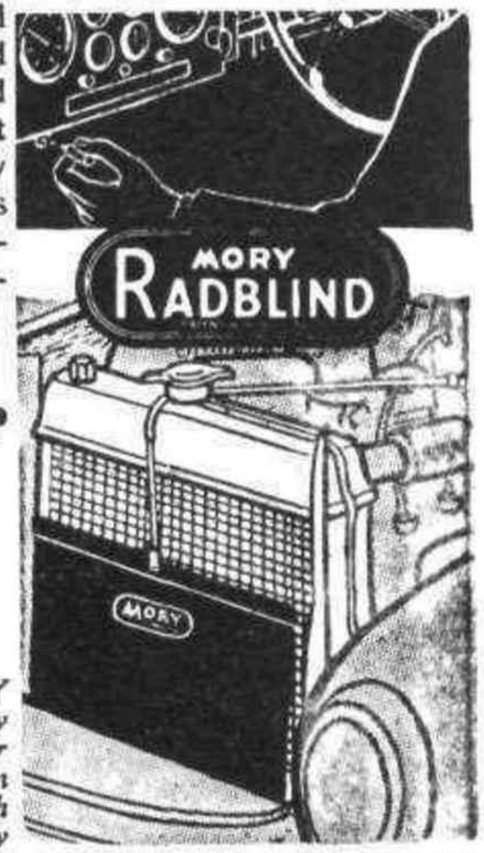
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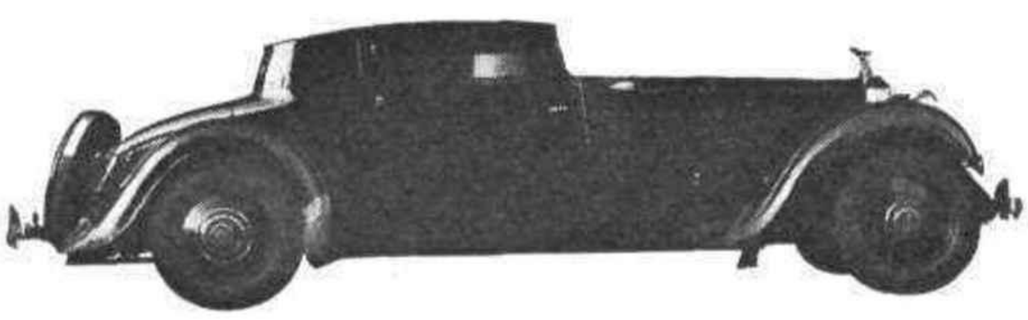
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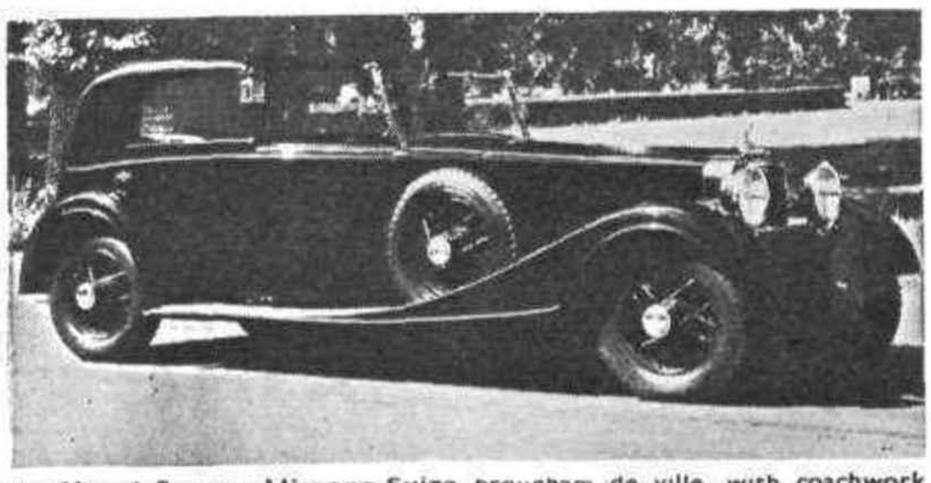
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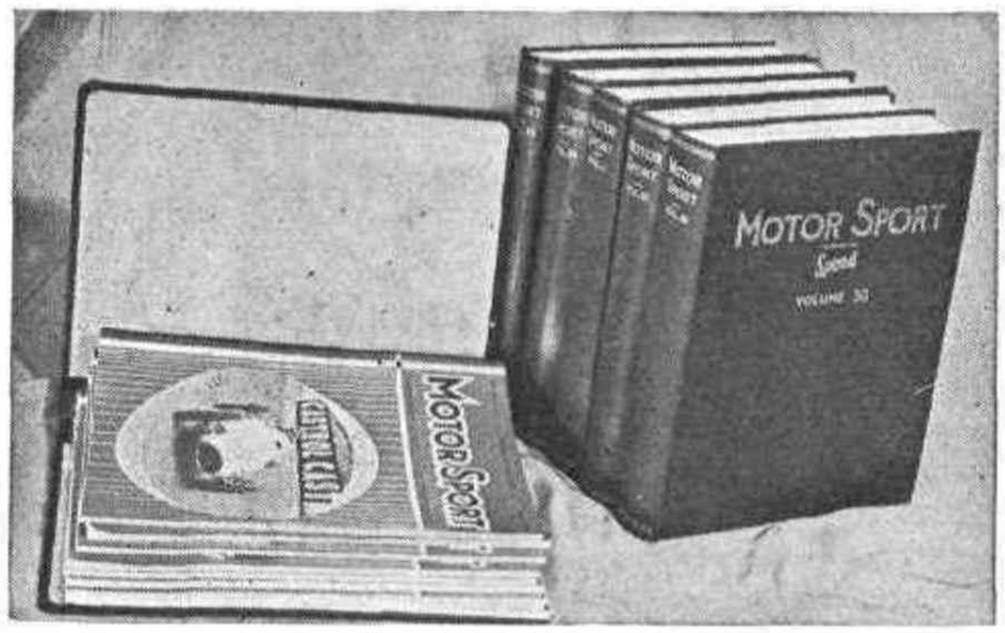
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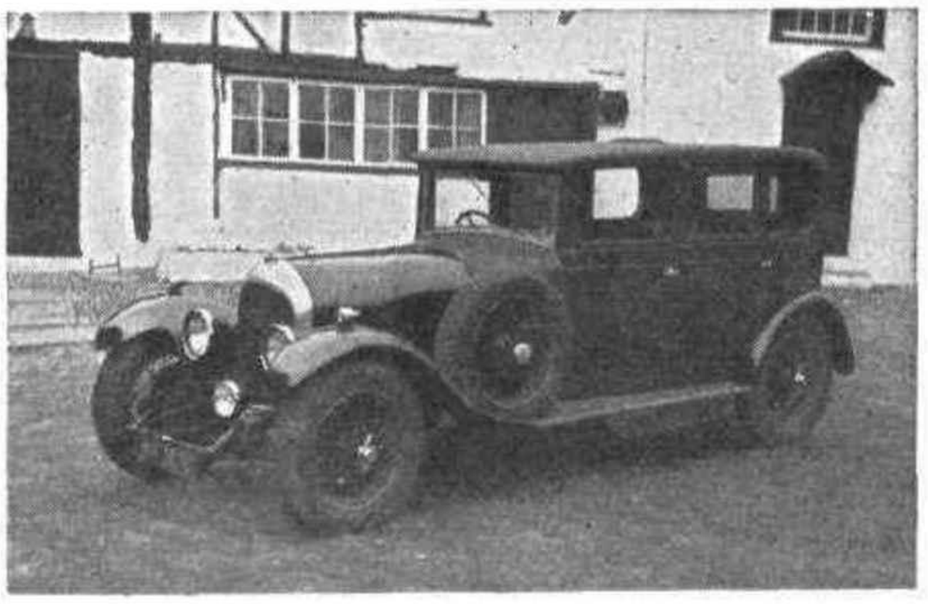


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VOL. XXXII No. 12 TEST REPORT ON THE FORD ZEPHYR DECEMBER, 1956

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INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

ABOUT FACE—I

St. John Nixon, motoring historian, expresses some startling views in the final chapter of his latest motor history book, reviewed elsewhere in this issue. Views startling, that is, to those who enjoy driving veteran cars in rallies and suitably-constituted competitions—for Mr. Nixon is suffering from a bad bout of museum complex. He makes a plea that all veteran cars, after restoration, should be relegated to a museum, because, he says, " to subject them to all the wear and tear inseparable from extensive usage, is to put the claims of sport, amusement and laughter far before that of preservation for the benefit of future generations." He continues : " The days when the public needed educating about the capabilities of veteran cars are past; the object has been achieved and a National Motor Museum is now the rightful home of all these wonderful old relics of an age which only a handful of us are left to recall."

While this is a view museum-curators might be expected to adopt, the surprising thing is that Mr. Nixon should express it. In 1950 this gentleman borrowed an 1899 Wolseley from the Nuffield Collection and drove it from John o' Groats to Land's End and then to Oxford, a distance of 1,136 miles, for publicity purposes. In last month's R.A.C. Diamond Jubilee London to Brighton Run Mr. Nixon drove Lord Montagu's 1903 de Dion Bouton, taking as a passenger 78-year-old J. Russell-Sharp, claimed to be the sole survivor from the original run—more publicity !

We have no objection to museums of old cars—indeed, in our issue of last June we reported enthusiastically on the opening of the Montagu Motor Museum at Beaulieu, but we feel much more enthusiasm for the restoration of historic motor cars so that they can be driven in V.C.C. and other clubs' rallies and competitions. The Veteran Car Club of Great Britain, with its annual list of main fixtures (and minor fixtures run by six sub-sections) obviously agrees with this view—as does the V.S.C.C. with many events, including three race meetings, for old cars every year—and it looks like selfishness on Mr. Nixon's part that, having himself enjoyed the unique fun and excitement that driving veteran cars provides, he wishes, in his old age, to see such cars brought to a standstill for the possible benefit of a few historians who may be content to take their pleasures sadly, in the cloistered seclusion of museum halls.

We decry the changes that have overtaken the veteran-car movement due to the multiplying interest taken in it since it came into being in the nineteen-thirties—the growing attraction of veteran-car ownership as a means of increasing social stature, the desire to join as frequently as possible with the old cars such persons as mayors, film stars, B.B.C. producers, Fleet Street journalists, red-flag carriers and minor royalty, and the growing employment of old cars for publicity stunts, whereas before the war the annual pilgrimage to Brighton in the November fog or sunshine was made very largely by enthusiasts genuinely fond of antique vehicles . . .

We appreciate that certain rare discoveries, such as Knight's early motor vehicle, which is preserved in the Council offices at Farnham, near its birthplace, should not be used on the road, and we see good in housing veteran cars, between their active engagements, in museums and showrooms, for the greater enjoyment of them by the public, providing they do not stand idle so long that their very immobility accelerates deterioration. We agree that over-severe events for veteran cars should be avoided—there is no need, perhaps, to emulate Mr. Nixon's drive from John o' Groats to Land's End in a vehicle built before 1900—although we are not aware that R. D. Gregory's 1904 Darracq has come to much harm in the course of some lengthy and hurried journeys, or that F. S. Bennett's famous 1903 Cadillac, which has in its lifetime completed three 1,000-Mile Trials, two of them anniversary replicas, is now worn out and worthless even for exhibition in a museum !

What must be remembered is that very few people could be found who would devote the time and great wealth necessary to properly restoring veteran cars to good working order, were the only reward for their expense and labour the immediate retirement of their beloved cars to a private or public (or commercial—as in the U.S.A.) museum. In action, such cars not only provide a special category of motoring entertainment for those who drive them, but lay public and historian alike, watching them in action, can far better assess their appearance and performance, the vibration and noise (or absence thereof), than ever they could do in the roped-off, " atmosphere "-lacking hall of a museum.

Yet this is the fate that St. John Nixon, old-timer and museum director, seeks for all veteran cars. It was he, we seem to recall, who wrote a scathing letter to *The Autocar* after one of the earlier of the commemoration runs to Brighton, criticising the gear-changes made by the late Richard Shuttleworth on a Panhard-Levassor coming up Brixton Hill, for which Shuttleworth was able subsequently to provide an adequate explanation; this young man lived, until killed while serving in the R.A.F., to save and restore many historic cars, and aeroplanes, which is more restoration than Mr. Nixon seems to have done.

(*Continued on the next page*)

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Front cover picture : SPANIARD AT BRIGHTON.—The oldest car in the R.A.C. Veteran Car Run, Ramon Prendes' 1895 two-cylinder 4-h.p. Panhard-Levassor wagonette, arrives safely on the Madeira Drive after trundling steadily down from London on its iron-shod wheels.

WE WISH OUR READERS A HAPPY CHRISTMAS AND REMIND THEM THAT THE NEXT ISSUE WILL BE PUBLISHED ON JANUARY 5th.

Motor Sport Events for December

★ Only clubs whose secretaries furnished the necessary information prior to the 8th of the preceding month are included in this list ★

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Dec. 1st/2nd	Lancashire A.C.	Anchor Garage	Blackburn	Rally (*R.*)	1.30 p.m.
,,	United Hospitals & U.L.M.C.	Falcon Hotel	Woodley	Navigation Rally (*C.*)	9.30 p.m.
Dec. 2nd ...	Harlow and Dist. M.C.	Edinburgh Way	Harlow	Rally (*C.*)	3.00 p.m.
,, ...	Falkirk & Dist. M.C.	Ice Rink	Falkirk	Rally (*C.*)	11.30 a.m.
,, ...	Hagley & Dist. L.C.C.	Lyttleton Arms Hotel	Hagley	Trial (*C.*)	10.00 a.m.
Dec. 7th ...	Old Merchant Taylors' M.C.	Durrants	Croxley Green	Film Show	8.00 p.m.
Dec. 8th ...	Harrow C.C.	Wingroves	Burnham Beeches	Rally (*C.*)	8.00 p.m.
Dec. 8th/9th	North Midland M.C.	Old Hall Hotel	Hope	Rally (*R.*)	10.00 p.m.
,,	Per Ardua M.C.	"Rose and Crown"	Purley	Rally (*R.*)	8.30 p.m.
Dec. 9th ...	Vintage C.C.	Heston Airport	Hounslow	Driving Tests (*C.*)	12 noon
,, ...	Old Merchant Taylors' M.C.	Durrants	Croxley Green	Rally (*C.*)	3.00 p.m.
,, ...	Rugby M.C.	Barby Road	Rugby	Rally (*C.*)	9.30 a.m.
,, ...	Newcastle & Dist. M.C.	Coquet Vale Hotel	Rothbury	Road Trial (*R.*)	10.30 a.m.
Dec. 14th/15th	Larne M.C.	Ballygally	Larne	Trial (*R.*)	9.30 p.m.
Dec. 15th ...	Bristol M.C. & L.C.C.	College Motors Garage	Bristol	Rally (*C.*)	10.00 p.m.
Dec. 16th ...	Forces' M.C.	Peggy Bedford	Colnbrook	Christmas Hunt (*C.*)	1.30 p.m.
,, ...	North London E.C.C.	Aldenham Lodge Hotel	Radlett	Christmas Trial (*C.*)	10.00 a.m.
Dec. 24th/25th	East Yorks C.C.	Beverley	—	Rally (*C.*)	8.30 p.m.
Dec. 26th ...	B.A.R.C. (N.W.)	Promenade	New Brighton	Driving Tests (*R.*)	12 noon

MATTERS OF MOMENT—continued from the previous page.

We believe Stanley Sears spent something like £500 in having a new cylinder block cast for his 1914 G.P. Opel, which he wouldn't have done if the car was destined for cold storage, although, should the engine blow-up again, it is conceivable the car would still be perfectly useful for a museum, which is just as true of the large number of veteran cars (261 in the Brighton Run alone) in this country. That, surely, is the crux of the matter—when the internals of an old car cease to function it is still of value to a museum, but while it is going strong let its owner and the rest of us enjoy seeing it in action—moreover, to think too seriously of "posterity" has surely gone out of fashion with the perfection of atomic weapons!

When Mr. Nixon criticises those who go about veteran-car restoration in the easiest way possible, substituting modern ignition systems and carburetters for lost or damaged originals, we are in agreement with him. But his argument that restoring parts of old cars as they wear out by fabricating new parts is as much an outrage as repairing an old tapestry by modern methods falls down when you consider how few veterans there would be if such restoration were banned by the V.C.C.—because the pioneers cared nothing for the early vehicles until people like Kirton, Shuttleworth, Burney and Nash dug about and discovered them on scrapheaps and in hedgerows, and got them going again by much *unavoidable* modern fabrication! On the other hand, the manufacture of new veterans, humorously suggested recently by Basil Taylor, Librarian to the Royal College of Arts, is to be deplored!

If serving the public is Mr. Nixon's only aim, where is he going to find a museum which, on one day, will enable 2,500,000 people to inspect historic cars, as they were able to do along the route of this year's R.A.C. Brighton Run?

ABOUT FACE—II

Last May we drew attention in an Editorial to the heavy criticism of rear-engined cars made by Dr. F. Llewellyn Smith, then President and now Vice-President of the S.M.M.T., and managing director of the Motor Car Division of Rolls-Royce Ltd. Consequently, it comes as a considerable surprise to find Dr. Smith stating in a recent speech at the R.A.C. that on future small cars he considers the balance is slightly in favour of rear engines with direct air cooling!

THE RISE IN THE PRICE OF PETROL

The sighs of motorists must have sent an icy draught round the country when they discovered that another ½d. a gallon had been put on all petrol except 100-octane, Shell-Mex and B.P. Ltd. instituting this increase and the other big petrol companies falling into line. When an earlier price increase was announced the financial writers were quick to deplore it, saying that with the vast post-war profits of the oil companies it was quite unjustified. This time the petrol companies seem to have got away with it rather better although *Punch*, commenting that little attempt has been made to explain the reason for the increase, said: "This suggests that motorists, like other consumers, have at last been beaten into unquestioning submission; the only explanation they need is that the usual period has elapsed since the price went up last time," while *The Autocar* suggested that "it seems a pity one of the leading companies does not try the effect on its sales of not following any general upward price trend."

Disgruntled motorists, who can foresee the price going up to 5s. a gallon and more for ordinary petrol, will no doubt endeavour to economise by using the cheapest grade in cars of low compression ratio and mixtures of cheap with 80 octane in engines scarcely as lenient. In this respect Esso and Fina should reap the reward of enterprise, because they offer an intermediate brand between cheap and 80 octane, with their "Mixture," and although this costs ¼d. a gallon more than a self-made mixture this is offset by the time saved in buying all one's petrol from the "Mixture" pump. Incidentally, the petrol companies admit that the rise in price had little or nothing to do with the Suez situation.

BONDAGLASS

A variant of the now widely-used glass-fibre and resin technique for repair work, Bondaglass filler is available in 6s. 6d. and 25s. packs from motor accessory shops or direct from Bondaglass, Ltd., 40a, Parsons Mead, West Croydon, Surrey.

NAVIGATORS' CLUB

For some time past there has been a demand for a club which would cater for rally navigators. This want has now been fulfilled, and information and assistance is now available to experts and novices alike on the subject of navigating. Membership is 10s. 6d. and the Hon. Sec. is D. McKittrick, 228, Brecknock Road, London, N.19.

FILM SHOW

An exciting new film from the J. Arthur Rank studios is "Check point." The story centres round the multi-millionaire owner of a stable of racing cars and his plans for possession of blueprints of his rival's fuel-injection system. Filmed in Eastman colour, the locations alternate between England and Florence, and there are scenes from the Mille Miglia.—I. G.

FIGHT FOR FREEDOM

In connection with "tied" service stations, we are pleased to announce that it has come to our notice that the proprietors of Esso petrol stations are permitted to stock any make of lubricating oil they choose and are not restricted to Esso oil.

THE FORCES' M.C.

On October 26th the Forces' M.C. held its second annual dance at St. Pancras Town Hall. The function was well attended and victorious sportsmen were presented with their cups and awards during the evening. Membership is now over 2,500 and prospective members should contact W. E. Thornton Bryar, of 2, Charterhouse Mews, London, E.C.1, for details.

Mr. F. J. Hurn, previously Director and General Manager of Smiths Motor Accessories Ltd., is now appointed Managing Director.

CONTINENTAL NOTES

THE end of October and throughout November saw a great deal of activity among Grand Prix teams, preparatory to the 1957 season, and most encouraging for the British followers of the Sport is the fact that Stirling Moss has joined the Vanwall team. The Vanwall has been tested at Silverstone and Oulton Park and while it still suffered from small troubles, connected with brakes, suspension and the fuel-injection system, it went very fast. Moss had little trouble in beating the existing lap record every time he went round, for it had been set up by him at that memorable little meeting at the end of 1955. It will be remembered that the Oulton Park organisers attracted an excellent factory entry for their Gold Cup meeting, including Lancia, Maserati, Vanwall, Connaught and B.R.M., and on that occasion Moss set a lap record with a works Maserati. Naturally the Vanwall improved on that time with ease, but what is more important is that C. A. S. Brooks also drove the Vanwall and improved on the best times that Moss had set up a few weeks earlier. At Silverstone the Vanwall was able to get well below the lap record, and a lot of this was due to replacing the rear transverse leaf-spring by coil-springs, a work with which Colin Chapman was connected.

At Monza the B.R.M. was driven to destruction by Brooks, Flockhart and Salvadori on both the road circuit and the banked track, and the Owen team learnt a lot of useful things. This car has also had its rear suspension modified, the oleo-pneumatic struts being removed and in their place a transverse leaf-spring fitted, controlled by rather small vertical double-piston hydraulic shock-absorbers. One of the Monza cars also had a more aerodynamic cockpit cowling, which also scooped in air that was piped to the single rear brake on the back of the gearbox. The car showed an alarming degree of understeer and still had a tendency for the front end to wander under hard acceleration and for the rear end to wander under heavy braking. The acceleration was as impressive as ever, and comparing it with a Lancia/Ferrari that was on test at the same time, the B.R.M. was far superior, though the Italian car was faster round the corners.

Ferrari was trying out some new steering-arms, to replace the ones that gave trouble at Monza during the Italian Grand Prix, and also trying Pirelli tyres in place of the normal Englebert. Castellotti drove the car a whole Grand Prix, namely 50 laps of the full circuit, but during that time he had to stop and check an oil leak at the back of the engine, and also get a mechanic to attack the body with a large hammer. After a few laps he had noticed that the left rear wheel was hitting the bodywork when on full bump on the banking; a few hefty welts with a copper hammer soon made sufficient clearance for the tyre on full fling. After this test run a few experimental laps were done on some Firestone racing tyres and they seemed very satisfactory. Back at the Ferrari factory the Grand Prix cars for next year are under construction, the V8 being fitted with a new chassis frame, while there is much activity on the new Formula II car. The V6 engine, with its four overhead camshafts, is well on its way on the test-bed, and though figures quoted for it sound very Italian, it should be giving about 150 b.h.p. already. Unfortunately the Coventry-Climax FPF unit is being badly delayed in its development and they are not expected to be about the place until the spring of 1957; this could easily lose Britain the advantage she holds at the moment in the whole project of Formula II. Thanks to the foresight of the B.R.D.C. in running a Formula II race last July, Cooper is now well advanced in the running of his car, with single-cam sports engine, but if he and Chapman are going to be held up for proper racing engines it is not going to take Ferrari, Gordini, Osca, and any others starting on Formula II, very long to make up ground and get ahead.

* * *

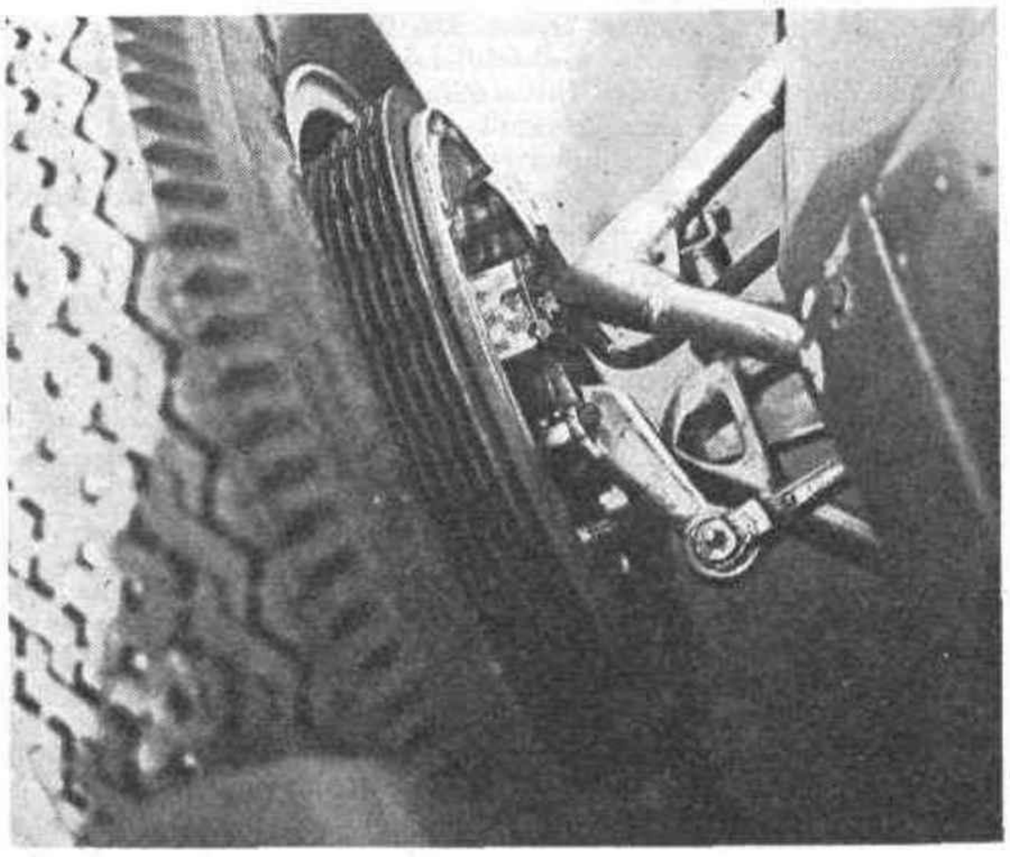
At Goodwood recently I watched some cadet drivers training on a DB3S Aston Martin and it was interesting to watch the rubber disappear off the rear Avon tyres. Goodwood is a notorious tyre killer, so it was no discredit to the Avons, especially remembering that they won a nine-hour race there for Astons, and also the T.T. in the Ulster. However, this tyre wear, together with tyre troubles experienced during the Grand Prix at Monza and those experienced during the Tour de France, have brought the tyre manufacturers into the limelight once more. When a tyre throws a tread people raise their hands in horror, say "but this must not happen," and get hot under the collar at the tyre experts. During the Grand Prix monster-age of 1934-37 tyre changes during a race were frequent, Mercedes-Benz and Auto-Union often making as many as three stops apiece for tyres during a full Grand Prix race. Then no one complained about the Continental tyre firm, it was more a source of wonderment that tyres would stand up to the enormous strains of transmitting 600 b.h.p. During the 1947-51 era the Alfa-Romeo team made regular pit stops to change their Pirelli tyres when they wore out, and occasionally one would throw a tread and the driver would have to stop at the pits unexpectedly, with rubber and canvas flailing around the wheel. After that, racing settled into something of a doldrum, with the comparatively meek Formula II cars of 2 litres unblown capacity which were quite incapable of even wearing out tyres, let alone bursting them or throwing treads. Full-length Grand Prix events could be run on one set of tyres and at the end the treads still looked like new, and lots of people went around patting each other on the back for the remarkable progress that had been made in tyre construction. Agreed, progress had been made, in fact it was continuous, but the main reason the tyres lasted full-length races was that the cars of that period were easier on them. Then came the present Formula I in 1954 and tyres still gave no trouble, for the beginnings of the Formula were not far removed from the old Formula II, but after three years of Grand Prix development and increased power output tyres are beginning to play an important part once more and the rubber experts are being made to cudgel their brains again.

While a tyre failure may be risky for the driver, as with Castellotti's Monza crash, or infuriating for a manufacturer, such as Ferrari, it all makes for good competition among the tyre firms, and competition is sure to produce better tyres. Not long ago Pirelli had an almost complete monopoly on tyres for Grand Prix racing, but now there is much more activity for Continental are back in the racing game, Dunlop and Englebert are in it more than ever, and Avon are joining in; while, as I mentioned earlier, Ferrari has been trying Firestone racing tyres. All this competition among the tyre manufacturers is a very good thing and will certainly result in better tyres for everyone, though perhaps not many people realise just what a vast difference tyres and treads can make to the handling of fast cars. Changing from one make of tyre to another can often transform an uncontrollable car into a reasonable one and make a good one even better, while concerns such as Connaught and B.R.M. can design their suspension and handling characteristics around a given tyre. Connaught believe in Pirelli and find their car does not handle so well on Dunlops, while B.R.M. have concentrated on Dunlops and their car is slower on Pirellis.—D. S. J.

COUPE DU SALON—MONTLHERY (Oct. 7th)—150 Kilometres

Held over the combined road and track circuit at Montlhèry in bad weather conditions, the race was marred by two accidents, Benoit Musy crashing over the banking when his steering failed, receiving fatal injuries, and Louis Rosier crashed his Monza Ferrari and subsequently died from his injuries.

1st : F. Godia (Maserati 300S) ... ... 1 hr. 0 min. 54.9 sec.—148.5 k.p.h.
2nd : J. Duncan-Hamilton (Jaguar D-type) 1 hr. 1 min. 30.7 sec.
3rd : J. Behra (Talbot-Maserati 2.5-litre) ... 1 hr. 1 min. 47.2 sec.



The Lancia/Ferrari was on test at Monza with the new steering-arms shown here. It will be remembered that the original ones were I-section and drilled. Note also the thin fins of the cast-iron brake drums and the tread-pattern and shoulder of the Firestone racing tyre.

CONTINENTAL SUNDAY AT BRANDS HATCH

THE golden autumn Sunday of October 14th was the occasion of a B.R.S.C.C. Race Meeting at Brands Hatch, attended by a crowd of 37,000 and given a Continental atmosphere by the beautiful girls who presented certain of the prizes—tall, slim, blonde Mrs. K. M. Whitworth kissing Peter Gammon on both cheeks after his victory in the F.II race, while Petula Clark kissed Archie Scott-Brown on the mouth and rode away beside him after he had won the Fibre-glass Handicap—and the fanfare of car horns as the victors made their laps of honour.

There were some F.III races, in which the only accident happened, Plummer's Iota overturning on the inside as it approached Paddock Bend, probably due to swerving to avoid a stricken competitor who was creeping along the outside of the course at this point with a rear suspension radius-arm adrift. Luckily, Plummer wasn't badly hurt. S. Lewis-Evans won the *Sporting Life* Trophy final in his Cooper-Norton, at 72.68 m.p.h., and set fastest F.III lap, at 60.2 m.p.h.

C. A. S. Brooks beat Bueb to win the F.II race in his Cooper-Climax at 73.73 m.p.h., but Brabham, whose Climax engine in his Cooper blew up while he was lying second, set a new class lap record of 75.15 m.p.h. Gammon then drove in similar impeccable style to secure victory in the 1,100-c.c. sports-car race, winning at 70.43 m.p.h. from Hill's Lotus-Climax.

Fibre-glass-bodied cars competed in a Concours d'Elegance, parading the circuit, and many of them took part in a Fibre-glass Handicap, which Scott-Brown's Elva-Climax took, at 68.76 m.p.h., from S. Lewis-Evans' Cooper-Norton and Horridge's Lister-Bristol, the Cooper making fastest lap, at 74.65 m.p.h. Gerard drove his Turner in this race.

The highlight of the afternoon was the 15-lap F.I race, in which four immaculate Connaughts driven by Brooks, Lewis-Evans, Leston and Fairman met Salvadori in the Maserati and lesser cars. The cars in the front row were tightly packed across the little 1.24-mile course and as the flag fell it was impressive to see Brooks making small but essential movements of his steering wheel to control his Connaught as it tried to slide sideways into the car next to it—no wild sawing action here! Salvadori made a masterful start but the imperturbable Scott-Brown forced past going into Paddock Bend on the second lap and ran well away from the rest, to win at 73.79 m.p.h., after establishing a new lap record of 75.66 m.p.h. Lewis-Evans, on his first drive in a G.P. car, was outstanding. It took him nine laps to edge past the more cautious Leston, then he went after Salvadori, who drove rather hunched up, troubled that the Maserati wasn't in its element on this circuit, and took Salvadori on lap 12, to finish a splendid second, Salvadori third.

Press arrangements only concern the public inasmuch as the better they are the better reports the layman can expect. Brands Hatch is to be warmly congratulated on having a proper glass-fronted Press-box (which Silverstone has not!) giving a view of almost the entire circuit, supplemented by a generous open-air enclosure. The parking arrangements, for Press and public alike, require revision—but we shall go to Brands again, no doubt on Boxing Day.—W. B.

POWER IN THE U.S.A.

John Murray, of the Car Engineering Department of the Chrysler Corporation, recently gave some interesting details about the 340-b.h.p. 354-cu. in. Chrysler 300B 90-degree V8 passenger-car engine in an article in *Sports Car*, the beautifully-produced bi-monthly journal of the Sports Car Club of America.

He traced the origin of the Chrysler 300B engine to the 1951 Chrysler Firepower V8, which gave 180 b.h.p. Enthusiasts began to tune this engine for racing at Le Mans, Watkins Glen, Bonneville, Elkhart Lake and Indianapolis, and the successes gained led Chrysler to introduce the 300 in 1955. This year the 340-b.h.p. version followed.

Development work, explains Mr. Murray, commenced in the late nineteen-thirties, including tests of sleeve and rotary-valve engines. The hemispherical combustion chamber, using poppet valves, showed the only real promise of advancement, and its shortcomings of exhibiting roughness, requiring high-octane fuels and being difficult or impossible to mass produce, were tackled.

Incidentally, it is interesting that Mr. Murray quotes the Welch engine of 1904 as one of the first with a hemispherical head, and Stutz, Duesenberg, Miller and Offenhauser as developing it, whereas European authorities cite the Pipe of 1904 (Pomeroy) and the Fiat of 1905 (Clutton), usually quoting Peugeot, Miller, Bugatti, Jaguar and Aston Martin as descendants.

One of Chrysler's experiments in developing the 300B engine was to build for Firestone a 331 cu. in. racing engine which gave over 400 b.h.p. at 5,200 r.p.m. and is claimed to have reached 170 m.p.h. and run 1,450 tyre-testing miles with no mechanical adjustment, not even a change of plugs.

Hemispherical combustion chambers were achieved by the use of double o.h. rockers, twin o.h. camshafts being considered unsuitable for mass-production. The power increase from 300 to 300B was obtained by using two four-barrel carburetters and a camshaft giving 0.063 in. greater inlet valve lift and 0.078 in. greater exhaust valve lift, valve overlap being doubled (60 deg. instead of 30 deg.) by 280 deg. instead of 252 deg. inlet duration and 270 deg. instead of 244 deg. exhaust duration. As the 300B peaks at 600 r.p.m. more than the standard Firepower engine (5,200 r.p.m. instead of 4,600 r.p.m.) the hydraulic tappets were changed for mechanical tappets, adjustment being at the rocker arms. Double in place of single valve springs, different push-rods, valve inserts, babbitt/copper-lead/steel big-end and main bearings instead of babbitt/steel bearings and a hardened crankshaft are the other differences. Recently a 10-to-1 compression-ratio head was introduced (normal is 9 to 1), which pushes the output from 340 to 355 b.h.p. without increase of crankshaft speed. Torque is raised from 385 lb./ft. to 405 lb./ft. at 3,200-3,600 r.p.m. A Chrysler 300B covered a flying-mile at Daytona Beach at 139.373 m.p.h. during a N.A.S.C.A.R meeting.—W. B.

TO THE WIVES OF MOTORTOMAINES OF RACING

(God help them . . .)

The motortomaines of racing are a breed that's quite apart,
They have veins filled up with petrol, and a mythene-driven heart
But we wives sit in the background, in our weary little rows.
Hear again that conversation, this is surely how it goes:

"Well, was it a brave Ferrari
That won that special race?
And did all the British drivers
Quite quickly fall from grace?
I remember that the Vanwall
Was there within the crowd,
And the B.R.M.'s new engine
Was roaring fierce and loud.
Was Roy Salvadori driving?
Was Stirling at the wheel?
Was Fangio rounding corners
With nerves of tempered steel?
Did Brooks and Castellotti
Drive with tearing, skidding tyres?
Was Hawthorn mending his engine
With a pair of gilt-edged pliers?"

It's all such a curious business, but *I'll* not ask again
Why this suicidal gamble should fascinate our men.
For the poor dears think we're crackers, and they're of course quite sane,
And if we should try to reason, oh, see that look of pain.
The motortomaines have pictures of every vintage joy,
They talk cars to friends and bosses, and people they employ.
They wear duffle coats with oil spots, and dreadful patterned caps.
And what d'you think they dream of when they take their nightly naps?
Yes, it's Connaughts on the one side, Gordinis on the other,
And a stark green Cooper-Bristol being driven well by Mother.
Oh, the pop of each exhaust note is music to each ear
They're out to look at every single engine that they hear.
Yes, it's Goodwood time in April, and Silverstone in June,
I wonder if there's racing on the planet Mars or Moon?
For a good Mercurian space car, with a Moon-man name of Joe
Would be quite a hit in autumn at the British Motor Show.
But it's hard on us poor women who so rarely do complain
And are getting sick of picnics in the drizzle and the rain.
For whenever we're convinced that, here's a weekend *we'll* enjoy
Sure as fate before it's Friday, with a smile that's cute and coy
We'll just happen to hear mention of a day at Oulton Park,
Then, it's macs and scarves and fur boots, honey—
WHAT A B - - - - Y LARK!

—SHEILA M. RICHARDSON

How to economise on petrol

SOME HINTS FOR MOTORISTS

Driving Methods

Cut out early morning warming up and drive off straight away, pushing in the choke as soon as possible. Use the choke as little as possible at all times.

Reduce stop/start motoring, especially in heavy traffic, to the minimum, parking the car and walking where possible. In fact, whenever you can, use public transport instead of your own car.

Drive at moderate cruising speeds, say 35/40 m.p.h. and use the throttle and brakes as gently as the circumstances will allow.

Reduce to the minimum the use of the lower gears for acceleration.

Ask your garage to :—

Check the ignition and fuel systems for correct settings, condition and functioning. Also to clean the carburettor air filter.

Check that the thermostat is working correctly. A radiator muff or blind will be a further help especially if the car is used much for short journeys.

Change the engine oil to one of the multigrade oils or to the normal winter grade.

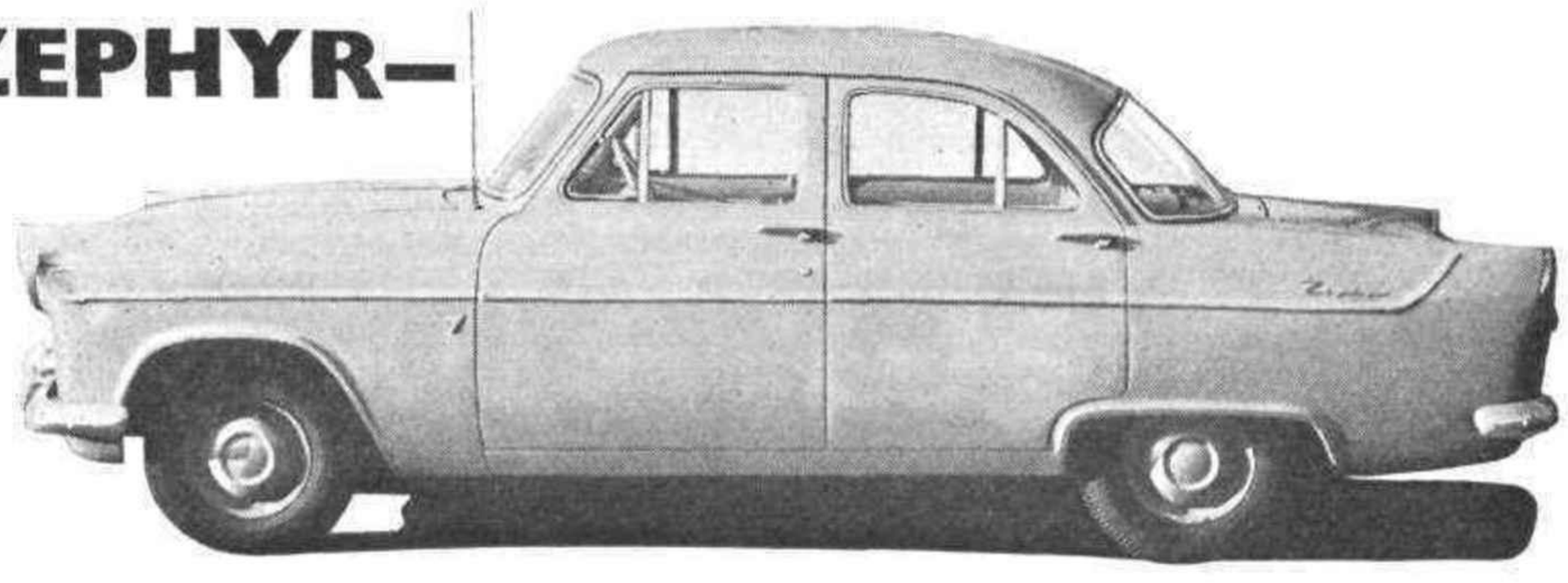
Check that the brakes are not binding.

Keep tyre pressures right up to the makers' recommendations.

SHELL | BP Issued in the national interest by SHELL-MEX AND B.P. LTD.

The FORD ZEPHYR—

Emphasis on value-for-money



SIDE VIEW OF THE FORD ZEPHYR, showing the graceful lines, with front wings well in the driver's line of vision, trailing doors and large luggage boot; both boot lid and bonnet have sensible over-centre spring-loaded hinges and the petrol filler is concealed beneath the hinged back number-plate.

FORD has been the symbol of motoring value-for-money (allied to sound engineering and superb servicing facilities) from the days of the model-T. It is no accident that British Ford sales of private cars at home and abroad exceed that of any other make produced in these Islands. Possession of a vast modern factory standing on more than 22,000 concrete piles on reclaimed marshland at Dagenham, on London's back doorstep (a factory so impressive that Roger Pilkington in his charming "Thames Waters" finds himself compelled to devote considerable space to a description of it in a book otherwise devoted to less hectic matters), would not put Ford at the head of Britain's automobile industry if its cars did not meet the people's needs and deserve their good reputation. The fact is that every model in the Ford range offers excellent value for the purchaser's "lolly."

The Popular is the least-expensive four-wheeled four-door saloon on the market. The Anglia and Prefect are excellent small saloons, available also in commercial and estate-car versions. While we query the wisdom of employing side-valve engines and three-speed gearboxes for these cars in what is, after all, 1956, nevertheless these small Fords meet the requirements of a vast body of British users, and the Anglia is undercut in price only by the Ford Popular and a few "mini-cars." The Consul is an admirable family car in the under-£800 class, supported by the new Farnham estate model, and the Zephyr equally good value as a business executive's or enthusiast's saloon, augmented by a convertible and the de luxe Zodiac. Couple to this range the lowest-priced British car with fully-automatic transmission, which Ford offers in the Borg-Warner Zephyr costing less than £1,059, and it isn't difficult to see why this great organisation on the shore of London's river outstrips other big motor-manufacturing plants in respect of output and sales.

It was recently our privilege to test the latest version of Zephyr over a considerable distance, including a fast night run from London to the Lake District to intercept the M.C.C. Rally, during which we discovered what excellent value-for-money this roomy car, the high-performance model of the British Ford range, represents. Announced as new models just after the 1955 London Show, the New Consul and New Zephyr, now more commonly referred to as the Mk. II versions, proved to be sensibly developed from earlier Ford favourites, rather than entirely new models.

The Zephyr is a six-seater saloon capable, with its 86-b.h.p. 2½-litre six-cylinder engine, of 85 m.p.h. and acceleration almost up to sports-car standards. At the price of £871 7s. (inclusive of purchase tax) it *does* represent unbeatable value. This is the price of a Mk. II Zephyr unadorned, as it were, and the car lent to MOTOR SPORT for road test had as extras overdrive, radio and heater, which lifted the total price to £980 2s. 5d. The *basic* price is only £580.

The Zephyr can be described as a "scaled-down" American car, yet this, while emphasising its spaciousness and effortless performance, does it less than justice, because it is firmly sprung and not ornate in appearance. Moreover, if it appears to be a bulky automobile, and one which certainly seats six in comfort even with the front seat adjusted to suit a tall driver, this is largely offset by good driver visibility, including a very clear view of both front wings.

There is nothing elaborate about the Zephyr's appointments or controls, yet little has been left out that mars the practical convenience of the car.

A bench front seat is used, easily adjustable, but admittedly not particularly comfortable, especially as its cushion seems hard after it has been occupied for some hours, while lateral support is poor; nor is a central armrest provided to stabilise a lone front-compartment passenger on this very wide seat. The two-spoke steering-wheel, with full horn-ring above it, is metal rimmed and austere, nor are pockets provided in any of the doors. Instrumentation is supremely simple—a big hooded 100-m.p.h. A.C. speedometer in front of the driver, incorporating a total milemeter reading to tenths but no "trip"), with, below it, warning lights for ignition, main headlamps beam and low oil pressure, with a further window at each end for the direction-flashers warning lights. Below these are the three knobs, suitably lettered, for choke, wipers and lamps, the last-named being twisted to bring in the sidelamps and pulled out to bring on the headlamps—it is well placed for flashing a warning, and augmented by a foot dimmer. The ignition key, serving also to lock doors, boot and cubby-hole lid, turns to the right to start the engine, to the left to retain the auxiliary electrical services without the ignition. It is placed rather too close to the steering-column for convenience and has unpleasantly sharp edges. A little, rather "fumbly," tumbler switch under the dash controls the instrument lighting.

The dash has a wide sill, containing a lidded, lined ashtray, a "Zephyr" scroll, and an underhung cubby-hole lid. The raised catch of this lid is an excellent thumb-amputator. In its centre is provision for the Enfo radio, of non-push-button type, but effective, with speaker in the rear parcels-shelf. The aerial cannot be extended from within the car. Below the radio are the commendably simple control quadrants for the very powerful heater/demister. This has a booster fan for use at low speeds and warms both back and front compartments. The self-parking screenwipers are suction-type, their speed adjustable by turning the control knob. They left a small unwiped patch in the centre of each arc and were very noisy. A pessimistic fuel gauge and an ammeter are the only instruments apart from the speedometer, but a water thermometer is available as an extra. The pendant clutch and brake pedals are set too high off the floor, braking time being lost in transferring the right foot from the treadle-accelerator up onto the brake pedal.

Twin visors are fitted, capable of being swivelled round to combat side dazzle, but no vanity mirror is provided for the passenger. A clock is not supplied. The tinted central rear-view mirror hangs from the roof and gives rather shallow vision. All four doors trail, which is sensible, they have push-button handles, and all have small armrests-cum-pulls. The front doors possess stiff-to-open ventilator windows with reasonable, but certainly not thief-resisting, catches and the winders for the main windows are usefully geared at 2½ turns up-to-down, compared with just over 4½ turns for the windows in the back doors. The back doors lock normally but there is a rather awkward lock in each front door, in conjunction with interior sill locks. On the car tested the wipers knob fell off repeatedly and the interior lamp, which is mounted on the near-side door pillar and normally lights when the doors are opened, soon ceased to function.

The steering-column gear-lever extends on the left of the column, with the lever for operating the self-cancelling direction-flashers on the right. The "umbrella-handle" hand-brake is well placed at an angle by the dash for operation by the left hand, and pull-out toggles for overdrive and bonnet-release are set under the dash for right-hand manipulation. The steering-wheel is set well clear of the dash and is low in relation to the screen sill.

The back seat has a good fold-away central armrest and there is an ashtray on the back of the front-seat squab. To offset the absence of door pockets there is a parcels-shelf under the dash, but this, although commodious, has a shallow lip which fails to restrain restless objects from falling on to the floor, nor does this shelf extend to the driver's side. There is, of course, the usual shelf behind the back seat and this is of vast area and well "lipped."

The Zephyr is graced by a very generous-sized luggage boot, so large that Ford refers to it as the "attic," but calf-skin suitcases may not care to share it with jack, tools and a vertically-mounted spare wheel! Nor does the provision of Firestone de luxe gum-dipped four-ply tubeless tyres ensure immunity from roadside wheel changes, for one of these tubeless covers deflated as rapidly as any old-fangled tyre after we had negotiated a short, admittedly rough, Lakeland lane. Perhaps it was dipped in the wrong gum! The side-jack functions well.

The fuel filler is concealed beneath the hinged back number-

THE FORD ZEPHYR SALOON

Engine : Six cylinders, 82.55 by 79.55 mm. (2,553 c.c.). Push-rod o.h. valves; 7.8 to 1 compression-ratio; 86 b.h.p. at 4,200 r.p.m.

Gear ratios : Borg-Warner overdrive in all ratios, with "kick-down" control. First, 11.08 to 1; overdrive first, 7.76 to 1; second, 6.40 to 1; overdrive second, 4.49 to 1; top, 3.90 to 1; overdrive top, 2.83 to 1.

Tyres : 6.40 by 13 Firestone de luxe four-ply gum-dipped tubeless, on bolt-on steel disc wheels.

Weight : 1 ton 4 cwt. 0 qtr. 14 lb. (without occupants, but ready for the road, with approximately four gallons of petrol).

Fuel capacity : 11 gallons (range approximately 265 miles).

Wheelbase : 8 ft. 11 in.

Track : Front, 4 ft. 5 in.; rear, 4 ft. 4 in.

Dimensions : 14 ft. 10½ in. by 5 ft. 7 in. by 4 ft. 11¾ in. (high).

Price : £580 (£871 7s., inclusive of purchase tax). With extras as tested £980 2s. 5d.

Makers : The Ford Motor Company, Ltd., Dagenham, Essex, England.



MOST POWERFUL OF THE BRITISH FORDS.—The restyled New Zephyr, which is excellent value for money at £871 7s. inclusive of purchase tax, possessing, as it does, vivid acceleration for a six-seater saloon and 85 m.p.h. maximum speed.

plate, but as no provision is made for holding down this sharp-edged plate with its powerful return spring, nor is the cap integral with the plate, it would seem that in this detail the sales department got the better of the engineers.

Coming now to the road-behaviour and driving of the Ford Zephyr, it will be appreciated from the foregoing how uncomplicated the car is to handle.

The o.h.v. engine starts easily (although on a damp morning it required a little persuasion), and displays life and power which make the Zephyr master of almost any traffic situation. Peak indicated speeds of 35 m.p.h. and 62 m.p.h. are obtainable in first and second gears, and 80 m.p.h. comes up commendably quickly in the 3.9-to-1 top gear. Indeed, the Zephyr can be made to embarrass drivers of small sports cars, as it will reach 50 m.p.h. from the traffic lights in about 12 sec., will be running at a mile-a-minute in approximately 18 sec. or less, and can devour a standing-start ¼-mile in 20½ sec. Such performance is accomplished entirely without effort, although the engine can be heard turning out its smooth power and the exhaust has quite a note, from outside the car, when accelerating. But at cruising speeds in overdrive it is so quiet you can hear the creak of the seat springs, and when idling it is inaudible.

Overdrive is brought in by pushing in the control-toggle, and provides a set of high gears, overdrive top being 2.83 to 1. Overdrive second (4.5 to 1) can be retained up to 80 m.p.h. if required, but there is little to choose between normal and overdrive top in respect of maximum speed, 85 m.p.h. or a shade more being obtainable under favourable conditions in either ratio. However, the employment of overdrive results in commendable petrol economy, over 27 m.p.g. being recorded on a fast main-road journey, whereas this increased to 21.7 m.p.g. when overdrive was put out of use in the hilly country of the Lake District.

By "kick-down" on the accelerator overdrive can be put out of use automatically in all gears, but on light throttle openings it comes in at 31 m.p.h., or at 27 m.p.h. on the over-run. When overdrive is in use the car freewheels at under 30 m.p.h. This is not a true free-wheel, as the car cannot be driven to a standstill without using the clutch, but it does save petrol and enables a silent change into bottom gear to be accomplished with the car rolling, at the expense of snatch when accelerating sharply. The engine had a disconcerting habit of stalling at times when the car was freewheeling. The arrangement of this Borg-Warner overdrive on the Ford Zephyr is generally better than that in which selection is by manual switch alone with overdrive available in top gear only, although some jerkiness results in traffic because of the low speed at which overdrive automatically cuts in. Nor is "kick-down" selection of normal ratios good for petrol economy.

To complement the overdrive arrangement, the Ford steering-column gear-change, crude as the actual lever is, can claim to be amongst the best of its kind, being positive and quick in action. Only the design of the human wrist makes it less convenient than a "real" gear-lever. First and reverse are uppermost, reverse unguarded. The clutch action is light and smooth, the throttle action likewise.

The Zephyr is very definitely a dual-purpose car, happy ambling along in top gear, yet able to motor in rally-fashion when handled by an experienced driver.

The suspension, i.f.s. sliding pillar coil spring in front and "cart-spring" at the back, is quite firm and fast cornering results in only moderate roll and very little protest from the tyres. The rear wheels hold down better than was the case with earlier Zephyrs and the nose does not dip to any extent when braking. The ride is comfortable, but with rather a lot of up-and-down movement, except when the small (13 in.) wheels meet an exceptionally severe undulation, or rally-cornering calls for seat-belts on the wide benches!

The worm-and-peg steering is sensibly high-geared, at three turns lock-to-lock (turning circle 36 ft.), and if this results in heavy action when manoeuvring, at normal speeds the steering is fairly light and smooth, although not quite the sort that places to an inch, being vague but not spongy. There is some high-frequency kick-back, but only occasionally, over certain types of surface, and not much vibration at the wheel. Castor-action is mild, but helpful. Over rough roads the back axle tries to wag the car's tail and rear-end breakaway occurs on slippery roads more readily than a novice would relish. For this reason care in braking is advisable from high speeds on dubious surfaces, but on the whole this Zephyr handles well for a car of family type.

The brakes are really excellent, being light, very powerful and progressive and free from vices. We were reminded that the New Zephyr still lacks adhesion on the back wheels when, forgetting it wasn't a V———n, we drove it onto wet grass and had to be pushed off. The hand brake is merely a parking brake and, while it held the car well, its "dead" action makes re-starting on hills a not particularly pleasant operation.

We were requested to run the Ford on Esso Extra petrol and Castrolite; so far as the latter is concerned only half a pint was consumed during this 1,250-mile test. The lamps are powerful but the cut-off when dimmed is poor and fog-lamps are not supplied as standard. The dash lighting works only when the sidelamps are in use.

It is nice to find a lockable, spring-balanced lid to the luggage-boot and another practical feature of this Ford is the easily-washable upholstery and roof lining. Under the bonnet, which is also spring-balanced, the dip-stick, water and oil fillers and Enfo battery are readily accessible.

In conclusion, the Ford Zephyr is an uncommonly useful car, its slight austerity in a few matters being more than compensated by the practical worth of a car in which spacious accommodation is allied to very good performance and economy. The handling qualities, although quite unlike those desirable in a sports car, enable excellent average speeds to be accomplished and performance is such that even rally drivers do not find it frustrating. Verily, Ford is likely to retain its place as Britain's best-seller!

The Zephyr meets competition in its price-class from cars of more American conception and cars essentially English, but the writer recommends the largest of the Dagenham Fords as a car of outstanding value backed by an excellent spares service.—W. B.

TRIUMPHS EXCEL IN THE M.C.C. RALLY

THIS year's M.C.C. National Rally, which had starting points at Manchester, Kenilworth, London, Bathpool, Norwich, Cardiff and Glasgow, attracted an entry of 174, 48 down on 1955, and there were 134 starters, of whom 27 retired.

Four tests were performed on the route, the rest at Hastings. A severe test which we observed at Hardknott Pass consisted of starting with dead engine and being timed up a steep uphill section with some very nasty corners.

Just after a damp dawn had broken the first competitors appeared, winding their way over the desolate Lakeland road. Correctly, No. 1, Warr's Ford Ten, was first, going up quickly and neatly. Griffiths' Triumph hard-top was snatchy, Lander's Sunbeam Rapier neat but getting some back-wheel judder, while Morgan's XK140 came up fast, tail sliding. In yellow jersey, Boothroyd handled his big Alvis well and both Shinn and Birkett in TRs clocked 20 sec., a good time. O'Connor-Rorke tried to force his D.K.W. up the pass in the wrong cog. Simister drove his Anglia splendidly, Jackson's Standard Ten, passenger lending weight in the back, came up neatly, and the same applied to Tyrer's sister car, cogs being swapped after the last corner.

Wheelspin slowed Seigle-Morris' Zephyr but, cutting the acute top corner, Anne Hall made a spirited ascent in her small Ford. Newins' Zephyr was slow, suffering spin, and Dodson's Zodiac a shade slower still, back axle juddering. Gilleney's Healey 100 *looked* slow but did 22.8 sec., while, in spite of using the wrong ratio for the worst corner, Pat Moss' M.G. MGA hard-top clocked 20.6 sec. She had dented a front wing.

Peacock's Standard Eight was painful, Lund's 1½-litre M.G. had enormous spin on a 19.2-sec. climb, and Hull's TR was a bit wild, while Fleet's Zephyr juddered its rear wheels. Hopper's Sunbeam Mk. III took it carefully, Stevenson's small Ford bounced its valves (21.8 sec.), Luke's Bristol sounded sick (30.4 sec.), and then came the first failure, Roden's s.v. Minor having clutch slip. Russell's Jaguar Mk. VII was slow, Grant's Porsche did a splendid 19.8 sec., Bassett's A35 was motoring (22.2 sec.) but King's A40 couldn't climb it.

Wallwork (TR2) adopted speed hill-climb tactics (21.8 sec.), but Casewell's big Austin and Faulkner's Zephyr were fractionally faster (each 21.4 sec.). Hocquard's Renault 750 failed, but got up later, Jacoby (TR) clocked a rousing 20.4 sec., using plenty of revs., Rumsey (M.G. ZA) got spin, valve bounce, the lot, and "slow" goes against Fisk (TR2), Tracey (XK120), Gunson (A.C. Ace), Graves (Oxford), Dowsett (Jupiter), while Kyffin's Renault 750 took a poor 38 sec. and Major Graham (Consul) was touring. Lt.-Col. Tolputt (TR3) and navigator wore white bathing-hats, Hartnell's quick Anglia dangled sick-chain, and Brenda Bratt was a girl controlled by a TR2! Outstanding, with snatch-change, was Walker (Prefect) and Milton's A30 came up well.

Miss Oxanne (Prefect) shirked changing down until too late for speed, Nicholson's A40 finished slowly, and the Dauphines appeared to have their back axles attached by rubber, nor were they fast. Reid's M.G. MGA and Cleghorn's Gazelle started badly but Morley's Prefect was fast and Crawford (TR2) treated us to some racing cornering. Spare's TR was fastest of all, in 18.2 sec.

At Chester a control in a park with public address broadcast didn't seem to attract the public. Here we found Thornton (Ford) and Randell (M.G. MGA) bashing out dents and heard that local-boy Newins (he was No. 13) had retired his Zephyr and that Shinn (TR) had been delayed with tyre trouble.

Results :

Best Performance :	R. W. Dalglish/G. Brass (Triumph TR2)	11.08 marks lost
Runner-up :	R. N. Richards/L. G. Eckett (M.G. MGA)	12.34 ..
Ladies' Prize :	Pat Moss/Anne Wisdom (M.G. MGA) ...	18.60 ..
Production Touring Cars :		
1,100 c.c. :	S. D. Silverstone (Renault 750)	13.82 ..
1,300 c.c. :	F. E. Sill (Ford)	157.30 ..
2,600 c.c. :	P. C. Wadham (M.G.)	13.78 ..
Over 2,600 c.c. :	R. W. Russell (Jaguar)	17.68 ..
Modified and G.T. Cars :		
1,100 c.c. :	D. R. Milton (Austin A35). No other finishers.	
1,300 c.c. :	I. F. Walker (Ford)	12.96 ..
2,600 c.c. :	D. H. Wilson-Spratt (Triumph) ...	13.40 ..
Over 2,600 c.c. :	W. H. Morgan (Jaguar). No other finishers.	
Production Sports Cars :		
1,300 c.c. :	P. H. G. Morgan (Morgan 4/4). No other finishers.	
2,600 c.c. :	H. B. Jacoby (Triumph)	14.70 ..
Over 2,600 c.c. :	H. S. Ludcke (Austin-Healey). No other finishers.	

VENEZUELAN GRAND PRIX—CARACAS (Nov. 4th)
343 Kilometres

1st :	S. Moss (Maserati 300S)	2 hr. 31 min. 49.8 sec.
2nd :	J. M. Fangio (Ferrari 3½-litre)	2 hr. 32 min. 09.0 sec.

CAR MODELS FOR CHRISTMAS

Model cars have a special attraction at Christmas and with the possibility of curtailed petrol supplies the building and collection of motor-car miniatures should have a wider appeal than ever. What to do with the growing collection of "Dinky" and similar replicas? Why, construct model roads on which to display them, of course, painting in scenic backgrounds as railway modellers do, appropriate to the nationality of the groups of models, a race-course scene, etc.

J. & L. Randall have taken over manufacture here of the American Revell plastic constructional kits, from which models of 1910 model-T Ford, 1911 40/50 Rolls-Royce, 1912 Packard, 1903 Cadillac and 1904 Oldsmobile can be made. One of their latest kits, designed by Ian Walker of Westway Models, builds a 1954 D-type Jaguar. We have just assembled this, which is easily done with the parts and cement provided, the only tool needed being a pair of scissors. The finished model is realistic, and handsome in glossy green. It measures 6½ in. by 2¾ in. by 1½ in. and carries racing numbers. This kit costs 7s. 11d. Other sports and racing-car kits are to follow. Randall kits are obtainable from J. & L. Randall, Merit House, Cranbourne Road, Potter's Bar, Middlesex.

The Meccano Dinky miniatures—the range is now extremely comprehensive—are sure to be as popular as ever. Just over a year ago these beautifully finished and accurately scaled models were produced in two-tone colours and the older-type Ford Zephyr (ref. No. 162) is available in this finish. Some additions to the Dinky range include two of special interest to MOTOR SPORT readers—the all-enveloping G.P. Connaught, complete with white-overalled driver (ref. No. 236), and the Type 450 Le Mans Bristol coupé (ref. No. 163), with dual tail fins, air-intake, oil radiator and other details, both these having racing numbers. Then there is a smart Studebaker Land Cruiser (ref. No. 172), while for the road-tableaux suggested above there is a Ford 4 by 4 military ambulance with opening doors (ref. No. 626), a small Bedford "Dinky Toys" van (ref. No. 482), a B.O.A.C. coach (ref. No. 283), a very fine eight-wheeled Leyland Octopus truck (ref. No. 934 in the Dinky Super Toys series) which is big enough for transporting a Dinky racing car, being 7½ in. long, and a trailer caravan (ref. No. 190) with a sliding draw-bar for attachment to any Dinky saloon car, which is fine for a Paddock scene if you are modelling a race circuit. These Dinky toys are obtainable from good toyshops and sports dealers and are best ordered by their reference numbers.

Graphic Designers Ltd., 4, Holly Park, London, N.3, have added a very fine Type 35B G.P. Bugatti to their well-known range of metal model kits. This kit contains 40 castings ready for assembly into a 1/24th-scale Bugatti, 6½ in. long, the bonnet of which lifts to reveal the engine with supercharger and inlet and "bunches of bananas" exhaust manifolds, etc. The Bugatti alloy-spoke wheels are faithfully reproduced and this kit, with blueprint, plinth and transparent display case costs 60s., inclusive of purchase tax. The other kits in this series, making rather more durable models than plastic kits, cover 1902 Peugeot (4 in. long), 1906 Rover (5 in. long), both priced at 28s. 6d.; 1904 Darracq (4½ in. long) at 23s.; and a very handsome 1907 Silver Ghost Rolls-Royce (8 in. long) at 55s. 6d. Assembled and painted models, mounted on wooden plinths, are also supplied, the respective prices being 70s., 69s. and 110s., post free.

A fine range of Corgi miniatures is made by Playcraft Ltd., 120, Moorgate, London, E.C.4, noted for their excellent finish, realist attention to such details as over-riders, stop-lamps, boot-lid handles, door hinges, etc., and having tinted windows and screens. Priced at only 2s. 9d. each, or 4s. with flywheel propulsion running on a hardened steel ball, these Corgis cover Ford Consul, Austin Cambridge, Morris-Cowley, Vauxhall Velox, Riley Pathfinder and Hillman Husky saloons, sports TR2 and Austin-Healey and many commercials.

Prints of many historic sports and racing cars are available for the decoration of enthusiasts' studies and drawing-room. These are "blue-print"-type scale side elevations, drawn by Rex Hays, and measuring 12 in. by 8 in. They are available from Heal's Picture Gallery, 196, Tottenham Court Road, London, W.1, at 15s. each, or for £2 2s. each (postage 2s. 6d.) framed in attractive white 2 in. bevel frames. No fewer than 44 racing-car prints are available, ranging from the 1906 G.P.-winning Renault to this year's Ferrari Squalo, Lancia-Ferrari and Maserati G.P. cars, and including all the famous examples between these years, such as rarities like the 1924 Targa Florio Mercedes, 1925 sleeve-valve Peugeot, 1927 1½-litre Fiat, etc. The sports-car prints go from the 1908 T.T. Hutton to the 1948 Spa Aston Martin, naturally including vintage Frazer-Nash, Bentley, Riley, Mercedes-Benz, Sunbeam and other classic cars. These prints would make really splendid Christmas presents. Incidentally, postage on three prints is 4d., or 6d. to the U.S.A., and the framed prints can be posted, insured, to America for 9s. each.

Books for Christmas

"Cape Cold to Cape Hot," by Richard Pape. 256 pp., 9 in. by 5¾ in. (*Odhams Press Ltd.*, 96, *Long Acre*, *London*, *W.C.*2. 18*s.*)

This is a book by a journalist rather than a writer, a record-breaker rather than a traveller. Those who might be misled by the title into expecting a genuine travel book will be disappointed, but those who like a racy action story will find it to their taste, even though they may question the writer's method of attaining his goal.

This is the account of the first motor journey from the North Cape in Norway to the Cape of Good Hope in South Africa. That it was accomplished in a British car justifies in the author's eyes a spate of law-breaking, bullying and bad manners that must have considerably lowered British prestige *en route*.

Pape is a man with a genius for getting other people into trouble. Not content with hurling his first co-driver into a ravine and depositing the second in hospital, he involves his third unfortunate partner in a court-martial. Does he pause to help this hapless man out of his troubles? No, British prestige is at stake. A British car must be first at the Cape no matter who suffers. Possibly I have misjudged the author's attitude, but the general impression I got of his character is of a flag-waving bull in a china shop.

The story is written in newspaper style with the accent on sensation and the popular Press-man's disregard for consistency. For instance, one asks how it is that while one volunteer driver is turned down because he cannot pay his way, another is taken on who not only lacks funds but needs to be subsidised. One is also puzzled as to how the rejected driver, minus funds, is able to find himself another car and companion so rapidly that he becomes a competitor. Since the whole subsequent action hinges on this point it would have been interesting to know the answer. We are also mystified as to how Pape, driving alone, managed to overtake the other car with its two occupants and beat them "by several weeks," when they were thought at one time to be days ahead. Either they were never ahead at all, or they broke down, or Pape is a superman. Since the "race" is stressed throughout, this point needs clearing up.

His determination to blast his way to the Cape at all costs is illustrated by Pape's formidable collection of weapons. There are numerous firearms (with which he jogs the teeth of a Spanish customs officer and shoots a dog for no obvious reason), a sword (with which he dispatches two cats, pokes the behind of a praying Moslem and defends himself from a hostile Sahara crowd) and, last but by no means least, a collection of gas shells "for temporarily blinding and suffocating aggressors." As a motorist who has driven from one end of Africa to the other without a single firearm, let alone gas bombs, I cannot help marvelling at this arsenal.

Pape has survived the rigors of the desert and the terrors of the jungle, but colons and semi-colons floor him. His commas are scattered at random over the page like sequins on an evening gown. In a book of this price one expects something better. The photographs are excellent.—JILL DONISTHORPE.

"'The Motor' Road Tests of 1956 Cars." 123 pp., 11½ in. by 8¼ in. Soft covers. (*Temple Press Ltd.*, *Bowling Green Lane*, *London*, *E.C.*4. 7*s.* 6*d.*)

"'The Autocar' Road Tests of 1956 Cars." 127 pp., 11⅝ in. by 8⅜ in. Soft covers. (*Iliffe and Sons*, *Ltd.*, *Dorset House*, *Stamford Street*, *London*, *S.E.*1. 7*s.* 6*d.*)

The approach of winter brings these two fascinating books for prolonged study during the long evenings. Each reprints in full the year's road-test reports of these august journals, 30 in the case of *The Motor* publication, 33 in that from *The Autocar*.

Which to buy, if you cannot encompass both? Well, whereas both books report on Austin A30 Countryman, Austin A105, B.M.W. 501, Ford Consul Mk. II, Hillman New Minx, Hudson Rambler, Humber Hawk estate car, M.G. MGA, Morris Isis, Paramount, Rover 90, Standard Vanguard III and Standard Vanguard Sportsman, you must read *The Motor* book for comments and figures covering Austin A90 Countryman, Citroën 2 c.v., Ford Squire estate car, Ford Zodiac Mk. II, Hawker Super Snipe, Jaguar 2.4-litre, Morgan 4/4 Series II, Nash Metropolitan, Packard Clipper, Rolls-Royce Silver Cloud, Land Rover, Standard Family Eight and (tuned) Ten, Triumph TR3, Vauxhall Cresta, VW and Volvo 444K. *The Autocar*, on the other hand, offers exclusively tests of A.C. Aceca, Bentley S-series, B.M.W. Isetta, Daimler One-o-Four, Ford Zephyr, Ford Thunderbird, Jaguar Mk. VII, Jaguar XK140, Jensen 541, Lagonda, Peugeot 403, Plymouth Savoy, Porsche 1,600, Riley Pathfinder, Rover 60, Simca Elysée, Sunbeam Rapier and Wolseley 6-90.

Some of these omissions are made good, of course, in earlier volumes and we obviously refer to the 1956 editions.

The Motor gives full tabulated data, summarised performance data, drag and urge curves, two forms of dimension diagrams, maintenance data and specification and coachwork/equipment tables for each car tested. Most but not all of their reports include layout diagrams of instruments and controls.

The Autocar gives rather less tabulated data, certainly less on servicing matters, but the usual tabulated performance data and an easier-to-read single diagram of each car's controls and instruments.

The Motor tests all occupy four pages but *The Autocar*, although testing more cars, deals with ten of them in three pages apiece, and one in but two pages. *The Motor* tests average 5.9 photographs per test, *The Autocar* 6.9 per test.

Both books contain introductions explaining the test methods used and both conclude with a tabulated summary of performance recorded, from which we find that the best mean maximum speed recorded by *The Motor* was 113.4 m.p.h. from the Packard Clipper. *The Autocar* quotes one-way absolute maximum speed, its highest recorded being 129½ m.p.h. for the Jaguar XK140 coupé. The most economical car tested by *The Motor* was the Citroën 2 c.v., at 49.7 m.p.g., by *The Autocar* the B.M.W. Isetta, which averaged 61 m.p.g., the heaviest being 14.5 m.p.g. by the Rolls-Royce Silver Cloud tried by *The Motor* and 14 m.p.g. for the S-series Bentley tested by *The Autocar*, the big Americans being somewhat more economical! From *The Motor's* servicing data the interesting fact emerges that of the cars they tested the easiest to lubricate, apart from the Rolls-Royce with its automatic chassis lubrication, is the Rover 60, which requires greasing at four points every 3,000 miles, the Morgan 4/4 Series II running it close with two points requiring attention every 2,000, with a further seven to grease after 5,000 miles. Worst in this respect was the Austin A30, calling for attention to 15 points every 500 miles, although the Packard Clipper runs it close with 28 points to lubricate every 1,000 miles.

Being curious to see whether discrepancies arise between these two journals' tests of identical cars we took at random the reports on the Ford Consul Mk. II, for which the following figures are published:—

	Maximum speed	10-30 *m.p.h. in second gear*	0-50 *m.p.h.*	*Fuel consumption*
The Motor ...	79.3 m.p.h. (mean)	5.9 sec.	14.8 sec.	22.1 m.p.g.
The Autocar ...	79.0 m.p.h. (best)	6.3 sec.	15.85 sec.	29.0 m.p.g.

From which we deduce that *The Motor* testers have the heavier throttle-feet!

These books are an invaluable source of reference and excellent fun for prolonged study on many occasions throughout the year.—W. B.

"Mara Moja," by Lars-Henrick Ottoson. Translated from the Swedish by Nancy Briggs. 256 pp., 8 in. by 5⅜ in. (*Jonathan Cape*, *Ltd.*, 30, *Bedford Square*, *London*, *W.C.*1. 21*s.*)

This is an account of the first motor journey from the North Cape to the Cape of Good Hope, made by two young Swedes in 1953 in a VW Microbus, thus anticipating Pape's similar journey (on which, counting the run to the start, he consumed two Austin cars) by two years (the Swedes inverted *their* vehicle, but the VW Microbus was merely scratched). These adventurers covered 40,000 miles through 34 countries, crossing 135 parallels of latitude in their modestly-powered, air-cooled 'bus. The account is well written, without the bombast of Pape's story and there are excellent photographs which give a good indication of the places and peoples encountered on this epic journey, the VW and the author appearing in very few of them.

Just the sort of travel book with which the motorist will enjoy Christmas—the title is derived from a Swahili phrase equivalent to *tout de suite* or "as quickly as possible," and thus sets the tempo.—W. B.

"The Antique Automobile," by St. John Nixon. 236 pp., 8⅜ in. by 5½ in. (*Cassell & Co.*, *Ltd.*, 37/38, *St. Andrew's Hill*, *London*, *E.C.*4. 25*s.*)

We did not realise when we asked in the "Book Review" section as recently as last October to be spared further books dealing with Karl Benz and Gottlieb Daimler that very shortly just such another book would come along for comment! However, as St. John Nixon sets out to describe the early history of the automobile and to

describe the origins of most of the pioneer manufacturers, he obviously could not omit the story of these German automobile pioneers, even though we have had it so frequently before in other books, including one or more from Mr. Nixon's own pen.

" The Antique Automobile," which, rather confusingly, shares the same title as the excellent quarterly of the Antique Automobile Club of America, will find a ready sale in the States and it is a very useful addition to the library of those who seek clarification and quick reference to the days of the automobile prior to about 1904.

After examining the claims of the true pioneers in horseless-carriage construction, de Rivaz, Siegfried Marcus, Edward Butler and John Henry Knight, the author outlines the work of the subsequent founders of the present vast industry, from Karl Benz, Gottlieb Daimler and Emile Levassor to Serpollet. Another chapter covers the origins of six American makes and seven horrible early designs, like the Pennington and Victoria Combination, get a chapter to themselves.

There is a compact history of motor-racing from 1894 to 1904, a sort of " pocket Gerald Rose " and in his concluding chapter St. John Nixon covers the veteran car era, devoting far more space to Edmund Dangerfield's museum of 1912/14 than to the existing Veteran Car Club, for he is clearly completely museum-minded and against the use of old cars for club runs and competitions, about which we comment elsewhere.

This book could be a useful but inevitably dull historical reference work were it not for the fact that St. John Nixon, who commenced driving in 1900, puts in a considerable number of delightful anecdotes to leaven his learned text. Thus the reader never knows where he will find a charming story of a famous personality or a description of a roadside calamity to capture accurately the atmosphere of the automobilism of veteran times.

The illustrations are old but good, most having appeared before. Those who like early history and the veteran era will welcome St. John Nixon's latest work. Others may feel that it is very much " the mixture as before," although Nixon has the advantage over other authors in the prevailing " race to get published " of being a good and painstaking writer who grew up with the vehicles about which he writes and who adds some fresh facts as well as the aforesaid anecdotes to this comprehensive and decidedly pleasing study of the dawn of motoring.—W. B.

" The Racing Car—Development and Design," by Cecil Clutton, Cyril Posthumus and Denis Jenkinson. 288 pp., 9 in. by 6 in. (*B. T. Batsford, Ltd., 4 Fitzhardinge Street, Portman Square, London, W.*1. 25*s.*)

It may be said of this book, and its authors freely admit it, that it covers the same ground as " The Grand Prix Car," by Laurence Pomeroy. But, whereas Pomeroy's classic is in two volumes which cost a total of 138s, " The Racing Car," which covers the period 1895 to 1956, is in one compact volume and is available for 25s. It is a book in the Batsford car-series, uniform with " The Vintage Car " and " Veteran and Edwardian Motor Cars " and Batford's system of indexing the illustrations is retained. The authors need no introduction, Cecil Clutton, as a noted vintage-car exponent, dealing with the period 1895-1915, Cyril Posthumus, Associate Editor of *Autosport*, taking the account on from 1919-1933 and Denis Jenkinson, Continental Correspondent of MOTOR SPORT, concluding the volume by describing the racing cars of 1934-1956.

By racing cars the authors imply road-racing and Grand Prix cars, other machines, with the exception of outstanding Indianapolis designs, receiving scant mention and sprint and track racers none at all. This is essentially a technical discourse, so that drivers are seldom mentioned. Clutton's section is enthralling, for it unfolds the efforts of the pioneer designers and each page leads on to the next with the thrilling story of how design nearly, but never quite, met completely the prevailing racing rules and conditions. Posthumus' section is the most complete, Jenkinson's the most technical and erudite.

Dealing with the nineteen-twenties and early 'thirties, Posthumus includes not only classic cars such as the Bugatti, Ballot, P2 Alfa-Romeo, V12 and straight-eight Delage, four- and eight-cylinder Talbots, Maserati, etc., but does not forget such interesting, if never outstandingly successful, racing cars as the Schmid, Rolland-Pilain, Rumpler-Benz, Ricart-y-Perez, twin-six Maserati, twin-six Alfa-Romeo, front-drive 12-cylinder Itala, Nacional Pescara, and others. His section recalls the two-stroke Fiat racer and the 1927 twin-six Tipo 806 1½-litre Fiat that ran once, and once only, when Bordino used it to win the European Grand Prix of 1927 at 94.57 m.p.h. This car has a parallel in Jenkinson's section of " The Racing Car," in the two 1½-litre W165 Mercedes-Benz built specially for the Tripoli race of 1939, when two of these cars, which developed 260 b.h.p. at 8,500 r.p.m. and were completed in six months, finished first and second, never to run again.

Although Jenkinson rather curtly dismisses the 1½-litre *voiturettes* of 1934-1939 and scarcely recognises post-war FIII cars, Posthumus is kinder to the pre-war 1,100 c.c.s, including reference and illustration of the straight-eight Salmson and Amilcar Six.

It may be said that we have had all this racing-car history previously, commencing with a series of articles written for MOTOR SPORT in 1942 and 1943 by Cecil Clutton, Anthony Heal, Laurence Pomeroy, and the late F/Lt. John Scafe, that the theme of many earlier motor-racing books runs through it, or that there are some serious omissions for a book on the technical development of the racing car, such as no reference to early attempts at front-wheel-drive by Spyder and Christie or to the pioneer eight-cylinder racing cars of C. G. V. and Weigel. There is no reference to the axle breakages which eliminated two of the Fiats from the 1922 French Grand Prix and killed Biaggio Nazzaro, although the Preface remarks that " the racing car has always been about as fast and as reliable as the metals available for its construction would allow " and this was an instance where an expert might have told us whether fatigued metal or inadequate design caused these retirements. Indianapolis is claimed to have popularised the " central-steering single-seater racing car," but, if it did, Brooklands, especially in respect of Vauxhall and Sunbeam, ran it close! In discussing the merits of chain-drive on the early racing cars, Clutton could have added the ease with which the final-drive ratio could be varied merely by using different-size sprockets. The exact size of Bugatti's 1911 straight-eight seems to have become a bit mixed up, for this is quoted as 2.8 litres on page 60, but as 2.6 and 2.9 litres on page 81.

Doubt is expressed by Posthumus as to whether Mercedes ran a *supercharged* 28/95 car in the 1921 Targa Florio, and he corrects the statement made by D. Scott-Moncrieff in " Three-Pointed Star " that a Mercedes won the Coppa Florio of that year, even to saying there was no separate race of this name in 1921. He continues with the statement that two supercharged 1½-litre Mercedes ran in the 1922 Targa Florio, whereas Scott-Moncrieff, in *his* book, has it that two supercharged 28/95s and one supercharged 1½-litre started . . . Turning to Pomeroy (" The Grand Prix Car," Vol. II), this author agrees with Scott Moncrieff about the 1921 race and with Posthumus over the 1922 entries. Pity, Sir, the conscientious historian!

The index seems to have been compiled hurriedly, for while the body of the book has but few printing errors, Voisin is rendered incorrectly in the index, which attributes four-wheel-drive instead of front-wheel-drive to Alvis, while failing to join Miller and Bugatti to Cisitalia in respect of the former system.

When all is said and done, however, this is a quite splendid book, the merit of its contents enormously enhanced by the very clear print, the excellent illustrations, including some commendably " new " photographs and the page-drawings, nearly but not all of a high standard, by George A. Oliver, the high-class gilt binding and superior stitching and, last but by no means least, the very nice coloured dust-jacket by Roy Nockolds.

" The Racing Car " is a book with which the authors, the publishers, and the purchasers should all feel pleased. If you can afford another 42s., add George Monkhouse's " Grand Prix Facts and Figures " and you will have a decently comprehensive reference to Grand Prix racing in two compact volumes.—W. B.

" The Life Story of Juan Manuel Fangio," by Ronald Hansen and Frederico B. Kirbus. 78 pp., 5½ in. by 8¼ in. (*Edita S.A. Lausanne, Switzerland.*)

This second book on the World Champion Grand Prix driver is written by two men who live in Argentina and give the story of the great man as told to them over numerous cups of coffee in a Buenos Aires sporting café, by the man himself. This story gives in great personal detail the effect that Fangio has had on the Argentine, and for that matter the effect it has had on him. Whereas the previous book about Fangio merely told us what he had done over the past years, this one makes a much better attempt for it often tells us why he did certain things, either by his own word, or from those of two men who have known him well.

Unfortunately, many of Fangio's exceptional exploits in Europe are not dealt with in detail, for he told the authors himself, and he is naturally modest, but the book does give a good impression of the quite unassuming character that is World Champion for 1956, the third time running and the fourth in total.—D. S. J.

Charles Meisl informs us that the captions to the drawings in " Motor Racing Sketch Book," which we reviewed last month, are his own work and not translations.

CARS I HAVE OWNED

[P. C. M. Talbot of Winchester decribes cars large and cars small.—Ed.]

MY motoring career started, like that of so many others, on a motor-cycle. Back in 1914, when I had attained the somewhat tender age of 9, my mother took me on a day visit by train to see my uncle. His son owned a little Levis motor-cycle. Drive was direct by belt from engine to back wheel—no clutch, no gears—and one started by " paddling " it off. I was pushed off by my cousin and it needs little imagination to understand my joy as I was pushed off up the road, stopped, then pushed off back again. Came the time when we had to return home. The family walked about a mile to the station, but I was duly despatched and told to await their arrival. When I arrived at the station I found two ominous-looking policemen there, one on a bicycle and one on horseback. I could not ride on up the road for my legs were too short to do the paddle start, and I could not turn round without stopping. There I had to stay getting more and more frightened as the policemen glanced at me and then talked to each other. Eventually my nerves gave out and I burst into tears! The police came over to me and asked my age. In utter misery I admitted I was nine. Shortly afterwards the family arrived and I was thankful to be allowed to get into a nice safe train. I believe my uncle promised I would not ride the Levis again and no more was heard of the matter.

The misery was soon forgotten however. My father had just sold his White steam car, after much trouble with bursting of the steam supply pipe from boiler to engine, and had bought a model-T Ford. In the summer evenings of the same year on quiet roads I was allowed to drive the Ford. The trouble was legs again, for, as some may remember, low gear was engaged by presssing the clutch pedal right down. This, of course, I could not do and my driving had, therefore, to be restricted to level roads and top gear only, my father taking over again whenever we approached a hill. The Model-T did, however, plant a seed which is still alive.

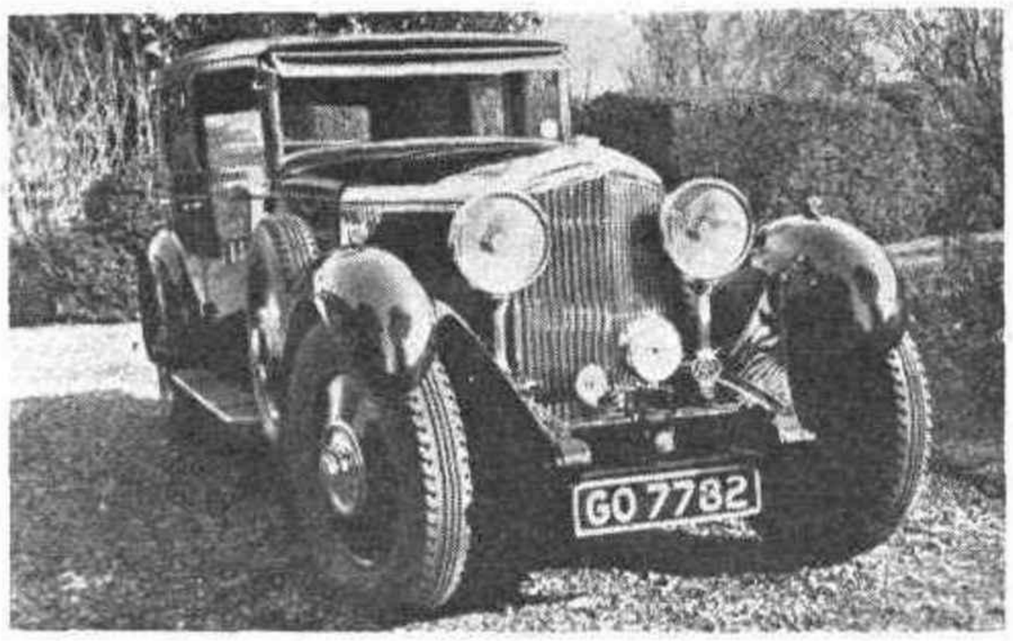
At the age of 16 I had my first driving licence and have held a clean one ever since.

In 1928 my motoring career was shared with my wife, an excellent driver who has always enjoyed motoring for its own sake, and who at that time owned a Sunbeam Twenty drophead. This was a very pretty car and carried us many miles on our honeymoon and afterwards. It did once bend a push-rod, but otherwise gave very little trouble and was very comfortable.

Ere long two seats were not enough and we exchanged the coupé for a Weymann saloon on the 1929 edition of the Sunbeam Twenty chassis. We neither of us ever liked this car. The suspension was very hard and we carried a sack of sand in a box at the rear to make the back seat usable. Perhaps partly for this reason, but not entirely, the roadholding was shocking. On one occasion when following a slow-moving Austin Seven we did two complete circles in the road ending up with all four wheels still on the road facing as we started. It was a dangerous car and I think we were lucky not to have an accident with it.

For station work, which was necessary daily, the Sunbeam saloon was a bit big, so in 1931 I bought an M.G. Midget—the first of the famous line. Compared with the Sunbeam, the M.G.'s roadholding was all that the Sunbeam's wasn't. It did the job I wanted it to do and its only disadvantage was that to maintain performance it really needed de-coking every 1,500 miles. By now I had somebody to do this for me, so there was no great difficulty.

The year 1931 was a very critical one in Bentley history and when the old Company ceased building motor cars the price of those they had built dropped considerably. We were offered a trial run in a Mulliner-bodied 8-litre and fell for it in a big way. The Bentley had done only 6,000 miles and was available in that year for £1,350. She had a huge glistening black body with occasional seats so that nine people could be seated, all facing forward. She had a bonnet which stuck out forrard like the bow of a battleship, and her dry weight was 2¾ tons. Few normal private garages would hold her and she spent many a night with nose in and tail out. For moving the family, as it now was, to the seaside the 8-litre was ideal; EVERYTHING could go in, nursery paraphernalia, cot, playpen and all. For touring by ourselves she hardly carried a load, but the polished mahogany folding tables attached to the occasional seats and the smell of the beautifully soft leather made even picnics a luxury. The Bentley's petrol tank held 23 gallons, in addition to 2 gallons in the Autovac. I remember, on one occasion, ordering 15 gallons at a petrol dump. When that had gone in and I had

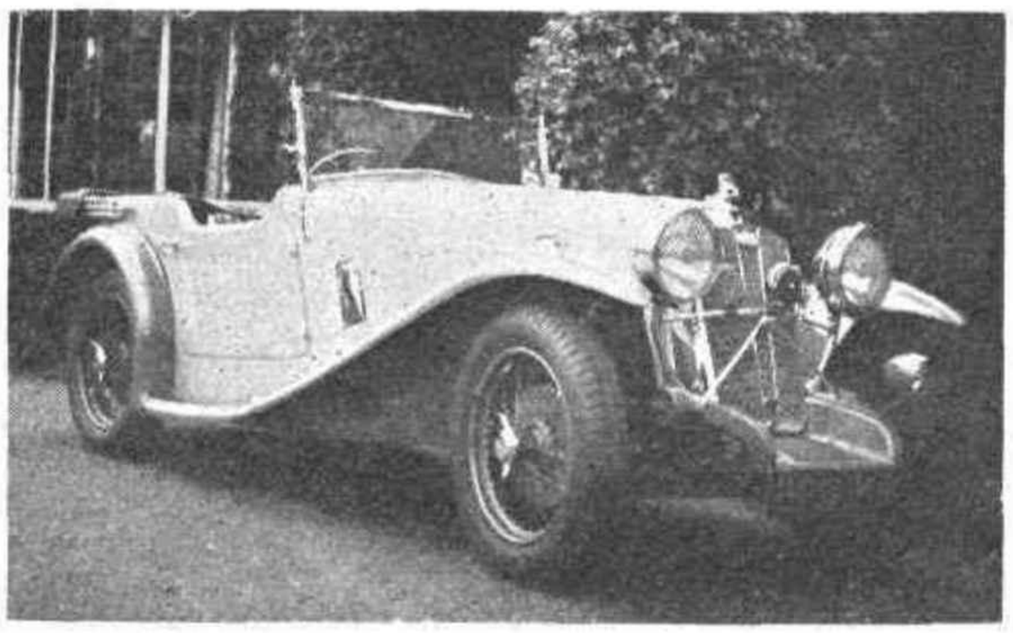


8-LITRE.—The author's 1931 Bentley with Mulliner saloon body. Its heavy petrol consumption and expensive tyres sent it to a sad fate during the second World War.

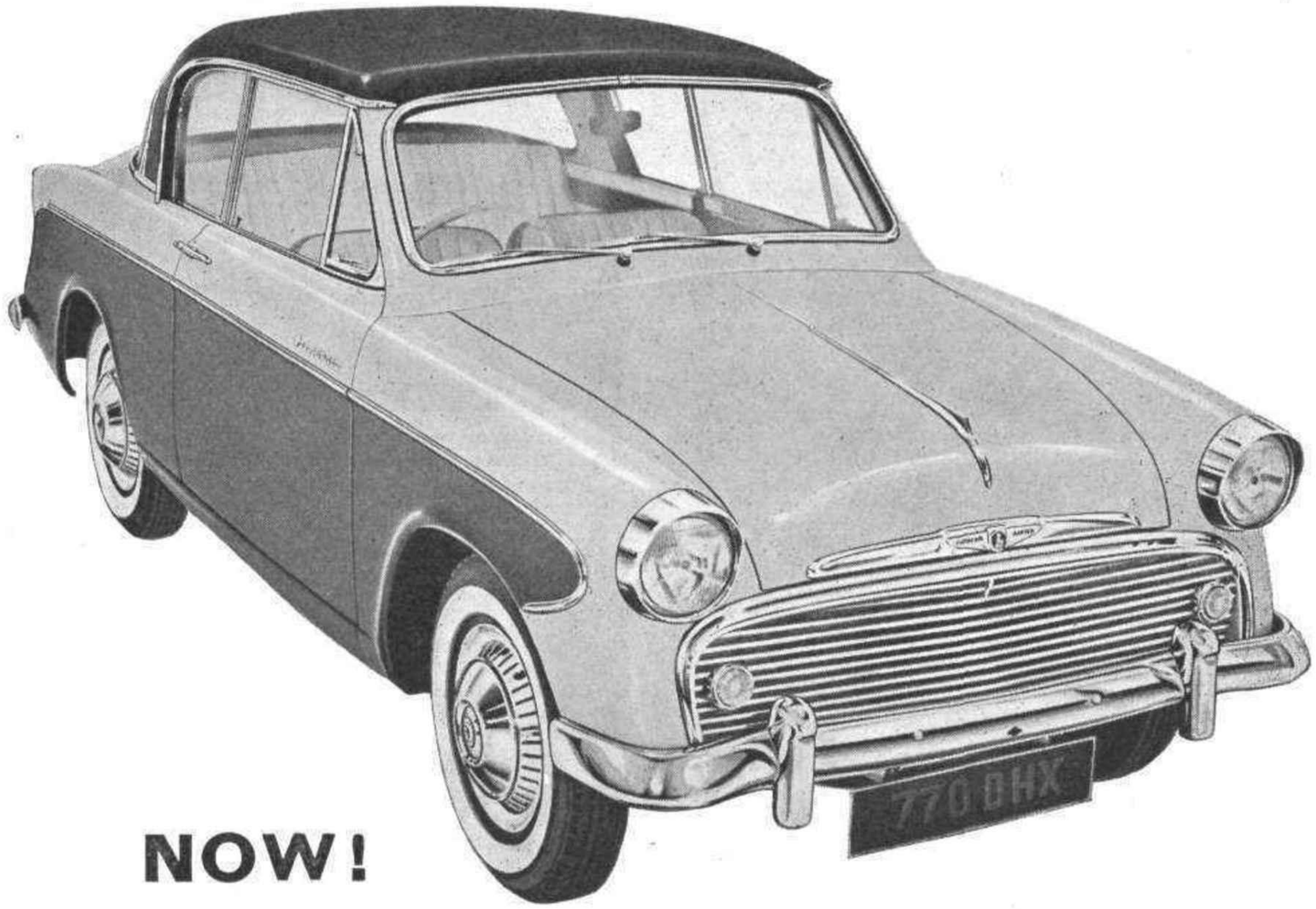
asked for another 5 to be added, the winder of the petrol pump handle said, " How much DOES she hold, Sir?" Of course, she needed a big tank—overall petrol consumption was usually about 8.75 m.p.g. Looking under the bonnet one needed no magnifying glass to discover the engine. Beautifully finished, it looked all of its 8 litres, and the pillar at the rear, which contained three eccentrics driving the overhead camshaft, made it look a great length. Accessibility was excellent. She had huge Zeiss headlamps which gave a good driving light.

On the road this 8-litre was a truly magnificent car to drive. The urge on her 3.78 to 1 back axle was fascinating and she could put the speedometer needle on the 100 m.p.h. mark with nine people sitting inside. The gearbox was a delight to use once one had become accustomed to it, but I must admit I never could get into first gear quietly if the car was moving. This did not matter much, for one seldom required to do so. One could not expect a car of this sort to be particularly fast through corners; she was " navigated " rather than " steered " round a bend, and she definitely preferred the long straights to the twisty bits, but she would never slide and one always felt one had complete control of her. Trouble—yes we did have some trouble with her. The lubrication of prop.-shaft bearings in the differential housing was not quite adequate, but a slight modification to the feed cured it. She suffered from front-wheel wobble at one stage and rather frightening it was. We eventually cured this by fitting wedges under the front-axle beam. At 65,000 miles I had her de-coked, but this was found to be quite unnecessary and she was never done again. This was just as well because she had no detachable head and the whole of the cylinder block had to be lifted.

During the Bentley's life the M.G., which did look a little impertinent sitting alongside in the garage, began to get a bit tired and was replaced by an E. W. Hornet Special. This cost £274 in January, 1934. It was a pretty little grey open car with a good

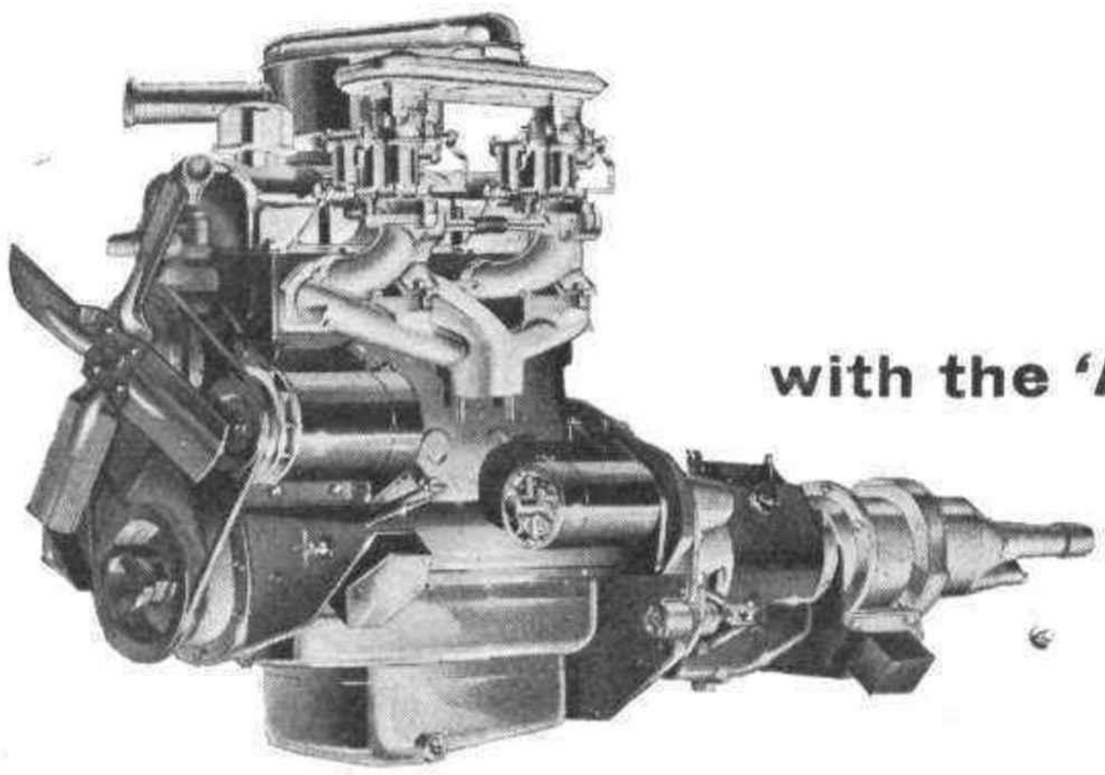


SATISFACTORY.—The E. W. Hornet Special, bought in 1934, which covered 38,500 miles at a cost of 2.46d. per mile, including a depreciation of £149.



NOW!

EVEN MORE POWER, MORE ZIP!



The Sunbeam Rapier has even more power and zip with the brilliant 1.4 litre 'R' Sixty-Seven engine, incorporating all the unique skill and rally-winning experience of Sunbeam's famous Competition Department.

This extra power in a car already outstanding — for performance, road-holding, all-round vision, safety, style and space—makes the Rapier a most exhilarating car to drive.

with the *'R' Sixty-Seven* engine

The 'R' Sixty-Seven engine has been developed to give a higher power output and even more vivid acceleration through the gears. Developing 67 b.h.p., it is fitted with new inlet and exhaust manifolds incorporating twin Zenith downdraught carburettors and new heat-resistant exhaust valves for longer life.

Overdrive, fitted as standard, operates on top and third gears. £695 (P.T. £348.17.0). White-wall tyres and overriders available as extras.

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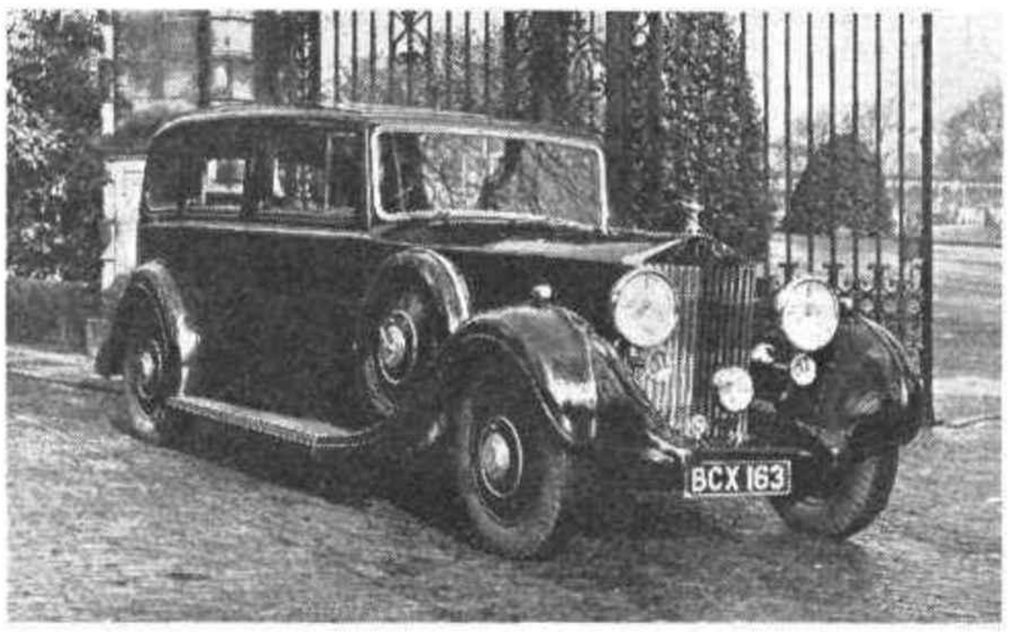
performance and had a delightful gearbox, a short central gear-lever, and a free-wheel. I liked the free-wheel but my wife did not. That did not matter, for the Hornet would play whichever game we chose. In August, 1936, the Hornet was sold for £125, having covered 38,500 miles. The cost per mile, including depreciation, was 2.46d., which would be difficult to beat.

In 1936 a Wolseley Fourteen saloon replaced the Hornet. It lasted until 1939, and I remember little either ill or good about it. With the 8-litre sitting alongside there were few journeys where one took the Wolseley for choice, only for economy.

Then came the great unpleasantness in 1939. The 8-litre was laid up on blocks, and a Series-E Morris Eight was bought for war-time travelling. The idea of the Bentley running on petrol coupons was just out of the question—it would barely have warmed up on its ration. The Series-E cost me, I think, £180 in 1939 and did valiant service with very little attention throughout the war. At one time some W.D. surplus vehicles standing in a field were " melting " in the way they did. I helped myself to an ampmeter, which the Morris lacked, and fitted it. Several years afterwards, when I had bought a new battery and tried all else to prevent the headlamps dimming when the dynamo was not charging, an electrician discovered that it was my ill-gotten ampmeter that was causing the trouble!

In 1943 I came home on leave one day and gazed in sorrow on the 8-litre. She was looking dusty and dishevelled, and her huge 7 in. by 21 in. Goodrich tyres were beginning to perish and crack. A local timber yard, where the use of petrol mattered little, offered me £212 10s. for her and regretfully I saw her go. After leaving me she had to work hard to earn her keep, and when last seen was looking rather battered; there was a rumour that second gear had gone.

I had vowed that only a Rolls-Royce could replace the Bentley. In 1945 I saw a Rippon-bodied 25/30 in a showroom and I asked for a trial run. She was brought to the wrong door, and I had to reverse her onto the road. In that 50-yard run backwards I fell in love with her. One cannot describe the feeling of driving a Rolls-Royce—one can only compare it with a horse that has the perfect mouth. Chassis GRP 21 was built in 1937 and was one of the last of the 25/30s, which in turn many consider to have been the last of the old-type Rolls-Royce. She had the beautifully-made splined hubs, which must have weighed very heavy on the ends of the big beam front axle. When I took over GRP 21 she had done only 3,554 miles. Performance was, of course, in a different class from that of the 8-litre, but it was the way GRP 21 did it that mattered. With ignition fully advanced, hand throttle set slow and gear-lever in top gear a passenger could get out, walk alongside, and get in again. On the other hand, the back-seat ride was not popular with a family, who were now old enough to express an opinion! Shortly after taking delivery I did a fortnight's chauffeur's course at the R-R School of Instruction. This was most enjoyable and heartily to be recommended to all R-R owners, for in that way they will realise the workmanship put into their car and how it should be driven. Unfortunately, as an owner I could not have a R-R chauffeur's badge, in spite of passing the course. I seriously considered getting a friend to employ me for a time, and buying a chauffeur's uniform, but even then one has to have had charge of a car satisfactorily over a considerable period to qualify. I had to console myself with quite a good report made about me, to me!



LAST OF THE OLD-TYPE ROLLS-ROYCE?—The 1937 25/30 *Rippon-bodied model bought by Mr. Talbot in* 1945, *with a recorded mileage of only* 3,554.

GRP 21 was not all that slow; she could pick up her skirts on occasion, and once did 72 miles in 84 minutes. Even then she did not seem to be hurrying, and still remained her sedate self.

In 1950 the bank manager turned a bit nasty and the sight of the R-R radiator, often so wrongly connected with affluence, did nothing to soothe him, so GRP 21 was sold. My wife and I mourned her loss, but not so the back-seat passengers.

In the meantime, in 1949 the Series-E Morris Eight had also been sold, for the exorbitant sum of £375 in £1 notes. Those were the days! It certainly did not owe me much after long and faithful war service and then 100 per cent. capital profit into the bargain.

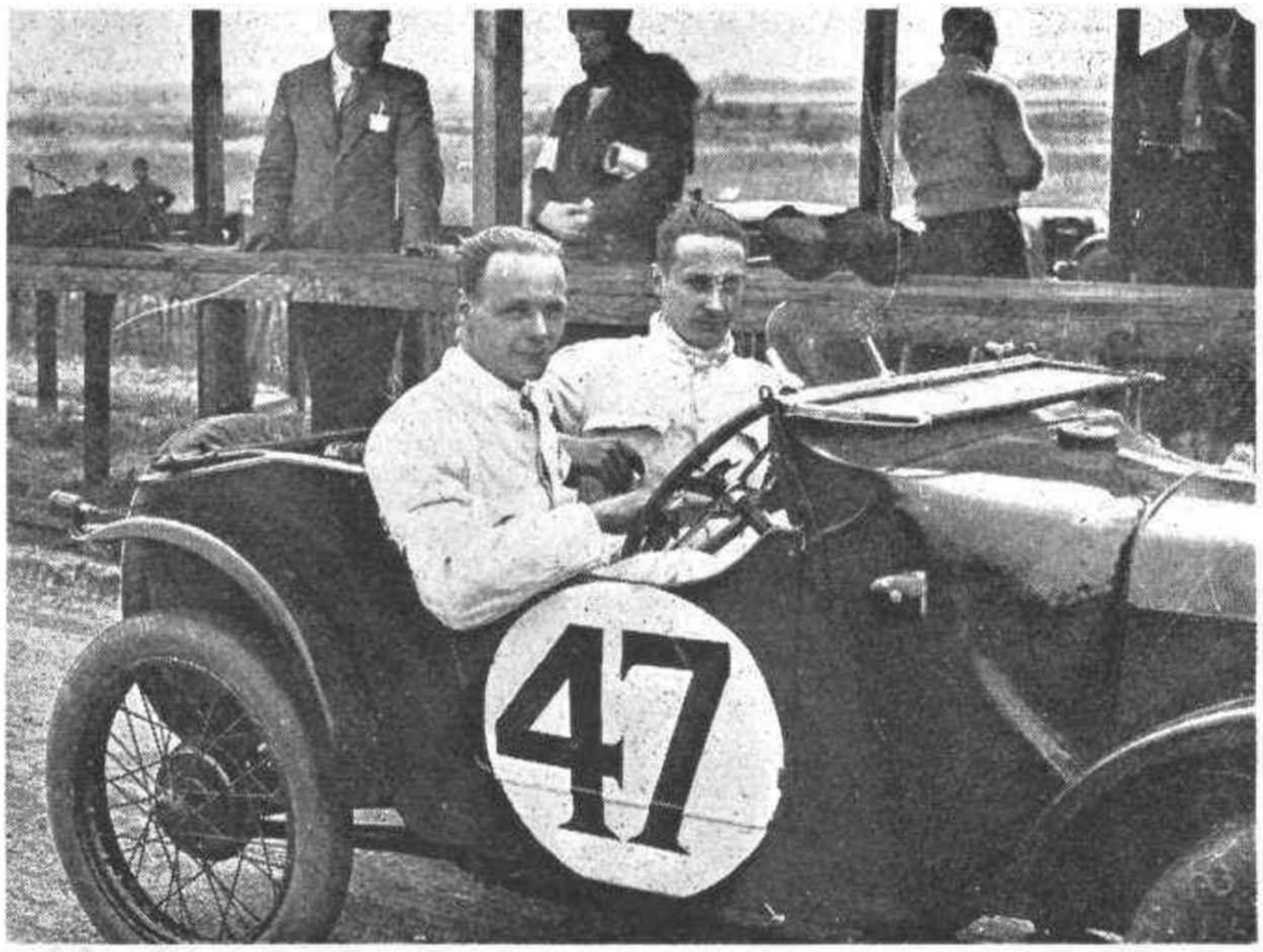
The Series-E had been replaced by a 1949 Morris-Oxford at £550 and this car now had to do long and short journeys. It was a sobering thought on modern progress that the Morris-Oxford back seat was acclaimed as the most comfortable yet. For the driver there was no comparison with GRP 21 and we had the usual troubles with rust, etc., but dealer and manufacturer played very fair with me. There now occured a long-drawn-out, rather miserable, movement of home. The Oxford was fitted with a roof rack and trailer and became the maid of all work. It carried on willingly till 1952 when the bank manager was in rather better humour. One day that year my wife and I went to try a secondhand 1950 Bristol 401 which was for sale. It was the first time we had travelled in a Bristol and my wife's comment was " My dear, we must have it." Of course I liked it too and with a part exchange offer of £850 for the Morris we fell for the 401. No A.A. or R.A.C. examination—no request to see the registration book and we did not even look under the seat covers. Before the car was delivered to us prices of all secondhand cars dropped like stones in the odd way they did and, although we did well on the Morris we were left with an old 401, for which we had paid about the new price. We realised we were a couple of mugs and felt very foolish. However we still had a nice motor car and after some further expense, involving replacement of all three Solexes, HGD 247 was a joy to drive. The farther we travelled by Bristol the more we decided that it just suited us, only occasionally now was there a back seat passenger, the birds having flown, and when necessary there was ample room for him or her or even them. This was to be the start of our Bristol " era," for in 1953 we were able to exchange, at a price, our first 401 for a brand spanking new one, LHO 401. There was not very much difference in performance—it was just that everything now was sound instead of being pretty shaky. LHO provided us with very much pleasure—she took us to Le Mans in 1954 and then on round Brittany. The next year she took us to Switzerland on a pass-climbing expedition—11 passes including " Stelvio " in ten days—with no worries. She used no water during this 2,000-mile tour and only one quart of oil. Here, obviously, was a car that would satisfy us for many years to come.

In 1955 only two short years after buying LHO 401 I was given a lift in a 405—only a few miles but it was enough. I fell in love at first sight and LHO 401 had to go. She must have been a good bargain for somebody for there was nothing wrong with her and I had no excuse for getting rid of her—except the 405.

A visit was arranged in July, 1955, for my wife and myself to the Bristol factory and there we saw our own particular chassis in all its nakedness. Details of our whims and fancies were taken down and I hastened to our council offices to book a 405 number. The council clerk could not think why I should want the number four hundred and five. Number one yes, or even 123, but 405 seemed pointless and even now few people notice it. Three months later OHO 405 was passed by Bristols as ready for her owner and we went to collect her. That evening at home I tried to adjust the steering wheel to suit the driving position of both myself and my wife. It was a bit stiff and after undoing the adjustment the wheel came right off in my hands! I just could not get it on again and whenever I tried the horn sounded loudly! An S.O.S. to the distributor brought him post-haste next morning in the 401 to put things right and I obtained a photograph of LHO 401 and OHO 405 sitting both together on my doorstep; 405 is without doubt the nicest car I have ever owned. The 8-litre and 25/30 were both cars of great character, but the 405 has every bit as much. The 8-litre was once described as the " Speed Six put right " and I would describe the 405 as 401 put right. The gearbox with its short stubby gear-lever is ideal. I desire no automation here. Overdrive makes high-speed cruising quite natural and the cornering is such that one feels part of the car. The interior is plain but built by craftsmen and is just downright good. Such work costs money but is a joy to those who can appreciate it. I have one moan, and only one; the instruments, although excellently laid out, are not above mass-production level, and in these days most of us know what that means. But my Bristol 405 is a car to keep for many years to come. I wonder!

THE AUSTIN THAT MARCHED

Continuing, from the November issue, the account by Charles Metchim, now resident in Nairobi, of how he competed at Le Mans in 1933 and 1934 with his Austin Seven.



CHUMMY-BODIED.—F. S. Barnes, at the wheel, and his brother J. D., in the Austin as it ran in the J.C.C. " Double Twelve " race in 1928. *In much the same form Charles Metchim drove it at Le Mans in* 1933, *festooned with lamps—see* MOTOR SPORT *last month and illustration on page* 216, *Vol. XXVI.*

IT was extraordinarily difficult with a car so small to find a first-class event in which it would stand any chance whatsoever. Long and earnestly were results and speeds scanned. It was noticed that the 1932 Targa Florio had been won at 51.27 m.p.h. But further investigation revealed that this had been achieved by an Alfa-Romeo driven by Tazio Nuvolari. We went right on looking!

Then I recalled that in the 24-Hour Race at Le Mans, all classes were catered for. I checked up on the possibilities of a 750 c.c. car competing there. The findings were electrifying:

1925	Austin (Gordon England and Samuelson)	Retired, 9 laps	
1929	d'Yrsan (Syran and Lachner)	,,	9 laps
1931	M.G. (Samuelson and Kindell)	,,	—
	M.G. (Hon. Mrs. Chetwynd and Stisted)	,,	30 laps
1932	M.G. (Samuelson and Black)	,,	57 laps

In addition to the above, two other M.G.s of 850 c.c. had also made the attempt, without success. They covered 28 and 52 laps, respectively.

Samuelson and Kindell had almost done it until, in the closing stages of the race, a piston had gone and they had been unable to keep up the minimum lap speed. And in 1932, Samuelson had again entered the fray, supported by the redoubtable Norman Black, only to be once more defeated. Moreover, it was quite clear that as long as one could keep moving there would be an extremely good chance of finishing high, even of winning the Index of Performance Award. And over and above all this, one might be the first to bring a 750 c.c. machine through the race. What a moment it was when the A.C.O. wrote saying that my entry for the race had been accepted. What a moment!

Modifications for the race permitted additional carburetters, increases in size of petrol and oil tanks, alterations to gearbox and back-axle ratios, and additional headlamps. On the other hand, increases in compression-ratio, voltage for the lighting, or the number of speeds in the gearbox, were not allowed, nor were alterations to the brake mechanism.

We retained the single big Solex and our equally large petrol tanks but fitted an aluminium sump holding a gallon of oil. With an aluminium cylinder head and a magnificent large-capacity radiator, we were able to view a Centigrade reading of 96 deg. with equanimity, knowing that nothing would make it go higher unless trouble set in.

Although it was no longer necessary to carry a mechanic, the terrific weight the car would be carrying—all spares, said the regulations—caused a lot of head-scratching and tests before we settled on a 4.4 to 1 axle-ratio.

Preparing the car was bad enough but organising a team made all other difficulties pale! Including the two drivers, eight people were the minimum number who could effectively see the expedition through. To cut a very long story very short, of the seven others originally chosen, only two made the journey! Among the " casualties " who fell by the wayside, Hugh Hunter (who was to have been my co-driver) and Ian Macdonald (who was to have been pit-manager) were sorely missed. But John Appleton filled the latter role most ably and was always a tower of strength, as was Ted Lindon who, in the previous years, had been my riding mechanic.

The plan of campaign was exceedingly simple: to finish. Matters were complicated by the appearance of two 750-c.c. M.G.s. Both were blown and therefore much faster. If they finished, the 40 per cent. addition on blown cars would, we reckoned, enable us to keep ahead on the Index. We also felt fairly certain that neither would finish. A comedy touch was added when it was found that the supercharged Alfa-Romeos would have to do exactly two laps to our one to equal us on the Index! The only other point was that we would take the first two laps gently, until all instruments were registering normally.

The set speed for 750s in 1933 was trivial—40 m.p.h. But the fact remained, ominous and sobering, that five good cars of three different makes with stout-hearted drivers had all failed. Every one of them!

The Austin, at the start, did not disintegrate. Nor did I wake up and find it was all a dream. On the contrary, the car started and I found I was awake!

Just as I was completing my first lap and able to signal the pit that all instruments were now at normal, a red and cream car raced past—Nuvolari in the Alfa-Romeo. In the lead! For the next few moments, one was engulfed as the big boys came by *en masse*. I, also, was now able to work up to the scheduled r.p.m.

As the second lap was completed I was keeping a sharp look out for " Il Maestro " to come roaring up from astern again. But modest though our schedule was, it was altogether too much, even for him. We were dropping down the hill past the pits into the Esses before the avalanche reappeared. Nuvolari was still ahead but Chiron's blue Alfa-Romeo was pressing him hotly.

All cars had to do 24 laps of the 8.37 mile circuit—200 miles—before refuelling was permitted. At 12 laps I came in to give Cecil Masters a chance to drive while the car was still running.

On the 23rd lap he was shown the " Come In " signal and on the next lap he handed over. Masters brought dismaying news. The engine was running perfectly but the clutch was difficult to disengage . . .

Every sort of trouble had been experienced in the past but never from the clutch. And now, after only four hours of easy running, there was this totally unforeseen threat to our chances; in only four hours! While the car was being filled up, Appleton said: " If the car will get away, don't use the clutch again." That meant, on the flying lap, twelve changes without the clutch, two of which, at Mulsanne and Arnage, were down into first gear. Masters climbed over the pit counter, I jumped into the car, started the engine and,

on a signal from Appleton, took the car away. The clutch had felt very stiff, but it had disengaged, so once away we had nothing to fear except clutchless gear changing, which soon became automatic.

Meanwhile, the battle up in front raged with unabated fury, the Nuvolari-Sommer Alfa-Romeo staving off the sustained challenge of Chiron and Cortese, driving a similar car. And three other Alfas filled third, fourth and fifth positions. The leader was lapping at around 89 m.p.h. But our hopes were rising. We had passed one of the M.G.s—Parker's—broken-down near Mulsanne and out of the race. The remaining M.G. was going great guns, but then so were we, and the car pulled in for its second refuel soon after 10 p.m., no less than forty minutes ahead of schedule. Being intent, at that stage of the race, only in finishing, our position on Index was not being worked out by the pit. A pity!

Masters now took over again, the engine started and the clutch would not disengage . . . All our forty minutes' lead slipped away while Ted Lindon worked indefatigably in the darkness to make the clutch work. Ten more minutes went by and then Ted said "Have a try." There was another horrible crunch but the gear went in and the car shot off into the fray once more. A sympathetic crowd gave a roar of encouragement and Masters went away with their cheers in his ears. Shortly afterwards, the front shock-absorber broke away from its central bracket and made the car difficult to hold. Whether it could have been repaired was of no consequence because from now on, whenever the car stopped at the pits, it was by no means certain it would ever be able to leave again. Masters drove on through the night and the agonising moment for his refuelling drew nearer and nearer. Would I be able to get the car away again? Masters brought the car in, having built up a lead of over 28 minutes. Once more the refuelling and again the clutch would not disengage.

In anticipation of this, Appleton had his emergency measures organised. The rules forbade pushing the car. First gear had proved too high for starting the car in gear on the starter. So the floorboards of the pit were pulled up and oiled. The car was jacked up, the gear engaged and the engine started. Then, with the rear wheels rotating in mid air, the jack was lowered. But, despite the wheelspin engendered by the oil on the boards placed under the rear wheels when they came down, the engine stalled again and again. Abandoning this method, Ted Lindon again got to work on the clutch. While he worked, John Appleton told me that I was to drive for the next seven hours as Ted Lindon reckoned that the clutch could only be released once more after this stop. Then, with Masters driving for the remainder of the race, we should be home . . . After a stop of only 20 minutes, Ted Lindon, that incomparable mechanic who spent his spare time disguised as a broker at Lloyds, said: "Have a try." And away I went, with hours and hours of driving ahead.

Despite the lack of a front shock-absorber the car could be got round at a speed that satisfied the pit. On the other hand, giving way to faster cars was difficult owing to the tendency to wander. A "faster" signal from the pit would have been most unpopular!

At 3 a.m., the night was bitterly cold. Through the Stygian darkness the car pressed on, lurching unpleasantly, the driver's teeth chattering from the combined effects of fatigue, fright and cold! But we were still ahead of the Index figure, gaining all the time. Added to this was the encouragement when, on rounding White House, one could see the lights of the pits ahead; better still, our own signal standing out clearly, the light winking in the O.K. position, a brief glimpse of the signaller waving his hand, and then back into the gloom and drizzle once more. But no matter how well the car was going there remained the torturing thought: when we came in for the refuel, would the car get away again? Could the clutch be freed for that one vital split second in which to engage the gear? A smear of light in the murk ahead denoted daybreak, a "breather" for me when the lights could be switched off and, most important of all, a build-up for the battery which might have to be used to start the car in gear, although this had already been proved ineffective.

On and on. Now the headlamps were out and one could see and recognise the other cars. Chiron was still in headlong pursuit of Nuvolari, the blue Alfa-Romeo challenging the cream and red. Behind came the red Alfa of Chinetti and Varent, with Brian Lewis in another Alfa hard on their heels. The surviving M.G. was still going well, but then so was the Austin; if it did not have to stop. Then, at 7 a.m. it began to rain on the Mulsanne-Arnage section of the circuit. When I was within about half-a-mile of Arnage, I saw the crowd running towards the bend. A marshal leaped out into the road, flourishing a blue flag. Down into second, into first, and round the bend. The crowd were still running, on the grass on the inside of the corner. And there, off the road, blazing like a torch, was a scarlet Alfa-Romeo, flames no less scarlet belching forth into sooty smoke. I thought I could see the driver still in the car. Across the road, entirely blocking it, lay a tree. *And I could not stop!* Once I came to a standstill, I could not get the Austin away single-handed. *And the road was blocked.* Slowing right down, I drove off the road into the thinner branches of the tree. There was a hideous crash, splinters flew in all directions, the car bumped down again and came back on to the road. We were through! But, like a camera shutter, the tired mind flicked back to the appalling spectacle of the blazing car and the driver inside. Perhaps not concentrating sufficiently, I took the car too wide at Arnage and scraped the bank; the Austin seemed to be lurching more drunkenly than ever. As I passed the pit, who had been wondering why the car was late, I signalled that an accident had occurred. [This presumably refers to the accident which befell Mme. Siko—she was thrown out of the car and not badly hurt.—ED.] Up the hill past the pits and down to the Esses. I must have been more shaken than I knew, because the car scraped the fencing once more. Again there were splinters flying, a glimpse of terrified spectators recoiling. For one frightful moment I thought the car was going through but at last, after an age, it broke clear.

The car *was* behaving oddly. It seemed to take an enormous amount of lock to get round the corner leading on to the long straight. But as the speed rose again, she seemed to get steadier except for the usual occasional lurching that had been going on for hours. Mulsanne again. How I prayed that they had been able to get that tree out of the way! A few more jars like that and the car would start to break up. Round the corner—and the way was clear. Flames were still bursting fitfully from the Alfa but the fire was now under control. Arnage again and once more, although the wheel was hard over, a wing just touched the pallisade. Clearly I was suffering from exhaustion. Doing frenzied mental arithmetic, I tried to calculate whether the car could do the eight hours to the finish without refuelling; I had been driving for 5¾ hours of my seven. Without warning my unhappy pit, I pulled in. Luckily, all were on the alert. What a wonderful team they were! I climbed out and apologised to John Appleton. I said I thought I had been so shaken by the crash at Mulsanne that I could not drive any more. The car seemed uncontrollable. Ted Lindon, from underneath the Austin, called out: "The drag-link on the near-side has broken!"

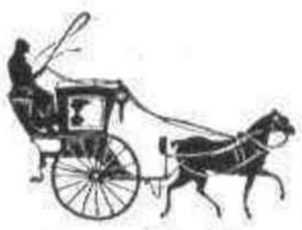
The rules state "all spares to be carried on board the car." We did not carry a spare drag-link. Masters tried to pursuade the officials that the car was safe when driven with only one wheel able to steer! The officials failed to see his point of view. For us, the end. After sixteen hours . . .

We sat, disconsolate, in the pits, having wheeled the car, not without difficulty, back to the dead-car park, where Ted Lindon fitted a new drag-link in about a quarter of an hour . . . Fatigued and depressed though we were, it gradually began to penetrate through our gloom that we were witnessing a race the like of which has never been seen, either before or since, at Le Mans. Nuvolari had come in at dawn with a front wing loose and a leaking tank. While the car was being worked on at the pit, both the Alfa-Romeos of Chiron and Chinetti passed, so that when Sommer took over from Nuvolari, their Alfa had dropped to third place. But not only was Chinetti closing up on Cortese, now driving Chiron's car, but Sommer was also closing up on Chinetti! In due course Cortese brought the car in to refuel but starter trouble delayed them long enough for Chinetti to take the lead. Chiron got away after a very brief delay but with Sommer right on his heels. At the end of his spell Chiron had recaptured the lead from Chinetti who in turn had also been passed by the Sommer-Nuvolari car. Nuvolari, as usual, found being second oppressive; he went after Cortese. Remorselessly the gap narrowed. The crowd, well aware of what was happening, roared encouragement every time the two cars went streaking past the tribunes.

Do what he could, Cortese could not stave off "Il Maestro." Amid thunderous cheers, the little Italian came flying up the road from White House with Cortese hanging on desperately close behind. Up the hill, the two cars fled and then—oh fatal error!—Cortese tried to hold Nuvolari through the Esses. The pale blue car slid badly, was corrected but then, completely off the line for the corner, slid again and smote the bank, buckling a wheel and bending the front axle beyond repair. He got the car back to the pits at a crawl, but his race was run. The unhappy Cortese sat weeping on the pit counter while Chiron paced backwards and forwards raging. Now Nuvolari was well in the lead, with Chinetti second and Brian Lewis third. The time was midday. Sommer took over, but the leak in the petrol tank had worsened. Twice he came in for brief stops and it became clear that a first-class crisis was developing for the leader. On Sommer's second stop, Nuvolari took over again, to drive to the finish. Then Nuvolari pulled in for attention to the still leaking

Continued on page 748

How tyres have changed

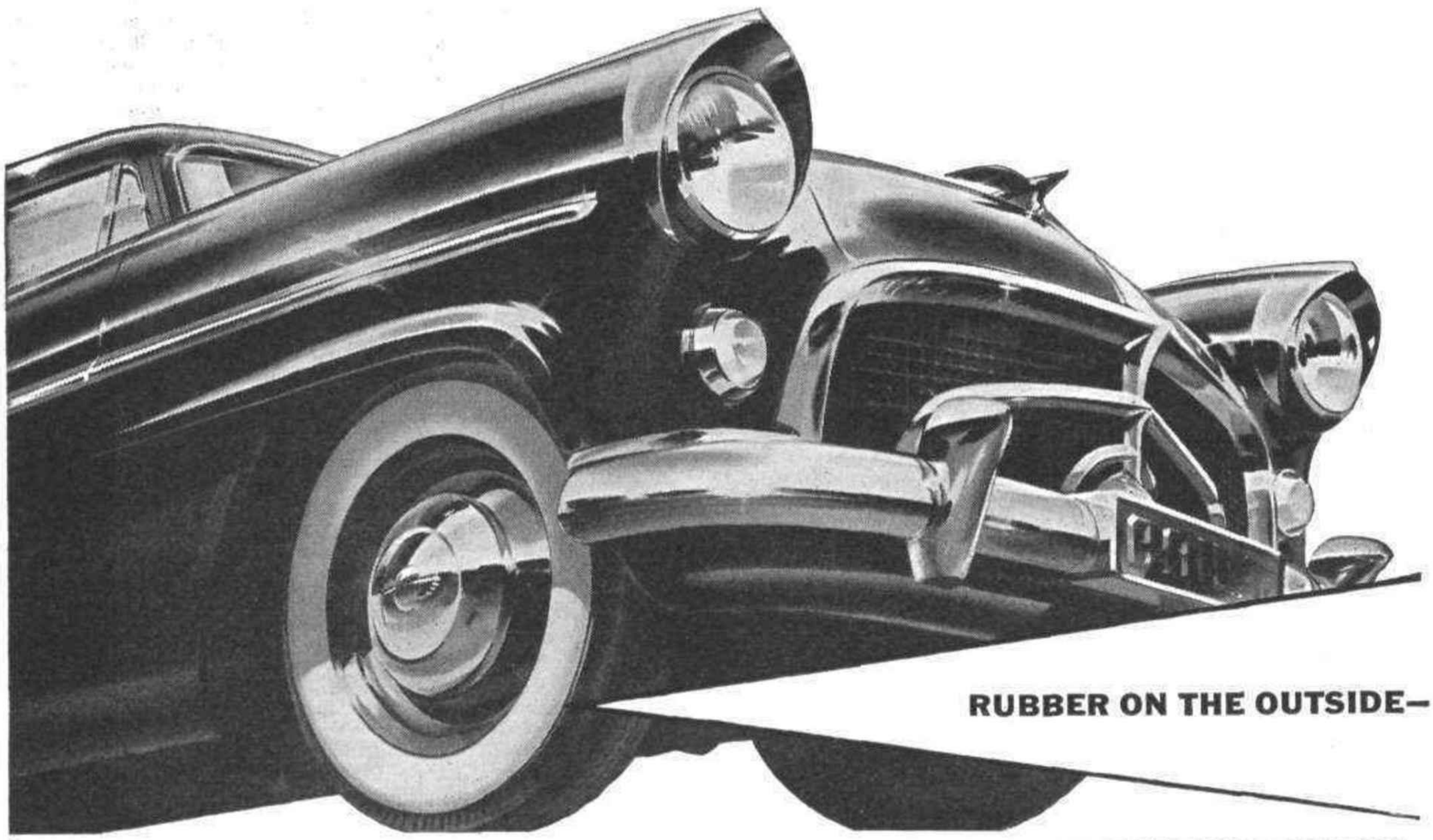


THE FIRST PNEUMATIC TYRE was patented 111 years ago by a man named Robert William Thompson. A set was fitted to a horse-drawn brougham, which covered 1,200 miles. There is no record of the number of punctures that had to be mended.

With the modern rayon-based tubeless tyre, you can expect up to 20 times this life, or more, at many times the loading and at far higher speeds. You will almost certainly never have a blow-out or a fast puncture.

One of the great advances in tyre design that made such progress possible was the introduction of High-Tenacity Rayon tyre cords. Tyre cord is a vital factor in motoring safety that most motorists never think about. It is this that gives strength and resistance to a tyre so that it can absorb the continual shocks of high-speed motoring, and preserves its shape under heavy loads.

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G

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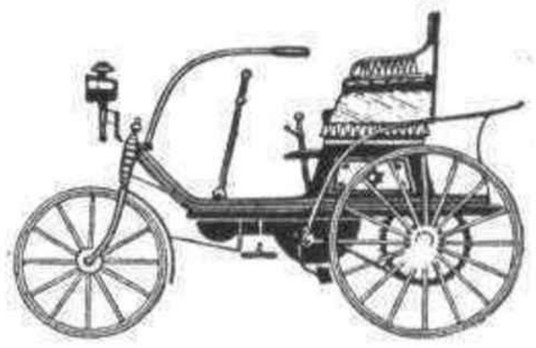
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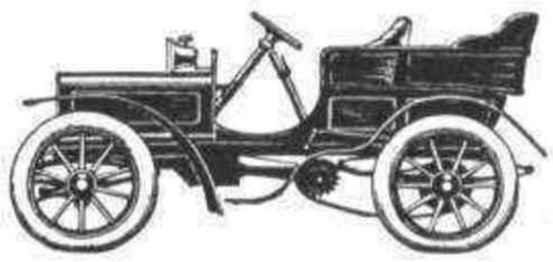
1892

The earliest road vehicles, despite the invention of pneumatic tyres some fifty years earlier, were fitted with solid rubber tyres. Although, of course, they were 'puncture-proof,' they provided little or no absorption of road shocks: they would be highly dangerous if driven at today's speeds. Solid tyres were soon superseded, though some London buses still had them as late as 1924. The drawing shows a solid-tyred "Daimler" carriage that was supplied to the Sultan of Morocco in 1892.



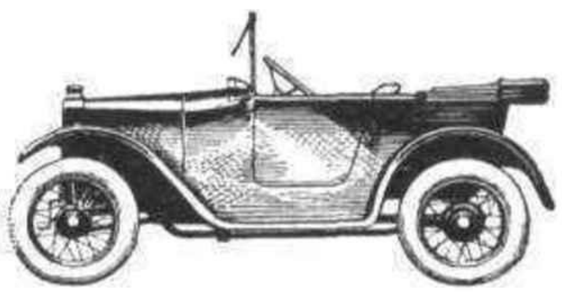
1905

The first pneumatic tyre made was, in fact, a crude kind of tubeless tyre, but it proved difficult to repair. By the mid 1900's passenger cars were fitted with tyres made of square weave canvas fabric coated with rubber, with an inner rubber tube to hold the air. Compared with modern tyres, they were of comparatively small section and large diameter, and in order to support the weight a high pressure, perhaps 100 lbs., was necessary. Our drawing shows a 1905 Minerva.



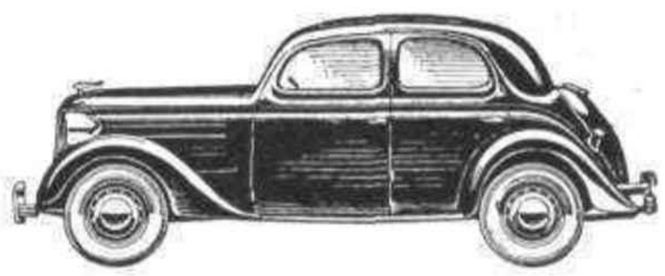
1925

Next came the use of cotton tyre cords lightly held together by a few cross-threads to produce a fabric. The cords ran diagonally, and several layers running in opposite directions were built up. Such tyres were much stronger and had far better shape stability. It was possible to make a bigger section tyre with a correspondingly lower pressure, known as a 'balloon' tyre. The famous Austin 7 had these tyres in 1925, and they were normal until the second world war.



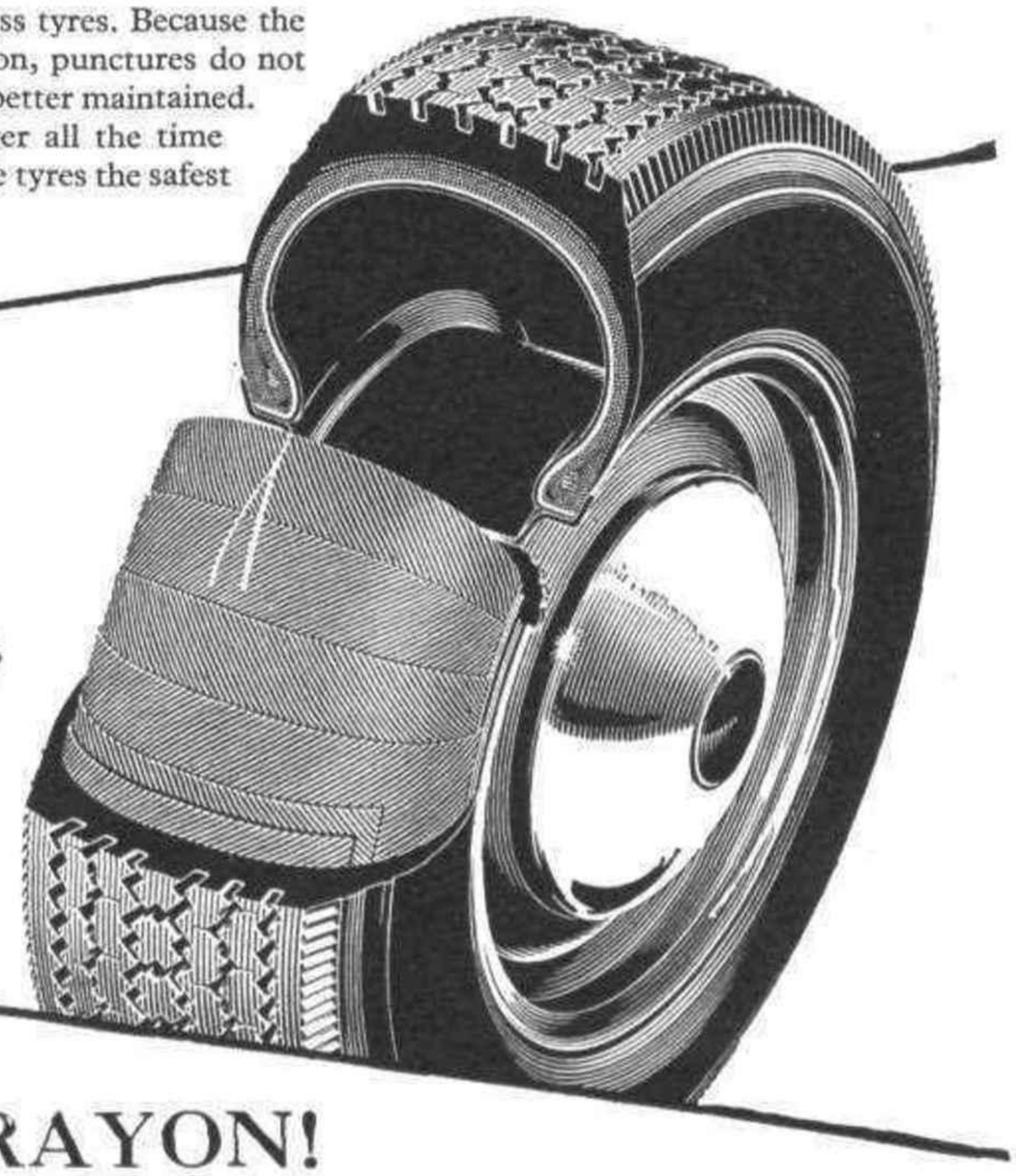
1950

During the thirties, a much better tyre cord material was developed: High-Tenacity Rayon, a specially strong form of viscose rayon. It was very much stronger than cotton, and its performance was markedly better at the high temperatures that are produced by high speeds. Rayon was tested to the full during the war, when overloaded tyres gave fine service. After the war, High-Tenacity Rayon Cord tyres gradually became standard and were fitted to new models, such as this Ford Pilot.



1956

Rayon is an important element in the latest tubeless tyres. Because the air is contained in a sac that is not under expansion, punctures do not cause explosive loss of air, and pressures are much better maintained. High-Tenacity Rayon, which is becoming stronger all the time under continuous development, helps to make these tyres the safest and most reliable ever made.



RAYON
BUT SAFETY COMES FROM THE INSIDE

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

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

THE AUSTIN THAT MARCHED—continued from page 745

tank. The Chinetti-Varent Alfa-Romeo closed up. Having got away in the lead—just—a distracted pit staff, after only two more laps, saw Nuvolari signal that he was coming in again. And while they worked frenziedly to reduce the leak, Chinetti went past to take the lead. Needless to say, this did not suit Nuvolari at all. He settled down to hunt Chinetti and methodically clipped off second after second. The time came when this irresistible wizard brought his car past Chinetti and began to widen the gap. Then, to the despair of his pit, he signalled he was coming in. The leak was again growing worse. The stop was very brief and on getting away, Nuvolari was content to stave off Chinetti. He had to economise on fuel in order to complete the statutory twenty-four laps between refills.

At about 2 o'clock he brought the car in, refuelled, had the leak attended to, and again got away in the lead. Only twenty seconds behind, the doughty and persistent Chinetti urged his car onwards in pursuit. Now Nuvolari's brakes were failing. It was Chinetti's turn to cut down his rival's lead.

At a quarter past three Nuvolari recognised that, if he was going to finish at all, he would have to pull in and have the leaking fuel tank repaired. Into his pit he came and while the mechanics toiled, Chinetti, relentless as Fate, seized the lead once more. Nuvolari realised that he was up against it. His reaction was typical. With virtually no brakes left he flung his car round the circuit. Now Chinetti had to come in to refuel and a heroic decision was taken by his pit manager. Despite the loss of time, it was decided to fit two new rear wheels, hoping that the restored roadholding and braking would give the car the decisive advantage over the cream and red Alfa storming round the circuit behind. Chinetti's mechanics made a magnificent job of the wheel-change and the car, with Varent at the wheel, was away! But even as they had lowered the car off the jacks, Nuvolari went blasting by to take the lead!

The time was then about half past three. Half an hour to go! Nuvolari, pursued by Varent, about three miles ahead with failing brakes; Varent with new tyres. And there was no doubt about it at all. Varent's car was catching Nuvolari's, not slowly either. A distraught crowd, sleepless, voiceless, emotions exhausted, flapped their arms aimlessly. Two laps left to go before 4 o'clock. When the cream and red car appeared round White House, a murmurous sigh came from the packed spectators. Right behind came Varent. The two cars roared by the tribunes on their last lap, with Varent about two lengths behind Nuvolari. In the rush down to the Esses, Varent took the lead. In the long straight past the Hippodrome Cafe, Nuvolari regained it. In the braking down to Mulsanne, Varent took the lead again. For Nuvolari it was now or never. Brakes or no brakes, he had to pass before the Esses at Arnage. The two cars left Mulsanne and accelerated flat out. On the rush down to the Esses Nuvolari edged past into the lead, held it through the Esses, and at Arnage, where Varent made his last desperate attempt, almost lost it again. But once round Arnage, there was no hope for Varent; Nuvolari would hardly touch his brakes before the finish.

And so, with the chequered flag flying for him, Nuvolari came up from White House for the last time. Nine seconds afterwards—repeat *nine seconds*—Varent brought Chinetti's car over the line into second place.

This was the only occasion that Nuvolari drove at Le Mans. He and Sommer won the Grand Prix d'Endurance, at 81.4 m.p.h., the Final of the Rudge Whitworth Cup and the 3-litre class. For good measure, Sommer put the lap-record up to 90.96 m.p.h. The Nuvolari-Sommer combination did not quite sweep the board. First in the Index of Performance was the Newsome-Peacock 1,100-c.c. Riley, with the supercharged 750-c.c. M.G. driven by Ford and Baumer, second. Third came the Alfa-Romeo. It was unfortunate that in the frenzy of the finish, all other feats were overshadowed, even that of the M.G. which made the coveted record of being the first car of 750 c.c. ever to finish at Le Mans and was actually sixth in the Grand Prix d'Endurance!

Even we had our recompense. Had we won, we could not have had a more tumultuous reception than when we drove through the *Place de la Republique* on the way back to our headquarters. And next day, in the Press, Charles Faroux praised our effort as did Sammy Davis who, during the period of preparation, had given us unlimited assistance and the benefit of his immense experience on the Sarthe Circuit. And while the ache of that failure has never quite gone it was considerably eased when, a few months later, I was able to mount on the car that badge which carries a Union Jack above a green racing car.

Back in England, a tremendous fillip was given to road-racing enthusiasts by the opening of Donington Park Circuit. Having always made a point of first visiting the circuit on which I intended to compete, on this one occasion, I rashly omitted to do so. Hearing that the course was hilly with many bends and being advised to fit the lowest ratio available, I went to the second meeting at Donington with a 5.9 to 1 axle ratio. This resulted, in the event, with the engine going extremely fast but not the car. Against a field of 850-c.c. M.G.s we could do no better than fourth out of six. Bad "marching"!

But always one's thoughts were flitting across the Channel to Le Mans. The supreme hope of being the first to bring a 750 c.c. home had gone for ever. But we still had a very good chance of pulling off the Index even though the set speed for the 750s had gone up by 4 m.p.h.

We set about building the most potent Ulster ever. The ugly orange body was scrapped and replaced by the very pleasant-looking Ulster body. Also fitted was the Ulster front axle, making the car much lower. The auxiliary oil tank was fitted inside the body instead of outside as previously. The 9 gall. tank was placed in the tail and the 4-gall. scuttle-tank retained. Oldhams insured us against battery failure by building into a 12-volt casing two 6-volt units, one as a spare. Back went the 4.4 to 1 rear axle-ratio and with it went a higher second speed. In support of all this the engine was once more bolted on to the two enormous Zenith triple diffusers.

It is in the nature of the beast, that with a lot more power, the internal-combustion engine also produces a lot more heat. To contend with this, a new crankcase was obtained giving a fan drive. It did not have, as I would have wished, a magneto drive as well but we were not unduly perturbed, as we intended to fit a Vertex.

Then the first blow fell. "The Vertex," said the Scintilla people, "is too heavy for the drive on the Ulster engine." So we had to fit a coil; destestable device.

After the Vertex disaster, the blows fell so thick and fast that even over the gulf of years, it seems incredible that we could have had such a run of bad luck. But did not the Immortal Bard anticipate "Les Vingt Quatre Heures" by saying that "sorrows come not as spies but by battalions"? People said afterwards that our 1934 effort was much better than the previous year. Little did they know! The major disaster concerned the team. John Appleton left to drive for Aston Martin; Leslie Dyball, who had dealt with the timekeeping so conspicuously well, was bereaved as the team was about to leave for France. In the race, the second driver was overcome by the occasion and failed to respond to pit signals. The new clutch proved itself no better than the old one of the previous year. The only thing which did not break that had broken in 1933 was, thank God, the steering. Instead it was—yes, as expected—the coil!

We did, however, have our moments. We made a stupendous start and were fifth—for one-fifth of a second—in the Grand Prix! Actually, for one-tenth of a second, I thought we might lead under Dunlop Bridge, but four gigantic motor cars leaped out of nowhere and nearly pushed the car through the railings. Then, on the second lap, the handbrake stuck on, so that I went down the long straight at an impressive 35 m.p.h., unable to understand what had happened. What a relief when I found out!

With the dual carburation, the car could and did do 74 m.p.h. down the long straight, while with the higher second and first gears, speeds of over 60 and 40 m.p.h., respectively, were possible. Not least, using the same axle-ratio and the same revs. as in 1933, the car was 3 m.p.h. faster per lap, such was the improvement to the roadholding (through the underslung front axle), acceleration and braking. Once again the smallest car in the race, we had four larger cars behind us after the first hour, and Sommer's Alfa-Romeo had retired. When clutch trouble and coil trouble arrived simultaneously and delayed us for nearly an hour and a half, after midnight, we got going again to such good purpose that at 5 a.m. we had climbed twelve more places in the Grand Prix, which was not so dusty! Then there was one of the incredible pile ups at White House, with cars through the hedge, facing the wrong way, and reversing out of fields. Next, one saw Saunder-Davis' Alfa-Romeo being pushed to the dead-car park and, later, another Alfa, Lord Howe's, stationary by the side of the road. This left only one Alfa-Romeo in the running and it was this car, driven by Chinetti and Etancelin, that won the race, quite comfortably, at 74.74 m.p.h., from a 1½-litre Riley.

As for us, condenser trouble set in ("the one thing that won't give trouble, old boy"). I managed to get the car in for its scheduled refuelling just before midday. Then the spare condenser did not fit and had to be wired on outside. The second driver took the car away. It appeared to be travelling as well as ever. Then, on its 95th lap, with the other 750s already retired, the condenser fell off.

There was no other spare. The car was therefore out of the race . . .

* * *

The progress that has been made by the 750 c.c. class since those days is truly astonishing. Their average for the whole race is not far short of Nuvolari's record lap in 1933! Which only goes to show.

Driving the Austin home, and while passing through Rouen, I fell asleep at the wheel. A motor-cyclist struck the car amidships. The shock cracked the cylinder block and stove in the side of the car. The motor-cyclist described a parabola over the stricken car and made a perfect three-point-landing, completely unhurt, farther on. Despite the damage, the car, "*Le petite Austin qui marche toujours, mon Dieu*," was driven first to Calais and then to my home, under its own power. But not by me. I was in hospital, for nearly two months with a broken arm. We were not let off much in that 1934 Le Mans! And that was the end of the story for the Austin "that marched." Great days, my masters, great days!

[This account, which I am so glad to have obtained, shows how the "inside story" sometimes betters even contemporary accounts. Even in the book on the history of Le Mans by Georges Fraichard, Metchim's retirement in 1933 is quoted as clutch trouble, whereas we now learn that the real cause was a broken steering drag-link. Incidentally, in the same book there is a photograph which purports to show Metchim's Austin Seven in the 1933 race; in fact, it depicts one of the "Grasshopper"-type Austin Sevens in a later Le Mans race. And the cause of the gallant little car's retirement in 1934 is now correctly established as failure of the ignition condenser.—ED.]

STOPPING THE NEW MORRIS MINOR

A successful racing driver has many subsidiary tasks open to him, and thus Hawthorn tests ordinary cars for the *Sunday Express* and recently Moss has conducted a series of outspoken road-tests for the *Sunday Times*. This latter, a series of eight, had the merit that Stirling was permitted to write exactly what he thought of each car, a practice we commend, for MOTOR SPORT has long held the opinion that only if a test includes honest criticism will praise bestowed on a car have any significance.

In his comments on the new Morris Minor 1,000 which appeared on October 28th, Moss refers to the price of this car being unchanged, despite—we quote Moss—"the increase in power and larger brakes." Is Stirling right about those brakes? At Earls Court people were *heard to express the opinion that with its increased speed*, which some put at as much as 80 m.p.h. and Moss at "well over 70," the Minor *should* have been given larger brakes. Yet the S.M.M.T. Motor Show catalogue for this year and for 1953 both state that the Morris Minor has "Lockheed 7-in. diameter hydraulic brakes, two-leading shoes on front; cable-operated handbrake automatically adjusted by footbrake adjustment," which surely proves that the brakes of this smallest Morris have remained unchanged for at least three years. Indeed, this B.M.C. economy car shares 7-in. brakes with other small economy cars like the Astra, Austin A35, Fairthorpe Atom, Renault 750 and Standard Eight and Ten, in spite of its new 950-c.c. engine having the very high compression-ratio of 8.3 to 1 (Moss puts it at 8.1 to 1). Its lining area is 110 sq. in.

It is significant that Continental small cars generally have larger brakes, even the tiny Goggomobil having drums of $7\frac{1}{8}$ in. diameter, while the Fiat 600 has a lining area of 109 sq. in., the Renault Dauphine 133 sq. in., the Volkswagen 136 sq. in. (9-in. drums), the Citroën 2 c.v., noted for its sensible braking, 140 sq. in., while, in this country, the Ford engineers use 8-in. diameter drums on the Anglia and Prefect (126 sq. in.), and drums of no less than 10-in. diameter (157 sq. in.) on the Popular, which has only 30 b.h.p. to the Minor 1,000's 37 b.h.p. Even the little B.M.W. Isetta has a braking area of 132 sq. in.

So, having given the Minor a larger engine, perhaps B.M.C. will consider providing it with the larger brakes with which Stirling Moss' wishful-thinking endowed it in the pages of the *Sunday Times*.

THE ARCHITECT LOOKS AT THE 1957 CARS

Through the thoughtfulness of a reader we have seen the thought-provoking Editorial in *The Architects' Journal* for October 25th, entitled "Not Quite Architecture—In Lotus Land." The author of this delightful discourse, Reyner Banham, sought to emphasise that motorists do not want old styling in new cars, the demise of the razor-edge Triumphs and TF M.G. being quoted to prove his point. Yet, considers Mr. Banham, except for the cars from Ford and the Rootes Group, the customers are not getting friskier styling on English cars. He wonders how it is that the "American stylist looks over last year's model, ties a couple of knots in the chrome-work, and two Continents cheer," and notes that the "Italian stylist breathes gently on the side panels, and gets a different sculptor to do the door pulls, and all Europe drools," yet "the only voice that breaks the ensuing embarrassed silence" (after the English stylist has done his all) "is that of Aunty *Times* chanting 'Craftsmanship . . . continuity . . . traditions of . . .'."

This architectural opinion prefers the Renault to the Rover gas-turbine car and reckons that the General Motors' Firebird II licks them both. From this reasoning it takes a shrewd knock at "the type of high-pressure motor-industry man from that Midland town, or the other one" who "does a lot to keep alive the Marxist idea of Boss Class and Big Money." This sort of person, Mr. Banham observes, wasn't to be found on the Lotus stand at the recent Motor Show, where Colin Chapman, "a man most likely to succeed," had on view his new F.11 single-seater. "There seems," continued Reyner Banham, "a great and unbridgeable gulf fixed between those inside the S.M.M.T. ring and those without," where styling is concerned. Views not, perhaps, held by architects alone!

KERBS

MOTOR SPORT has frequently expressed disgust at the mania for kerbstones in this country, which give a touch of the town to rural areas and are a danger to road vehicles. Mr. N. W. Howgrave-Graham, Secretary to Scotland Yard from 1927 to 1946, wrote on this subject to the *Sunday Times* recently, stating: "One cause, obvious to all motorists, of the increasing number of fatal road accidents is undoubtedly the widespread habit of inserting vertical kerbs along the margins of our country roads. A car skids or is hit or has to go on the verge to avoid a dog or an oncoming vehicle. If there is no vertical kerb the occupants have a good chance of survival. But a kerb will almost certainly turn the car over or hold it to be crushed." How very true; will all our road engineers and local councils please take heed of this, using sloping or flat kerbs where kerbs are deemed necessary. As Mr. Howgrave-Graham remarks in concluding his letter: "One questions the right of road engineers to kill a lot of people in order to secure such dubious advantages" (as vertical kerbs offer).

"MOTOR SPORT" 1956 ROAD-TESTS

The road-test reports published in MOTOR SPORT have achieved an authoritative status and are widely studied throughout the world on account of their honest and outspoken presentation. One reader last month went so far as to suggest that no one should purchase a car before reading the appropriate MOTOR SPORT test report! Below we list the tests we have conducted this year—no back issues are available but file copies may be consulted at our offices, or photostats may be ordered.

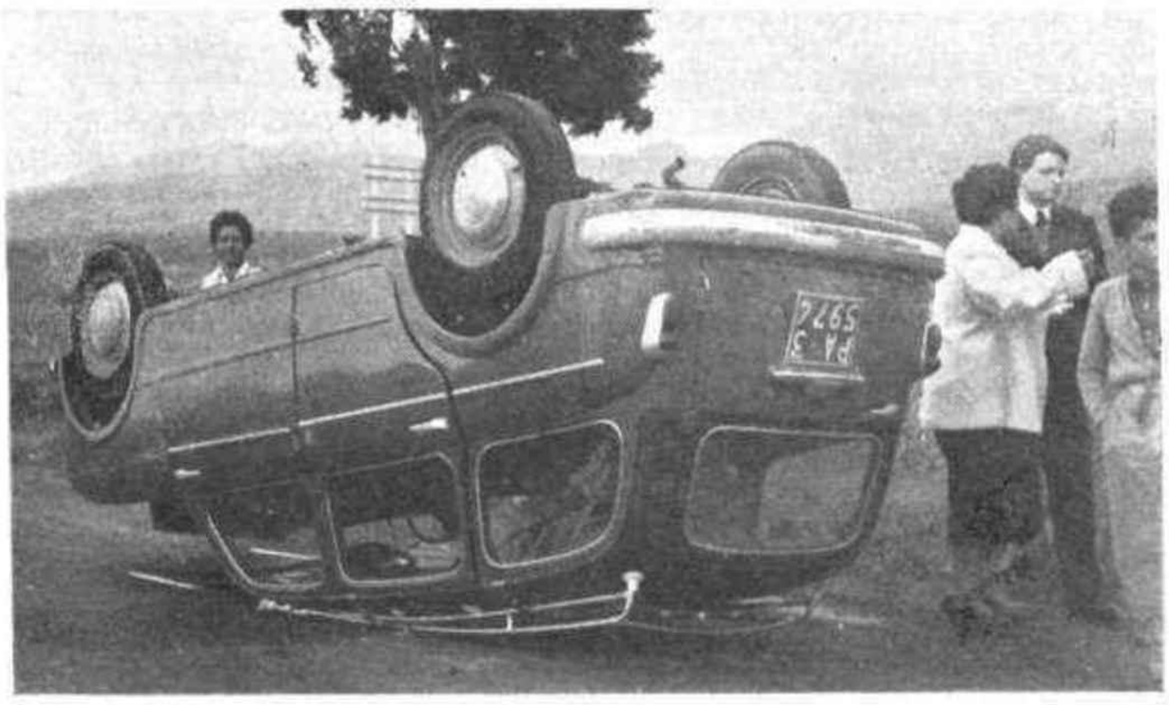
January	Lotus-Climax Mk. IX sports two-seater.
	Fiat 600 saloon.
	Impressions of the Hillman Minx Mk. VIII saloon.
February	Bristol 405 saloon.
	Lancia Aurelia B20 Gran Turismo 2,500 saloon.
	Impressions of Austin-Healey 100M sports two-seater and Renault 750 saloon with Ferlec automatic clutch.
April ...	Mercedes-Benz 300SL coupé.
	Impressions of the B.M.W. Isetta coupé.
May ...	Renault Dauphine saloon.
June ...	Borgward Isabella TS saloon.
	Impressions of Ford Squire estate-car.
July ...	Singer Hunter de Luxe saloon.
August ...	Humber Super Snipe saloon.
	Impressions of the Citroën 2 c.v. cabriolet.
September	Rover 90 saloon.
	Sunbeam Rapier saloon.
	Impressions of the Renault Frégate Amiral saloon.
October...	Impressions of the Berkeley sports two-seater.
November	Lagonda 3-litre saloon.
	Bentley S-series saloon.
	Impressions of Porsche 1,600, 1,600 Super and Carrera coupés and B.M.W. 503 saloon and 507 convertible.

The FAMILY ALBUM

During the season of travelling around Europe reporting race meetings I am continually taking photographs, many of which appear in MOTOR SPORT during the season, but many more become filed in the firm's album and never see the light of day. As we are in the winter season without any racing, it might amuse readers to see some of the interesting situations in which one can get as correspondent to a sporting paper.



There was no more interesting situation than the finish of the 1956 Mille Miglia, and above is the hole in the concrete fence made by the Maserati in which Moss drove me over a mountain side near Antrodoco, this view being from the point on the road where the trouble started. In Sicily I found a man who was also in trouble, having hit a donkey in the rear, which not only inverted the donkey but also the 1,100 Fiat. No one was hurt, I would add, but there was a lot of discussion. Below is a typical Italian crowd of small boys who appear when a foreigner stops, in our case due to a puncture.



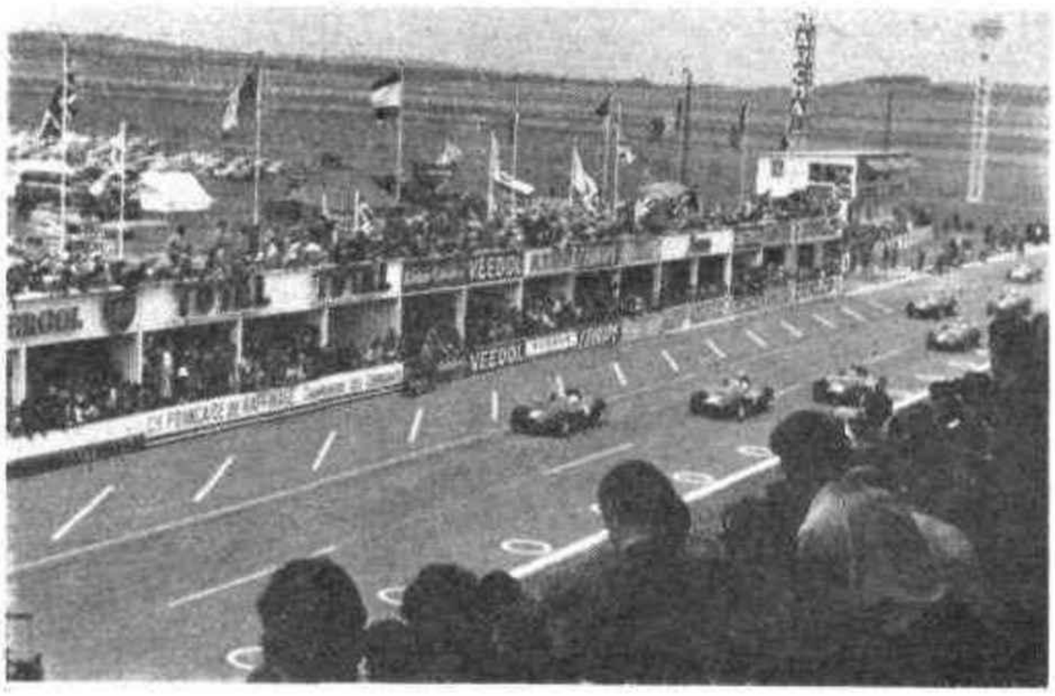




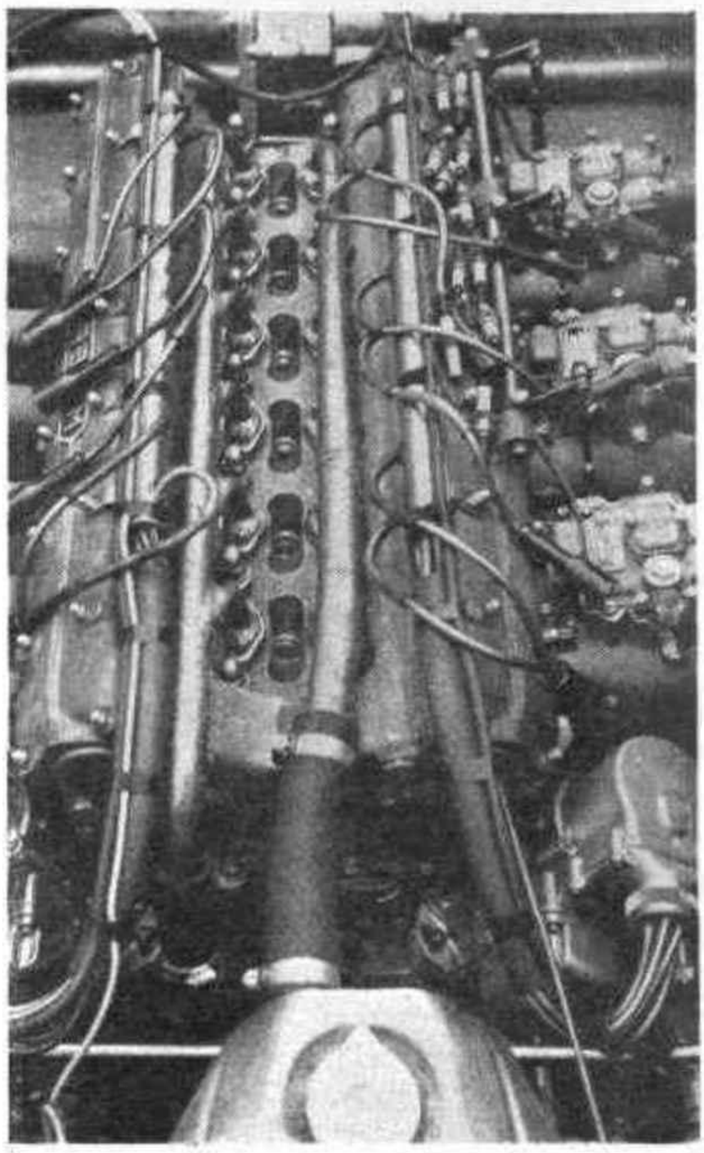
In travelling I often meet up with racing teams on their way to the circuits and above is Colin Chapman's Anglia grossly overladen, with trailer, Lotus, spares, tools, fuel, batteries and himself, Mike Costin (his right-hand man) and Mackay-Fraser. I followed this little lot at well over 50 m.p.h. along the via Emilia to Imola. On the left is a 1,500-c.c. Maserati on an open lorry, crossing a Bailey bridge south of Pescara, on the way to Bari. Below we see the team of Connaught A.E.C. coaches which carried the team of Connaught racing cars to Monza.

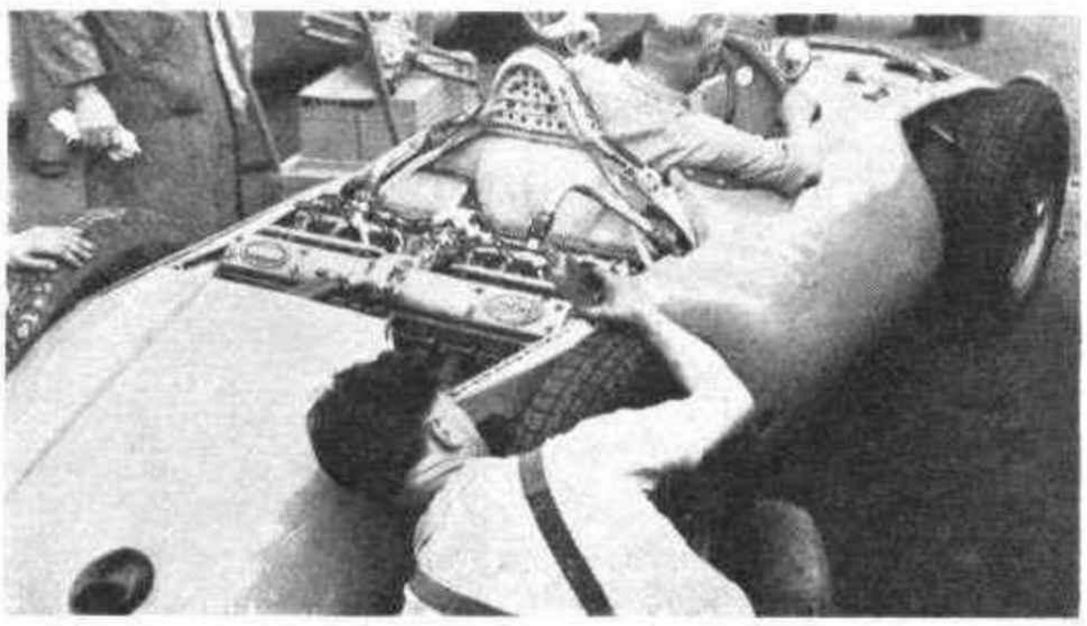






All play and no work is calculated to upset the Editor, so on the left is the view I had of the start of the French G.P. Still working, I took a photo of the Maserati engine, shown on the right, to record the 10-mm. plug holes in paired compartments. The normal G.P. Maserati has 14-mm. plugs in separate holes, while below left . . .





. . . is the original Bugatti G.P. car, showing the bulbous tail and rear-mounted engine. By pretending to work I can often persuade people to let me drive interesting cars, not long . . .

. . . enough to do a road test, but at least enabling me to try them for size and see how they go. On the right is Mackay-Fraser's Ferrari 3-litre coupé, while below is an Alamano-bodied A6G Gran Turismo Maserati, and at the bottom of the page is the Giulietta Sprint Veloce which Bob Tappen let me bend round the Italian mountains.





Italy is not only the home of exciting motor cars but also the home of first-class petrol stations, and the AGIP station depicted in the centre below has a restaurant, bar and servicing bay attached and it stays open 24 hours a day. Having a blank corner to fill, what better than the blank look on de Portago's face as he sits in a Lancia/Ferrari while Parenti checks the fuel level.—D. S. J.







MOTOR

PICTORIA

M.C.C. Rally



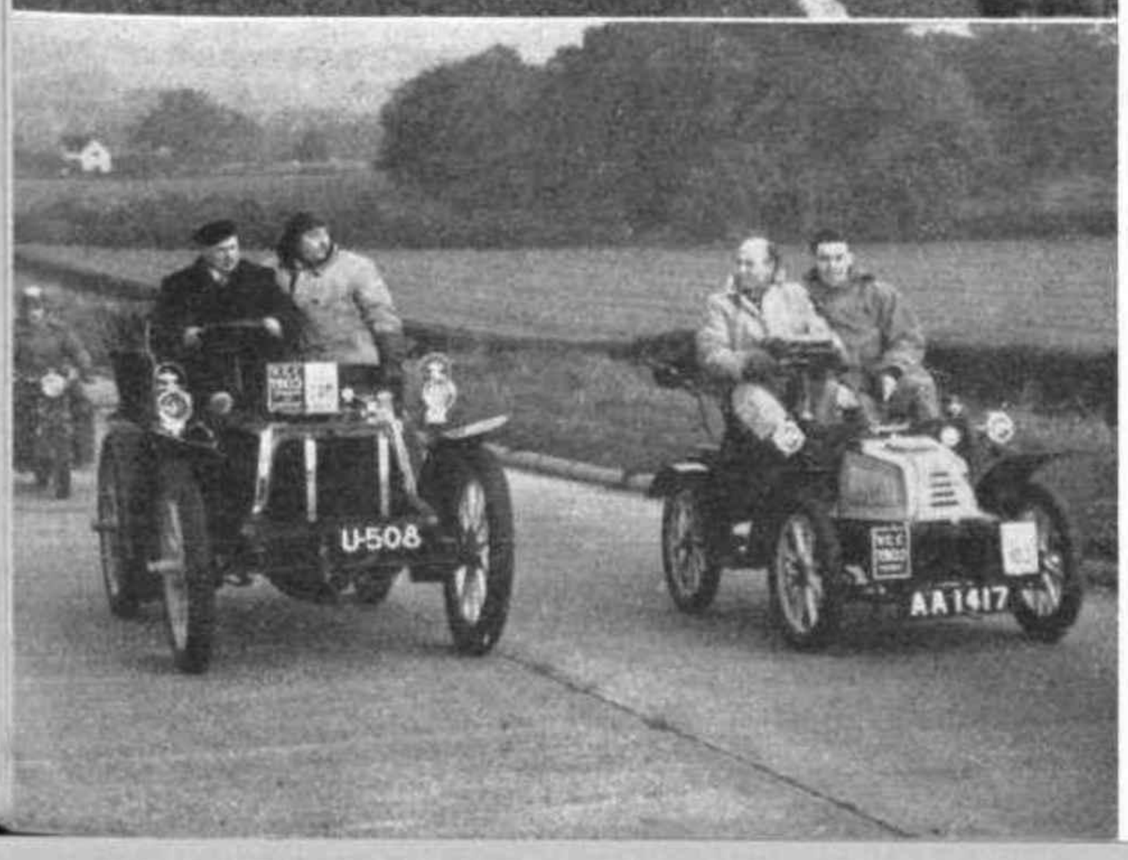
GOOD STRETCH FOR SPEED — and James Allday's beautiful 1903 18/22 Mercedes, the car that set a fashion, makes the most of it during the Veteran Car Run.



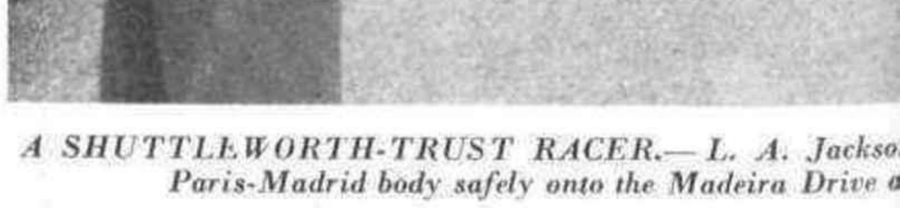
DRIVER SERIOUS, PASSENGER HAPPY, on J. W. Howes' 1902 two-cylinder Wolseley tonneau at the finish of the Veteran Car Run to Brighton.



ONE OF THE REALLY EARLY ONES.— The Colvers 1896 single-cylinder Arnold dog-cart, of 1¼-h.p., gets ready for the grand parade of veteran cars through Brighton which marked the conclusion of the Diamond Jubilee of the Commemoration Run.



RACE!—C. A. Oakden's 1903 10-h.p. Panhard-Levassor overhauling W. Stuart in the Shuttleworth Trust's 1902 5-h.p. Peugeot on the road to Brighton.



A SHUTTLEWORTH-TRUST RACER.— L. A. Jackso Paris-Madrid body safely onto the Madeira Drive a

BREATHER.—Competitors in the M.C.C. National Rally halt in a municipal park at Chester, before tackling the difficult Welsh sectior.



SPORT

L REVIEW

R.A.C. Brighton Run



n brings the 1903 four-cylinder 24-h.p. de Dietrich with replica t the conclusion of this year's R.A.C. Veteran Car Run.

NOT FEELING WELL.—R. F. Luke's Bristol coming slowly up Hardknott Pass during the M.C.C. Rally, its engine sounding very sick.



PRESS GRANDSTAND for the Hardknott test is provided for MOTOR SPORT by the Ford Zephyr, of which a test-report appears in this issue. The car taking the corner is A. D. C. Gordon's Triumph TR2.



ON THE TOP CORNER.—H. S. Ludeke's Austin-Healey cuts close in near the end of the timed climb of Hardknott Pass in the M.C.C. Rally.



WIDER.—A different "line" round the same corner is used by G. H. Turnbull in a new Singer Gazelle.

TIN-BASHERS!—The view of Thornton's Ford carrying out on-the-spot repairs at Chester, after damage incurred in the course of the M.C.C. Rally.





RUMBLINGS

END-OF-THE YEAR THOUGHTS

Looking back to our Motor Show issue, some additional points occur to us. Some persons seem cross that we outlined the disadvantages of automatic transmissions, seeing in this an attack on British manufacturers. This was not our intention. American motorists expect the car to change gear by itself and British firms seeking sales in the dollar market must provide such transmissions. All credit to Ford, Morris, Austin, Wolseley, Armstrong-Siddeley, Humber, Daimler, Jaguar, Bentley, Rolls-Royce and Rover for providing such transmissions and particularly to Rover for using an all-British gearbox. However, the enthusiast prefers to change gear for himself, especially as the new automatic transmissions are heavy, costly, absorb power and are sometimes jerky in action. As Home sales are an essential adjunct to success in the Export market it behoves our manufacturers to provide us with decent gearboxes of the old sort; but it is bad luck that they should have to meet these two diverse requirements, necessitating extra tooling-up and assembly-operations.

The automatic clutch, retaining a gear-lever, is but an interim measure, and, as such, something of a waste of effort, although our congested cities give it real value and Standard are to be commended on offering such a clutch on their smallest cars.

Probably the reason why Vauxhall turn their back on automatic transmission is because this is a General Motors' company and there is thus no sense in equipping these cars to compete in America against other G.M. products. However, when English family motorists tire of the gear-lever, no doubt Vauxhall will line up with other G.M. products in this matter, especially as G.M. pioneered the automatic gearbox in the States, and Standard will then have to adopt such automation for their bigger models in order to return to the vanguard of progress.

In a leading article recently we paid tribute to the prestige earned for this country in racing by the Jaguar Company, so it is with regret that we learn that, like Mercedes-Benz, they are giving up racing for the time being. However, the 1956 team-Jaguars will be raced next year by Ecurie Ecosse, which is good news indeed.

In our Show Impressions we described the Karmann-Ghia Volkswagen as the best-proportioned car at Earls Court. A second-thought here is that perhaps the Alfa-Romeo Giulietta Sprint Veloce coupé deserved that distinction, but amongst cars that the ordinary visitor could contemplate buying our verdict stands and this handsome Volkswagen should be something of a best-seller and of enormous appeal to those who find the Porsche beyond their reach. Right-hand-drive examples are expected in England about next April.

Writing of the Giulietta, the only demonstrations we had from Earls Court were in a 1909 Renault van owned by James Neale & Co. and an Alfa-Romeo Sprint Veloce, thus providing a happy contrast! The Alfa-Romeo was driven with great *elan* by its Italian driver but, even so, our congested "autobahn" from Putney to Esher never gave him a chance to get this delightful little car fully wound up. Nevertheless, the acceleration from the 90 b.h.p. twin-cam 1,290 c.c. engine proved quite astounding, going up to very nearly 7,000 r.p.m., and the equally-remarkable English brakes with their bi-metal, air-cooled drums made high-speed weaving in and out of the traffic a perfectly safe, if exhilarating pursuit. The driver was a very skilful demonstrator, because just as you were hoping you wouldn't be impaled on an approaching 'bus or lorry in this 113 m.p.h. l.h.d. motor car, and he was braking heavily, he would take both hands from the wood-rimmed steering wheel to show that the car is fully controllable under these conditions! Incidentally, it was on the Kingston By-Pass, at some traffic lights, that a gentleman with a red face and a round brown hat took the trouble to lean from his bulky Rootmobile to tell us that he considered our rapid overtaking little short of criminal. Perhaps it is partly because the controllability of cars like this Alfa-Romeo is quite beyond the comprehension of persons of this sort that Britain lags behind in the *Gran Turismo* field. Arriving back in the Earls Court car park, what should we see but Chitty-Chitty-Bang-Bang II, beautifully repainted—and no doubt that would not be understood, either!



The remarkable Alfa-Romeo Giulietta Sprint Veloce.

The Giulietta Sprint Veloce possesses remarkable performance for its size and economy and should out-corner the Porsche Carrera; those who have £2,800 or so to spare would be foolish not to consider buying one. Although the car is mainly a two-seater, with a splendid driving position and a gear-lever reminiscent of that of a Lancia Aprilia, there are rear seats for occasional occupation, these looking like normal seats tipped onto their backs; in fact, you sit on the horizontal "back" and what seems to be the "cushion" supports the legs.

One error which crept into our Show report, probably because the Editor had done more proof-reading on the eve of the Show than was good for his eyes, was the statement that the ID19 Citroën was displayed as well as the DS19. In fact, the simplified version of the new Citroën was not at Earls Court and is unlikely to be seen in this country for a couple of years—a pity, because it could be many enthusiasts' idea of a "next car" and now we cannot even quote a price for it. But the DS19 is going into production at Slough. Many people feel it is high time this revolutionary motor car was submitted to the British Technical Press for full road-test and we emphatically agree with them.

TILT AT THE SPORTS-CAR DRIVER

In certain parts of the country coloured "safety-poser" pictures by Roland Davies are being issued with driving licences. We believe these were originally issued by one of the big petrol companies. One picture is captioned "Crossing road junctions without due care causes 14,000 accidents a year." It shows a saloon and an open two-seater sports car approaching a crossroads from different directions, a balloon from the saloon exclaiming, for no apparent reason, "It's *my* road." The motorist is invited to find the hidden fault, which turns out to be: "Not only is the driver crossing a road without due care, but he is also speeding in a built-up area."

The reader who sent us this picture, an experienced driver, asks which car is meant to be speeding, especially as the scarf worn by the sports-car driver is shown blown *backwards*, suggesting pretty conclusively that, with the back-draught from the big windscreen, which at speed would suck the scarf *forward*, he is going below 30 m.p.h. However, in view of the comment the saloon-car driver is making it is pretty certain the artist intends to show the sports car as "speeding," presumably because it *is* a sports car. Shame on you, Mr. Davies! You are prompting the lay public to unfair conclusions, as no doubt you are aware.

PUBLICITY THAT SLIPPED

William Hickey, in his daily gossip column, records that H.R.H. the Duke of Kent has had his Sunbeam Rapier "souped-up." "He has had," wrote Hickey, "a new engine put in . . . the same type that racing driver Peter Collins has in *his* Mille Miglia class-winning Rapier. It has twin carburetters and special heat-resisting exhaust valves. And it can raise the car's speed to well over 100 m.p.h." The reader who sent us the clipping remarks: "It would be amusing to know where Hickey got his information from. *Per Ardua ad P.R.O.s*!" We would add that a little knowledge can be dangerous, but that MOTOR SPORT readers know that the class in which the Rapiers ran in the Mille Miglia (Special Series Touring Cars up to 1,600 c.c.) was won by a Porsche Super, which was nearly an hour ahead (41st in general classification) of the fastest Sunbeam (which was 72nd in general classification). Peter Collins, of course, finished second in the race as a whole, driving a 3.5-litre Ferrari.

VETERAN—EDWARDIAN—VINTAGE

A section devoted to old-car matters, under the heading of "Vintage Veerings" appeared in MOTOR SPORT from June 1949, to June 1953, after which it was discontinued because of pressure on space caused by the great increase in modern motoring fixtures. In response to repeated requests we now re-open it. This section is intended to cover both current and contemporary old-car topics. It may appear monthly, infrequently or never again, depending on the support it receives, for it is essentially a readers' section, requiring news items, photographs and correspondence relating to veteran, Edwardian and vintage motor cars for its existence.—ED.



FULL LOAD!—Peter Pointer's 1902 Wolseley starting on the parade at Brighton, with the Editor of MOTOR SPORT *beside the driver, while Pointer's engineer finds a precarious seat.*

ON THE BRIGHTON RUN IN A 1902 WOLSELEY

THIS year's R.A.C./V.C.C. Veteran Car Run to Brighton was graced with fine weather, a record entry of 231 pre-1905 cars and, in general, commendably clear roads, the police really doing their utmost to give competitors a free run.

I was able to ride as passenger for the ninth time, by courtesy of Peter Pointer, of Norwich, who gave me a seat in his 1902 two-cylinder 10-h.p. Wolseley, one of the most popular British cars of the veteran era, designed by Herbert Austin and built by one of our largest motor-car manufacturers. This car was used by a Suffolk clergyman up to about 1920. It was then dismantled and Mr. Pointer acquired the parts and had the car re-assembled, since when it has run in two previous "Brightons" and other veteran-car contests. The two-cylinder 2.6-litre engine is set horizontally across the frame and has automatic inlet valves and ignition by trembler coils in a box on the off side of the dash, and a shaky-looking distributor driven from the near-side timing gears. It drives by Renold chain to a four-speed and reverse gearbox with quadrant change by side lever, and final drive is by long side chains. The body is a rear-entrance tonneau four-seater, the alligator bonnet is surrounded by the famous "bee-hive" radiator tubes, and fine leather mudguards are fitted. On the dash is a fine battery of drip-feeds, those on the right and two on the near side feeding the engine bearings (of which the mains are 1⅛ in. dia. and the rear one some 8 in. long), the remainder the transmission. The wheels are shod with big 875 by 175 Dunlop tyres.

Driving the Wolseley, once the engine has been started with the huge near-side starting-handle, is no sinecure, for there is no accelerator, only a hand-throttle, matched by an advance and retard lever under the small steering wheel, while of the two "piano"-pedals, that on the right works the clutch, the other applying a fierce transmission brake. Behind the gear-lever, with its slow and tricky quadrant change, is a push-on hand-brake operating expanding rim brakes of questionable efficiency on the back wheels. Moreover, the bulb horn, too, has to be squeezed with the right hand and the steering occasionally develops shimmy if the wheels meet an unlucky pot-hole. All this keeps the cheerful Mr. Pointer busy, but, in fact, the Wolseley runs well, second a particularly useful speed for hill-climbing, and the engine, which peaks at about 750 r.p.m., reliable in spite of sounding as if it misfires from time to time, its only serious malady since re-assembly being a sticking inlet valve, of which it appeared to suffer only slightly, and that during the tense pull up Handcross Hill, this year.

Having been started by the fitter who so painstakingly rebuilt the engine, and Mr. Pointer's chauffeur, who was to follow us in a Mk. VII Jaguar, we climbed aboard, the Wolseley shuddered through its lower gears, got over a bout of wheel-wobble, and we were off towards Brighton, to the spit-and-miss of the low-speed engine and the pronounced rattle of the long transmission chains.

Chatting to Mr. Pointer about his car, I was told that the radiator tubes are original but the alloy water tanks had to be replaced by new ones fabricated from steel tube. These tanks are something of a feature of these early Wolseleys, because, when boiling happens, as it did to us (but slightly) up Brixton and Handcross hills, steam and hot water vent freely on to the legs of the front-seat occupants! Only the passenger seems to receive this treatment on Mr. Pointer's car but in the parade at Brighton I saw another Wolseley steaming freely on both sides!

After rebuilding the Wolseley, which retains its BJ (Suffolk) registration number, two ex-W.D. sidelamps and a single central brass headlamp were found for it, but it scorns rear lamps. The door of the tonneau body is embarrassingly narrow, so that those with middle-age spread can hardly alight with dignity; being slim, Mrs. Pointer had no trouble. The engine runs on Shell petrol and the chains are soaked in gear-oil from time to time. When out of adjustment the primary chain will thump loudly on the floorboards but for this Diamond Jubilee Brighton Run all was functioning correctly.

The roads were splendidly clear out of London and we got along well. We were to learn later that 212 cars had started, only Jarvis (1899 Panhard), Pilmore-Bedford (1901 de Dion), Stiles (1901 Charette), Allday (1901 Panhard), Mills (1901 Stonebow), Hull (1901 Wolseley), Ford (1902 M.M.C.), Hill (1902 Napier), Clarkson (1902 Panhard), Cook (1903 Argyll), Brockbank/Jennings (1903 Fiat), Bridcutt (1904 de Dion), Stanbury (1904 de Dion), Beardsell (1904 Humberette), Bird (1904 Lanchester), Grose (1904 Rover), Tulley (1904 Speedwell), Pilmore-Bedford (1904 Wolseley) and Wiginton (1904 Wolseley) failing to reach, or leave, Hyde Park.

Vaux's 1900 Pieper baulked traffic at Brixton Hill, and we had to resort to that useful second speed. Hayward's 1899 Star was going slowly into Streatham, its engine cover open, and here Reeves' 1901 Durkopp had halted. Shaw, in white yachting cap, seemed in trouble with his 1902 Beaufort at Thornton Heath, where we paused for Pointer to secure his scarf, Shaw then coming by, recovered and ringing his bell! Hanns Schoof, the Dutch entrant, had a Mercedes-Benz 300 and trailer attending on his 1900 de Dion quadricycle, and as we climbed up past Croydon aerodrome the traffic-control Westland Widgeon (helicopter, not vintage light 'plane) took off. Again we resorted to second speed, boiling a shade, and a tooting bulb-horn indicated that J. G Hampton's 1903 Panhard could *just* pass us. Hayward's 1899 Star was ascending slowly, steaming and knocking, Hare's 1900 M.M.C. held us up, and Goodall was pedalling his 1901 Enfield quad. Then down to the right turn at Purley, Pointer very sensibly using his brakes carefully and the police arrangements giving everyone a clear run.

At 9.10 a.m. we stopped to refresh men and machine, the Wolseley's water overflow pouring nonchalantly over the ignition distributor. At the café we parked by a model-T Ford tourer with K.W. spring snubbers, which caused the South African enthusiast who was accompanying us to produce a nice colour picture of *his* model-T. It was then that the Austin Twenty Sidmouth Special laden with cheering agricultural college students went by, comic notices, alas, adorning the back of this queer 'bus.

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We left Benbough changing a plug on his 1896 Bollee, I now occupied the tonneau, the seat as comfortable as these early tonneau seats invariably are, and although Pointer's engineer came too, making a crew of four, Mrs. Pointer later changing places with him, our 54-year-old Wolseley went as well as ever, proving that this early British car was exceedingly sure, if not very fast. That they were made of good stuff is reflected in an entry of 11 of this make in this year's Run. From my lofty perch I had a fine view down on to the long final-drive chain; by now the strain of rising at 5 a.m. was telling and I waved only to children and pretty girls!

Redhill produced a traffic jam and Turner, whose 1903 Oldsmobile had come from Australia, ran slap into the modern Austin at the end of it, fortunately with no damage to either car, and no cross words. In Redhill we encountered the only "difficult" policeman of the entire run. The congestion had also made Hayward's Star boil!

Many deceptive and long climbs remained, but soon Pierpoint's big 1904 Mors flashed past and Bennett's 1904 Panhard was really racing, whereas the Orient Buckboard was coming the wrong way. A wave from Sears as his beautiful Mercedes went by and we were past the one-way bit at Gatwick, which was tactfully policed.

We paused awhile for oil and water before essaying the long climb up Handcross, where we were permitted to use the off side of the road all the way and saw Woolley's 1897 Daimler ascending with a very full load. We got up the hill about as rapidly as Field's 1902 Hanzer.

So into Brighton, where Spivey's 1902 Gladiator ran on to the Madeira Drive emitting loud reports—Raymond Baxter was in the tonneau—and Boothman's smart 1904 Norfolk demonstrated its musical horn and good brakes.

News was now obtainable of some of the incidents. Stephens' 1898 Stephens dog-cart had arrived first, followed by Sir C. Edwards' 1900 New Orleans and Crewe's 1898 de Dion, after a push-start in Hyde Park. Marshall had done wonders to replace a broken valve on his Beeston tricycle in three minutes, and Basil Davenport arrived safely in his 1901 Progress, after early engine trouble. Fred Bennett's famous 1903 Cadillac arrived, the Mayor brought the "Genevieve" Darracq to the finish, but Wilfred Andrews of the R.A.C. had had to repair a broken petrol pipe near the finish on the 1901 Benz and Nixon's "museum" de Dion Bouton had suffered from a leaking petrol tank. Phipps (1904 Star) had valve trouble and a puncture, and Wilde retired at Thornton Heath when his 1904 Tony Huber broke its crankshaft (it went better last year, when I rode in it). Thompson's 1904 Garrard tricar had to be towed in and the *new* tyres on Bolster's 1903 Panhard gave more trouble than ever the early ones did. France's 1901 Panhard was held up with valve trouble and Cole's 1900 Benz boiled furiously on the hills. Hunter's 1904 Siddeley did the run for the first time in its long career without stopping for more oil.

In the afternoon Parade the Wolseley completed a successful day by climbing strongly out of the Madeira Drive, six-up, in an exciting race with Bolster's Panhard.—W. B.

Results: 204 cars finished with time-limits. Of these the following failed to complete the course on time: R. Brown (1900 Cupell de Dion), F. H. Babcock (1901 Royal Enfield quadracycle), Sir W. Coryton (1902 de Dion Bouton), R. L. Smith (1902 Peugeot), A. J. Betteridge (1903 White Steamer), T. M. Stothert (1904 Duryea), E. Thompson (1904 Garrard), F. Phipps (1904 Star) and E. J. Wilde (1904 Tony Huber).

BRIGHTON BROWSING

Looking around the veterans at the finish, we noticed the de Dion engine in Fotheringham-Parker's 1903 Renault, the snug landaulette body on Watters-Westbrook's 1903 Renault, the side radiators on Collinson's 1902 Renault, authentic Daimler lamps on Smith's 1903 Daimler and solid tyres on several cars, including Bartlett's 1901 Napier.

* * *

Some veterans carry pet names, Timmis' Gladiator being called "Gladys" and Fairhurst's Peugeot "Willie Peanut."

* * *

Very much admired—No. 1 in the Run, Prendes' 1895 Panhard wagonette from Spain, and Ramon Prendes' splendid hat! This veteran ran on *iron* tyres.

* * *

Veteran cars are not being manufactured, so far as we know, by modern factories, but Gwilliam's queer Darracq brougham with 4.00 by 19 tyres seemed to come somewhere near it.

* * *

Bolster's Panhard, driven back to Kent the same evening, seems to have a steering wheel from a vintage Morris-Cowley. Porter's de Dion set straight off back to London and "Genevieve" returned in the dark.

A. S. J. Painter drove his 1903 Humberetter "Miss Topper," which, in his own words "went like a bomb!"

* * *

The usual fine array of vintage cars graced the Brighton Road, including many Jowetts and Austin Heavy Twelves, bull-nose Morris and Bentleys, as well as gaily-painted Chummy Austin Sevens, 10/23 and 14/45 Talbots, several Sunbeams, a Swift Ten, Hillman Fourteen tourer, model-T Ford coupé, 11.4 Humber, 11.4 Standard and a Galloway two-seater. And, for full measure, coming against the traffic was an old Daimler Sixteen platform lorry being towed behind a modern van.

* * *

A pity the Run was again described as "the race" in the R.A.C. Press bulletins. And as the V.C.C. frowns on period costume on the cars, how on earth did it allow an official *in false whiskers* to present the prizes on Madeira Drive?

The Editor has gone as passenger in previous Brighton Runs as listed below, and accounts of these journeys, with details of the cars, appear in the appropriate issues of MOTOR SPORT:—

1936: R. G. J. Nash (1900 Peugeot).
1937: The late Capt. H. J. Wylie (1896 Hurtu).
1946: J. F. Kentish (1902 de Dion Bouton).
1948: G. Lanchester (1902 Lanchester).
1949: G. Frank (1902 Panhard-Levassor).
1951: R. Barker (1902 de Dietrich).
1954: S. E. Sears (1901 Mors).
1955: C. F. South (1904 Tony Huber).

NOSTALGIC

Another interesting link with the past which has come to hand is a volume of *The Car Magazine* for August-December, 1903, kindly lent by an enthusiastic reader, Mr. D. White. This volume, beautifully bound in soft green leather with gilt lining, the end-papers nicely "marbled," is really interesting beyond the average.

The first number—it appeared in August, 1903—explains that this was a monthly companion to *The Car Illustrated*, both edited by the Hon. John Scott Montagu, M.P. In that very first issue, of 128 art pages, is a report of the 1903 Gordon Bennett race from which we learn that, on the eve of this race, "There was nothing there to suggest dust and hurry and oil, unless it was the hands of the motormen, which, when outstretched to grasp another peach, showed hard and splayed, with nails short and broken, and fingers and palms black with ingrained grease from much handling of machinery." No doubt Colin Chapman, for instance, will understand, even if he doesn't spend the evening before a race grasping peaches! However, the race-ladies of 1903 "had laid aside their lace and come down in tweed skirts, ankle high, showing stout boots; dust cloaks hanging from their shoulders, and a haze of gauze swathing their heads from chin to hat-crown." However, I am glad the race-going girls of today do not discard lace . . . Perhaps racing was more carefree then, and I commend to Moss and Collins the antics of Jenatzy after winning—he "leaped out and ran to and fro upon the grass, and expressed his joy by turning a back somersault, clothed as he was in a long rubber coat." How, I wonder, does the three-mile Athy-Ardscull Moat Straight look today?

It is interesting to see that Gabriel's Mors had the same "upturned boat" streamlined body used in Paris-Madrid, as did Baron de Forest's 80-h.p. Mors which did a kilometre at 85.9 m.p.h. at Phoenix Park in 1903.

In this initial issue Lady Cecil Scott Montagu contributed an article, "The Lady Motorist in Ireland," after going over to see the G.B. race. The cars are not named but seem to have been a 22-h.p. Daimler and a 24-h.p. Daimler; they were sent to Dublin by rail! No less a writer than Hilaire Belloc contributed the first article on "English Villages," dealing with Bramber and Steyning. "The Song of the Wheel," by G. Stewart Bowles, is printed in full, some of the verses particularly appropriate to motoring. Golf gets adequate coverage and there is a story of a race between air yachts in 2000 A.D.

An ambitious feature gave replies to a letter to important personalities as to the future of racing. The Hon. C. S. Rolls was horrified by the 1,000-kilo. limit, blaming it for high-power racing cars unable to stand strain; he advocated far slower racing cars. S. F. Edge was less cautious but hoped for engine size/minimum-weight rules, and Charles Jarrott paid a warm tribute to the value of racing (by 1906 he wasn't so sure) but advocated standard-car events. J. E. Hutton, London Mercedes agent, thought racing of great value, as it had given France her lead in the industry; Messrs. A. Darracq followed suit, Peugeot thought racing cars were becoming too powerful but sagely said trials do not attract the same interest as races, while Daimler felt speed to be the essence of motoring

and high-powered cars safer than cars of low horse-power. Even Bernard Shaw replied, saying: "The first step towards a rational development of automobilism is the immediate guillotining of everyone whose income exceeds £500 a year"; and the only real "anti" was Augustine Birrell, K.C., who found motor racing "a bastard 'sport' which enables idle folk to rush along public highways at railway speed, to the annoyance, disgust and danger of rate-payers and their children."

Alfred Harmsworth, seen in the biggest-ever of teddy-bear coats, wrote on "The English Motorist Abroad" (in 1903!). Fine pictures of the racing and normal eight-cylinder C.G.V. and the 1896 Paris-Marseilles 4-h.p. Bollee appear. Major B. Baden-Powell is depicted wearing gliding wings to offset his screed on aeroplanes and flying machines (he was President of the R.Aero.S.), and there is an historic picture of Sir Hiram Maxim staggering under the weight of his steam engine used in his flying machine.

Perhaps Belloc didn't get a cheque, because subsequent "English Villages" articles are by other writers. Of Beaconsfield it was said: "The quiet country folk live the same life as their fellows in more remote places and the daily ebb and flow into busy London life has not yet set in." But London was an hour away by train and an invasion by business-men was already imminent.

Thus early, Frank Wellington wrote advice on buying secondhand, while roads of the future were forecast and George Montagu, M.P., wrote on railway topics. Comyns Beaumont dealt with "Cars for the Million," showing a horse and carriage to cost £120 10s. a year (allowing 25s. a week wages for a man), whereas a car could be run for £94 12s. (the chauffeur paid the same as the groom). Inexpensive 1903 cars shown are the Mabley, Beeston-Humberette, both at £140, Clyde, Northern, Traveller, Vulcan, Baby Peugeot, Stanley steamer (at 185 guineas), Relyante, Regal, Gamage, Thompson and Locomobile, also the Miniature Velox (£125) with underslung tubular frame, gilled-tube radiator, and the dinkiest lamps ever. A. C. Pemberton wrote of motor-cycles for 1904, the four-cylinder Perfect with chair for a saddle and huge outside flywheel looking shockingly precarious. The 2¾-h.p. Humber Olympia forecar is illustrated, but with handlebars instead of wheel steering like the 5-h.p. example J. F. Olorenshaw rode in the recent Brighton Run, while the Ormonde Kelecom tandem had a range of 200 miles and cost £60.

How informative and what fun these old books are!—W. B.

A DAY WITH STEAM

It was a happy gesture on the part of James & Crockerell Ltd.' contractors, of Durrington in Wiltshire, to stage a gathering of steam locomotives, traction engines and rollers for the delectation of a few of their friends and associates. This happy event took place on October 20th and that afternoon a fine procession of steam vehicles, including a 1903 White steamer, and supported by a 1913 T-head Austin replica racing car, took a short tour of the local countryside. Incidentally, it was interesting to see, as the engines turned out of the yard, what a much better steering lock the traction engines and road locomotives had compared to the rollers and agricultural tractors. The huge Burrell road locomotive "made it in one" and moved away with notable precision.

The engines present included a Garrett traction engine, three Aveling and Porter Invicta steam-rollers, and a Burrell steam-roller, all owned by James & Crockerell and beautifully turned-out and lettered, Toomer's 13-ton Fowler "Alfred," the Wallis and Steevens Patent Motor steam-tractor "Anton Belle," and two magnificent showman's road locomotives, the Burrell "The Prince of Wales" and the Fowler "Lion." There was also the well-known 1932 8-ton D-type Foden steam-tractor "Mighty Atom," which has attended most of the traction-engine rallies and this summer was driven to Foden's centenary party at Sandbach in a time of 18 hours from Andover. We were able to have a short run in this engine and an inspiring experience this proved to be. The noise, the warmth, and the multitude of tasks with which driver and mate have to cope really is something! There are three speeds, with two sliding handles for changing them, real skill being needed to do this without coming to rest, while pegs have to be inserted to lock each gear after it is home. The Foden proceeds in a blur of piston rods, with a curious lurching motion, the driver operating regulator, valve setting and water feed, blowing warnings on the whistle, and steering with a small steel wheel needing, it appeared, about 100 turns, lock to lock. His mate looks after the fire, checking steam pressure on the big gauge, and changes gear. The vibration is astonishing, although there is full protection from the wooden-roofed cab and glass windscreen. The front wheels have been converted to roller-bearing hubs and carry pneumatic tyres but the larger back wheels are shod with "solids" and final drive is by a vast chain. Foot and handle brakes provide retardation, the foot brake being equipped with a ratchet. The water tank holds some 140 gallons and provides a range of about 40-45 miles, during which coal is burnt at the rate of about 1 cwt. per 15 miles. We were indebted to Mr. G. Howell for this unusual experience, which piled on the nostalgia we feel for the freedom and fascination of an age now past.

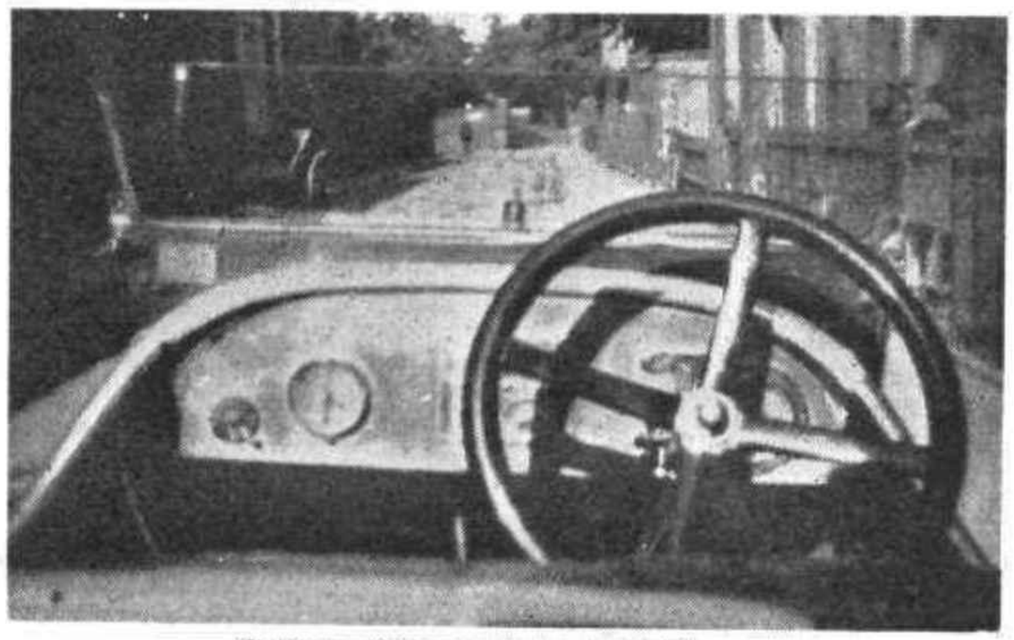
Incidentally, the popular Andover Traction Engine Rally is scheduled to take place next year on May 11th.—W. B.

VINTAGE POSTBAG

Sir,

I was interested to read an account of the sports Hillman, by Mr. R. M. V. Sutton.

I also owned one of these cars which I believe was the first one produced; so far as I can remember I bought it in 1920, in Cambridge. I also think the car was the first real sports car to be produced in this country. It was fitted with an aluminium body and had a polished brass radiator. Mr. Sutton says he thinks that not many could have been built. I agree, as I never saw another.



Cockpit of the sports-model Hillman.

I also enclose a photo of a Storey car which I owned in 1922. Another rare car. It was built in this country, with a gearbox fitted over the back axle, which needed one's full strength when changing gear. It had a French engine, and went well, giving very little trouble.

I am, Yours, etc.,

Horley. J. S. KELSALL.

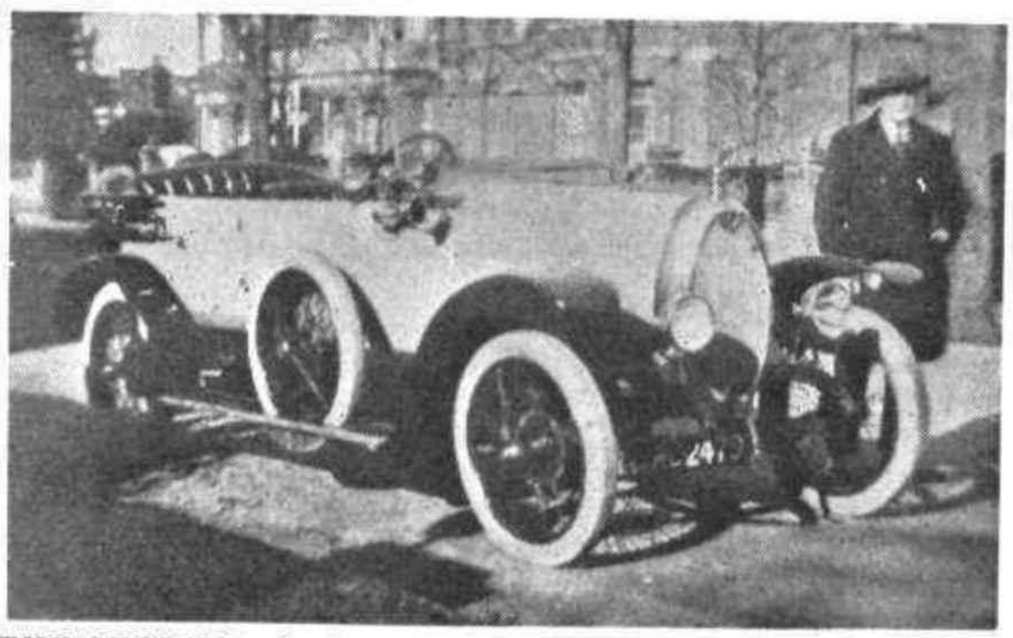
[I recall going to the Storey works in Clapham Park where this make was built—but now, of course, overrun by subtopia.—ED.]

* * *

Sir,

Through the medium of your excellent magazine I am anxious to collect information of every kind on that extremely rare vintage car the Sizaire-Berwick.

Photographs, technical data, together with articles and advertisements from contemporary magazines, are what I am after and should any reader have such details I would be grateful if he would get in touch with me. I can assure anyone who has such information



THE STOREY, which was made at Clapham Park—see letter from Mr. J. S. Kelsall.

that good care would be taken of anything he might lend me and that I will pay registered postage both ways.

I should also like to find out the whereabouts of any existing Sizaire-Berwicks and would be very interested to hear from the owners, as I doubt whether there can be more than a mere handful of these cars left in the country.

I shall be extremely grateful to anyone who has any information as I hope to know as much as possible about this fine and rare car before putting pen to paper about the Sizaire-Berwick.

I am, Yours, etc.,

Sanderstead. G. R. G. BERWICK.

[Letters can be forwarded.—ED.]

Sir,

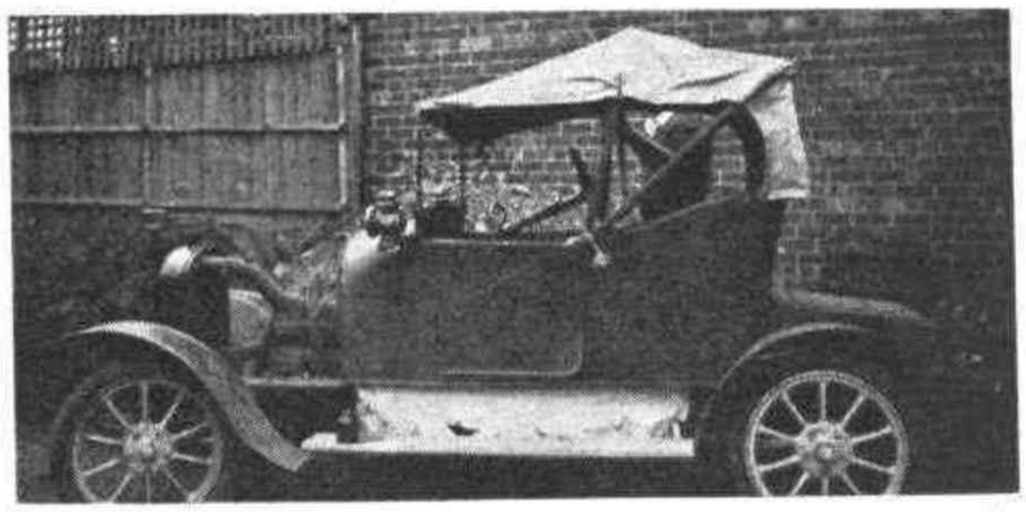
In browsing through a copy of your August number I found a photograph of the 1914-1918 war F.W.D. lorry.

I remember these tough old vehicles very well although I did not drive them. With the body fitted for Army Service (open truck with canvas tilt) they were not roomy enough for heavy loads except ammunition, but they were very useful indeed for towing. They could and did tow six-inch howitzers, without limbers, over the awful pavé roads of Northern France. It was, however, necessary for the driver to take corners carefully to prevent the gun taking charge and swinging the tail round. I do not remember the weight of this gun, but the Imperial War Museum could, no doubt, supply the figure and has, I think, a model.

Thanks for renewing my memories of an old friend.

I am, Yours, etc.,

Worthing. S. H. CHALKE.



RARE LIGHT CAR.—A Day-Leeds which is in course of restoration in Fitzroy, Australia.

THE GUILD AT GOODWOOD

ON "Motor Show Sunday" the Guild of Motoring Writers, in conjunction with the B.A.R.C., organised its usual test-day at Goodwood, primarily to give foreign motoring journalists an opportunity to sample many of the latest British cars.

This year an excellent selection of 62 vehicles was promised, from Austin A35 to Bentley Continental, not forgetting a Perkins-engined Dennis ambulance and such exciting sports machinery as Lotus Eleven sports and Le Mans and Fairthorpe Electron. The only Continental marque represented was Renault, who brought two smart Dauphines, one with Ferlec automatic clutch. It is a pity the Citroën DS19 was not available for test—and many people are becoming impatient that this interesting French car has not been made available to the English technical Press for full road-test.

Each journalist is permitted to drive three laps of Goodwood, as fast as he wishes, but as the first lap is usually taken up with getting accustomed to a strange car, this leaves only about 5.2 miles of serious motoring, and consequently any observations we permit ourselves are purely impressions, which in some cases might be subject to qualification were a full test undertaken.

The Morgan 4/4 Series II was great fun, steady as a rock, but its three-speed Ford gearbox didn't permit changing down for Woodcote and the entire lap had to be done in top—even so, with but a 1,172-c.c. side-valve engine, it held off the M.G. MGA coupé for quite a distance. The swinging, pendant gear-lever is odd, but not impossible.

The Austin-Healey 100-Six had bags of poke, naturally, but the pedals are very small and offset to the right and, as the seat adjustment had jammed, we never achieved a decent driving position and tended to depress the clutch with the brake pedal, which doesn't lend confidence to fast cornering. The clutch pedal calls for an abnormally long movement and the inclined central gear-lever isn't as pleasant as an upright one.

The Alvis Graber saloon proved pleasing, rather more soggy than we had anticipated, yet handling well, with an imposing length of bonnet in view, and a nice gear-change. A vibration came in—probably from the rev.-counter—at 3,500 r.p.m., suggesting valve dance to a hurrying driver, but, in fact, the 3-litre engine is smooth and willing to at least 4,500 r.p.m. (it gives 104 b.h.p. at 4,000 r.p.m.). It is a pity the needles of speedometer and rev.-counter move in opposition instead of in the same plane, as they do in the S-series Bentley.

The Sunbeam Mk. III saloon is good solid stuff, with a good (but steering-column) gear-lever, and lots of bonnet rather high up in front of the driver. It smelt excessively of petrol and the brakes were not convincing.

The Vauxhall Wyvern saloon produced a comfortable ride, less alarming than might be thought, and the **Morris Isis saloon** rolled a great deal, its Borg Warner automatic transmission changing gear like mad, although a kick-down change held an indicated speed of over 65 m.p.h. in third without an automatic return to top gear. There is real, padded crash protection along the dash.

The Standard Vanguard Sportsman saloon created a very good impression, the handling excellent and the light steering-column gear-change one of the nicest of its kind. Unfortunately there was insufficient time to experiment to see if overdrive, which functions in second gear as well as in top, will offset the provision of a mere three-speed gearbox with main ratios widely spaced.

The Turner sports was fun, being about as fast in third as in top gear, the speedometer habitually indicating 72 m.p.h. in either ratio. A bit more "steam" would be useful, although the car tried had the new Austin A35 engine. The remote gear-lever is pleasant but too far back if the seat has to be set fairly close to the wheel (short legs!).

The Renault Dauphine lapped in top gear, because to change into second at above 50 m.p.h. is unkind. It was beautifully smooth as to steering and showed no oversteer-vice in spite of its rear engine. The clutch needed thoughtful engagement to avoid a jerky take-off.

The Hillman New Minx saloon demonstrated its light controls and good performance, this being one of the quickest small saloons present.

The Ford Zephyr saloon seemed to have room for six or seven people, being enormously wide, and went round smoothly with bags of power even in overdrive, while, although it rolled excessively, it refused to break away at the back as earlier Zephyrs would have done, and if you worked on the steering it got round the corners without incident. There was also a Ford with Aquaplane two-carburetter head which proved embarrassingly fast to the small sports cars!

The test cars stood up manfully to all this testing, although one 2.4 Jaguar was retired early in the day. The course remained dry and the visiting journalists enjoyed themselves enormously. In the Paddock a Mercedes-Benz 300SL stood beside Laurence Pomeroy's Prince Henry Vauxhall and other onlookers' cars ranged from a Goggomobil to an Alfa-Romeo Giulietta Sprint. Yes, fun!

We were left wondering whether automatic transmission will "catch on" in Britain, although elimination of the clutch pedal is worthwhile for those who daily have to negotiate town traffic. British manufacturers are right to provide automatic transmission for export markets and it is hard on them that they may have to offer alternative "enthusiast's gearboxes" for some years to come, this necessitating tooling-up for extra components and additional assembly procedure. However, from Goodwood test-day impressions it seems as if very few design teams appreciate the sales-appeal of sensibly-spaced gear ratios selectable by properly-located gear-levers.—W. B.

LETTERS from READERS

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

CHALLENGE TO MR. WOODLAND

Sir,

Mr. A. H. Woodland hopes he is not over-enthusiastic about his 1936 4¼-litre Bentley. To tell the truth, while reading his letter, I thought you had started a motoring version of T.V.'s "Tall Story Club," and fully expected to see at the end the question "True or false?"

I would like to follow the rules of the B.B.C. series and ask a few pertinent questions before giving my vote.

I have never heard of a heavy 4¼-litre saloon consuming only one gallon of fuel in 22 miles when being driven as hard as possible. If true, Mr. Woodland has stumbled on a tuning routine which must revolutionise motoring and perhaps MOTOR SPORT readers could be let into the secret at once. Incidentally, how does he account for the consumption of 21.5 m.p.g. mentioned later in the letter in view of the above-mentioned 22 m.p.g. at 10/10ths driving?

Also previously unknown in any sphere where heat engines are used is a fuel consumption which varies only in the ratio 21.5 to 22.5 whatever the load imposed on it. Details of this would also be appreciated by us readers.

Regarding the fast run from Churchill crossroads to St. Mary Redcliffe Church, Bristol, this is something I can speak about with some authority as I use it frequently.

Does Mr. Woodland observe the 30-m.p.h. speed limit imposed on us in built-up areas? Assuming the answer to be in the affirmative, I would point out that the distance from the city boundary on A38 to the church is 2.8 miles, which, at 30 m.p.h., takes 5 min. 36 sec.; thus leaving 6 min. 21 sec. for the remaining 10.2 miles—an average speed of 96.4 m.p.h.

As his speed up Redhill dropped to 65 m.p.h. I would estimate that he would have covered about one mile at this speed as the left-hander following the "Paradise Road House" certainly couldn't be taken at 96. Subtracting the 55 sec. required for this mile we have left 5 min. 26 sec. for 9.2 miles, or an average of 101.6 m.p.h. I am sure Messrs. Collins, Hawthorn and Moss, to say nothing of Fangio, would be happy to learn how to average on the road a speed greater than the car's stated maximum (100 m.p.h.)!

However, let us assume that Mr. W. only pays lip-service to the Bristol speed limit. As it starts with a rather bumpy stretch of road and an even rougher descent of Bedminster Down Road, with a nastily cambered bend over a railway bridge at the bottom, followed by a rather narrow street with blind curves and really tricky left and right, almost right-angled, corners in quick succession, traffic lights at each side of Bedminster Bridge which are seldom synchronised and ending with a roundabout which can be negotiated with risk at 20 m.p.h., we may say that an average of 40 m.p.h. would be strictly good, if strictly illegal and dangerous. This would occupy 4 min. 12 sec. and leave 7 min. 45 sec. for 10.2 miles at an average of 79 m.p.h., including the "slack" up Redhill. Most remarkable, whichever solution you choose, at 22 m.p.g.

As to roundabouts taken at 37 m.p.h., I always thought they were erected to keep vehicles to a reasonable speed at dangerous crossroads, usually in built-up areas.

The medium-distance journey of 132 miles in 2 hr. 50 min. quoted is feasible and attainable by many less skilled drivers, but the times quoted to the nearest 10 minutes is puzzling after the exact second timing of the "sprint." Perhaps Mr. Woodland left his stopwatch at home and used public clocks for this particular journey.

Maybe, Mr. Editor, a feature on the lines of "Tall Story Club" would go down well in your estimable journal.

I am, Yours, etc.,

Long Ashton. P. M. STOCKER.

Sir,

I was most interested to read Mr. Woodland's letter discussing the merits of his Bentley. While in no way wishing to belittle the excellent characteristics of this marque, I would like to point out that in his letter surely we have another of those instances where a few figures do not tell the whole tale. I refer in particular to Mr. Woodland's run from Churchill crossroads to St. Mary Redcliffe in Bristol. The average that he gives for this journey is roughly 65 m.p.h., but two facts which affect this average crucially are not mentioned. The most important of these is that 2.8 miles of the run is in a restricted area; his average on the remaining stretch must therefore have been well over 90 m.p.h., a creditable figure indeed when it is considered that he spent at least a further half mile breasting Redhill at 65 m.p.h.—a speed considerably below his norm. I have no doubt this feat might be achieved for, at the risk of this portion of the Bristol-Bridgwater road becoming peopled with drivers trying to improve their averages, I must say that this road, although by no means straight, contains only two corners that must be taken at a little less than 70 m.p.h.

However, if we take it that Mr. Woodland's average was put up before the days of extended speed limits, the performance of his Bentley is not really so spectacular because even my poor, gutless, under-powered 1½-litre Riley (with a maximum of 45 up Redhill and 75 or so down the other side) can average 65 m.p.h. over the course in question—although naturally only to the city limits.

This rarely-mentioned, always willing if thirsty, machine must be rowed with some fervour if results are to be obtained, but once moving there is little halting it unless it be the quick pit-stop every 30,000 miles to renew inertia-crazed big-ends and piston rings (the result of cruising at 4,800 r.p.m.). It is hardly surprising that as a result of being over-sturdily designed in its primacy nothing else ever goes wrong. The Riley is one of those cars that is too much of a compromise to shine in any one direction but which nevertheless achieves above-average handling, near-perfect steering, brakes adequate for British hills, an engine that will crawl at 10 m.p.h. in top or cruise flat out all day, a useful gear-change that can be used without the clutch if you are feeling confident, and, above all, an air of luxurious well-being in leather and polished walnut. One pays for all this at 25 m.p.g. in town or on long runs at averages of about 50 m.p.h.

I am still amazed that a machine with so little to commend it on paper in the way of performance, can move with fair rapidity and instill its owner with such respect as I hold for mine. I shall be quite sorry to take delivery of a 2.4 . . .

I am, Yours, etc.,

Wrington. P. W. THOMAS.

* * *

DOES THE PORSCHE OVERHEAT?

Sir,

It is, perhaps, a happy coincidence that Mr. Storey should pose his astonishing question in the same issue of MOTOR SPORT as that in which you publish your article upon the genius of Dr. Porsche.

That anyone should feel it incumbent upon them to query the oil-cooling abilities of an engine, so specifically designed for, and so utterly proven in its powers to, maintain extremely high speeds over prodigious distances is, in my opinion, not only ridiculous but pathetic.

Your Continental Correspondent is, without doubt, better qualified than I to answer this letter, but I cannot refrain from drawing Mr. Storey's attention to certain relevant points.

It is reasonable to suppose, that with autobahnen on his very doorstep at Stuttgart and with his vast experience of designing behind him, Dr. Porsche would, in marketing the first car to bear his honoured name, be most careful to avoid the very pitfall into which your correspondent is apparently so ready to believe he fell. In fact, the care and skill he displayed in designing, testing and perfecting the beautiful mechanism whereby the flow of oil through the oil cooler is thermostatically controlled, ensures a more even oil temperature under all conditions than in any other car I know.

My 1,500 Super has now done over 47,000 miles and is going as well as ever. I have driven considerable distances on autobahnen in hot weather without the oil temperature even approaching 120 deg. C.

There is no car which can be driven at its maximum speed *ad infinitum*, but I am sure that, if a contest could be staged where all marques were driven at maximum speed to destruction, the Porsche would be the last to suffer damage from overheating.

I am, Yours, etc.,

Bovey Tracey. JOHN E. M. HARRISSON.

Sir,

I think a slight confusion has arisen in reference to the overheating of Porsche cars.

The temperature of the oil as shown by the gauge is not the

temperature as the oil reaches the bearings as it has to pass through an oil cooler first, which drops the temperature at least 20 deg. C.

I do not think anyone need worry about bursting a Porsche after cruising at high speeds for some considerable time.

I am, Yours, etc.,

Dalkeith. R. SMITHERS.

Sir,

As I own a 1956 Type 3516A Standard Porsche coupé, I was very interested in your article in the current issue of MOTOR SPORT and in Mr. Storey's letter in the October number on the subject of oil temperature.

I presume that throughout your article Centigrade should be substituted for Fahrenheit, as on my car the zero stop of the somewhat vaguely calibrated gauge is marked as 100 deg. F., and my car normally runs with the oil at between 180 deg. F. and a point which is not marked on the gauge but which I take to be 200 deg. F. Unfortunately, not being an engineer, I do not know how hot " too hot " is, but when in Italy in June this year I was following a Lancia Aurelia G.T. along the Turin-Milan autostrada at about 4,200 r.p.m. and noticed that the oil temperature was 240 deg. F., I deemed it prudent to abandon pursuit. It was, however, a hot day, and in normal conditions in this country the aforementioned unmarked graduation in the centre of the gauge is seldom exceeded.

In view of the frequent eulogies of this car published in your most entertaining magazine, perhaps a few impressions after 15,000 miles and ten months of ownership may be of general interest :

Good

(1) Beautifully made, with doors that are a source of pleasure every time one shuts them.

(2) Magnificent suspension, particularly on wavy surfaces and excellent roadholding even in the wet. (Possibly helped by Michelin X.)

(3) The best starter from cold I have had, and so far completely reliable apart from early transmission bothers (put right free of charge by Messrs. A.F.N.)

(4) A genuine 100 m.p.h. and 28 m.p.g. with my somewhat heavy-footed driving.

Bad

(1) Extreme susceptibility to cross winds at speed—a short time ago, shortly after passing a 2.4 Jaguar and when approaching 4,500 r.p.m. in top on a dead straight stretch of well-known road, a sudden gust blew me straight into the gutter, which, fortunately, was flat. Unnerving, nevertheless.

(2) Transmission noise which exceeds that usually referred to as " beloved of enthusiasts," particularly on the overrun.

(3) Chrome which is already beginning to pit, in spite of weekly care, and paintwork which is already chipping in the usual places. (The car is kept in a garage.)

May I end by saying how much I enjoy MOTOR SPORT, particularly for the way it speaks its mind.

I am, Yours, etc.,

Leicester. T. A. G. WRIGHT.

[In fairness to Mr. Storey, he raised his query after reading in a weekly contemporary's road-test report that the Porsche oil overheated after prolonged wide-throttle driving, as on an autobahn.—ED.]

* * *

READER'S VIEW OF A P.R.O.

Sir,

It is a sad commentary on the Rootes Group that its Group P.R.O. should submit such a petulant and ill-advised letter to a leading motor magazine. Surely he realises that the increasing sales of MOTOR SPORT are due mainly to the objectivity of its reporting, which requires no " reading between the lines " as is often necessary in its " trade contorted " contemporaries.

In spite of the excellence of its advertisements, a fact which is admitted by the Rootes Group, MOTOR SPORT appeals primarily to the motoring enthusiast who has some knowledge of the technicalities of motor cars and judges a motor by results rather than by misleading propaganda. I do not believe the judgment of MOTOR SPORT testers to be infallible, but I respect their professional integrity and reporting. If their reports are unpleasing to the manufacturers, then national and business interests would be better served by instructing their design departments to examine the testers' criticisms, rather than allowing their P.R.O.s to bring them into further disrepute by petulant, misleading and inaccurate tirades against those who seek to serve the interests of the motoring public.

I am, Yours, etc.,

Nicosia. W. LEWIS.

OIL SALES

Sir,

Your correspondent M. Robertson has a simple faith in the obvious but is afraid to look beyond. Of course you cannot go *wrong* in using oil sold by the petrol companies any more than by using oil of well-known and not-so-well-known firms who do not refine petrol.

What we are up against is the pure-and-simple oil firms being discriminated against by the petrol combines, of which Castrol is merely a conspicuous example. There are smaller concerns too, whose cry is not heard in the jungle of so-called free enterprise.

Mr. Robertson is fortunate in having faith in an oil which can be purchased anywhere. The oil I used to buy is called " Solvolene " and cost 2s. 3d. per quart. I have yet to find a garage permitted to sell it now. Not to be outdone, however, I buy five-gallon drums of oil blended with detergent even *cheaper* than that. It comes from a refinery up north holding nine million gallons; turning over that quantity indicates that they *also* know something about oil. In fact some of that oil is sold with labels bearing names Mr. Robertson has faith in; some goes into packets Mr. Average Motorist would be scared stiff to empty into his sump.

But let us be fair to Mr. Robertson and others who share his views, for without some inside knowledge to guide them they are bound to become victims of hypnosis of modern advertising, dispensed by people who might well have received training in the Agitational Propaganda Department of the Kremlin.

I am, Yours, etc.,

London, N.W.2. E. A. WRIGLEY.

* * *

THE DEMAND FOR BENZOLE

Sir,

I was very interested to read E. J. Higgins' letter on National Benzole *versus* Shell.

Two of the filling stations that I use, one in West Bromwich and the other in London, used to have six Shell pumps to one of National Benzole. Recently, they both went " all Shell." It is interesting to note that they both state that their sales have dropped considerably.

I, for one, would be pleased to see more National Benzole pumps available to the motorists.

I am, Yours, etc.

Smethwick. LESLIE HARRINGTON.

* * *

B.M.C. SERVICE

Sir,

Mr. David Scott-Moncrieff, who slated the B.M.C. stores-system, is by no means a lone voice crying in the wilderness.

For several years I have operated B.M.C. products abroad and, although agents are nominated all over Europe, the majority of them carry scarcely any spares at all. Moreover, as these agents always handle cars made in their own country, they are not interested in B.M.C. motors.

Englishmen grouse about the Volkswagen capturing what we have regarded as our markets, but until British manufacturers can offer something comparable in the way of spares and service facilities, the Volkswagen and other similar foreign makes will outsell ours.

I am, Yours, etc.,

London, N.W.1. L. A. TEMPLE (Lt.-Col.).

* * *

KNOCK FOR KNOCK!

Sir,

The following may be of some interest to your readers.

I was recently involved in a slight accident with a Post Office Telephones van, this vehicle, driven by a driver under instruction, cutting a blind corner and taking my rear wing. As a result I made a claim on Post Office Telephones for the damage caused, a sum under five pounds.

Upon receipt of this claim the Post Office requested the name of my insurance company, which I supplied with consent of the company, stating at the same time that my cover was restricted to Third Party. In reply to this I was informed that the Post Office declined responsibility.

I wrote then informing the Post Office that unless I received their cheque in settlement within seven days I should issue a County Court summons. The response to this was an admission of liability and an offer to settle.

No comment seems necessary.

I am, Yours, etc.,

Carbis Bay. L. R. HISCOCK.

OPINION FROM PARIS

Sir,

I was most interested in the letter from Bois-Colombes about British sales in Europe, and I endorse all that Mr. Holdsworth said. But I have more to add.

The British manufacturers' policy of dictating what the purchaser shall have rather than that of giving him what he wants is disastrous; and the manufacturers are so complacent about it. I have, on two occasions, translated road-test reports from the French motoring papers and have sent them to the respective manufacturers, pointing out the things which are shortcomings in Continental eyes. In each case I got a polite little note saying that they were quite satisfied with their sales.

From the point of view of a British resident in France, I should say that their sales here aren't worth the trouble. The agents certainly don't have a good name for competence (I'm talking about the " production " type of car—not Rolls, Bentley, Daimler, Bristol, etc.).

The French criticisms of British cars are roughly these :—

(1) Cars too heavy for the size of the engine, with resultant lack of acceleration.

(2) Poor brakes, which heat up too quickly when driven by Frenchmen in hilly country. (The English driver will often slip into neutral and roll down a long grade at, say, 40 m.p.h. The French driver in the same circumstances will put his foot down in top in order to see if he can get the car up to 80. Consequently, with a succession of bends, such as one finds on the Col de la Schlucht in Alsace, the brakes have a lot of work to do !)

(3) What they generally describe as " the ridiculous contents of the reservoir." (The M.G. Y-type, for example, has an " autonomie " of about 200 miles. If one starts off from Paris at 1 a.m. to go for a weekend of skiing in Switzerland—which even our typists do !—one runs dry at about 4 a.m., when there is little hope of finding a pump. And so many of our cars have fillers designed to prevent the use of a Jerrican—*e.g.*, the *Austin* A30.)

(4) The appearance of a car counts a lot in France. The general comment is that the cars are probably all right for the *pere tranquil* so characteristic of England, but that one day they will wake up to what a modern motor car really is.

Now, I'm well past the half-century myself, but as one who used to get all the joy in the world out of a chain-drive Frazer-Nash, I want something which goes as well, but with a rather less spartan ensemble more suited to my greying hairs. The Panhard-Levassor comes very near the mark, with only 850 c.c. And, as a side line, I suppose that Paris must be the only city in the world with 850-c.c. six-seater taxicabs capable of over 80 m.p.h., and where the drivers do their best to achieve it. I came down the Champs-Elysées in a Panhard taxi the other day and we got up to 115 k.p.h. when I asked the driver what it would do; he said it would do more if he was using high-grade *essence*, but that as he was using commercial spirit, he couldn't really show off the car's paces.

I think that the British motor-car industry did a magnificent job of getting into the export market immediately after the war, but it was done by selling pre-war cars : some are as old in design as the valiant Citroën. But they should now realise that the honeymoon is over, and that if they want to continue to export, they've got to produce a car that people will want to buy. Their rejection of the chance to produce the VW should have taught them a lesson : they thought that it was a car not worth producing, but over a million buyers thought it was a car well worth owning, which proves my point that " the gentleman in Coventry " doesn't know best.

I am, Yours, etc.,

Paris. ROBERT PEATY.

* * *

VEHICLES I HAVE DRIVEN

Sir,

As an old Daimler apprentice I was interested to read Ron Sutton's " Vehicles I Have Driven," having enjoyed many fast runs with him. I am sorry he did not, possibly through lack of space, mention the quite outstanding roadholding of the 18-h.p. (DB18) and the considerable urge of the prototype, reg. CVC 32. Prototypes always perform better than production models and perhaps this is why until recent years CVC 32 was the personal transport of the Chief Engineer, Mr. C. M. Simpson.

It was always the ambition of other testers to equal Sutton's average speeds but they were invariably about 2-3 m.p.h. slower notwithstanding taking chances, which he never did. He is quite the finest driver with whom I have ever ridden and I can, for instance, recall his entering a normal 40-m.p.h. bend at 65 to be confronted by an oncoming car well on the wrong side, setting me thinking in quite a detached manner, " Ha ! I wonder how old Ron's going to get out of this."

Nor did he mention one night run down near Porlock when a drain plug dropped out at 85 m.p.h., followed by instant engine seizure. Even with an epicyclic box Sutton kept the car on the road.

On another occasion, in his report of a night run he rather shattered the Experimental Department in writing : " Valve bounce sets in at over 95."

A tale generally believed was that in the Triumph which he mentioned, Sutton never exceeded 30 m.p.h.

Dare I, after a total repair bill of 4s. 6d. in 20,000 miles, including rallies, endorse your good opinion of the VW ?

I am, Yours, etc.,

Purley. W. G. STEVENSON.

Sir,

I very much enjoyed reading the article " Vehicles I Have Driven," by R. N. V. Sutton. I was an apprentice at the Daimler Co. Ltd. during Mr. Sutton's time and I feel that I must protest at some of his descriptions of the cars he drove.

The Lanchester Ten never did have i.f.s. (the 11-h.p. did) and it cost nearer £300 than the stated £900.

The " straight-eight " Daimler consisted of two models with integral head, the 3½ and 4-litre, and one with detachable head, the 4½-litre. It is possible, but doubtful, that any 4½-litre model ever weighed 3½ tons; it certainly would not have done 103 m.p.h. down a mountain with a hurricane behind it. The 4-litre was fairly fast: I have had a speedometer reading of over 90 m.p.h. with a rather special model that the company provided for Press road tests [!—ED.]. This was a sports saloon that I should have thought weighed less than two tons.

I well remember Mr. Sutton's Triumph; it was a pale blue affair which I greatly admired when he first parked it inside the works. As he says, he greatly neglected it and for a considerable time before it was blitzed it was *sans* hood. I think £75 must have been very adequate compensation; he had parked it near the Experimental Shop for so long that I should have thought that no bomb would have been powerful enough to uproot it. It was, however, blown up in the manner stated.

Incidentally, I have never seen a Mk. VII Jaguar with a push-rod engine. I had one registered in 1951 which was an early one. Perhaps Mr. Sutton, or other knowledgeable reader, will be able to tell us how many of these were produced; all I have seen have been " double-knockers."

I am sorry to be critical. It was a most interesting and excellent account, and perhaps these apparent errors can be explained ?

I am, Yours, etc.,

Ebworth Park. A. J. RIGBY-JONES.

TAILPIECE



A PAIR OF BRISTOLS.—See the " Cars I Have Owned " article on pages 741-743 in this issue.

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1936 ALVIS SILVER EAGLE Saloon. Coachwork as new. Upholstery spotless. Mechanically perfect. Three new tyres. £165. Blackboys Service station, Blackboys, Sussex. Framfield 317. [8346

T.A. M.G. Black, 1938. Reconditioned engine and gearbox, 8,000. Laystall balanced. Leather hood. Woodhead telescopics, coachwork good. £220 o.n.o. Totney, 18, Haden Park Road Old Hill, Staffs. [8347

RILEY 9 Biaritz, £35. Reasonable all round condition. Berryman, 31, McIntosh Road, Romford, Essex. [8349

M.G. 18/80, 1931, super sports tourer, "Van den Plas" type body similar to Red Label Bentley. Powerful servo brakes, cycle type guards, full all weather equipment, excellent 550 x 19 tyres. Engine reconditioned, including reground crank. Used daily by present owner past five years. Photo. £75 cash, delivered anywhere up to 200 miles. 68, Rochester Road, Coventry. Phone 60820. [8350

IMPOVERISHED APPRENTICES breaking 1934 Wolseley Wasp. (Sell?) 25, Stuart Ave., South Harrow. [8351

27 LITRE SPITFIRE SPECIAL. The well known supercharged sprint racing car fitted with 1,610 b.h.p. Rolls-Royce Merlin aero engine, 4-wheel drive, full independent suspension, geared well over 400 m.p.h. on top. Very docile. Streamlined alloy body of Ferrari appearance. Plenty of spares. Offers or exchange E.R.A. or similar vintage racing car. Wilcock, Swandean Garage, Ltd., Arundel Road, Worthing, Sussex. [8352

1935 FORD TEN De Luxe. Good runner. £50 o.n.o. 3, The Mount, Coventry. [8354

£170 O.N.O., 1935 P.A. Leeds area. Third owner. Excellent condition, paint rough. Not run winter. Spares include supercharger. Cartwright, 59, Chesterton Road, Radford, Coventry. [8355

M.G. J.2 engine, gearbox, dynamo, self-starter, manifolds, new distributor. £8. Garland, 47, Victoria Park, Castle Cary, Somerset. [8356

COOPER 500 Mark Nine Chassis, slightly damaged rear tube, £25. X.K.120 twin exhaust set, little used, £15. Colton, Kimbolton Road, Higham Ferrers, Wellingborough. Rushden 3000 or 2918. [8357

LARGE QUANTITY 5¾in. dia. Chrome Spotlamps. Give brilliant flat top beam. Listed at 53s. 6d., complete with switch, bracket, wire. Our price 39s. 6d. Postage 2s. C.W.O. State voltage. K.B.C., 44, London Road, Kingston 0020 Surrey. [8358

1928 COWLEY 2-seater. One owner from new. Carefully stored 1939-1956. Mechanically 100% throughout. New screens, etc. Any trial. Nearest £50. Tonbridge 2530. [8360

RILEY 9 Enthusiasts. All spares 31-34 available. Wife objects to hoarding. Robinson, 26, Hawkhurst Road, Brighton. Phone 61835. [8361

FOR SALE—*continued*

£65 WOULD PURCHASE 1932 Humber 16.50 Coupé. Sound running order, taxed, insured. Engine overhaul 1955, new brake linings. Body by Carlton Carriage Co. The Mead, Crudwell, Malmesbury, Wilts. [8362

1935 RILEY 9 Kestrel, quite exceptional condition throughout. Grey, blue leather. One elderly owner until 1955. Probably the finest example extant. £175. Square, Five Bells Flat, Stanbridge, Leighton Buzzard. Telephone (office) Dunstable 114. [8363

RILEY 9 and 12/4 chassis, engines, gears, axles, wheels, hubs, doors, bonnets, bucket seats, crown wheels and pinions, valves, gaskets, pistons, speedo and brake cables, etc. Complete Riley Repair Service. Arthur Bryden, 99-101, Wellington Road, Leeds 12. Tel.: 638310-638625. [8364

JOWETT-JAVELIN Crankshaft, std. size, 1948-50, £7 10s. Carr. paid. Arthur Bryden, Javelin Repair Service, Leeds 12. Tel.: 638310. [8365

RILEY MONACO, 1933. Good running order. Body and interior very good. Two new batteries. Bargain. £75 o.n.o. Brosnahan, 62, Church Street, Brighton, Sussex. [8366

FORD 10 Special Trials Formula. Barely run in. Lots extras. Ley 4785 or Box No. E.367. [8367

ALVIS 12/50 B.B., 1926, having performed unusual manoeuvre, has sustained some damage to front axle, three wheels and body. Machinery still excellent. Superbly shod. Resting at Station Garage, Redhill. Offers to Box No. E.368. [8368

WHAT OFFERS? Two nearly new 5.50 x 19 Michelin covers. Eaves, 53, Malden Way, New Malden, Surrey. [8369

45 "MOTOR SPORT," 1933-43. "Speed," 1935-39. Complete, some spares. Few motoring books. S.a.e. details. Starling, Stoke-Holy-Cross, Norwich. [8370

BENTLEY, 1925, Blue Label tourer, Speed Model engine. Scarcely mint condition. Offers? 10, Calverley Park, Tunbridge Wells. [8371

£65 O.N.O. Talbot 105 Coupé, 1936. Pre-selector gearbox, well shod; or exchange for smaller sporty car. J. Holden, 6, Chepstow Road, Tilehurst, Reading. [8372

LEA-FRANCIS and Meadows spares. Gaskets, valves, bearings, axle shafts. Wire wheels, 450 x 19 tyres and other good s/h spares. Riley, 46, Foxgrove Road, Beckenham. BEC 0565. [8373

£65. 1935 RILEY 9 Lyncock 2-door 4-seater sports saloon. Pre-selector, twin S.U. Scintilla magneto. Very sound throughout. Taxed. £10. E.N.V. pre-selector gearbox for Riley 9. 59k, Netherhall Gardens, London, N.W.3. Hampstead 5732. [8382

ALVIS 12/50 Beetleback chassis. Engine completely overhauled. Special "S" box and back axle. Nearest offer £75. Davies, 3, Execliff, Trefusis Terrace, Exmouth. [8388

600 GNS. M.G. T.F. 17,000 mls., showroom condition; wrls., htr., wire whls., lug. wrk. Romford 5642 aft. 7 p.m. [8390

LAGONDA RAPIER, 10 h.p., 1935 tourer. Good tyres, recent comprehensive overhaul B.M.G. £175 o.n.o. Frensham 333. [8391

COLOUR TRANSPARENCIES

A display of 35 mm. colour transparencies exhibited on MOTOR SPORT'S stand at the Motor Show caused so much interest that, as a start, we are making available to MOTOR SPORT readers eight transparencies of the Monaco Grand Prix, set at colourful Monte Carlo.

Prints from two of the transparencies have appeared on MOTOR SPORT'S cover, they are:

Juan Fangio (Mercedes) (Nov. issue, 1955)
Stirling Moss (Maserati) (Nov. issue, 1956)

The other six consist of:

Juan Fangio (Lancia/Ferrari)
Stirling Moss (Maserati)
Peter Collins (Lancia/Ferrari)
Jean Behra (Maserati)
Castellotti (Lancia/Ferrari)
Pilette (eight-cylinder Gordini)

This set of close-up action shots is mounted in standard 2 in. by 2 in. mounts, with printed captions, and is available at ONE GUINEA, post free. Order at once for early delivery, orders in strict rotation.

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FOR SALE—*continued*

M.G.A., BRAND NEW and guaranteed unused. Carrying makers' warranty. Finished black, red. At pre-increased price, or part exchange. £895. J. Blake & Co., Ltd., 110, Bold Street, Liverpool. Tel.: Royal 6622 (10 lines). [8392

1935 TRIUMPH GLORIA, sound, £35. 1936 Ford V.8 30 h.p. Saloon, beautiful condition, £75. 1930 Rolls 25 Saloon, clean and sound, £100. 1933 Chrysler 19, good old car, £30. 1950 regd. Daracqu Saloon, £30. Breaking Rolls P.1 and Ghost. Breaking Austin, all models. Singer 9. Talbot 75, 34 Humber, 27 h.p. 1937 Chevrolet. Hudson, all models. Riley 9 engines from £4. G/Boxes £2 10s.; R/Axles £4, etc. 30 h.p. V.8 engine, perfect, £10. Many other cars from £10. 160, Town Road, Edmonton, N.9. Open Sundays. [8393

1933 TALBOT 13.8 h.p. Saloon. Non-runner. Towable. Con rod through block. Will break for spares or sell for £17 10s. Moseley, 62, Park Street, Horsham 4673. [8395

M.G. T.C., 1946/7. Black, new hood, heater, radio, tonneau, flashers, twin lamps, seven tyres. £320. Write F. Parsons, Flat 2, 80, Central Hill, S.E.19. [8396

1953 A.C. 2 litre Sports Saloon, one owner. Beautifully maintained; colour grey. Any reasonable trial and inspection. Total mileage 22,000. Petrol consumption 22/24 m.p.g., oil consumption negligible. This is a good opportunity to possess a quality car with character at a very reasonable price. £595. Price when bought £1,889. Midland Motor Co. (Bedford), Ltd., 92, Midland Road, Bedford. [8397

HYPER LEA-FRANCIS, 1929 fabric Saloon, Servo brakes, excellent condition. £100. Box No. G.398. [8398

ASTON MARTIN Mk.II long chassis Tourer, May 1936. Tyres, mains, big-ends, bore horns, valves, timing gear, chain and sprockets, etc., new in last 12 months. Sale to enthusiast. £325 o.n.o. De Salis, E.T.P.S., Farnborough. [8399

LEA-FRANCIS, 1930 Saloon, Meadows engine. Good condition. £30. March, Pincents Hill, Calcot, Berks. [8400

RENAULT "750," Sept. 1955. Spotless condition. Speedo reads 2,000 miles. £465. Terms, exchanges. 45, Shirehall Park, N.W.4. Hendon 1648. [8401

ROLLS TWENTY, 1926, Park Ward Landaulette. Good interior and appearance. New piston rings February, 1956. Brakes relined 1955. Several spares. £130. Parker, 46, Cliffe Road, Grantham. [8402

GRAN-TURISMO XK.120 FIXED HEAD COUPE, very special equipment. Specially prepared by Ecurie Ecosse mechanic for closed car racing events. Fitted famous Berry "D" type engine. Phenomenal performance. Just rebuilt and thoroughly overhauled. 125 m.p.h. in 3rd gear, over 155 m.p.h. in top. Docile in traffic. 2nd to Parnell's Mercedes 300 SL Aintree. Special self-adjusting brakes. Luxury saloon comfort with Grand Prix performance. Spare axle, etc. £1,100. Exchanges. Box No. G.403. [8403

LOTUS car, Mark VI, May '55. Engine overhauled August '56. M.G. engine and gearbox. For £550. Poland Street Garage. GERrard 9010. [8405

BARGAIN 1936 RILEY MERLIN, damaged at rear. Excellent runner. £55. Dairy Cottage, Maresfield Park, Sussex. [8406

SUNBEAM TALBOT, 1948, 14 h.p. Sports Saloon. Gunmetal grey. Recond. engine and gearbox. Any trial. £315. Phone Field End 7047 (Harrow). [8407

BENTLEY 8 litre, 4 litre Speed Six in good sound mechanical condition and well tyred. What offers? Box No. G.408. [8408

1928 TRIUMPH Eight Tourer. Excellent runner. Many spares. £40. Berkswell 2388 (Coventry). [8409

1935 M.G. N.A. 4-seater Tourer. Very reasonable nick. £65. Photos. Benson, c/o 3, Derwent Road, York. Tel.: 77234. [8412

1938 HILLMAN Minx Saloon. £65 o.n.o., or exchange. 40, Leamington Avenue, Bromley, Kent. Ravensbourne 8085.. [8413

CARBURETTOR V.8 Twin Choke Solex, never used. £7. 115, Osborne Road, Brighton. [8414

ALVIS FIREBIRD, 14 h.p., 1935. Two owners, all synchromesh, new batteries, everything works. £65. Maisonette, White Orchard, Kingswood Rise, Englefield Green, Surrey. Egham 371. [8415

SHOCK ABSORBERS, brand new, Luvax large vane type, thousands in stock, double piston, P.6, Rover four-hole and Riley types, all at 25s. each, post 2s. each. For all other types we have reconditioned exchange service. Talbot 6-cylinder spares, largest in country new and used, also P.100 lamps, new and used, S.U. twin pumps, new, £5 each. Singles, new £4, or used 40s., tested, plus postage. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [8416

1906 DARRACQ, V.C.C. 449. £260, or exchange vintage sports car of equal value, small horse power. J. P. White, 11, Prospect Road, St. Albans. [8417

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

FOR SALE—*continued*

RILEY TWELVE Falcon, 1937, very good condition. £120. 10, Caldecote, Nr. Nuneaton. [8418

1929 LANCIA, 8th Series; all parts to dispose of. 1934 Austin 16, good body and tyres, engine rough; £35 or offer. Three Scintilla Vertex anti-clock Magnetos, 90s. each. 6½ Bentley engine; all parts to dispose of. 12ft. V-hulled racing boat, £35. Bracegirdle, 50, Foxland Road, Gatley, Ches. [8419

PAIR BRASS ACETYLENE Lucas T.54 Landalite, £25. Unmarked. As taken from Rolls when converted to electric. Delivered, Cornwall to London. Knibb, Penpoll Mill, Mawnan, Falmouth. [8420

TALBOT 105. Rare James Young aluminium touring body, reconditioned gearbox, engine good, back axle, etc., being overhauled; excellent tyres, 5 comfortable seats, P.100s. Fast, impressive. £120. Hamilton, Croydon 1468. [8421

AUSTIN SALOON 12/4, 1926 model. Ideal for vintage enthusiast. In good running condition. Original registration book. £55. Tel.: FUL 9035. [8422

SINGER LE MANS 2-seater. Sound, economical. Usual features plus extras. Many spares. White, red wheels. £100. Swap bigger car. Seen Wolverhampton or Sheffield. P/O. Wildsmith, R.A.F. Bridgnorth, Salop. [8423

TRIUMPH GLORIA, 1934. Reconditioned and many new parts. Nearest £100. 40, New Road, Bedfont, Middx. [8424

1954 RENAULT FREGATE Saloon. Black. One owner, 25,000 miles, showroom condition. Three months' written guarantee. £650. Part exchange and hire purchase arranged. Westonia Garage Ltd., Weston Favell, Northampton. Phone: Northampton 32376. [8431

HISPANO Stork Mascots now available. For Hispano owners only. Briand, 47, Tamworth Road, Croydon, Surrey. [8432

LANCIA 1929 Short Chassis Lambda with Pinin Farina drophead coupé body. This car is in excellent mechanical condition throughout and quite smart. £90, or will accept banker's order from R.A.F. Officer. Evenings, Emberbrook 4018. [8434

THREE LITRE twin O/H.C. Sunbeam open four-seater, partly dismantled. Burtonwood overhaul on engine. Must sell. Heatherlands Garage, Helmshore. Rossendale 1045. [8435

AUG. 54 M.G. grey T.F., 1250 c.c. As new. Taxed, insured. £480. 29, Hazelbrouck Gdns., Hainault, Essex. HAI 4548. [8436

FOR SALE—*continued*

750 SPECIAL, lowered suspension, alloy body, tuned engine, 4-speed box, full weather equip. New wife forces sale. £110. Chinery, 2, The Rookery, Westcott, Surrey. Westcott 3239. [8437

£45. Continental Sports Coupé Avon Special, 1936, £50 engine overhaul. Two owners. Ace discs, built-in jacks. Looks £200 worth. W. H. Barnes, 1c, Venner Road, Sydenham. Phone 7469 or GIP 3749. [8438

TYRES: Two 525/550 x 19 Retreads, good, 55s. each. Barnes, 1c, Venner Road, Sydenham. Phone GIP 3749. [8439

CHEAP because left-hand drive, 2½ Riley Roadster, 1951. Beautiful condition, goes like a bomb! Telephone Lower Beeding, Sussex, 320. [8440

RILEY 1½ Falcon Special Saloon. Twin carb. An original car £165. Another single carb., very pretty car in black and green. New inner and outer roof and mats, £160. Both cars have new tyres, excellent coachwork and are very good mechanically. Terms and exchanges. Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [8441

1947/8 VOLKSWAGEN Saloon, R.H.D., fitted latest bonnet, hub caps, etc. Smart and in good mechanical order. Rare opportunity. £295. A highly superior Lancia Aprilia 1938 de luxe Saloon, with very clean leather interior. Enthusiast owner has maintained practically expense-regardless. £275. Very low mileage Citroen Big 15, super modern 1938 de luxe Saloon. Literally in post-war condition. No rust anywhere. Spotless red leather. £185. Terms, exchanges, immediate insurance. Cardinal Motors Ltd., Hythe Bridge Street, Oxford. Phone: 4344. [8442

LANCIA APRILIA, 1937, Saloon. Smart car, recently resprayed, general mechanical condition good. £200. Penfold, 3 Thames Street, Hampton, Middlesex. Molesey 5746. [8443

RILEY SPARES. Dismantling 1936 Falcon. All parts available. Green, 59, Upper Kingston Lane, Shoreham, Sussex. [8444

RILEY KESTREL, 16/4, 1938. Automatic overdrive, a very sound car throughout. Paintwork—no rust, but finish not so good; tyres as new. Must be cleared. First £105. The Manor Garage, Thingwall Road, Irby, Wirral. Phone: Irby 1082. [8445

CYCLE WINGS, domed and beaded, 5in., 6in. and 7in. wide, steel, fronts 10s. 6d. each, rears 13s., carriage and packing, pairs 5s. 6d., sets 6s. Also alloy. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [8446

FOR SALE—*continued*

AUSFORD 1172 SPECIAL. On view Earls Court! Sound condition. Good road manners. Requires some attention, but not the expensive kind. Best offer. Write Webster, 33, Philbeach Gardens, S.W.5. [8447

BARGAIN HUNTERS: Parking lamps, no holes or screws required, fitted complete with switch, 7ft. cable, 2½in. domed unbreakable lens; state voltage. Wonderful value, 10s. each. New A.C. "T" petrol pumps, 10s. each. 100 only spring gaiters, black chrome leather, 3s. each. Cash with order, sent carriage paid. Smallbone, 116, Raddlebarn Road, Birmingham 29. [8448

VERY SMART 1935 1½ litre Riley 12 Kestrel. Preselective. Beautiful condition. Ivory, with red leather upholstery. Only done 36,000, as two other cars kept. £240. Box No. G.449. [8449

ALVIS SPEED 20, 1934, also Crested Eagle being dismantled. Most parts available in good condition. Also 1936 Charlesworth saloon body. 70, Ringley Road, Whitefield, Manchester. WHI 2836. [8450

1949 ARMSTRONG SIDDELEY LANCASTER. Black with brown leather. New gearbox, works fitted, reconditioned engine; faultless condition £350. Saloon motorist going sporty. 11, Claremont, North Road, The Park, Nottingham. [8451

RILEY 12/4, 1934, aluminium saloon, sunshine roof. Preselector. £55. Dr. Watford, Martlets, East Wittering, Sussex. West Wittering 2110. [8452

M.G.A., first registered October 1956. 300 miles only. £850. Allens Autos, Suffolk Road, Cheltenham. Tel.: 3778. [8453

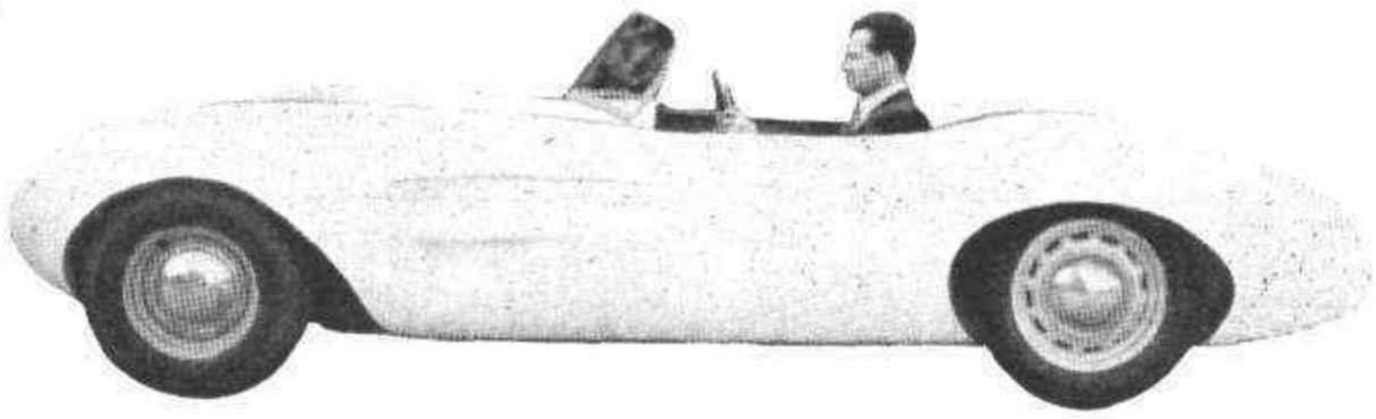
DELLOW Mk. 1, 1950. Excellent condition; recond. engine in June; recently resprayed; 8 head mag. dyno., four spare wheels, twin S.U., multibranch exhaust, Servair silencer, rev. counter. £275. Douglas, 2, High Street, Hitchin, Herts. Tel.: 4311. [8454

1955 FORD SPECIAL, 1172 c.c., black and cream fibreglass sports body, hood, sidescreens, carpets. Snip, £295. 46, Buckingham Road, Cadishead, Manchester. [8455

1929 ALVIS 12/50. Good condition. New hood, carb, battery. Well shod. Taxed. £75 o.n.o. Box No. G.456. [8456

BENTLEY Red Label 27 Van den Plas open four-seater. Complete overhaul; Spicer shaft; new tyres. Best offer over £150. Phone: Edgbaston 0342. 285, Dudley Road, Birmingham 18. [8457

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SECOND GEAR TRAIN or complete gear box for 110 Talbot. Hayes, Tel.: Eccington (Derbyshire) 363 evenings. [8458

M.G. OWNERS: New brake cables, M-type, 28s., all others 33s. each, complete. D. Ferguson, 53, Brinkburn Avenue, Darlington. Tel.: 67435. [8459

BAGS RILEY 9 Spares, 1931-2. Engine, carbs, spare crankshaft, gearboxes, rear axle, etc. £12 the lot, buyer colects. 17, Rances Lane, Wokingham, Berks. Phone 1214. [8460

ALVIS FOURTEEN Coupé, 1949. One owner. £395. Riley Nine Lynx Tourer, reconditioned throughout. Offers? Box No. G.461. [8461

JAGUAR XK.120, 1951. Twin exhausts, C-type head, etc. £515. Terrific performance. Car in excellent condition. Finished British Racing Green. Clissold, Peterbrook, Warstock, Birmingham 14. Phone Maypole 2116. [8462

M.G. V.A. 1½ litre, 1938, Tourer. Mechanical condition excellent, car considerably above average. Wanted, offers above average. Slaters Oak, Effingham, Surrey. [8463

AUSTIN 7 low height crossflow type radiator blocks suitable aerodynamic bodies, light alloy bulkhead fitting header tanks suitable Austin or Ford Specials. Rev counter cables for dynamo drive conversion. High duty alloy cylinder heads with clearance for large inlets and high lift cams. All block and valve modifications. Largest stock of Austin 7 sports fittings in U.K. S.a.e. lists. Pair of new unused 500 c.c. short hardy spicer shafts, £5 pair. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. RIC 2126. [8464

M.G. 18/80, 1934, 4-seater Tourer. Excellent mechanical condition. £80. Harpur, 26, Vicars Close, Wells, Somerset. [8465

1934 ALVIS FIREFLY Shooting Brake, good tyres, less battery, c.w. & p. Best offer. 5, Bower Lane, Maidstone, Kent. [8466

MORGAN SPARES: 1938 4/4 dismantling after body accident. Coventry Climax engine, 1267 c.c., 10 h.p., just run in after complete overhaul. Also clutch, gearbox, rear axle, etc. Full details from Wilson, 30, Davieland Road, Whitecraigs, Scotland. [8467

HEALEY Silverstone "E" Type. Excellent condition throughout. Modified screen, vynide hood, detachable sliding perspex sidescreens. Completely overhauled. All bills shown. £550. Dawson, Admiral Jellicoe Hotel, Canvey Island, Essex. [8468

M.G. J.4 ENGINE, rebuilt recently. Full specification. Send s.a.e. Wanted P-type dynamo gear. Box No. G.470. [8470

FOR SALE—*continued*

CROWD GATHERER! 1932 Talbot "90" Tourer. Original body; condition excellent. New hood, good tyres, battery. Clutch requires attention, otherwise engine beautiful. Recently tuned. Lush exhaust note. Reason for sale. £75 o.n.o. Tel.: Tulse Hill 8844. Swan, 22, Parkthorne Road, S.W.12. [8469

£50 O.N.O. 1929 Delage, 3 litre, 22 m.p.g. Scintilla mag.; tele andre shock absorber controls. New Servals silencer. Instruction book. Write J/T Hind, Hut 268, Box 8, Reu, R.A.F. Henlow, Bedfordshire. [8471

1934 LAGONDA RAPIER 4-seater drop-head. Mechanically good. Body: back half professionally rebuilt, rest fair. Nearest £140. Smith, 200, Malvern Road, Worcester. [8472

TRIUMPH Super Seven Tourer (1930). Engine needs slight attention. Many spares which can be sold separately. No reasonable offer refused. Reading 72092. [8473

1933 RILEY 9 h.p., reconditioned engine, rebored, resleeved, reground crank, new mains and big-ends with head and sumps. Job cost £26. Will accept £15. Clark, 9, Brook Terrace, Sible Hedingham, Essex. [8474

SPACE WANTED. Two Austin 7s and spares, 500 Norton, 250 c.c. Coventry Eagle. The lot £50. Beazley, Kiln Cottage, Old Park Farm, Wootton Bassett, Wilts. [8481

£15: 1956 V.W. CHASSIS, slight damage only. Ideal special base. Phone: Kettering 3235. [8484

RILEY STELVIO, 1932, with 12/6 head, 3 S.U.s. Body rough. Also 9 h.p. spares, 1930-3. Offers. Ellwood, Printer, Leyburn. [8485

MIKE HAWTHORNE'S Lotus Mark XI, Climax engine, M.G.A. gearbox. Ivor Bueb's Cooper Climax. Ivor Bueb's Cooper Norton 500 c.c., Mark VIIII. These three cars, well known to many, are in excellent condition and ready to race. Also Commer 1½ deck transporter fitted to take two cars, sleeping and eating accommodation. Austin transporter for 500 c.c. or sports car. Various Cooper, Norton, Lotus spares. Apply Ecurie Demi Litre, 25, Wellington Street, Cheltenham. Telephone: 56041. [8486

ONE SET of P.100 Headlamps in excellent condition. £20. One Delco DRH. motor heater, 6 volt, as new, £7. Capon, Metherell, Shaldon, Devon. [8487

FIAT BALILLA, 1936, Model 508-S. Body good; mechanically sound but using oil. £110 o.n.o. Todd, 91, King Richard's Road, Leicester. [8488

TRIUMPH VITESSE 14/60, 1937. Immaculate. Bargain, £135. 36, The Causeway, Hook, Surrey. [8489

FOR SALE—*continued*

BETTER YOURSELF. Buy—start £87 10s.—or swop scooter—Triumph 1930 Super 7 Special. Insured, taxed, 40 m.p.g. Wondrously weatherproof, comfortable (I'm 6ft.). Details, photograph, Fawcett, Wootton Hill, Newbury. [8490

HUMBER 16/50, 1930, for sale. Excellent condition. £65 o.n.o. 1932 Riley 9 engine, £8 10s. 1935 E.N.V. preselector box. Offers. Jackson, 3, Dove Street, York. [8491

LAGONDA RAPIER 4-seat coupé. Recent £100 overhaul. Good condition. £145. 5, Pickering Road, Trench, Wellington, Shropshire. Ring Willenhall 1125 (day). [8492

1936 CITROEN Light Twelve Saloon, f.w.d. Extensive recondition to engine and body. £105 or offer. 7, Bowen Avenue, Lanesfield, Nr. Wolverhampton. [8493

ASTON MARTIN Mk. II 1½ litre AKA 7. Beautiful body, B.R.G., two-seater sports. Perfect mechanical condition. New valves, rockers, water pump bearing, battery, tyres, carburettors, petrol pumps, four-branch exhaust pipe. Spare body, four Aston cycle wings, 12 gn. tank. Very fast. £425 o.n.o. Cox, 12, Priestnall Road, Heaton Mersey, Stockport. 'Phone after 6.30 pm., Heaton Moor 4020. [8494

1921 SUNBEAM 16 Tourer. Mechanically excellent. Body very good but slightly altered at rear from original. Six good tyres, two brand new. Original dash less clock. £85. Hadler's Garage, Ltd., New Street, Chelmsford. [8495

1938 TALBOT 10 h.p. Saloon. Reasonable condition throughout. Thoroughly reliable. £110. Phone: Enterprise 8159. [8496

BRISTOL 2 litre sports, low streamlined fibreglass saloon. Michelin X tyres. Registered September 1950. £650. Exchanges, cash either way. O.K.-Autos, 12, Jamaica Street, Bristol. Tel.: 23882. [8497

ONE OFF: Professionally converted Ford 8 4-seater Tourer, 1934 chassis, late type engine. Fast but trustworthy. £55. Maddocks, FLAxman 3329. [8498

ATALANTA V.12 fixed head coupé by Abbott. Complete engine, transmission and chassis overhaul cost of over £250. Has terrific performance. A connoisseur's car. £275 o.n.o. Box No. G.500. [8500

SINGER LE MANS SPARES: Engine, crankshaft, cylinder head, gearbox. S.a.e. Williams, 4, Rutland Crescent, Luton. [8501

M.G. 47 Sept. T.C. Just resprayed; recon. engine done 700 miles. New hood, battery, tyres, springs, etc, £150 spent. Offers. 142 Garton End Road, Peterborough. Phone: Peterborough 5725. [8502

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ALVIS 14-h.p. (1948/49) luxury shooting brake. Body by Allsop of Sheffield. Completely overhauled. The first specimen in the country of this very famous car **£435**

FOR SALE—*continued*

V.W., regd. 1952, r.h.d Five good tyres, brakes relined, engine overhauled. £235. Walker, Timothy Lodge, St. Briavels, Lydney, Glos. Phone St. Briavels 308. [8794

M.G., 1933, 4-seater, 1951 engine, excellent condition. Phone GRO 1311 between 10 a.m. and 5 p.m. (Mr. Bennett). [8795

DRH 12v CAR RADIO, complete with aerial and speaker, hardly used, £15 or offer. Box G.791. [8796

COLLECTORS PIECE. Willis Overland stored and unregistered 22 years. Genuine mileage 10,000. Can only be described as new condition throughout and completely original. New tyres and new battery fitted. Telephone Hayling Island 77680. [8797

1932 ASTON MARTIN, 1½ litre. Excellent condition. Engine, brakes overhauled. Complete respray. New hood, battery, upholstery. Well shod. Tonneau cover. Photo on application. £240 o.n.o. Wothers, Leonard Stanley, Gloucester. [8798

1937 M.G. 1½ litre V.A. Sports Saloon. Resprayed Metallic Grey. Good condition throughout. 25-28 m.p.g. £145 Queensway Motors Limited, Queenstown Road, S.W.8. [8799

1938 RILEY 16 h.p. Big Four Sports Saloon. Manual Box plus overdrive. This car really motors. Genuine 90 m.p.h. Driven hard 20 m.p.g. £165. Queensway Motors Limited, Queensway Motors Limited, Queenstown Road. [8801

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1936/37 RILEY 12 h.p. Falcon. Engine sound. Body good inside, fair outside. £165. 3, South View, Shalmsford St., Nr. Canterbury. [8802

1937 FIAT 500 CABRIOLET. O.H.V. New Duraflex rings, king pins and bushes. Lack of garage forces sale. £140 o.n.o. Phone Ravensbourne 2140 after 6 p.m. [8803

RILEY 9 MONACO, 1934. E.N.V. Preselector. Exceptional condition throughout, enthusiasts opportunity not to be missed. £115. 139, Newington Road, Ramsgate. [8804

SURPRISINGLY DOCILE 1930 Humber Snipe drophead. Seat 3 front, 3 dicky. Good body, mechanics, tyres, brakes, lights, tow bar. £45 o.n.o. Crompton, 43, Earlsdon Street, Coventry. [8805

ALVIS FIREBIRD, 1936, needs £20 repair. £50 or would break for spares. Hunt, "White House," School Lane, Stretton-on-Dunsmore, Rugby, Warwickshire. Phone Wolston 331. [8806

SUPERB ROLLS CARRIAGE. Stately Black Rolls 20. 1928 Motor Show Model. One of the finest in the country. £275 o.n.o. Photograph and full details. Burls, 28, Larkshall Crescent, Chingford, E.4. SIL 8095. [8807

ARCHITECT (traditional) under influence of banket (brutalist) having degenerated to buzz-box (contemporary giving little commodity firmness nor delight but ample m.p.g.) must sell 1947 Lea-Francis Saloon, grey, 14 h.p., reasonable and attractive car, engine being overhauled, for £260 and 1936 British Salmson 12 h.p. D.H.C. grey and maroon, very pretty and in good order for £100. Both well shod and maintained, etc. Details from Box No. G.808. [8808

PROBABLY the only car of its kind on the road. Armstrong Siddeley 17 Sports Saloon, two door, with Ford V8, 30 h.p. engine and gear box fitted. Very economical to run. Painted dual grey, chrome carrier, spot lamps, two tone hooters and many extras. Must be seen to appreciate. £150 o.n.o. Owner taking delivery of new Ford Consul. Further details apply "Cranford," 10, Tongdean Rise, Brighton 5, Sussex. Telephone: Brighton 59981. [8809

FOR SALE—*continued*

LANCIA APRILIA, 1938. Body restored, undersealed and repainted grey, cream wheels, interior relined, reupholstered flame, all fittings replated. New tyres. Mechanically sound. £245. Berner, Thoro'fare, Woodbridge, Suffolk. [8810

RILEY ADELPHI. Excellent in all respects. Bills £200. £165 o.n.o. SHE 1635. [8811

ALVIS 12/50, 4-seater tourer, 1928. Mechanically and bodily sound, rewired, twin S.U.s £50. Phone Wembley 2910. [8812

HISPANO-SUIZA, 1937, 37 h.p. Exotic two door saloon by Henri Chapron. Complete. Not running. Sound condition. £55. 1930 International Aston Martin. Taxed, excellent order other than rough seats, hood. £105. 1925 F.I.A.T. 509A. Two-seater, dickey, taxed. Insured May '57. New battery. Fine condition. Well shod. £55. Terms, exchanges. Clarendon Motors, Southampton Road, Salisbury 4881. [8813

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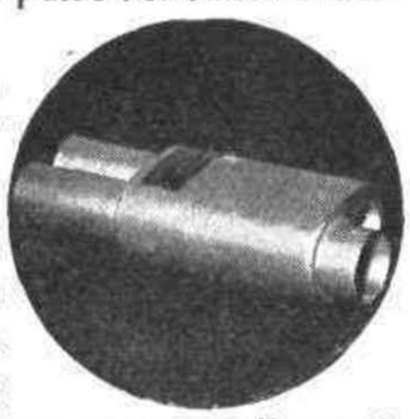
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EX-KING ZOG'S MERCEDES-BENZ, new gears in August, is on the road at £300 o.n.o. Converted to 6-litre A.E.C. diesel in 48, this 1929 7-seater grand tourer does 30 m.p.g. Engine rebuilt completely '55. Will last for ever. Regal style and ecomony have never gone hand in hand like this before. Seen at Whiteball Farm, Arborfield, Berks. Tel.: Arborfield Cross 203. Or write J. F. D. Leland, Beltichburne, Drogheda Co. Louth, Eire. [8815

CENTRIC 260 SUPERCHARGER. SU carb. 1½ Ford 10 cylinder head and petrol pump. P. D Wing, 1, Soar Road, Quorn, Loughborough Leics. Tel.: Quorn 120. [8816

HYDRAULIC BRAKE SYSTEM. Complete set Suitable M.G. J2. £10 or offers. Also reground J2 crankshafts. W. Bishop, 9, Norman Road Swindon 4048. [8817

SPECIAL BUILDERS. Complete Standard F8 chassis. I.F.S. Axles. Steering. Complete Ford 10 engine and gear box. Chain drive camshaft model. W. Bishop, 9, Norman Road Swindon. Phone 4048. [8818

1920 ALBERT 12 h.p. open tourer with many spares. Sound body but needs reupholstering Genuine enquiries please. A. Weir, 38, Bark Street, Bolton, Lancs. Tel.: 2162. [8819

1923 T.T. REPLICA BENTLEY. V.D.P. coachwork, unmodified. Nearest £180. Quantity three litre spares. Box G.820. [8820

VINTAGE THOROUGHBRED. 1931 Vauxhall Cadet 16.9. Close coupled four-seater in excellent condition throughout. Genuine reason for sale. Photo on request. £85 o.n.o. Pearson Yarn Barton, Broadwindsor, Dorset. [8821

RAILTON SPARES available in new condition 4.1 : 1 Back axle, Dynamo, Regulator, Clutch thrust bearing. Offers to C. A. Sadler Ltd. New Road, Langley, Nr. Birmingham. [8822

A.C. 1936 DROPHEAD 4-seater. Reasonable condition. New P.V.C. hood. £145. Watts, Chancery 7403 (day), Bayswater 3085 (after 6 p.m.) [8823

1938 M.G. 2 litre D.H.C. Reconditioned engine 4,000 miles. Body needs attention. Offers around £80. Must sell. Crossways, Forester Road, Bath 60272. [8824

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ASTON MARTIN 2 litre Saloon, 1937. Good overall condition. £220. Elmbridge (Surrey) 3664. [8828

CYCLE WINGS, domed and beaded, 5in., 6in. and 7in. wide; steel, fronts 10s. 6d. each, rear 13s. carriage paid 4s., sets 5s. 6d. Also alloy. W. G Ferguson, Bath Road Garage, Nailsworth, Glos [8829

DON'T THINK ABOUT IT, buy it now! £14 Bowden's Austin 7 2 L.S. hydraulic brake conversion kit, for staggering stopping power. Comprises: Master cylinder piping and connections four steel back plates complete with slave cylinders, shoes and linings. Back plates fit axles 1936-39. Earlier axles have to be machined down and drilled. £2. This is the only conversion that really gives results. Send off today for details and oblige typist with stamped envelope if possible. Bowden Engineering Co. Ottery St. Mary, Devon. [8831

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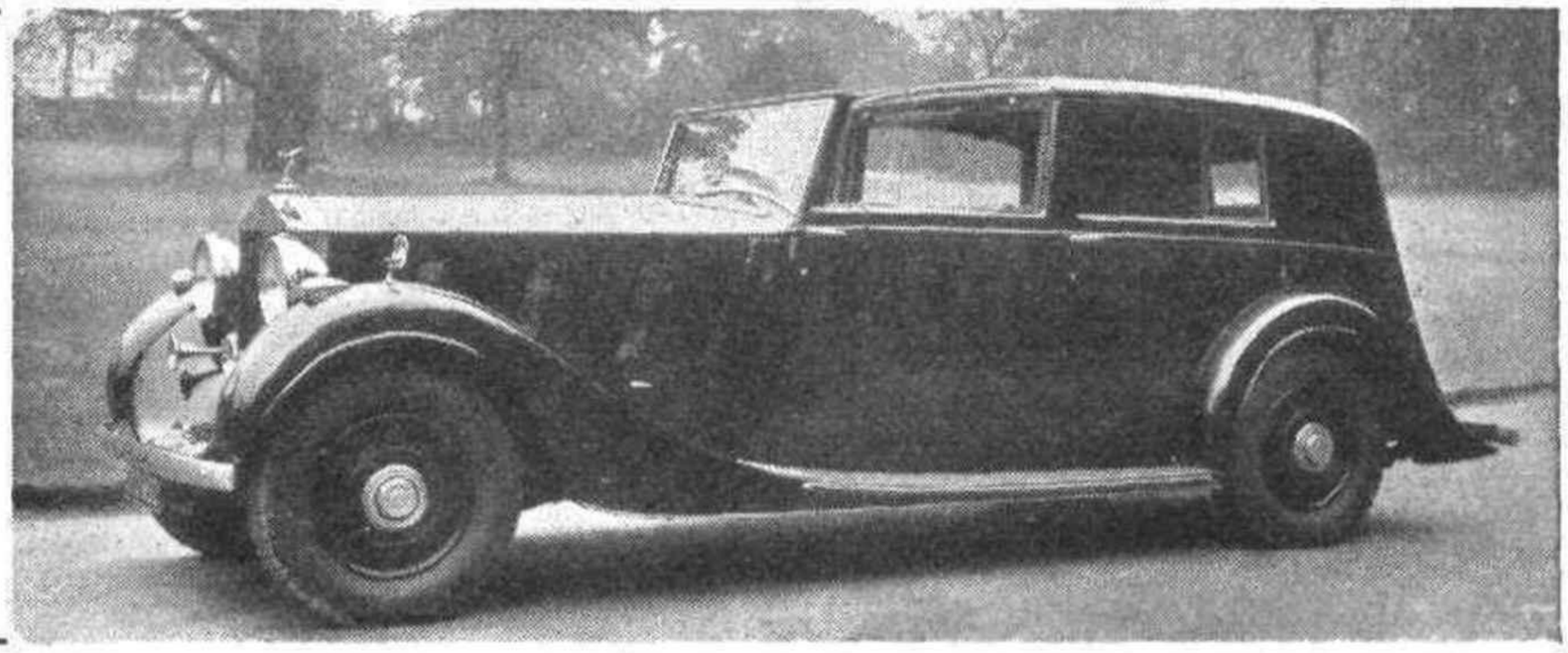
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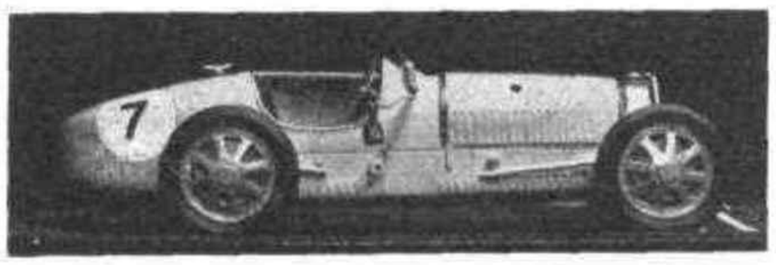
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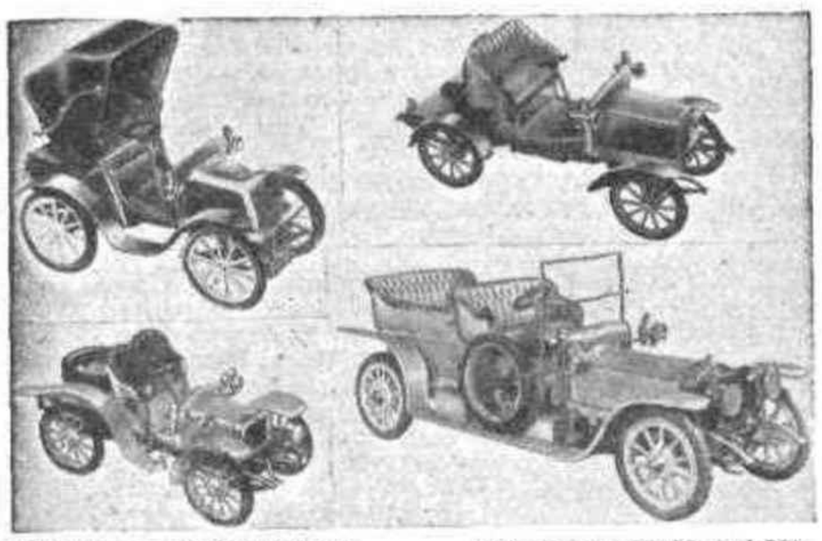


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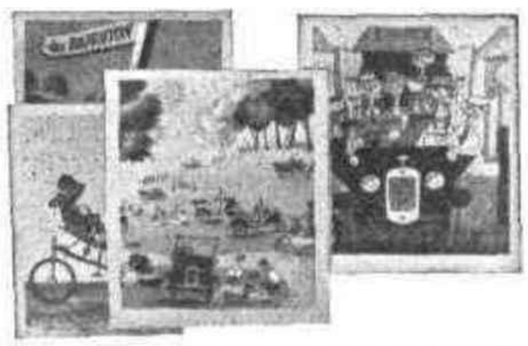


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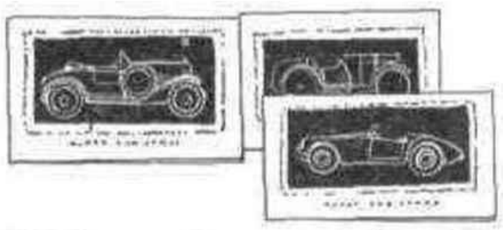


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540K MERCEDES 1938 Chassis, with shooting brake body. Mercury engine. Would separate. Offers. 140, New Kings Road, S.W.6. RENown 1012. [8503

AUSTIN 8 h.p. parts. Wolseley Wasp parts. 2½ litre Riley cylinder head, high compression pistons and valves. M.G. wings and running boards. Aero screens. Morris 8 axles. Various engines. Gearboxes and parts. Various road wheels. 525 x 21 remould unused. 140, New Kings Road, S.W.6. RENown 1012. [8504

M.G. T.C., 1949, Stage II, excellent condition. Black red leather. Engine, starter, dynamo, reconditioned 4,000 miles back. New tyres, aero-screens, fog horns, spot lamps, etc. Not raced. For 1953-4 Jupiter or sale. £350. 9, Conistone Crescent, Eastmoor, Wakefield. [8505

ALVIS 12/50 ENGINE, 1923, S.A. Complete with clutch, etc. £15. Lieut. Reeve, H.M.S. Collingwood, Fareham, Hants. [8507

PORT POLISHER, flexible drive, 1¼in. S.U. carburettor, three fractional electric motors, all cheap. Colonel Temple, Regent's Park Barracks, N.W.1. [8508

M.G. J.2 2-seater sports. Good condition throughout. £90. 47, Carterhatch Road, Enfield. Phone: HOWard 2877. Also Singer Le Mans gearbox, distributor. £4. [8509

M.G. J.2 engine stripped for spares. All good. S.a.e. G. Mee, 15, Silver Hill Road, Derby. [8510

RILEY FALCON, 1935. Engine good, bodywork sound. Heater. £100 o.n.o. Tame, 44, Cranbourne Close, Slough, Bucks. [8511

BELLA SCOOTER, 1955, 150 c.c. Like new; screen, panniers, etc. £135 or exchange 2-seater M.G. of same value. 96, Cromwell Road, Bristol 6. Tel.: 44161. [8512

BARGAIN: RILEY FALCON. Owner going abroad. Recon. engine, new dynamo, tyres and pump. £85. Leighton, CUN 1744. [8513

M.G., 1938, T.A. Blue. Nice cond. New rad., water pump; good tyres; taxed. Full ins. May. £230. Hornchurch 5930 evens. [8514

LAGONDA 4½ litre Sports Saloon. £80 overhaul. Just decarbonised. Must sell, room needed. Terms and part ex. £140 o.n.o. Cyril Johnson, 61, Lancaster Mews, W.2. PAD 5948. [8515

M.G. T.C., 1949. Quite exceptional condition throughout. Engine overhauled, not yet run in. Tyres excellent. New P.V.C. hood recently fitted. £345. Terms and part exchanges. Cyril Johnson, 61, Lancaster Mews, W.2. PAD 5948. [8516

DELAGE, 18 h.p., 1929. Seven seater. Good runner. £25. Cyril Johnson, 61, Lancaster Mews, W.2. PAD 5948. [8517

HUMBER SPECIAL, 1949. Professionally built 2-seater aluminium body, 100 m.p.h. Genuine 5,480 mileage. H.C. copperised head, Scintilla Vertex mag., Lockheed braking. Lighting. (Armoured Car Shelsley.) £180. Gupwell, 372, Station Road, Dorridge, Birmingham. Knowle 2645. [8518

LAGONDA RAPIER 1100 c.c. Tourer, 1934. Engine overhauled. Interior needs attention, otherwise excellent condition. £95. 104, Littleheath Road, Selsdon, Surrey. Sanderstead 1855. [8519

MORGAN 4/4, 1939. £200. Climax engine. Smallridge, Faygate, Nr. Horsham, Sussex. [8520

LAGONDA 3½ litre, 1935, pillarless sports saloon. Magnificent condition and runner. Enthusiast's car. Offers. Box No. G.521. [8521

LAGONDA RAPIER, twin o.h.c., D.H. foursome coupé by Tickford. New hood. £70 overhaul. £175. Meadows, 70a, Upper Richmond Road, Putney. Vandyke 6332. [8522

RILEY S/S "9" engine and preselector box. Cost £65 to rebuild as Standard—sacrifice at £26! Many spares. Ring Birmingham HARborne 2365. [8523

LEA FRANCIS, 1929. 11.9 Meadows E.D.4. Magneto, dynamo, starter motor recently rewound. Two-seater dickey with red leather upholstery. Black hood, side screens. Body light blue. Very clean condition. Would suit vintage enthusiast. C. Machin, 30, Blenheim Road, Moseley, Birmingham 13. [8524

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TYRES: 4.50 x 17. Two almost new Firestone covers, and one unused retread. £7 the lot. Franklin, Round Hill, St. Ippolyts, Hitchin. Phone 4163. [8526

BENTLEY 1925 3 litre. Clean, tidy. £150 o.n.o. 44, Merrion Avenue, Stanmore, Middx. Tel.: Grimsdyke 2011. [8527

HANDBOOKS, Workshop Manuals, Motoring Books; catalogue 1s. Enquiries, stamp. Gray, Hurstpierpoint, Sussex. [8530

1935 BENTLEY 3½ litre Sports Saloon. Black; body by Freestone & Webb. Outstanding condition. £395. Mayfair Carriage Co. Ltd., The Hyde, Edgware Road, London, N.W.9. COLindale 8082 (5 lines). [8531

SPEEDOMETER, Rev. Counter and car clock repairs. Cheaper than maker's replacements. Send for price list. "Speedometer Service," A. S. Dunning, C.M.B.H.I., 24, Queen Street, Huddersfield. [8532

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RILEY, 1936, 15 h.p. 6-cylinder. Reasonable condition. Offers. Robinson, 10, Aldersley Avenue, Tettenhall. [8534

SUNBEAM TWENTY, 1934. Excellent condition. Offers. Robinson, 10 Aldersley Avenue, Tettenhall. [8535

1937 RILEY KESTREL 12/4. New Body fitted at works, 1946. 16in. L.P. wheels, windtones, etc. Excellent condition. Enthusiast owned and maintained. £230 o.n.o. Details. Box No. G.536. [8536

M.G. 1½ litre Saloon, V.A. Nov. 1939. Good condition; very fast. Black, red leather. £180. Tel.: Harrow 1311. [8540

1934 MODEL B FORD Station Wagon requires kind home after serving only two owners for 310,000 miles. Professionally hand-built body in perfect condition. Mechanically excellent except for disinclination to stop. Suitable as racing tender, farm car or for frantic father to use as a school bus. Carnegie, Dumpford, Rogate, Petersfield. [8541

SINGER 8, 1930, Special. Engine poor, rest good. £25. Gravina, 7, Broomhouse Road, S.W.6. [8542

WE ARE NOW BREAKING 200 cars, all makes and sizes. Phone: PAD 1139. No. 10a, Forset Street, London, W.10. [8546

HEALEY TICKFORD Saloon. Black. June 1951. 39,000 miles. Works maintained and in very exceptional condition both mechanically and in appearance. Fitted works H.C. pistons and capable over 100 m.p.h. with 27 m.p.g. driven hard. Perfect roadholding and vivid acceleration. Uses no oil. Tyres as new. Radio, heater and many extras. One of the prettiest cars ever made, and looks worth every penny of its original price of over £2,300. Bennett, Marsh Green, Ashover, Derbys. Ashover 328. [8548

TRIALS SPECIAL for sale: Ford 10 engine, twin S.U.s, 4-branch exhaust, complete with seven wheels and tyres. Reasonable price. Apply Oakes, Ivy House, Congleton. Tel.: 35. [8549

£625! 1952 HEALEY ABBOT Drophead 4-seater. Bronze with red leather. 25 m.p.g., very fast. A beautiful car; immaculate; must be seen. H.P. deposit £313. Bayshill Cars, 87, St. George's Place, Cheltenham. Phone: 54914. [8550

BENTLEY, 1935, 2-door fixed head coupé. Grey; irreproachable condition. Fast, elegant. 21 m.p.g. £350 o.n.o. Consider part exchange with small modern car or 1954 Healey. Banks, 10, Beechfield Avenue, Yelverton, Devon. [8551

LAGONDA 4½ litre pillarless saloon, first registered in 1946, but almost completely rebuilt in 1951. Specimen-colour finish, black with brown upholstery. John Bryant & Sons, Limited, High Street, Bromsgrove. [8552

DELLOW for sale. Modified to Mk. II specifications. Complete overhaul recently. New tyres, weather equipment, etc. Not trialed for two seasons; now ready for battle. N.o. £300. 119, Keresley Road, Coventry. (Tel.: Keresley 2632.) [8555

MORRIS COWLEY, 1930, 12 h.p. 2-seater. Quite good order. Been in family since new. Excellent 500 x 19 tyres. Spare gearbox, half-shaft, etc. £25. N. O. Neane, Ivy Farm, Neatishead, Norwich. [8556

M.G. T.C. Spares: Rear axle, complete with half-shafts, diff., hubs, brakes, springs, S/As, etc., 4.50 x 19 (2) and 5.00 x 19 (3) wheels and tyres, chrome hub caps (4), petrol tank, record, speedo, etc. All good condition. Sell/exchange lot or part for Laystall-Lucas head. 88, Dartmouth Avenue, Westlands, Newcastle-u.-Lyme. [8557

VETERAN CAR, DELAGE, 1914, 2-seater, perfect condition. V.C.C. registered. £275. Central Motor Co. (Birmingham) Ltd., Suffolk Street/John Bright Street, Birmingham. [8558

HEADLAMPS, Lucas, ex 3½ Bentley, absolutely as new. Offers? Huskards, Stratford Road, Watford. [8560

TRIUMPH GLORIA, 1934. Reconditioned Coventry Climax engine. Starter motor, dynamo, steering box, windscreen, doors, Zenith carburettor, cut-out. New 4.50 x 18 tyre. Best offers accepted. Woolley, 42, Commercial Street, Wakefield, Yorks. [8561

1953 HEALEY ALVIS, 3 litre sports, 3-seater convertible. Heater, crimson. 25,000 miles. Excellent order and appearance, as new. £700. G. Bliss, 3, Holes, Wisbech, Cambs. [8562

LEA FRANCIS, Ace of Spades model, 1935. £40. Garage space wanted. "Francia," Suckling Green Lane, Codsall, Staffs. Telephone: Codsall 330. [8563

1931 ALFA ROMEO, 1750, 6C chassis, excellent order. Chromard liners, engine, clutch overhauled. £70. 1930 Alfa Romeo, 1750, 6C engine, one con rod broken, spare available, gearbox, steering, electrical parts, torque tube. 1930 Lagonda, 3 litre tourer, dismantled, most parts available. two 600 x 21 tyres, one new, one as new, with tubes, £8 each. 1953 Land Rover, set brake linings, three sets decarbonising gaskets. Blackfields Farm, Mangrove Road, Hertford. [8564

1954-56 ANGLIA hand-overdrive. £30 o.n.o. Howard, 236, St. Ann's Road, Tottenham, N.15. [8565

FOR SALE—*continued*

RILEY NINE. Clearance large stock of spares; also 12/4 engine and gearbox. Well End, Woodmansterne Lane, Banstead. Burgh Heath 1220. [8566

RILEY 12/4/37 FALCON. Preselector. Black. Taxed. Engine 25,000 miles since major overhaul. £50, or would dismantle into complete units. John Weighell, 288, North End, Northallerton, Yorks. [8567

ALVIS FIREFLY. Many new parts. Reasonable condition. Quite fast. Ince, 45, Poleacre Lane, Woodley 3780, Cheshire. [8569

SILVER GHOST, 1913, Chassis No. 2123. Will the present owner please communicate with: 174, Barrack Road, Christchurch 222. [8570

BUGATTI 57, fine and original. Roomy sports saloon. Two blues. Good history; recent overall electrics. Exchange good Aprilia or Volkswagen, w.h.y. Cash any way. Or sell £400 o.n.o. Come anywhere. All answered. Jenner, 26, Middleton Street, Hull, Yorks. [8571

PRESELECTOR GEARBOX for Riley 15-6. Good condition. Offers. 260, Rainham Road South, Dagenham, Essex. Phone: Dominion 2075. [8572

1931 SINGER Junior. Crashed front axle. Remainder sound. Excellent engine. Sell complete or break spares. Offers. Jones, Bishops Hostel, Lincoln. [8573

THREE 6.00 x 21 Victory Remould Covers, new and unused, £6 0s. 9d. each. Cranmore, Avenue Cottage, Blackwell, Nr. Bromsgrove, Worcs. [8574

FIAT 1500 FARINA post-war type coach-built 6-seater D.H.C. of beautiful proportions. £250 spent on new engine, rear axle, brakes, tyres, hood, carpets, resprayed blue with pigskin interior. Extras. Fast with 32 m.p.g. 295 gns. TEM 4941 (office), Bryony, Claremont, Esher (4139), Surrey. [8575

MODIFIED BRESCIA BUGATTI. A very pretty 2-seater, well maintained in every-day use. Chassis and engine No. 2452. Belongs to member B.O.C. going abroad. Shires Motor Co., Banbury, Oxon. [8576

AUSTIN 7, 1929, Saloon, in original condition. One owner only. £30. Dickinson Bros., Chequer Road, Doncaster. Phone: 2726. [8578

WOLSELEY HORNET, 32 VINTAGE. Advertiser's son process rebuilding prior posting overseas five years. All spares from two cars. Offer for whole or items. Roper, Nevina, Hollybank Road, Woking. Phone 3785, or Office MAN 0982. [8585

£100 O.N.O.: 1934 Daimler 15, Martin Walter aluminium bodied fixed head coupé. Recent rewire, headlining, four new tyres, new halfshafts, hubs, radiator, valves. Decoked August. Excellent condition throughout, any inspection. 27, Appleford Drive, Abingdon (Abingdon 1015). [8586

BENTLEY 3 litre, B.L.1925. Fitted box-body and caravan towing equipment. Good tyres and battery. Mechanically perfect. Uses no oil. Bargain: £100. Webster, 1, Harley Street, W.1. Tel.: LANgham 2979. [8587

LANCIA AUGUSTA, 1934, 4-seater Saloon. New tyres. 30 m.p.g. Good condition. £60 or near. Naylor, Charnwood Hall, Nanpantan, Loughborough. [8588

B.T.H. MAGNETO for Riley or Aston. Perfect. 65s. Riley 12/6 Dynamo, £3 10s. W. Barnes, 1c, Venner Road, Sydenham, S.E. [8589

RILEY GAMECOCK Sports 2-seater twin Solex. Clean; any trial. £52 10s. W. Barnes, 1c, Venner Road, Sydenham. Phone GIP 3749. [8590

MERCEDES BENZ 500K. Red and black. First class condition. Rebuilt and registered 1949. £300, or exchange with adjustment for four-berth sea-going cruiser. Cheshire. Box No. G.591. [8591

FIAT 1100, 1938, cylinder head. Perfect condition. £5. L. James, 8, Bedford Avenue, Sale, Cheshire. [8592

M.G. P.B. MIDGET, 1936, A.1 condition. Scintilla mag., heater, spots, windtones, twin spares. New hood, battery. Most attractive car. £175. 34, Fountayne Street, Goole, Yorks. [8593

1937 A.C. D.H. Coupé. £135. Bognor Station Garage, Bognor 2102. [8594

SPACE-FRAMED FORD 10 Chassis, '35, with post-war engine, £35. McGuire, Quarry Steps Garage, Blackboy, Bristol. Tel.: 38364 (business hours). [8595

M.G. P.A. ENGINE, dismantled. Carbs., dry dynamo, starter, clutch, recent £50 overhaul. Bills. Best offers. M.G. J.2. Good condition. £130. 12, Marlborough Road, Hyde, Manchester. [8598

SIMCA ARONDE maker's Cylinder Head, machined to 8½-to-1 compression; gives 80 m.p.h. (87 on Speedo!) and even more petrol economy. Exchange price £6 10s. (usual conditions on exchange). Outright sale £25. Robertsbridge Garage, Ltd., High Street, Robertsbridge, Sussex. [8599

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M.G. TA, 1938, red, with beige leather, new tyres, good hood and screens, recently rebuilt engine. **£220.**

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1926 ROLLS 20 Saloon. Yellow, black. Mechanically good. Bodywork sound, needs repainting. Handbook. Essex. £120 o.n.o. Box No. G.601. [8601

B.S.A. SCOUT 2-seater. Good condition. £75. 17, Myrtle Avenue, Maypole, Birmingham 14. [8602

J.B.M., 1947, 2-seater V.8 Sports. Shattering performance; mech. perfect. Scintilla mag. New tyres, battery; 24 m.p.g. £110. Chichester 3413, 2, Whyke Road. [8603

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1951 Austin A90 hardtop, one owner, black/red, heater, etc., an exceptionally fine example **£429**

1950 Riley Roadster, fire-engine red, superlative cond. **£489**

1949 Alvis TA drophead coupe, r./heater, grey, one owner, new plastic hood **£449**

1949 M.G. TC, red/red, new plastic hood, twin horns, twin spots, etc., immaculate **£389**

1949 M.G. TC, red/cream, new hood, twin spots, twin horns, immaculate **£389**

1949 M.G. TC, crimson/red, new plastic hood, curtains, low mileage, specimen car **£409**

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1951/53 Zephyr saloons and convertibles, several from... **£389**

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ALVIS FIREFLY Saloon, 11.9. Good tyres, engine, body. Brakes relined. £48 o.n.o. P. Dawes, 45, Rockhill, Bromsgrove, Worcs. [8830

1928 AUSTIN SEVEN. Breaking for spares, body smashed. Toolroom maintained. Original components. Engine box complete. £5. Phone: Eaton Bray 523. [8832

SUNBEAM 20 Coupé, 1933. Recent engine overhaul. Coachwork immaculate. Well shod. Box No. G.833. [8833

RARE ALVIS T.F. 16.95 3-position Drophead, 1938. Reconditioned engine, gearbox, triple carbs., I.F.S. Black/chrome superb. Offers. "Oakbrook," Senna Lane, Comberbach, Cheshire. [8834

BENTLEY SPEED SIX gearbox and back axle. In excellent condition. What offers? Box No. G.835. [8835

BENTLEY SPEED SIX engine complete. Very sound. Box No. G.836. [8836

BENTLEY SPEED SIX crankshaft and rods, fibre timing wheel and oil pump. Offers. Box No. G.837. [8837

BREAKING BENTLEY Speed Six. Most parts available in good condition except c.w.p. Box No. G.838. [8838

BENTLEY 4 litre engine for sale. Can be seen running. In good condition. Box No. G.839. [8839

BENTLEY 4 litre Mulliner Saloon. Very good tyres and sound mechanically. £115 o.n.o. Box No. G.840. [8840

AUSTIN A.90 power-operated Coupé. Cream with black P.V.C. hood. Radio, heater, all extras and many special features. Dec. 1950. Fine car, fast and economical. £340, or best offer, as car must be sold. Spurr, "Thurlestone," Hopton Lane, Mirfield, Yorks. [8841

VOLKSWAGEN, 1947. Recently resprayed green. R.H.D. Very good condition. Only reason sale taking over father's Hillman. £295. Findlay, 4, Willow Walk, N.21. Tel.: LAB 5563. [8842

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MORGAN 4/4, 1938. £135. Ridout, "St. Helens," Seamead, Stubbington, Fareham, Hants. Stubbington 97. [8844

M.G. MAGNA SPECIAL. Excellent condition throughout. Taxed. £70. 71, Beechen Lane, Lower Kingswood, Surrey. [8846

1948 LESTER M.G. £275. Excellent condition H.C. engine, enthusiast maintained. View Sat or Sun. mornings, or write 32, Lindsay Avenue Leyland, Nr. Preston, Lancs. [8847

ALVIS, 1937, SILVER CREST, Charlesworth body Mechanically absolutely perfect. Appearance inside and out—immaculate. Genuine bargain at £130. Aron, POPesgrove 2730. [8848

1956 TRIUMPH T.R.2. One owner, mileage 4,011 Perfect and unmarked condition. £695. Zetland Garage (Southport) Limited, 91, Zetland Street Southport. Phone: Southport 56148. [8849

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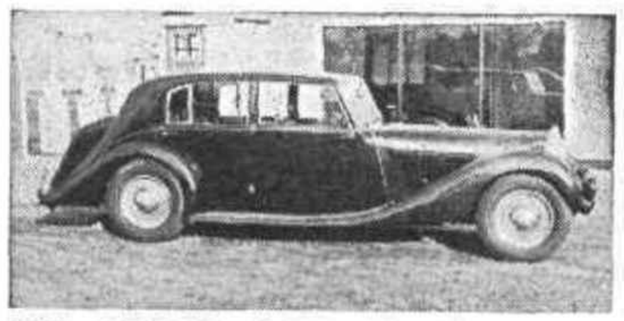
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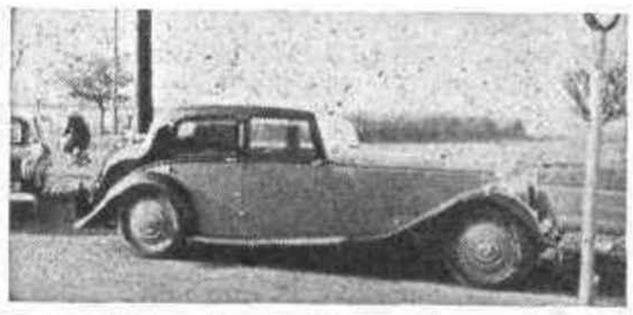
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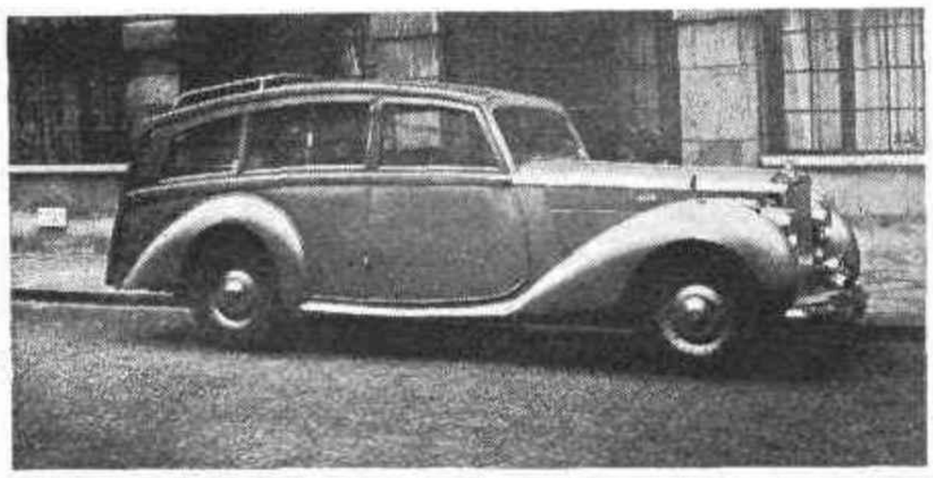


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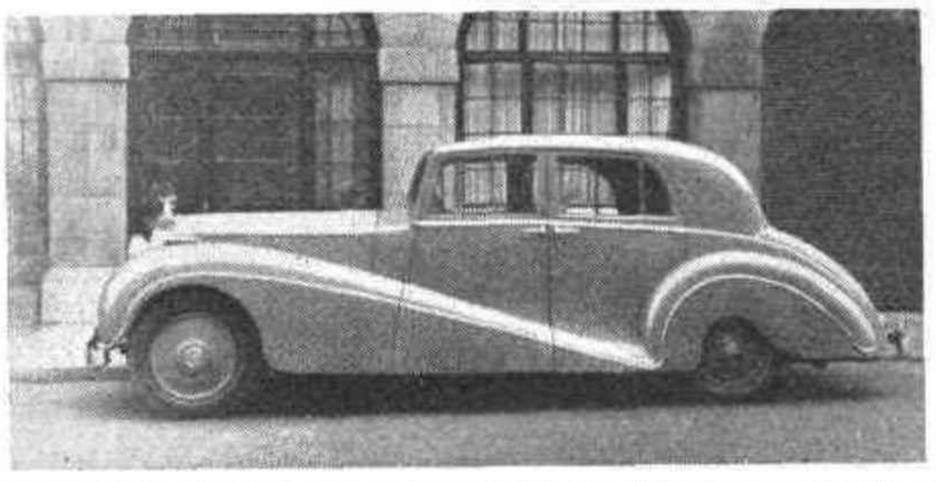


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ROLLS-ROYCE (1935) 20/25 h.p., GXK Ch. Series sports saloon by Hooper. Silver blue, new fawn trim. Detailed history. Impeccably maintained. For those seeking a very sound late-type 20/25 this Hooper can hardly be bettered. **£425**

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ROLLS-ROYCE (1936) 20/25-h.p. GBK Series chassis fitted with contemporary sports saloon coachwork in 1952, allegedly by Messrs. Hooper. One owner; suede green, with green trim. A specimen chassis with an excellent history. **£650**

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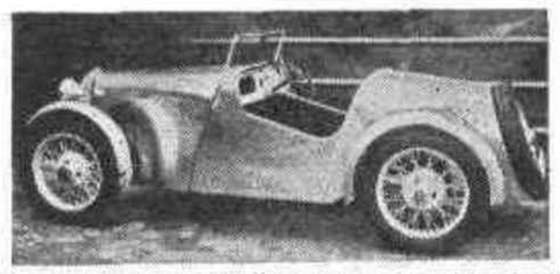
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STANDARD AVON SPECIAL, 16 h.p. Saloon Beautiful appearance. 70 m.p.h., 25 m.p.g. £35. Ward, 41, Kensington Park Gardens, W.11, top bell, or PAR 7202 before 10 a.m. [8874

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1927 LANCIA LAMBDA open tourer. Excellent condition both mechanically and bodily. 22 m.p.g. £160 o.n.o. P. Conrad, Broome Quarry, Barham, Nr. Canterbury. Tel.: Barham 296. [8871

1951 XK.120. Good order. Extras. Best offer over £450. Oates, Brookfield House, Wycombe Road, Princes Risborough (2864), Bucks. [8872

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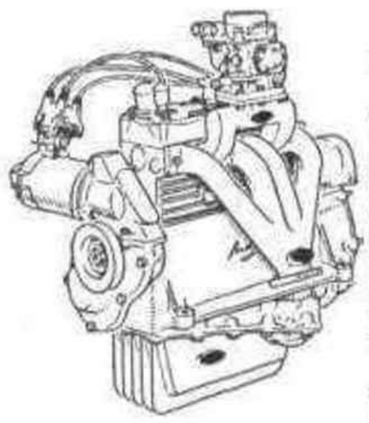
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ROLLS ROYCE 20-25, 1935, G.H.G. Series, fitted with aluminium skinned shooting brake body, in excellent condition. Very good tyres, battery, new carpets, spot and reversing lights, windtones. Everything works. Complete with handbook and mascot. Taxed. £250 or offer. Consider exchange. Preston, 16, Preston Avenue, Eccles, Lancs. Tel.: 1027 [8641

IDEAL FAMILY CHRISTMAS GIFT: Austin 1929 12.8 Saloon, sound but shabby. £35. 32, Glebe Lane, Maidstone. [8642

STUDEBAKER SALOON, 1925, 28 h.p. 30,000 miles. Last run 1935. Offers. Box No. G.643. [8643

M.G. 2 litre D.H.C., 1937. Very good condition throughout. 70,000 miles only. Most components reconditioned or renewed. £150. Phone: Pinner 5187. 22, East Towers, Pinner. [8644

ENGINE, 1932 Austin 7. Complete gearbox, starter, etc. Offers. 75, Old Road, Harlow, Essex. [8645

AUSTIN 7 CHUMMY, 1929. Good original body, side screens, hood. Tyres and all electrics excellent. Taxed. £35. Three Lawns, Court Moor Avenue, Fleet (Tel.: 36), Hants. [8646

AUSTIN A.70 Engines; 16 h.p. o.h.v., used, from £22 10s. Ideal for special. Large stock of spares. Overstrand Motors, Ltd., 62, Cottage Grove, Stockwell, London. BRI 2330. [8647

1937 M.G. 1½ litre Saloon. Now being dismantled. All parts, including engine, available. Smiths Motors, Dovercourt. [8648

1935 1½ 4 RILEY Falcon. £50, or will break: Engine £20, gearbox £15, new battery £5; or best offer. 8, Fairview Avenue, Rainham 5096, Essex. [8650

M.G. T.D.2, 1952, B.R.G. Immaculate condition, luggage carrier, seat covers, aeroscreens, flamethrower, reversing light, etc. Engine reconditioned March. £460. Coe, 110, Manor Avenue, Brockley, S.E.4. [8651

£65: 1932 TALBOT 75. New battery, r/c dynamotor, good tyres, mechanically very sound, body fair. Reason: owner on Antarctic expedition. C/o Wilks, Douglas House, Kenilworth 578. Also Band, 1954, Starter. Excellent. £180. [8652

BENTLEY SPARES: Quantity of parts, including frame, wheels, hubs, caps, drums, dynamos, mags. Engine parts; host of chassis parts. Offer for lot. Colchester 2600. [8653

LAGONDA SPARES: 2 litre; wheel, prop-shaft, crown wheel and pinion. £5 lot. Colchester 2600. [8654

RILEY 9, 1930, complete chassis, engine 21126. Many wearing parts renewed. First Reasonable offer secures. Boote, 48, Elm Terrace, Dudley, Worcs. [8655

HORNET OVERHAUL? Gaskets, valves, springs, guides, brake and clutch liners, etc. Breaking 1935 Hornet. 1957 list, s.a.e. Hornet Spares Service, 14, Orchard Way, Luton, Beds. [8656

ANYONE FANCY TWO WHEELS? i.e., 1950 500 c.c. Vincent Comet, definitely mint condition. Sell £100, but prefer exchange any 4½ or Speed Six Bentley I could drive or drag away. Ebers, 22, Grove Hill, South Woodford, E.18. Snaresbrook 3175. [8657

TRIUMPH CONTINENTAL, 1937, 16 h.p. £55, or will break for spares. Engine, steering and electrics reconditioned 15,000 miles ago. Also, number of spares for British Salmson 12 h.p. 100, Carr Bottom Road, Greengates, Bradford. Idle 577. [8658

FRAZER-NASH/B.M.W., 1939, 2-seater sports. Maroon/grey. Beautiful condition throughout. Three new carbs, nearly new tyres, good hood and screens. Tremendous performance. L.H.D. £325. Long, 246, Dobcroft Road, Sheffield 11. [8659

BENTLEY 3 litre Red Label 2-seater. 1926, fitted with 1928 engine. B.R.G. Car is in first class order original throughout. £300 or near offer. Can be seen in or near London by appointment. Reply Box No. G.661. [8661

M.G. P.B., 1936. Excellent. New wiring, c.w.p., hood, upholstery, carrier. £170 o.n.o. Greenwood, 159 Church Road, Yardley, Birmingham. Steechford 2316. [8662

FOR SALE—*continued*

FORD SPECIAL, 8 h.p. reconditioned engine on Ford 10 chassis. Professionally built body, good tyres, adequate weather protection; everything in excellent order. Tuned at present for economy, but with very lively performance. £125, no offers. Millhill, Sandon, Chelmsford. Tel.: Great Baddow 132. [8663

ARMSTRONG SIDDELEY, 1932, 11.9 Tourer. Goes like a bomb. Suitable for renovation, or will break. Reasonable. Grundy, Portland Cottages, Higher Wheeton, Chorley, Lancs. [8664

"MOTOR SPORT," 1951/1956; 72 copies, complete and as new. Offers. 161, Colchester Road, Ipswich. [8665

FORD POPULAR, July 1956, 6,000 miles; heater, roof rack, etc. £355. Would consider taking sound Riley Kestrel Six with preselector in part exchange. 20 inch Riley splined wheels, £2 each. Stelvio radiator, fair core, good shell. £4 10s. Dr. Bruce, Sedgefield General Hospital, Sedgefield, Co. Durham. [8671

DELAGE D6/70, 1938, 4-seater D/H Coupé. Heater, etc., cotal electric gearbox, first class condition throughout; engine just completely rebuilt; outstanding appearance, body just resprayed and re-trimmed. A very fast and magnificent car. £245 o.n.o. Posey, 11a, Blantyre Street, S.W.10. Tel.: FLA 3373. [8677

APRILIA, 1939. Bent, dismantling. S.a.e. for list, Fullan, 9, Evelyn Avenue, Aldershot. [8679

18/80 M.G. Mark II, 1931, 4-seater Drophead Coupé. Engine and clutch overhauled at cost of £45. New tyres. Very clean and original. £135 o.n.o. 59k, Netherhall Gardens, London, N.W.3. Hampstead 5732. [8680

HOTCHKISS, 1938 (October), 3 litre sports saloon. Marechal headlamps, heater. Mechanically good. Requires respray. £95 o.n.o. Phillips, 18, Belsize Park Gardens, N.W.3. Primrose 6263. [8681

VETERAN 1914 STAR 15.9 h.p. Tourer. Taxed. Immaculate. Sale due to unforeseen circumstances. Nearest £210. Box No. G.682. [8682

FRAZER-NASH-B.M.W., 1936, 1½ litre 4-seater cabriolet. Exceptionally good original car. Excellent tyres, battery, hood. Interior perfect. £120. 6, Acre Lane, Carshalton, Surrey. WAL 4696. [8683

SHOCK ABSORBERS: Brand new, Luvax large vane type, thousands in stock; double piston, P.6, Rover four-hole and Riley types all at 25s. each, post 2s. each. For all other types we have reconditioned service. Talbot 6-cylinder spares largest in country new and used, also P.100 lamps new and used; S.U. twin pumps, new £5 each. Singles, new £4, or used 40s., tested, plus postage. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [8684

ROLLS 20/25, 1932, Windover, Sedanca de Ville, black/grey, small 6-seater, fitted trunk. £90 1956 engine overhaul, mascot, manual, tools, new battery. Excellent overall condition, comfortable, elegant, delightful driving. £325, or exchange smaller interesting 4-seater saloon, i.e. Javelin, 2C.V., or station wagon. Box No. G.685. [8685

ONE Fawn Tonneau Cover for T.F. M.G. £7 o.n.o. Twynham's Garage, Market Harborough. [8686

ROLLS-ROYCE "20" O.D. Saloon by Arnolds. Sound condition. £120 o.n.o. Must sell quickly, emigrating. Sutton, "Ashburn," Parishghyll Road, Ilkley. [8687

CENTRAL MOTOR CO. (Birmingham), Ltd., John Bright Street, Birmingham 1, offer the following guaranteed cars; hire purchase; exchanges. MID 5938. Allard J.2 Competition 2-seater, 1950. De Dion rear axle, in-board brakes, twin carburettors, Mercury engine, fantastic performance. £350. Zephyr Saloon, 53 model, first registered November 1952; green, fitted three carburettors and six-branch exhaust manifolds, radio, heater, twin spot lights, screen washer, new plastic head lining, etc. £465. [8688

1931 M.G. M type, original, new pistons, carburettor, dynamo rewound. In good condition. £70 o.n.o. Week-ends only. Luckett, 41, Ridgeway East, Blackfen, Sidcup, Kent. [8689

1937 FRAZER-NASH/B.M.W. 1½ litre Drop Head Coupé. Engine perfect. £75. Engines Reconditioned Ltd., 333, Pinner Road, Harrow, Middx. Harrow 1269. [8690

COOPER-M.G., 1500 c.c., "Laystalled" engine; all independent suspension, fibreglass body; full weather equipment. Weighs under 10 cwt. Terrific acceleration. Showroom condition. £650. 66, Pettits Lane, Romford. Phone: 4976 [8691

MAGNETOS: 4, 6, 8 cylinders (Scintilla, Bosch, B.T.H.). Singer Le Mans block, rods and pistons. Wanted: Rear wings for 1933 Singer 4-seater sports. Nanquidno, Newlyn, Newquay Cwll. [8692

BENTLEY, 1934, 3½ litre Park Ward Saloon. Black and blue leather. Few miles only since engine overhaul. "Stable Cottage," Parkwood Road, Bexley, Kent. Bexleyheath 1027 after 7 p.m. [8693

B.S.A. 4-cylinder, 4-wheeler. Engine needs overhaul, otherwise sound. Twenty years in family, laid up two years. Cheap to enthusiast to save from breakers. Walter, Mannings Farm, Capton, Dartmouth. [8694

FOR SALE—*continued*

FIAT 503B, 1927. Very rough indeed. No upholstery, R/S body attacked by breaker with axe. Just restorable. £12 10s. Buyer arrange collection, or will break. Moseley, Westward Ho!, North Devon. Northam 639. [8695

DISMANTLING 1934 Singer Nine Sports Saloon. Heginbotham, 19, Rosling Road, Horfield, Bristol 7. Tel.: 47802. [8696

AUSTIN SEVEN: Largest stock new and used spares in the North. Lists free. Breaking three Austin Big 7 and Nippy sports, 1934, this month. Austin 7 Services, Kirby Wiske, Thirsk, Yorks. [8703

SUNBEAM TOURER, 26. Reconditioned engine, good body, tyres, etc. Space wanted. £45 or offer. Also all spares for 4 E.D. Meadows, many unused. Grice, Burton Salmon, Yorks. Knottingley 2740. [8704

ULSTER AUSTINS, Specials, Rubies. Immaculate throughout. Realistic prices, terms, exchanges. Silverstone Motors, 91a, Ashford Road, Eastbourne. [8709

ROLLS ROYCE 21.6, 29/9/28, fixed head coupé foursome. Excellent. Decarbonised, clutch relined October. £200. Wanted 4¼ or 3½ Bentley. 283, Camp Road, St. Albans, Herts. [8710

1938 LANCIA APRILIA Pillarless Saloon. Good condition. £195. Terms can be arranged. Exchange considered. Box No. G.711. [8711

ROVER 12, 1936. No body; engine recond. completely 800 miles ago. Recond. starter, dynamo, exc. 500 x 18 tyres, good brakes, transmission. £45 or separate. Pain, 141, A.M.Q., R.A.F. Abingdon, Berks. [8712

1921 B.S.A. 770 c.c. Combination. Taxed, insured. £25, 1915 Triumph. Runner. £12. 115, Whitefields Road, Cheshunt, Hertfordshire. [8713

VINTAGE RILEY 9, 1930. Rebored; clutch and brakes relined, heater, demister, new carb. 40 m.p.g. Trafficators, tail and stop lights. Everything working. Good condition. £50 o.n.o. Phone: HIT 6263. [8714

ALVIS 12/50, 1931, T.J. Coupé. Very reasonable condition, good engine. £37 10s. Also considerable number of 12/50 spares. Wallington, Shappen Hill Cottage, Burley, Hants. [8715

INTERNATIONAL ASTON MARTIN. Engine requires overhaul. Everything else in good condition. Offers around £95 for quick sale. Seen Wimbledon. Box No. G.716. [8716

SINGER 9 Sports Coupé, 1934. Nearest £90. Complete engine overhaul, rewired, well shod. Smart, reliable, 35 m.p.g. Griffiths, 25, Gloucester Road, Enfield. [8717

1927 CITROEN 12.1 Tourer. Requires some renovation. Very sound coachwork, suspension, etc. 30+ m.p.g., good road holding. Very reasonable offer accepted. Ogier, 3, St. Peter's Road, Twickenham, Middx. POP 1852 weekends. [8718

RILEY KESTREL SPRITE, 12/6, S.S.27K. series. Excellent throughout, professionally maintained. Black, maroon interior. Three owners. Many extras. Genuine compulsion to sell for about £300. 12, King's Avenue, Greenford, Middx. WAX 1923. [8719

S.S.100 JAGUAR Tourer, 4-seater. Mech. excellent, bodily sound. £180 o.n.o. "Dunchurch Lodge," Rugby. [8720

WOLSELEY HORNET Spares. Cheap, or will exchange the lot for electric motor. Shufflebotham, 63, Jackroyd Lane, Mirfield, Yorkshire. [8721

£25: SINGER 11 h.p. Saloon, 1935. Clean, excellent engine. 14, Newlands Court, S.W.16. Streatham 8238. [8722

TALBOT 75 Saloon, 1935. Very good mechanically, and tyres, coachwork exceptional. £85. Exchange smaller car, cash either way. J. N. Gilbey, South Cadbury, Yeovil, Somerset. North Cadbury 362. [8723

J.2 M.G. New 4-branch exhaust, twin carburettors, reconditioned dynamo, re-upholstered. £110. Harrow. WORdsworth 4804. [8726

MORRIS ISIS Tourer, 1935, 17 h.p. 6-cyl. 5-str. Good general condition, hood and screens perfect. Chromium, leather, etc., excellent. Taxed. Photo available. £60 o.n.o. Gravesend 729, or Box No. G.727. [8727

VAUXHALL drop-head 4-door, 5-str. coupé, Martin Walter, 1935, 6-cyl., 20 h.p. Black/green leather. 65,000; one owner. General condition good. Seen Kent coast or London. Photo available. Bargain at £65 to good home. Box G.728. [8728

1924 BULLNOSE COWLEY 4-seater. £50 o.n.o. Bannister, Old Forge, Winscombe, Somerset. Telephone 3105. [8729

STAR, 1926, Saloon. Damaged. Engine, gearbox and back axle usable. Offers to Major S. H. Macknelly, Great Bardfield, Braintree, Essex. [8725

BUGATTI Type 38 (modified) P.G.1593. Full details in "Bugatti Book." Recently overhauled, rewired, repainted, new tonneau. Taxed and insured. £150 o.n.o. Box No. G.730. [8730

AUSTIN HEALEY 100, 1954 Le Mans engine, heater, Gray engine heater. Windscreen washers, rad. blind. Very good tyres. Finished in black with red leather. Immaculate condition. £650 o.n.o. Urwin, East Kyloe, Beal, Berwick-on-Tweed. [8731

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

FOR SALE—*continued*

DISMANTLING modern cars for parts. 1946/47/48 Rileys, 1½ litres. 1951 Austin Sheerline, 1950 Renault 760 and 1939 9 h.p. 1949/52 Vanguards, 1952 Morris 20/6, 1952 Humber 27 h.p. and 1951 Humber Hawk. 1946/9 Bradfords, 1937/9 Alvis 12 and 16 h.p. Eight Triumph cars, all years; 1939 Humbers and Talbots. Hundreds of others, 1930/46. Send p.c. for list, stating requirements. Odd gear wheels, con. rods, diff. parts. "Motolympia," Oswestry. Tel.: 480. [8732

BULLNOSE COWLEY 2-seater. Rebuilt 1954 for £350. As new. £175 o.n.o. Mouat Terrick Lodge, Rosebank Road, Westmersea, Essex. Week-ends only. [8733

ALVIS 25, 1937. Pair half-shafts, prop-shaft couplings good. Dynamo and other parts. £4 the lot, buyer collects. Hollyden, Well Hill, Chelsfield, Kent. [8734

TALBOT "75," 1934. Engine and body very good. Transmission not quite so good. £70. Chelmsford area. Box No. G.735. [8735

1932 ALVIS 12/60 Tourer with aluminium hardtop. Completely weather-proof (blow you, Jack!) in really surprising condition mechanically and bodily. Twin carburettors give bomblike performance; in fact, though it's ugly as sin it goes like the devil. Chance for enthusiast to acquire near-vintage flier for modest outlay of £59. Possible terms to impecunious. Lieutenant-Commander Blacklock, Wallington 4444, Surrey. [8736

1921 G.N. New engine, 4-cylinder, 1.5 litre. Four wheel brakes. Body good condition, rebuilt. Small detail work to finish. £75. Edwards, Ormiston, The Street, Meopham, Kent. Phone: 2230. [8737

M.G. T.A., 1938. Very pretty car. Good all round weather equipment. Luggage grid. Very fast and reliable. £225 o.n.o. Weaver, 56, Holywell Hill, St. Albans. [8738

ALFA-ROMEO 2.5 long chassis sports saloon, 1947. Excellent condition throughout. Engine and clutch just overhauled. Radio, heater and other extras. £650. Long, 246, Dobcroft Road, Sheffield 11. [8660

LEA FRANCIS, 1928, 12/50 4-seater open tourer. Original condition. Perfect mechanically, body re-sprayed and re-chromed; new hood, side screens and tonneau. Quantity of spares, etc. A beautiful vintage car. £125 o.n.o. Posey, 11a, Blantyre Street, S.W.10. Tel.: FLA 3373. [8678

1932 2 LITRE LAGONDA Speed Model, excellent condition throughout. New hood, brakes, etc. £180. London area. Box No. G.747. [8747

MARRIAGE forces reluctant sale M.G. P.B. Wireless, tonneau, aeros, spots, twin-tones. Many extras. Enthusiast's model. £200. Bowes Park 3749. [8748

A.40 SPORTS, 51, white, beautiful. £375. See any time. Ring Austin, Lydd, Kent 222. [8749

AUSTIN Heavy 12/4 de luxe Saloon, 1933. Excellent condition. £50. St. Albans 57113. [8750

1929 ROLLS-ROYCE 20/25, close-coupled 2-door saloon. Sound throughout. Cheap for quick sale. £100. 31, Newcastle Road, Liverpool 15. [8751

1947 VOLKSWAGEN. Black. L.H.D. Good condition. £230 o.n.o. 10, West Street, Middlewich, Ches. [8752

ADELPHI "BIG FOUR." All spares except block and overdrive. Body good, no bumps or dents. Beautiful upholstery. London area. Box No. G.753. [8753

ALLARD 49 Saloon-shaped sports utility. 100 m.p.h. Tuned 25 m.pg. Showroom condition. Bargain at £165. Terms privately arranged. REN 4781. [8754

M.G. 2 litre saloon. Body in quite good order. Mechanically sound. Needs adjustments. Keystone Garage Ltd., Exeter Road, Bournemouth. [8755

T.R.2, 1954. 14,000 miles. B.R.G. Accident damage front o/s wing and suspension. Photograph on receipt of 1s. Box No. G.756. [8756

ALPHA ENGINE, for Milton light car, 1921; also 1937 14 h.p. Siddeley engine spares. Fairfall, Dunnikier Road, Kirkcaldy, Fife. [8757

M.G. T.D., 1953 model, finished in spotless BR. green. New plastic hood and side curtains, reconditioned engine, done only 5,000 miles. This car must be the cleanest car in captivity and has obviously been extremely well cared for. Three months guarantee. £460. Croft & Blackburn Ltd., The Square, Ripon. [8758

1934 M.G. P.A. Reconditioned engine, new battery. Not fully run in.. £140. Wembley 3217. [8759

SPORTS CAR SPARES: Dismantling Triumph Dolomite and Gloria. All parts available. Singer Le Mans crankshafts, blocks, heads, gearboxes, diffs, hubs, wheels, instruments, etc. Riley Kestrel 12-6 starter, radiator, wheels, steering, crown wheel and pinion. Riley 9 Merlin preselector gearbox, wheels, steering. 1937 2½ litre Jaguar radiator, wheels, head, steering, instruments, diff. unit, etc. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769 evenings, week-ends. [8760

1926 AUSTIN 12/4 Windsor Saloon. Excellent original condition. £182 spent, all bills to show. Any trial, deliver anywhere. £50 o.n.o. Tel.: Pollards 5720. [8761

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M.G. KI 1,087-c.c. handsome coachbuilt 4-seater, black. **£165**

SINGER 9-h.p. genuine Le Mans 2-seater, cream, recon. unit, 1935. **£185**

RILEY 12/4 Lynx tourer, black; sound, good-looking car. 1936. **£185**

S.S.100 2½-litre sports 2-seater, white; potent car but cycle-wings. 1939. **£195**

M.G. K3 1,087-c.c. red 2-seater, blown or unblown, 15-in. brakes, new tyres. 1935. **£225**

ASTON MARTIN 1½-litre Le Mans short 2/4, blue. Laystall o'haul, exceptional. 1934. **£245**

M.G. TA 2-seater, red, with tuned TC unit, 16-in. wheels, radio, etc. **£245**

RILEY 9-h.p. Special, red, "Mistral" fibreglass body, full screen, etc. **£245**

ALLARD 71K sports 2-seater, red, impressive looks and performance. 1948. **£245**

M.G. Competition Special, red, 1,087-c.c. TC unit, PB chassis, 16-in. wheels, etc. **£265**

BUCKLER Mk. V streamlined sports 2-seater, red; well finished. 1955. **£315**

MORGAN 4/4 1,267-c.c. sports 2-seater, Oxford-blue with black leather. Sept. 1949. **£325**

DELLOW 1,172-c.c. sports 2-seater, red/beige cockpit. New gearbox, etc. 1951. **£345**

SINGER 4AB (SM 1500) sports roadster, stone-grey. One owner. 1953. **£365**

M.G. TC sports 2-seater, spotless B.R.G. with green leather, several extras. 1949. **£365**

H.W.-ALTA 2-litre streamlined sports/racing 2-seater, blue. Fantastic performance. 1949. **£395**

M.G. TD sports 2-seater, sparkling ivory with red leather, many extras. 1952. **£445**

M.G. TF sports 2-seater, immaculate red with red leather, moderate mileage. 1954. **£545**

JAGUAR XK120 super sports 2-seater, grey. Full range of C-type mods. 1951. **£555**

MORGAN Plus Four TR2-engined 2-seater, unblemished B.R.G./black leather, one owner. July 1955. **£595**

ZEPHYR convertible (power). Full Raymond Mays conversion, o'drive, radio, htr., etc. Blue. 1954. **£685**

TR2, black with blue trim, o'drive, radio, htr., mats, etc. One owner. Feb. 1955. **£695**

AUSTIN-HEALEY 100, as new, in red with black leather. O'drive, twin spots, htr., etc. Nov. 1955. **£745**

M.G. 1,467-c.c. aerodynamic sports/racing 2-seater, beautifully engineered. 1955. **£750**

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FOR SALE—*continued*

RARE VINTAGE 1930 AUSTIN 15.7 2-seater, vast dickey. Covered in gadgets, radio. New hood, good battery, tyres. Stately ride at 22 m.p.g. Reason sale secondary education. Lovely looker. £80. Carr, 64, Pembroke Road, Ruislip 7387. [8762

HILLMAN AERO in very good original condition. Pressure of business forces sale. £145. Malvern, Park Crescent, Newport. [8763

DISMANTLING 1938 Alvis Speed 25 Charlesworth, 1935 Talbot 110 Saloon. 1936 Firebird. Some body parts. Also 1934 16.95 engine. Good. £15. 12/70 head complete, £10. 12/70 lower-half (no sump or crank), £9. Manifolds, c/w new d/d S.U., £6. Telecontrols £5 pair. 1939 Speed 25 engine, less head, £20. Sundry mags., dynamos, starters, radiators, etc. S.a.e. please, all enquiries. Ludwall Garage (Prop. Ernest Shenton), Star and Garter Road, Normacot, Stoke-on-Trent 32312. [8764

1934 SINGER Le Mans. Completely dismantled for spares. 154, High Street, South Dunstable, Beds. [8765

M.G. J.2 CRANKSHAFT and all engine parts, hood frame. Box No. G.766. [8766

M.G. 1½ litre V.A. Sports Saloon, 1938. Good condition, well maintained. Absolutely reliable. Many new bits and pieces. £220. Abinger (Surrey) 255, or MAN 4488. [8767

TRIUMPH ROADSTER 1800, 1948. Cream, blue interior. Radio, heater, screen washers, spot and fog lamps, factory reconditioned engine recently fitted. Maintained by us for five years; history available. £375. Special Builders. Austin Healey body and chassis assembly, wings, doors, crashed n/s front, repairable. £30. Smallshaw Bros., Glenville Road, Bournemouth. Winton 339. [8768

ALVIS S.E.16.95 Special, regd. 1952. 5,000 miles since £400 rebuild. Highest reasonable offer. Write R. Cox, 33, Grosvenor Court, Vicarage Road, E.10, or phone LEY 8574 evenings or RIV 4666 by day. [8769

S.S. JAGUAR SPARES. 1936/7 2½ litre saloon, privately carefully broken. Also F-type Magna. Phone: BECkenham 0276. [8770

ALVIS FIREFLY, 1½ litre, 1934 model, sports saloon. In fine fettle. Six years' care bestowed on it by enthusiast. Cruises at 60, oil negligible; fuel 30 good, 22 naughty. New head less .150in., chrome rad., shutters, batteries, brake cables, etc. Spare diff, half-shafts, carburettor, Burgess silencer, etc. Extras. Mechanical guarantee three months, 20 years' life left. Capable real sports car handling or taking Granny out with shockers and tyres adjusted accordingly. Purchasing "25." Offers around £120. Ring Wittridge, Hinckley 3050. [8771

ASTON MARTIN Ulster, 1935, 1½ litre 2-seater. B.R.G. Excellent mechanical condition, good appearance, chrome axle and steering parts. £350 or offers to White, Little Orchard, Gorse Hill Road, Virginia Water, Surrey. Wentworth 2053. [8772

ONE OWNER TALBOT 95 de luxe saloon, 1933. Really exceptional condition. £185. Phone: BECkenham 0276. [8773

TALBOT 75, 1934, Saloon. Self-changing preselector, traffic clutch. In good order throughout. Two spare wheels. £55. G. Clench, 25, Albert Avenue, Chingford, E.4. Phone SIL 4006 evenings and week-ends. [8779

TALBOT 75, 1934. Good mechanical condition. Four new tyres, body fair. £50. Meadowcroft, Tilthams Green, Godalming, Surrey. Tel.: Godalming 1838. [8780

1100 C.C. W.C. J.A.P. MORGAN. Perfect. £75. or exchange interesting Special or w.h.y. 34, St. James's Avenue, Hampton, Middlesex. MOL 1694. [8781

RILEY NINE KESTREL, 1934. Special Series. Owned by enthusiast since 1938. Genuine 30 m.p.g. Excellent condition. £95. 35 Glebe Gardens, New Malden, Surrey. MALden 2685. [8788

1955 TRIUMPH T.R.2, with T.R.3. modifications. Condition as new. Many extras. Full particulars upon application to Box G.789. [8789

MOTOR CYCLE any c.c. accepted for one of the following saloons. 1934 Sunbeam Dawn 12 h.p. very clean, well shod, I.F.S. Lockheeds. £95. Used daily. 1934 Firefly Alvis, 12 h.p., 25-28 m.p.g. Clean, sound, 45lb. oil hot. Good tyres. £85. 1, St. Lukes Terrace, Brighton, Sussex. Before 7.30. Brighton 22596. [8790

CITROEN 12.8 h.p., regd. '37. New engine, gearbox '54. Immaculate, worth £175 before Suez. £130, terms if required. Any trial, anywhere. Box G.791. [8791

1924 BENTLEY 3 litre Blue Label Park Ward Tourer in good condition except hood. £120. Dr. Gosling, 25, Lupus Street, London, S.W.1. WELbeck 5415. [8792

GOING ABROAD, must sell Fiat Ballila 1935 sports two-seater. Riley Nine motor installed. £135 o.n.o. Apply 123, West Kensington Court, W.14. Phone FUL 5981 Mon.-Fri. after 6 p.m. [8793

SPACE WANTED. Two Austin 7s and spares, 500 c.c. Norton, 250 c.c. Coventry Eagle. £50 the lot. Beazley, Kiln Cottage, Old Park Farm, Wootton Bassett, Wilts. [8476

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

FOR SALE—*continued*

1935 RILEY-9 MONACO, preselector, mechanically excellent. Alloy body fair, well shod, suspension, electrics, exhaust, brakes, etc., overhauled. Just married! Offers. Phone: Fitzroy 1285. [8897

M.G., T.G. Red. Laystall head, extra S.A.'s 4.5 R.axle. Heater, luggage rack. Rimbelishers. Excellent condition. £430 o.n.o. Tel.: Bedford 3922. Fitch, Flat 2, 33 Kempston Rd., Bedford. [8898

M.G., P.A., 2-str., 1934. Recent respray cream, good hood and battery. 2, Berens Road, St. Mary Cray, Kent. £150. [8899

TUBE CHASSIS, fit Microbond body, £15 o.n.o. Also S.S.2 sports saloon, excellent, £95 o.n.o. SEV 5865 after 7 o'clock. [8900

ENTHUSIASTS M.G., P.A., 1935. Excellent condition. Fitted low pressure blower. Many extras and spares. Snip at £130. Forces require services of owner. Prendergast, Lumley Barracks, Burton, Stone Lane, York. Tel. 53374. [8901

INVICTA. Twelve h.p., good tyres, new battery. £95. Might exchange for open 20 h.p. Talbot. Gillespie, 18, Colyton Rd., London, S.E.22. Tel.: Forest Hill 5803. [8902

1954 M.G. T.F. B.R.G. Heater. £485. Robin, 11, Moreton St., London, S.W.1. Victoria 5061. [8903

ALFA ROMEO 2.3 6c. Professionally re-built 1950. Aluminium aerodynamic body fitted. Spare engine. £375 o.n.o. "Chequers," Firs Road, Winterslow, nr. Salisbury, Wilts. [8904

CITROEN BIG FIFTEEN, 1940. Believed faultless. £210. Frogmill, Tedburn St. Mary, Devon. [8905

CRASHED 1937 T.A. for sale, an ideal heap for spares. £50 o.n.o. "Brokenhearted" but happy to be alive. Apply, Davis, 51, Usk Road, Aveley, Essex. [8906

MISTRAL SPECIAL. A./Healey screen. Tonneau. Riley 9 engine chassis. Econ. ENT 4047. 112, Friars Walk, N.14. £235 o.n.o. [8907

RILEY 9, 1932 Monaco. Attractive and original car. Interesting and reliable transport. Good throughout. New: maroon cellulose, 2 retreads, valves, etc. £85. Details from Collins, 30, Beaconsfield Rd., Birmingham 12. [8908

AVON STANDARD SPECIAL, 1932. 10 h.p., 2-seater coupé. About £50. Jarvis, Firs Road, Winterslow, Salisbury, Wilts. [8909

RILEY KESTREL SPRITE, S.S.K. Series, 1937. Second and present owner a Riley enthusiast and motor engineer. 10,000 miles since complete reconditioning. Many extras include radio, heater, fog lamps. £240. Full details and photograph from 196a Old Chester Road, Tranmere, Birkenhead. [8910

"MOTOR SPORTS'S," April 1954 to date (except August '54). "Sports Car Bodywork," by Locke. Offers. Booth, 3, Hawthorne Avenue, Cheshunt, Herts. [8911

HUMBER 14/40 SPARES (1928). Radiator 15s., gearbox £1, axles—front 15s., rear 30s., magneto £1, dynamo 10s., headlamps, etc. (you collect). Loughton 6007. [8912

RILEY 9 SPECIAL. Completely rebuilt, reconditioned engine, brakes, wheels, steering. New battery, tyres, shock absorbers, etc. In running order. Only needs body. £75 o.n.o. Tel.: Derwent 8229. [8913

M.G., 1947. Black/beige. Low mileage. Oversize rears. Extras. Smart. £300, with Nordec, £330. London. BOW 1874. [8914

RHEUMATISM FORCES SALE. 1955 1172 Special. 17,000 miles. Rochdale fibreglass body, 2/3 seats, hood, sidescreens. Standard factory reconditioned engine just fitted. Tubular chassis. Buckler "C" gears, 4.7 axle, Lotus springs, i.f.s., 35-40 m.p.g. £300. Woollatt, Aldersyde, Winnington Rd., Marple, Cheshire. [8915

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ALVIS 12/50 "beetle-back" 2-seater, 1930, in very fair order and extremely well shod. **£100.**

AUSTIN SEVEN, 1930, Gordon England pointed-tail 2-seater, in well-above-average condition. **£60.**

BENTLEY 4½-LITRE Corsica sports saloon, chassis No. RC 46, the very last 4½ built. In extremely fine condition in every way; genuine mileage of under 60,000. **£350.**

BENTLEY BLUE LABEL, 1924, Gurney Nutting 4-seater tourer, very original and in very fair order, excellent tyres, new tonneau cover and hood. A genuine and original Bentley at **£130.**

BENTLEY (DERBY) 3½-LITRE Park Ward sports saloon, 1936 FB series, one of the last 3½s built, and in really superb order, complete with tools, instruction manual, fitted suitcases in boot, at the extremely moderate figure for a 3½ in this condition. **£495.**

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CHRYSLER 62 sedan, 1927, 21 h.p., on wood wheels, excellent 18-in. tyres. Whole car very original and very sound condition. **£50.**

DELAGE D.I.S.S. sports 4-seater, 1926, in very nice order throughout. **£95.**

LAGONDA 4½-LITRE special fixed-head, 2-door, 4-seater coupé, 1934. An extremely attractive-looking, out-of-the-ordinary 4½ in very fair all-round order. **£125.**

LAGONDA 4½ pillarless sports saloon, 1934/35. Not immaculate, but very sound and tidy and has just had a complete engine rebuild, rebore, etc., clutch relined, to our instructions, and is in above-average mechanical order. **£135.**

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ROLLS-ROYCE SILVER GHOST, 1924 (F.W.B.), reputedly built for an Indian prince, with a most unusual and striking "hard-top" 4-seater touring body, in extremely fine order throughout. **£275.**

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FORD ANGLIA. Slightly tuned. 10 engine, 4.7 axle. 40 m.p.g. Four 1 in. track all coil suspension. Radio, sun roof, sealed lights. Very clean steers and corners like a sports car yet looks standard. £140. W. N. Scott, 53, Hyde Vale Greenwich, S.E.10, London. [8918

1927 ALVIS 12/50 saloon. Good runner. £40 o.n.o. 2, Well Street, New Mills, Stockport Cheshire. [8919

1938 M.G. T.A. Sports Roadster. Excellent condition. Purchase and maintenance represents £400 since 1954. Recent history available showing reconditioned Laystall engine. Price £195 Consider exchange, terms or offer. Wood, "The Cleeve," Rodbourne, Malmesbury, Wilts. Phone Malmesbury 3200. [8920

LAGONDA, 4½-litre. Registered 1947. Special bodied sports coupé. Italian red, with complete weather equipment. In really excellent condition throughout. Outstanding performance, low mileage. Gift at £200. Kirkpatrick, Calderbrook Terrace, Littleborough. [8921

BREAKING. A7 Rubys. B.S.A. 3-wheelers, Morris 8 and 12, Austin 10, Ford 8. Jackson, Doris Lodge, Wentworth, ner. Rotherham. [8922

M.G. T.D., '52, cream, red leather upholstery. Crank grind and bore 14,000 miles ago. New hood and battery this year. Excellent condition throughout. Well shod. £390. Heaton, 1, Alkrington Hall Road South, Middleton, Manchester MID 3221. [8923

RILEY MONACO, 1933. Mechanically good, new tyres. £30 or near. 13, Lord Street, Darwen. [8924

VOLKSWAGEN, 1951. R.H.D. Excellent condition. Recent professional respray and engine overhaul. Rimbellishers, etc. Garbutt, 10, Dukes Meadow, Pendine, Carmarthenshire. [8925

S.S.100 JAGUAR, 2½-litre, 1939. Rebuilt completely 1949. Exceptional condition. £350 o.n.o. 38, Butts Green Rd., Hornchurch. Hornchurch 49. [8926

1932 HORNET. Rebored, crank ground, etc., etc. Nearest £35. Complete car break for spares. 49, North St., Downend, Bristol 651947. [8927

FORD 10, pre 1954. Double valve springs 13s. 6d. New guides to suit 50s. 6d. Your own guides modified 10s. 6d. Oil pumps modified to give 60-80 lb. pressure 32s. (exchange). Adjustable relief valve 5s. 6d. Cylinder blocks fully modified. Exhaust manifolds built to sketch. A. E. Salthouse & Sons, 22, Station Rd., Thorpe Bay. [8928

AUSTIN 7 SPORTS SPARES. Four branch exhaust manifold £4 10s. O./S. inlet valves 9s. each. Double valve springs 10s. 6d. Four branch exhaust complete with new twin semi-downdraught S.U. carburettors £17 15s. A. E. Salthouse & Sons, 22, Station Rd., Thorpe Bay. [8929

RILEY ADELPHI, 1937. Just rebored; wants running in. Attractive car. £200 o.n.o. Rileys bought, any condition. Spares 1928 to 1938 for 9 and 12 h.p. Replacement brake shoes, £5 per set. Brake cables. Valves 9s., guides 4s. Replacement clutch plate £2 5s. And all other spares. Hire purchase arr. F. Clarke, 168, Lee High Road, S.E.13. Phone: Lee Green 8904. [8930

WHEELS, five red wire knock on 17 in. as new £12 or offer. Wanted T.R.2 Hardtop. Sidwell 27, Union Street, Coventry. Tel.: 2393 (daytime). [8931

SINGER 9 SPARES, including gearbox, steering clutch, starter motor. S.A.E. details, Wilcox 247 Sqdn., R.A.F. Odiham, Hants. [8932

75 TALBOT SALOON, complete, good for spares £20. Marsh, Batheaston House, Bath. [8933

DELAGE, D.8.15 Series S, 1934. 2½-litre, 4 S.U.'s Regretfully dismantling. Would still make glorious special with much work. F. Jones, Ormond Avenue, Westhead, Ormskirk, Lancs. [8934

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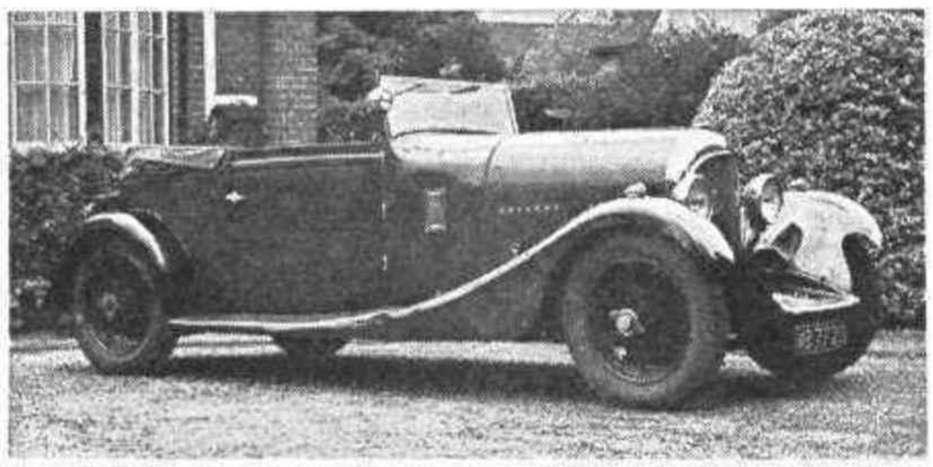
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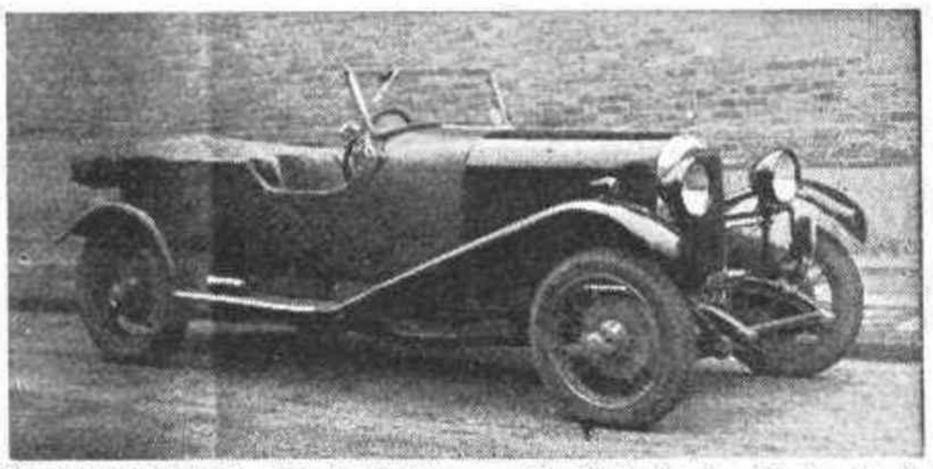
BENTLEY 3-LITRE RED LABEL, short chassis, fitted with a beautiful 4-seat Irophead coupe body by Corsica, which was fitted to the chassis in 1935. The coachwork is excellent, all bright parts are chrome plated, which is in almost-perfect condition, the light grey hood is brand new, hydraulic jacks are fitted, the door and dash fillets have recently been french polished, and the headlamps are super Zeiss and have a novel dipping device. All five tyres are in very good condition. Excellent value at **£265**

RILEY 12/6 drophead coupé by Salmons Tickford, with a 2-position hood finished in black and beige. The coachwork and interior trim, together with the general appearance of this car, could truthfully be described as first class. Only four owners since new, the mileage recorded being 118,500, which we believe to be genuine. Major engine overhaul Nov. '55, and we have just replaced the complete diff. unit. **£135**

M.G. 2-door 4-seat tourer, mid-'38. This is the popular VA model with the 1½-litre engine, which was a replacement factory unit last Nov. The bodywork is finished in green and is in well-above-average condition. The four tyres are good, the tonneau cover and hood bag are almost new, the dashboard is nice, interior trim very good, and twin windtones and a passlight are nicely placed on the front. **£225**

BENTLEY 3-LITRE RED LABEL chassis with a modified 2-S.U. carb. engine fitted with a very pleasant and businesslike oak and ash-bodied utility. The modifications and rebodying are reputed to be the work of Mr. Ian Metcalfe Full six seats, or four and lots of luggage space (even more with only two seats !). 700 by 19 wheels and tyres, all of which are excellent; all parts are chrome plated Vehicle mechanically and in appearance can be described as first class. **£225**

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RARE, ATTRACTIVE, fixed head Citroen roadster. Multiple extras. 80 m.p.h. 32 m.p.g. Excellent condition. £200, haggle. 474, Birmingham Road, Marlbrook, Bromsgrove, Wores. Hillside 2018. [893?

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1935 Alvis 4.3-litre coupe. Black £195
1947 Armstrong-Siddeley Hurricane coupe. Black £295
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1953 Austin A30 4-door. Cream. One owner £355
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1952 Frazer-Nash 2-litre Le Mans Replica. Green £895
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MARA MOJA (From Northernmost Scandinavia to the Cape of Good Hope) 21/9
CLASSIC CARS AND SPECIALS, by Gottlieb 6/9
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CUSTOM CARS 1957 ANNUAL ... 6/9
MAINTENANCE AND REPAIR OF MOTOR VEHICLES—A Practical Instruction Manual. Compiled and issued by the International Labour Office, Geneva, 1955 ... 18/9

RECENT TITLES AND REPRINTS :

THE GRAND PRIX CAR—Vol. II, by Pomeroy 85/9
THE RACING CAR—Development and Design, by Clutton, Posthumous and Jenkinson 26/3
MOTOR RACING MANAGEMENT, by John Wyer. A limited number of these autographed by the author are available and will be sent to those who request them 18/9
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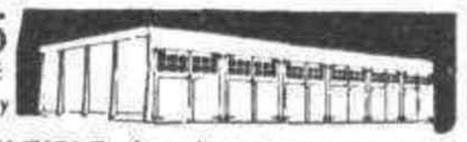
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4½ BENTLEY, 1928 open 2/3-seater. Somewhat stark—offers? Upp. Warlingham 2981. [9049

1936 RILEY 9 MERLIN. Engine bored, remetalled, crank ground, etc., Sept. (bills £41). Chrome good. Resprayed black this year. Best offer by Dec. 20th takes it regardless. Owner emigrating. 42, Brunswick St., Derby. [9061

RILEY, 1937 Kestrel Continental 1½-litre. Green saloon body, brown leather. New tyres, coil, carpets. Overhauled dynamo, gear box, clutch, bills shown. Single or twin carburettors. £195 or offer. 42, Vant Road, Tooting, S.W.17. [9070

SPEED SIX BENTLEY. Unused since nearly £50 spent on engine. Excellent tyres. James Young Coupé body (just pre-war), good tyres, high axle, C./R. box. Fast, sound, magnificent. Photo sent. £165 or offer. H.P. available. KENsington 4942 or see at Brooks, Ltd., Edenbridge, Kent. [9074

34 RILEY 9 KESTREL, twin carbs, good engine. £50 or offer. Tel.: Harrow 9083. [8539

WANTED

ROLLS-ROYCE 20 open tourer wanted. Good condition, realistic price. Full details to Box No. G.425. [8425

WANTED—*continued*

£50 DEPOSIT and £10 per month for best Alvis 12/50 duck's or beetleback, or M.G. 14/40 2-seater, or similar. No dealers. £100 maximum. Details, photo. Box No. G.611. Yorkshire area. [8611

WANTED: Columbia or similar two-speed axle for Ford V.8. Homestead, Lydd. [8426

WANTED: Hard top for M.G. T.F. Also sliding side-screens. Calder, 39, Heathfield Court, Chiswick, W.4. [8427

LOTUS CLIMAX Mk. IX or XI. Must be ready to race. Full history and specification please. Lowest cash price. All letters answered. Bleasdale, Shireburn Garage, Hurst Green, Blackburn, Lancs. [8428

JAGUAR 100 Front Wheel Brake Drum. Andre telecontrol dampers (4¼in.). Liddiard, Crankhall Lane, Wednesbury. [8429

TWIN CARBS and manifold for 1956 Vauxhall *Cresta. Pattison, 19, Elm Grove,* West Hartlepool. [8475

CUCKOO. Has anyone a bellows operated Cuckoo horn marketed about 1934, or any other Cuckoo horn? Gallant, 97, Magdalen Road, Norwich. [8477

CRASHED post-war Citroen. Apply P. S. Thomas, 75, Thetford Road, Malden, Surrey. [8478

ROLLS-ROYCE Silver Ghost F.W.B. Saloon, about 1922-26. Must be sound and original. Send full details, price required, and photograph. Box No. G.482. [8482

SPEED EQUIPMENT for Ford Consul Mark I, 1954 model. Must be in mint condition. Box No. G.483. [8483

CITROEN. Fiat, Renault, Lancia urgently required. Searle Ltd., 14, Bridge Road, Chertsey, Surrey. Chertsey 2389/2076. [8529

TWO DISCS for 700 x 21 R.R. Wheels. Locking rings and inside discs not necessary. Norris, 21, Manilla Road, Bristol 8. [8538

PAIR of Bugatti Headlights, about 1930 period. Strong, 16, High Street, Evesham, Worcs. [8543

CASH ON THE SPOT for your old car, or commercial vehicle, any age, any condition. We collect at your convenience. Phone, PAD 1139, or after 6 p.m. LAD 4676. [8547

WANTED: M.G., T.A., T.B. or T.C. Hood Frame. Accept damaged if repairable. 14, Crecy Road, Coventry. [8554

STANDARD VANGUARD Engine for reconditioning or crash car considered. Shires Motor Co., Banbury, Oxon. [8577

750 SPECIAL, mechanics, body, weather equipment must be sound. Details, photo if possible. K. Bareham, 188, Burnt Ash Hill, London, S.E.12. Lee 7201. [8579

FIVE POUNDS OFFERED for aluminium cylinder head suitable 1926 13.9 Morris Oxford. Box No. G.580. [8580

FORD, Riley Special. Photograph. Details please. Mumford, 124, Hoadswood Road, Hastings. [8581

TWELVE INCH LOCKHEEDS: complete system for J.2. M.G. Willis, 30, Park Avenue, Stafford. [8582

WANTED: DIESEL CAR, preferably English origin. Bell, 178, Wilmslow Road, Handforth, Cheshire. [8597

WANTED: MORRIS MINOR, 1954 model. No dealers. D. Boultwood, 27, *Jersey Road, London,* E.11. [8630

X.K.120 C-type head. Box No. G.631. [8631

P.A., P.B. HEAD required, reasonable condition, complete with valve gear and camshaft drive. Parish, 46, Bragg Road, Birmingham 20. [8666

FOR J.2 M.G.: Set of flared wings. Seddon, 87, Park Road, Timperley, Cheshire. [8667

WANTED: TO REBUILD post-war damaged 1½ litre Riley, Jaguar or Mark VII. Distance no object. Jowsey, 23, Gosforth Avenue, Redcar. [8668

ROLLS ROYCE attractive D.H. Coupé, 20/25, 1930-5, wanted. Private enquiry. All letters answered. Box No. G.669. [8669

RILEY KESTREL 12 or 14/6 wanted. About 1934 and in respectable condition with preselector box. Three carburettors preferred. Dr. Bruce, Sedgefield General Hospital, Sedgefield, Co. Durham. [8670

WANTED: ALTA O.H.V. HEAD for S.V. Minor. Advertiser, 185, Longmore Road, Shirley, Solihull, Warwickshire. [8672

M.G. T.C. Standard size cylinder head wanted. Harrold, 27, Far Lane, Sheffield. [8673

T.R.2 OR HEALEY 100. Low mileage. 7, Athlone Avenue, Blackpool, N. Tel.: 52789. [8674

BENTLEY 4¼, 1936-39, 2-door Sun Saloon, D.H.C., or Tourer. First class condition only. Massey, Sandy Lane, Baldwins Gate, Newcastle, Staffs. Tel.: Whitmore 341. [8675

MINOR S.V. Conversion, water pump and heater, 183, Welling Way, Welling, Kent. [8697

FORD OR AUSTIN Special, £75 max. Details and photo to Buckle, 14, Gresham Drive, Chadwell Heath, Romford. [8698

GENUINE TYPE JEEP TRAILER, also winch. 10, Weld Road, Southport. Tel.: 67365. [8699

M.G. T.D. DYNAMO and Rev. Counter. 10, Weld Road, Southport. Tel.: 67365. [8700

BODY for 32 T.T. Rep. Frazer-Nash. Any condition. 4 E.D. Meadows spares for sale. Grice, Burton, Salmon, Yorks. [8705

WANTED—*continued*

WANTED: Touring body with hood and screen for Model T Ford. Pre-1915. Complete car considered. Collett, 174, Barrack Road, Christchurch 222. [8706

EDWARDIAN OR VETERAN CAR wanted. Particulars and price to R. H. Groves, 177, Baginton Road, Coventry. [8708

1954/5/6 AUSTIN HEALEY, genuine, for lady enthusiast. No fancy prices. Private owner preferred. Box No. G.739. [8739

LAGONDA 16.80 required, crashed or otherwise. Prices must be reasonable. All letters answered, Box No. G.740. [8740

WANTED: GOOD 1939/40 M.G. T.A./T.B. Must pass engineer's *inspection. Cash. Hennah,* 17, Gospatrick Road, N.17. [8741

ROLLS 20/25 wanted, around £100. Box No. G.774. [8774

LOTUS OR COOPER Sports 1100, with or without engine. Accept crashed model. Byrnes, Saxon Mill, Warwick. [8775

UTILITY wanted, good condition essential, also an enthusiast's sporting vehicle. 45, Shirehall Park, N.W.4. Hendon 1648. [8776

ALEXANDER or Derrington cylinder head for Minor A.30 engine. Also pair Marchal Junior Fantastics. Box No. G.777. [8777

CARS WANTED for cash. Smiths, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [8782

PHOTOGRAPHS of racing and racing cars between 1921-1939. Will purchase complete collections. No sports cars, Ben? Box No. G.783. [8783

REAR PART 2/4-seater body, 1924/5 Morris Cowley. Knox, 11a, Ederoyd Grove, Stanningley, Leeds. [8825

BENTLEYS, Rolls, Alfas, M.G.s, Astons, Lag. 4¼, etc. Realistic prices. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [8827

WANTED: Lambda, Delage 14/40, O.M., Vauxhall 14/40, or any interesting 4-seater sporting *tourer. Condition immaterial,* but no unrestorable much-modified specimens, please. Knight, 29, Salisbury Avenue, Warden Hill, Cheltenham. [8855

WANTED: 1172 SPECIAL, 2-seater, I.F.S., good performance. Approx. £150. Full details and photo. 3, Gerald Road, Ashton, Bristol 3. [8856

RENAULT 750 or Volkswagen. Maximum £350. Bailey, 1, Halford Road, Stratford-on-Avon. [8857

AUSTIN NIPPY, Ulster, Imp or other 2-seater considered. Pre-war. Box No. G.858. [8858

1937/8 FIAT 500 ENGINE *and road wheel.* 4, Sherwin Street, Crewe, Cheshire. [8859

URGENT. Winter coming! Pair J.2 sidescreens. Porter, 23, Peaks Hill, Purley. UPLands 2466. [8860

P.B. OR P.A. M.G. Enthusiast owned car with known history preferred. Give fullest details. London area. Box No. G.861. [8861

AUSTIN A.40 SPORTS wanted. 1951 1000 c.c. Ariel sports combination for sale, £135. 9, Brinkley Road, Worcester Park, Surrey. [8862

FAST GIRL *wants fast car. Side valve Minor* tourer with Alta head, or similar. Good condition essential. Under £350. Bond, FLA 0113 (office), UPL 4041 (home). [8863

4¼ MEADOWS high compression pistons, Invicta or Lagonda. Marsh, Batheaston House, Bath. Telephone: 88106. [8934

BENTLEY, 1936, 4½ litre rear axle, differential unit or c.w. & p. Ryder, Eversley Garth, Sherburn-in-Elmet, Yorks. Tel.: South Milford 381. [8965

SPECIAL FORD 10 or similar. Fast, reliable, good weather equipment. Photograph if possible. 21 Park Drive, Melton Park, Gosforth, Newcastle-on-Tyne. [8966

AUSTIN SPECIAL. Fibreglass (prefer Ashley laminate), doors, hydraulics. Details, colour, price; photo appreciated. Box No. G.967. [8967

RILEY. Essentials: specimen condition and realistic price. Box No. G.968. [8968

FIAT 500 CHASSIS, or similar. Condition and price. Box No. G.969. [8969

1933 RILEY 12/6 GEARBOX (all helical). Tiptop condition essential. 94, Rainham Road, Chatham. [8970

VALE 2-seater sports wanted. Any condition. Nelms, Stone Lea, Cookham Rise, Maidenhead, Berks. [8971

ALVIS FIREFLY tourer or similar car wanted. Must be in exceptional condition. Ramsden, 11, Walton Street, Oxford. [8972

SUPER SPORTS MORGAN, 1935-1939. In good *condition. Box No. G.973.* [8973

BRITISH SALMSON 12 h.p. pr. camshaft pinions and spiral gear in good condition. Bell, 56, Carlton Terrace, N.18. [8974

"CENTRIC 160" type Supercharger in good *condition. Contact C. A. Rickett,* 32, Pennard Road, Shepherds Bush, W.12. 'Phone: SHE 1775. [8975

ALTA HEAD, blower or other conversion equipment for s.v. Minor. Wilson, 25, Sholing Road, Southampton. [8977

WANTED: T.C. M.G. gearbox. Howard, 236, St. Ann's Road, N.15. STA 2094. [8978

ALVIS T.A.14, 1947, pair 16in. wheels. Art Gallery, Ambleside, Westmorland [8430

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

WANTED—*continued*

CHASSIS FRAME for 1927 1500 Alfa Romeo 4-seater. 158, Pinner Road, Watford 2714. [9020

WANTED: Bentley 4½ litre open: tourer preferred, 1937/39. Good mechanical condition essential, coachwork secondary. Write Box No. G.062. [9062

VOLKSWAGEN WANTED, privately, £800 offered for recent convertible, mint condition. Wood, Market Place, Kegworth, Derby. Tel.: Kegworth 255. [9063

ALLARD LARGE SALOON wanted. Realistic price of £200 offered for reasonable condition. Box No. G.064. [9064

HANDBOOK and cylinder head cover: Humber 9/20, 1927. 5, Gretdale Avenue, St. Annes. [9065

LOTUS VI or Buckler 90. Consider unfinished. Details, history. Up to £350. Box No. G.066. [9066

CHASSIS, preferably tubular, suitable T.A. M.G. engine. For sale: 1939 T.A. tank, wheel carrier, R.O.S. wing, Riley 9 engine, Merlin crank, complete but dismantled, other spares. 70, Harlestone Road, Northampton. [9067

WANTED: Crashed Volkswagens, cash payment. Rusling, Coliston Passage, Merton Road, S.W.18. Phone: PUT 0706. [9068

HANDBOOKS: Alvis 17, Wolseley, Siddeley, Clyno and others. 34 M.G. Manual. Most interesting collection pre-1930 motor books for sale, also large quantity cheap Austin Seven spares. Pook, 17, Melton Avenue, Leicester. [9069

MISCELLANEOUS

A RARE CHANCE. Putney small car repair business workshop for three cars, stand for two. Well equipped. Established same ownership 23 years. Rent £74 per annum. Lease 17 years. Should interest good mechanic. Owner will introduce long standing contacts. All at £800. Box No. G.394. [8394

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HOODS FROM £5. Tonneau covers, upholstery, roofs, sliders, linings, carpets, seat conversions. Personal attention given to all vehicles. Estimates free on request. Personal callers only. Maltby, Triangle Garage, 2, Bishops Road, Fulham. Tel.: FUL 1193. [8537

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THREE WEBER 45 CARBURETTORS, twin choke. Ex "D" type Jaguar. Also 3.3 axle. £150. Box No. 403 [8403

MISCELLANOUS—*continued*

HEADLAMP REFLECTORS heavily electroplated 100% silver. Guaranteed. 6s. each. Mirror finish. Post and packing 1s. 3d. each. Cork seals 6d. each. Re-posted day received. Send with P.O. to R. E. Packer, 169, Hotwell Road, Bristol 8. [8633

LEOPARD SKIN SEAT COVERS for Jaguar Mk. VII (brand new). Cost £25. Accept £17 10s. 187, Fronks Road, Dovercourt. Tel.: Harwich 700. [8649

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PART FINISHED independent front axle assembly with 12in. Bendix brakes. Rear radius rods, etc., for De Dion axle. S.a.e. for particulars. £30. Chorlton, Poynings, Brighton, Sussex. Tel.: Poynings 319. [8742

DON'T MAKE A "CHEAP HEAP." Read "Building a 750 c.c. Special," to make a sound racy sports car for minimum financial outlay. 5s. post free. J. Haynes, Ripple Lodge, Ripple, Nr. Deal, Kent. [8743

VOLKSWAGEN OWNERS. We can now supply and fit 7.5 high compression pistons to Volkswagens. Greatly increased performance in all gears. High performance at low cost. Apply: Central Garage (Mirfield), Ltd., Easthorpe, Mirfield, Yorks. Telephone: Mirfield 2281. [8744

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TYRES, TUBES, TYRES. Most sizes in stock for all vehicles, 1900 to 1955. Also obsolete and beaded edge specially selected for veteran cars. Hamiltons, M.S., 22/4, Vicarage Street, Yeovil. Tel.: 927; after 6 p.m. 1945. [8480

PAIR CONTINENTAL "LUCIDUS" 1920 sports headlamps. Three bulbs per lamp—like searchlights. In fine condition. Offers over £16 pair. Also pair Ford "T" headlamps, rough but original. Grey, FUL 4702. [8778

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THE PEEL P.1000 Glassfibre Sports Body bolts direct to your chassis. Beautiful appearance and finish. £75. S.a.e. details. Peel Engineering, I.O.M. [8787

SPARES: Zephyr Mark I. crown and pinion, £5. Windscreen glass £3. Pair front suspension units £5. Pair front springs £2. Pair rear springs £3. Servais exhaust system complete £8. Half-shafts £2 each. Screenwiper £1. Rally dashboard £1. Pair Trico air horns complete £6. Pair Marchal Optiques fit any 7¼in. Lucas headlamp or Aprilia, etc., £3. All perfect. Some new. Carriage paid. Handley, Halls Farm, Bramshill, Eversley, Hants. Heckfield 297. [8864

LAMPS: Two Lucas oil lamps, single bracket, fair condition, 30s. each. Pair Lucas headlamps of 1922 Silver Ghost, £5. One acetylene searchlight (no glass), 25s. One H. & B. electric tail lamp (damaged) 5s. Pair sidelamp brackets 10s. Callers only. T. B. Ash, Rockfield, St. John's Road, Buxton. [8865

RETREADS. We have in stock most sizes 3.25 to 7.00 in 13in., 14in., 15in., 16in., 17in., 18in., 19in., 20in., 21in. Also beaded, obsolete tyres for veteran cars. Express service to anywhere in U.K. Hamiltons (M.S.), 22/24, Vicarage Street, Yeovil. Telephone: 927, after 6 p.m. 1945. [8866

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RAILTON TEN Drophead, 1938. Excellent condition. 43 m.p.g. For larger thoroughbred or utility. Box No. G.410. [8410

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1934 RILEY KESTREL. Pre-selector, reconditioned engine, new king pins, battery, etc. For good 12/50 or Lambda Saloon. 42, Old Chester Road, Bebington, Cheshire. [8983

£50 AND M/CYCLE wanted for my Riley 9 Gamecock Sports 2/3-seater. Details, photo, 14, Friern Barnet Road, N.11. ENT 2705. [9071

1948 SUNBEAM TALBOT Saloon. £350. First class condition. For equal T.C. or older sports and cash. Box No. G.072. [9072

E.D.4 MEADOWS ex Frazer Nash, complete, suitable spares. Pair tele-control shockers, complete. Pair 1¼in. S.U. carburettors down-draught. 2 litre Lagonda high chassis tourer, 1927; condition poor. Supercharger, new, 1000 c.c. Best offers. Wanted: Jeep. Blackwall, Peasmarsh, Nr. Rye, Sussex. [9073

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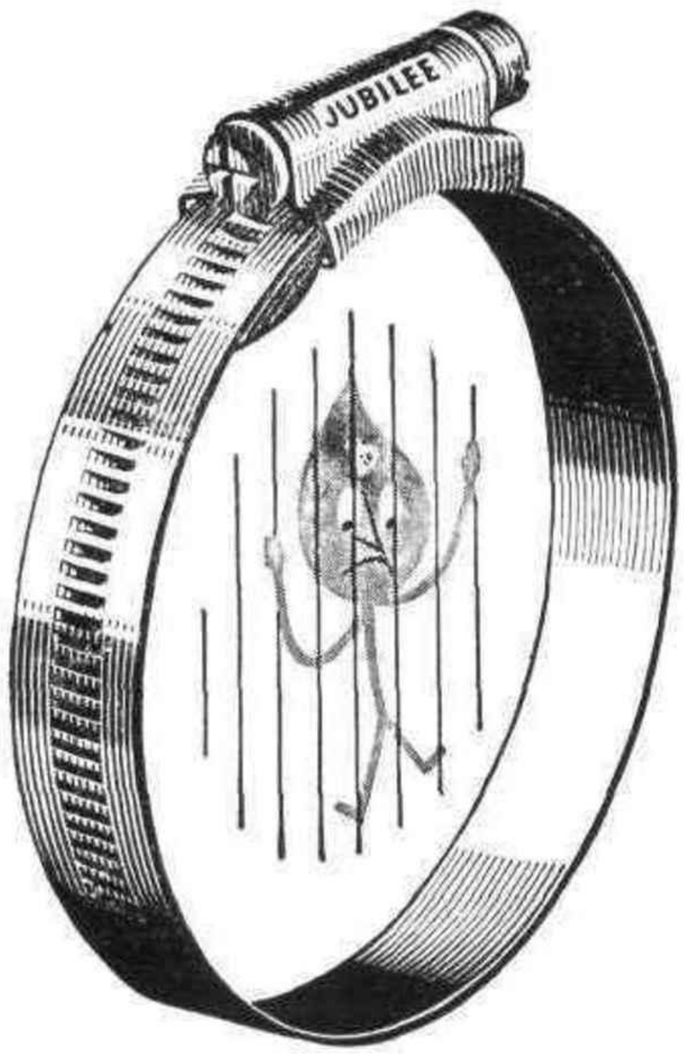
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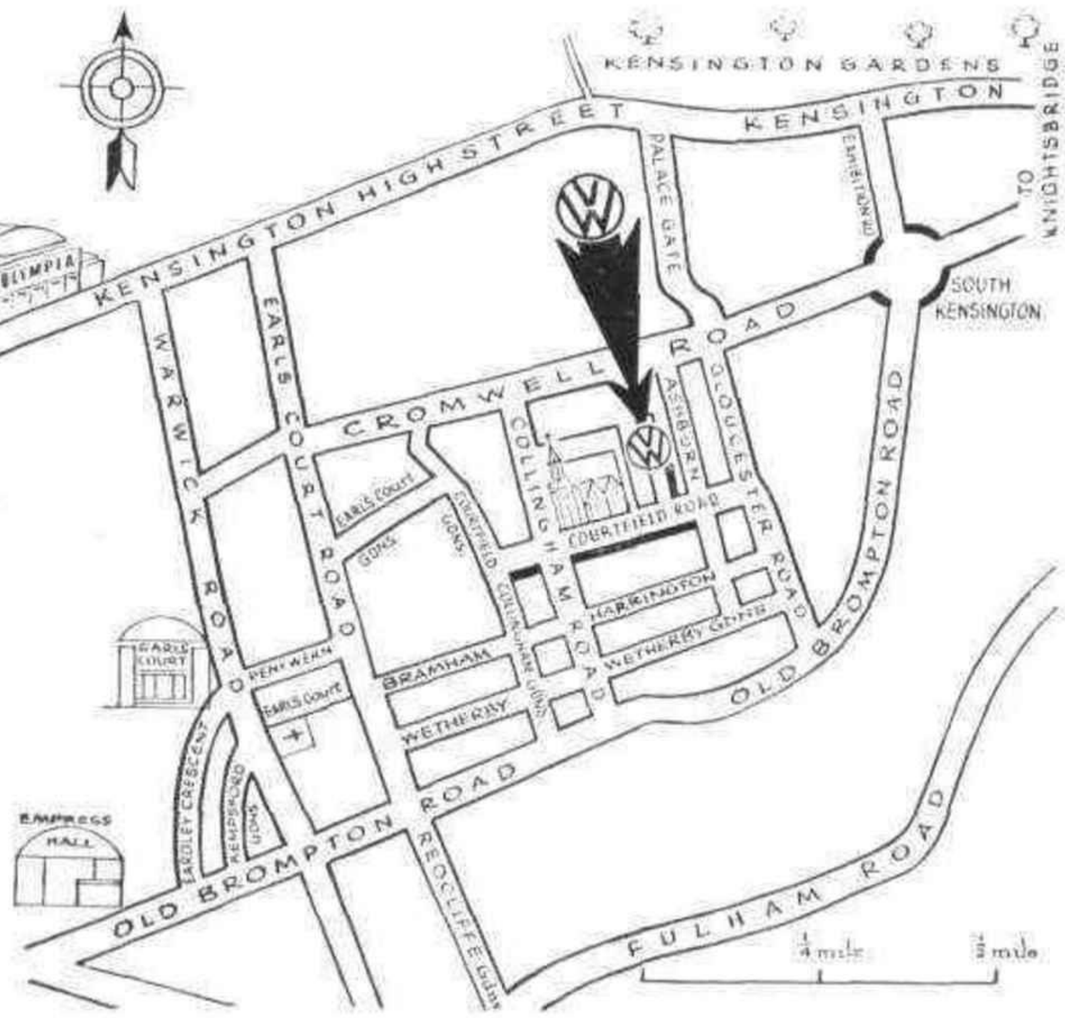
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6, ASTWOOD MEWS, COURTFIELD ROAD, LONDON, S.W.7

Telephone: FREmantle 4414 (*near* GLOUCESTER ROAD UNDERGROUND STATION)

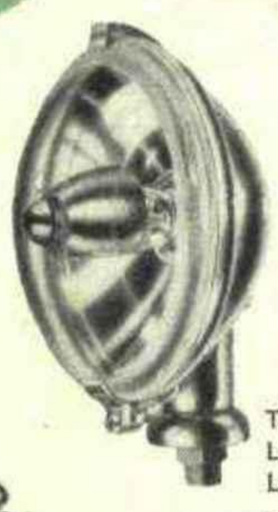
Is there one "in the bag" for you?

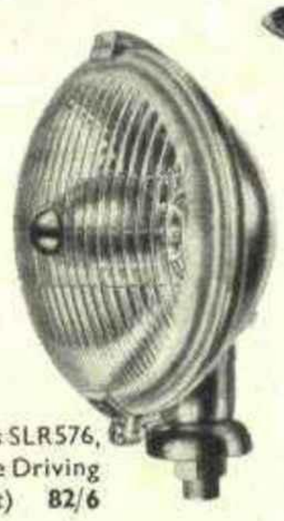


No. 406 Wing *Mirror, chromium,* for near or off-side mounting **21/-** ea.



WH2 Defroster & Demister, all chromium plated, **32/-**

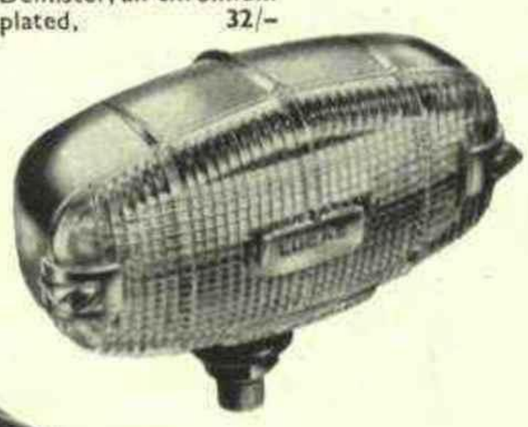




Twin lamps SLR576, Long Range Driving Lamp, (left) **82/6**

SFT576 Fog Lamp (right) ... **82/6**

Price per pair £7 15s. 0d.



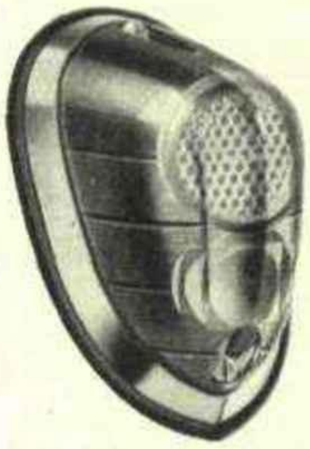
494 Reversing Lamp, *chromium, complete* with switch and cable **47/6**



Inspection Lamp, complete with cable, polychromatic buff finish **23/6**



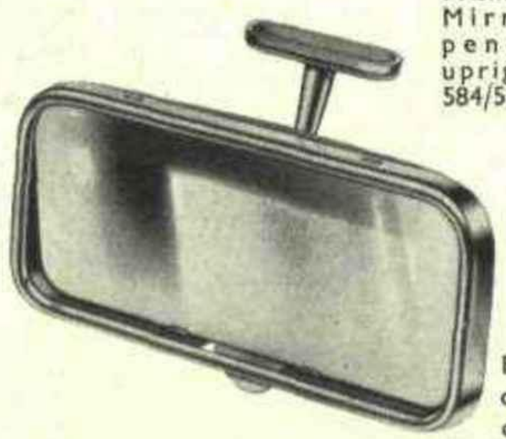
BC9, Bulb case for pre-focus bulbs, (less bulbs) **11/6**



549 *Stop-tail* & Reflex Reflector, chromium plated rim, Diakon *moulded lens.* **22/6**



All electric Screenjet, 6 or 12 volt, **72/6** complete.



Prismatic Dipping Mirror, for pendant or upright fixing, 584/5, **40/-** ea.



Battery Filler, complete,
car size **5/6**
commercial size **7/6**

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