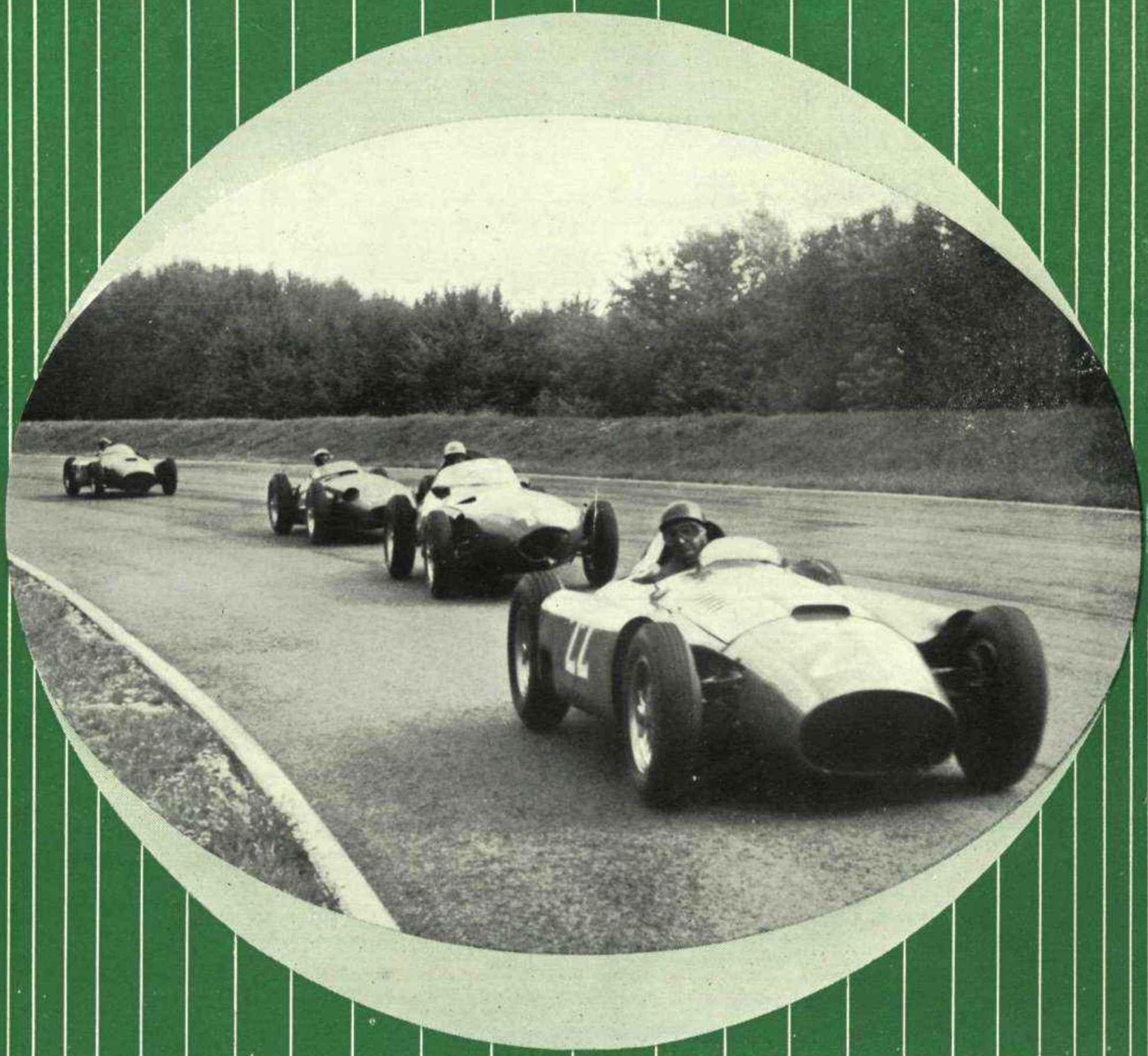
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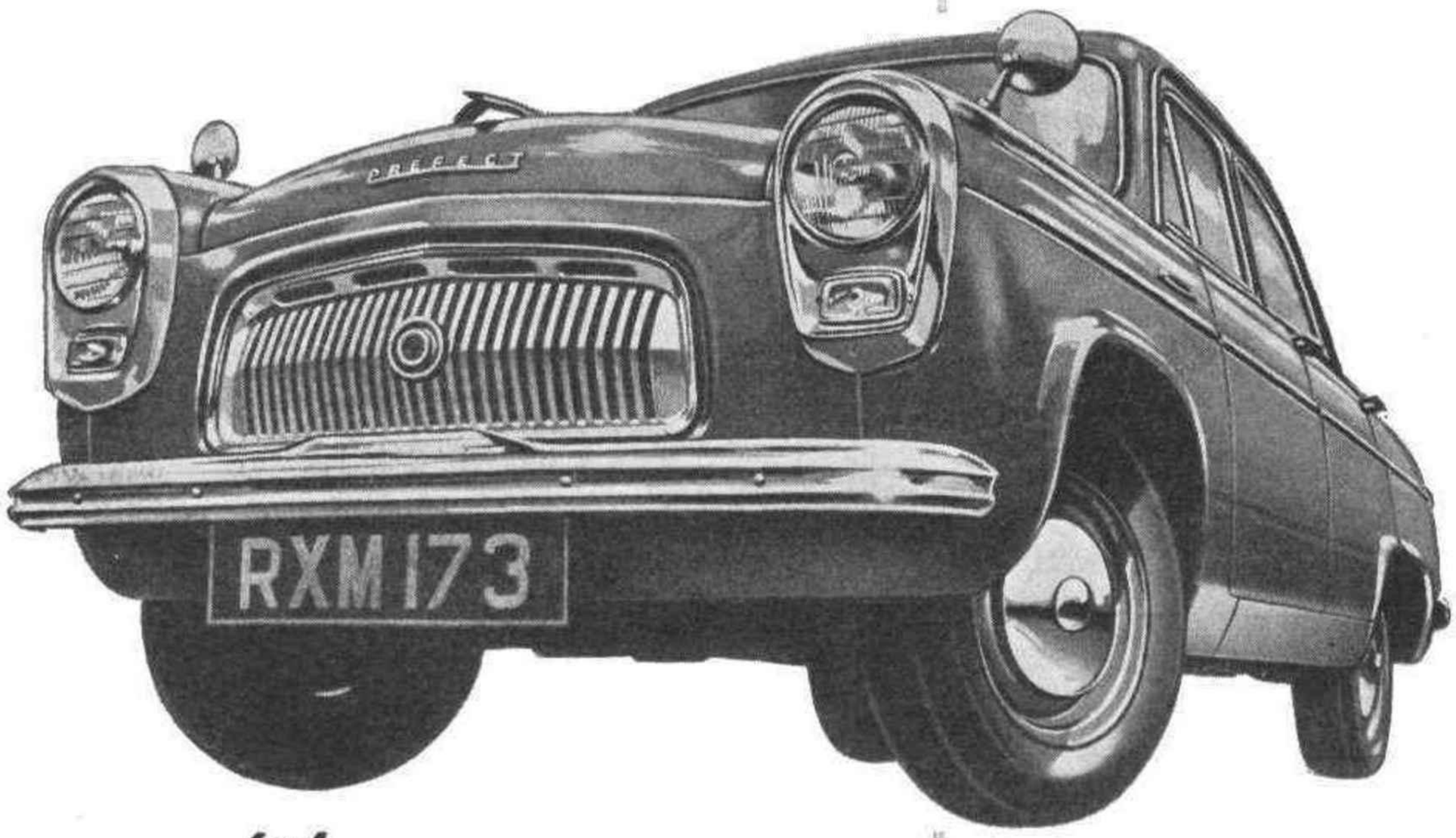
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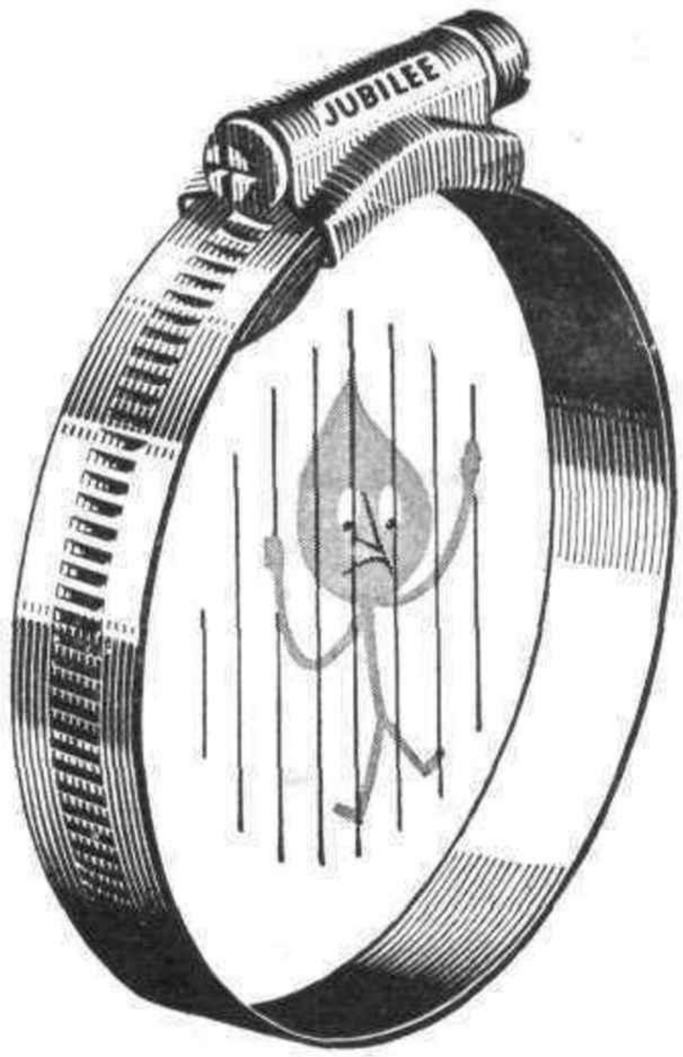
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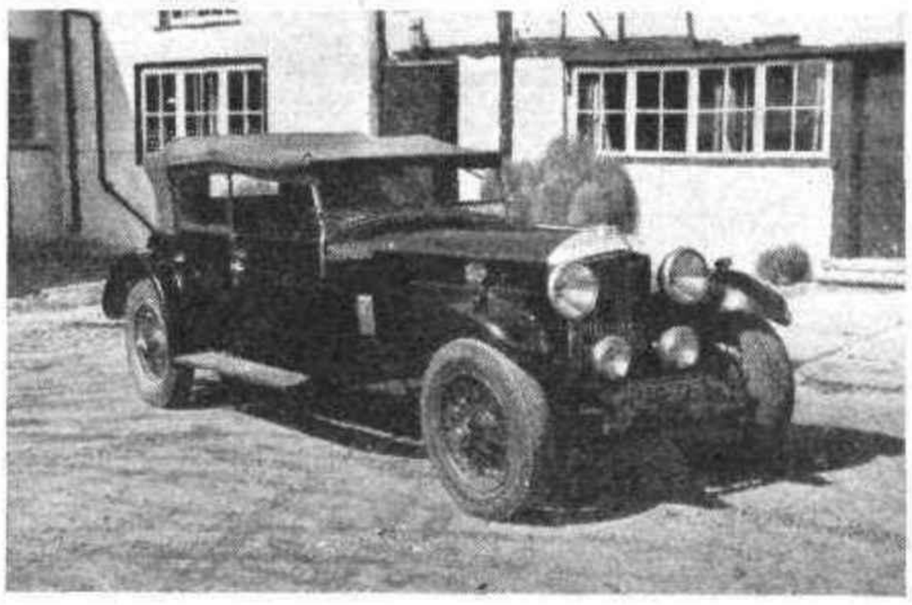


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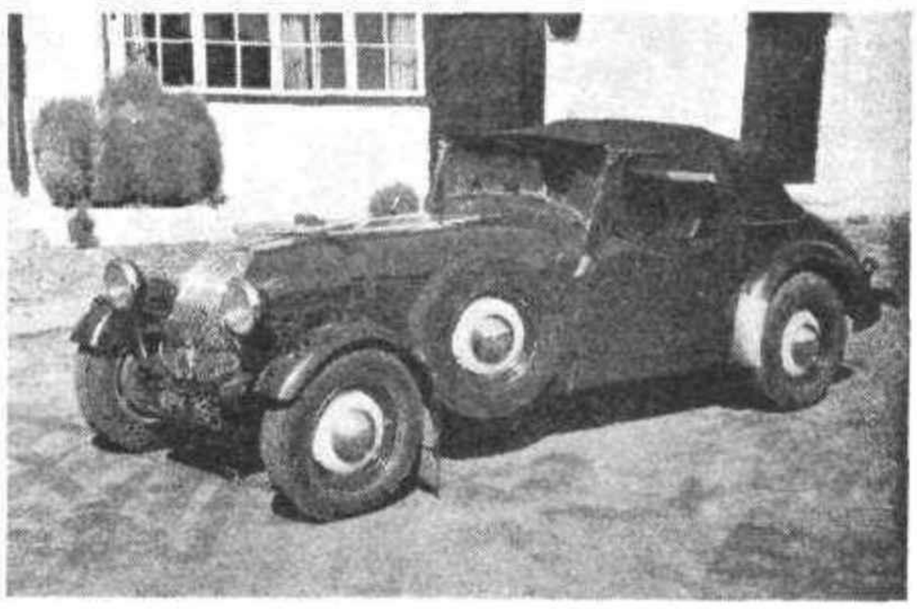


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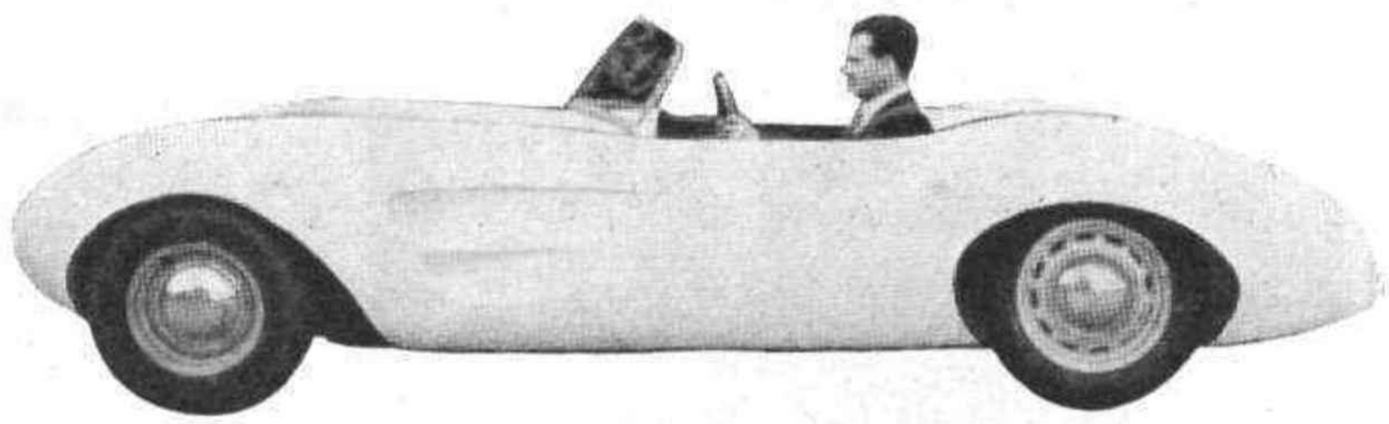
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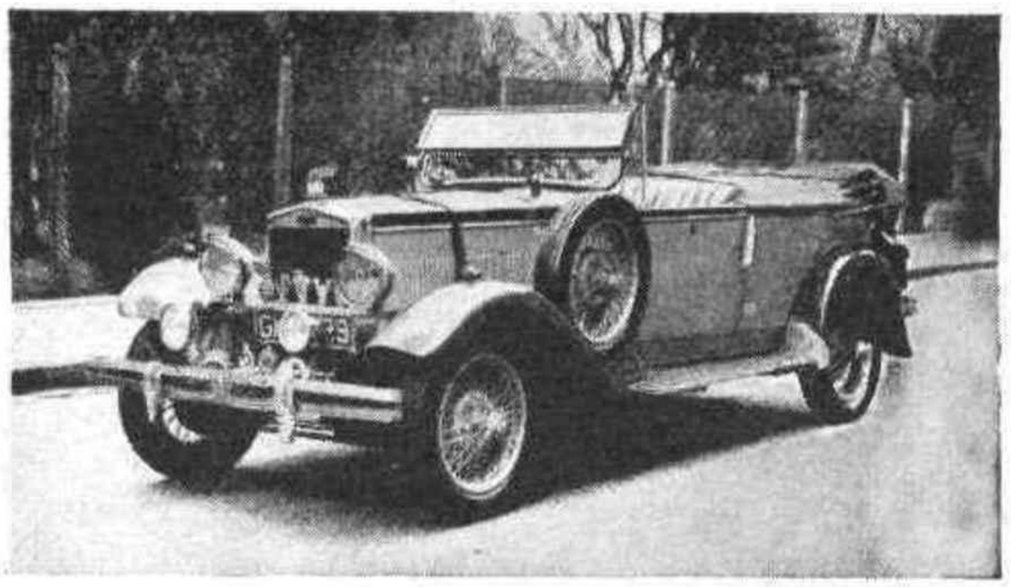
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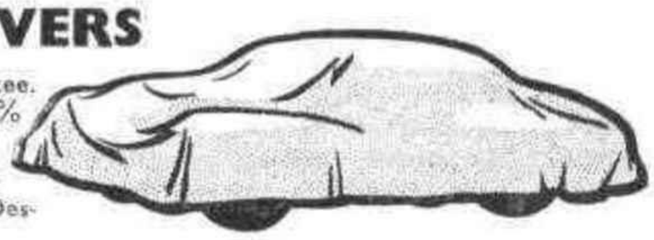
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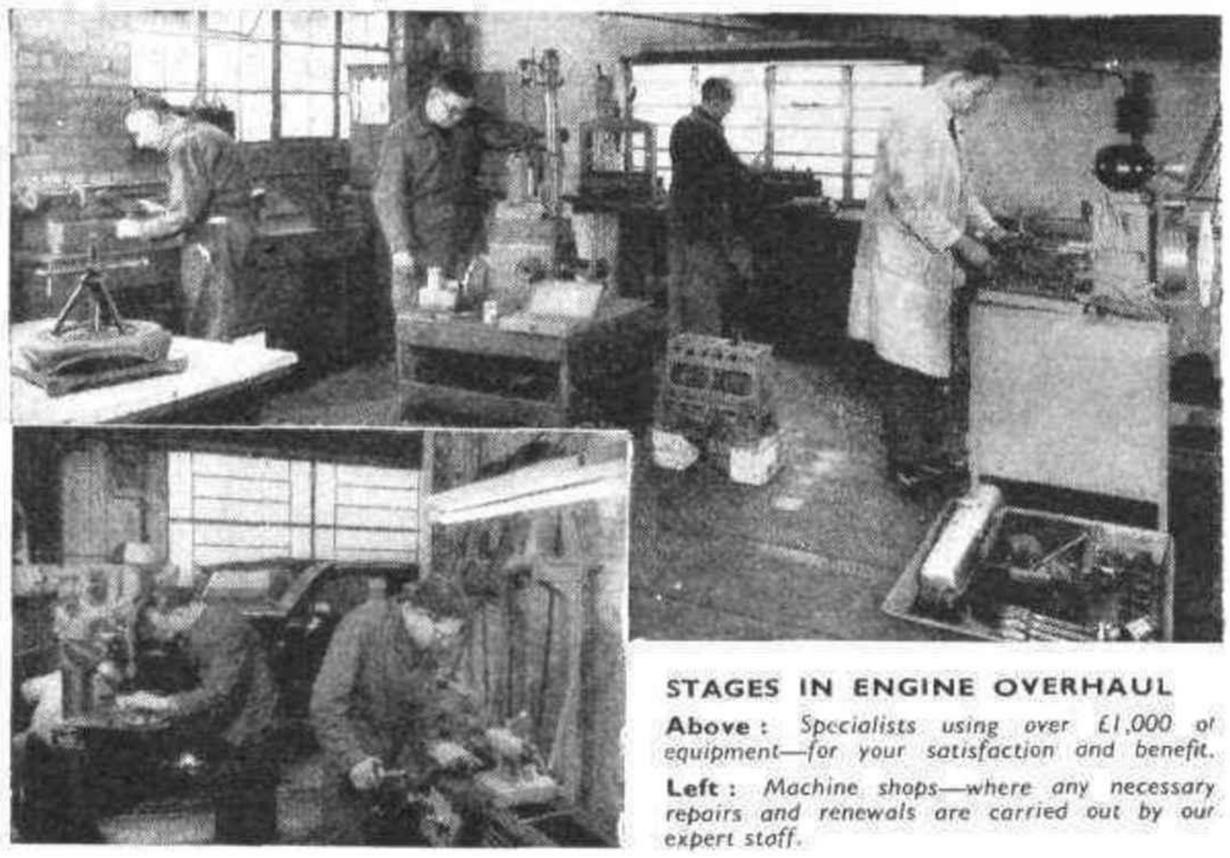
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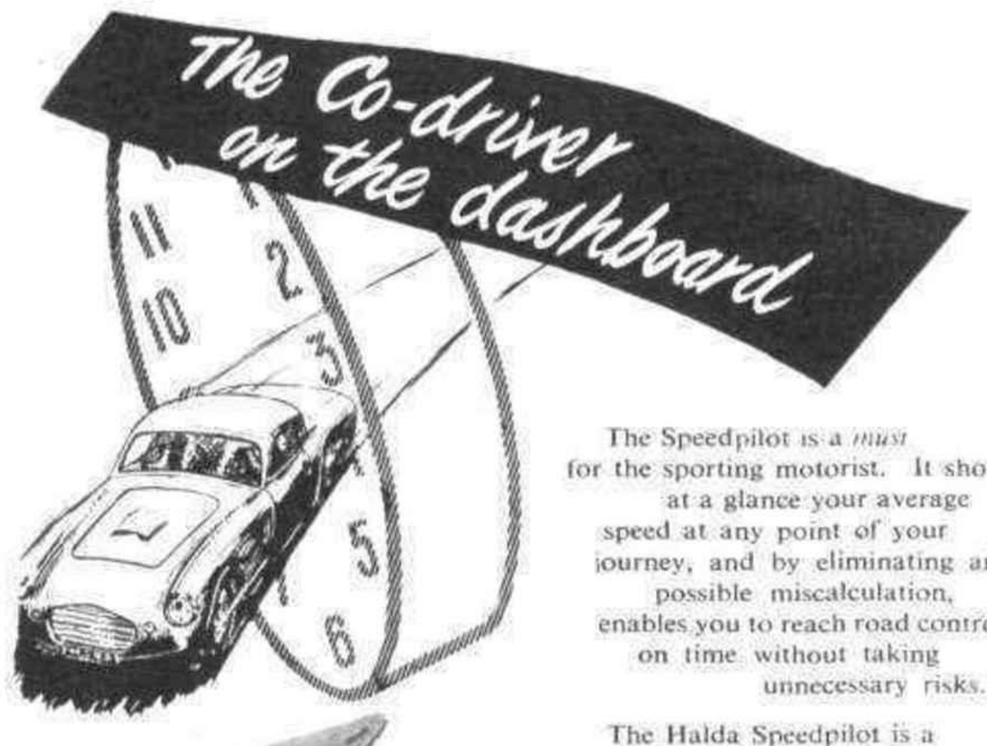
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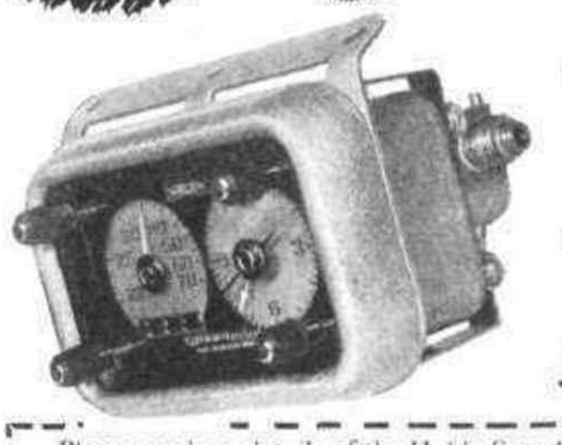
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VOL. XXXII No. 10 FANGIO WINS THE ITALIAN GRAND PRIX OCTOBER, 1956

MOTOR SPORT

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MATTERS OF MOMENT

CONGRATULATIONS, FANGIO!

Warm congratulations to popular Juan Manuel Fangio of the Argentine, who has won the Championship of the World for the fourth time, and for the third time in succession, thereby proving that he is the greatest exponent of present-day Grand Prix motor racing.

Fangio's triumph, this unique achievement in which Ferrari so deservedly shares, is something of a victory for age, over youth.

Before the 1956 racing season commenced there were many who felt that the Argentinian's bolt was shot, his hands less sure on the wheel, his reactions waning. But Fangio has proved them wrong. In a season when he has been ill, when Ferrari has been by no means free from trouble mechanically, this great driver, who is so absolutely calm at the wheel, in sure and perfect control of his nerves and emotions, has again won the Championship.

The promise of Moss bringing the Championship to Britain faded as the season advanced, and even Collins, who was in the running, didn't manage it, although, whatever the true story behind his hand-over of the Ferrari to Fangio at Monza, it was nice to see him proclaimed a sportsman for this action—only the *Sunday Express* seems to have publicly disagreed, saying Collins had no right to hand the Championship so readily to Fangio, and their sports writer apparently does not know that Grand Prix motor racing is, and always has been, a *team* contest.

In considering the World Championship driver and the aura which rightly surrounds him, it is sometimes forgotten that Grand Prix racing is still a matter of *make* rivalry. There are those who dislike the rule permitting a car to be called in and handed over to another driver, but this is quite in accordance with the object of Grand Prix racing, which is for the best car to win, an object established in 1906 when the Grand Prix replaced the Gordon Bennett races, which were a matter of nation battling against nation.

TOO MANY RACES?

Small attendances threaten to kill certain races and even to close circuits. The reason is that, floating on the present ebb-tide of popularity, there are too many motor races.

Too many races result in reduced entries, with the ace-drivers split up amongst different organisers, and, in consequence dull fields and, as a natural corollary, a small attendance. Poor gate-money spells little or no starting-money, unattractive prize-money and—poorer entries and even smaller attendances.

This season, to quote but two instances, we have seen a mere five cars running in the closing stages of the classic Aintree 200 race and the last big Goodwood meeting confined to sports cars and a handful of out-dated F. II racing cars when formerly at that meeting such drivers as Moss, Hawthorn, Farina and even Fangio did battle in the fastest racing cars.

It is time to reconstruct the racing calendar and drastically reduce the number of important races, to ensure that full fields of well-known drivers appear in the latest racing cars. Only by such action can "gates" be expanded at a time when the value of money is still falling and to drive to a race meeting and buy tickets for driver and girl-friend absorbs quite a lot of "lolly."

Before the war the English "classics" were well defined—International Trophy, Nuffield Trophy, 200-Mile Race, British Empire Trophy, 500-Mile Race, Donington Grand Prix—and you could appreciate their relative importance, recall the history of each race, and long remember the winners. Not so today. Now it is a case of cut-the-calendar, so far as the big races are concerned, to stimulate the health of the greatest sport in the world.

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Front cover picture : THE CHAMPION ON HIS WAY.—Fangio at Monza, leading Harry Schell who drove the Vanwall into the lead for a while, followed by Moss, second to Fangio in the 1956 World Championship, and Peter Collins, third in the Championship.

THE LONDON SHOW

The big motoring occasion of the month will be the London Motor Show at Earls Court, which the Prime Minister will open on October 17th and which you can attend any day thereafter, except on Sunday, until October 27th.

New models are expected, although as we write Armstrong-Siddeley, Hillman, Morgan, Humber, Bentley and Ford are amongst the makes which will be exhibited in virtually unchanged form, while it is sad to have to accept the demise of that famous pioneer make of British car, the Lanchester.

Readers will be welcome at the MOTOR SPORT Stand, No. 77 on the Ground Floor, and our next issue will be published on October 23rd in order to be on sale during the period of the Show.

The November issue will be published, during the London Motor Show, on October 23rd.

"MOTOR SPORT" WILL OCCUPY STAND No. 77, GROUND FLOOR, AT EARLS COURT

Motor Sport Events for October

★ **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
Oct. 5th ...	Mid-Antrim M.C.	Demense Avenue	Ballymena	Trial (*C.*)	7.00 p.m.
" ...	M.G. C.C. (Scot.)	—	—	Rally (*R.*)	—
" ...	M.C.C.	Rutland Arms Hotel	Bakewell	Derbyshire Trial (*C.*)	11.00 p.m.
Oct. 6th ...	Shenstone & Dist. C.C.	"Bull's Head"	Shenstone	Rally (*R.*)	7.00 a.m.
" ...	North Staffs M.C.	Silverstone	Towcester	Race Meeting (*R.*)	12 noon
" ...	Wirral Hundred M.C.	Rhydymwyn	Mold	Sprint (*R*)	1.00 p.m.
" ...	Bristol M.C. & L.C.C.	The Reservoir	Bristol	Treasure Hunt (*C.*)	3.30 p.m.
Oct. 6th/7th	Mid-Thames C.C.	"The Anglers"	Teddington	Rally (*C.*)	Midnight
" ...	V.S.C.C.	Presteigne	—	Rally (*C.*)	9.15 a.m.
" ...	South of Scotland C.C.	Sanquhar Car Park	—	Rally (*R*)	2.00 p.m.
" ...	Harrow C.C.	Waters Garage	Hatfield	Rally (*C.*)	8.00 p.m.
Oct. 7th ...	B.A.R.C. (N.W.)	No. 1 Car Park	New Brighton	Driving Tests (*C.*)	11.30 a.m.
" ...	Harlow & Dist. A.C.	Edinburgh Way	Harlow	Rally (*R.*)	9.00 a.m.
" ...	Horsham M.C.C.	Southwater	Horsham	Rally (*C.*)	2.00 p.m.
" ...	Stafford & Dist. M.C.	Cheadles Garage	Stafford	Rally (*R.*)	10.00 a.m.
" ...	Old Merchant Taylors' M.C.	"Durrants"	Croxley Green	Winter Rally (*C.*)	2.00 p.m.
" ...	Yorkshire S.C.C.	Kilnsey	Ilkley	Trial (*R.*)	11.00 a.m.
" ...	Bedford A.E.C.	Tempsford Airfield	Biggleswade	Sprint (*C.*)	2.00 p.m.
" ...	Cumberland S.C.C.	Great Orton	Carlisle	Driving Tests (*C.*)	1.30 p.m.
" ...	Peterborough M.C.	—	—	Trial	2.30 p.m.
" ...	Charnwood C.C.	—	Loughborough	Rally (*C.*)	—
" ...	Kentish Border C.C.	Trulls Hatch Club	Tunbridge Wells	Trial (*C.*)	11.00 a.m.
Oct. 12th/13th	Hants & Berks M.C.	—	Eastbourne	Rally (*C.*)	—
Oct. 13th/14th	Coventry & Warwicks M.C.	"Sportsmans Arms"	Coventry	Rally (*C.*)	11.00 p.m.
" ...	Guildford M.C.	—	Guildford	Rally (*R.*)	8.00 p.m.
" ...	Marconi A.C.	Pegasus Garage	Boreham	Rally (*R.*)	10.00 p.m.
Oct. 14th ...	Hants & Berks M.C....	—	Wokingham	Driving Tests (*C.*)	—
" ...	Welsh Counties M.C.	Barry Memorial Hall	Barry	Rally (*C.*)	10.01 a.m.
" ...	*Knowldale* C.C.	*Haslingden*	*Rossendale*	*Rally (C.)*	*9.00 a.m.*
" ...	Berwick & Dist. M.C.	"Rum Puncheon"	Berwick	Rally (*R.*)	8.31 a.m.
" ...	Kings Lynn & Dist. M.C.	Rampant Horse Inn	Kings Lynn	Rally (*C.*)	2.30 p.m.
" ...	Herts County Auto & Aero Club	Hertfordshire	—	Rally (*R.*)	10.30 a.m.
" ...	Warrington & Dist. M.C.	Tall Trees Garage	Lower Whitley	Rally (*R.*)	9.30 a.m.
" ...	Severn Valley M.C.	West Midland Motor Co.	Shrewsbury	Navigation Rally (*R.*)	2.00 p.m.
" ...	Southsea M.C.	Deers Hut	Longmoor	Trial (*R.*)	10.30 a.m.
" ...	Leeds University Union M.C.	University Union	Leeds	Social Event	2.15 p.m.
" ...	Bexley L.C.C.	Townley Road Car Park	Bexleyheath	Anniversary Rally	9.00 a.m.
" ...	Loughborough College M.C.	—	Loughborough	Rally	—
Oct. 17th ...	Rolls Royce M.C.	Mackworth Garage	Derby	Trial (*C.*)	7.00 p.m.
Oct. 20th ...	Forces M.C.	Croydon Aerodrome Hotel	Croydon	Night Navigation Rally (*C.*)	6.00 p.m.
" ...	Brighton & Hove M.C.	Madeira Drive	Brighton	Night Trial	7.00 p.m.
Oct. 20th/21st	A.E.R.E. M.C.	Social Club	Harwell	Navigation Trial (*C.*)	7.30 p.m.
" ...	Sevenoaks & Dist. M.C.	Sevenoaks	—	Navigation Rally (*R.*)	9.00 p.m.
" ...	North London E.C.C.	Red Lion Hotel	Hatfield	Navigation Rally (*C.*)	7.00 p.m.
" ...	West Hants & Dorset C.C.	Four Point Start	—	Rally (*R.*)	5.30 p.m.
" ...	Worcestershire M.C.	Bull Entry Car Park	Worcester	Rally (*R.*)	8.00 p.m.
Oct. 21st ...	De Lacy M.C. Pontefract	Queens Hotel	Pontefract	Rally (*C.*)	10.30 a.m.
" ...	750 M.C.	Tarrant Rushton	Blandford	Sprint (*R.*)	1.00 p.m.
" ...	Rugby M.C.	Autocar Garage	Rugby	Rally (*C.*)	10.00 a.m.
" ...	Dumfries & Dist. M.C. & C.C.	Whitesands	Dumfries	Rally (*C.*)	1.45 p.m.
Oct. 27th ...	Burnham-on-Sea M.C.	South Esplanade	Burnham-on-Sea	Rally (*C.*)	7.30 p.m.
Oct. 27th/28th	Tunbridge Wells M.C.	"Shelley Arms"	Nutley	Night Trial (*C.*)	7.00 p.m.
" ...	Nottingham S.C.C.	Fountain Garage	Matlock	Rally (*R.*)	10.00 p.m.
Oct. 28th ...	Hartlepools & Dist. M.C.	Club Premises	West Hartlepool	Treasure Hunt (*C.*)	2.00 p.m.
" ...	Circle C.C.	Preston Hotel	Wembley	Rally (*R.*)	10.30 p.m.
" ...	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
" ...	East Yorks C.C.	Norwood	Bagley	Rally (*C.*)	10.30 a.m.
" ...	Southern Jowett C.C.	Hadley Green	Barnet	Point-to-Point (*R.*)	10.30 a.m.
" ...	West Cumberland C.C.	The Cloffocks	Workington	Rally (*C.*)	5.00 p.m.
" ...	Peterborough M.C.	—	—	Navigation Rally (*R.*)	10.30 a.m.
" ...	M.G. C.C. (Scot.)	Edinburgh	—	Rally (*R.*)	11.00 a.m.
" ...	East Anglian M.C.	Three-Point Start	—	Rally (*R.*)	9.01 p.m.

The November issue will be published during the Motor Show on October 23rd. All information for inclusion in the November Events List should be sent in by October 8th.—I.G.

Rover Oil Consumption

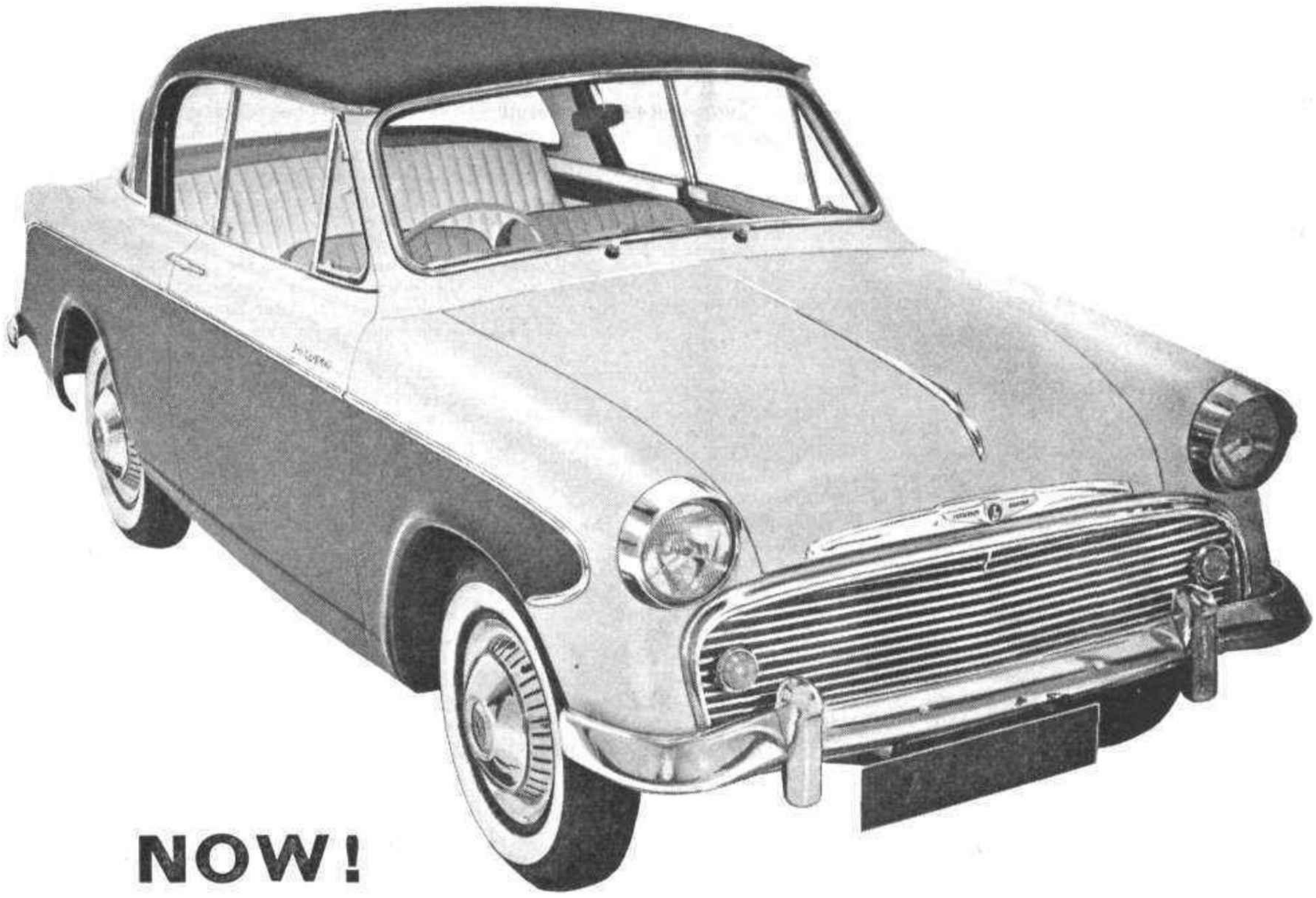
In view of the heavy oil consumption of the Rover 90, of which a road-test report appeared last month, MOTOR SPORT conducted a special oil-consumption check on the same car at the request of the Rover Company, who discovered that the car had covered a considerable mileage before being handed over.

On this occasion a distance of 510 miles was driven, during which the car used rather more than two pints.

We were not alarmed by the quantity of oil consumed during the full road-test, as a Rover 90 owned by one of our Directors used oil in a similar quantity during the first 1,200 miles. The owner, however, was *certainly* alarmed and returned the car to Rover's London Service Depot. Since then a steady improvement has been reported and for the last 1,300 miles (including a tour of Scotland) the consumption was five pints.

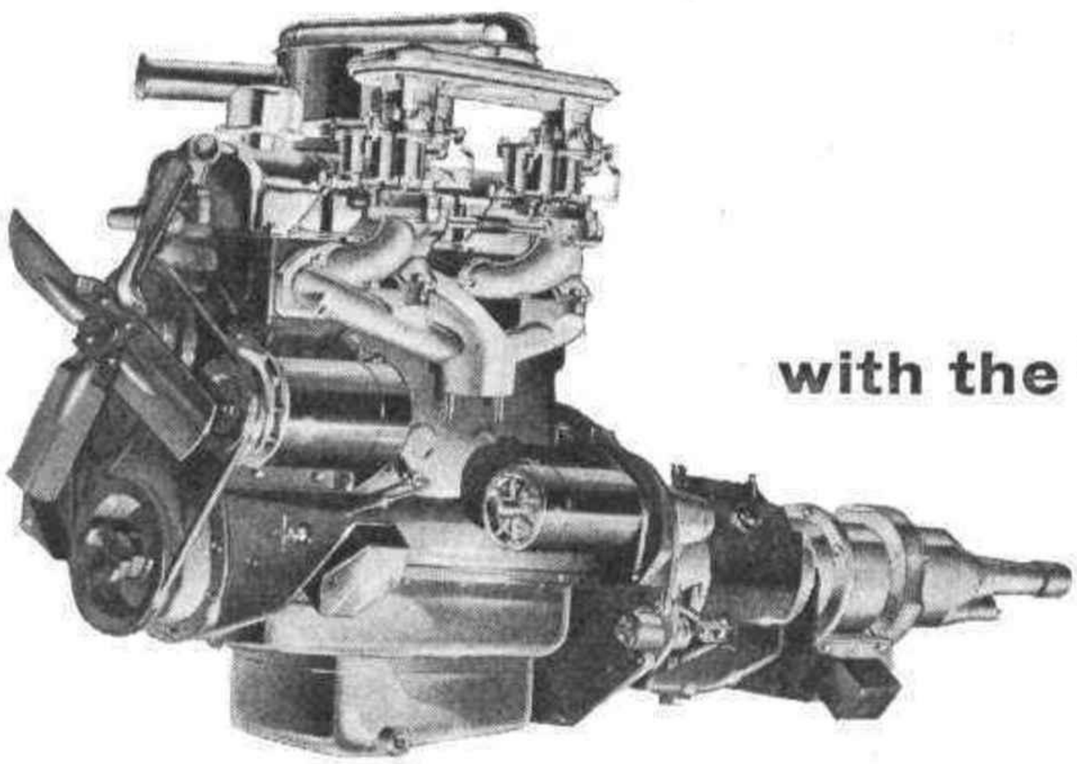
Quiz-Picture Solution

Last month we expected to baffle a lot of readers with the quiz picture, but although fewer solutions than usual were received, indicating that it was a difficult picture, it is pleasing to record that some did "hit the bull's-eye," indicating a very good knowledge of motor-racing history. The car is a Marendaz-Special, seen during the 1936 sports-car French G.P. at Montlhèry, where it was driven by Lord Howe. The first all-correct solution received came from H. D. S. Venables, of Kingston Hill. Other correct solutions were received from D. Phillips of Burford, Joan Hawkins of Richmond, Surrey, and Flt-Lieut. Peter Hull of Oakington. Incorrect solutions referred to S.S., 3¼-litre Bentley and 6-litre Bentley (of which there "ain't no such animal"), etc. One reader got Marendaz as correct, but mistook the driver for Stirling Moss' mother, who used to drive a car of this make in rallies and trials.



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BUGATTI O.C. PRESCOTT
(September 8th)

The Bugatti Owners' Club can always be relied upon to produce a fine collection of sporting carriages, but an International meeting at Prescott is an occasion when even this illustrious club surpasses itself.

On entering the paddock a row of multi-coloured Bugattis confronted one, as did the E.R.A.s, which were also present *en masse*. Coopers, both 500 and 1,100 c.c., abounded, with rather fewer Lotl and a moderate sprinkling of TR2s and Healeys, plus the numerous "one only" makes.

Small cars rolled up first at the start. Heading the programme in the up-to-1,100-c.c. class was A. Cleave's humble-sounding machine, a Morris Ten. This car is a wolf in sheep's clothing, however, for it is a regular competitor at Prescott and has a pleasant exhaust note to go with its satisfying performance. Best time in this class was returned by Tony Marsh in the 1,100-c.c. Cooper-Climax; start to finish in 47.67 sec., failing to beat his previous record by 1.18 sec. R. F. Bloxham was the 1½-litre class winner in the famous ex-Chapman, ex-Nurse Lotus SAR 5. T. G. Cunane's Mk. IX Lotus was second. The Ecurie Les Zebres' Alfa-Romeo Guiliettas unfortunately failed to appear, along with Steve Wilder's Porsche from America.

The first mishap occurred at the beginning of the 2-litre class, when D. R. Good overturned his TR2, resulting only in a very slightly dented front wing. W. S. Perkins made a steady run in his Lotus, with 328 B.M.W. engine seemingly in need of a rebore judging by the clouds of smoke which pursued it up the hill. Another mishap occurred when J. McKechnie took to the bank in his Morgan, resulting in a damaged wheel and suspension unit. Fastest Austin-Healey was that of J. F. Dalton, the car being the 100S model. Hill and McDonald were both driving 100Ms with no disc brakes, and W. A. Bemrose, who came unstuck in the Esses on his first run, was in a slightly modified standard model.

K. Rudd in the Bristol-engined A.C. Ace was the class winner with a best time of 49.21 sec., and P. Everard in the Cooper-Aston Martin was second. J. Fask of Sweden, driving a 300SL Mercedes-Benz, demonstrated some fine power slides at Pardon. Ken Wharton did likewise in the works Austin-Healey, the ex-Moss/Macklin Sebring car, and was placed third in his class.

An unusual entry in the 3-litre category was the 57SC Bugatti saloon brought over from Switzerland by C. G. Renaud. This magnificent black and yellow two-seater saloon was closely scrutinised by all and sundry in the paddock. The tortuous nature of Prescott defeated this long car, however; it failed to gain even third place. The blue and red blown 2.3-litre Type 51 Bugattis of Wall and Robins and the blown 2-litre Type 35C of Haworth added atmosphere, but the opposition was too much for them in this class and none was placed. Raymond Fielding in his H.W.M.-Jaguar found little competition for first position with a best time of 49.40 sec. Scragg's Alta-Jaguar came second in 50.51 sec.

Racing cars were again much in evidence on the hill. Michael Christie driving Rob Walker's Connaught made f.t.d. (45.20 sec.), taking the Staniland Trophy. C. A. N. May was awarded the 500-c.c. Trophy for his performance in his Cooper. R. W. Colton's car conked out before he reached Orchard on his second run, and Welton and Guest in a Cooper and E.G.S., respectively, found their mounts somewhat temperamental.

Good, Stuart, Broad and Wharton turned up with their E.R.A.s for the Formule Libre class, John Broad winning his own trophy, which he later handed to Good. Ken Wharton was the class winner (45.85 sec.). Last to ascend was the De Haviland/A.T.N., an inverted zero engine in an M.G.-Morris chassis, altogether a terrifying machine which went up the hill in leaps and bounds.

In the Formule Libre (two cylinders) class fastest time of the day was made by Michael Christie in a 1,100 Cooper (44.45 sec.). Tony Marsh was second with 44.98 sec. and, in a similar car, Rivers-Fletcher came third, having made an excellent first run but spoiled his average on his second at Orchard Corner, where he got into difficulties.

Finally came the Bugatti Handicap. Fourteen Bugattis in all were present and made nice progressive noises on their way up the hill. Honours went to Haworth (1928 35C), Somerset (1928 37A) and Vickers Jones (1927 35A), respectively.

Thus ended a traditional Prescott, the fine sunny weather providing a welcome change in this year of gloom; many excellent vintage cars were espied *en route* in the morning, notably two 14/45 Talbots, two Rolls-Royce Phantom tourers, and an Austin Heavy 12/4, its paintwork in eau-de-nil green, with gleaming brass radiator.—I.G.

PETERBOROUGH M.C. RACE MEETING, SILVERSTONE—(September 15th)

Dry windy weather prevailed for the Peterborough M.C. race meeting at Silverstone, one of the last of the season. A large number of cars turned up and no serious mishap occurred to mar the occasion.

A five-lap handicap race for vintage cars started the ball rolling. There were six non-starters, leaving 19 gallant men to carry out the proceedings. P. A. Lazarus in the fine old Talbot 105 made off with first position, followed by W. G. Boult in his Ulster Austin Seven. George Burton in his modified Bentley came up into third position.

Next came a five-lap handicap race for production saloons. This event is one of the more popular events at club meetings, as it generally provides amusement for "Joe Soap" in the front row of the stalls and valuable information for the well-informed sporting types using bread-and-butter transports. Hoffman's Morris Minor kept pressing forward well, but as time went on it was relieved of its prominent position to one of obscurity; J. G. Armstrong's old-type Ford Thames van put up a gallant show, as did Charles Meisl's Popular, both going round Woodcote in very upright positions compared with Morris' Zephyr. Mrs. Bloxham in her DB2 Aston Martin took first place (67.85 m.p.h.), with C. Davies in a Bristol 403 second.

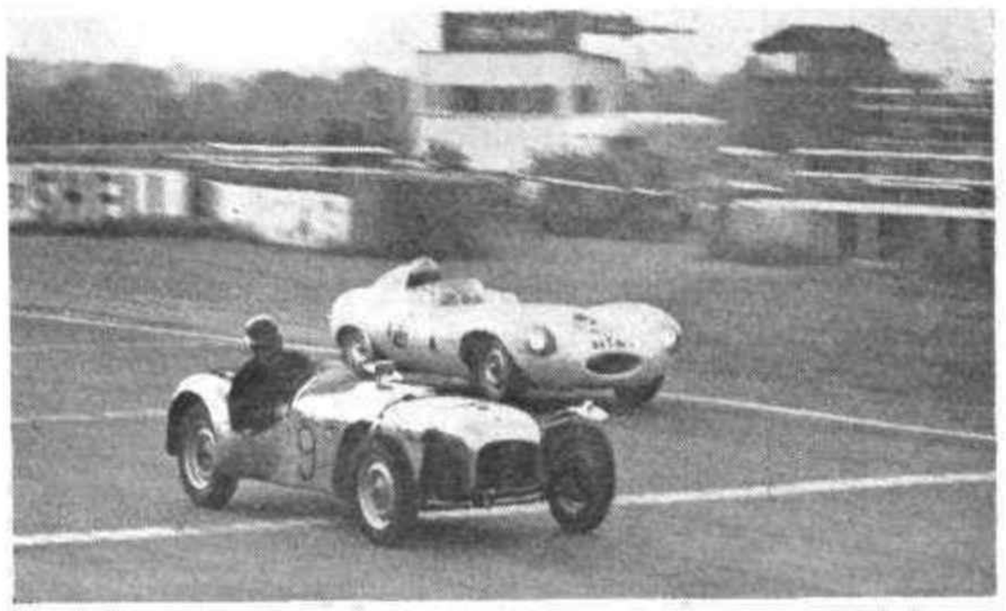
Another large field took to the track for the third race, the five-lap sports-car handicap. This was split into two parts owing to the large number of entries. G. R. Baird in a Lotus Mk. XI took first place, followed by Graham in a Mk. VI and Mackenzie's Elva third, so vanquishing the Cooper entries; the second part saw Lisle's Amilcar away first, a safe bet for the handicappers! Beckaert in a Mk. VI Lotus and Harris in his well-known Austin had a happy dice, and Lewcock busied himself trying to catch the Amilcar with his Austin. Horrid noises came from Wilson's Buckler, but he continued. C. Bristow came in first in his MGA.

Two Bentleys were first over the line in the fourth event, the 4½s of Lawrence and Mason. G. P. Hulbert in a Morgan Plus-4 had the misfortune to do a whirligig at Copse and for a moment there was chaos as the rest squeezed past, leaving a rather sheepish Morgan to creep out of the ditch and continue. Merriman also spun his TR2 at Woodcote and, being slow to abandon ship, was nearly struck by the hefty Talbot 105 of Lazarus, so invoking the wrath of the R.A.C. steward.

The F.III race of twelve laps deservedly went to Robinson in a Cooper after he had held first place for the entire race; Taylor and Barrett followed along behind in crocodile fashion. The J.A.P. award went to Summers for his efforts at the wheel of a Cooper-J.A.P. In the sixth race, MacKenzie's Elva took the lead on the first lap but failed to find a place on the final lap. Summers was the winning man in a Cooper-Climax with Tony Marsh in a similar car second. W. S. Frost in a Lotus XI was forced down to fourth place.

The 10-lap handicap for vintage and historic racing cars followed, five E.R.A.s coming to the line, along with a sprinkling of Maseratis, Alfas, Bentleys and Vauxhalls. Stuart and Moss in E.R.A.s took first and second places with Lawrence's Bentley third. The winner's average speed was 67.71 m.p.h. This was a spirited race, Spero's Maserati gave up soon after the start, but Moss crept up to first place and was then overtaken by Stuart.

Continued on page 597



PASSING VICTOR.—Henry Taylor's D-type Jaguar seen passing Silk's Mk. VI Lotus during the MOTOR SPORT *Trophy Handicap. Taylor won the event at 75.81 m.p.h. Silk was placed fifth.*

CLUB NEWS

THE HUMBER REGISTER/FIAT REGISTER MIDLAND RALLY

The Humber and Fiat Registers combined on September 9th in holding the annual Midland Rally, an excellent event, inasmuch as it follows the greater part of the route of the Victory Cup Trial and Economy Car Trial of the early nineteen-twenties. Unfortunately, as in 1927, torrential rain made matters uncomfortable, especially for members of the Vintage Motor-Cycle Club who had been invited to join in. The entry was very poor and further depleted by non-starters, so that only two Fiats—Liston-Young's 509 tourer and Benbow's airship-tailed 1922 Fiat 501 2-seater with o.h.v. conversion and what looked to be Alvis wheels—and three Humbers seemed to be the sole car contingent, the Humbers comprising Gibson's 1925 12/25, J. R. Gray's 11.4 and Longworth's 14/40, all very nicely turned out. Luckily Sellars (1925 Sunbeam), Harper (1925 Sunbeam), Bone (1921 New Imperial), Moffat (1914 Triumph) and Beggs (1928 Sunbeam) bravely turned out on their motor-cycles.

The Editor of MOTOR SPORT set out at a ghastly hour in the morning in his 1925 F.N. saloon (with what is thought to be the 1927 T.T. engine, now converted to normal exhaust system and single S.U. carburetter) to marshal, covering 226 steady miles in the day without trouble.

Fiat (England) Ltd., had generously presented a cup, and the trial was won by Gibson's Humber, which made best performance. Bone's New Imperial performing best amongst the invited club members and Beggs' Sunbeam motor-cycle being runner-up. Now we want a vintage Fiat in order to be able to mount the handsome, if weighty, Fiat Register badge. Queries after this soaking event: Why did Lt. A. B. Demaus, Humber Register, arrive in a 2-litre Lagonda? How does he remain so thoroughly imperturbable in such weather? Why did we meet vintage Humbers in Worcester long after the trial had started? Did the enthusiastic occupants of the marshal's Bentley, which was devoid of a hood, ever get really dry again? This is a trial which deserves greater support on future occasions and it is nice to know that Demaus not only believes firmly in "replica" vintage competitions but brings along pictures of the hills as they appeared to motor-cycle and car competitors in contemporary times.—W.B.

CEMIAN M.C. GYMKHANA (Sept. 16th)

Closed Cars :	**Best Cemian :** R. C. A. Smith (Morris Minor).
	Runner-up : Ken Gregory (Sunbeam Rapier).
	Best Visitor : C. Simpson (Austin).
	Runner-up : P. Hebden (Ford).
Open Class :	**Best Cemian :** Miss Margaret Mobbs (M.G.).
	Best Visitor : R. F. Bradley (Austin-Healey).
Team Award :	K. S. Bignold (M.G.), P. Hebden (Ford) and G. Simpson (Austin).

MIDLANDS M.E.C. HONEYBOURNE SPRINT (Sept. 16th)

This closed-to-club Sprint Meeting was run under dull but dry conditions, and consisted of a standing ¾-mile involving two corners—one of which was a trifle acute and caused some rubber-burning, and also a straight standing ¼-mile. Classes were divided into popular engine sizes, and results were decided by taking an aggregate shortest time over the two distances. Some classes were merged in respect of results, owing to there being insufficient runners in these classes to qualify individually for a prize. The entries were quite varied, from an A30 to a genuine Shelsley Special, being the ex-Rupert Instone "Martyr," which unfortunately shed chains after putting up a good time in the ¾-mile runs, and was unable to complete the event. J. R. Axon in a modified XK120 coupé put up the best performance of the day, at the expense of a fair amount of rubber being left on the airfield runways.

	Times ¾-mile	¼-mile	*Best* aggregate
Open Cars :			
Classes 2 and 3 (806-1,200 c.c. and 1,201-1,600 c.c.) : M. Eaves (Dellow)	49.6 secs.	22.9 secs.	72.5 secs.
Class 4 (1,601-2,500 c.c.) : L. B. Mayman (TR2)	43.8 ,,	20.3 ,,	64.1 ,,
Class 5 (over 2,500 c.c.) : J. R. Axon (XK120)	41.6 ,,	18.9 ,,	60.5 ,,
Closed Cars :			
Classes 1A and 2A (not exceeding 805 c.c. and 806-1,200 c.c.) : D. J. Smith (Ford Prefect)	58.2 ,,	26.4 ,,	84.6 ,,
Classes 3A and 4A (1,201-1,600 c.c. and 1,601-2,500 c.c.) : L. Hill (Ford Zephyr) ...	54.8 ,,	25.7 ,,	80.5 ,,

WORCESTERSHIRE M.C. (Sept. 16th.)

The Worcestershire Motor Club held their event in conjunction with the Morgan 4/4 and Herefordshire Motor Clubs on Sunday, with an extremely good entry of 39 competitors taking part.

Practising took place in the morning and in the afternoon there was keen competition amongst drivers for the fastest time of the day. This was put up eventually by Mr. W. A. G. Goodall, driving a Morgan Plus 4, with an excellent time of 64.8 sec. He was closely followed by Mr. J. Bodin in a Ford Special in 65 sec. dead.

Each competitor was allowed two runs; one entrant came all the way from Surrey to compete and was successful in winning his class.

Results.

Fastest time of the day :	W. A. G. Goodall (Morgan Plus Four)	64.8 sec.
Saloons : Up to 1,100 c.c. :	A. E. Thompson (Renault)	77.1 ,,
1,101/1,600 c.c. :	L. Manifold (Volkswagen)	71.9 ,,
1,601/2,600 c.c. :	E. Burnham (Ford Zodiac)	75.8 ,,
Open cars : Up to 1,100 c.c. :	J. Looker (Morgan)	69.1 ,,
1,101/1,600 c.c. :	J. Bodin (Ford Special)	65.00 ,,
1,600/2,600 c.c. :	B. Phipps (Morgan Plus Four) ...	66.3 ,,
Team Award :	P. H. Goodall, W.A. G. Goodall and J. Looker (Morgans).	

CIRCLE C.C. SEVENTH ANNUAL RALLY (Oct. 28th)

Start: Wembley, 10.30 a.m. Finish: Rickmansworth area, 7.0 p.m. Mileage: 180 (approx.), Essex, Cambs., Herts and Bucks. Classes: Open and Closed. Up to 1,300 c.c. and Over 1,300 c.c. Invited Clubs: B.A.R.C., Bugatti Owners', Chiltern, Herts County, M.G. (S.E.), Public Schools', Seven Fifty.

Entry Fee: 25s. per car. Closing date: October 22nd, 1956. Regulations from: J. W. Cridford, Tamar, Rowlands Avenue, Hatch End, Middlesex.

FALCON M.C. FAMILY RALLY (Sept. 16th)

Best Performance and Rally Cup : P. Angus (M.G. TF).
Second Best Performance : R. Sheldrick (M.G. MGA).
Family Award : Mrs. B. Tucker Peake (Ford).
First-Class Award : C. Watling (Vanguard).

LEICESTERSHIRE VINTAGE CLUB

The above club has recently been formed for owners of vintage and veteran cars and motor-cycles. All interested parties should contact the Hon. Secretary, P. M. L. Biles, of 115, The Fosse Way, Syston, Leicester.

ALFA REGISTER

All owners of Alfa-Romeos who are interested in the formation of a Register for these cars are asked to contact S. G. Wilson, of 17, Roundwood Lane, Harpenden, Herts.

KAR KEE TAGS

Aluminium tags designed like miniature car number plates with personal car registration numbers in raised characters are available for 4s. 3d., including postage, from Kar Kee Tags, 116, Commercial Road, Totton, Hants. These attractive objects are well made, help to prevent the loss of the key, and, should this occur, will perhaps ensure its return to its rightful owner.

EXAKTA MODELS

Attractive models in kit form have long been the speciality of Exacta Models, Ltd., of 12, King Edwards Road, London, E.9. The Rolls-Royce Silver Ghost has been in production for some time. The 1902 Peugeot, retailing at 27s., and the 1906 Rover have recently been introduced. These models are very attractively boxed, are quite easy to assemble, the metal parts being realistically joined together with nuts and bolts.

LUFFT CAR COMPASS

Made of transparent plastic, this small luminous compass has a suction pad for affixing to the windscreen; it is luminous and adjustable and proved its worth on a recent Continental tour. Priced at 55s., this is a good buy. It is available from the Army & Navy Stores, Harrods, and leading opticians.—I.G.

(*Continued from page* 596)

The 1,500-c.c. sports-car scratch race went to Naylor in his extremely fast Lotus-Maserati, outpacing his rivals by quite some way. Tony Marsh tried hard to catch Summers and Naylor, but only managed to catch Summers and relieve him of second place. Robinson again won the 12-lap "Sweepstake" for 500-c.c. racing cars, with Taylor second. Barrett had a chain break on the eighth lap and Howlett also retired, on lap nine. Brian Taylor again won the 200-c.c. sports-car event in his Lotus-Maserati at 77.60 m.p.h. Campbell Blair's Cooper-Bristol came in second.

And so to the 1,172 and 750 race, Millard winning the 750 formula and Laverton the 1,172 formula. Beckaert bent his Mk. VI Lotus at Copse trying to avoid another competitor, so damaging his front stub axle. The 750 average speed was 63.00 m.p.h. and the 1,172 69.98 m.p.h. The over-2,000-c.c. sports-car race was led to its conclusion by Campbell Blair in first place at 77.02 m.p.h. Taylor's D type Jaguar following closely.

Finally came the MOTOR SPORT Trophy. The first six places were: Taylor (D-type Jaguar), Mrs. Bloxham (DB2 Aston Martin), Shale (Sebring Austin-Healey), Silk (Mk. VI Lotus), Orr-Ewing (Frazer-Nash), Lawrence (4½ Bentley).—I.G.

CONTINENTAL NOTES

WITH the Spanish Grand Prix being cancelled the 1956 World Championship concluded at the recent Monza race and once more Juan Manuel Fangio gained the title of World Champion. At no time during the season did the situation ever look settled for Fangio, in fact at one time it seemed almost certain that he had no hope of winning the title and there was every possibility of "new-boy" Peter Collins becoming World Champion. However, as things have turned out the results have put the three main contestants, Fangio, Moss and Collins, in their right order of ability in the eyes of many people, Fangio having 30 points, Moss 27 and Collins 25. One driver who has been rather overlooked, and yet he finished fourth, is Jean Behra, for he amassed a total of 22 points throughout the season entirely on his own, whereas the other three drivers at some time or another all borrowed another car in their team in order to finish races. Fangio used Collins' car at Monaco, Collins used Portago's car at Silverstone, and Moss used Perdisa's at Spa, whereas Behra got four third places and a second driving single-handed. The result of this was that before the Italian Grand Prix he was in a position to become World Champion.

The question of whether a driver should change cars during a race or not is one that is discussed very fully wherever enthusiasts meet and there is much to be said for both sides, though personally I should like to see the rule abolished and if a driver breaks his car then he is out of the race. When the whole system of the World Championship is thought about carefully and dispassionately then I come to the conclusion that it would be a far better thing for Grand Prix racing if the whole thing was abolished. This may seem a sweeping statement on the face of it, but reflect a moment and remember that Mike Hawthorn is one of the world's best drivers and yet he only finished in one Championship event this year; reflect also that Moss has finished his third year of Grand Prix racing and is probably closer to Fangio than anyone on ability with a Grand Prix car, and yet at mid-season Collins looked like becoming the first British driver to be called World Champion. I am not saying that Collins is not a good driver, far from it, but this has been his first season of first-line Grand Prix racing and no one in their right mind, even Peter himself, would say he was a better Grand Prix driver than Moss. Reflect also, mechanically, that the reliability between Lancia/Ferrari and Maserati is about equal and that the Vanwall is faster than both of them, and then see the true absurdity of trying to draw conclusions from a contest that is fundamentally inaccurate in its results.

I would like to see the driver championship abolished and Grand Prix racing become once more a battle between different makes of car, for that would give the true perspective on racing and the results of racing. Casting back through the ages we can recall that the question was whether Alfa-Romeo was better than Fiat or Delage, and after that whether Bugatti was better than Alfa-Romeo and Maserati, to be followed by the question of the merits of Mercedes-Benz against Auto-Union. Now it should be a case of Ferrari *versus* Maserati *versus* Vanwall, not "is Moss better than Fangio, and is Hawthorn better than both of them." After all, if you take two drivers of equal ability then the result of the race will depend on the merits of the car, so the manufacturer becomes important. The factory that can build the fastest, most roadworthy and most reliable car will win and added to that is the team organisation that can make or mar the success of the car. Due to the popular press, drivers are being put on pedestals where they do not really belong, and I think that is a bad thing for motor racing. If a driver has ability he will become the leader of a manufacturer's team, if he has less ability he will be number two in the team. In 20 years time I hope I shall be able to recall that in 1956 Fangio led the successful Lancia/Ferrari team, Moss led the Maserati team through their ups and downs, Schell led the thrusting and promising new Vanwall cars and Hawthorn fought valiantly, but briefly, as leader of the B.R.M. team. I am not suggesting that drivers should sink into insignificance, far from it, for I still think that the driver of a Grand Prix car is a very special type of human being, and to me they are the 20th century gods, but the real truth behind motor racing is a mechanical battle between factories, designers and mechanics, with drivers proving the worth of the mechanical people.

In sports-car racing we already have a Manufacturers' Championship, but due to the unsoundness of sports-car racing as a whole the thing is farcical, so it would be far better if the F.I.A. were to scrap it and transfer it to Grand Prix racing. It only needs one example to show the idiocy of the sports-car championship and that is the Lotus 1,100 c.c. car, which no one will deny is one of the outstanding sports cars of recent years, but what hope have Lotus got of ever winning the Manufacturers' Championship ? In many ways present-day motor racing is in a muddle and with the beginning of the new Formula II on January 1st, 1957, it would be a good time to start putting motor racing a little straighter than it is now. Already people are asking "Which is going to be the best Formula II car, the Cooper-Climax, the Lotus-Climax, the Gordini, the Maserati or the Ferrari ?" No one is saying "Will Moss beat Fangio ?" and then in brackets (" on Formula II cars "). Let us start right away and try to find out which team of designers, builders and mechanics are going to produce the best Formula II car. Let us try and find out whether it is mechanically more praiseworthy to win races with a 6 cwt. car using 130 b.h.p. or a 9 cwt. car using 200 b.h.p. Do not let us fog the issue with the merits of driver A against driver B, for remember that when driver A becomes too old to go fast, or wisely retires, there will always be another driver A to take his place.

While on the subject of Formula II for 1957, which is limited to racing cars of not more than 1,500 c.c. capacity, it is worth viewing what is known about some of the possible contestants. By the time these words are being read the first prototype Ferrari engine will be on the test bed and the chassis will be under construction. This is a V-6 engine with a three-bearing crankshaft, staggered cylinder bores and side-by-side big-ends. Each bank of three cylinders has a separate cylinder head with inclined valves and two overhead camshafts, these being driven by double-roller chains. In the centre of the Vee is a one-piece aluminium casting on which are mounted three double-choke downdraught carburetters. This engine will be mounted in an entirely new chassis frame and is the first of Enzo Ferrari's experiments into Formula II and will be run next year in order to gain experience with small engines, so that if in two or three years' time Formula II replaces the current Formula I, just as did happen in 1952-53, then he will be well to the fore. Not being convinced that a V-6 arrangement is the best, Ferrari also has plans for a four-cylinder 1,500 c.c. engine and a 12-cylinder model, but as yet only the V-6 is in production.

Cooper has already shown us his first Formula II car, and remarkably fast it goes, while Lotus are hard at work on the design of an entirely new car built around the twin-cam 1,500-c.c. Coventry-Climax engine and there is every possibility of it being ready by Motor Show time. Of Osca, Gordini and Maserati there is no sign, other than the knowledge of good 1,500 c.c. engines already existing.

That Formula II has a great future is almost sure, and already the British organisers have shown their interest, while such Italian races as Syracuse and Bari are making enquiries as to the possibility of holding Formula II events next year. Some people seem to think that if, as seems likely, Formula II becomes very popular it will provide cheaper racing, and looking at the Formula II Cooper that ran at the British Grand Prix meeting this would seem true. However, when you see the beginnings of the designs of new Formula II cars, cheapness has already gone with the wind. Lotus and Cooper intend to use the twin-cam Coventry-Climax engine, which is hoped to give 130 b.h.p. and that unit alone will probably cost over £1,000 and already 130 b.h.p. is going to be barely enough on a Grand Prix circuit like Reims, Spa or Monza. If Formula II becomes truly international, as well it might, then in three years' time the cars will be as costly and complicated as Formula I cars are today. Three years is no time at all in the development of a Grand Prix car, for remember that in October three years ago we were chewing over the rumours about Mercedes-Benz re-entering Grand Prix racing and Lancia building a Formula I car and here we are already on the threshold of a new era of racing.—D. S. J.

PESCARA GRAND PRIX (August 19th)—358.106 kms.

This year the annual race on the beautiful mountain circuit was limited to sports cars of 1½ and 2 litres and though Behra led for a time in a 200S works Maserati, he was delayed at the pits and let Taruffi take the lead in a similar car. Due to the intense heat Taruffi was not keeping an eye behind him and Manzon (Gordini 2,000 c.c.) swept up and passed him on the last corner of the 14 laps.

Results :

1st : R. Manzon (Gordini 2,000 c.c.) ... 2 hr. 41 min. 02.7 sec. ...133.380 k.p.h.
2nd : P. Taruffi (Maserati 200S) ... 2 hr. 41 min. 03.2 sec.
3rd : G. Munaron (Ferrari 2,000 c.c.) ... 2 hr. 41 min. 07.9 sec.
Fastest Lap : J. Behra (Maserati), 19 min. 54.7 sec. ... 140.767 k.p.h.



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1st **ROY SALVADORI** Cooper-Climax 89.07 m.p.h.

THE MADGWICK CUP

1st **J. K. HALL** Lotus-Climax 84.62 m.p.h.

FIRST SEPTEMBER HANDICAP

1st **A. STACEY** Lotus-Climax 82.76 m.p.h.

SECOND SEPTEMBER HANDICAP

1st **JOHN LAWRENCE** Jaguar D 84.44 m.p.h.

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WHARTON SETS NEW COURSE RECORD AT BRIGHTON SPEED TRIALS

His 2-litre E.R.A. Covers the S.S. Kilometre in 23.34 Sec. Patsy Burt (Connaught) Breaks Ladies' Record in 25.45 Sec.

Ogier's Tojeiro-Jaguar Fastest Sports Car.

THE popularity of the sprint was apparent at Brighton on September 1st, when an entry of 256—motor-cycles were not admitted this year—competed in the classic paired-runs down the famous kilometre course. On one of the most dismal September days imaginable crowds lined the terraces overlooking the Madeira Drive for some nine hours, armed with raincoats and umbrellas against the morning rain, which ceased in time for the course to dry out and many class records to fall.

Brighton is an attraction on account of the unusual sprint machinery which is seen there—cars like Instone's very effective Djinn with blown J.A.P. V-twin engine, the similar-looking Mitchell-J.A.P. with single spring to its back axle, Hardy's jolly G.N.-Sumner-J.A.P. "Hardy Annual," with masses of whirling chains and a Centric-supercharger for its rear-mounted V-twin engine, and the fabulous Rolls-Royce-Merlin-powered four-wheel-drive Swandean Spitfire Special of the intrepid Mr. Wilcock. Besides these, there were lots of E.R.A.s, headed by Ken Wharton's ex-Mays 2-litre which set a new course record of 23.34 sec., beating its own previous figure of 23.68 sec. J. Ogier made fastest sports-car time in 25.36 sec. in his Tojeiro-Jaguar, just failing to beat Wick's old sports-car record, and Mrs. Joan Gerard's long-standing Ladies' Record fell to the skilful Patsy Burt in Rob Walker's Connaught, Walker's cars now being prepared by Alf Francis. Miss Burt clocked 25.45 sec., bettering the old E.R.A. time by 0.35 sec.

* * *

In spite of the doleful weather the Brighton scene was fascinating, white-helmeted policemen guarding the course, spectators in sports-garb forsaking the beach for a view of the racing and their Worships the Mayors of Brighton and Hove gracing the event with their presence, while that notable schoolmasterish figure so well-known to start-line habituées again worked energetically with starting spoon and field-telephone to dispatch cars on something like 500 separate runs.

Just after 9.30 a.m. proceedings opened with the Brighton and Hove M.C. Handicap Class and opened with disaster, for Eric Alexander spun his Cadillac-Allard on take-off, hitting the kerb on the sea side of the course and folding up the nearside back hub on the de Dion tube, which prevented any further appearances by this very sprintworthy Allard. Bad luck indeed! In considerable rain Swayne's 1½-litre M.G. won from Rudd's A.C. Ace, its radiator well blanked off, and Frost's Lotus. A 2.4-litre Jaguar saloon out-accelerated a Ford Zephyr and Sivyer's standard VW left Joy Child's Ford Prefect on initial acceleration. Warren's Morris Minor suffered from rear-wheel patter. Wilcock had a go in this class in the Swandean Spitfire, dropping in the clutch at 800 r.p.m., then going up to some 4,000 r.p.m. with the exposed Merlin engine in the gears, a pandemonium of noise and smoke as a foretaste of runs to follow.

The class for 1½-litre Series Production Sports Cars was a Porsche benefit, Burke's Carrera coupé winning in 33.67 sec. from Wadsworth's Carrera coupé (33.90 sec.) and Richardson's similar car (both runs in 34.20 sec.). The M.G.s couldn't get anywhere near the Porsche times.

In the class for over 1½-litre Series Production Sports Cars C. T. Atkin's Mercedes-Benz 300SL had things its own way, using lots of revs. away from the start (28.80 sec.), but Patsy Burt drove bravely in the considerable rain, snaking away to second place in her Aston Martin DB3S (29.71 sec.), while Salmon's Jaguar, in full sports rig, was third (30.54 sec.). Many Jaguars ran with hoods erect, Baker's had a steam vent emerging below the bonnet, and Jenner's TR3-engined Morgan had Firestone "Town and Country" rear tyres.

The 1,100-c.c. sports-car class was won by Peter Gammon (Cooper-Climax) in 27.76 sec., beating the former class record by 1.89 sec. Hill-climb expert Tony Marsh was considerably slower (29.20 sec.) in his Cooper-Climax and third place went to Playford's Lotus (30.54 sec.). An interesting car was the Arnott of Perkins, with Stage I Climax engine and a large glassfibre body.

The 1½-litre sports-car class saw Coombs' Lotus beat the former class record by no less than 1.79 sec. (28.40 sec.), Fisher's Borgward-engined Rennsport second in 32.20 sec. and Barron's BBS third, in 33.65 sec. Again a class record fell when the 1,501-2,500-c.c. sports cars made their runs, Michael Anthony's Lotus with Bristol engine inclined 28 deg. from the vertical to get it into the under-bonnet space, making a splendid get-away, to clock 28.73 sec., severing the old Frazer-Nash record by 0.47 sec. Note, though, that neither 1½-litre nor 2-litre sports cars could match the 1,100-c.c. Cooper-Climax! Mrs. Park drove her husband's Tojeiro-Bristol very well indeed, wheels spinning furiously, being placed second (29.77 sec.), ahead of Buncombe's sister car (30.40 sec.). Gerry Ruddock made his Frazer-Nash's tyres smoke and smoke of a different sort issued from the exhaust pipe of Rosemary Seers' quiet, effective Cooper-Ford. A *real* smokescreen was created by Perkins' Lotus-B.M.W.

Ogier's Tojeiro-Jaguar dominated the big-sports-car class (25.36 sec.) beating even George Abecassis, whose H.W.M.-Jaguar, a handful in the wet, took 25.91 sec., a gain of some 4 sec. on its second run on a drier course. The other H.W.M., driven by Cunningham-Reid, was third, in 26.62 sec. Godsal's Cadillac-Allard with vast saloon body got away impressively, using Hydramatic transmission, and Trimble's ex-Scott-Douglas Ecurie Ecosse C-type Jaguar was nicely turned out. Another ex-Ecurie Ecosse C-type Jaguar, the Stewart car, was driven by Corser. Wick (Allard J2) specialised in false-starts, and W. S. Perkins selected reverse on his second run.

After the lunch interval Hogg's 4½-litre Bentley won the B.D.C. class in 32.66 sec. from Eastick's aluminium-bodied 4½-litre Bentley (32.94 sec.), with Hewitt's majestic 8-litre third (33.90 sec.). We didn't like the box-body on Llewellyn's 3-litre. Burton tried to set his tyres on fire and Roberts' 3-litre appeared to have octagonal back wheels.

Of the couple of runners in the class for supercharged sports cars up to 2,000 c.c. Potter-Moore's 1,100 M.G. was the faster, in 32.91 sec., after its fuel pump had been suitably energised by furious blows. The class for big blown sports cars saw Fitzwilliam's nice 2.3-litre Alfa-Romeo run alone, to clock 39.68 sec., hopelessly outside the Jaguara's record of 26.88 sec.

Luckily, the course was almost dry for the racing cars, the 250s going up first, Forster's J.B.S. winning this class (46.45 sec.) from Harris' Arnott (47.60 sec.). The Bennett Special looked like a little fairground car, but it's beautifully made with 12-in. tyres and rear-mounted Velocette engine, while the Smith, with British Anzani two-stroke engine across the rear of the chassis, was, perhaps, held too long on the starting-line to give of its best.

Ray Petty, after several false-starts, made no mistakes in the 500 c.c. class, his Petty-Norton recording 30.58 sec. Taylor (Cooper-Norton) was second in 31.01 sec., Raby (Cooper) third, in 31.18 sec.

In the 1,100 c.c. racing-car class Rupert Instone's Djinn put up its usual brilliant show, but was fractionally slower than last year (25.37 sec.), the noise from its blown J.A.P. painful to the ears, Tony Marsh's Cooper 1,100 with drilled wheels needing 26.05 sec., and Centric-blown Farley Special 27.33 sec. Rob Walker drove the prototype F II Cooper in the 1,500 c.c. class but was beaten (26.32 sec.) by the Djinn, which Instone now persuaded to clock 25.07 sec., still slower, however, than in 1955. Good's ex-Mays black E.R.A. was third fastest (26.47 sec.).

In the 2-litre racing-car class Wharton made one splendid run in 23.58 sec. in the E.R.A., but thereafter was hesitant in starting and stopped on one run with gearbox trouble. Marsh was having a go in Bell's 2-litre E.R.A., its radiator blanked off under the cowl and he was second after a snaky run in 24.98 sec., Norris' good old Alta-Special taking third place in 25.31 sec. The bearded Pick in the ex-Sir Clive Edwards' single-seater Lea-Francis-engined H.R.G. went very well indeed, but Pitteway's Aston-Butterworth spent much of its time being towed behind a Land-Rover. Stuart's E.R.A. had a smoking cockpit after a run in 26.43 sec.

In the big-racing-car class the Swandean Spitfire went better, although some three seconds must be lost as Wilcock changes gear, which in no way lessens his brave display. His best time was 26.93 sec. Mays made his record bid in the R4D E.R.A., returning a seemingly-effortless 23.34 sec. and Rob Walker made a fine run in his Connaught, in 24.40 sec.

Stubberfield's Bugatti, trying twin rear wheels instead of singles, took the vintage class in 28.55 sec. Smith made one of his rare appearances in Sir Ralph Millais' 1925 V12 4-litre ex-Campbell Sunbeam, its offside back wheel spinning like a catherine wheel in characteristic manner. It was second, in 30.04 sec. Hardy's runs in the Sumner-J.A.P. were sheer delight to those who remember Shelsley Walsh in the early 'thirties—instead of a handbrake to hold the car at the start Hardy pulls up on the brake cable with his left hand! His 30.09 sec. so nearly beat 4-litres of blown racing Sunbeam!

During the afternoon Hawthorn made a good demonstration-run

in Walker's Connaught—as Monza was next day we had to pinch ourselves on finding Hawthorn at Brighton! The meeting concluded with the Ladies' Class. Patsy Burt made not a single mistake in Walker's blue Connaught, holding the revs. steady on the line and slicing away to a clean run—reward, the Ladies' Record, in 25.45 sec. Angela Abecassis sawed at the wheel to keep the sports H.W.M. straight, clocking 28.18 sec. and Pauline Brook, who is as at home in an 1,100 Cooper as any mere male, was third after an excellent run in 28.37 sec. As we see the girls in action all too infrequently compared with pre-war days, here are all their times :—

Patsy Burt (Connaught)	25.45 sec.
Angela Abecassis (H.W.M.)	28.18 ,,
Pauline Brook (Cooper 1,100)	28.37 ,,
Michaela Alix Hornby (Cooper-Jaguar)	29.40 ,,
Eunice Griffin (C-type Jaguar)	29.41 ,,
Mrs. Park (Tojeiro-Bristol)	29.60 ,,
Jean Bloxam (Lotus)	32.71 ,,
Ann Wisdom (Aston Martin DB2/4)	33.20 ,,
Veronica Richmond (s/c. Rapier)	34.20 ,,
Wendy Knight (Jaguar XK140)	35.26 ,,
Audrey Pepper (Triumph TR3)	35.40 ,,
Mrs. Ashby (Leco-M.G.)	35.60 ,,
Averil Scott-Moncrieff (Lotus)	37.40 ,,

Results :

Club Handicap : W. G. F. Swayne (M.G.)
Series Production Sports Cars up to 1,500 c.c. : J. Burke (Porsche Carrera), 33.67 sec.
Series Production Sports Cars over 1,500 c.c. : C. T. Atkins (Mercedes-Benz 300SL), 28.80 sec.
Sports Cars up to 1,100 c.c. : P. D. Gammon (Cooper), 27.76 sec.*
Sports Cars, 1,101-1,500 c.c. : H. J. Coombs (Lotus), 28.40 sec.*
Sports Cars, 1,501-2,500 c.c. : M. Anthony (Lotus-Bristol), 28.73 sec.*
Sports Cars over 2,501 c.c. : J. Ogier (Tojeiro-Jaguar), 25.36 sec.
B.D.C. Class : R. W. Hogg (4½-litre), 32.66 sec.
S/c. Sports Cars up to 2,000 c.c. : M. Potter-Moore (M.G.), 32.91 sec.
S/c. Sports Cars, unlimited : R. W. Fitzwilliam (Alfa-Romeo), 39.68 sec.
Racing Cars up to 250 c.c. : C. B. Forster (J.B.S.) (only runner), 46.45 sec.
Racing Cars up to 500 c.c. : R. J. A. Petty (Petty), 30.58 sec.
Racing Cars, 501-1,100 c.c. : C. R. Instone (Djinn), 25.37 sec.
Racing Cars, 1,101-1,500 c.c. : C. R. Instone (Djinn), 25.07 sec.
Racing Cars, 1,501-2,000 c.c. : K. Wharton (E.R.A.), 23.58 sec.*
Racing Cars, unlimited : K. Wharton (E.R.A.), 23.34 sec.*
Vintage Cars : P. J. Stubberfield (Bugatti), 28.55 sec.
Ladies' Class : Miss P. Burt (Connaught), 25.45 sec.*

* New Class Record.

BENTLEY D.C., FIRLE (September 2nd)

Fine, sunny weather graced the English Channel on the "Bentley" day at Firle, near Eastbourne. This pleasant hill-climb venue overlooking the fair County of Sussex provides great scope, especially for the larger Bentleys and Lagondas.

First to ascend were the 3-litre cars, the 3-litre Bentley of M. D. Hollis recording a time of 33.89 sec. In the 4½-litre category Walker and Burton fought for the fastest class time, Walker's "Bluebell" pouring out exhaust smoke as it went by. J. H. J. Tatham produced a fine original tourer and D. McClure presented his fast alloy-bodied model.

Class C, for 4½ (S), 6½ and 8-litre Bentleys, produced no faster times in spite of J. L. Goddard's 8-litre engine in 3-litre chassis, a well-proportioned car nevertheless, and Elliot's supercharged 4½-litre. Becker's vast 6½-litre fixed-head coupé gave a splendid insight into big-car motoring on small-car roads!

The post-1931 Bentleys all made silent unostentatious ascents. Lord Ebury's special-bodied 3½-litre making light work of it in 32.58 sec. Next followed the "All Comers" classes. In the up-to-1,500-c.c. category the Milton brothers could be seen revving their A30 up the hill in under 40 sec., Averil and Bunty Scott-Moncrieff in the Lotus-M.G. and the original ex-Chapman Austin-Lotus respectively and J. M. Perkins in the pretty Arnott making a very silent uphill journey in 31.69 sec.

Following them were the 1,501-2,600 c.c. boys and girls. W. S. Perkins in the Lotus-B.M.W. let no grass grow under his wheels, coming up in 28.95 sec., closely pursued by Betty Haig in her Frazer-Nash, a fraction of a second slower. The 2,601-3,500 c.c. group consisted of four Jaguars and the lone Aston-Martin DB2 of Mrs. Bloxam. Trimble's C-type stole the show, however, needing only 28.57 sec. to reach the summit, thus realising fastest time of the day for all competitors.

Bentleys and Lagondas again came up in the 3,500 c.c. class. Lord Dunleath rammed a bank on his second run after what appeared to be a front-wheel skid, no damage resulting, however; Walker went up in 29.27 sec., winning the Christopher Tomkinson Trophy for the fastest Bentley. Interesting experiments were conducted by J. Cooke in his Bentley Continental, first on automatic transmission then on manual control, the result being that the manual operation of the gearbox saved nearly two seconds on the climb. So concluded Firle, 1956.—I.G.

FLYING DISPLAY, 1956

THIS year's S.B.A.C. Flying Display at Farnborough was dogged by bad weather. On the day we attended there was no respite but nevertheless some interesting and exciting flying was enjoyed. The Blackburn Beverley C.1 opened the display by taking 100 troops for a joyride. The Bristol Orion Britannia proved conclusively that it can climb exceedingly well on two of its four engines and the Rolls-Royce Tyne Lincoln, looking like a real aeroplane, did likewise on its single Tyne turbo-prop. in the nose. It was finished in the sort of paint some enthusiasts like to daub over axles and engines.

The Rolls-Royce Canberra R.A.29 didn't accelerate so well (as if it matters!) as the very smart Rolls-Royce Hunter, which on landing displayed reverse-thrust, looking exactly as if it had gone up in smoke. The helicopters performed prodigious antics, but the crowd was as blasé as that at motor race meetings, so that no programmes were waved to tell the pilots that landings on lorries are appreciated. The Fairey Ultra-Light compressed-air helicopter rose and landed twice from its platform lorry, climbing vertically to a considerable height, making a shocking noise.

We liked the clean lines of the Hunting Percival Pembroke C.1, a high-wing, tricycle monoplane. Some splendid aerobatics in old-school style were provided by Dick Chandler in the Auster Aiglet, which did a one-wheel-then-the-other landing into the bargain.

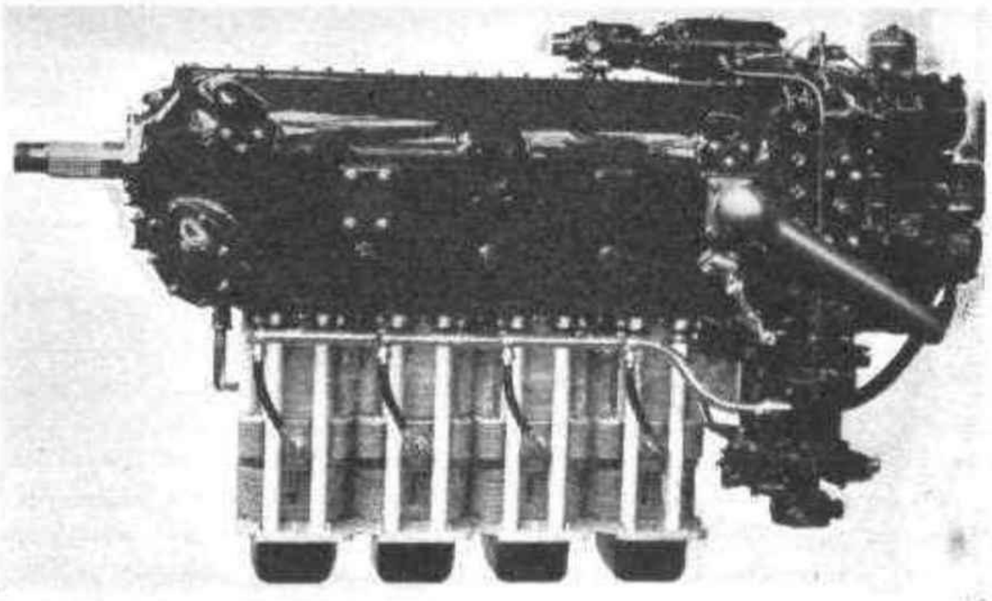
Exceedingly impressive was the Folland Gnat, which climbed almost out of sight to come at us in a tremendous dive, but Whittington caused delight or despondency (according to temperament) when he swerved to starboard on landing after releasing his parachute-brake and vanished in a great spray of liquid mud. He was unhurt.

After the high-speed runs at ground level by two Gloster Javelins and four Hawker Hunters we began to wonder what all this fuss is about motor-racing being dangerous! Especially as the weather was such that the R.A.F. seemingly funked its display.

Peter Twiss gave a cracking display in the 1,132 m.p.h. World's Speed Record Fairey F.D.2, which appears to land a lot slower than the Gnat. Vickers-Armstrongs stole much of the high-speed side of the Show when their N.113 and Swift 7 took off in rapid succession to demonstrate high-speed level and climbing rolls, the Swift going by with an absolute *cluster* of spray about it from the damp atmosphere.

Not to be outdone J. Elliot took up the D.H.110 but was comparatively subdued. The Armstrong-Whitworth Sea Hawk FGA6 flew around laden with stores and Roland Falk performed his truly impressive slow and low fly-past with the 99 ft.-span Avro Vulcan B1 delta wing, which weighs, did the commentator say ?, over 70 tons. That ended the flying part of the display. One very impressive thing was the absence of atmospheric spray round Twiss' Fairey Delta II as it hurtled by—presumably because it is so "clean," which is certainly why it called on three parachute-brakes to stop it on landing. After which, how nice to encounter a 12/50 Alvis saloon and a boat-bodied 3-litre Bentley in the Press car park!

Reflecting on Farnborough, 1956, we find ourselves wondering why noise at Brooklands ever worried anyone! And we would like to end on a note of censure to the Army for erecting barbed-wire beside the road to keep visiting motorists off their land in the region of the aerodrome—maybe they take killing in their stride but to place such wire where motor-cyclists, cyclists, occupants of open cars and horses, not to mention children, could be injured by it in an accident, not to mention walking into it in the dark, is criminal.
—W. B.



ANOTHER AIR-COOLED ONE.—The Gipsy Major 200 engine which powered the Saunders-Roe Skeeter helicopter at Farnborough.

CARS I HAVE OWNED

From 150/- Vintage Light Car to a Lotus Mk. IX, Described by G. B. Hewitt of Farnham

MY first car was an impecunious enthusiast's purchase (in 1933, at £7 10s.) of an Ariel of forgotten year (a four-wheel car!) on which the salesman had to hold second gear in during a demonstration run. I then bought it, but it would only go in jerks in second, making most horrible noises. The second gear on the layshaft had had it, and an hour spent on the 'phone to most of the London car-breakers failed to produce a spare. So, at the end of about 1¼ hours' ownership, I found the additional £4 10s. for a 1927 Clyno two-seater.

This was a staid old car which gave yeoman service when I was a college student, in spite of an argument with a tram at one stage of its career. The tram won but the Clyno was repairable. College came to an end and I started to earn my own living, the car being laid up for a while in an open yard to attract leaves and birds, and lose its paint. It was subsequently renovated and a new hood fitted, but it also had second-gear trouble, although in this case I was able to obtain a secondhand gearbox in apparently good condition. Although I prided myself on my use of a crash box, having learnt to drive on a bull-nose Cowley, this box also began jumping out of second gear. On its last journey from London to Manchester second gear became useless and a continuous racket emanated from the gearbox. The teeth were so badly worn on the layshaft second-gear wheel that they were actually jumping the constant-mesh reverse-gear idler. Then, like the " one hoss chaise " it very nearly wore out everywhere *at once : second gear had gone, the tyres were smooth, the steering* developed wheel wobble, the dickey seat got stove in, the battery had given up and so I scrapped it and proceeded in joint ownership of a 1923 8/18 Talbot with home-made pointed-tail body.

The Talbot, then eleven years old, was originally bought by my brother for £4 10s. and, as such, needed considerable work doing to it. It was therefore treated to a rebore, new kingpin bushes, brake linings, air cushion seats and battery and the spring leaves were separated, wire brushed, graphite-greased and the front ones bound in the absence of dampers. It then turned out to be a grand little car : 40 m.p.h.-plus in second, around 50/55 in top, with 50 cruising, but near-zero brakes. And yet, in some 20,000 miles I only did one minor shunt and even that only because the bloke in front jammed on his brakes when the lights went to yellow !

When purchased, the water-pump driving key was non-existent so we made a new one and then discovered why it had previously been removed. The radiator was so scaled up that in ten miles all the water was pumped out of the overflow. The key was therefore again removed and a tour of Devon, including " Roads Impassable To Motorists," *did not cause boiling. During my three years'* ownership this car had other troubles, notably breakage of the main bolts securing the quarter-elliptic springs. If a front one went a groove was cut in the tyre by a mudguard securing bolt. If a rear one went it was possible to drive home, if not too far, with the chassis sitting direct on the axle. This trouble was cured by fitting additional " U " bolts all round. It had no differential, there being a solid shaft with a wheel hub on a cone at each end. Once a wheel-bearing collapsed, but not badly enough to prevent me getting home some



NINETY-SHILLINGS' WORTH.—The 1923 8/18 *Talbot in a snowy scene. It was apparently a well-worn example and didn't serve as well as these little Talbots usually do.*

100 miles to fit a new bearing. However, this had caused the axle shaft to run out of line, fatiguing the shaft, which eventually broke. Hence the wheel fell off, luckily at 5 m.p.h. A nearby garage was available with a lock-up where I was able to leave the car and replace the axle two nights later, after a search of the breakers' yards ! *Then the teeth began to fall off the pinion (why do the reports of* " Trials " always say " someone's crown-wheel failed " when, in my experience, it is invariably the pinion?). Someone put me on to a welder who said he could build up the teeth. He did, but it was not any good and next time it meant a tow home. I then discovered a straight-cut c.w. and p. for £3 which " would be noisy but stronger," or pinion only, with helical teeth, for 30s. from Elephant Motors. I had the thirty-bob's worth and in spite of the usual tale that pinions must be paired and lapped on to their crown-wheels, I chanced it, fitted it and it ran quietly and was still perfect when I sold the car several thousand miles later.

The next big snag was tyres, which were beaded-edge type. The corroded rims, in spite of cleaning and painting, would cut the tyre in the base of the beaded-edge, leading to the inevitable burst, luckily never with serious consequences. The best bet was to fit new tyres or secondhand ones with no rust in the base of the beaded edge and keep the pressures up, otherwise burst they would.

On one occasion, late at night, we failed to get round a corner and finished up on the grass verge, with the front wheels at 90 degrees, *having hit a drainage gulley. Still, being impecunious, my brother* and I slept in the car and in the morning a local garage towed us in and then lent us their tackle to do a jury-rig repair on the broken kingpin, which was integral with the stub-axle forging. We drilled and tapped the broken portions and screwed them together by means of a fully-threaded stud, brazed up the joint, straightened the track rod and were on our way again. Later the brazing gave way, but we were able to find a replacement stub axle assembly.

But all good things come to an end and again tyres were troublesome, the hood wore out, the engine was again beginning to use oil and I had seen a desirable four-seater, open, fabric 1930 Riley Nine going cheap—£24, with £5 allowed me on t Talbot. At the same time I had seen a Vernon-Derby with a " n..se like an aeroplane," to quote the vendor, 10-in. fishtail, twin aero-screens, Marchal headlights, in Italian red, but I was " sensible " and bought the Riley.

That car was a dead loss and has prejudiced me against them ever since. It would do 40 in third and 43 or thereabouts in top. It taught me one thing, however, and that was how to snatch second gear, it being virtually impossible to get a quiet change from first to second unless you did. *Not that a snatch change is difficult, as any racing* driver knows, but even quite experienced rally drivers have asked me how it's done and it's very desirable in many rally tests.

I very soon got rid of the Riley and bought the Vernon-Derby. That was even more of a dead loss. The clutch was impossible ; either it was in or out and juddered most horribly when taking up the drive. Gaskets would burn out between numbers 2 and 3 cylinders and when it rained one just got soaked. I arrived home on one occasion literally sitting in a pool of water. That car was sold for a song when I went abroad and had the use of the firm's cars until my return to England a few months after the outbreak of war.

Then for a short time I owned a 1937 Standard Flying Nine, an excellent little car which I sold at a good profit a year later.

At the same time I bought a dismantled 1929 blown " Ulster " *Austin Seven, converted to natural aspiration, and with a well-made,* but heavy, two-seater ash body frame . . . . . Four long no-motoring years later, when a basic petrol ration was restored in 1945, I had rebuilt the car with a 1932 long chassis but narrowed to take the original 1929 narrow back axle, so it was now roadworthy. I taxed it and put it on the road, now fitted with an engine from a 1932 car which I had bought at scrap price. It went amazingly well, although I had not even had the head off this " scrap " engine. This car probably gave me as much pleasure as any I have owned and I kept doing mods. to it, such as fitting Bowdenex front brakes, wide brake shoes, a light-alloy head, large downdraught Solex, three-branch exhaust system, but retaining the standard valves and porting, lower back-axle ratio, etc., until the first Eight Clubs Meeting at Silverstone, when one Colin Chapman, racing a Ford-engined Austin Seven, beat a Bugatti. He won his race and I just managed second place, in the 750 Formula race, behind Birkett's ancient " Ulster " model, driven by Bulmer. 750 Formula tuning has progressed a long way since then !



Stirling Moss's Standard 8 is now fitted with a special 10 h.p. high-compression engine.

WHY I'VE CHANGED UP TO

BP Super Plus

FOR MY PRIVATE MOTORING

says STIRLING MOSS

MY 1954 STANDARD has been fitted with a special high-compression engine. Which, believe me, makes it a pretty nippy little car. Of course, like all motorists, I take a particular pride in getting top performance out of it—at the same time trying to keep its fuel consumption down to the very minimum. That's exactly why I've changed to the new BP Super Plus 100-octane petrol.



Within a week of its introduction Stirling Moss used BP Super Plus to win outright the International Sports Car Race, at Silverstone, in a Maserati.

It gives me considerably higher performance; which certainly makes driving much more enjoyable—especially on long runs. It produces just that increased burst of power that's so handy in traffic. And it has put up my average mileage per gallon. If you run a sports model, or any car with a high-compression engine for that matter, I definitely advise you to 'change up to BP Super Plus'.

What about cars with ordinary engines?

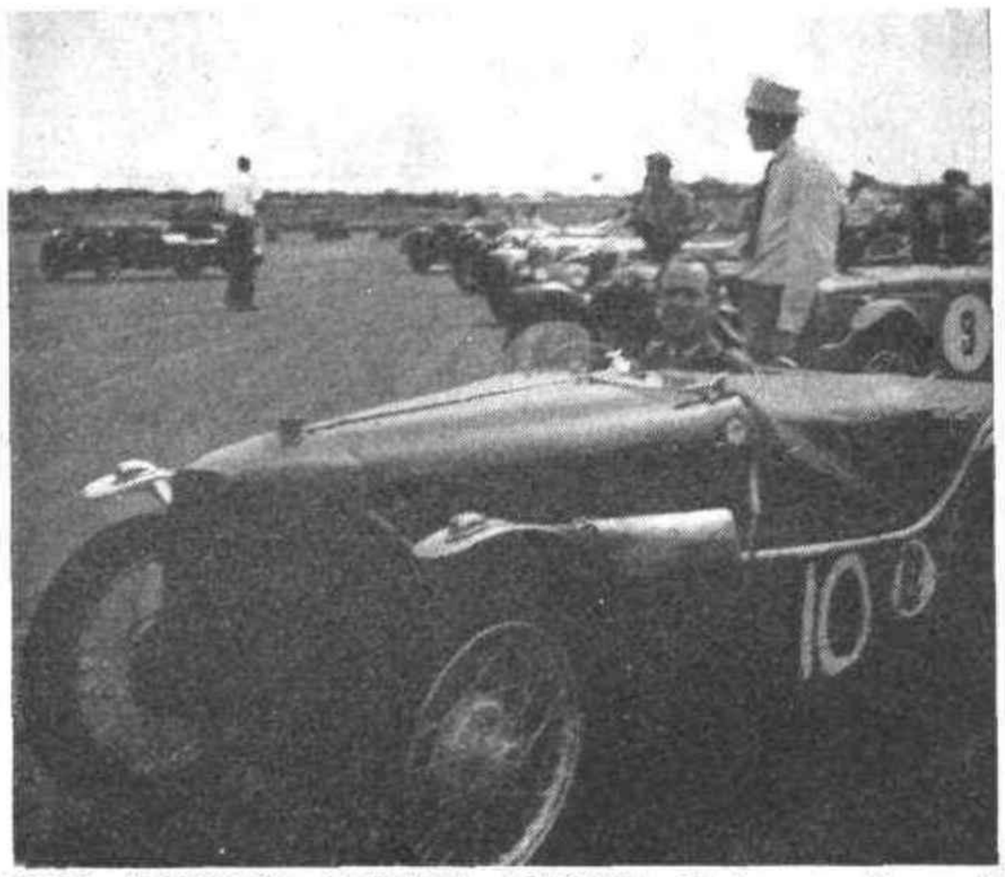
Here are two questions many motorists have asked me.

'Can BP Super Plus damage my car's valves?' It's easy to answer that. No, BP Super Plus cannot possibly harm the valves or any other part of the engine.

'How will BP Super Plus benefit my car?' I cannot be quite so definite about that. It must, of course, depend a lot on what sort of car you run. But this I can say. Lots of people driving different makes of car have told me they've got greater acceleration and much better performance from BP Super Plus.

THE BRITISH PETROLEUM COMPANY LIMITED

BP



THE AUTHOR'S ULSTER AUSTIN.—It is seen here with mudguards borrowed from his trials Austin Special.

At this time I was getting interested in trials and I had been amassing spares, so that I now had three engines, an " Ulster " close-ratio three-speed gearbox, a standard-ratio four-speed box and a " Nippy " close-ratio, synchromesh four-speed box, five 19-in. wheels four 16-in. wheels, spare front axle, back axle, chassis frame, etc. In due course I built up an Austin Seven trials special from these spares, with the addition of a Cambridge body and no hood, two small perspex aero-screens and a total weight of about 7½ cwt. This won me a few awards with the able bouncing of my lady passenger, now my wife. On one famous occasion we climbed a hill after Ken Wharton and having turned the corner past the " Observed Section Ends " notice at the top, both completely exhausted from bouncing and the radiator boiling like a kettle, we found Wharton in a most embarrassing situation. He certainly had not expected a mere Austin Seven to climb that particular hill in the tracks of KHA 1! It won us a first-class award in that trial, the Clee Hill.

The Austin Seven certainly has been the special-builder's joy for many years and the reason is not far to seek : availability of parts, cheapness, lightness—a very important factor to the boy with only a shed in which to build and no facilities except his own strength for lifting engines, axles and bodies. It stands abuse and runs almost for ever with suitable care. Even if a half-shaft breaks he can still drive home : just remove the broken bit from the hub, push the rest of the broken shaft inwards to lock the differential, insert a piece of wood or bolt so that the wheel-hub holds it there, and drive home with one-wheel drive, like a kiddy's tricycle! It works ; I drove home 90 miles that way. Snag is, the axle has to be dismantled to insert a new half-shaft!

Once again I went abroad, to America this time, and the Austin machinery was all sold at practically the prices I advertised in MOTOR SPORT. After scraping together enough dollars for a down payment I bought a 1949 TC M.G., which is still in my possession with over 70,000 miles on the " clock."

My first " episode " with the M.G. was to be backed into at some traffic lights, whilst I was taking my American driving test. Luckily I was not failed for this and the car was only superficially damaged. I entered one or two minor rallies in it and was almost a founder member of the now flourishing M.G.C.C., Washington D.C. Centre. In due course I entered it for an under-1,500-c.c. race in 1950 at Bridgehampton, but mistook someone else's pit signal for the black flag and stopped. I had committed the unpardonable offence of overtaking in a no-overtake zone, because I just had not got such good brakes as the car in front, and the pit signal I saw was shown on a black *board* and implied " 11 sec. behind, go faster," and actually read " 11 F "—my number! Just a coincidence, I had not been black-flagged and so continued, but was of course unplaced.

Previous to departing from Washington for this race I had asked the M.G. agent for a spare half-shaft, as a school friend of mine, who subsequently raced a Magnette at Donington, used to break them regularly. The storekeeper said : " Half-shafts never break on M.G.s



UP SUCCESSFULLY.—The Austin Seven trials special makes light of a gradient, aided by enthusiastic " bouncing " by the girl who was to become Mrs. Hewitt.

and we haven't got one anyway." Sure enough it broke in the middle of New York! But the AAA get-you-home service got me to a garage and the next morning the New York M.G. agent provided me with two half-shafts, so we got to Bridgehampton in time. I have not yet broken a second one, but I carry it permanently in the car just in case.

It was on the way home from this race that I was stopped for speeding. We were not in a hurry, having all day to get home, but according to the Speed Cop he had followed us for 20 miles and I was doing " 30 in the 25 limits, 45 in the 35 limits, 60 in the 50 limits," so it cost me $5. The cop at least had the decency to say I was not driving dangerously and told us an amusing tale of when he stopped an XK120 (fairly new cars at that date). " Just a small car not much bigger than your M.G.," the cop told me, " and when I said ' You were doing 70,' the owner replied, ' What, in this? Say officer, it will only do 50.' However he paid up and then admitted : ' Well, officer, the makers guarantee these babies to do 132!' "

The next race was Watkins Glen in 1951 and by this time I had a higher-compression head with bigger valves and cycle wings. This time I was lying fifth in the up-to-1,500-c.c. race, the original ex-Jim Mayers' Lester-M.G. being somewhere up front, when a big-end went and I finished sixth. I discovered later that nearly all my piston rings had broken and I had pumped the oil out of the breather—what an oily mess there was under the bonnet! Luckily the M.G. Chicago agent, Arnott, was in attendance and he had spare big-ends, so I spent the Sunday on my back replacing all four pairs. Number three crankpin was scored, so I subsequently had this pin ground *in situ* by an M.G. agent in Washington, but later it went again during a 25-lap M.G. Handicap race at Silverstone when I was going well and lying second or third. One Geoff Greenhalgh offered me a tow home behind his TD M.G. but both tower and towee were not experienced at that game and on one downhill bend the tow



CHECKING THE LIFTING JACK before an Eight Clubs' high-speed trial with the 1949 TC M.G. Midget, which the author still possesses, the car having been raced in America as well as in England and driven over 70,090 miles.

rope wrapped itself round the axle, track-rod and brake pipe, bending the track-rod and breaking the pipe. Hence with no brakes and no steerage I drove smartly into the hedge. The brakes were fixed by inserting a wood screw into the broken pipe, doubling the pipe back on itself and binding it up. We continued for the next 70 miles with three-wheel brakes! Subsequently I fitted a new crankshaft.

But to revert to America; the next year I was again at Bridgehampton and thought I had gained third place in the up-to-1,500-c.c. unmodified race, the standard cylinder head having been refitted, but a car which was not on the programme was credited third. However, the *New York Times* did credit me with this place, but I have received no award to confirm it! Sometimes American lap-scoring seems a little rough and ready, as witness last year's argument over Sebring. Then there was a most enjoyable weekend at Reading, Pennsylvania, with a super two-mile, all-hairpin hill-climb where I was third fastest M.G. behind David Ash's Special and a Mark II TD M.G.

That was about all the competition motoring I did in America, but I did thousands of road miles, including a trip to Canada, and so home to England in 1952 in time for the last Silverstone club meeting of that year. The following two years saw me at Silverstone and Goodwood, getting the odd win or place at club events. Even the minor form of trial was attempted, unsuccessfully, but one or two rallies, and Autocross, brought home the odd tankard.

At this time I needed a car for business and my wife liked to have the M.G. for shopping, she had learnt to drive and passed her test on it. Also we thought a saloon was desirable as a second car. In the end a very pretty blue Healey-Elliott was selected. Although, as a previous scribe said, most people who had Healeys could not speak too highly of them, I never really liked the car. The steering, except at speed, was atrociously heavy and my wife could not manage it. It never felt very stable on corners and the drumming from the engine was most unpleasant. Additionally, I never got the reputed economical petrol consumption; when I first got it, it did about 18 m.p.g., but by careful checking of carburetters, brakes, tyre pressures, blanked-off radiator, etc., I eventually got about 25. The next owner subsequently told me it had been fitted with a lower back-axle ratio, which would perhaps have accounted for this poor consumption.

Then came the fabulous Lotus Mark IX. These are supplied as kits of parts, some of which one can purchase direct from the manufacturers, such as Ford axles, M.G. gearboxes, lights, etc. But due to non-availability when required and other snags, all the parts are not obtainable at once, and when they do arrive they do not just go together like a Meccano set, as I had fondly imagined. The result is many hours of filing, drilling, sawing, fitting and changing about before the car finally becomes roadworthy. But when it does, what a thrill! My first time out, I carried as tools, one fire-extinguisher, and one screw-driver to open the bonnet to see why it stopped, if it did. Then, with my wife as passenger and half-a-gallon of petrol, we tried it out and came home again without trouble. A few days later I drove it to Lotus Engineering to collect various items and was advised by Colin Chapman to run it in at 4,000 r.p.m. With my car, fitted at that time with 4.125 to 1 back axle, that meant around 70 in top. As is also well known, the exhaust on these cars is not as quiet as that of a Rolls and I just daren't do 4,000 in any gears for fear of having the Police on my tail. It is quite possible to drive it through built-up areas with a light throttle foot, reserving the heavier foot for open road and the race track, however. [Hear, hear, and would there were more Hewitts in the world.—ED.]



LOTUS MK. IX.—The author's present competition car, which he sums up in one word—"fabulous." The photograph was taken from the top of the pits at Silverstone.

On one occasion when driving it on the road a motor-bike in front of me seemed to like the crown of the road and apparently due to his noisy exhaust did not hear my Altette horn, so I changed down. He heard that all right and I have never seen anyone get out of the way so quickly!

My car was only completed at the beginning of August, so I have so far had only two month's racing with it and that has been confined to club events, which had netted me one win (Oulton Park), two seconds and a third at Silverstone, and a fifth at Goodwood. However, I had made the mistake of trying to do the job too cheaply by fitting the standard Ford brakes. These would fade almost completely in about three laps of Silverstone club circuit and on examination after five club meetings the special Ferodo linings had worn half-way through the rivets on the front leading-edge shoes. I said then I would not race it again until I had some proper brakes and around Motor Show time I ordered Girling disc brakes. Unfortunately, due to production difficulties, these did not materialise until June and so I missed the first-half of the 1956 season.

With all my cars I have never been able to get the phenomenal petrol consumption others seem to get, even when being very light footed after a rebore. The one outstanding exception is that fantastic Lotus which gives 20 m.p.g. racing, but upward of 40 m.p.g. if 60 or 70 m.p.h. is not exceeded in touring! Otherwise my Austin Sevens gave about 37; the M.G. 27; the Talbot Eight did 30; the Riley Nine less than 30, the Healey 25 m.p.g. if I was careful. Maybe I am too heavy footed and I certainly love to use a gearbox!

RELAY RACE MATTERS

Sir,

In your report of the Six-Hour Relay Race mention was made of my being summoned to the Clerk of the Course's office subsequent to hitting a straw bale in the pit approach road. I think it fair to point out that the straw bale incident, which was caused by a grabbing front brake, was in no way connected with the interview I had with the "headmaster."

In fact, I was severely taken to task for an incident of which I had no recollection, and it was only after a few minutes' argument that it transpired that my number had been wrongly quoted in place of that of another car with which I had been closely engaged for several laps and which had finally spun off. Explanations all round and everyone was quite happy.

I have followed with great interest the arguments as to the relative merits and faults of the TR2 and Austin-Healey, and have watched their behaviour in a number of club events in which I have participated with my own TR2. I have only driven an Austin-Healey for about fifty miles so I can claim no real knowledge of these cars. However, we all know that the cars of both types which are raced at club events every weekend are in all sorts of states of tune and it is difficult to arrive at an objective decision as to which is the better of the two makes.

I think that a good TR2 will usually beat a good Austin-Healey on the club or long "Birkett" Club circuit at Silverstone if the TR2 has the stiff "competition" suspension and grab-free brakes. This latter is no easy state of affairs to come by, but I have found that Mintex M-20 linings go a long way towards curing the trouble. The Austin-Healeys seem more prone to spinning than the TR2s, but less likely to roll over when they do get off the course. I have had my TR2 now for eighteen months and it has done two seasons' competition work. The only thing that has gone wrong with it in that time has been failure of two big-ends, and that was entirely my fault.

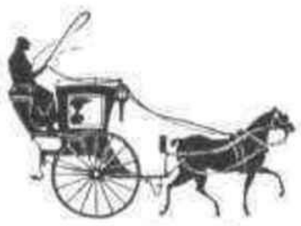
I think its value can best be summed up by trying to think of another car of similar capacity at anything like the same price which has a comparable performance; I do not know of one. Incidentally, what a pity that there were no Triumphs at Le Mans this year. No one would have expected them to win but a consistent performance such as they have put up in the past would probably have boosted sales both in this country and in the U.S.A.

I am, Yours, etc.,

St. Albans. D. A. WILCOCKS.

[Regarding the first paragraph of this letter, apologies. It comes of too hastily adding up 2 and 2 and getting 5, and that seems to go for the race-spotters, too!—ED.]

How tyres have changed

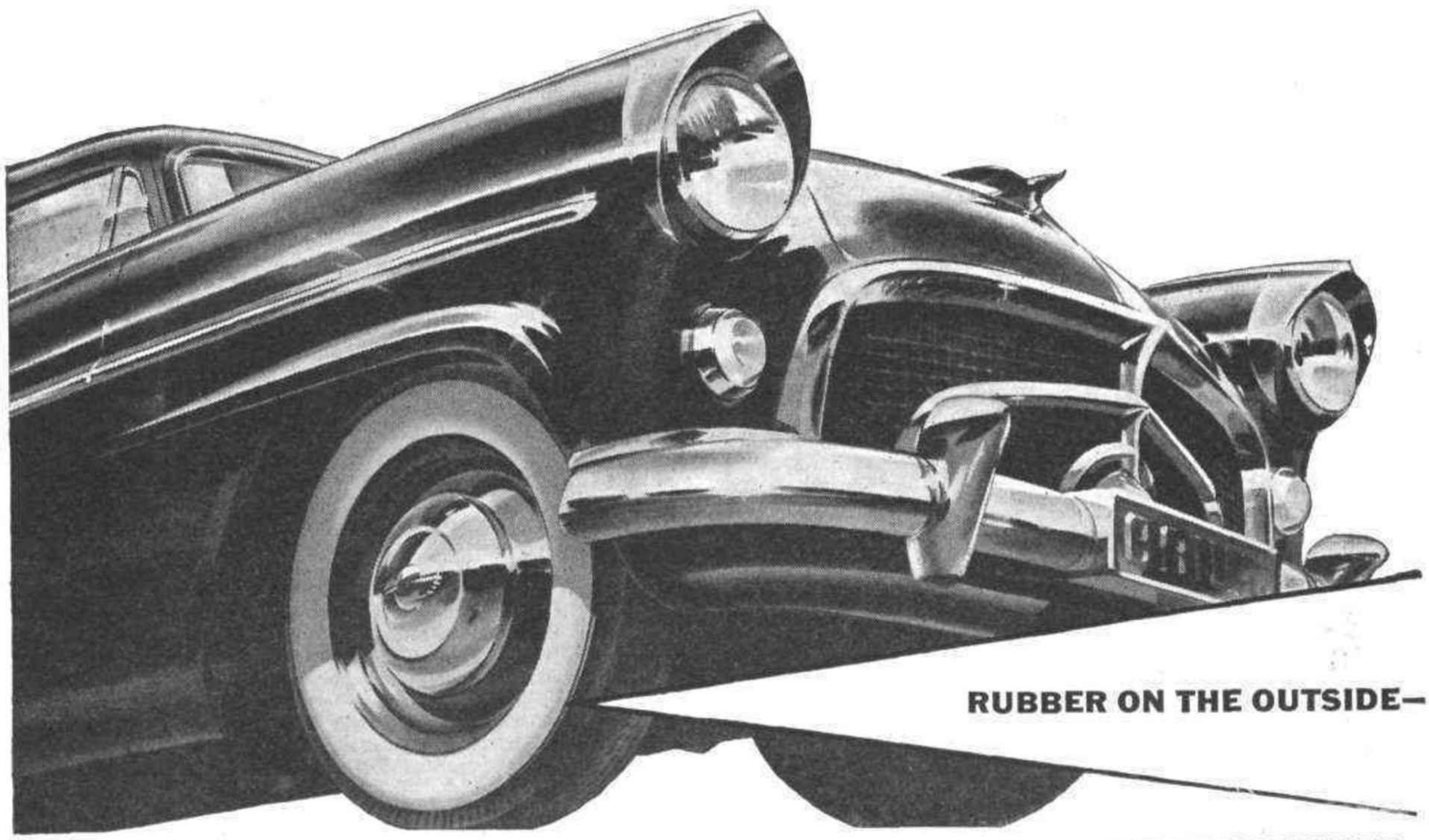


THE FIRST PNEUMATIC TYRE was patented 111 years ago by a man named Robert William Thompson. A set was fitted to a horse-drawn brougham, which covered 1,200 miles. There is no record of the number of punctures that had to be mended.

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.

When next you hurry round a fast bend, spare a thought for the High-Tenacity Rayon in your tyres, loyally and uncomplainingly taking the strain.



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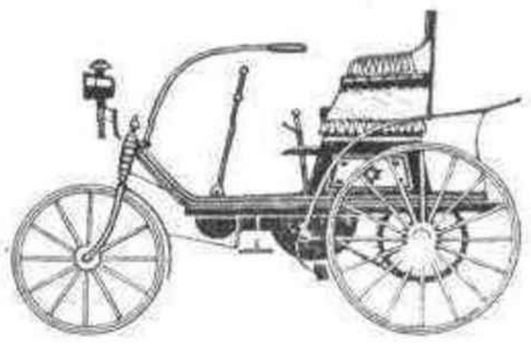
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SEND FOR FREE BOOKLET

If you would like to know more about High-Tenacity Rayon—its history and its uses—please fill in this coupon for a free copy of our new booklet, "Only 2 out of every 100 motorists know . . ."

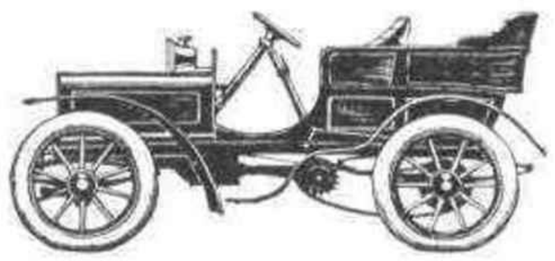
1892

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.



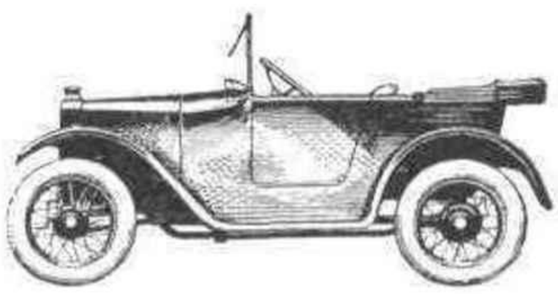
1905

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.



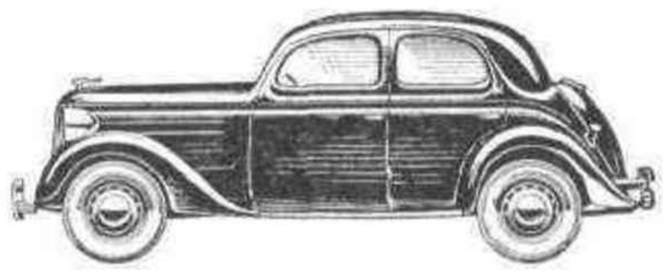
1925

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.



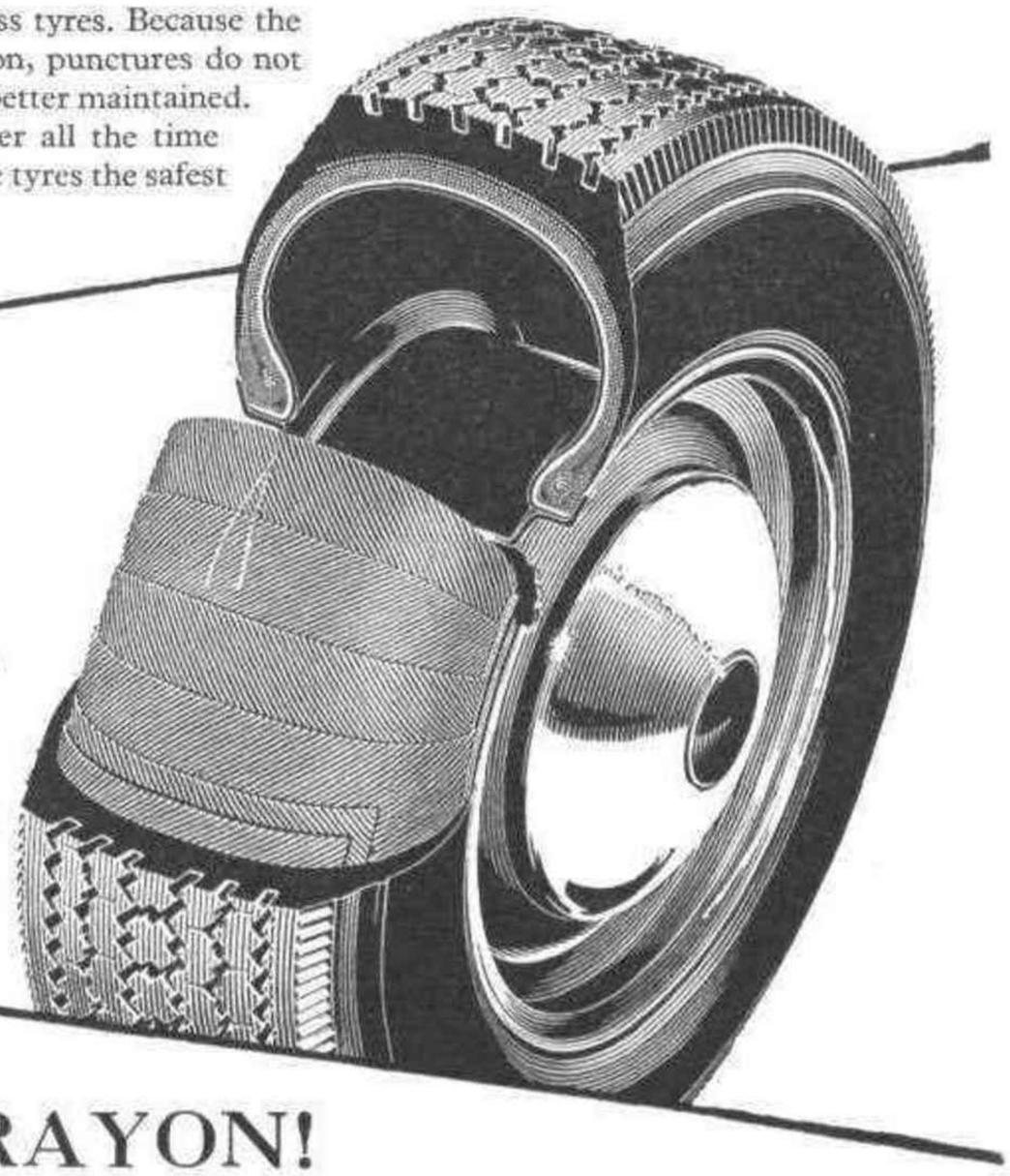
1950

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.



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

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

BOOK REVIEWS

"Motoring Entente," by Ian Nickols and Kent Karslake. 520 pp., 8½ in. by 5½ in. (*Cassell and Co. Ltd.*, 37/38, *St. Andrew's Hill, London, E.C.4.* 36*s.*)

Having given us a history of the Mercedes-Benz concern by D. Scott-Moncrieff, Cassell have followed this with a history of the great S.T.D. combine which embraced Sunbeam, Talbot and Darracq cars of the pre-Rootes era. Although no indication appears in the book as to how the authors split their task, it seems probable that Ian Nickols dealt with Sunbeam and Talbot, leaving Darracq to Kent Karslake. Whether or not this is so, the result is a handsomely bulky volume in which appears most of the relevant matter appertaining to the business side of S.T.D., the technical aspects of the cars it made and raced, and of those Rootes' products which took subsequently the illustrious names of Sunbeam and Talbot.

This reviewer does not pretend that this is an easy book to read, for business methods, correspondence from contemporary motor journals, and racing and model changes down the years, fill each of the later chapters in rather higgledy-piggledy fashion. But for the serious student of S.T.D. history "Motoring Entente" will afford long hours of happy browsing and serious study, the more so because the book has copious appendices. These latter comprise a comprehensive table of all Sunbeam production models made between 1899 and 1936, detailing, year by year, price, number of cylinders, engine size, make of carburetter, valve position, ignition, cooling and lubrication characteristics, details of transmission, brakes, suspension and chassis, and dimensions; similar tables of Sunbeam racing engines and cars built from 1910 to 1936; a very full list of Sunbeam competition successes from 1910 to 1936; details of Talbot, Sunbeam-Talbot and Rootes-Sunbeam cars of 1934 to 1956; another table relating to the Darracq models of 1899 to 1934; a table covering racing Darracqs of 1900-1926; and, finally, a list of major competition successes achieved by Darracq, Talbot-Darracq, Talbot and Rootes Sunbeam-Talbot cars, up to January, 1956. There is also a chapter devoted to the Sunbeam S.T.D. Register, which carries on in practical form the aims of Sunbeam, Talbot and Darracq owners of the vintage era. The appendices are of absorbing interest, the only disappointment being that Sunbeam gets by far the more detailed attention, while the commendable attempt which has been made to identify the type of Sunbeam against each competition appearance could have been developed more fully with advantage, *i.e.*, in the list of Sunbeam racing types we come upon the rare Coppa Florio "straight six," of which the appropriate column informs us that these cars had "very many successes in hill-climbs and at Brooklands." Yet in Appendix IV, dealing with Sunbeam competition successes, this Coppa Florio model does not appear; reference to Vol. I of "The Story of Brooklands" reveals that it has been lumped with other 4.9-litre six-cylinder Sunbeams. Also, in this appendix not all the Brooklands speeds quoted seem accurate when compared with the official Brooklands records, from which, incidentally, the three volumes of "The Story of Brooklands" were compiled. In the text itself commendably few errors appear to have got by, although it is stated that Percy Lambert was killed in 1913 when his Talbot went over the top of the Brooklands banking, whereas, in fact, it threw poor Lambert out as it rolled *down* the banking.

In describing how Georges Roesch evolved the 10/23 Talbot from Coatalen's 8/18, no reference is made to the adoption of a differential and bigger brakes, while a reference in the text to a 1924 14/40 Darracq costing £535 as a chassis fails to tally with the table of Darracq models, where only a 15/40 costing £525 is found. The book has already "dated" to the extent of some minor technical details of the Sunbeam Rapier being inaccurate, but the total of errors seems commendably small. In common with certain other make-histories "Motoring Entente" disappoints in its lack of fresh material and failure to unravel some of the puzzles which history has presented. For example, after coming to the last page we are no wiser than before regarding Coatalen's manipulation of old stock into new Sunbeam models or why such a long-wheelbase chassis was used for the twin-cam 3-litre Sunbeam engine, nor do we learn anything new of the single o.h.c. 16-valve O.V. Sunbeam sports engine and why it was so short-lived. The origin and development of the three great companies which eventually combined as S.T.D. is faithfully set down, but there is not a lot that is new to those fortunate enough to possess the history which the Sunbeam Motor Car Co. issued as a publicity move in 1924 and those articles on Sunbeam and Roesch-Talbots which appeared a few years ago in MOTOR SPORT. How nice if the authors could have interviewed Louis Coatalen, reproduced early drawings, have drawn out Georges Roesch and told us, after the passage of years, the truth about the storm which broke when Sydney Guy left Sunbeam after serving as its Works Manager during a period in which the famous Wolverhampton company was lifted from mediocrity to fortune (see MOTOR SPORT last month, page 543). Alas, it is but seldom that authors get such opportunities and, within limits, Nickols and Karslake have produced a truly excellent history in "Motoring Entente." It is not a book for light reading but serious students of motoring history will study it with relish. The long correspondence which raged in *The Autocar*—what would historians do without that august journal?—between Louis Coatalen and W. O. Bentley is reproduced in full, as are other letters dealing, with perhaps tedious thoroughness, with the constitution of the companies concerned.

The illustrations are particularly well selected although, inevitably, many will be well known to the reader. If "Motoring Entente" provides little "inside information" it does fill a very important place in motoring chronology by tracing the rise, and fall, of Sunbeam from a small tinplate and japanned goods manufactory, of Talbot under Lord Shrewsbury's guidance with his elegant factory in Acton at the sign of the Talbot hound, and of how M. Darracq, the financier, sought so earnestly for the right car to build. The book exudes that air of romance which surrounded the Sunbeam Company in vintage times, when its green racing cars had won two Continental Grands Prix, and as the pages turn, revealing and recalling little-known models along with the classic types, the enthusiast for that long-ago age cannot fail to be enthralled. And many times after this comprehensive volume has been read it will be taken from the bookcase whenever matters of S.T.D. history are under discussion; its appendices will then be found invaluable. Clarence Paget of Cassells is a keen user of Sunbeam 16-h.p. and 25-h.p. cars and no doubt credit is due to him as well as to the authors for this excellent work about one of the most important groups of companies in the British automobile firmament.—W. B.

"Mercedes-Benz," by S. C. H. Davis. 224 pp., 8 in. by 5¼ in. (*Frederick Muller Ltd.*, *Ludgate House*, 110, *Fleet Street*, *London*, *E.C.4.* 16*s.*)

This is the third book about Mercedes-Benz which has appeared in recent months. First came Macmillan's "Complete Mercedes Story," by Robert Nitske, which was notable for the large number of inaccuracies it contained. This was followed by Cassell's "Three-Pointed Star," by David Scott-Moncrieff. Now comes Sammy Davis' book on the same subject. Whereas, however, the Cassell book sought to cover the origin and history of Daimler-Benz, inclusive of production *and* racing cars, and in consequence is a complicated, bulky but invaluable tome, Davis is concerned almost solely with what Mercedes-Benz did in racing, and in the major races at that. Compared to the Scott-Moncrieff work his story may be superficial, yet it is very easy reading, dramatised in places as no pure historian would venture to do, and gaining here and there little tit-bits of information because Davis was present at many of the races he describes, whereas "Three-Pointed Star" was written largely "secondhand" from reference works.

There is no doubt as to which book is the better value, but if you have only sixteen shillings available you will get a lot of enjoyment and learn more than a little from Davis' book. The author acknowledges his sources of reference, which many authors don't, and the pictures are nicely produced, although all have been published before. The Davis style of writing is enjoyable but there is an impression that at times journalese overrules fact; one funny story which Sammy includes would have more weight had MOTOR SPORT's Continental Correspondent possessed his beard in Brooklands days, which this reviewer is quite certain he didn't!

And now, please, may we be spared another book on Mercedes-Benz for at least a few months, and particularly any further references to the oft-told account of who was Karl Benz and who Gottlieb Daimler?—W. B.

* * *

It is interesting to see how the gaps in make-histories are gradually being filled. A.C. have produced a little book about their company. Much appears in book form about the Bentley, including a racing history. "The Bugatti Book" contains information about almost every Bugatti ever made and is supplemented by the biography of Ettore Bugatti. We have just referred to three separate histories of Mercedes-Benz. Daimler and Wolseley have been covered in separate books. Rolls-Royce has its full story in "The Magic of a Name," Vauxhall Motors issued a small account of their past some years ago, and there are biographies of Henry Ford and Lord Nuffield. Several of the commercial-vehicle makers have issued booklets about themselves, including Dennis, Guy and Leyland. Now we have "Motoring Entente" covering the S.T.D. group of Sunbeam, Talbot and Darracq. And an Aston Martin history is promised in the near future . . .

Continued on page 619

IV GRAND PRIX OF CAEN — *A Win for Schell*

CAEN, *August 26th.*

IT was a refreshing change to witness once more a small Formula I race containing none of the complications and pandemoniums of World Championship events, a race in which all the competitors were on equal terms. In European racing the meeting at Caen was the first Formula I event not in the World Championship to be held since the Naples race back in May, and that such an event was justified was shown by the interest of the race itself and the 30,000 spectators who turned up in spite of appalling weather conditions.

Held over 70 laps of the 3.52-kilometre circuit, a field of 13 cars lined up in rows of two for the start, which was on a dry track but with rain clouds in the offing. The Friday practice had been dry and Salvadori and Rosier, with their Maseratis, had both profited by their early appearance by making the front row; the second practice period, on the next day, was held in rainy conditions and no one could approach their times. Neither of these two drivers had an easy time in the first practice, for Rosier had an end come off a valve, which caused ruination of the cylinder head, piston and con.-rod, and Salvadori broke his gearbox, which necessitated the mechanics working hard to rebuild it. However, both were rebuilt in time for the race, and behind them in the line-up came Halford (Maserati) and Manzon (Gordini eight-cylinder), then Schell with the Maserati belonging to the Scuderia Centro-Sud and Gould (Maserati). In the fourth line were Simon (Gordini six-cylinder) and Lucas (driving Rosier's old four-cylinder Ferrari), with behind them Burgraff, an ex-motor-cyclist from Grenoble having his first drive in a six-cylinder Gordini, and da Silva Ramos in an eight-cylinder Gordini. To complete the field were Emery (Emeryson), Morice (Cooper-Bristol) and Pedini with the 2-litre four-cylinder Ferrari of the Centro-Sud team.

Salvadori was in great form and shot off into the lead, followed by Schell and Gould, while Halford nearly stalled and finished lap one in seventh position. Poor Ramos had the clutch disintegrate on the opening lap and came to rest on the far side of the circuit. Nothing could stop Salvadori and he went away into the lead, while Gould managed to force his way past Schell and Halford was up in fourth place by lap five, being followed by Manzon. On this lap Emery came into the pits with a broken engine, and the four Maseratis looked like giving a demonstration run. However, on lap 11 Gould overdid things on the Ess and shot off the road into the neighbouring fields, bending the Maserati but luckily escaping unhurt, and this left Salvadori with a lead of 1 min. 28 sec. over Schell, with Halford 6 sec. farther back.

Salvadori lapped all but the second and third men by lap 18, and then three laps later Halford overshot the hairpin and rammed the straw bales, stalling the engine in the process, and was unable to restart. This let Simon into third place, for Manzon had made a pit-stop with the eight-cylinder car to inspect the engine, and Rosier was now fourth. As Salvadori and Schell were on their 31st lap heavy rain swept across the circuit and Manzon spun off into the deep ditch, and while the rain deluged down Rosier stopped and had rain tyres fitted to his car. Oddly enough he set off again and crashed on the very next corner, sliding straight on through the straw bales and into a wooden shack in which the Gendarmerie were sheltering, causing much panic amongst that august body but no harm to anyone. Then Salvadori became a victim of the terrific rain as he spun and stalled the engine, letting Schell through into first place. By a herculean effort Salvadori push-started the Maserati on his own and came round to the pits to see if he had damaged the fuel or oil tanks in his gyrations. All was well as he set off again, now in second place and over a minute behind the wet but determined Schell.

It was now a question of which drivers could withstand the teeming rain, and outstanding were Simon and Burgraff in the little six-cylinder Gordinis, cars which were ideally suited to the conditions. Simon bore down on Salvadori relentlessly and passed into second position on lap 52, while Burgraff was lapping even faster but had nearly two whole laps to make up. What was happening was interesting, for the ex-motor-cycle champion was lapping at almost the same speed in the wet as he had done in the dry, whereas the Maserati drivers had dropped their lap times considerably when the rain started. Simon was doing the same, so we saw Simon pass Schell and come on the same lap as the leader, and Burgraff pass Salvadori and reduce his deficit to 1½ laps. Simon tried as hard as he could, drawing away from Schell on the road to the tune of three or four seconds per lap but still nearly a whole lap behind in actual fact. Schell was not to be fooled, and as long as he kept the little Gordini in sight he knew he was a sure winner, and though Simon had no hope of making up a whole lap in the remaining time, he hoped his energies would worry Schell into trying to go faster and thence make a mistake, but this did not happen and Schell drove an intelligent race, to win by just over one minute.

Of the others, Morice just kept on going in the 2.2-litre Cooper-Bristol, unable to match the speed of the other cars but keeping well out of everyone's way and moving up a place every time someone retired, while Pedini went slower and slower as the rain poured down, not really enjoying himself at all. Very unusual was the sight of Rosier's old Ferrari keeping going, Jean Lucas not pressing it hard and finishing the race. Fortunately the rain stopped just before the end of the race, and as the large and very wet crowd gave Simon a terrific reception for his spirited drive a quick tour of the circuit was made to see how the long-suffering racing mechanics were getting on with scooping up the wreckage caused by their over-zealous drivers.

At the pits lay the Emeryson; on the first corner Rosier's dented Maserati had been hauled out of the police hut; down the back straight stood the abandoned Gordini of da Silva Ramos; at the Esses a huge crowd were watching Gould's very bent Maserati being pulled back on to the road, while a little farther on lay Manzon's eight-cylinder Gordini with its nose well down the embankment, and at the hairpin Halford's Maserati had been manhandled behind the straw bales. All this carnage round the circuit was happily without any personal injury and was occasion to appreciate that though Grand Prix drivers may not look to be trying very hard, their cars are in fact much closer to the limits of adhesion and road-holding than one would imagine. Sports cars usually begin to look dangerous long before they reach their limit and most of them certainly feel dangerous at that point, but a Grand Prix car can look safe even when it is out of control; while 260 rather excitable horse-power in a relatively light car with a safe feeling right up to the breakaway point calls for very delicate handling.

All told the Caen Grand Prix was an interesting little meeting, and it is to be hoped that more such events will follow in other parts of Europe, with the re-instating of such regulars as Pau, Bordeaux, Aix-le-Bain and so on.

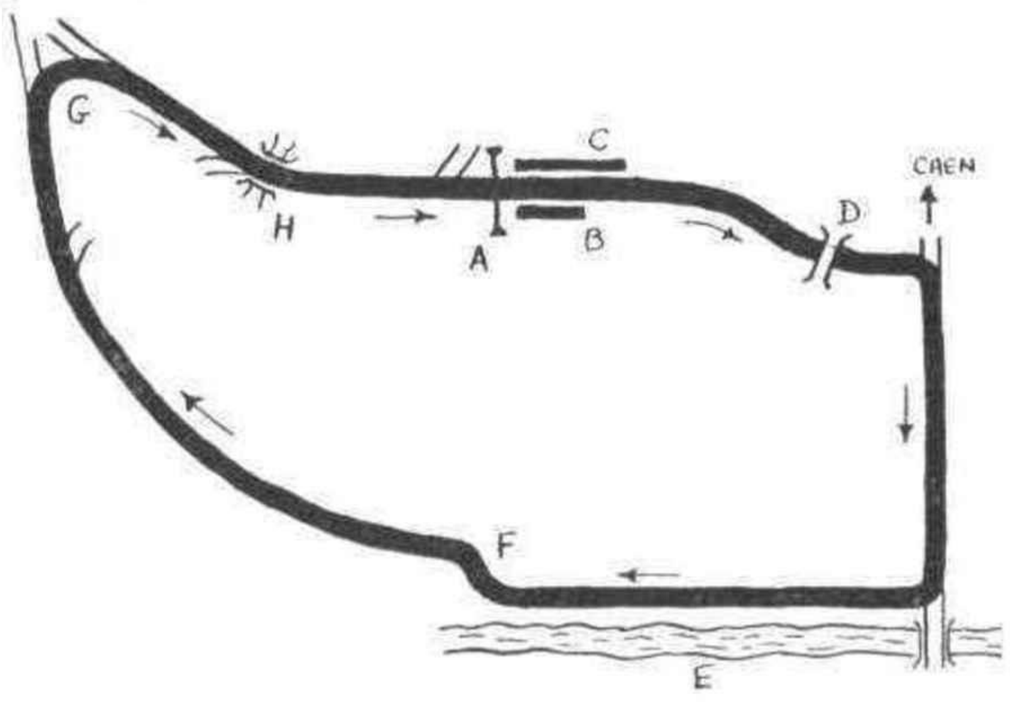
Results :

G.P. OF CAEN—Formula I—70 Laps—246 Kilometres—Very Wet

1st :	H. Schell (Maserati 250/FI) ...	1 hr. 54 min. 19.4 sec. ...	129.317 k.p.h.
2nd :	A. Simon (Gordini 6-cyl.) ...	1 hr. 55 min. 29.1 sec.	
3rd :	R. Salvadori (Maserati 250/FI)		1 lap behind
4th :	G. Burgraff (Gordini 6-cyl.)		2 laps behind
5th :	J. Lucas (Ferrari 4-cyl.)		5 laps behind
6th :	W. Morice (Cooper-Bristol)		9 laps behind
7th :	A. Pedini (Ferrari 4-cyl.)		

Fastest lap : R. Salvadori (Maserati), 1 min. 26.2 sec.—147.007 k.p.h.

Retired : R. da Silva Ramos (Gordini), lap one, clutch; P. Emery (Emeryson), lap six, engine; H. Gould (Maserati), lap 11, crash; B. Halford (Maserati), lap 21, crash; R. Manzon (Gordini), lap 31, crash; L. Rosier (Maserati), lap 35, crash.



CIRCUIT OF CAEN

Length : 3.528 Kilometres

A : Start and finish.
B : Pits.
C : Grandstand.
D : Footbridge.
E : River Orne.
F : Esses.
G : Hairpin.
H : Subway.

ASTON MARTIN *versus* ECURIE ECOSSE AT GOODWOOD

Tony Brooks Wins the Goodwood Trophy at 88.19 m.p.h.

THE last big B.A.R.C. Goodwood Meeting of the year was held on one of the few fine days, September 8th. Unfortunately, the fare provided did not live up to that of previous years, for only a handful of out-dated racing cars competed—with one exception, Salvadori's works prototype F. II Cooper—and otherwise this was sports-car racing, with the same drivers and cars appearing in race after race. This, and football, flying display and beach attractions, resulted in one of the smallest crowds we have seen at Goodwood.

The first race was for the Madgwick Cup, over five laps from scratch, for sports cars not exceeding 1,100 c.c. MacDowel and Hall fought a fierce duel out in front of the other sixteen runners, Hall's Lotus-Climax taking the lead from the Cooper-Climax on lap four. Allison's Lotus-Climax was hanging on to the leaders until it lost ground in a minor incident at Madgwick—the B.A.R.C., determined not to have accidents, continues to penalise those who spin or leave the course unnecessarily, incidentally. Mackenzie-Low, driving a Cooper again after a spell with an Elva, held off all opposition except for Stacey's Lotus, fourth behind Allison, and Peter Gammon, back at the game with a Cooper-Climax. Fletcher was the naughty boy, motoring his Lotus on to the grass and back again at West Tower on the first lap, which entailed disqualification. McNaughton kept just ahead of the last car home, Bennett's Fairthorpe-Climax, in the little Elva-Ford. Seventeen Climax engines contested this race! Hall, in winning, set a new class lap record of 86.75 m.p.h.

Next the 500s had their go, over five laps from scratch. Don Parker got his R. R. Jackson-tuned Cooper-Norton off well, followed by Colin Davis in one of two Francis Beart entries, the Beart-Cooper, Jim Russell starting badly. However, third after lap one, second after two laps, Russell was leading Parker on lap three and ran away to an easy win. Bridger's Cooper-Norton came up well, to third place, but fell back to sixth. Russell had obviously superior speed on the straight and set a new class lap record of 84.87 m.p.h. Latchford's Cooper-Norton retired and Bueb's car touched Davis' tail in the hard-fought run-in at the *chicane*, Parker being second, 0.4 sec. ahead of Davis, who had S. Lewis-Evans 0.2 sec. behind him and was 0.2 sec. in front of Bueb! But the 500s were slower than the 1,100-c.c. sports cars.

So to the 10-lap Woodcote Cup race, for cars, in any trim, up to 2,000 c.c. The race was mainly a display of high-speed artistry on the part of Salvadori in the works F. II Cooper, which led from start to finish and won by no less than 15.2 sec. from Chapman's Lotus-Climax, which fought to keep ahead of Leston's Cooper-Climax, Leston troubled by a locking brake, and Bicknell's Lotus-Climax. Chapman took Bicknell at the end of Lavant Straight on lap nine, and when a racing Connaught baulked the sports Lotus at Lavant Corner on the last lap, Leston, perhaps *unable* to stop so easily as Bicknell, scraped through to pass the Lotus. Colin Davis had a go in Atkins' Connaught and Moore's Lister-Bristol led Nurse's, these cars outclassed by the 1½-litre Climax-powered cars. Utley's Le Mans Replica Frazer-Nash was last.



FAMILIAR FACES.—John Cooper (left of picture) and Colin Chapman, who, between them, produce most of the cars in today's English races and, unless Continental interest can be aroused, will continue to do so in the 1957 Formula II events.

The First 5-lap September Handicap resulted in most of the previous performers coming out again. Zervudachi, in a very smart dark blue Lotus-Climax, starting in the limit group, led all the way in spite of being troubled by a locking brake, chased only by Marriott's excellent-driven Lotus Mk. VI, over which the commentators spent much time wondering whether it was Climax or Ford powered, until the run-in, when Stacey's Lotus-Climax snatched the lead, and Mackenzie-Low poked his Cooper-Climax past Marriott, while Leston, in sixth place behind Chapman, hit the wattle-fence at the *chicane*.

The 10-lap Sussex Trophy for any type of automobile up to 1,500 c.c. was another Salvadori benefit, the F. II Cooper leading all the way, except for the run to the first corner, where Leston headed Salvadori, who started badly. This time Chapman was rather closer, but 12.2 sec. separated his Lotus from the Cooper at the finish and Salvadori lapped at 90.57 m.p.h., only 3.14 m.p.h. slower than Fangio's class lap record in the supercharged V16 B.R.M. The race was mostly free of incident, the commentators drawing attention to J. J. Richards' bad line at the *chicane*, where Marriott glanced back, and hit the wattle.

So to the important race of the day, the 21-lap Goodwood Trophy, for non-supercharged sports cars exceeding 1,500 c.c. Ecurie Ecosse fielded Flockhart, Sanderson and Lawrence in their famous Jaguars—who will be driving these fine cars next season?—and Mr. David Brown had two Aston Martins to do battle with them, in the care of Brooks and Salvadori, A. N. Other—who might have been Moss in a third Aston Martin—being an absentee. Brooks had the Aston Martin which finished fourth at Rouen and Salvadori the newer car in which Moss drove at Le Mans.

Brooks, in his effortless, impeccable style, soon showed that not only was he able to leave the Jaguars well behind but that the older Aston Martin, in this driver's hands, could leave even Salvadori and the latest example of the make well behind—16.8 sec. separated them at the finish. Flockhart, trying very hard, sometimes to snake, in the tail-finned Le Mans-winning Jaguar, was third, hard pressed in the closing stages by Cunningham-Reid's H.W.M.-Jaguar, which was quicker than Protheroe's H.W.M. in spite of having what, on paper, was a less-suitable axle ratio. This H.W.M., so well driven, split up the Ecurie Ecosse, Sanderson being fifth, and making fastest lap, followed by Lawrence. Berry, back in racing after his Goodwood accident, had lost none of his skill, and chased Blond's blood-red D-type Jaguar, going by down Lavant Straight on lap 11.

This longer race caused casualties, Richardson's Aston Martin-Jaguar, once a coupé, leaking engine oil after five laps, Lund stopping *sans* oil pressure on lap six in Anthony's Lotus-Bristol (to let Cliff Davis' T.V.-hued Lotus-Bristol lead the 2-litre class, in which only three ran), Whitehead's Aston Martin DB3S losing power after 13 laps, Ogier's Tojeiro-Jaguar retiring after seven laps, and Kyffin's 12-plug Aston Martin DB3S suffering engine trouble after 14 laps. Hans Davids seemed a bit overwhelmed in his Dutch-entered 12-plug Aston Martin DB3S and, alas, the Lister-Maserati didn't start because Archie Scott-Brown hadn't returned from his fruitless visit to Monza.

Last of all came the Second September Handicap (five laps), rendered exciting because the Aston Martins and Ecurie Ecosse Jaguars ran again. Lawrence, least-heavily handicapped of the latter, won in an exciting finish from Cunningham-Reid's H.W.M.-Jaguar, Emery's smoking Emeryson F. II racer third, tying with Trimble's ex-Ecurie Ecosse C-type triple-S.U. Jaguar, which started from the limit position.

This meeting showed again the speed we can expect from F. II racing cars next year and no doubt such machines will do much to return Goodwood to its former glory, although to render this a certainty the B.A.R.C. will have to offer sufficient starting money to attract Continental entries.—W. B.

Results :

The Madgwick Cup—Sports Cars up to 1,100 c.c. :
1st : J. K. Hall (Lotus-Climax), won by 1.0 sec. at 84.62 m.p.h.
2nd : M. G. H. MacDowel (Cooper-Climax).
3rd : C. Allison (Lotus-Climax).
Fastest lap : Hall, 86.75 m.p.h. (new class lap record).

Continued on page 619



Le Mans 1956

1st JAGUAR (Ecurie Ecosse)

(subject to official confirmation)

Congratulations to Ecurie Ecosse, Ron Flockhart and Ninian Sanderson on their great win. This is the 4th Jaguar win at Le Mans in 6 years and the tenth Le Mans won by cars equipped with MINTEX brake liners.

You can rely on MINTEX

No better liner was ever fitted to a brake shoe.

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE, AND ARE OBTAINABLE FROM LEADING GARAGES THROUGHOUT THE COUNTRY.

GRAN PREMIO D'EUROPA — *Pirelli Win Italian Grand Prix*

MONZA, *September 2nd*

THIS year the Italian Grand Prix took the title of the Grand Prix of Europe and was held as usual at the Monza Autodromo near Milan. This event was the last in the 1956 World Championship series and for that matter the last serious Grand Prix event of the year, so everyone, with the exception of B.R.M. and Bugatti, were out for a final win-or-bust effort, knowing that the rest of the year was available for making amends should the attempt prove disastrous.

Being open all the week the Autodromo was in full use during the days preceding the official practice, Ferrari, Maserati and Vanwall taking turns to try their cars, those from Maranello and Acton being basically unchanged since their last appearance and the Modena firm having a new model. The Scuderia Ferrari were very confident and well satisfied with their V8 cars, while Vanwall were anything but happy and Maserati were hopeful. Friday afternoon was the first official practice period and there were six Lancia Ferraris out, with Fangio, Collins, Castellotti, Musso, de Portago and von Trips, the first five being entered as the official team with the German driver as reserve, though if the two days of practice finished without the loss of a car then all six would run in the race. Maserati had their two new cars out, for Moss and Behra, the latter's still unpainted, and in addition a normal 250/F1 with fuel injection and two similar cars with carburetters. As Perdisa's Nurburgring crash had proved more serious than at first imagined, he was still unable to drive and his place was taken by Villoresi, with Maglioli added for luck. Vanwall entered three cars, with a fourth one standing by as spare, and the drivers were Schell, Trintignant and Taruffi, the major problem with the cars being to keep them in one piece over the high-speed bumps around the bankings. Connaught had three cars running, with Fairman, Leston and, it was hoped, Scott-Brown, but as the Italian authorities were not prepared to accept Archie's physical disabilities, his place was taken by Flockhart, there being no B.R.M. for him to drive. To complete the factory teams there was Gordini with two eight-cylinders for Manzon and da Silva Ramos and a six-cylinder for Simon. This collection alone would have made a worthy field for a Grand Prix, but the list was enlarged even more by Graffenried with the Scuderia Centro-Sud Maserati, Gerini with the Scuderia Guastalla Maserati, Piotti, Godia, Salvadori, and Halford with their private Maseratis, making a total of 24 cars.

The first practice soon began to produce problems, especially for the Ferrari team, for they were running on 16-in. Englebert tyres, the same as they had tried last year, and once more they were having trouble with treads lifting when driving really hard round the bankings though they were lapping very fast and Fangio recorded an all-time fastest with 2 min. 42.6 sec. The Pirelli firm were refusing to let any of their customers run on anything but 17 in. diameter tyres as they were trying to prevent tyre troubles and this made it difficult for Connaught as they normally use special Dunlop wheels of 16 in. diameter and there were no 17-in. rims available of this special type. All the Maseratis were able to use 17-in. Borrani wheels, so Connaught were in a quandary until Avon came along and agreed to let them run on their 16-in. tyres, being confident that they would take the high speeds on the bankings. Musso was really recovered from his broken arm and was right back on form, lapping in 2 min. 43.7 sec., while Castellotti was next fastest with 2 min. 45.2 sec. Apart from the tyre problems, the Ferrari team were going exceptionally fast and very reliably at that, whereas Maserati were not so happy, the new cars not being as quick as the Ferraris, while Behra's new one kept boiling. Moss was becoming happier with his car, though it was his first introduction to it, not having been present during the trials earlier in the week, and in consequence the driving position did not really fit to his liking. The injection car was not being taken at all seriously and was soon discarded. Neither the Vanwall team nor the Connaught team were really in their stride on this first afternoon and apart from the tyre troubles Ferrari were in a very comfortable situation.

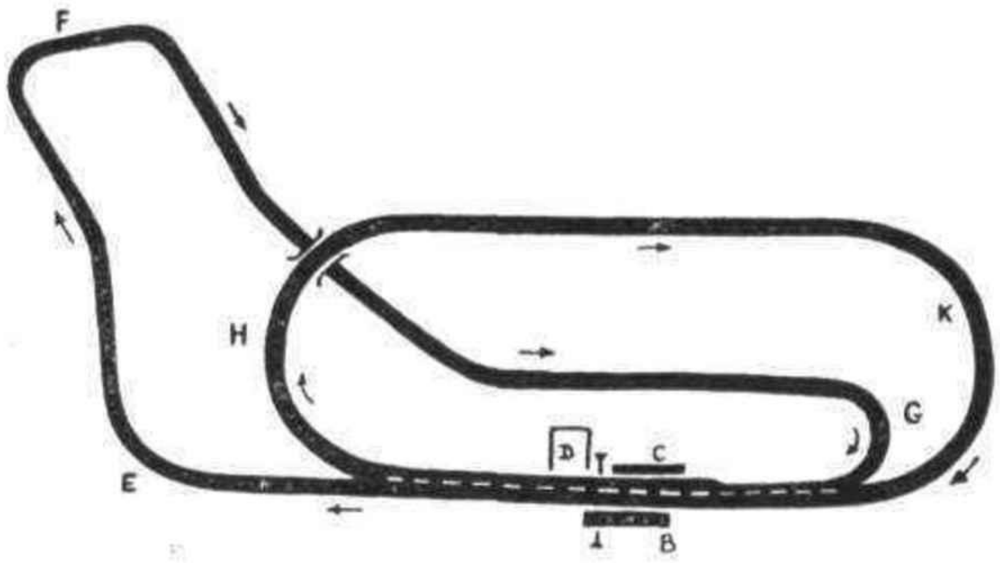
On the Saturday afternoon everyone was out again, but conditions were a bit damp in places and Fangio's fastest time of Friday was not approached, though the new Maseratis showed an improvement, Moss getting down to 2 min. 45.9 sec. which was nearly the equal of Behra's best the day before, when he recorded 2 min. 45.6 sec. The Vanwalls were showing much greater promise and Taruffi did an excellent 2 min. 45.4 sec. during which his passage round the banked part of the track was hair-raising, the car leaping up and down the banking, a matter of nearly 6 ft. Fangio did a few quiet laps in the 2 min. 50 sec. region as his previous best was clearly unbeatable, and von Trips was taking to his first Grand Prix car as if it were just another small sports car. While turning laps at just over 2 min. 51 sec. he suddenly spun off into the woods in the middle of the Curva Grande just after the start, while doing around 130 m.p.h. Fortunately he was thrown out and escaped with scratches and bruises, but the car was a complete wreck, both front wheels being torn off and the engine castings split open. He explained that the car seemed suddenly to dive to the right and he was sure he was not going too fast, but Ferraris smiled politely and put the written-off car into a garage and forgot the incident, counting it as part of the cost of training young and excitable drivers. Had they only known the real cause of the accident or taken the trouble to investigate *there and then they could have saved themselves a lot of trouble* which was to come during the race itself as we shall see later in this story.

Maserati borrowed Godia's car to let the Swedish driver Bonnier have a few laps, as he was nominated as reserve driver for the team, and as none of the Maseratis on Pirelli tyres were having trouble it was hoped that Moss and Behra would stand a good chance of holding the Ferraris during the race. The Connaughts were not going very fast but were proving completely trouble-free, while the Vanwalls seemed much happier.

On the morning of race day there was one continual downpour of rain, but by lunchtime the sun was out and when the Grand Prix cars lined up just before 3 p.m. the track was almost dry. In rows of three the 24 starters were put in position, to the accompaniment of a parade of national flags and anthems, and the order was: Fangio, Castellotti and Musso all on Lancia/Ferraris; then Taruffi (Vanwall), Behra and Moss (Maseratis); in row three Collins (Lancia/Ferrari), Villoresi (Maserati) and Portago (Lancia/Ferrari, fitted with experimental 17-in. Englebert tyres); the next row contained Schell and Trintignant (Vanwalls), and Maglioli (Maserati); then Salvadori, Piotti (Maseratis) and Fairman with the first of the Connaughts; followed by Gerini, Godia and Graffenried; Leston, da Silva Ramos and Halford; and in the back row Manzon, Flockhart and Simon.

When the flag fell Musso led away, with Castellotti and Fangio in echelon, followed by Moss and Collins, but before the first lap was completed the green Vanwall of Schell was up amongst the leaders, and they went by in the order Castellotti, Musso, Fangio, Schell, Collins and Moss. This really was going to be an end-of-season battle and there were no holds barred, the Ferrari drivers threw *caution to the winds and forgot all possibilities of tyre troubles*, and Castellotti and Musso raced side by side having a very personal battle and completely overlooking any possibilities of team tactics. Schell was holding a really terrific third place, leading Fangio, Collins and Moss, who were almost touching each other, while a few

Continued on page 616



MONZA AUTODROME

Length: 10 *kilometres.*

A. Start and finish.
B. Grandstands.
C. Pits.
D. Paddock.
E. "Curva Grande."
F. "Curva di Lesmo."
G. South turn—flat.
H. North turn—banked.
K. South turn—banked.

MOTOR SPORT
PICTORIAL REVIEW

Italian Grand Prix — Goodwood National Meeting
B.D.C. Firle Hill-Climb — B.O.C. Prescott

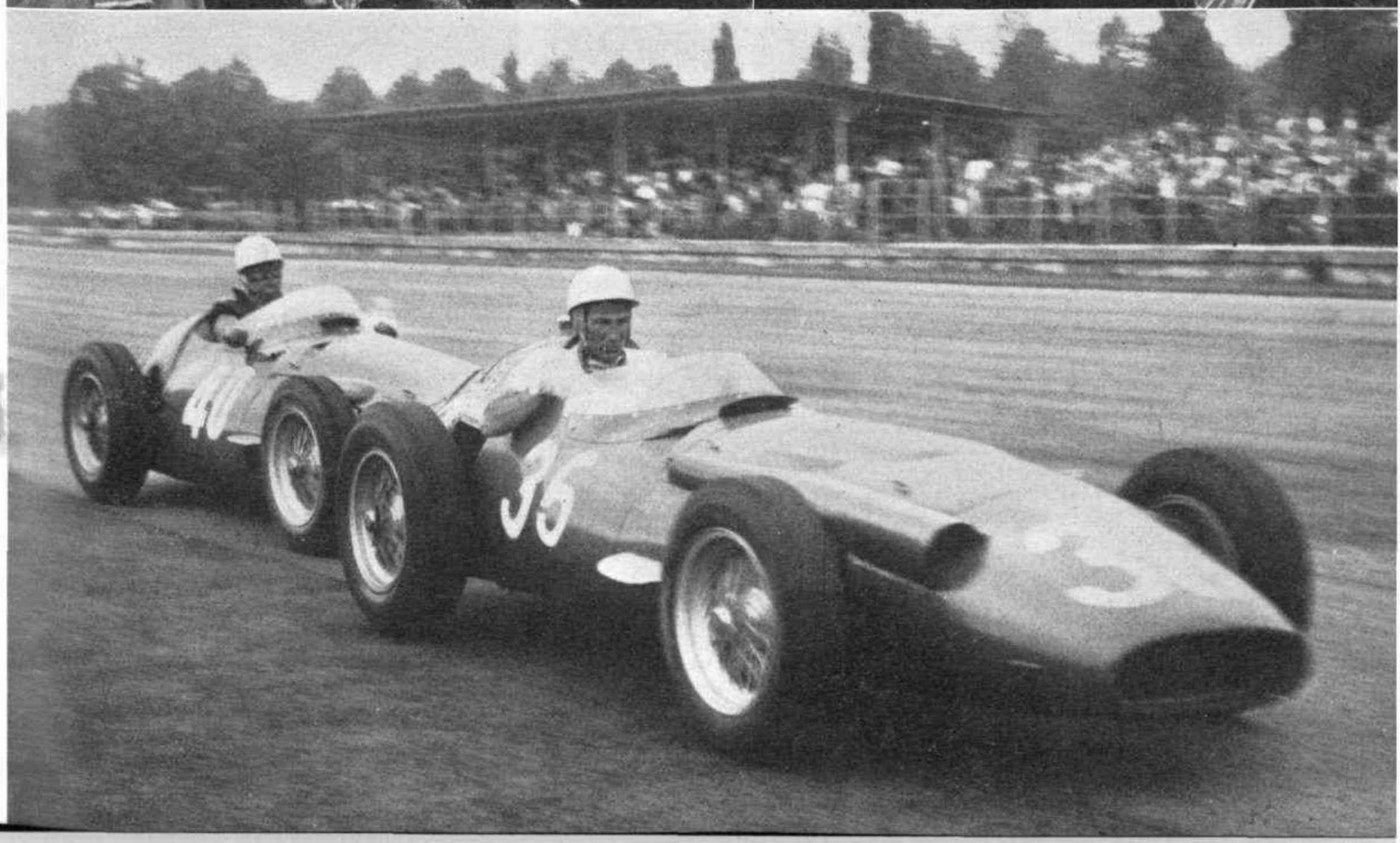
Top left : CONGRATULATIONS, STIRLING.—Moss immediately after his touch-and-go victory at Monza, with hysterical Italian mechanics closing in.

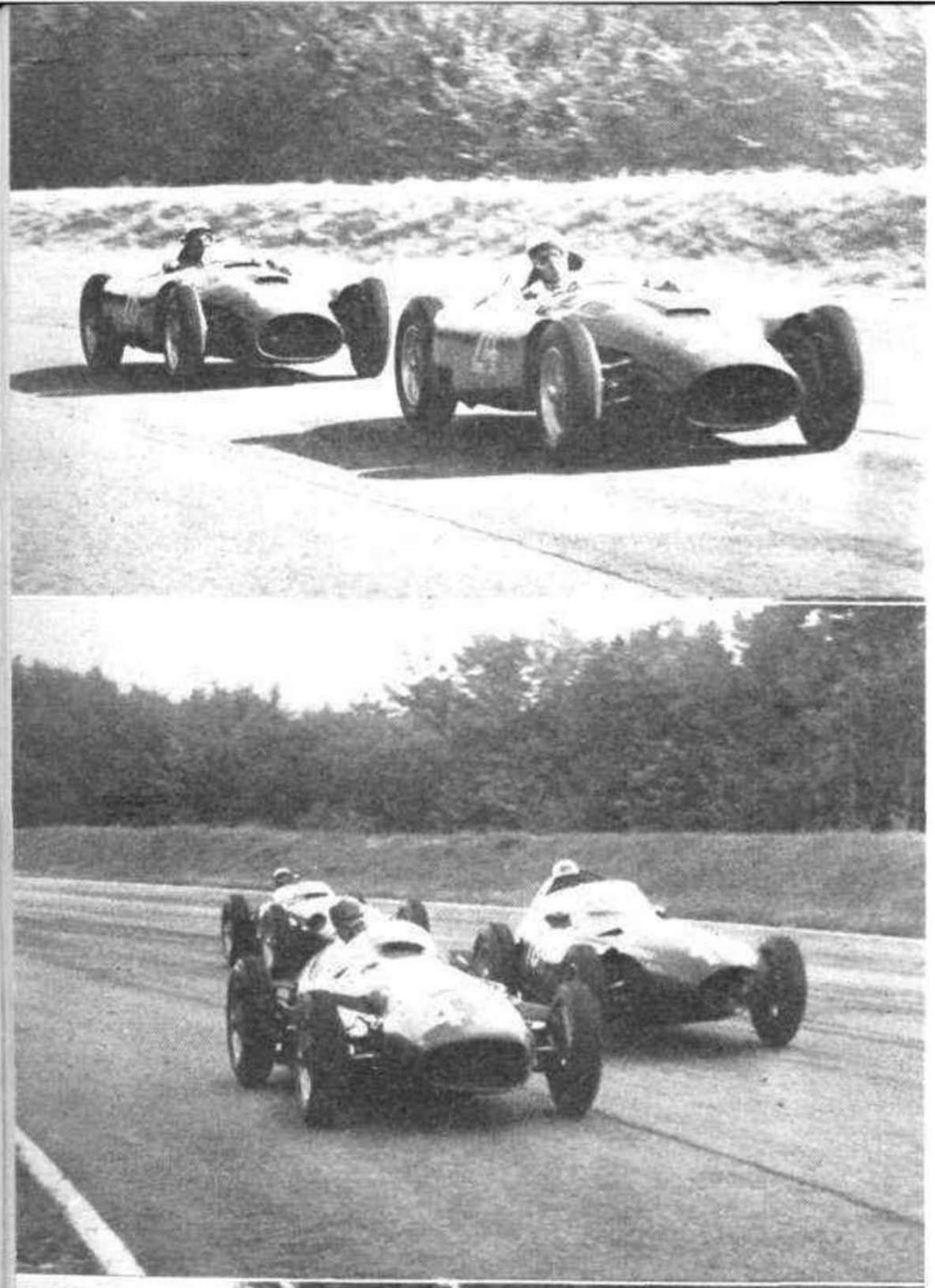
Top right : PROBLEM OF MONZA.—The race was won and lost on tyres; here is Castellotti's near-side rear Englebert after high speed on the banking.

Bottom : TEAM-WORK!—Piotti's Maserati tucks in behind Moss, whose Maserati is out of fuel, and pushes him some 2½ kilometres to the pits—a dramatic incident of this year's Grand Prix d'Europe. This assistance, of course, enabled Moss to win the race.



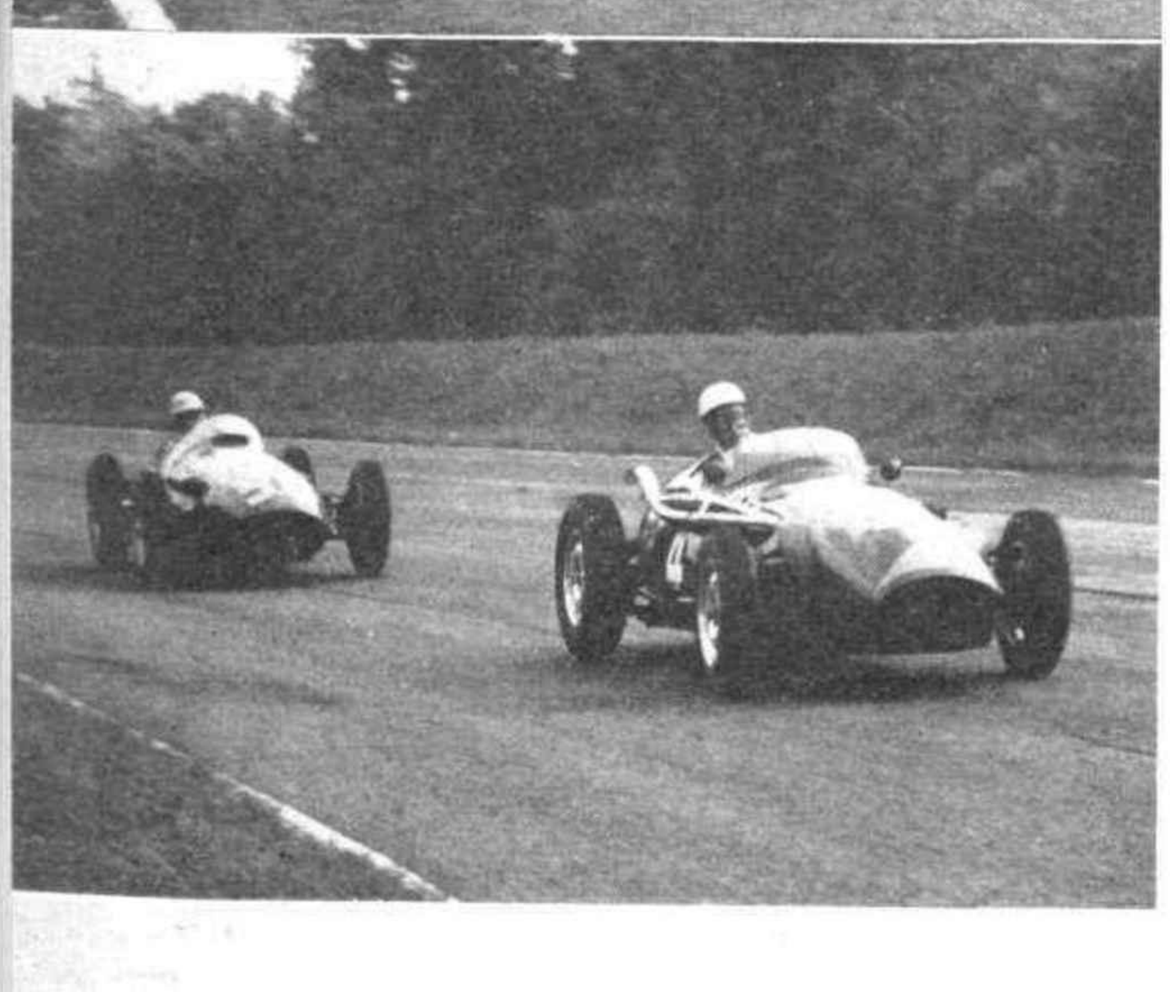






EARLY DUEL.—Castellotti (Ferrari) leading Musso (Ferrari) during the opening stages of the Italian G.P. at Monza, before burst tyres put them back in the field.

BRITISH CAR LEADS.—Harry Schell, temporarily leading the entire race in the Vanwall, closely pursued by Moss, about to lap a slower Maserati at Monza.



CONNAUGHT AT MONZA.—Flockhart, who finished third for Britain in the Italian G.P., is here seen fighting off Godia's Maserati.



VICTOR AND VANQUISHED.—Moss driving past Castellotti's stricken Ferrari which had spun off the Monza banking, seen in the left background, when a tyre burst at high speed. The car crossed the two tracks, to end up as shown.



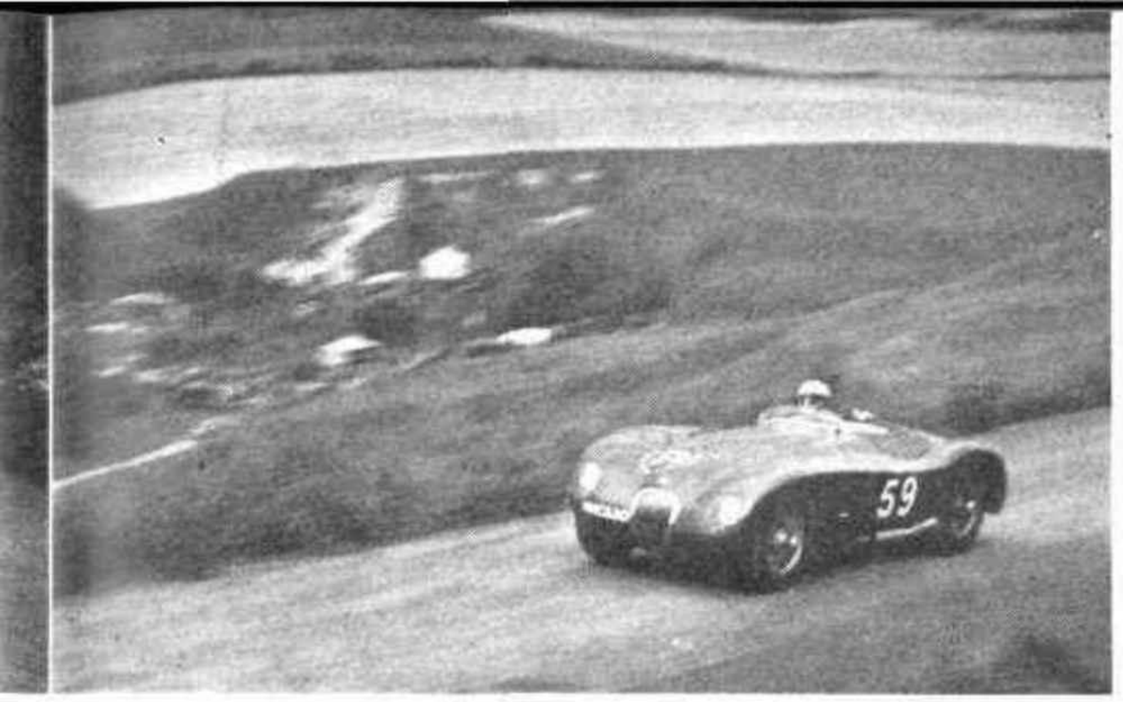
SELF CLIMBING.—J. Cooke's Bentley Continental ascending Firle Hill during the Bentley Drivers' Club meeting on September 2nd. On this occasion the automatic transmission was used.





GOODWOOD SEPTEMBER LINE-UP.— Cars ready for mainly of Lotus and Cooper cars. The Auster overhead was t contest to John

CLOSE RACING was a feature of the 500-c.c. race at Goodwood. Don Parker's Cooper-Norton heads the ultimate winner, Jim Russell in a works Cooper-Norton through the chicane.



WINNING JAGUAR.—The C-type Jaguar of M. Trimble which made f.t.d. at Firle. The paddock and car parks can be seen in the valley below



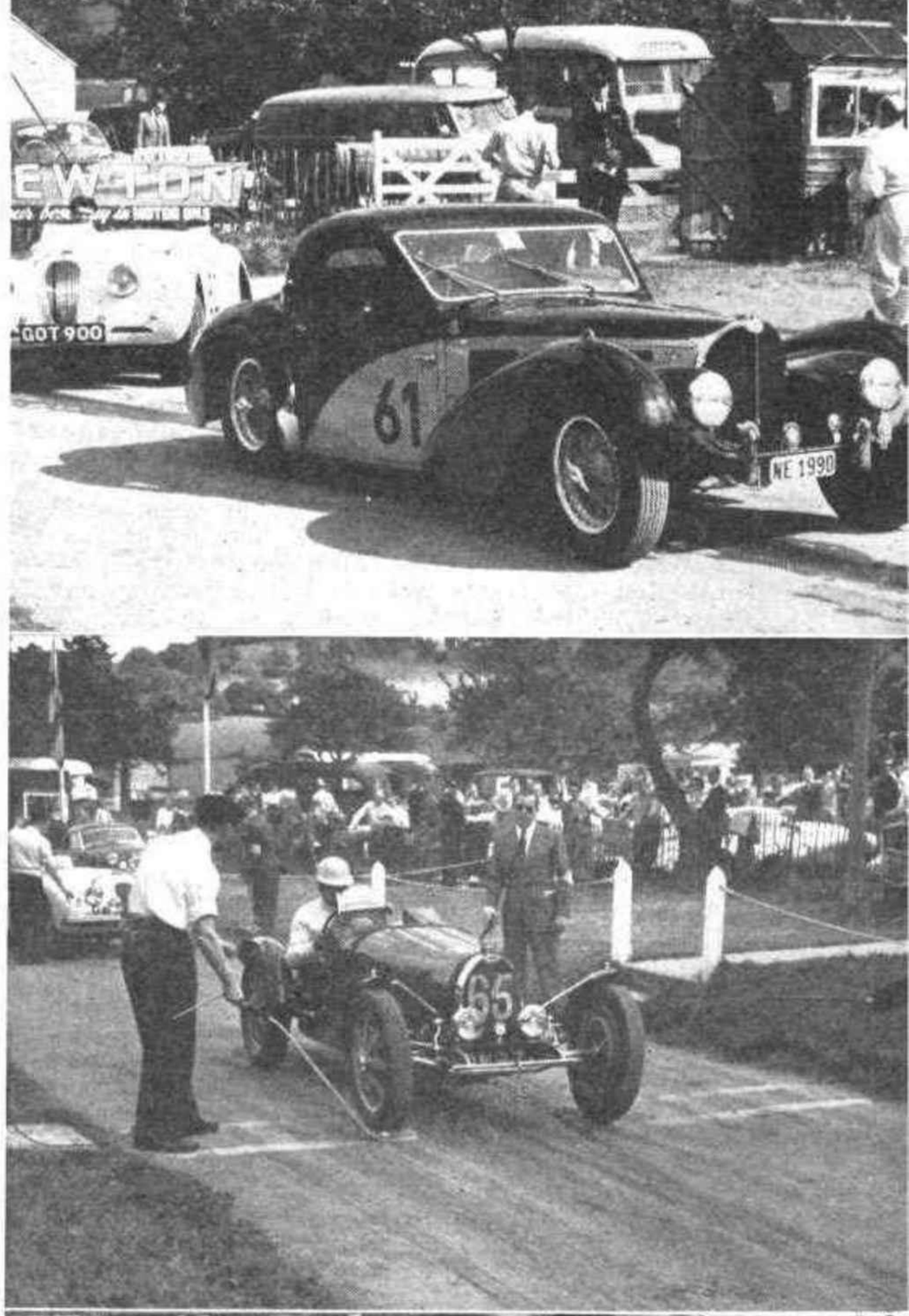
WHAT'S GOING ON AT THE BACK THERE? Tony Marsh in his Cooper seen in the Paddock. The smart turnout of the car is typical of all Marsh's mounts and he came second in the two-cylinder Formule Libre event during the Bugatti Owners' Club International meeting at Prescott on September 8th.

THE HEART'S DESIRE.—Brought over from Switzerland by C. G. Renaud, this Bugatti 57SC attracted considerable attention. Unsuccessful in its record-breaking attempts, it was a most welcome visitor from foreign parts to grace the Prescott scene.



the start of the Madgwick Cup race, the field obviously composed he one which challenged a Triumph TR3 car to a fuel-consumption o' Groats and back.

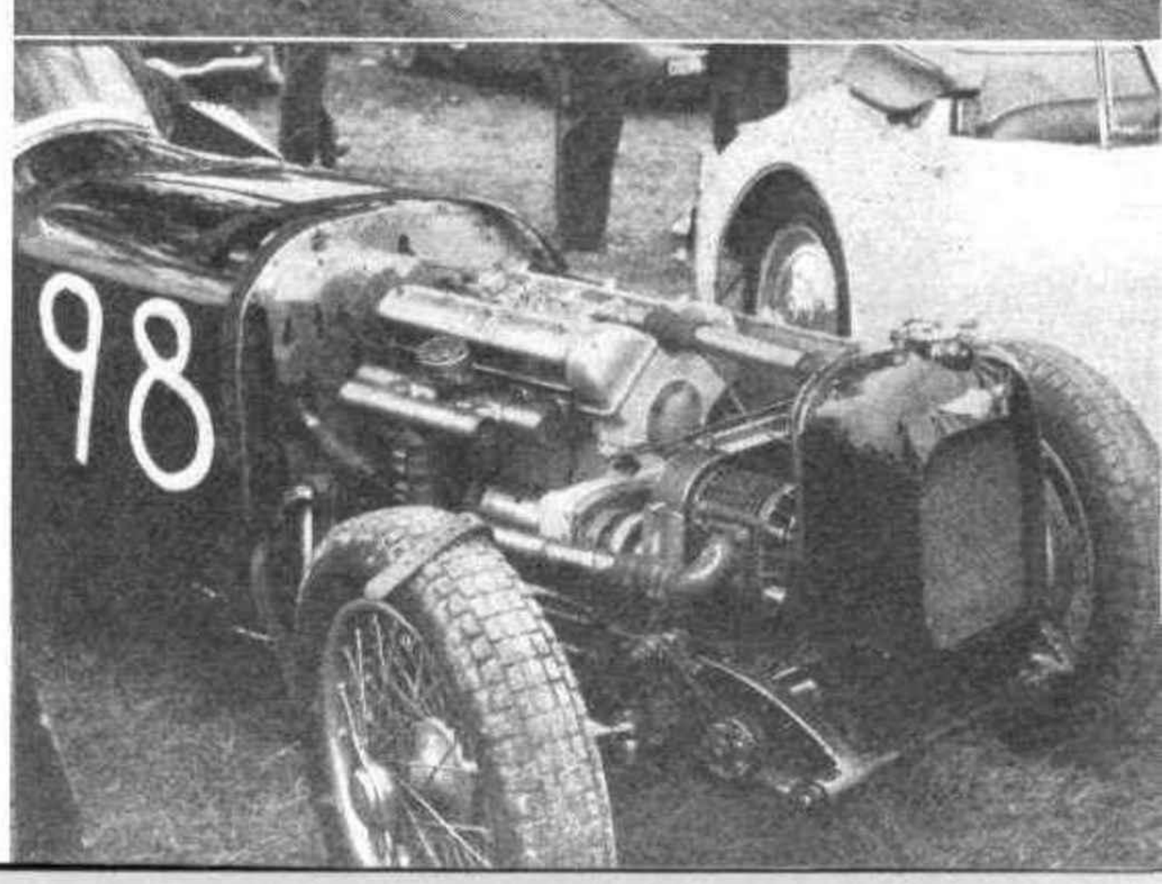
ON HOME GROUND.—E. Robins in one of the many Bugattis to be seen at Prescott at this International meeting. This is a 1931, Type 51, a blown 2.3-litre finished in Bugatti blue.



RAPIER.—Surprisingly enough this is a 1,094-c.c. Lagonda Rapier engine supercharged; owned by D. Richmond, the car made some fine attempts on the hill but failed to return any exceptional times.

TASTE OF 1957.—Roy Salvadori did some very rapid motoring at the closing Natonal B.A.R.C. Meeting at Goodwood, winning two races in this works F2 Cooper.





GRAN PREMIO D'EUROPA—continued from page 612

yards behind lay Taruffi, and already—after only two laps—there was a considerable gap before the rest of the field arrived, led by Behra and Portago having a wheel-to-wheel battle. Fairman was leading the Connaughts and all the private owners, and Manzon stopped at the pits with a broken chassis frame.

On the next lap the leaders held the same positions with no increase at all in the separating gaps, and Villoresi stopped to change plugs and let Bonnier have a go in the car. On lap four Schell dropped from third to sixth place, but this was not serious as it meant only a matter of a few car lengths in this really close battle. It was clear that Castellotti and Musso were out to win or blow each other up, and halfway round the fifth lap the trouble started, for both cars threw the left-side rear tyre tread, and as Moss, Fangio, Schell and Collins went by in a group, Castellotti and Musso slithered to a stop at the pits and screamed for new tyres. In a matter of seconds they were both back in the race but had dropped to 13th and 15th places, so fast was everyone going. On the very next lap de Portago had his left rear tyre tread come off and after a hair-raising 160-m.p.h. slide down the banking he motored slowly back to the pits, but could not continue as the suspension had been damaged. Then Leston retired with a stripped torsion-bar spline on the rear of the Connaught, and on the next lap Bonnier stopped with the Maserati sounding very flat and Salvadori came in to investigate a fuel leak in the auxiliary tank in the cockpit.

The fight for the lead was still going on unabated, with Schell and Moss passing and repassing, the Vanwall having to lift off on the banking but being much faster down the straights. Schell would lead at the end of the road circuit and Moss would then pass him round the banking, and meanwhile Fangio and Collins were sitting close behind, wondering how much longer their rear tyres were going to last. Musso and Castellotti were making up time rapidly, going as hard as they knew how, Musso's gear-changes as he passed the pits being so fast that there was no audible break in the exhaust note. Maglioli, who was lying eighth, was being worried by the fact that his rear bonnet catches were undone but continued hopefully, and Halford was pouring out smoke from worn-out pistons. At the end of the ninth lap Taruffi was still holding a steady fifth place but then came into the pits as oil was leaking from the transmission. At almost the same moment Castellotti was screaming round the very edge of the south banking and about to join the finishing straight when once more his left rear tyre threw its tread and the car spun helplessly off the banking on to the infield, struck a barrier and ricocheted back on to the track and, still spinning wildly, crossed the inner track and came to rest on the grass, and a rather furious and somewhat shaken Castellotti got out completely unhurt.

The race was now becoming fantasy and on lap 11 Collins had the left rear tyre burst and stopped at the pits. All these troubles were caused by the terrific centrifugal loadings due to the high speeds round the bankings, together with the roughness of the concrete. At the end of this lap Schell managed to hold his lead for a full lap and the Vanwall was well and truly in the lead of the Grand Prix of Europe for the first time in history. However, Moss and Fangio were right on his tail, in the Maserati and Lancia/Ferrari respectively, and for the next six laps there was never more than a few feet between the three of them, the Vanwall once more proving itself the fastest existing Grand Prix car but not the most roadworthy. Taruffi was still at the pits, and then Trintignant retired with a broken front spring mounting and Fairman came in with his left front tyre in shreds. Musso and Collins were still making up time and were lying fifth and seventh, respectively, while eighth place was now a wheel-to-wheel battle between Flockhart and Godia, first one leading and then the other. Taruffi restarted, did one lap and retired, the oil leak from the rear still being impossible. On lap 18 Musso passed Behra and took fourth place, and on the next lap Ferraris started a new series of troubles, for Fangio came slowly into the pits with his front wheels pointing in opposite directions, the right-hand steering arm having broken. At the same time a shower of rain fell and Schell, quite reasonably, was not brave enough to keep up the pace in the prancing Vanwall on a wet track, and Moss then drew away into a comfortable lead of 10 sec. In less than half the race distance the whole Ferrari team had now suffered trouble, though only Fangio managed not to burst a tyre, which he made up for with the broken steering arm.



After adhering to glass aero-screens all the season, Ferrari produced one car at Monza with this curved Perspex screen. It was driven by Collins and Fangio.

Although the shower of rain lasted only three laps it completely sorted out the order of things, and Moss was now the length of the finishing straight ahead of Schell, with Musso in third place, followed by Behra, Collins, Maglioli, Flockhart, Godia, Gerini and Fairman, the others trailing along in the rear. Moss lapped Flockhart and then Behra retired at the pits with a faulty magneto and, it was also discovered, a split fuel tank. Maglioli was then flagged in and the car given to Behra, but before it was noticed that the bonnet was still undone the Frenchman had gone. As soon as he reached maximum speed the rear of the bonnet lifted and on the next lap Behra stopped to have it re-fastened, not knowing that Maglioli had been running most of the time with it undone. This was exactly half distance, or 25 laps, and Moss was sitting comfortably in the lead by 13 sec. from Schell, who was leading Musso by 16 sec., with Collins another 55 sec. behind in fourth place, these four being the only ones on the same lap.

On the 23th lap Schell came in for a refuel, as he had started with the tank only half full of fuel in order to reduce the load on the rear suspension, and in a few seconds he was tanked up and off again, though now in third place, just ahead of Collins. During the stop it was noticed that Schell was soaked in oil almost to the waist, so that his terrific opening battle with Moss and Fangio was all the more heroic. Castellotti had rejoined the race in Fangio's car, which had had a steering arm off Portago's crippled car fitted to it, and he deserved a medal for bravery for the way he continued to drive knowing full well that another tyre might go, or the other steering arm might break. Both he and Musso were called in for a tyre inspection on lap 30, the latter having a front one changed, and Fangio stood by to take over if Musso had been feeling tired, this being his first full-length race since his accident. However, he was fit so he continued. Collins got past Schell and then the Vanwall showed signs of seizing its final drive, the car snaking to a stop just beyond the pits and an oil-soaked Schell trudged wearily back to the pits, to the accompaniment of a terrific ovation from the crowd.

This left the order Moss, serene as ever, Musso still going hard, Collins, and then, through sheer regularity and lack of trouble, Flockhart in fourth place, though a lap behind the leaders: Behra, in Maglioli's car, was in fifth place, closing up fairly rapidly, and following came Godia, slowed slightly by a defective front shock-absorber, and Fairman running like a train. Salvadori was back in the race after a long stop to remove the leaking auxiliary fuel tank, and Piotti, Graffenried and Simon were all still going.

On lap 35 Collins came into the pits to change the left front tyre and Fangio then took over the car, but with no hope of catching the leading Maserati. As Moss started a new lap, Musso was on the other lane, passing the pits, and as Musso completed the lap on the outside lane Fangio was on the inside one by the pits, and so the three of them ran, with never more than a few yards difference. Behra caught Flockhart but then retired out on the circuit with a broken steering box, and all seemed set for the end of the race.

Moss started lap 45 with his normal lead, but rounding the Lesmo turns his engine cut as he ran out of fuel. He coasted on and by sheer good fortune Piotti was the next along and, being surprisingly quick to sum up the situation, he nosed his car up behind the coasting Maserati and pushed it all the way back to the pits, Moss free-wheeling into his pit, with the tank filler held open, ready for a quick 25 litres to be thrown in. Quick as it was it was not quick enough and Musso went by into the lead, and as Moss shot off once more his pit noticed that the near-side rear tyre was completely devoid of tread. The next lap for the Maserati was a new track record and then the pit slowed him down for fear the bald tyre should burst.

As Musso came round the south banking, confident of maintaining the lead to the finish, he felt the steering go funny and as he left the banking and joined the finishing straight the left-hand steering arm broke and the tyre burst, causing him to slide right across the track towards the pits, struggling to maintain control, but not daring

to brake for fear of causing the car to spin. By sheer luck he came to rest a matter of inches from the pit counters and was helped out weak and very shaken, with the Italian Grand Prix once more wrested from his grasp.

The Maserati pit slowed Moss right down, oblivious of the fact that Fangio was only 20 sec. behind, and when the two cars went by on their last half-lap only 10 sec. apart a furious argument broke out amongst the personnel. However, they need not have worried for Moss was well aware of the closeness of his rival and kept his lead, to win by a nice 6 sec., just as he had done at Monaco at the beginning of the season. By reason of regular and consistent running, Flockhart arrived a well-earned third, though he had to make a stop for fuel on the 49th lap. Godia was fourth after a non-stop drive, which was a rare occurrence in this most dramatic Grand Prix.

As anticipated before the event, it was a win-or-bust, end-of-season blind, on the most car-breaking circuit of all the Grand Prix circuits, and it was a terrific success for Maserati and Pirelli.

Results :

GRAND PRIX OF EUROPE—50 Laps—500 Kilometres—Warm and Dry

1st : S. Moss (Maserati 250/FI) ... 2 hr. 23 min. 41.3 sec. ... 208.787 k.p.h.
2nd : P. Collins/J. M. Fangio (Ferrari/Lancia V8) ... 2 hr. 23 min. 47.0 sec.
3rd : R. Flockhart (Connaught Syracuse) ... ... 1 lap behind
4th : F. Godia (Maserati 250/FI) ... ... 1 lap behind
5th : J. E. G. Fairman (Connaught Syracuse) ... ... 3 laps behind
6th : L. Piotti (Maserati 250/FI) ... ... 3 laps behind
7th : E. de Graffenried (Maserati 250/FI) ... ... 4 laps behind
8th : J. M. Fangio/E. Castellotti (Lancia/Ferrari) ... ... 4 laps behind
9th : A. Simon (Gordini 6-cyl.) ... ... 5 laps behind
10th : G. Gerini (Maserati 250/FI) ... ... 8 laps behind
11th : R. Salvadori (Maserati 250/FI) ... ... 9 laps behind

Fastest lap : S. Moss (Maserati), 47th lap, in 2 min. 45.5 sec.—217.917 k.p.h. (new record).

Retired : R. da Silva Ramos (Gordini 8-cyl.), lap 3, water leak; A. de Portago (Lancia/Ferrari), lap six, burst tyre; L. Leston (Connaught), lap six, broken suspension; R. Manzon (Gordini 8-cyl.), lap seven, broken chassis; L. Villoresi/J. Bonnier (Maserati), lap seven, engine; E. Castellotti (Lancia/Ferrari), lap nine, burst tyre crash; P. Taruffi (Vanwall), lap 12, oil leak; M. Trintignant (Vanwall), lap 13, broken suspension mounting; B. Halford (Maserati), lap 16, engine; J. Behra (Maserati), lap 23, magneto; H. Schell (Vanwall), lap 32, transmission; J. Behra/U. Maglioli (Maserati), lap 42, steering; L. Musso (Lancia/Ferrari), lap 47, broken steering arm.

MONZA MUSINGS

If the Guild of Motoring Writers are looking for the driver of the year they might well look towards Harry Schell, for his brilliant efforts on the part of Vanwall in the French and Italian Grand Prix events.

Moss finished the race with two litres of fuel in the tank, not enough for another lap.

The Vanwall was so much faster than the Lancia/Ferrari and the Maserati that Schell had to overtake Moss and Collins on the over-run going onto the south banking.

The new Maserati was handling superbly in the south turn of the road circuit and was visibly faster than all its competitors.

Although the Pirelli tyres on the back of the winning Maserati looked bald, they could have done 10 or 15 more laps, there being 2 mm. of plain rubber under the tread.

The cockpit of the winning Maserati was spotless after the race and Moss did not have a speck of oil on his overalls—remarkable for a Maserati.

Salvadori burst his own engine in practice and the factory lent him one for the race.

Piotti made his name in the Italian G.P., first for being bright enough to give Moss a push to the pits and, secondly, for being the first Italian driver to finish.

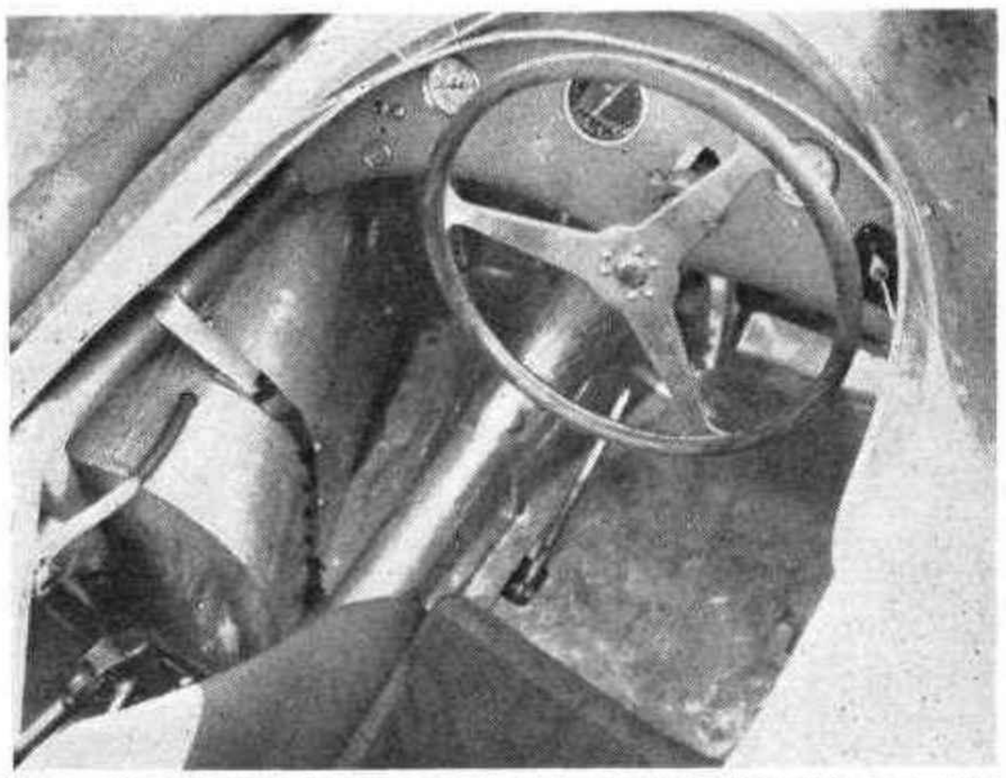
Godia, the Spanish driver, was the first finisher to run through non-stop, the only others being Graffenried and Simon.

Roland Bugatti and Raymond Mays were present but neither of their Grand Prix cars was entered—no comment.

There was no regulation to forbid Moss being pushed by another car. An oversight in drafting the regulations and no doubt it will result in a special one next year.

MONZA POST MORTEM

After the race the Connaught that was placed third was stripped down and measured to ensure that it was of 93.5 by 90 mm. and 2,470 c.c. as stated on the entry form. This was found to be correct and the Italian Automobile Club engineers who inspected the car were most impressed with the internal cleanliness of the engine. On the Monday following the race the car was re-assembled and Leston and Rodney Clarke drove it round the circuit many times, carrying out tyre temperature tests for Avon's technical man Don Turner, and doing brake and shock-absorber tests for Connaughts. Fairman's car was unusable as both front spring mountings split on his extra lap after the finish and the car arrived at the pits with



The modified 250/F1 Maserati cockpit showing the offset of the propeller-shaft, running alongside the driving seat. On the floor is the hand-brake and to the left an auxiliary fuel tank.

the wheels leaning inwards and the sump rubbing itself out on the ground until all the oil came out. The only thing wrong with Leston's car was that the splines on the forward end of one of the rear torsion-bars had torn through the opposing splines on the anchoring arm.

After completing the whole Grand Prix, Flockhart's car was able to lap the banked track at just on 160 m.p.h. without any effort at all.

The Vanwall team were not so fortunate, all their cars being out of action, except that Schell's car could be driven but showed a tendency to pull sideways all the time, indicating that something was amiss in the final-drive assembly. Once more none of them suffered from engine trouble.

On the Tuesday after the race a visit to Ferrari showed the Collins/Fangio car still under the official seals, awaiting the A.C.I. engineers to measure it, but the wreck of von Trips' car was in the workshops and it had been discovered that his crash was due to a broken steering arm, exactly as suffered by Fangio and Musso. Had the car been inspected immediately after the accident there would have been time to reinforce the arms on the team cars and thus avoided the loss of the race to Musso. No doubt had the practice crash happened to Fangio the car would have been inspected closely; being von Trips on his first try-out as a Grand Prix driver it was assumed that he had just gone into the corner too fast. Of the mortality of the Englebert tyres, Ferrari merely hoped that next time they would prove better.

The tachometers on the Lancia/Ferraris were all at 9,000 r.p.m. with the exception of Musso's, which was at 8,600 r.p.m. The recommended limit given before the race was 8,500 r.p.m. and it was obvious that no one had reached 9,000 in fifth gear, so clearly there had been some excited over-revving in the lower gears.

At Maserati the winning car was being stripped down for measurement and the bore and stroke verified as 84 by 75 mm. and 2,494 c.c.; the internals of the engine were all in good condition, in spite of having revved to 8,700 r.p.m. Many people had assumed that Moss slowed for the last few laps because of engine trouble and to prove the contrary Behra was about to take it out on the Modena Autodromo. However, when fuel was poured into the tank it ran straight out at the bottom as it was split along one of the riveted seams, which accounted for Moss running out of fuel during the race.

The eight-cylinder Gordini was started up after the race and no water leak could be found; it transpired that the radiator filler cap was not tightened properly and water flew out at high revs. causing da Silva Ramos to abandon it on the far side of the circuit assuming something awful had happened.

NOTES ON THE CARS AT MONZA

Main technical interest at Monza lay in the two new Maseratis driven by Moss and Behra, for though most of the mechanical components were the same there had been much juggling with the disposition of the parts. Just before the bulkhead the chassis frame had been kinked outwards to make the cockpit wider and the engine, which was a normal-carburetter Grand Prix, was mounted at an angle towards the left, so that the prop.-shaft ran under the driver's left knee and entered the gearbox/differential unit at an angle on

CASTROL WINS

GOODWOOD TROPHY

DAVID BROWN

1ST ASTON MARTIN

(C. A. S. BROOKS)

2ND ASTON MARTIN

(R. SALVADORI)

FOLLOW THE EXPERTS AND ASK FOR CASTROL BY NAME

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

the left side of the car. This entailed a new five-speed gearbox assembly, still on the same principle of lateral main and lay shafts but with the entry bevels well over to the near side. The result of all this was that the driving seat was lowered and by mounting it slightly to the right of the cockpit it enabled the driver to sit a lot lower, with a resultant lower body line, the fuel tank being shaped to form a headrest behind the driver. The cockpit sides and Perspex windscreen were all carried round into the tail, so that only the driver's head was visible, his shoulders and arms being inside the cockpit enclosure. The fuel tank was mounted on rubber and positioned by spring-loaded bolts, instead of the usual flat steel straps, but the new idea was not a success for both tanks split. The bonnet was wrapped closely round the engine and the carburetter intakes were covered by a tubular duct with open end at the front, covered with gauze on Behra's car but fitted with a long extension forwards on to the nose on Moss' car. The radiators were lower and wider and had ducts behind them to deflect the hot air downwards and out through the undertray. Suspension back and front, brakes, clutch and engine were all identical with the normal Grand Prix Maserati, but the steering-box was mounted on the chassis frame on the two new cars, instead of on the clutch housing as is normal. In addition to all the modifications, the wheelbase was lengthened 20 mm. and, with the lower centre of gravity, the handling was greatly improved, while the lower frontal area and more aerodynamic body accounted for the speed improvement, the horsepower claimed being in the order of 285-290 b.h.p. In practice both cars, as well as the normal ones, used single tail-pipes, but for the race they converted to the regular system of twin tail-pipes.

The Lancia/Ferraris showed no major changes since their last appearance, and, in fact, have not been radically changed since the beginning of the European season, the Scuderia Ferrari being content with steady engine development work. On the car driven by Collins a curved Perspex windscreen was used in place of the normal glass aero-screen. The six cars produced for practice were the sum total of Ferrari's team of complete cars available for the event, together with a number of spare power units mounted in their travelling crates.

The Vanwalls were unchanged mechanically, but were fitted with de Dion tubes made of much thicker gauge steel in order to prevent breakages on the bumps of the banked track. As mentioned, the fuel load was limited in order not to bottom the suspension and the bump stops were reduced to allow the rear suspension more travel. Apart from these details the rest of the entry were unchanged.

D. S. J.

ASTON MARTIN versus ECURIE ECOSSE AT GOODWOOD—
continued from page 610

500-c.c. Race :
1st : J. Russell (Cooper-Norton), won by 2.2 sec. at 83.33 m.p.h.
2nd : D. Parker (Cooper-Norton).
3rd : C. C. H. Davis (Beart-Cooper).
Fastest lap : Russell, 84.87 m.p.h. (*new class lap record*).

The Woodcote Cup—Cars not exceeding 2,000 c.c. :
1st : R. Salvadori (F. II Cooper), won by 15.2 sec. at 88.34 m.p.h.
2nd : C. Chapman (Lotus).
3rd : L. Leston (Cooper).
Fastest lap : Salvadori, 89.81 m.p.h.

First September 5-Lap Handicap :
1st : A. Stacey (Lotus-Climax), 82.76 m.p.h.
2nd : M. Zervudachi (Lotus-Climax).
3rd : R. Mackenzie-Low (Cooper-Climax).
Fastest lap : C. Chapman (Lotus-Climax), at 88.71 m.p.h.

The Sussex Trophy—Cars not exceeding 1,500 c.c. :
1st : R. Salvadori (F. II Cooper), won by 12.2 sec. at 89.07 m.p.h.
2nd : C. Chapman (Lotus).
3rd : L. Leston (Cooper).
Fastest lap : Salvadori, at 90.57 m.p.h.

The Goodwood Trophy—Sports Cars exceeding 1,500 c.c. :
1st : C. A. S. Brooks (Aston Martin), won by 16.8 sec. at 88.19 m.p.h.
2nd : R. Salvadori (Aston Martin).
3rd : R. Flockhart (Jaguar).
2-litre Class : F. C. Davis (Lotus-Bristol).
Fastest lap : N. Sanderson (Jaguar), at 89.07 m.p.h.

Second September 5-Lap Handicap :
1st : J. Lawrence (Jaguar), 84.44 m.p.h.
2nd : N. Cunningham-Reid (H.W.M.).
3rd : P. Emery (Emeryson).
Fastest lap : R. Flockhart (Jaguar) and C. A. S. Brooks (Aston Martin), at 88.89 m.p.h.

CORRECTIONS

A printer's error in the last issue gave the winner of the Gymkhana tests at the Sunbeam Register's Worthing Rally incorrectly. The winner was, in fact, F. C. Bleach of Southampton. R. W. Ashby points out that F. R. Chiv did not retire in his first race at the second V.S.C.C. Silverstone meeting, in which he drove Ashby's Frazer-Nash. It was Ashby who retired, with a displaced magneto, in another race. Sackcloth ! Ashes ! !

A VAUXHALL VENTURE

One of the most imaginative designs in this year's Boy Scouts Soap Box Derby, sponsored by Vauxhall Motors, Ltd., was the Electron Mark III, which had outriggers to carry the wheels on the near-side and a single driving-wheel behind the driver. Does this portend a new Vauxhall model in the near future ?

VOTE FOR FREEDOM

If you value your freedom to buy the oil you consider to be best suited to your engine at any garage instead of what the petrol companies wish to thrust upon you, please follow MOTOR SPORT's lead and fill in the card you will find in this issue, posting it to the Motor Accessories Manufacturers' Association, *without delay*.

*BOOK REVIEWS—**continued from page 608*

"A Fool in the Desert," by Barbara Toy. 180 pp. (*John Murray, 50, Albemarle Street, London, W.*1. 18*s.*)

This is Barbara Toy's sequel to her excellent travel story " A Fool on Wheels." This time we meet her Land-Rover, now equipped with a closed station-wagon body, on an adventurous journey into Libya where, driving mostly alone, Miss Toy tries to probe the eternal mystery of the desert.

This is a well-written, sincere and thoroughly enjoyable book, difficult to put down.—W. B.

"'Road and Track' Road-Test Annual." 96 pp., 11 in. by 8 in. Soft covers. (*Available from F. & E. Stoneham.* 7*s.* 6*d.*)

Of American magazines *Road and Track* publishes the most European of road-test reports so far as tabulation of performance data is concerned. These tests are brought together, accompanied by text and illustrations, in this book, which also contains the usual explanations of how the journal concerned conducts its road tests, together with a Buyers' Guide to Sports Cars and a humorous test of the Poguar XK-25M pogo-stick. The cars covered are a fascinating range, including Corvette Six and V8, Dyna-Panhard Junior Sports, Ford Thunderbird, Lancia Spyder, Osca 1,490-c.c. Spyder and Siata Spyder V8, cars not normally covered by the British road-test reports, as well as such interesting machinery, particularly when regarded from the dollar-angle, as 2.9 Ferrari, Jaguar XK120C and XK140MC, Lancia Spyder, Porsche, Volkswagen, Borgward, D.K.W., Mercedes-Benz 300 and 300SL, Rolls-Royce Silver Dawn, Simca Aronde, Nash Metropolitan, etc.

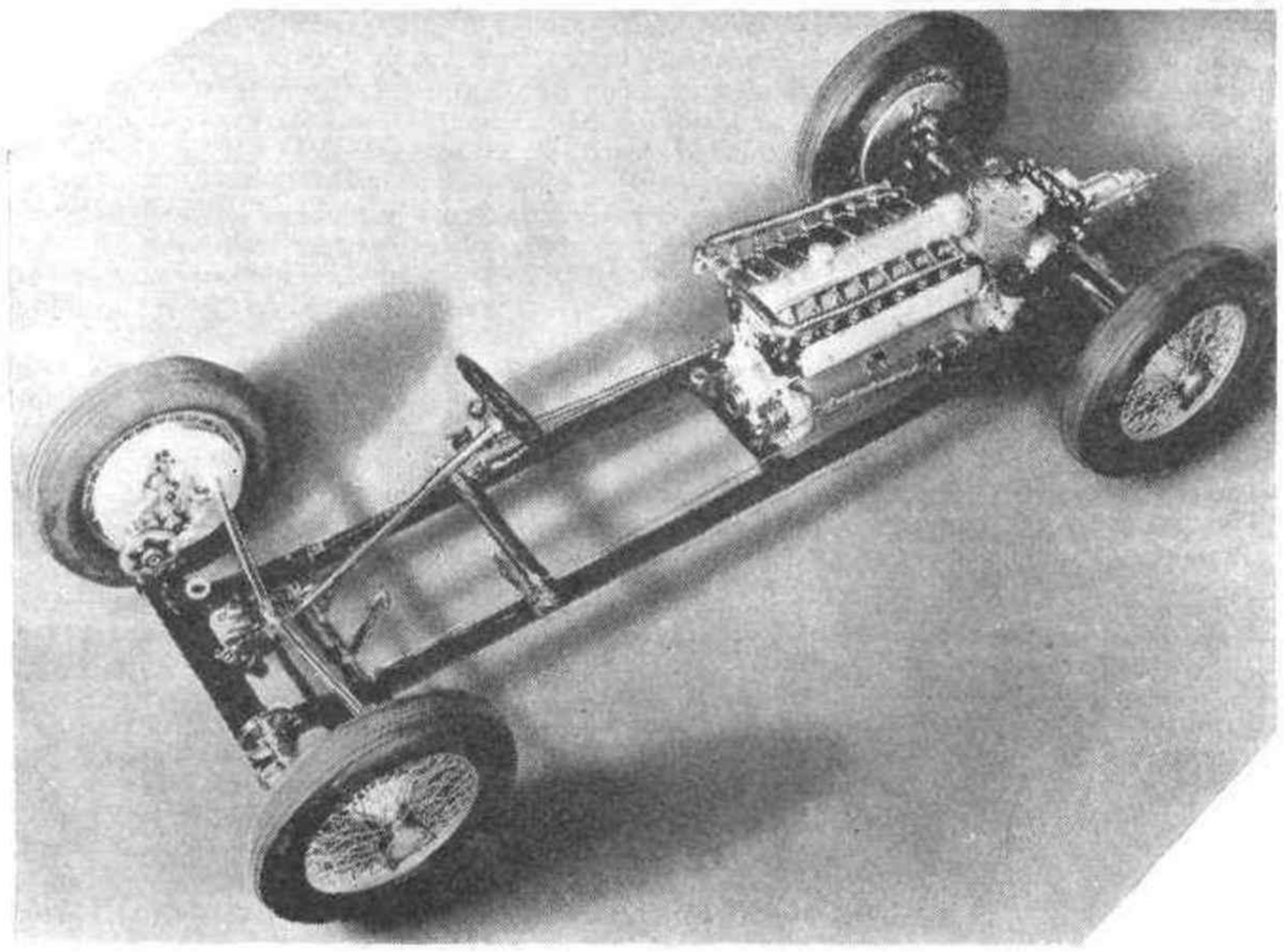
No doubt many readers will be glad to acquaint themselves of American opinions on the world's cars, as given in the " *Road and Track* Road-Test Annual."—W. B.

* * *

Copies of " A Start for Finishers " which the B.R.D.C. issued twelve months or more ago as a guide to novice racing drivers, has proved extremely popular, both here and abroad. Copies are still available, however, and applications from clubs for bulk supplies are welcomed. Individuals can also obtain free copies. The only stipulation is that a stamped, addressed envelope not smaller than 8 in. by 5 in. shall be sent and mention made of MOTOR SPORT. Apply to the British Racing Drivers' Club, 9, Down Street, London, W.1.

THE EDITOR CONTEMPLATES—

THE GENIUS OF Dr. PORSCHE



PORSCHE CONCEPTION OF A RACING CAR WHICH HERALDED A NEW ERA.—The famous rear-engined Auto-Union in its early form, with V16 engine, coolant for which ran through the side-members of the tubular ladder-chassis. A single camshaft actuated the valves. Rear suspension was by transverse leaf-springs and swing axle, front suspension by the famous Porsche system of trailing arms and torsion-bars.

DR. Ing.h.c. Ferdinand Porsche, G.m.b.H., who died in his 76th year early in 1951, was an exceptionally versatile designer and engineer. Amongst the striking cars he designed can be numbered the 28/30 Austro-Daimler introduced in 1907, the 28/32 Maja developed from it, the classic "Prince Henry" o.h.c. Austro-Daimler, various successful aero engines, and, after the Armistice of 1918, the 1,100-c.c. Austro-Daimler "Sascha" sports model. Joining Daimler-Benz, it was Porsche who offered Neubauer the position of racing manager, and he who developed the racing straight-eight supercharged Mercedes engine. From that, and the design of other Mercedes racing engines, Porsche produced the famous series of S, SS and SSK Mercedes-Benz sports models, culminating in the 38/250 and its SSKL sports/racing version.

Leaving Daimler-Benz, Porsche joined the Steyr Company and in 1929 designed for them the 2-litre six-cylinder Steyr Thirty and then the 5.3-litre straight-eight Steyr "Austria," with swing-axle rear suspension. Setting up as an independent consulting engineer he next designed for Wanderer a very popular 1.8-litre six-cylinder Wanderer with light-alloy cylinder block wet-liner engine, also with swing-axle i.r.s. I do not propose to deal here with all the designs for which Dr. Porsche was responsible, these being detailed in K. B. Hopfinger's fascinating book "Beyond Expectation" (Foulis, 1954).

What is so dramatic, however, is the manner in which Porsche, then aged 61, conceived the Hitler "People's Car," evolved from N.S.U. designs into that subsequent world-beater, the Volkswagen, and a Grand Prix racing car, both at the same time. The small-car project was a very sticky technical problem, because Herr Hitler insisted that the product should sell for an absurdly low figure. The racing car, too, was hardly what you would expect an engineer of the old school, then over 60, to produce, for it is now well known that with the introduction of the Auto-Union and Mercedes-Benz Grand Prix teams motor racing entered a new era. Speeds rose sensationally and a new conception of suspension, employing soft springs and large wheel movements, had to be developed to produce the requisite road adhesion. All this Porsche took in his stride. It is believed that it was he who, in a personal interview with Hitler, convinced the German Chancellor that Mercedes-Benz alone could not make a convincing spectacle and that if German prestige was to be boosted through Grand Prix successes, two teams must battle genuinely for the subsidies Hitler had decided to offer.

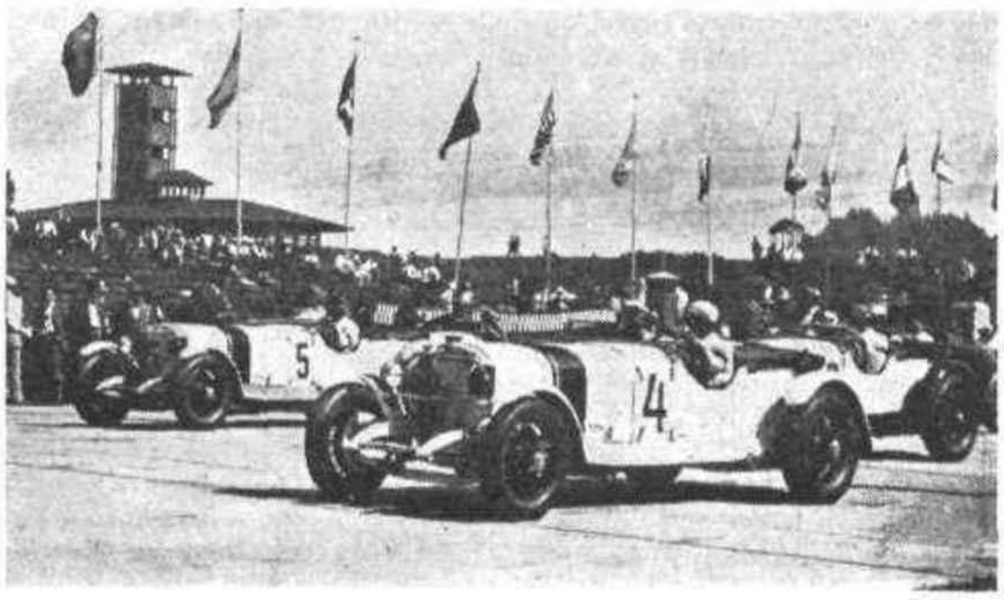
AN EARLIER TRIUMPH OF DR. PORSCHE.—He was responsible for the design of the S, SS and SSK Mercedes-Benz sports cars of the late vintage era.

We have recently seen the immense resources behind the great Daimler-Benz concern, as they dominated first sports-car and then Grand Prix racing after the termination of World War II (in which conflict, perhaps I should add, Germany was beaten). What Porsche proposed to do was to pit the comparatively small Auto-Union combine, for which he had designed the Wanderer models, against the full strength of Mercedes-Benz, who had won the French G.P. in 1908 and again in 1914. Those who are concerned to have a picture of the relationship of Auto-Union resources with those of Daimler-Benz at this stage are referred to George Monkhouse's excellent book "Motor Racing With Mercedes-Benz" (Foulis, 1948) and the British Intelligence Objectives Sub-Committee Report on Germany's racing cars, compiled by the late Cameron C. Earl.

It is fascinating, at this stage, to see how Auto-Union's P-wagen (or Porsche-wagen) cars fared in competition with the new Formula I Mercedes-Benz cars laid down for the 1934 season.

Up to this time Grand Prix racing cars had been comparatively hard-sprung and power had taken precedence over good roadholding. All that was now to undergo a significant change, notwithstanding a maximum weight stipulation in the new formula which, resulting in light cars of enormous power, presented very tricky suspension problems, especially as speeds rose fantastically to the order of 170-200 m.p.h.

Dr. Nibel produced a 3.7-litre straight-eight car for Mercedes-Benz, using a box-section frame with coil-spring and wishbone i.f.s., and independent rear suspension by transverse leaf-springs and swing-axles, and Neubauer gathered about him von Brauchitsch, Caracciola, the Italian Fagioli and a few lesser men as drivers.



The "freelance" design of Dr. Porsche which Auto-Union had adopted turned out to be a rear-engined machine with a 45-deg. V16 engine of 4.36 litres, using a single camshaft to operate the inlet valves direct and cross-push-rods to prod the exhaust valves, a tubular ladder chassis through which coolant was conveyed from cylinder blocks to radiator (when it didn't leak from the welded joints), and independent suspension by Porsche trailing-link, torsion-bar i.f.s. and torsion-bar swing-axle independent rear suspension.

For drivers Auto-Union mustered Stuck, Prince Leiningen and Momberger. What promised was indicated when it was murmured that the Mercedes-Benz developed 430 b.h.p. at 5,800 r.p.m., the Auto-Union 295 b.h.p. at 4,500 r.p.m., both cars being required to weigh not more than 750 kg. (Subsequently, Mercedes-Benz peaked to 645 b.h.p. from 5.6 litres, Auto-Union to 520 b.h.p. from six litres, ere war stopped play.)

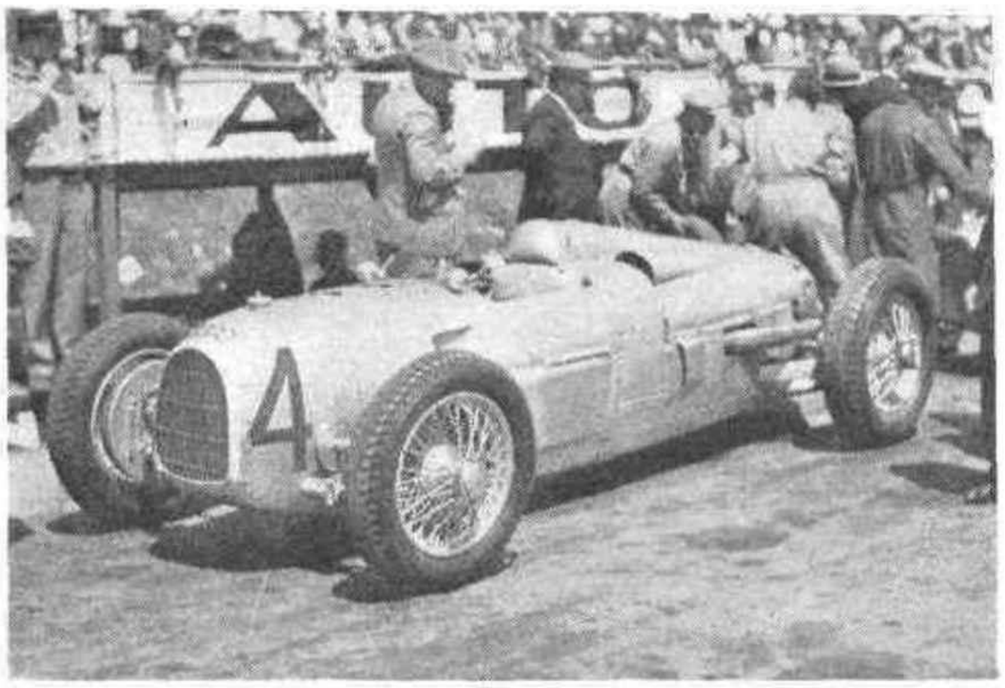
How did Auto-Union stand up to Mercedes-Benz in this new epoch of Grand Prix racing—serious racing with national prestige at stake while the war clouds formed in the background? The answer is not in any way to the shame of Dr. Porsche.

Indeed, making its initial appearance in March, 1934, Stuck drove a P-wagen at Avus and lifted the world's hour record to 134.608 m.p.h. in spite of having to slow for the bends at each end of this oval track.

Neither Auto-Union nor Mercedes-Benz essayed the Monaco G.P. with which the 1934 season opened, Mercedes being unready and Auto-Union regarding their cars (wheelbase 9 ft. 6½ in.) as rather too long to negotiate the Monte Carlo hairpins. Incidentally, Porsche proved he was no fool, when he fitted maximum-recording rev.-counters to his V16 engines, concealed beneath a flap in the side of the body, for which he alone held the key!

The German teams failed to get to grips at Avus, where Caracciola set up a very fast lap in practice but where all the Mercedes-Benz were withdrawn due to fuel pump trouble. Ferrari had produced a specially streamlined 3.2-litre version of Alfa-Romeo to combat the German menace, and as Varzi refused to handle it Moll was nominated as its driver. This enabled Alfa-Romeo to win at 127.56 m.p.h., Varzi finishing second at 125.43 m.p.h., the only Auto-Union to get home being third in the hands of the comparatively inexperienced Momberger. However, this wasn't as bad as it seemed, for although Leiningen retired early, Stuck's Auto-Union had a comfortable lead until the replenishment stop, after which it retired with clutch slip.

The rival marques did get together in the Eifel races at the Nur-

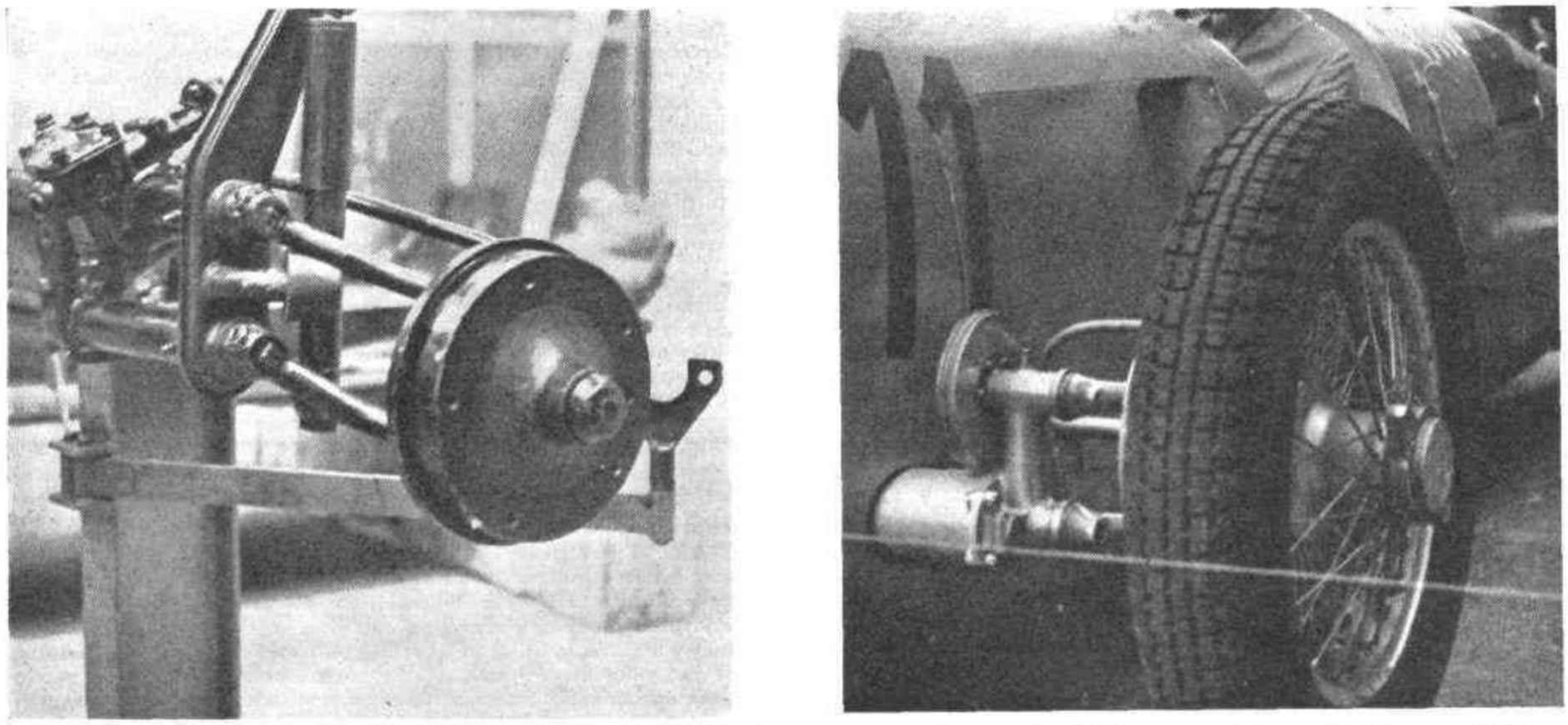


FIRST SEASON.—The V16 rear-engined Auto-Union photographed during the French Grand Prix of 1934. Note that normal exhaust pipes were used, stub-exhausts not being adopted until 1935.

burgring, and here Mercedes-Benz were faster than Auto-Union. They would have finished first and second, had not Neubauer been shown the disadvantage of employing an Italian driver, for Fagioli, told to keep behind von Brauchitsch, signalled his displeasure by stopping his Mercedes out on the circuit and walking off—not, one imagines, towards Neubauer! Brauchitsch won at 76.12 m.p.h. and Stuck was second for Auto-Union, 80 sec. behind.

However, at the Kessleburg Hill-Climb Stuck was 5 sec. faster than Brauchitsch when setting a new course record.

The French G.P. was the scene of great excitement, Brauchitsch making a record practice lap of the Montlhèry road circuit at 92 m.p.h. Auto-Union had experienced fuel-pump trouble in training and Leiningen's non-started. Stuck led from the third lap, but retired with a defective water pump after his engine had been difficult to start, as did Momberger's Auto-Union with suspension trouble. However, this didn't mean a Mercedes victory, for the wily Chiron had caused Fagioli to overdo it at a corner, his "plough-



SIGNIFICANT.—On the left, the trailing-arm torsion-bar independent suspension of the modern Volkswagen. Compare it with the Porsche suspension (right) of the Grand Prix Auto-Union. Dr. Ferdinand Porsche's i.f.s. was also used for Raymond Mays' famous E.R.A. racing car and is found on the present Porsche.



CARRYING A FAMOUS NAME, the modern Porsche sports cars are developed by Dr. Ferry Porsche from the post-war ideals of his famous father.

ing " damaging a brake-pipe, Brauchitsch went out with supercharger trouble and even Caracciola retired, with a cracked gearcase.

Auto-Union gained a considerable march on Mercedes when Stuck won the German Grand Prix after causing Caracciola to overstress his engine in trying to catch the rear-engined car. Using only the two upper ratios of the five-speed gearbox Stuck won at 75.14 m.p.h., 127 sec. ahead of Fagioli's Mercedes. Momberger's Auto-Union retired, as had Burggaller's, with gearbox trouble. Geier's Mercedes was sixth.

Then, as compensation, like Kesselburg reversed, Caracciola beat Stuck by 3.2 sec. at the Klausen Hill-Climb.

Both teams gave the Belgian Grand Prix a miss and at Pescara Fagioli won, at 80.26 m.p.h., the highest-placed Auto-Union being fifth, driven by Sebastian. Caracciola crashed badly without injury, and Stuck also retired. Yet still Auto-Union could claim to be able to outrun Mercedes, for Stuck won the Swiss Grand Prix at 87.21 m.p.h., leading from start to finish, and Momberger was second. Leiningen's Auto-Union retired with ignition defects. Not a single Mercedes finished anywhere worthwhile, Geier coming in last in Caracciola's car, after " Rudi " had become tired of fuel starvation, Fagioli being sixth after brake inadequacies which also troubled Brauchitsch.

It was a close thing at Monza, for although the Fagioli/Caracciola Mercedes-Benz won at 65.37 m.p.h., Stuck's Auto-Union had led for much of the race, until troubled by fading brakes and an engine which disliked starting after the refuelling stop. Prince Leiningen then took it over, to finish second, 98.2 sec. behind the winner. Leiningen's own car had run out of fuel, but Henne had crashed one Mercedes and Fagioli's had gone out with engine maladies. Whereas Momberger, aided by Sebastian, got an Auto-Union home in seventh place.

Stuck's Auto-Union made fastest time at both Mont Ventoux and Friberg hill-climbs. Both makes proved well matched on the fast Lasarte circuit, where the Spanish Grand Prix was run. Stuck led until an oil-pipe broke, then took over Leiningen's Auto-Union when that driver was about to collapse over the wheel. Nuvolari was " having a go " for Auto-Union and actually led Fagioli—momentarily. In the end Fagioli won at 97.13 m.p.h., Caracciola second, and Nuvolari third on his first appearance with an Auto-Union. Stuck set a lap record, to finish fourth.

The end of this dramatic 1934 season came at Masaryk, where Stuck, after sampling a Mercedes-Benz in practice, led for a while in his Auto-Union until displaced by the great Fagioli. Caracciola broke a wheel and retired. When Fagioli paused to replenish Stuck again led, was passed by the Mercedes, but regained the lead when Fagioli made another pit-stop, to win at 79 m.p.h., in spite of Fagioli setting a new lap record of over 83 m.p.h. Leiningen's Auto-Union was fourth, Henne's sixth.

So it ended—until 1935. The " freelance " design of Dr. Porche's was vindicated, the season's score being :—

Auto-Union ... Three 1sts; three 2nds; one 3rd.
Mercedes-Benz ... Four 1sts; three 2nds; no 3rds.

In 1935 the battle continued. For this season Mercedes-Benz used the 3.99-litre 430 b.h.p. engine introduced at the end of the previous season and Auto-Union went up from 4.36 to 4.95-litres, obtaining 375 b.h.p., while torsion-bars within the chassis frame were linked to the rear suspension in place of the former transverse leaf-springs, while stub exhaust-pipes—oh joy, the noise!—replaced the earlier tail-pipes.

By the end of the year the score between Auto-Union and Mercedes-Benz could be written :—

Race	*First*	*Second*	*Third*	*Remarks*
Monaco	Mercedes-Benz (Fagioli)	Alfa-Romeo (Dreyfus)	Alfa-Romeo (Brivio)	No Auto-Unions started.
Tunis	Auto-Union (Varzi)	Bugatti (Wimille)	Maserati (Etancelin)	No Mercedes started.
Tripoli	Mercedes-Benz (Caracciola)	Auto-Union (Varzi)	Mercedes-Benz (Fagioli)	—
Avusrennen	Mercedes-Benz (Fagioli)	Alfa-Romeo (Chiron)	Auto-Union (Varzi)	—
Eifelrennen	Mercedes-Benz (Caracciola)	Auto-Union (Rosemeyer)	Alfa-Romeo (Chiron)	—
Penya-Rhin	Mercedes-Benz (Fagioli)	Mercedes-Benz (Caracciola)	Alfa-Romeo (Nuvolari)	—
French G.P.	Mercedes-Benz (Caracciola)	Mercedes-Benz (Brauchitsch)	Maserati (Zehender)	—
Belgian G.P.	Mercedes-Benz (Caracciola)	Mercedes-Benz (Brauchitsch/ Fagioli)	Alfa-Romeo (Chiron)	No Auto-Unions started.
German G.P.	Alfa-Romeo (Nuvolari)	Auto-Union (Stuck)	Mercedes-Benz (Caracciola)	—
Pescara	Auto-Union (Varzi)	Auto-Union (Rosemeyer)	Alfa-Romeo (Brivio)	No Mercedes started.
Swiss G.P.	Mercedes-Benz (Caracciola)	Mercedes-Benz (Fagioli)	Auto-Union (Rosemeyer)	—
Italian G.P.	Auto-Union (Stuck)	Alfa-Romeo (Nuvolari/ Dreyfus)	Auto-Union (Rosemeyer/ Pietsch)	—
Swiss G.P.	Mercedes-Benz (Caracciola)	Mercedes-Benz (Fagioli)	Mercedes-Benz (Brauchitsch)	—
Masaryk	Auto-Union (Rosemeyer)	Alfa-Romeo (Nuvolari)	Alfa-Romeo (Chiron)	No Mercedes started.

Score : Auto-Union ... Four 1sts; four 2nds; three 3rds.
Mercedes-Benz ... Nine 1sts; five 2nds; three 3rds.

Mercedes-Benz were gaining advantage by reason of their vast resources and better drivers, but 1936 was a season of distinct Auto-Union triumph. Apart from space precluding detailed reference to how the Auto-Union/Mercedes-Benz battle developed, there is less point in so describing subsequent seasons, because Auto-Union began to benefit from State aids to the racing teams, although remaining a small racing factory in comparison with that operated by Daimler-Benz, and found Rosemeyer and Nuvolari who really could drive their cars. Those who are interested are referred to a series of articles I wrote on the subject in the issues of MOTOR SPORT for September 1940, October 1940, January 1941, and September 1941, and will find excellent summaries in " Grand Prix Facts and Figures," by George Monkhouse (Foulis, 1950), and, of course, in Volume One of Laurence Pomeroy's " Grand Prix Car," in which the cars are also described and illustrated in detail.

But Porsche's real genius lay in doing so well against the might of Mercedes-Benz in that first season with his untried, highly unconventional car. Subsequently he left Auto-Union to concentrate on the Volkswagen project and the car was considerably re-designed, while Mercedes-Benz, too, changed to a tubular chassis with wishbone i.f.s. and a de Dion rear axle, etc.

After the war Dr. Porsche brought out the Porsche sports car which his son, Ferry Porsche, has continued to develop and which needs absolutely no introduction.

The late Dr. Ferdinand Porsche was an engineering genius. It is pleasant to feel that if you are " pecunious " you can enjoy the fruits of his talents by buying a Porsche, and if you are impecunious there is the Volkswagen, both designed by the man who persuaded Hitler he needed the Auto-Union and then made this unusual rear-engined V16 racing car succeed against the best Stuttgart could field.—W. B.

THE LUCAS EMERGENCY KIT

For the peace of mind of travellers on the Continent, Lucas make-up kits of electrical equipment suitable for well-known makes of cars, returnable if no trouble is experienced and the emergency kit is therefore intact. For example, the kit, which comes in a gaily-illustrated cellophane wrapper, contains, in the case of the Austin-Healey 100, an ignition coil; a distributor cover, rotor arm, contact set and condenser; brush sets for starter and dynamo; two starter brush spring sets; a box of 35-amp. fuses; a screen-wiper arm and blade; and various dynamo, starter and distributor spares, while a smaller kit contains ten lamp bulbs of various kinds.

For those setting out on Continental travels in British cars these Lucas emergency kits are a reassuring item of equipment.—W. B.

RUMBLINGS

A BOOK TO READ

Those of you who remember Brooklands will remember Douglas and Gwenda Hawkes, who were closely associated with the Derby car, had a shed in the Paddock, and ran the Derby-Maserati and Derby-Special cars. In the slim single-seater supercharged straight-eight Derby-Special Gwenda lapped at 135.95 m.p.h., no mean feat, especially as the engine capacity was only 1,660 c.c., yet this speed constituted both the ladies' and the Class E lap records.

At Montlhèry Gwenda went even faster, setting a lap record of 149 m.p.h. and taking several world's records at very high speeds. She drove the Duller Duesenberg at Brooklands and took long-distance records at Montlhèry in all manner of cars, including a Morgan three-wheeler, while in the dim ages she did tough things on racing motor-cycles. Tall, mechanically-minded, physically-strong Gwenda married Douglas Hawkes, a little man with a face like a monkey, a great mechanical genius, who, when the Track re-opened after the 1914/18 war, raced a special Morgan three-wheeler and the venerable 1912 Lorraine-Dietrich "Vieux Charles Trois."

Then, after the fall of Paris in World War II, the Derby concern folded-up and Gwenda and Douglas disappeared from the motoring scene.

What became of them? We got the answer quite by chance when picking up a book called "Isabel and the Sea," by George Millar, which was published by William Heinemann in 1948. This book is about a voyage in the 31-ton ketch "Truant" with twin Commodore engines from England to Greece, which the Editor read as a change from writing and reading about cars. Yet before long he was to encounter therein the Hawkes—as in so many books he has come upon unexpected references to cars and motor-racing personalities. In Chapter 7, then, we read: "In the afternoon a small blue British yacht came up the reach from Corbeil. This was the last sight that we expected to see, and we were not altogether pleased. However, we shouted to the man and woman who were visible . . . They introduced themselves as Douglas and Gwenda Hawkes . . . both had been drivers of racing motor cars." So we meet again this famous couple and read much about them, for the Millars struck up a warm friendship with them and "Elpis" and "Truant" sailed some of the way in company.

There is a splendid word-picture of Douglas Hawkes: "Douglas spent all the afternoon doctoring our charging motor. He did to it all the things that I had done myself, and I never had such a useful lesson in mechanics. He put on his spectacles and a slightly clerical expression. He became neither heated nor dirty, for he held his spanners as surely as a draughtsman holds his inking pen, and after each little operation he wiped his hands on a pad of cotton waste."

So the Hawkes live out their lives sailing about the Mediterranean as the mood takes then, finding the sun, peace and surprised friends in odd ports of call from Malta to Athens. No bad way to spend one's retirement!

And "Isabel and the Sea" is no bad book to read, if you can locate a copy.

* * *

A BRITISH 322-c.c. SPORTS CAR

This month the Berkeley caravan people at Biggleswade are entering the ranks of car manufacturers by introducing the least-expensive sports car on the British market. The little Berkeley, which we went to their factory last month to inspect, is ingenious in its application of glass-fibre construction and the use of a two-stroke engine of a mere 322 c.c. in conjunction with front-wheel drive. The intention is to offer a sports car which will constitute a good introduction to this kind of motoring, inasmuch as it has a high factor of safety and is obviously a better vehicle for the novice than one of the several 100-m.p.h.-plus sports models now available, and at the same time to undercut the price of the hitherto least-expensive sports car by some £140 while providing exceedingly economical fuel consumption (60 m.p.g. is claimed) and probably ordinary 8-h.p. saloon insurance rates.

Since the war the one-time really small and economical British sports car, as represented by the Austin Seven, M.G. Midget, Singer Nine, Triumph Gnat and Vale Special, has been conspicuous by its entire absence from the market. The Berkeley reintroduces this once-popular class of car in an original form.

The combined body/chassis comprises a three-piece glass-fibre structure strengthened by bonded-in metal where required. The major section is a punt-like base with flat undersurface which carries the nose and tail portions. The result is a very well-proportioned, all-enveloping sports two-seater in the current fashion. The engine is a parallel-twin two-stroke 322-c.c. British Anzani which develops 15 b.h.p. on a compression ratio of 8.5 to 1 and has an Amal 376/38 carburetter. It is mounted transversely right in the nose, ahead of the front wheels and immediately behind the nose-grille, so that cooling is effected by the air stream, hot air leaving from an aperture on the top of the bonnet panel. The engine drives *via* a three-plate motor-cycle clutch to a three-speed-and-reverse Albion motor-cycle gearbox with forward ratios of 13.85, 8.43 and 5.25 to 1. From the gearbox a roller chain conveys the drive through a differential unit to half-shafts having Hardy Spicer universal joints which accommodate the independent front suspension, which is by unequal-length wishbones and Girling suspension units. At the back the non-driven wheels are sprung independently by the use of swing axles, again using Girling suspension units.

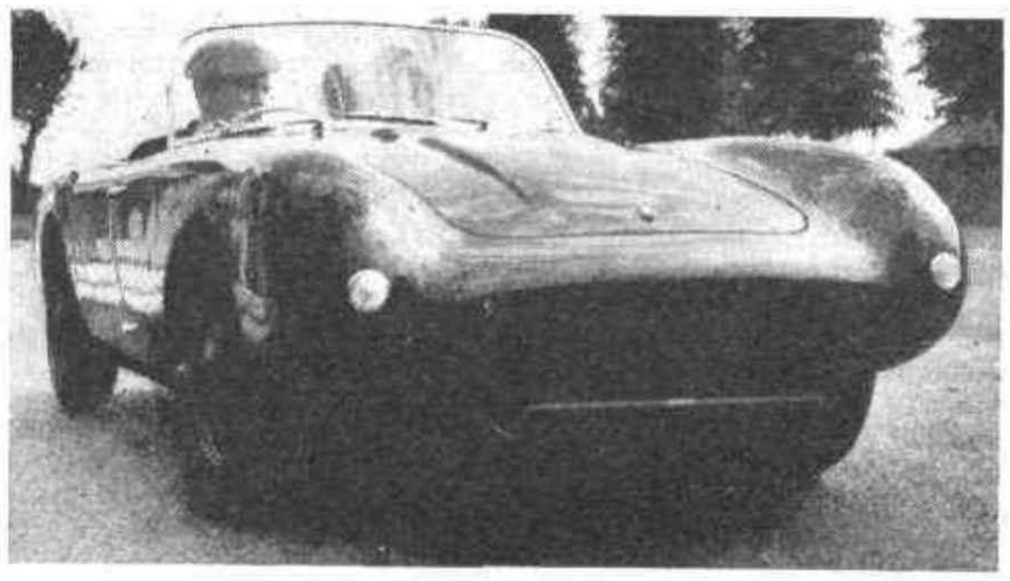
This is a really diminutive car, the wheelbase being 5 ft. 10 in. (the original Austin Seven had a wheelbase of 6 ft. 3 in. and the Fiat 500 one of 6 ft. 6¾ in.), and the track 3 ft. 8 in. The overall length is 10 ft. 3 in., width 4 ft. 2 in., and, with a ground clearance of 5 in., the height is a mere 3 ft. 5¾ in. In spite of the Berkeley's small size the extreme forward location of the power unit provides ample leg room for a tall driver. The body has a door on each side, and a removable panel in the tail reveals a seat which could accommodate one or two infants for short journeys, with a boot behind it in which is stowed the hood, jack, tools, etc. Normally the spare wheel occupies the "kid's hole," but if this is needed as an extra seat the wheel can be carried on the dashboard parcels shelf. From this it will be realised that the wheel size is in keeping with the rest of the car—Michelin 5.20 in. by 12 in. tyres are used, Michelins, incidentally, having given good service on Berkeley caravans.

The glass-fibre moulding includes the dash, which normally carries just a speedometer, although a clock and petrol gauge will be offered as extras. The gears are changed by a lever working in a quadrant on the left of the steering column, and an umbrella-handle type hand-brake is situated conveniently under the dash on the right. The screen is sufficiently tall to deflect air over the occupants' heads and has twin wipers. Starter and horn buttons are on the dash. The headlamps are in-built, two 6-volt batteries providing for ignition, lighting and starting. The petrol tank, under the bonnet to provide gravity feed, holds 3½ gallons.

This Berkeley sports car was designed by Laurie Bond, of Minicar fame, who sold the drawings to the well-known caravan makers. An interesting feature is the use of 7-in. Girling brakes all round, their ribbed drums forming hubs to which the lugs for the wheel-rim five-stud spiders are welded. With such a light car the retardation is quite remarkable, the lining area being 65 sq. in.

Simplicity is a key-note of the Berkeley, for the engine unit is easily detachable, it is air-cooled, and petroil-lubrication suffices. Silentbloc bushes are found throughout the construction, so that only a few grease-nipples require attention. There is a plate above the engine through which protrude the two Champion L11S plugs for easy removal. The lines are exceptionally clean, as no filler orifices protrude, and a high-gloss paint finish is applied to the glass-fibre body. If extra luggage beyond a toothbrush has to be carried, a grid will be supplied to fit on the tail.

The Berkeley will not be at the Earls Court Show, because the makers are not at present members of the S.M.M.T.—nor, for that



LEAST-EXPENSIVE SPORTS CAR.—The new 322-c.c. Berkeley sports car, with British Anzani air-cooled two-stroke engine and front-wheel drive. The construction is largely plastic.

matter, are their caravans likely to be at the Motor Show—but they claim that production will commence the third week in October, distribution for the present being done through caravan dealers. When we inquired the price we were told that this will be " approximately £575," inclusive of purchase tax. If this price is realised it will undercut that of our existing lowest-priced sports car, the Morgan 4/4 Series II, by nearly £140.

At the time of our visit two prototypes existed, one red, one blue, and there was discussion about Moss having one at Goodwood for a B.B.C. television feature, and the newsreel people the other, within a matter of days.

Before lunch we were shown a quite elaborate little assembly track which Berkeley have laid down for the production of the body/chassis sections from the glass-fibre moulds, with infra-red ovens for rapid bonding, and subsequent release of the sections from the moulds. We were told that British Anzani engines will be delivered in batches of fifty, final assembly of the mechanical units on the plastic structure being accomplished on a simple hand-propelled assembly line, after the necessary strengthening flanges and holes have been incorporated with the frames held in vertical jigs.

After lunch we were able to drive the red prototype. The first impression was of a typically lively—and noisy—two-stroke engine and a clutch which, although the pedal is of generous dimensions, required sensitive engagement. It took a little time to discover the locations of the gears in the notched quadrant and the gear-change is rather harsh, although with the final ¼ in. movement of the lever the gears go in positively with the engine running. The change from second to top, up or down, is rapid and easy.

The tiny car possesses plenty of life, but calls for sensible use of the middle gear if good acceleration is to be achieved. The engine seems to revel in high revs. (this 60 by 57-mm. unit has a piston speed of only 1,870 ft. per minute at 5,000 r.p.m.) and a speedometer reading of nearly 50 m.p.h. was accomplished in second gear. The top speed is said to be 70 m.p.h., but no doubt a long run or favourable conditions would be required.

The suspension on the car tried was rather hard, resulting in up and down movement and chatter from the body, and the engine produces a lot of vibration as well as noise. Over rough surfaces, however, the ride is good. The Burman worm-and-nut steering gives a 28-ft. turning circle and calls for two turns, lock-to-lock. It is almost too light but is unaffected by the front-wheel drive, the only effect of which is that a trace of oversteer on the over-run is cured by opening the throttle. The brakes are fantastically powerful, causing the tail to come round if they are applied needlessly hard on a wet road. There is very little impression of being in an unusually small or low car, until it is realised how the central rear-view mirror is blanked by one's left shoulder. It requires considerable skill, however, to obtain good suspension on a lightweight car, and at present, although the Berkeley is impressively stable on corners, it rides in a noticeably lively manner. The seat is a rather shallow cushion on the floor and the squab is wafer-thin, but production models will have more padding.

Will this new sports car provoke widespread interest on account of its low purchase price and running costs allied to essentially modern appearance, or will it be dismissed by the majority as too small, the " toy " aspect heightened by the noise and vibration of its two-stroke motor-cycle engine set before the driver? Time, and *your* opinion, will provide the answer. Meanwhile, the Berkeley would be well advised to set out to prove itself in rallies and other competitive events.

GOOD TRACTION

The Australian Ampol Trial was an exceedingly tough event, described in one source as " a trial by terror, in hideous conditions almost inconceivable outside Australia, and rarely experienced by anyone save the most veteran of bush drivers."

The winner was a Peugeot 203, which lost 258 marks, followed by a Volkswagen which lost 395 and a Holden which lost 688. A Vanguard lost its engine bearings and many cars broke down. In the subsequent Redex Round-Australia Trial, fought out through desert, bogs, snow, dust and heat, Volkswagens were first, third, fourth and sixth.

The success of the VW in these and other severe Australian trials is attributable to the excellent traction afforded by having the engine over the driven wheels. We had an excellent demonstration of this recently in a gentleman's estate in the Cotswolds, where several cars were set to climb a hill in a field on a surface of wet grass. A Standard Vanguard was tried first and couldn't move off. A Vauxhall Velox and a small Ford van failed in just the same way. Then a standard Volkswagen was put to the test and climbed to the summit, afterwards repeating the performance towing a laden two-wheeled trailer.

Another Australian success, in a different sphere, was gained by Volkswagen, when one of these cars won the Economy Run, another being placed third, Volkswagens also winning the team prize with a loss of only 229 points to the loss of 2,370 points by the team of Holdens which was placed second. In yet another sphere, and much nearer home, a Volkswagen was over 2 seconds faster in the 1½-litre production-saloon class in the Craigantlet Speed Hill-Climb, beating a Sunbeam Rapier and a Jowett Javelin of some 400 c.c. greater capacity and being beaten amongst the saloons only by a 2-litre A.C. Aceca!—W. B.

FOR THE QUEEZY

Modern motorists enjoy all " mod. cons." When they intend to change direction, indicators or winkers proclaim the fact. When they desire to have music or the news or cricket scores a radio gives it to them. If they feel cold a heater can be turned on. When they open a door at night invariably the car's interior is flooded with light. Already in some cases the gears are changed for them, the effort of steering is lightened and the tyres cannot puncture. Feelers tell if the vehicle is being steered into a kerb, a blue light reminds the owner that the headlamps are full-on, and if the driver troubles to glance into the rear-view mirror as likely as not the reflection of a dolly or a restless dicky-bird will be there to comfort him. Electrically-warmed gloves can be plugged to the battery and television is round the corner if not already mounted in front of the back-seat occupants.

All this adds up, you would think, to very pleasant motoring, but if the motorist suffers from a queezy stomach all is, as the Bard said, undone. In a scientific age this ill is laid less at the door of chocolate éclairs and fishcakes. What causes the trouble, they tell us, is static electricity generated by the action of the tyres on the road as the car rolls. This, again they tell us, can be cured by dangling an earthing chain from the vehicle, like they used to do from steam wagons and still do from petrol tankers.

Dangling chains are unsightly and wear out, so to help those with tidy minds but less tidy stomachs, Tricol Ltd., of 66, Offley Road, The Oval, London, S.W.9, have introduced the " Earth-a-Car," which is a flexibly-mounted wire-brush affair. Our youngest child had to be persuaded that it does not do its job by being thrust down the throat or anywhere else—in fact, simple fittings are included for attaching it to the car's exhaust-pipe so that it makes intermittent contact with the road and acts as a thoroughly efficient conductor of the dreaded static electricity.

Claimed to cure headaches as well as nausea and to be capable of being fitted in 60 seconds to any make of car, the " Earth-a-Car " is priced at a modest 12s. 6d.—W. B.

SEPTEMBER " PHOENIX "

The locals must have considered that something odd had happened at the Phoenix Hotel, Hartley Wintney, on the evening of September 6th, because you couldn't get into the car park or, if in, you couldn't get out. Actually, a V.S.C.C. gathering was in progress and we noted: one Triumph Mayflower saloon, a large vintage Standard saloon, a larger 3-litre Bentley saloon with two interior lamps like flowers and all the makings of a boudoir in the back parlour, two modern saloons with Bentley badges, an undistinguished Riley Nine saloon which looked like a Riley, another Riley which didn't look like a Riley, two chain-propelled Frazer-Nashes, a Bristol, two Austin Heavy Twelve saloons, an Allard, Lord Cadogan's very desirable Rolls-Royce Twenty tourer, an H.E., a very long Bentley tourer with a poor lock, a very long Lancia Lambda two-seater with a good lock, two low-chassis 4½-litre 100-m.p.h. (Coo!) Invicta tourers, a very cream Brooklands Riley Nine, some sort of Alvis saloon, an Alvis 12/50 and an Alvis 12/60, a thing called a Kapitan, the President's 30/98 Vauxhall, the inevitable Austin Seven Chummy, a very nice fabric 3-litre Hotchkiss saloon, a Jaguar XK120 (Gee!), an A.C. Aceca two-seater *without* independent suspension, a VW, and a very-French Salmson skiff with push-pull o.h. valve gear (which isn't the same as desmodromic valve gear) which had come all the way from Brighton.

So now you know what cars V.S.C.C. members motor about in, although maybe some of them were owned by local drinkers who had got hemmed-in by it all and, one suspects, did not like to ask how to get out.—VINTAGENT.

LETTERS from READERS

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

B.M.C. SERVICE

Sir,

It must come as a slight consolation to a multitude of motoring nonentities such as myself to read that even David Scott-Moncrieff's experience with the B.M.C. Spares Service is just another long chapter of non-availability and "couldn't care less," and such utter lack of interest in their customers' motoring welfare is not only directed towards the "bread-and-butter" motorist.

This is my own experience with a Morris Minor :—

(1) Door-handle return spring—ordered 3½ years ago and still waiting.

(2) Bonnet-fastener positioning-plate—ordered 14 months ago and still waiting.

(3) After experiencing internal trouble with a side-valve model's gearbox after a considerable mileage, I caused inquiries to be made as to the availability of a reconditioned box from the works. Reply : none obtainable, and no hope could be held out of one being obtainable for "some months to come." Trouble fortunately found to be in races only, and even these had to be obtained other than from a B.M.C. distributor's stock, which was exhausted.

(4) Requiring urgently a side-valve model crown-wheel and pinion after four years' use, the works could not produce one single pair or say when they might be expected to. Blanks were drawn on inquiry at a number of principal B.M.C. dealers in the East Midlands, until a good samaritan suggested getting in touch with the Paragon Motor Company at Hull. I telephoned these good people late one afternoon. explained my plight, and was told straight away (though I was an utter stranger to them) that they could and would supply, and would put the required parts on a passenger train the following morning. They were as good as their word : the parts were in my possession less than 36 hours after my telephone call, and the car was actually built up and running before their bill arrived !

This has been my one bright spot in ten years' post-war experience of Morris and B.M.C. service, and I only regret that it has not been possible for me to do other business with a firm which has such an inspiringly old-fashioned idea of service. In fairness to the many other B.M.C. dealers who I have contacted from time to time, however, I cannot help feeling that their state of what appeared to be hopeless apathy had only followed years of vainly attempting to get responses from what must be quite one of the worst collections of service departments ever to exist within the motor industry. If experiences like my own can occur within 150 miles of the factory, I do not wonder that B.M.C. overseas sales figures are on the decline only that they have ever managed to sell any cars outside Britain at all.

Thank goodness I can do most of the pleasure motoring I can afford in a 1934 car which, on the rare occasions when anything needs replacing, can have its spares found at a wrecking depot or, if new ones are essential, can rely on sources other than the makers (now part of B.M.C.) to supply them.

From what has appeared from time to time in the columns of MOTOR SPORT, it does not seem likely that the lofty ones responsible for the conduct of B.M.C. affairs will ever demean themselves by stooping to consider the welfare of their small customers, or those people's collective goodwill, but if they do not make an effort to do so I fear that short-time and reduced staffs will be more than just evidence of a credit-squeeze.

I am, Yours, etc.,

Lincoln. N. H. FOWLER.

* * *

THOSE COMPULSORY VEHICLE TESTS

Sir,

Regarding the compulsory examination of pre-1947 vintage cars : road-casualty figures for 1955 totalled 267,922 killed and injured, of which 7,187, or rather less than 2.7 per cent., were attributable to vehicle defects. Casualties caused by defects in cars 10 or more years old are not given, but may be presumed to be even smaller. If I may, therefore, quote from the *Daily Telegraph* of August 27th, these figures "hardly support the argument for vehicle tests soon to become law."

Some little while ago I owned a somewhat elderly sports car and a family saloon of almost equal age, giving between them over 80,000 miles of incident-free motoring. I have no doubt that the steering on both vehicles and the brakes on the sports car would fail to pass the types of tests envisaged, not because they were faulty in any way but merely due to the fact that the design would not measure up to present-day components as regards efficiency. It may be then that such regulations could in the end increase casualties rather than decrease them, since the young driver may be forced off the road until later in life, when he will re-appear as the middle-aged, incompetent, inexperienced nitwit so typical of the Brighton road on any weekend at the moment. Efficiency at anything can only be achieved by practice, and if practice is denied then efficiency is impossible.

Surely then our Government would be better employed in investigating the country's road system and instituting proper courses of road safety in our schools, rather than setting in motion a ponderous machine which can only reduce the figures by at best one or two per cent. ? Accidents will always happen, since little can be done about the human stupidity factor, but there must be more intelligent approaches to the problem than poking about under little Willy's 1928 Austin Seven.

My best wishes and appreciations for the only motoring magazine in the country worth reading.

I am, Yours, etc.,

J. ACTON, M.Sc., A.R.I.C.

London, W.14.

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CITROEN 2 c.v. MATTERS

Sir,

A photograph in your August issue depicting a streamlined and "hotted-up" version of a Citroën 2 c.v. reminded me of the interesting-looking 2 c.v. competition "Spyder" shown at last year's Paris Salon. Being, no doubt, overshadowed by the fabulous DS19, it attracted little attention from the various motor journalists and we read only that its engine had been bored out to 500 c.c. What information can you supply ? Was it made by Citroën, and was it ever intended for serious racing ?

I might add that I have been a willing subscriber to your magazine now for over two years, and it was largely due to one of your road-tests that I became the satisfied owner of my present 1954 car. I have the same respect for your unbiased and thorough reports as so many other readers. So long as your present policy continues, I shall continue to buy MOTOR SPORT. My car ? 2 c.v. Citroën of course—*sans* modifications !

I am, Yours, etc.,

Cape Province, South Africa. A. G. MACGREGOR.

* * *

EXPERIENCES WITH A 1936 BENTLEY

Sir,

In many years I have seen no mention in your columns of the Rolls-Bentley, and it occurs to me that some experiences may be of interest to your readers.

My car is a 1936 4¼-litre with close-coupled saloon body. First and foremost I must make it clear that this marque will do nothing that other cars will not do; but it does it with a complete absence of fuss or driver strain.

As to overall performance, the salient points are 100 m.p.h. and 90 m.p.h. plus on top and third, 22 m.p.g. no matter how hard it is driven and also in pottering round London day in and day out. (Indeed, my mileage on each 10 gallons of petrol does not vary more than five miles either side of 220 whatever I may be doing.) Brakes 98 per cent. efficiency as tested by the M.O.T. testing station at Hendon. Tyres over 20,000 miles per cover. Oil over 2,000 m.p.g., since it is changed every 2,000 and nothing is added in the meantime.

Maintenance is easy and, on request, Rolls will provide the workshop instructions to do any job, and these are thoroughly and wholly comprehensive. There are only two greasing points and the whole of the remainder is covered by a one-shot system which works perfectly. There are also about a dozen small oil points on controls and a greaser on the fan and the water pump. The whole can be covered in 20 minutes once each month. Plugs need cleaning only when a change is made at 10,000. Tappets do not need to be reset between decokes, which do not seem to be required under 60,000 miles. Brakes can be adjusted in five minutes. The wheels can be re-balanced with their own sets of weights in a matter of 10 minutes each, using a front stub-axle as a spindle. Tractive resistance is absurdly low at 12 lb. per ton.

In handling one is at once at ease and impressed by the utter docility. The steering lock is as good as the old Riley Nine and there

is a slight degree of understeer at all times. There are no vices and corners can be taken at very high speed indeed. One roundabout which I use for check can be taken at 37, whilst my 2-litre Lagonda would only do it at 31 and my Riley Nine at 25 m.p.h. It is practically impossible to provoke tyre squeal if the pressures are correct : 30 front and back with 18 by 5.50 tyres.

The following runs may be of interest :

Churchill crossroads, Somerset, to St. Mary Radcliffe Church in Bristol (13 miles), in three seconds under 12 minutes. This included the 1-in-10 Redhill, on which the speed never dropped below 65 m.p.h.

Churchill crossroads to Bedford Bridge (132 miles) in 2 hr. 50 min., including a 10-minute hold-up for an Army convoy near Chipping Norton.

The acceleration from 30 to 80 m.p.h. on the level, by stop-watch, takes 15 seconds.

All controls work very sweetly and the gear-change is a sheer delight; practically like moving a knife through hot butter, and there is no need to use the clutch although it does take a little time to get used to a change of engine speed with hardly a difference in the sound of it.

You will gather that I am thoroughly satisfied but, I hope, not over-enthusiastic. My sole objections are that the replacement windscreen wiper is heard above the sound of the car as a whole, and the clicking of the tachometer can also be heard.

I should like to hear from other readers of your journal, which I thoroughly enjoy.

I am, Yours, etc.,

London, N.3. A. H. WOODLAND.

* * *

BUGATTI *v.* BENTLEY

Sir,

I am strictly neutral in this discussion, being an admirer of both makes, but not considering them to be comparable. Even so, I cannot let Mr. Bell's attempts at argument pass. In his second paragraph he tries to discredit Mr. Hunter's list of Bentley successes by stating cases of Bugattis leading in the earlier stages of these races. But the object of entering in a race is presumably to win it, not to lead for part of the race and then retire from mechanical or other failure. The instances quoted by Mr. Bell, if they are an argument for anything, are an argument for the unreliability of Bugattis, and therefore scarcely fair to *le Patron*.

The truth is that both are very fine cars, but designed with no common viewpoint, and therefore no common ground on which they could meet and be fairly compared. Occasionally one ventured into the territory of the other and probably lost the encounter. There is no basis for comparison and argument between the two makes, and any attempt to create an argument can only result in a succession of statements on both sides, most of them probably entirely accurate but none of them proving anything. Let them remain two fine and entirely different makes of car!

I am, Yours, etc.,

London, S.W.13. A. HAWLEY.

[This correspondence is now closed.—ED.]

* * *

DOES THE PORSCHE OVERHEAT?

Sir,

I have been contemplating a Porsche for use in Germany but I am rather dubious after reading in a contemporary road-test report that one must ease up on super highways when traffic is light as under such conditions top speed is limited by rising oil temperature, which must not exceed about 120 deg. C.

I have always thought the Porsche to be high-geared so as to obviate harming the engine by prolonged cruising at high speed, but this reference to critical oil temperature raises doubts. As I may have plenty of opportunity of cruising along the Autobahnnen in the early hours of the morning it will be tedious if I have to ease up after some miles. What do Porsche owners think?

I am, Yours, etc.,

Chalfont St. Giles. W. STOREY.

* * *

OBSOLETE FORMULA I RACING CARS

Sir,

The "Seaman Trophy" and other races for "historic" racing cars, organised by the Vintage Sports-Car Club, are by now fairly widely known. They not only provide a very fine spectacle, but also provide the active competition which is a necessary incentive to preserve these fine machines in good order.

An "historic" racing car is defined as one not less than fifteen years old, so that we have now reached the point when all pre-war racing cars are "historic," and there can be no new recruits until 1960. We have been considering the desirability of encouraging the active preservation of post-war Formula I cars in the meantime, by organising races for them, and if support is forthcoming we propose to stage a 25-kilometre scratch race during 1957, for obsolete Formula I cars made after 1945.

We are anxious to learn what support such a race would be likely to receive and I should be grateful if interested owners of eligible cars would write to the secretary of the club, Mr. T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berks.

I am, Yours, etc.,

CECIL CLUTTON, *President*,

London, S.W.1. The Vintage Sports-Car Club Ltd

* * *

THE ROADHOLDING OF THE SUNBEAM RAPIER

Sir,

A little knowledge is, I know, a dangerous thing and this fact has been brought home to me with full force by your September issue of MOTOR SPORT.

Among the many misleading statements you made about the Sunbeam Rapier was one which I feel should not go unanswered, and that is the suggestion that the elimination of three of the works Rapiers in this year's Alpine Rally was due to questionable handling and braking characteristics. Two of the works cars were, in fact, those which finished first and second in their class in the Mille Miglia at an overall average speed of more than 65 m.p.h. and which covered the first 500 miles of the race at an average speed of 72 m.p.h. Had the handling and braking characteristics of these cars been in question I think you will agree that such a creditable performance would have been quite impossible, particularly as nearly all the race took place under atrocious conditions on wet roads.

For your information, George Murray Frame's car was in a collision with a Porsche; Jimmy Ray crashed when his vision was obscured by dust from another car he was about to overtake, and Raymond Baxter hit a wall owing to the peculiar road conditions existing when he left a tunnel at high speed.

In every instance the car was driven back to Bandol.

As far as the accidents to the Press cars are concerned, in each case they occurred while the car was stationary and the drivers were some distance away. As these cars were not fitted with remote control I think their handling qualities could scarcely be faulted.

With regard to your story about the S.T.D. Register's Wolverhampton Reunion, the invitation from Mrs. Boddy for Sir William Rootes, Miss Sheila van Damm, Mr. Norman Garrad and myself arrived the day before the event. As Sir William, Miss van Damm and Mr. Garrad were all away from London and I was abroad, it was impossible to make alternative arrangements at such short notice.

Criticise by all means but, first, be sure of your facts and make sure that the criticism is fair criticism.

I shall, of course, still look forward to reading MOTOR SPORT—for the advertisements!

I am, Yours, etc.,

JOHN BULLOCK,

Group Public Relations Officer,

London, W.1. Rootes Motors Limited.

[Mr. Bullock accuses MOTOR SPORT of unfair criticism of the Sunbeam Rapier, a road-test report on which appeared last month, but his letter is not of a constructive nature. We stated, correctly, that the three works Sunbeams crashed in this year's Alpine Rally and to excuse them Mr. Bullock refers to the Mille Miglia, which has no connection with the Alpine Rally. Since the Mille Miglia has been brought into the argument we must remind Mr. Bullock that MOTOR SPORT paid tribute to the performance of the Sunbeams in that race in these words : "Both Sunbeam Rapiers finished unscathed, Peter Harper and Sheila van Damm sharing the driving of the factory car. That production Sunbeams, M.G.s, Triumphs, Jaguars and Austin-Healeys all finished the course goes to show that it is possible to screw English cars together properly, and that they are not such heaps of junk as some people imagine. The next step is to produce some more speed and finish amongst the 12th to 20th places—among the Alfa-Romeo Giuliettas, Porsche Carerras, 300SL and Lancia Aurelia."

Although the performance of the Sunbeam Rapier on its first appearance was creditable, it should not be forgotten that amongst special touring cars up to 1,600 c.c. the first factory Rapier to finish was beaten by three 1,300-c.c. Alfa-Romeos, three 1,100-c.c. Fiats, a 1,600-c.c. Porsche and a 750-c.c. Renault, while two more 750-c.c. Renaults finished ahead of the second 1,500-c.c. Sunbeam Rapier. As Mr. Bullock remarks, the better of the two Sunbeams averaged around 65 m.p.h., which is hardly so fast as to completely vindicate their roadholding qualities. In the sterner Alpine Rally, where

great emphasis is placed on efficient cornering, suspension and braking, all the works-entered Sunbeams crashed. In one instance, we are told by Mr. Bullock, this was due to hitting a wall, owing to "peculiar road conditions existing as the car left a tunnel at high speed." If the roadholding qualities of the car cannot be faulted in this case, it is difficult to understand why the entire Alpine Rally did not terminate against this particular wall!

The accidents to the Press Sunbeams, to which we made passing reference, is explained away by saying that in each case it was stationary at the time; in one instance we know, however, that a Press Sunbeam skidded into a ditch—we agree, Mr. Bullock, that a little knowledge is dangerous.

Mr. Bullock's letter serves as an example of how sensitive the British Motor Industry is to criticism. In recent months MOTOR SPORT reported favourably on two other Rootes' products, the Singer Hunter and Humber Super Snipe. These reports did not elicit any correspondence from Mr. Bullock, but because we considered it our duty to criticise the roadholding and other features of the Sunbeam Rapier, Mr. Bullock decided to write us a rude letter!

While on the subject of road-testing Rootes products, we should explain that, having publicly declared the Hillman New Minx to be a "very bright family car" we duly asked for one for test. Four days before we were due to collect it a telephone message was received cancelling the test. Fortunately, with but one free weekend for test-motoring remaining before the Motor Show, we were able to arrange for Porsche and B.M.W. to put cars at our disposal for extensive testing in Europe. If reports on foreign cars predominate in next month's MOTOR SPORT, readers will know the reason.

The Editor is delighted to learn that Mr. Bullock will "still look forward to reading MOTOR SPORT—for the advertisements." Presumably Mr. Bullock is becoming tired of the cars he uses for business transport and is looking for something different.

With reference to the Sunbeam Register Wolverhampton Rally, we stated that useful publicity could have been obtained by having a modern Sunbeam at this popular event. We understand that the invitation to executives of Rootes Motors Ltd. was sent too late for them to attend, only because the Sunbeam Register was not told until the last moment that its desire to have some Rootes' vehicles present could not be fulfilled, after which it hopefully sent the invitation to Sir William Rootes and other executives. Mr. Bullock was well aware that Sir William Rootes had expressed a desire to assist the Sunbeam Register in any way possible and of their oft-expressed desire to have some Rootes' vehicles present at the birthplace of the Sunbeam on the occasion in question. None, in fact, were sent.—ED.]

* * *

NOT ON SUNDAY

Sir,

After reading of the "fantastic and farcical" I think it is rather incredible that the leader-writer of your widely-read and respected journal should show his ignorance of the true meaning of Sunday.

Does he not know that the Creator of this universe—in which every man and woman (also the writer) keen on motor sport happens to be included—gave His human creatures 10 rules to make life happy and successful? Man, being the rebel he is, will not keep to this code so his fellows, from ages-old experience, have thought fit to enforce certain of them in order to maintain some sort of civilised society. Hence divorce courts are choc-a-bloc, prisons overcrowded in "this enlightened age" and a small society of Christian men and women are endeavouring to preserve the Sabbath as the day God meant it to be. To maintain it, that is, as one day in seven for rest and worship of a loving Father.

Sir, the L.D.O.S. is not a vindictive clique of spoil-sports trying to "*intimidate*" anybody, but a few non-milk-and-water Christians pluckily fighting for a principle against ignorance, great commercial interests and the thin end of the wedge of a "Continental" Sunday.

If public motor racing is legalised on Sunday, should not dog racing, horse racing, professional boxing, cricket, rugger, soccer, tennis also be allowed?

Christian worship may mean nothing to you, Sir, but has it ever occurred to you that *when Britain became great, the Sabbath* was respected as a very different day from now *and* Saturday was a full working day then. Should not God let the "Great" drop off if its people choose to get on better without Him? I fear this is beginning to happen, but the L.D.O.S. is not abandoning its task of trying, in one way, to maintain our country as a God-honouring nation.

I am, Yours, etc.,

Royston, Herts. F. PARKER.

Sir,

In writing this my first letter to MOTOR SPORT, I wish to both commend your excellent publication and add also a note of what I hope may be constructive criticism.

I don't know how many issues of MOTOR SPORT I have taken, but I know this, that as each month's issue is eagerly devoured to the final word, I'm waiting for the delivery of the next copy.

Being myself a motor engineer I admire and support your dedication to the cause of improvement, and indeed revolution, in the designing rooms of the British motor industry. I am also most appreciative of your honest road-test reports, and as for the pictures of the gallant vintagents doing their stuff, who, incidentally, to my mind don't receive by any means their fair share of glory in the common motoring press, I can't praise you highly enough.

In case you should think I'm an ancient puritan who rides in a sadly neglected Austin Seven, I must tell you that I am twenty and the enthusiastic owner of a TD M.G. So I hope this will aid your indulgence as you read the following remarks regarding your latest editorial in which you so strongly criticise the Lord's Day Observance Society.

I am not a member of the above society, but I am a member of the Christian Church, and as such support this society's fight against the throwing aside of the English Sunday and the substituting in its place of a day of gay abandon and double time.

God almighty has given His commandments, and all thinking men must, I feel, agree that their observance in the past has been of immeasurable benefit to this country of ours. Who is the L.D.O.S. to try to enforce it we say, but who on the other hand are we to seek to throw this law overboard? I don't know how many members the L.D.O.S. has, but the supporters of Sunday being observed as a day of rest, and the exercise of faith, are probably half the nation. This is evidenced by the rejection by Parliament of the recent Sunday Observance (so called) Bill. So please MOTOR SPORT don't pit yourself against those of us who are very very keen on motor racing, but not on Sunday motor racing!

Finally, and I'm sure you think I've written enough already! I simply can't agree with your statement that the sport is closed to those who find there is not a Sunday event in the locality. In a few cases it might mean less sport, but a little less sport has given *me* at any rate a *much* greater enthusiasm for it and a desire to help it. I have moved down from the Midlands to the extreme south-west, so I know what I am talking about!!! (No circuit race meetings of at all an International flavour for two hundred miles.)

In closing I would thank you again for all the hours of pleasure you have afforded me, during which time I have only found criticism for the handling by yourselves of the matter mentioned above.

I am, Yours, etc.,

Halcyon, Paignton. DAVID CLIFFORD.

[The above letters are but two of many received and I am delighted that so many readers have oppo-ed Sunday motor racing.

Many of the letters, unfortunately, portray a rather un-Christ-like attitude in their endeavour to emphasise their Christian principles. That is bad and does not help unbelievers to "see the Light."

Long may the L.D.O.S. use its best endeavours to save us from a Continental Sunday.—PROPRIETOR.]

RECENT CONTINENTAL EVENTS

OLLON-VILLARS HILL-CLIMB, SWITZERLAND (August 26th)

With the Swiss Grand Prix at Berne now regrettably but a memory of a happier age, the only International racing event in Switzerland this year was an eight kilometre hill-climb. Bad weather prevented the existing record being broken.

Results:

1st: W. Daetwyler (Ferrari Monza) ... ... 5 min. 30.7 sec. ... 85.030 k.p.h.
2nd: U. Maglioli (Maserati 250/F1) ... ... 5 min. 42.5 sec.
3rd: H. v. Hanstein (Porsche 1½-litre) ... 5 min. 42.8 sec.

THE FIVE HOURS OF MESSINA, SICILY (August 26th)

Reduced to half its normal length the annual sports-car race through the streets of Messina was dominated by the American driver Phil Hill in a Testa Rosa Ferrari 2-litre. This followed on his victory in Sweden with Trintignant and proved a fitting finale to his European season.

Results:

1st: P. Hill (Ferrari 2-litre) ... ... 584.221 kilometres ... 116.844 k.p.h.
2nd: F. Bordoni (Maserati 300S) ... 537.301 kilometres.
3rd: B. Barreto (Ferrari 750S) ... ... 535.335 kilometres.

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FOR SALE

ASTON MARTIN BERTELLI saloon, 1931, in good condition. Gates, 45, Boundary Road, Hove. [7381

FORD TEN SPECIAL, 1953. Reconditioned engine. Bodyless. Sell all, break or W.H.Y. 27, Prospect Road, Stourport, Worcs. [7382

APRILIA SPARES. Final drive and suspension unit, complete, £30. Front suspension, complete £12. Vertex mag., £5. New Servais silencer, 45s. Nardi manifold with twin carbs, £20. Almost complete engine and various other parts. Full details from Patrick, 69a, Goldcroft Road, Weymouth. Tel.: Day 2148, Evening 2598. [7383

RILEY, 1936, 1½-LITRE drophead. Eagle coachwork on Merlin chassis. Very attractive car in good all-round condition. £175, or offer. 22, Kingsway, Harrow. [7384

RILEY NINE KESTREL, 1935. Two S.U.s Scintilla, mechanically exceptional (everything works); doors need attention. £100. Phillips, High Cross Lane, Newport, Mon. [7385

1939 CITROEN BIG FIFTEEN D.H.C. First registered '45. Very good overall condition. £140, o.n.o. Swan, High Street, Amesbury, Wilts. [7386

4½ ROLLS-BENTLEY. Two Arnott blowers, one complete with carb., oil tank and extension drive, etc. £20 pair. 3½ R.B. set four road springs, £8. Set brake shoes, recent reline, £10. Steering column, £4. Pair rear shockers, £4. All carriage extra. Box No. D387. [7387

1931 AUSTIN SEVEN saloon. Engine 300 miles since complete overhaul, brakes relined. Everything in working order. £40, o.n.o. C. Bates, Cold Higham, near Towcester, Northamptonshire. [7388

LAGONDA, 1930, 3-LITRE. Very sound. £85. 25, Lyddon Terrace, Leeds. Tel.: 21202. [7389

M.G., 1933, KI engine, clutch, gearbox, overhauled. Bodily sound, well shod, hood poor. Above average condition. £155, o.n.o. Box No. D390. [7390

TYPE 35/51 BUGATTI 2-seater. Fitted Ford Zephyr engine and gearbox. Arnott supercharger and Dunlop racing tyres. Cost over £1,000 to modify. £235. K. Munford. Tel.: SHE 8210. [7391

PRIVATE HIRE PURCHASE for cars and motorcycles. 1936-56. I. D. & S. M. Kennedy, 7, Hillborough Road, Luton. Tel.: 4216. [7392

STANDARD AVON SPECIAL, 1932. Mechanically sound, used daily, good tyres, battery. £45. 32, Kiln Ground, Hemel Hempstead. Tel.: Boxmoor 4855. [7395

ONE THREE-CARB conversion unit (S.U.s), as new for Zephyr Six, coupled and petrol pipes, ready to fit. Any offers? G. Royles, "Stratford," Corby Road, Weldon, Northants. [7396

TALBOT 90 SPECIAL, 1933. Rebuilt by B.M.W. 1948, 2.9-litre, pre-selector box. Won Ulster and Bray Trophy. Capable of 110 m.p.h., 23 m.p.g. in country. Recently resprayed, new battery, 2 new tyres. A combination of beauty and performance. Photographs and detailed history available. £250. 38, Parkside Drive, Liverpool 12. Tel.: Stanley 1946. [7397

RILEY NINE KESTREL, 1934, manual box. £75. Vince, 53, Beacon Way, Banstead, Surrey. [7398

NEW CAR ARRIVED. Must regretfully sell beloved Riley 1½ Kestrel. Due shortage space, no reasonable offer refused. Darby, 14, Westfield Road, Rugby. Tel.: 4428. [7399

FOR SALE—*continued*

"MOTOR SPORT," 1937 complete. Would exchange for 1936 ditto, or offers. C. K. Brown, 21, Crewe Road, Sandbach, Cheshire. [7400

AUSTIN SEVEN, 1932. Complete, minus body, lowered suspension. Offers. Tel.: RIV 2000, Ext. 323, 9-5.30. [7401

ALVIS, 1938, FIREBIRD 12/70 saloon. Heater, loose covers, brakes newly relined. Smart appearance, good condition. Available September 1st. £175. Fraser, Godshillwood, near Fordingbridge. Tel.: Fordingbridge 3204. [7402

COLLECTION OF BOOKS on motoring, racing, maintenance. Many recent. S.A.E. for list. Box No. D403. [7403

EXTREMELY SMART Riley Monaco Special. Preselect gears, any trials. £160. Over £100 spent during last 12 months to perfect. Garage bought 18 months ago for £180. Box No. D404. [7404

LAGONDA, 1937, 4½-LITRE saloon. Black. Present owner 9 months during which considerable mechanical work done. Handsome appearance, but interior suffers from attentions of Alsatian puppy. Tyres very fair. Truthful 17-18 m.p.g. without bothering. Has proved sweet running and reliable. Reason for sale, coveting a further Bugatti if I get a bottom price of £225, which I believe reasonable. Symondson, Charles Cottage, West Horsley, Surrey. [7405

ALVIS, 1939, 4.3-LITRE saloon, mechanically faultless, coachwork in excellent condition, original leather and woodwork as new. Bills over £300 last twelve months; maintained by official Alvis specialists. Price £325. Ragus Products, 193, Bedford Avenue, Trading Estate, Slough, or tel. 20712 business hours. [7406

JOWETT JAVELIN secondhand reground crankshaft. Braddock, Oldknow Road, Marple. [7407

SECONDHAND GEARS, A10 Cambridge saloon, also secondhand 4-speed gearbox, 1937 Standard Ten. Braddock, Oldknow Road, Marple. [7408

750 FORMULA AUSTIN. Rochdale Motor Panels body, tuned engine, 4-branch manifold, twin Burgess silencers, 15-in. wheels, etc. £150, o.n.o. Thorn, jnr., Ivy Cottage, Sproston, Holmes Chapel, Cheshire. [7410

BENTLEY 21-in. wheel, 50s, o.n.o.; 30-in. Troughton Simms Pentagraph in mahogany case. Offers. Catchpole, 6, Warwick Row, Victoria. Tel.: 1674. [7412

1936 ALVIS FIREBIRD (13-18) cream/black sports saloon. Mechanically perfect (recent overhaul). Coachwork sound. Stop/tail lights. £135. Box No. D414. [7414

FRAZER-NASH, 1934, T.T. Replica single O.H.C. Gough engine, car unmodified and in good condition. One previous owner. £200, o.n.o. Box No. D415. [7415

M.G. MAGNA, 1931, 4-seater. Excellent hood. Brakes relined, new king-pins, etc. Good tyres. Seen London. £49, or offer. Box No. D416. [7416

VINTAGE, 1929. A.C./LANCIA. Hydraulic brakes. Good mechanical condition throughout. Fast and reliable. £90. Vessey, Shatton, Bamford, Sheffield. [7417

A TALBOT COLLECTION. 1937 "110" tourer, DXW 3; "110" tourer, CGP 128; 1935 "110" saloon, BXV 8; 1934 "105" tourer, AYL 7; 1931 "105" team car, GO 51. Each has a sound pedigree and all are for sale as a collection or singly. R. F. Fuggle, Bushey Heath, Herts. Tel.: 1685. [7418

SILVER GHOST Rolls-Royce, cabriolet de ville. 1924 model, four-wheel servo brakes. In good mechanical condition, complete with all instruments and new battery. £120. Taylor, "Holly Bank," Claverham Road, Yatton, Somerset. Tel.: Yatton 3332. [7419

FORD SPECIALISTS—many post-war parts. Reasonable. Baker, Brynsyfi, New Road, Pengam, Monmouthshire. [7420

1,000 HANDBOOKS, workshop manuals, motoring books; catalogue, 1s.; enquiries, stamp. Gray, Hurstpierpoint, Sussex. [7421

ALVIS, 1952, 3-LITRE. Modified to TC 21. Recent top overhaul and relined brakes. Body and interior very good. Fitted twin spot lights, twin exhausts, heater, etc. A fast and safe model for the enthusiast. £630. Tel.: Amherst 8484, until 7 p.m. [7426

DAIMLER 15th Dec., 1955, Tickford coupe. Paint and chrome in excellent condition. Two new half-shafts, new shockers, five good tyres. Everything works. £100, o.n.o. Tel.: RAV 6206. [7428

VINTAGE MORGAN. Everyday use, but excellent condition. Cromard liners, new electrics, all bearings, etc. Not hacked about. Stork forces haggle, beginning £50. Box No. D429. [7429

FOR SALE—*continued*

1935 FRAZER-NASH. 2 o.h.c. Blackburne Shelsley axle, brakes, wings. Good throughout. £275, o.n.o. Gostling, Lincoln Hill, Ross-on-Wye. [7422

RILEY NINE MARCH Special open 4-seater. Fair condition. Engine reconditioned. £110. Johnson, 22, Ferndale Road, Enfield, Middlesex. Tel.: MON 7539 (9 a.m.-5 p.m.). [7424

A40 ENGINE. 15,000 since balanced crank, new mains, big-ends, H.C. flowed head; twin S.U.s 150 lb. springs; manual spark; new 7¼ in. clutch. Complete mountings; dynamo; distributor; hoses. Ready installation. Estimated 52 b.h.p. 5850. Clean as whistle, timed 94 my car. Easy oil. Larger engine reason sale. 2 dynamos; 8 73.025 pistons; D.D. Zenith; A50 manifold; all new. Available mid-October. Would split. Enough lolly needed to pay for new motor. Fleetwood, 67, Bills Lane, Shirley, Birmingham. [7430

FIAT 500 ENGINE, less manifolds, starter and clutch. Bored to .060 in., 5,000 miles since. £10 or offer. Interested information on Crossley cars. Taylor, 21, High Street, Harpenden, Herts. [7432

M.G. 1½-LITRE VA, 1938, open 4-seater, green. Excellent inside and out. Good hood and side-screens. £200. Kell House, Brigsteer, Kendal. [7433

E.N.V. 75 GEARBOX, £15, 2 turbofin brakes and k.o. hubs for F10 axle, £35. 2 M.G. front hubs, £4, M10 Morris engine parts, £5, M.G. TA half-shaft and hub, £5. Marshall supercharger with fittings for TA M.G., £15. Tel.: Brentwood 2187 (Essex). [7434

VERY RARE March-bodied A.C. Sports 4-str. for sale. Extremely fast—Oulton Park 58 m.p.h.—and reliable. Mechanically sound and bodily quite reasonable. Offers, please, around £150. Also 4 ED Meadows engine, twin-port mod., ex-Colmore "Frosts"—sound order. First decent offer secures. Please write in first instance to: Collyn James-Rivers, 40, Alma Road, St. Albans, Herts. [7435

AUSTIN SEVEN SPECIAL. Excellent engine, twin carbs., four-branch exhaust, alloy body. £105, o.n.o. 75, Newquay Road, Catford, S.E.6. [7437

RILEY NINE MONACO, 1932. Good condition. £50. 5, Fryer Close, Waterside, Chesham, Bucks. [7438

PA M.G. ENGINE dismantled for spares. New unused 12 v. battery. Reconditioned dynamo. Any offers. Officers' Mess, R.A.F., North Weald, Essex. Tel.: North Weald 222. [7439

1924 14/40 SUNBEAM tourer; age/distance winner Wolverhampton Rally. Just rebored, new hood, tonneau, other extras, large number of spares and trailer to take them away; taxed and insured. £100. O. P. Hartree, Mannarley, Aldermaston, Berkshire. [7440

M.G. 1½-LITRE VA sports saloon. Reconditioned engine, clutch, gearbox. Resprayed. Good condition. £170, o.n.o. Exchange for good PB or similar. Johnson, The Grange, Cubbington, Leamington Spa. [7441

RILEY NINE MONACO, 1934. Manual box, aluminium body. New batteries. Good condition. £90. 95, Durban Road West, Watford. Tel.: Watford 7815. [7442

ALVIS 12/50, 1928, 4-seater tourer. In excellent running order. New hood tonneau, good screens. Engine overhauled. New c.w.p., 30 m.p.g. £100. Anderson, "Wayside," Cuddington, Bucks. [7443

M.G. "M" ENGINE SPARES, including starter motor and dynamo. 11, Onslow Road, New Malden, Surrey. Tel.: MAL 2040. [7445

RILEY NINE, 1933. Complete towable. Also spare engine and gearbox. R. Bollington, 35, Maple Drive, Yewtree, Walsall, Staffs. [7446

1931 RILEY NINE SPARES. Four wheels (stoved), £2. Steering column, £1. Front axle (complete), £2, etc. 187, Woodmansterne Road, Streatham. [7447

SUNBEAM 24-h.p. coupé, 5 seats, 1935. Modern appearance, in splendid running order and condition. One owner only. Carefully maintained and very little used since 1939. Taxed and insured. Best offer about £200. Box No. D448. [7448

DISMANTLED AUSTIN SEVEN. All parts overhauled. £25, o.n.o., for lot. Will sell parts. Davies, Church View, Church Road, Frodsham, Warrington. [7449

BREAKING MORRIS 10/4, 1934. All parts, gearbox and axle especially good. Box No. D450. [7450

LAGONDA SPARES for 2-litre 16/80 and 4½-litre. Also some Rapier parts available. We can also supply many parts for Alvis, Bentley, A.C., Singer, Sunbeam, Rover, Riley, Wolseley, Daimler, Hillman, Standard, etc. Lerry Garage, Talybont, Cards. Tel.: 79. [7451

NOTE: The November issue will be published on the 23rd October

(Final date for Classified Advertisements—12th October)

FOR SALE—*continued*

1936 A.C. DROPHEAD COUPE. Green, maroon hood. Very good condition. Respray last year. New hood. Brakes relined. New plugs. Clutch relined. Petrol 30 m.p.g. Oil 1,000 m.p. pint. Must sell. Going abroad. £150. Phone: WES 0155. [7344

BENTLEY 3½-LITRE, 1935. Mulliner 4-door Sports Saloon. Excellent condition. £450 or near offer. Exchange for 8-litre Bentley. Telephone: Alcester 283. Warwickshire. [7345

RILEY KESTREL-SPRITE, 1937. Recent rebore, regrind, new big-ends and pistons. Paintwork, tyres and general condition good. Trial run gladly arranged. Apply, 4, Low Bentham Road, Bentham, Lancaster. Phone: Bentham 503. [7346

4E.D. BROOKLANDS two post head, complete, double springs, rockers, etc. £10; also crank, £7, starter, £3. Machin, Rathshan, W. Malling, Kent. [7347

RILEY KESTREL SPRITE, 1936. Good condition throughout. £220. Caldwell, The Culls, Stroud, Glos. Telephone evenings: Stroud 936. [7350

FOR SALE—*continued*

1928 WYLLIS-OVERLAND Whippet saloon. Practically original condition. In daily use. 15.6 h.p., about 30 m.p.g. Velvet cord interior, wooden wheels, external hand brakes. Really trustworthy American vintage specimen. Must be worth £60. Connell, 508a, Hornsey Road, N.19. ARC 6170. [7348

ASTON MARTIN INTERNATIONAL. Engine overhauled 2,000 miles ago. Slab tank. Full weather equipment. Taxed, insured. £180. 405, Wythenshawe Rd., Baguley, Manchester. WYT 3714. [7349

M.G. 2-LITRE, April 1939. 85,000 miles. Complete history known. Seen London, Hampshire. £195, offer. Box No. C.351. [7351

COLLECTION OF CLEAN, unbound Motor Sports, 300 in all, includes all best vintage years, some back to Vol. I. Also two real G.P. 6-cyl. racing magnetos and one 5in. Smith's racing R.P.M. S.A.E. details. Box No. C.356 or phone: BUC 7550. [7356

FOR SALE—*continued*

CARTWRIGHT HAMILTON CARS LTD. offer Cooper Alta 2-litre. Ex Moss. Perfect condition, with transporter. £875 o.n.o. Autavia House, 266, Fulham Road, S.W.10. FLAxman 0906. [7352

VOLKSWAGEN, 1956 de luxe Saloon. Save £150. Sunroof, beige, red upholstery, Motorola push-button, extra sunvisor, turbodises, V.W. antiroll bar for even faster cornering, Michelin X on rear, headlamp visors, extra mirror, low mileage. Cost £850 this year. First £700. Knight, Rookhill Road, Christchurch, Highcliffe 2476. [7354

CITROEN FIFTEEN F.W.D., 1938 Series. Two unworn tyres, nice condition. £135 or exchange 1938 Ford 10. 85, Grosvenor Rd., Staines, Middx. [7355

SINGER ROADSTER 4A.D., 1500 c.c. July, 1954. 12,000 miles. Coronation Blue, heater, tonneau, straight through exhaust, improved chassis. The best post-war 4-seater, good reason for sale. £445. Springwood House, Royle, Burnley. Tel. 4680. [7357

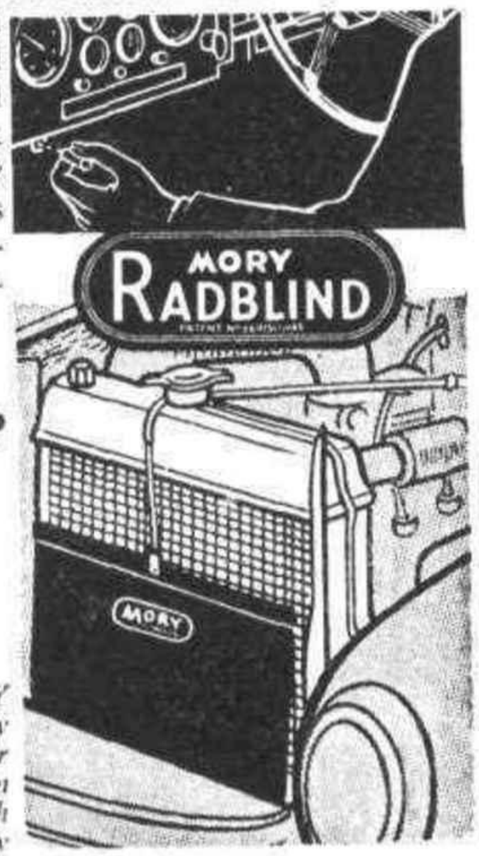
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Have been selling Alvis cars for twenty-five years. An average of one hundred pounds spent on most vehicles before sale. Guaranteed After Sales Service.

LIST OF VEHICLES FOR SALE

1934	**Alvis 12** Firefly saloon. Black, completely overhauled	**£95**
1934	**Alvis B/20** sports tourer. Black/Red	**£195**
1939	**Alvis B/25** saloon, Charlesworth body in first-class mechanical condition...	**£325**
1948	**Alvis 14/75** saloon. Choice of two	**£475**
1949	**Alvis 14/75** saloon. Black. Radio, heater, immaculate	**£525**
1951	**Citroen Light Fifteen** de luxe saloon. One owner	**£415**

Selection of 12/70 and Speed Twenties always in stock.

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JOWETT JAVELIN, 1953, de luxe saloon, Series III. Black/brown hide. H.M.V. radio, chrome discs, screen washers, heater, etc. Immaculate condition. £495. 47, Clarendon Road, Luton. [7463

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ALL SPARES AVAILABLE for a 1936 1½-litre Riley Merlin. Very good engine and gearbox. All spares for a 10.8-h.p. Triumph Gloria, 1933 S.S. and dozens of other makes. R. Starmer, 30, Rockingham Road, Kettering, Northants. Tel. : 4551. [7465

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1928 FORD TUDOR saloon. Engine rebored, button starter, new battery, tyres. £110. Will exchange for Ford truck same year. Giddens, Yewtree, Whittlesey, Cambs. [7478

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1936 RAILTON 2/4-seater tourer. This car is quite exceptional in every way and belonged to a great Railton enthusiast, who must have spent a great sum of money on it. Reconditioned Hudson straight-eight engine. All chromium completely renewed. Re-upholstered, re-carpeted, re-trimmed. New hood, tonneau, sidescreens. Large luggage boot at rear. All tools intact. Certainly as good, if not better, than when new and very good value at **£295.**

1945 LAGONDA V12 saloon. This is one of the last of the famous V12s and has been very carefully looked after. The 4-door saloon body is similar in appearance to the LG6 and is finished in dove grey, with blue leather upholstery and carpets. An extensive engine overhaul was carried out a short while ago and the car is exceptionally reasonable at **£395.**

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M.G. (M) 1930. New Hood. Battery. Rewired £50, o.n.o Selborne, Manchester Road, Heywood, Lancs. [7927

LEA-FRANCIS, 1930, saloon. Meadows 4ED engine, standard head, single carburetter fitted. Some spares, including twin-carburetter head. Taxed, insured. £85. Lamb, 101, Avondale Drive, Loughton, Essex. [7702

RILEY KESTREL, 1936, 1½-litre. Mech. good. Body good. Trimming tatty. 158, Clifton Street, Old Trafford. [7703

D.I.S. DELAGE, 14 H.P. Stark sports 4-seater. Recent extensive overhaul, including crank grind, new boots just broken in. £95. Box No. D705 [7705

ALVIS 12/50. Valuable spares, including new tyres, radiator, diff., instruments. £20 lot. Simpson, 6, Westwood Avenue, Upper Norwood, S.E.19 [7709

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FRAZER-NASH, 1933, Meadows. Overhauled and new body 1951. Stored two years. Mechanically good but requires some restoration. Best offer over £75. London, Tel.: Flaxman 5285 (evenings), or Box No. D707. [7707

ALVIS 12/50 "BEETLEBACK," 1926, mechanically good, £75. Also LG45 Lagonda drophead, 1937, 95,000, immaculate, £345. Wanted : a really good 1938 Morris Eight tourer for cash. Wells-Gayford, 3b, The Spinney, Endymion Road, Hatfield. [7708

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M.G. TA, 1937. Red. Complete engine overhaul, 2,500 miles. New front springs, good tyres. Body very clean. £210. Charity, 23, Wharf Road, Grantham. [7712

BRISTOL 400 saloon, 1949. Property works team driver. 6,000 miles since following work : Alfin drums, new linings, latest-type wheels, new radiator, bearings, telescopic rear dampers, close-ratio gearbox, racing-type front wheel bearings, and high axle ratio. Oil pressure perfect, consumption negligible. H.M.V. push-button radio, screen-washers, Marchal and Lucas spotlamps, Michelin X tyres. Mid-blue, beige leather. A very good car. £700. Fairman, Holly Lodge, Pound Hill, Sussex. Tel.: 3128. [7714

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M.G. 1½-LITRE VA, 1938, beautiful drophead. Green, with fawn Vynide hood. Heater, screen-washer, etc. £220. Arnold, 2, Echo Pit Road, Guildford. Tel.: 5826. [7508

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1932/3 ROLLS-ROYCE 20/25 4-door drophead by Park Ward. Recently rebored, brakes relined. Mascot, instruction book, heater, etc. £275. 1928 Twenty, small owner-driver saloon, £150. 1923 Twenty, superb condition, £100. James Young drophead on 1936 25/30 chassis, £490. Others. J. B. M. Adams, Gidding, Huntingdon. Tel.: Winwick 216. [7512

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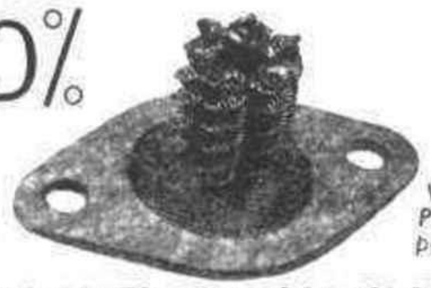
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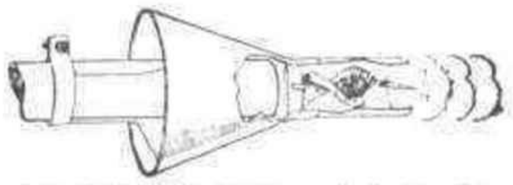
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2.6 MONZA ALFA-ROMEO 2-seater sports/racer. Road equipment. Approx. 125 m.p.h. Last owner 10 years' racing. Maintained by specialist garage. 19-in. wheels as spare. £795. Apply Beverley Motors, Coombe Road, New Malden, Surrey. Tel.: Malden 3232. [7529

LAGONDA 2-LITRE, 1928, tourer. Black/red. Good condition. £160, o.n.o. Alvis Speed Twenty-five saloon, 1938, in superb order, £375. Exchange VW. Armstrong Sixteen, 1939, good, £100. Crossley 1¾-litre saloon, 1935, new tyres, offers. Alvis 12/70 engine gearbox, £12. Spares for many Alvis models; Talbot 110; Singer, M.G., Hornet bits. Alvis 1932 crash box, overhauled, £12 10s. Ludwall Garage, Star and Garter Road, Normacot, Stoke-on-Trent. Tel.: 32312. [7530

FIAT 500, 1938, good condition throughout. £120. 654, Bath Road, Cranford, Middlesex. [7531

ASTON MARTIN TYPE C, 1940, in perfect mechanical condition. Full details and photo on request. Genuine reason for very reluctant sale at £500, o.n.o. Mark Goodson, Rennie's Law, Jedburgh, Roxburghshire. [7532

LAGONDA. For an enthusiast, 4½-litre LG45, 1936, open tourer. Rebored by Davies 13,000 miles ago. Heater, radio. Body needs a bit spending on it but still handsome. I think it's worth £250, but 'phone or write anyway. C. M. Sutton, "Cotlands," Cowfold, Sussex. Tel.: Cowfold (near Horsham) 340. [7533

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2-LITRE LAGONDA ENGINE. £15, less ancillaries. Many other parts. 50, The Charter Road, Woodford Green, Essex. Tel. : BUC 5877. [7631

£35. BRAND NEW in 1935 Austin Seven, 2-seater tourer. Reasonable condition mechanically and bodily. Wed., Fri. evenings or weekends. W. J. Daniels, 28, Wyndham Street, W.1. O.N.O. [7632

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ALVIS 12/50 SD "Beetleback," 1929. Very good condition throughout. £120. Photos available. Saul, 36, Chelmsley Lane, Marston Green, Birmingham. Tel.: MAR 2522. [7635

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M.G. TA. Raised c.r., polished, 85 m.p.h., 34 m.p.g., Cromards, radio, heater, all covers, T/S rear S/As, 100% throughout. £255. Box No. D637. [7637

1932 J2 M.G. engine, with broken crankshaft, dismantling, includes reconditioned starter, dynamo, head with eight new valves, heavy springs, modified front dynamo oil seal, new clutch linings, etc. Otton Garage, Cranborne, Dorset. Tel.: Cranborne 229. [7638

ALVIS 12/50 2-seater with dickey. Good tyres and battery. £45. Tel.: Huddersfield 3970. [7639

1948 BRISTOL 400 peony-red saloon, pigskin interior, 85E engine. Full equipment, H.M.V. radio, heater, Marchal spot, driving lights, new Michelin tyres. 48,000 miles. Faultless, £610. Two-seater 6½-litre Bentley, B.R.G., everything rebuilt, chromed, etc.; beautiful car, £215. Exchanges, terms. Wych Engineering, Station Street, Droitwich. Tel.: 3378. [7640

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TALBOT 110 Carlton body drophead. Attractive appearance, excellent performance. £80. 28, Canterbury Terrace, Leicester. [7643

2-LITRE LAGONDA. Low chassis, British racing green, re-fabricked, rechromed, rewired, new magneto, four new Pirelli tyres. Taxed and insured. Some spares included. £135 or near offer. Reason for sale. No dealers. 38, Abinger Road, Chiswick, W.4. Tel.: CHI 0096. [7644

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ASTON MARTIN, 1937, 2-litre drophead. First-class condition throughout. £300. Higgins, "Croft," Winterbourne Dauntsey, Salisbury. Tel.: Winterbourne Gunner 222. [7768

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1946/47 M.G. TC Sports. Choice of 3 **£275**

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1926—MORRIS OXFORD saloon—engine, bearings, crank, pistons, rods, valves, timing gear, rebuilt at cost of £40. Rewired. Battery, carb., new. Aluminium body, chassis. Interior as new. Tyres fair. Four-wheel brakes that do stop. Daily use, 25 m.p.g. Ball chain compels sale. Photo to genuine offers. Ken Hall, 41, Gravelly Hill North, Erdington, Birmingham 23. Tel.: ERD 5699. [7646

AQUAPLANE TWIN S.U. inlet and 4-branch exhaust manifolds for current 1,172. Little used. £16. Mulloy, Jarvis, Lytchett Minster, Poole. [7649

ROLLS-ROYCE 20-H.P. coupé, 1927. Excellent condition. £200 or nearest offer. Tel.: Hatch End 4086. [7651

100% RELIABILITY with my mechanically perfect 1939 Morris Eight tourer. Surprisingly fast, good tyres, twin spots, tatty hood, excellent brakes. £120, o.n.o. Tel.: Radlett (Herts) 6318, 5.30-7 p.m. [7652

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RILEY VICTOR TWELVE, 1938. Good condition. £250. 20, Denbigh Road, Coundon, Coventry. [7654

FORD 1,172 SPECIAL, short chassis, 4.7 rear axle. Buckler C-type c.r. gearbox, twin 1½-in. Aquaplane S.U.s, raised compression. Professionally-built body. Attractive little car. £150. Pitty, 5, Riddons Road, Grove Park, London, S.E.12. [7655

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MORRIS-COWLEY saloon, immaculate original cond., 1929, one owner. £100, o.n.o., or possible exchange. 21, Himley Crescent, Wolverhampton. Tel.: 37203. [7657

ALVIS SPEED TWENTY. 1935 model Charlesworth saloon, very good condition. Push-button radio. £100. Auto Spares, Stocks Bank Garage, Leeds Road, Mirfield (Tel.: 3001), Yorks. [7658

FIAT SPARES, 1936/40. Model 1,500. Rear axle complete with brake drums, gearbox gears, petrol tank, Marelli distributor, many small spares. Stiles, 153, Billing Road, Northampton. Tel.: 2264. [7659

SIMCA ARONDE, 1955, maker's cylinder head machined to 8½ : 1 compression; 10% improvement in performance and economy (tested). Exchange price £6 10s. (usual conditions on exchange); outright sale £25. Robertsbridge Garage Ltd., High Street, Robertsbridge, Sussex. [7660

BRAKE CABLES. Most makes, models. Specials: M.G.—M-type 28s., others 33s. each, complete, post paid. S.S.I, II, 90, from 10s. to 25s. State front, rear, near, off. Commission number assists. Any cable made up to pattern; speedo./tachometer cables supplied. D. Ferguson, 53, Brinkburn Avenue, Darlington. [7661

DYNAMO/STARTER exchanges, reconditioned units. Most models : state requirements. D. Ferguson, 53, Brinkburn Avenue, Darlington. [7662

RILEY MARCH SPECIAL, good overall condition; rewired, good tyres, new speedo.; timing noisy. Insured. £100. Tel.: WAN 8366, after 7.30. [7663

1937 JAGUAR 2½-LITRE saloon. Good mechanical condition, body serviceable. £75, o.n.o. 33, Moreton End Lane, Harpenden, Herts. [7664

ALVIS 11.9-H.P. FIREFLY saloon. Manual box. Dependable car. £60, o.n.o. McCann, 14, Woolacombe Road, Childwall, Liverpool. Tel.: CHI 2934. [7665

1936 ROVER TWELVE sports tourer, £85. Renshaw, 125, Northfield Way, Hallcroft, Retford. [7486

ROLLS-ROYCE, 1921, Silver Ghost, f.w.b. Licensed December. Offers to Box No. D666. [7666

WOLSELEY HORNET SPECIAL, 1932. Sprayed red, beautiful condition throughout. £80, o.n.o. 44, Frederick Street, Loughborough. [7667

BLACK PRINCE INVICTA—first registered 1953—genuine mileage from new under 5,000; 3-litre twin o.h.c. Meadows engine, torsion-bar suspension, de Dion rear axle, automatic chassis lubrication, H.M.V. radio, heater, manual gearbox (Jaguar). Gift at £500, o.n.o. 4, Beechcroft Avenue, Stafford. [7669

1954 LAGONDA 3-LITRE Tickford saloon, duo-grey, red upholstery. Wonderful condition. £1,650. London. Box No. D684. [7684

AUSTIN A70 16-H.P. engines, used, with accessories. Ideal for "special" or replacement unit. £22 10s. Overstrand Motors Ltd., 62, Cottage Grove, London, S.W.9. Tel.: Brixton 2330. [7685

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

FOR SALE—*continued*

DAIMLER 16.2-H.P., 1937, saloon, mechanically excellent, £100. Breaking 15-h.p. sports saloon with 1936 engine. Stone, 18, Highgate Avenue, Walsall, Staffs. [7535

HUMBER 14/40, 1928. Stored 19 years. Major spares, very cheap. Tel.: Loughton (Essex) 6007. [7537

1938 TRIUMPH VITESSE 2-litre saloon. In "general" condition! Fitted with radio, four new tyres and many extras. £90. Tel.: Battersea 1245. [7427

1½-LITRE F.N.-B.M.W. 4-seater cabriolet. L.H.D. 1938. Good mechanical condition. Spare engine and gearbox. £100. Woodliff, Main Street, Harborough Magna, Rugby. [7543

RILEY GAMECOCK SPORTS 2-seater. Two carburetters, good battery, smart appearance. £47 10s. W. H. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [7544

1932 VAUXHALL T80. This car is well shod, and in good condition, but lacks hood. I regretfully have to sell at £37 10s. because I lack garage space. Shoebridge. Tel. : IMPerial 4944. [7545

1933 ALVIS 11.9 H.P. Saloon. Engine sound, body reasonable. Bargain price of £50. Write : Deakin, Oakdene, Plumpton, Sussex. [7546

ALVIS SPEED TWENTY sports saloon. 1935. Good running order. Reconditioned braking system. £95. Crabtree, Lensbury Club, Teddington. Tel.: KIN 2202 (evenings). [7547

1935 14-H.P. ALVIS Four wheels complete. S.U. carburetter. Instrument panel, rev-counter, gearbox. What offers? Lamb, Shangri-La, Lawdaylink, Upper Hale, Farnham, Surrey. [7548

AUSTIN 12-4 SALOON. Vintage 1928. Good condition. Spare rebored engine. £75 o.n.o. Robinson, 34, Aldershot Road, Guildford. [7549

GIPSY MAJOR 1 Series, 130 h.p. engine complete with propeller. Believed unused. £45. Box No. D550. [7550

1926 3-LITRE BENTLEY. Two-seater. Running. Unlicensed since 1940. Some trimming required. Offers over £100. Photo. London. Box. No. D551. [7551

JAGUAR XK120 FOURSOME. Late 1952. Engine overhauled and resprayed 1955. Special coachbuilt rear seats for two children or one adult. Plus over £300 worth modifications to 140 specification. Extras include new hard top, plastic soft top, tonneau cover, heater, spots, badges, rim-trims, manual, handbook, three horns, twin exhausts, new X tyres. Never rallied. 21 m.p.g. No oil. A real crowd gatherer. Part exchange 2.4 or new Ford Convertible. Family increased. Sell around £800. Taxed, insured. S.A.E. Box D552. [7552

1932 MERCEDES-BENZ, Type 170. Independent suspension, automatic overdrive, left-hand drive. Overhauled completely over last *fourteen months*. Sell at nearest £100 to make room for another. Yorkshire. Box D553. [7553

1933 RILEY NINE tourer. Good chassis, paint and bodywork in exceptionally clean condition. Two new tyres, sidescreens, etc. First £100 secures. Cave, Otterbank, Gargrave, Skipton, Yorks. [7554

ROLLS 21.6, 29/9/28 Sportsman's Coupé Foursome by Paddon. £200 or thereabouts. Wanted : 4½ Bentley or 3½ RB. Medina, 283, Camp Road, St. Albans, Herts. [7555

RILEY NINE LYNX, 1933. Very good mechanical condition. Complete engine overhaul last year. Silent crash box. Sound body, tyres and batteries. Just completed Devon tour, any trial. £85 for quick sale. 55, Farm Road, Maidenhead, Berks. [7556

FOR SALE or Exchange. Jowett Javelin, 1954 (Feb.), one owner. 31,000 miles (guaranteed). Complete record meticulous service from new Concours condition. £645. Richardson, 5, Galloway Road, Fleetwood. Tel.: 515. [7557

AUSTIN SEVEN. 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. carburetters £17 15s. A. E. Salthouse & Sons, 22, Station Road, Thorpe Bay. [7558

BROOKLANDS 4ED MEADOWS crankshaft. Hard chromed, balanced and Magnafluxed. Used 5,000 miles only. £9. Box No. D559. [7559

FORD 10-H.P. 4-speed gearbox conversion. Suitable gearboxes M.G. : J, P, K, L, M and TC, Wolseley Hornet, Wasp and Morris 10 o.h.v. Send old Ford gearbox case, your M.G. etc. box and £6 10s. Intended for use with open prop.-shaft. Torque tube adaptation extra. Spare Ford 10 engine, £15. Austin 750 I.F.S. and all other modifications as usual. Thanks to your support the volume of work handled puts our prices lower than competitors. Bowden Eng. Co., Ottery St. Mary, Devon. [7560

ALVIS SPEED TWENTY. 1935. Charlesworth saloon. Very good condition. New Batteries. Brakes relined. £120 or offers. 5, Windham Road, Bournemouth. Available Portsmouth week-ends. Would exchange for smaller car. [7561

1937 LANCIA ASTURA Special. Coupé bodywork by Castagna. Most unusual car. Utterly reliable and fast. Enthusiasts only please. £125. Queensway Motors Ltd., Queenstown Road, Battersea, S.W.8. Tel.: MAC 5602/3. Part exchanges welcome. Hire purchase terms. Sports cars wanted. [7567

14/40 M.G. New tyres, hood, upholstery. Nine gears. Mechanics good, starts on cracker first time. *Line similar to Bentley.* Brass rad. Bell, 230, Norton Lane, Earlswood, Birmingham. £55 or exchange. [7562

1927 VAUXHALL 14/40 saloon. Low mileage. Stored fifteen years. £75. Also quantity Bentley 3-litre spares. Box D563. [7563

TRIUMPH DOLOMITE. All good condition. 13.9 o.h.v. engine £27 (nearest). gearbox £5. Jaeger speedo. 50s., clock 25s. Four knock-on wheels with tyres, tubes 550 x 17, £10. Others. Hinds, 118, Granton Road, Liverpool 5. [7564

1926 SHORT JOWETT. £15, or break for spares. 1910 Service J.A.P., £5, 1925 B.S.A., £5. Vintage, Veteran lamps, speedometers. T-Ford spares. Turner, Kimscot, Vann Lane, Fernhurst, Haslemere. [7565

1934 MORGAN Super Sports, 1,100 J.A.P. o.h.v., water cooled. Overhauled engine. £75. Queensway Motors Ltd., Queenstown Road, Battersea, S.W.8. [7566

LAGONDA M45 RAPIDE 4½-litre sports tourer. Bodywork and mechanism excellent. Available December. Owner going overseas. Lyon, Coombe Road, Dartmouth, Devon. [7568

BENTLEY 3½-LITRE MULLINER drophead coupe, 1935, B.N. series; in sound condition and good appearance. Offers to Campbell, Keasden, Felden, Herts. [7569

ALVIS SPORTS FOURTEEN, 2-seater, 1950. Red/Cream upholstery. Radio, heater, leather hood, whitewall tyres. Fast, and 30/35 m.p.g. Cost £1,300 new, for £390. Reginald Tildesley Ltd., Lichfield Street, Walsall. [7570

1929 SUNBEAM 16.9. New hood, brakes relined, no oil, repainted. £95 o.n.o., hire purchase. Wright, 127, Oadby Lane, Wigston, Leicester. [7571

RILEY NINE. 1933. Metal body. Crash box. Sound throughout. In regular use. £35. Evenings/weekends. 9, Purford Green, Harlow, Essex. [7572

1927 MORRIS OXFORD drophead coupe in original condition. One owner until August, 1954. £50, o.n.o. Tel.: Wanstead 5433. [7573

NEW WIFE ARRIVING, so my 1933 Hornet must go. Needs attention. £25. 55, Pelham Road, Bexleyheath, Kent. [7574

FRENCH HORNS, MARCHAL. Complete set, £20. Hatton, 142, Northfield Road, Kings Norton, Birmingham. Tel.: KIN 1852. [7577

1933 16/80 LAGONDA pillarless saloon, perfect externally/internally. Recent overhaul. Exceptional motor car. £150. Parmenter, Little Prospect Farm, Monxton, Andover. [7578

NEW HILLMAN MINX SALOON

	Early delivery
1955 **Jaguar XK140** d/h coupe	£1,275
1953 **Bristol 403,** as new throughout	Offers
1955 **Citroen Light Fifteen**	£725
1953 (**RMF series**) **Riley 2½,** low mileage	£665
1953 **Morris Minor** convertible, new *tubeless tyres*	£395
1950 **A90 Atlantic,** radio, heater, new hood	£350
1948 **Lea-Francis** saloon, excellent condition	£325
1937 **Riley Lynx Sprite,** remarkable condition throughout. Must be the best example available ...	£285, o.n.o.
1936 **Austin Seven** saloon, running order	£30
1929 **Morris-Cowley** 4-seater	£10

KINGSWAY MOTORS, HOYLAKE

Tel.: Hoylake 3351/2. *After hours,* Hoylake 3573

RILEY SPARES & SERVICE

All spares available, including valves, 10/-; guides, 4/-; single valve springs, 8/- set; double, 14/- set; gaskets, 17/- set; brake cables, 25/-; speedo. cables, 22/6 complete; crown and pinion, £7 10s.; solid copper head gaskets, 17/-; track-rod ends, 17/6; tappet locking bolts, 4/- doz. Also timing gears, oil pumps, camshafts, crankshafts, clutch withdrawal races, oil seals, etc. Exchange dynamos, starters, clutch plates, brake shoes 12/4 oil pumps. *All plus postage.*

WELFORD BROS.

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Polyester Handbook

This textbook for the glass-fibre/polyester resin industry is now ready and is the complete manual for the amateur and professional alike.

Price **5/6***d. post free.*

We can supply any quantities of materials for moulding and fabricating. In addition we have a Field Kit available. F.P. Field Kit No. 5 for car repairs, etc., or just plain experiment.

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FIBRIN PLASTICS LIMITED

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CRESSCARS Ltd.

NOW OPEN UNDER THE PERSONAL DIRECTION OF ALAN BAKER,

WHO OFFERS :

M.G. TA. First-rate condition, B.R.G.; good hood and screens. Certainly an above-average TA **£240**

M.G. PB supercharged 2-seater. A famous car; over 100 m.p.h. History and details of competition successes available. Twin-carburetter installation for unsupercharged running. Faultless condition **£295**

M.G. TD, 1952. Fastidiously maintained, unmarked red. Hosts of extras **£485**

M.G. VA 1½-litre saloon, 1938. Black, blue leather Beautiful engine, combined with steering, brakes and general handling of the highest order, must make this VA unquestionably one of the nicest available **£195**

M.G. PB 2-seater sports, far-above-average condition, in red **£175**

RILEY 1½ litre Falcon saloon, 1936. Very excellent runner. Black, beige leather **£90**

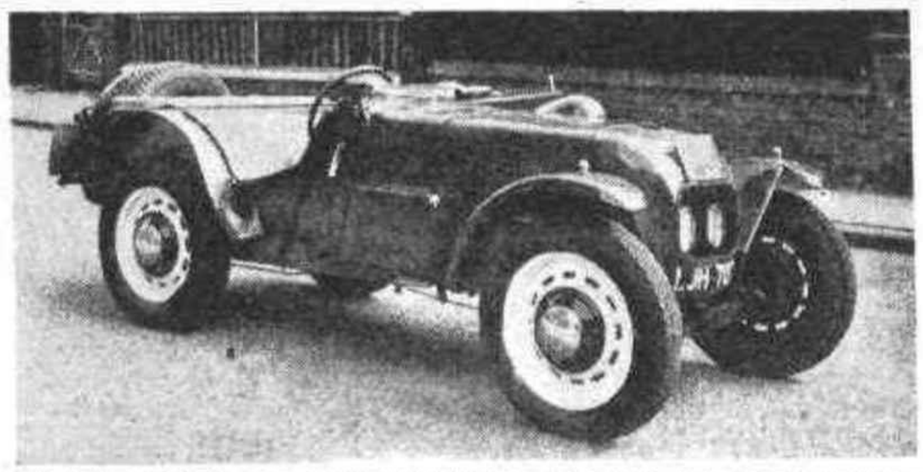
- MANY OTHER INTERESTING CARS
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AUTOMO LTD.

229, WEST END LANE, LONDON, N.W.6

HAMpstead 3430 (Nr. West Hamp. Stn.)



1949 *LOTUS MK. I. Ford Ten engine with a F.8 head, twin S.U.s, water pump Austin Seven gearbox and chassis, split front axle, Ford transverse spring damped by Rotoflos. Twin spares, hood, fold-flat screen. Extremely fast! As a point of interest, this car has just been used for a grade A British film.* **£170**



1937 *DAIMLER 26-H.P. sports saloon, in very good condition throughout. Black with brown leather trim. Has just been used by one of our directors for his holiday and has given a faultless 1,300 miles of motoring. Certainly for the fastidious owner!* **£195**

M.G. TA MIDGET, 1938. Recently recellulosed in Alfa red, black interior trim. Good weather equipment and tyres. A nice, friendly, brisk little sports car. **£225**

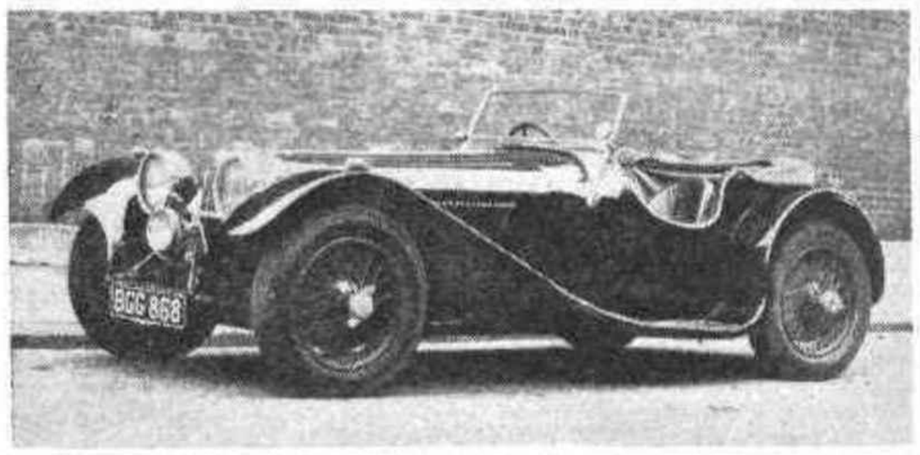
M.G. PA MIDGET 2-seater, finished in olive green. Mechanically sound; a fairly recent overhaul costing £60. The bodywork although not immaculate is quite sound. Lively performance for the impecunious. **£135**

RENAULT 750-C.C., mid '53. Finished in champagne, with brown interior trim. Nominal mileage, engine recently resleeved. Whole car has that "like-new" appearance. **£365**

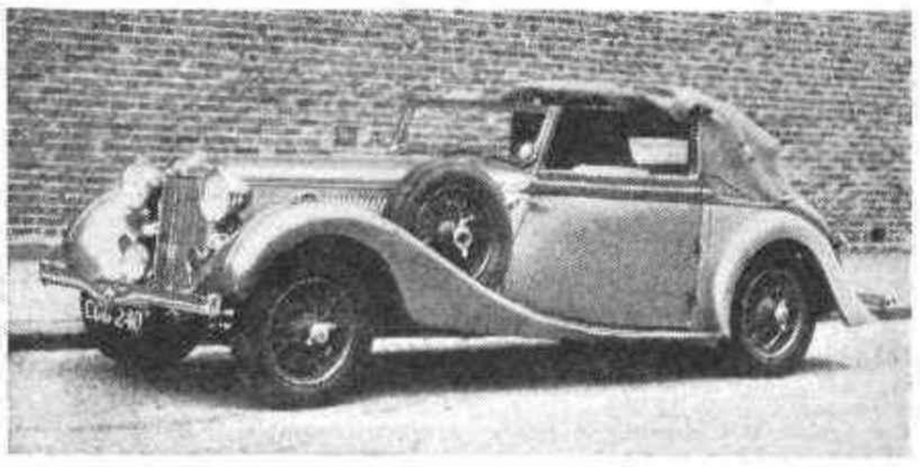
ALVIS SPEED TWENTY-FIVE, 1937, drophead coupé by Charlesworth, finished in black, with brown leather interior. Almost new hood and tyres. See Sept. issue for photograph. **£195**

TALBOT TEN, 1938, finished in black, with blue leather interior, 2-door pillarless body. Very good mechanical condition and well shod. A smart, fast and economical, sporty saloon. **£185**

SINGER 11-H.P., 1936, saloon, in unusually good condition, both inside and out. Engine is using a *little* oil but it does run very well. **£95**



1938 *JAGUAR S.S.100 2½-LITRE competition 2-seater. Black, with green interior trim. Excellent condition throughout, original in every way. Very good chrome, good tyres, hood and sidescreens. Sparkling performance for the modest price of* **£295**



1939 *M.G. 2.6-LITRE Salmons Tickford drophead coupe, in light blue and grey, with grey interior trim. Fitted Smith's heater, five almost new Avon tyres. In very good order throughout. Taxed.* **£195**

Shortly available, possibly by the time this advert. appears: **Bugatti 55; Rolls Twenty-five Replica** (a beauty); **Bentley 3 Speed Model** V.D.P.; **M.G. 2-litre** saloon; **Lagonda LG45; Bugatti 57** saloon.

IF YOU DO NOT SEE ADVERTISED WHAT YOU REQUIRE, PLEASE 'PHONE OR WRITE. WE MAY WELL HAVE JUST ACQUIRED IT!

H.P. AND INSURANCE ON ALL CARS, OF COURSE

FOR SALE—*continued*

ASTON MARTIN Le Mans, 1½-litre, short chassis, 2/4 seater, engine completely stripped and checked over. Quiet gearbox and axle, reconditioned magneto, good oil pressure, 28 m.p.g. Excellent chrome, new tonneau cover, good hood, fold-flat screen, twin wipers, original stoneguards on lamps and radiator. A very quick, clean car with good brakes. £255 o.n.o. Consider exchange. 16, Preston Avenue, Eccles. Tel.: 1027. [7575

TALBOT 14/65 1933 sports saloon. Pre-selector gearbox. Overhauled. Blue leather upholstery. Four new tyres. Two new 6-volt 125-amp. batteries. Cost £14 16s. each. Good condition. £65. Reynolds, 76, Langthorne Street, London, S.W.6. Tel.: FULham 2478. [7579

VITTESSE SPARES. Gearbox, £8. Complete differential (almost new), £15. Twin S.U.s, radiator, front axle, drums, dyno, tank and various engine parts, etc. Garratt, 19, Shepherds Lane, Dartford. [7580

RILEY NINE helical gearbox (interchangeable pre-selector), £6 10s. Flywheel and clutch to suit, 30s. Another to suit helical box and Merlin engine, 45s. Flywheel and multi-plate pre-selector clutch, 40s. Dynamo, 45s. Axles, engines etc., 1926-36, cheap. 1929 12/50 Alvis gearbox, axles, springs, etc. 2, Crecy Road, Cheylesmore, Coventry. [7581

ASTON MARTIN. 1934. Two/four-seater, short chassis. Late type engine. New hood, tonneau, battery and dynamo. Good brakes and steering. Bodywork very good. £195 o.n.o. Kershaw, 21, Highfield Drive, Monton, Manchester. [7584

FOR SALE—*continued*

1927 AUSTIN CHUMMY dismantled. Magneto, start. All parts cheap to clear. 18-in. wheels, tyres. 1938 ditto. 40, Rathmore Crescent, Southport. [7582

BENTLEY 3½-LITRE 1934 Rippon sports saloon. Carefully maintained. Full history. Two owners, 24 m.p.g. Excellent condition throughout. £375. Wood, 4, Delbooth Avenue, Flixton, Manchester. DEA 3101. Daytime. [7583

E.N.V. PRESELECTOR. Type 110. Ex 16/80 Lag. Good condition. £25. Box No. D585. [7585

1938 16/4 RILEY Blue Streak Adelphi. Recently fitted high ratio CWP, gearbox reconditioned (no overdrive). Brakes, shock absorbers, steering, overhauled, good tyres. Radiator, bumper bars re-chromed. Cylinder block cracked. Motor dismantled, all parts available. Towable or will break. Offers to A. J. Brown, "Alvis Specialist," 15, Lancaster Mews, W.1. Tel.: AMB 9660. [7586

VOLKSWAGEN 1947. L.H.D. Leather upholstery. Good condition, but too small for "pramaphernalia." £250, o.n.o. Box No. D587. [7587

ALLARD 1953 SALOON, type 91P. Mercury engine with Offenhauser H.C. heads, Scintilla, twin carburetters, Cromard liners, Michelin X tyres, radio, heater, screenwashers, etc. £500. Seen Scotland or elsewhere by arrangement. Box No. D588. [7588

1931 LAGONDA 2-LITRE supercharged open 4-seater. Good condition, very reliable. £150, o.n.o. *Poxon, 19, Newland Avenue, Driffield, E. Yorks.* [7603

FOR SALE—*continued*

ALVIS FIREFLY 4-seater sports. Good condition. £45. Miles 349, Llangyfelach Road, Swansea. Tel.: 55452 [7589

RILEY MONACO, 1933. Good runner, sound body. £70. Alexander, SLOane 5902, before 9 or after 7.30 [7590

PEUGEOT 203A saloon; 1954, 22,000 miles, undersealed, perfect condition. £550. Tel.: Larkswood 3315 [7604

FRAZER-NASH B.M.W., 1936, cabriolet 4-seater 1½-litre 12-h.p. 4-speed, synchromesh, tubular chassis, overhauled i.f.s. Very original example. Taxed December. £120. Consider exchange 8/10-h.p. saloon. 6 Acre Lane, Carshalton, Surrey. [7605

TALBOT 75, 1934, saloon, self-changing pre-selector, traffic clutch. In good order throughout. Two spare wheels. £65. G. Clench, 25, Albert Avenue, Chingford, E.4. Tel.: SIL 4406 (evenings and weekends). [7607

ROLLS 20-H.P., 1934, Park Ward Sportsman's saloon on 1929 chassis. Excellent condition, elegant lines. Wife demands smaller car for easier parking. £250. Photograph on request. Tel.: Pinner 7928, or Box No. D608. [7608

£47 10s. RILEY KESTREL TWELVE sports saloon, any trial. Saunders, 42, Dunley Drive, Addington, Surrey. Tel.: GYP 3749. [7609

S.U. ELECTRIC petrol pumps. Eight 12 volt, four 6 volt. First-class condition. £2 each, postage 1s. 6d., or C.O.D. Box No. D611. [7611

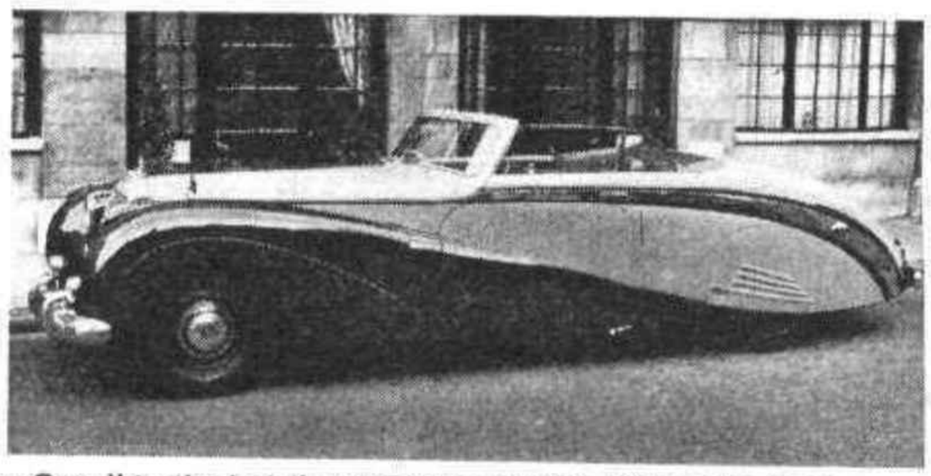
1932 SUNBEAM SIXTEEN saloon. Good mechanical condition and appearance. Photograph available. £65. Box No. D613. [7613

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

GROSVENOR 1188

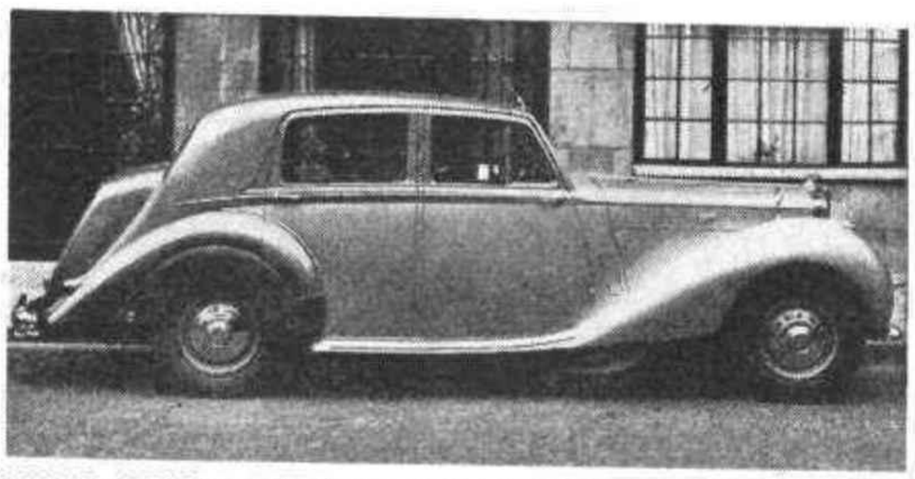
SIMMONS

GROSVENOR 2635



Illustrated under the heading of " Dream Cars " in the late August issue of " The Motor," we take great pleasure in offering for the delectation of the Motor Sporting fraternity the internationally-famed ex Sir Bernard Docker " Green Goddess " all-electric Continental Coupe. This is one of the three fabulous Daimler Show Models by Hooper & Co., on the 36 h.p. chassis, which have received such extensive publicity. Of the finest procurable craftsmanship and styling, the decor and appointments of this unique carriage have been sufficiently commented upon elsewhere to need no further introduction. Built by Hooper & Co. during 1951 and re-styled quite regardless of monetary consideration in 1953, the recorded mileage is slightly under 10,000. To the individual who seeks to acquire a contemporary carriage of rare distinction, the opportunity is now presented to do so at a figure completely disproportionate to the actual value, and at a fraction of the original cost. Faites-vos-jeux !

£3,500
or thereabouts



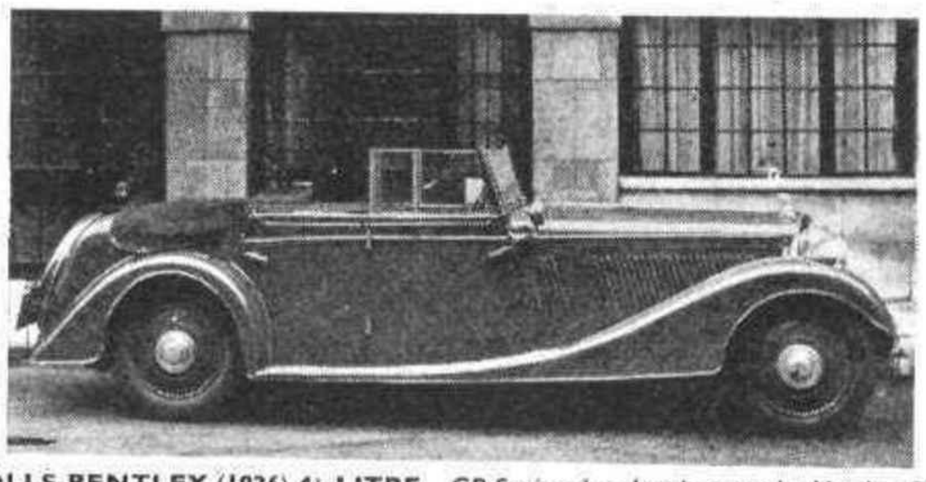
BENTLEY (1951/2) 4½-LITRE Big-bore standard steel special equipment saloon. Sliding-head. Radio, heater, etc. Two-tone silver grey, with grey and blue trim. Authenticated mileage 52,000. Makers history from delivery. Works service test and report this month. A finely appointed example in outstanding order and pristine condition.
£1,700

ROLLS-ROYCE (1938) 25/30 H.P. GGR Series, owner-driver sliding-head swept-back town saloon by Hooper. Black with calf trim. Fitted radio, heater, etc. In most resplendent condition. Believed one owner, Rolls-Royce history from delivery. Details too late for publication but will be communicated to interested enquirers. An exceptional 25/30 by any standards.
£625

JAGUAR MARK V (1951) 3½-LITRE drophead coupe. French grey, crimson trim. Very moderate mileage. Fitted radio and heater. An attractively conditioned and styled model of some rarity value and in very good order.
£525

ROLLS-ROYCE (1936) 20/25 H.P. GTK Series individually styled razor-edged sedanca-de-ville by Windover. Black with mock-cane panelling and opera carriage lamps. One owner, Rolls-Royce history from delivery. This unusual and delightful little carriage has this month been imported from the south of France.
£400

ROLLS-ROYCE (1929) 21.6 H.P. GEN Series, two-door, four-light close-coupled fixed-head coupe by Park Ward. Black with green trim. Pistoned and top overhauled in our workshops this month. A well-preserved specimen of the model affectionately, albeit erroneously, known as " The Doctor's Coupe.".
£250



ROLLS-BENTLEY (1936) 4¼-LITRE. GP Series drophead coupe by Vanden Plas. Dove grey, with grey trim and ebony appointments. Detailed history. Works-serviced this month with full report. Exceptionally quiet and pretty, and a thoroughly sound and unusual specimen.
£500

A further 4¼-litre two-door drophead by Gurney Nutting will be available during the second week in October, at a similar figure.

ROVER 90 (1956). Black with beige trim, 6,000 miles. Radio, heater, etc. Works maintained. Chauffeur-driven. Impeccable.
£1,085

ROLLS-ROYCE (1935) 20/25 H.P. GRF Series, owner-driver sedanca-de-ville by Gurney Nutting. Black, fawn trim. Formerly the property of the late Sir Alexander Korda. A comprehensive mechanical overhaul, including rebore, was carried out this year and less than 1,500 miles back at a cost of £200. Very well equipped and impeccably maintained. The delivery of this specific Rolls-Royce was expected and advertised last month. We regret, however, that it has only just come to hand.
£450

ROLLS-ROYCE (1935) 20/25 H.P. GPG Series owner-driver razor-edged sliding-head saloon by Ranelagh. Steel grey, with scarlet trim. Works serviced and top overhauled to our order this month. An unusual 20/25 in sparkling condition.
£400

At the time of going to press we are negotiating the purchase of a **Rolls-Royce 25/30 h.p.** Gurney Nutting Owen Sedanca, a **1938 Rolls-Bentley 4¼-litre** drophead coupe by Thrupp & Maberley, a **1928 Rolls-Royce 21.6 h.p.** landaulette by Hooper in mint condition, and a **1956 Renault Fregate.**

IN RESPONSE TO THE VERY LARGE NUMBER OF ENQUIRIES RECEIVED FROM THE UNITED STATES, WE HAVE DECIDED TO UNDERTAKE THE EXPORT OF ROLLS-ROYCE AND BENTLEY MODELS AS A REGULAR PART OF OUR BUSINESS AND NOT ONLY IN INDIVIDUAL CASES, AS HERETOFORE. ENQUIRIES ARE WELCOMED AND CHEQUES FOR IRREVOCABLE CREDITS SHOULD PLEASE BE MADE PAYABLE TO SIMMONS OF MAYFAIR, BARCLAYS BANK LTD., MOUNT STREET, LONDON, W.1, AND SHOULD BE ACCOMPANIED BY THE NECESSARY DOCUMENTATION.

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FOR SALE—*continued*

EX-KING ZOG'S MERCEDES-BENZ, with new gears in August, is on the road at £300. Converted to A.E.C. diesel in '48, this 7-seater grand tourer, with complete hood and tonneau cover, does 30 m.p.g. Engine rebuilt completely '55. Will last for ever. Regal style and economy have never gone hand in hand like this before. J. F. D. Leland, Whitehall Farm, Arborfield, Berks. Tel.: Arborfield Cross 203. [7704

RILEY ADELPHI saloon, 1½-litre, 1936. Good order. £150, or exchange smaller saloon. Rees, 31, Glanrafon Terrace, Aberystwyth. [7713

BENTLEY, 1934, 3½-LITRE Park Ward sports saloon. £175. Tel.: Buckhurst 1509. [7715

SINGER LE MANS 2-seater, 1934. Quite tidy with good tyres, and in reliable running order, £55. Very fine low-loading trailer, professionally built, completely equipped with winch, jacks, spare wheel, all good tyres. Ideal for transporting racing or trials car, £35. Also a quantity of M.G. K-type Magnette engine spares at very low prices. M.G. J2 2-seater. Neat clean little car, but has broken crankshaft; offers around £65. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Beds. [7716

RILEY FALCON 1½-LITRE, 1935. Preselector. Good condition throughout. Excellent appearance. £130. 14, Sandfield Lane, Hartford, Cheshire. [7717

SINGER LE MANS, 1936, 2/4-seater. Twin carbs., balanced crankshaft reground, new mains, clutch, diff. unit, brakes, tyres, engine rebored—cost £80. Excellent appearance. Good hood, tonneau. £120. Fosbury, 356, Chester Road North, Sutton Coldfield (Tel.: SUT 2985). [7718

LAGONDA M45 tourer. Body not quite original. Mechanics excellent. New tyres, hood, chrome. £75. Box No. D719. [7719

£35—1939 FORD Eight van. Body rough, but many new parts. Suit "special" builder. Taxed. Sutton Rebore Service, 38, Lind Road, Sutton, Surrey. Tel.: VIG 5685. [7720

1,100 M.G., sports/racing. Glass-fibre. Three S.U.s, 6,000 r.p.m. Bal. crank. Full road equipment. Rebuilt regardless Jan. '56. Tel.: Euston 8061 (office), or write 139a, Ladbroke Road, W.11. £350. [7721

"CHUMMY," 1928, super condition, new boots. Wales, August. Terrifying acceleration. Private H.P. (your terms). Haggle gently from £30. Reason for sale—bride, avaricious landlord to support. Cutter, Tel.: GRO 2244, RAV 5089. [7722

ALVIS, 1935, SE sports saloon. Treble carbs. fitted by S.U. 18 months. New rad. Reshod nine months, spare unused. Somebody who knows the car preferred. £70. G. Hendrey, 32, The Avenue, Bruce Grove, London, N.17. [7723

1938 RAILTON sports saloon. Good mechanical condition, new tyres and carb. Goes like a rocket. Bargain, £100, or near offer. Gath, Woodcroft, Brandon, near Coventry. Tel.: Wolston 285. [7724

VINTAGE RILEY. Brooklands chassis and engine, Le Mans body. B.R.G. Very fast, superb road-holding and brakes, maintained in perfect mechanical condition. Completely reliable. Many spares, making almost two spare engines. £180, o.n.o. Box No. D725. [7725

LAGONDA 2-LITRE 16/80 2/4-seater sports. Excellent mechanical condition, engine completely overhauled, new radiator. P1008. £85. 31, Jubilee Place, Chelsea, S.W.3. Tel.: Flaxman 5954. [7726

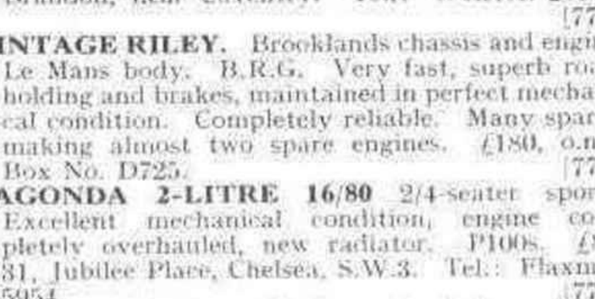
ALVIS 12/50, £45. Good mechanical condition, good tyres, body a bit shabby, but good performance with economy. 31, Jubilee Place, Chelsea. Tel.: Flaxman 5954. [7727

1931 ALVIS 12/60 "Beetleback." Sound condition, new battery, tonneau. £45 recently spent. £100. 53, Wolsey Road, Moor Park, Northwood, Middx. Tel.: Northwood 2069. [7728

1929 TRIUMPH 2-seater sports. Aluminium body rebuilt 1951. Nearest offer £45. 69, London Road, Peterborough, Northants. [7731

B.S.A. 8-H.P. sports tourer, late 1935. £65. "Rose and Crown," Cheshunt, Herts. [7746

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BEAN 11.9 4-seater tourer, 1927. Not immaculate but in quite astonishingly good order; original in every way, well shod, good hood. Extremely good value at **£60.**

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£50—PACKARD Super Eight, 1934. Identical to one illustrated in Sept. MOTOR SPORT. Engine recently rebored, new big-ends, new carb. Good tyres, upholstery, bodywork. Morrison, Overslade Hostel, Rugby. [7733

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VETERAN 1915 INDIAN 7/9 twin motor-cycle combination, restored and rebuilt in the finest possible way. Restored in Indian maroon, all lamps and fittings nickel replated. Indian sidecar with tonneau cover. This was one of the Ellis collection, and is indeed a machine for the collector of veteran concours vehicles, and it must be seen to be believed for its wonderful condition. Price £100. Trevor Fussey, Newgate, Cottingham, E. Yorks. [7737

VETERAN 1914 HUMBER twin water-cooled 2-seater, restored to "mint" condition, completely rebuilt, repainted maroon, re-upholstered in brown hide, new hood, all new tyres. This attractive little car is in concours condition and is offered at a fraction of the restoration cost. Price £200. G. Fussey, Cottingham, E. Yorks. Tel.: 47226. [7738

FRAZER-NASH, 1937, SHELSLEY 2/3-seater. Gough engine, unblown. Twin S.U. 14-in. brakes. Exceptional condition. £250. Neve, Walls Pit House, Stretton, Warrington. [7739

£160—2-LITRE LAGONDA. 25 m.p.g., immaculate, servo brakes. Would swap 4½ Lagonda, Invicta, Alvis. Blake's Farm, Toot Hill, Ongar. [7740

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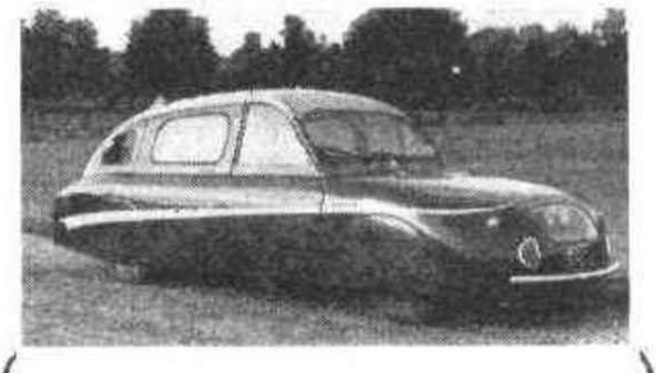
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M.G. 2-LITRE saloon. Smart, fast—overhauled, repainted. Bargain, £95. Consider Riley equal value. Wheeler, Hoskins Road, Oxted. Tel.: 681. [7745

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DELAGE. 1938 model D6/70 drophead coupé Cotal electric box, heater, seat covers. Mechanically reconditioned and respayed six months ago, cost £250; details and photograph available. Exceptionally fast and attractive. £285. Box No. D688. [7688

LEA-FRANCIS, 1948, 1½-LITRE 2/4 sports tourer. Excellent condition, many extras, fast, economical. £335. 15, Wensley Grove, Harrogate. Tel.: 2554. [7686

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SINGER NINE Le Mans 2-seater. Complete engine overhaul. New tyres. £135. 11, Onslow Road, New Malden. Tel.: Malden 2640. [7601

ALVIS, 1940, 12/70-H.P. d.h.c. Excellent engine and chassis. A few body spares available. 103, Park Road, Chandlersford, Hampshire. [7576

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1,999 SHILLINGS—Leaf V8 Special, "Extremement Formidable." Sunbeam, 1930, Weymann saloon, £90. Mechanically perfect. Photos, details. 36, Court Way, Twickenham. Tel.: POP 2770. [7633

ASTON MARTIN INTERNATIONAL 4-seater, 1931 (chassis A1/96). Engine overhauled and new type rods fitted 800 miles ago. Lined to standard. Rewired. New Vyanide hood and full side-screens. £195, or haggle. Only reason for sale, owner acquiring bent Bentley (and he doesn't stutter). Booth, 7, Woodlands Gate, Oakhill Road, Putney, S.W.15. Tel.: Vandyke 2772, before 8 p.m. [7700

HORNET SPECIAL 2-seater, concours winner. Laystall engine, piston dampers, all-weather equipment. A most reliable car. Photo on request. Berkshire, £85. Box No. D701. [7701

HEALEY fixed-head occasional 4-seater coupé, 1949. Excellent. Photograph. £345. 92, Coburg Road, Dorchester. [7749

EXCEPTIONAL MONACO, 1933. Body well above average, few snags, recent engine overhaul, sleeved, remetalled, new tyres, complete new ignition, carb., Servais silencer, shock-absorbers, brakes, crown and pinion, batteries, dynamo, starter. Windtones, twin stops, indicators. 38 m.p.g., tuned, sound, reliable. Offers from impecunious enthusiasts considered. Looking for post-war 1½. 9, Cambourne Ave., Whitchurch, Cardiff. [7750

FORD TEN SPECIAL. Built and registered 1952. Hydraulic brakes. Smart professional body. Fast, good roadholding. 1,000 miles since bore. Ideal trials car. Haggling starts at £150. Turner, Kings Lane, Elmdon, Essex. Tel.: Chrishall 286. [7751

LANCIA AUGUSTA coupé, 1937, in urgent need of nursemaid with spare cash. Body is rough but repairable, hood needs to be replaced, engine requires normal maintenance. The model is quite interesting and with attention could be made a car to be proud of. For further details Tel.: Uxbridge 3330 or write "Cockaigne," Upper Road, Higher Denham, Bucks. Price £65, o.n.o. [7752

SUPERCHARGED AUSTIN ULSTER engine, with gearbox, synchro. 2nd, 3rd, top, remote control, close ratio. Ready to drop into frame. Engine completely overhauled at cost of over £90. Every part new, including supercharger. Dynamo heavy-duty wound. Magneto overhauled. Host of spares. £65, o.n.o. Standing quarter-mile 16.9. 42, Yeading Gardens, Hayes, Middx. [7753

"SPECIAL" ENTHUSIASTS. M.G. Magna 12/70, 1932. Chassis, engine, transmission complete. Excellent running order, good tyres, battery. Merely requires further enthusiast to build body. Owner posted abroad. £40, drive away. Dennis, Mons Officer Cadet School, Aldershot. [7754

RILEY, 1936, FALCON 12/4. First £45 secures. Wilson, 3, Mincent Hill, Torquay. [7755

LANCIA AUGUSTA saloon, 1936. Black, red leather. Good tyres. Very sound condition throughout. £110. 12, Ferry Road, Bray. Tel.: Maidenhead 1006. [7756

CLYNO, 1925, 10.8-H.P. drophead coupé. Taxed, insured, £50. P. Rawling, 20, Elmdale Road, Trowbridge. [7757

RILEY NINE MONACO. Good condition/tyres/batteries. Engine overhauled/tuned, rewired. £65. 3, Gosbury Hill, Chessington, Surrey. Tel.: ELM 1922. [7758

REG. 1955. 1,172-C.C. Ford units, multi-tube frame, Mistral fibre-glass body, not completed. £200, o.n.o. 10, Orchard Way, Croydon. Tel.: Spr. 4145. [7759

SUNBEAM, 1933, 18.2 H.P., in outstanding condition. Sunbeam 2-door coachwork, which is in exceptional condition; chassis very sound. Many spares, engine, axles, etc. £180, o.n.o.—exchange L.F.14, A.C., Alvis Fourteen. Griffiths, Hinton, Lea Cross, Shrewsbury. Tel.: Yockleton 31. [7762

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1949 ALLARD 71K export 2-seater. Total mileage 46,000. Two careful engineer owners since new. Whole history known in detail. Many extras, including heater and radio. Photo and details on request. Offered at realistic price of £200 for quick sale. 5a, Grove Road, Luton, Beds. [7760

£33, O.N.O.—VINTAGE 1929 Standard "Big Nine." Good mechanical condition, body fair. Two new back tyres, brakes relined, heater, clock, brass radiator. Very reliable and economical. A. Armstrong, The Hill, Kidlington, Oxford [7761

RILEY NINE KESTREL, 1934. Preselector. Sleeved, Fram, new k.p. and b., windtones. Other extras. Smart, reliable. £125. Forty, 14, Raleigh Hall, Eccleshall, Staffs. [7763

FORD TEN (pre 1954). Double valve springs, 13s. 6d. New guides to suit, 42s. 6d. Your own guides modified, 10s. 6d. 1⅜-in. inlet valves, £1 each. Oil pumps, modified to give 60-80 lb. pressure, 32s. exchange. Adjustable relief valve, 5s. 6d. A. E. Salthouse & Sons, 22, Station Road, Thorpe Bay. [7764

1934 M.G. PA, completely overhauled. Respayed green. £140. Alderton, 4, Ferule Road, Braintree. [7765

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£195! A really handsome black and chrome M.G 2-litre Tickford drophead, 1938. Maintained by mechanic owner. Brakes just relined. Wonderful performance. Matthew's Garage, Windlesham. Tel.: Bagshot 2158. [7843

1931 SUNBEAM, black Weyman saloon. 23.8 h.p. Handsome, spacious, not dilapidated. New Exides, brake linings, wiring and ignition parts. Perfect glass, recored V radiator. £50, offers. Phillips, The Brook, Stamford Brook Road, London, W.6. RIV 2333. [7846

M.G. J.2, 1933 Cream, new wheels, tyres, steering. Brakes relined. Swept wings. Excellent condition. £150. Dale, 86, Grand Drive, S.W.20. CHE 1018. [7847

M.G. MAGNA, engine and E.N.V. box in good condition Bills. Whats offers? Tel.: Guildford 67725. [7848

M.G. 2-LITRE SALOON, 1939 (July). Wants seeing, any trial. Taxed. £175. Edbrook. COL 7845. [7849

1925 LAGONDA 11.9 saloon. Bodily and mechanically good. Lots of spares included. £85. 158, Pinner Rd. Watford 2714. [7850

ASTON MARTIN SPARES. Complete car dismantled O.H.C. engine. Worm and wheel only 100 miles from new. S.A.E. Farmer, 10, Delamere Rd., Portsmouth. [7851

INVICTA 4½-LITRE D.H. coupé. 4-seater. Recent engine overhaul. New batteries. Terrific acceleration. Photograph supplied. Stodgy wife forces sale. £175 o.n.o Exchange considered. 187, Tulse Hill, S.W.2. Tel.: TUL 4523 after 7 p.m. [7852

AUSTIN NIPPY SPORTS. High lift cams. Close ratio gears. Enlarged inlet valves. £75. Tel.: Enfield 0876 (daytime), or Matthews, 27, St. Johns Parade, High Road, Broxbourne, Herts. (evenings) [7853

MIRANDA, delightful A.-750 special, modified engine. 4S. g./b., Hardy-Spicer transmission, excellent alloy body on professional welded tubular frame, lowered chassis, hydraulic shockers, cambridge tank, special wheels, host spares. Evenings or appointment w./e. £95. Honey, Old Vicarage, Wrecclesham, Farnham, Surrey. [7854

RAILTON 16.9 H.P. 1938 saloon, excellent condition, good tyres, Marchal headlamps, de-mister, foglamp, caravan bracket. Genuine 25-27 m.p.g. Manual T. and I. £145. Plt./Off. Littleboy, 95, Eastfield Road, Louth, Lincs., or Officers' Mess, Manby. [7855

IRY FUEL INJECTION. C.A.V. 4-cyl. injection pump, fully reconditioned and unused since. £20. 1948 Morris Eight Saloon. £290 o.n.o. Box No. D.856. [7856

1949 100 M.P.H. DELLOW. 11.9 Meadows, twin S.U.'s. 30 m.p.g. 4-speed. £240. 42, Cornwall Ave., Southall, Middx. [7858

1927 AUSTIN 20. Suitable for spares. T. B. Ash, Rockfield, St. Johns Rd., Buxton [7859

1937-38 BRITISH SALMSON. O.H.C., 12 h.p. Rec. eng. New tyres, batteries. Coachwork as new. Spares obtainable. £115 o.n.o. Ring WAX 3314 after 6 p.m. [7860

MERCEDES-BENZ. 170 V.'s, 1,697 c.c. Saloon and 1938 Cabriolet "B." Independent suspension all round. £135/£125. Various 170.V. spares. Buick I.F.S., V.8 engine. Pair 6.00-18 tyres. Benington, The Twitten, Crowborough, Sussex. [7861

LANCIA APRILIA in nice condition, with radio and demister, for quick sale at an offer over £175. Ring EDG 2207 after 7 p.m. [7862

B.S.A. SCOUT COUPE, 1938. All universals, swivels, etc., renewed. New carb. Dist. tyres. Good running order, smart appearance. £110. 26, Peterborough Road, Castor, Northants. [7863

M.G. T.A. Enthusiast maintained. Resprayed, well shod, average size rears. Spot light, windtones, telescopic shock absorbers. Other extras. Nearest £245. 32, Churchfields Road, Beckenham, Kent. [7865

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M.G. J.2. Hydraulic brakes, tyres excellent, new back axle, completely rewired, oil pressure 80 lb., 300 m.p.p. £125. Simmons, 42, Denbank Cres., Sheffield 10. Tel. 33530. [7868

1956 VOLKSWAGEN. As new. 4,500 miles. Many extras. Taxed year. £610 o.n.o. Taylor, 31, Alexandra Road, Farnborough, Hants. [7869

X.K.120, 1951. "C" Type mods. £535. Temple, Boundary Hall, Tadley, Basingstoke, Hants. [7870

FOR SALE—*continued*

M.G. P.B. 4-seater. Reconditioned engine and dynamo. Newton shockers. Weatherproof. £170 o.n.o Oatley, Flat D, 57, Shakespeare Road, Bedford. [7871

RILEY HELVIO. Requires attention to transmission, roof and one wing. Otherwise sound. Offers. Box No. D.872. [7872

RILEY 9 MERLIN, '36. Not immaculate, but above average allround condition. New king pins, bushes (Whitsun). New dynamo (July). Enthusiast owner. Offers around £160. Photo available. Le Cocq, "Tracey," Honiton, Devon [7873

TRIUMPH DOLOMITE, 13.9 h.p., 1939. Recent respray. £120 or exchange tourer. Letchworth 1865. [7874

ALVIS SILVER EAGLE Atlantic Saloon. Very good condition indeed. Near new tyres, batt. Double dip lights. Twin stop and rear lights. Respray last year. Sale due to ill health. Offers. Lewes 104. [7875

JAGUAR X.K 120. First registered June 1953. New engine July 1955. 100% mechanical condition. 3 months' written guarantee. H.P. arranged. £625. Westonia Garage, Weston Favell, Northampton. Telephone: Northampton 32376. [7876

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LANCIA LAMBDA, 1928, 7th series Weyman saloon. Rebored, new head, 3 wheels rebuilt; body frame restored and recovered. Not sold August. What offers? M. Wright, 5, Randolph Crescent, London, W.9. Cun 2165. [7879

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BENTLEY 3-LITRE, 1926 Red Label. Body rebuilt (V.D.P.) Mechanically sound. Best offer for quick sale. Surrey. Box No. D.881. [7881

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"MOTOR SPORT," 80 copies. 1947 to 1954. Offers. Seal, 33, Ellesmere Drive, Sanderstead, Surrey. [7888

M.G. P.A. Sound (Sorry no TV). £135. Bailey, 88, Connaught Road, Teddington. [7889

VOLKSWAGEN R.H.D., rebuilt gearbox, reconditioned engine, brakes relined, £290. BRIxton 4061. [7890

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ALVIS T.J. 12/50, 1932 Atlantic Saloon. Exceptional condition. Hendon certificate. £125. Tripp, 9, Wallscote Road, Weston-s-Mare. Phone 1951. [7892

BRACE OF ALVIS. Vintage specimen Big-Port 12/50 aluminium 2-seater, 1927. Maintained in mint condition. Engine overhauled, new pvc hood. Upholstery perfect, body spotless. Owner has aged more than the car. £150. Speed 20, black drophead, 1935, in tip-top condition. Comfortable, handsome, reliable, fast No expenditure necessary, only £235. Thomas, 90, Clifford Road, New Barnet. BAR 2920. [7893

M.G. P.A., tuned Ford engine. Fast, economical. £130 o.n.o. For view, particulars. Phone: Seaton (Devon) 465. [7894

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CITROEN BIG FIFTEEN SALOON, 1940. Magnificent condition. £210 Seen West Country. Box No. D.896. [7896

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TRIUMPH DOLOMITE 1½-litre (11.8 h.p.) 4-seater sports. Bench type front seat with dicky. Black and cream cellulose with red leather upholstery. This car is in very good condition, fast and economical. Has single solex carb. fitted, twin S.U. carbs. also available. Any trial or inspection. £145. Photograph on request. P. Cragg, 34, Devonshire Road, New Whittington, Chesterfield, Derbyshire. [7897

1929 SPEED SIX BENTLEY drophead coupé. For its age this car is in superb condition. Owner gone abroad. Nearest £215 secures. Cambridge Road Garage, Ltd., Sawbridgeworth. Tel.: 2166. [7898

BENTLEY 3½ MULLINER SPORTS SALOON, 1935. £300 or exchange smaller car. 21, O.M.Q., R.A.F., Stradishall, Newmarket. [7899

M.G. "C." 2-seater, good condition throughout. Recellulosed red. £85. Enthusiasts car. Clencaird Cottage, Repton, Derbyshire. [7900

RILEY NINE KESTREL Saloon, 1934. Good running order £65 o.n.o. 21, Derby Road, Ashbourne, Derbys. [7905

1,172 750 SPECIAL or Nippy; mechanically sound, body immaterial. Details, photo: Champriss, 9, Fortis Green, East Finchley, N.2. [7906

ALVIS sports saloon, 4-seater, 1937, 4.3. New body fitted 1952. Cost £500. Looks like new Alvis. £225, or exchange for smaller car. Tel.: Brixton 6982. [7924

EXCHANGE OR SELL (monthly payments if preferred). Last of the original Bentleys, 4-litre drophead. Box No. D922, or Tel.: Fremantle 4153. [7923

F.N., 1927, 1½-LITRE 2-door saloon. Rare Belgian car, believed to possess 1928 T.T. engine. Sound mechanically and bodily. S.U. carburetter. Balloon tyres with plenty of tread. All instruments work. Good oil pressure. Upholstery needs re-covering, otherwise clean interior. Running-boards rather untidy. Four-speed gearbox. Four-wheel brakes. £45, o.n.o. W. B., "Carmel," Wood Lane, Fleet, Hampshire (Tel.: Fleet 831). [7926

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JAGUAR, 1948, drophead coupé 3½. Radio, heater, four spots. In new condition. £260. Tel.: Brixton 6982. [7925

RAILTON SPARES. Reconditioned axle complete, 4.1 : 1 ratio; 12-volt dynamo complete with regulator; clutch thrust bearing and assembly. £15 the lot. C. A. Sadler Ltd., Langley, near Birmingham. [7928

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AUSTIN 12/4 tourer, 1930, or previous, in running order, or similar 7-h.p. Box No. D453. [7453

FORD OR AUSTIN Special. £100 for a 2-seater which is fast and neat. Full details, photograph if possible. Lancashire. Box No. D489. [7489

GOOD 2½ JAGUAR SS.100. Alan Watson, 257a, Croydon Road, Beckenham, Kent. Tel.: BEC 2378. [7730

CARS WANTED for cash. Smiths, 86 Chalk Farm Road, N.W.1. Tel.: GUL 2767. [7814

FOR LANCIA AUGUSTA—Rudge Whitworth wire wheel. Any other good spares? Myers, 8 Holcombe Road, Blackpool. [7901

WANTED: Any conversion/modification sets suitable new Anglia. Nicholas, Brownhill, Gorseinon, Swansea. [7902

GOOD PRE-WAR SPORTS car wanted. Condition and price important, age not. Box No. D.903. [7903

ASTON MARTIN Mark II block or complete engine urgently required. Mills, 250, Carlton Road, Worksop, Notts. [7904

RENAULT 750, circa 1952, first class condition essential. Details, Essex. Box No. D.907. [7907

E.N.V. type 75 pre-selector gear-box required for 1933 Alvis Firefly. Box No. D.908. [7908

BREATHING AIDS for Ford 10. State type/price. I. Pingle, Allestree, Derby. [7909

WANTED: FORD ENGINED SPECIAL, rough body? About £35. G. S. Arnold, 21, King's Drive, Fulwood, Preston, Lancs. [7910

ROLLS, 20 or 25 h.p.; 1928 to 1933. Ring PRI 3002 or write Box No. D.911. [7911

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ROESCH TALBOT "75" Sports, about £80. Original, immaculate. Details, photo, etc. Might exchange or sell my "65," 25 m.p.g., 65 m.p.h., fine body, £65. Another with bags of spares cheap. Marstrand, Westham, Pevensey, Sussex. [7913

OPEN BODY to suit 1923 Rolls Royce Silver Ghost chassis. Kemsley, 1, Riversleigh Avenue, Lytham, Lancs. [7914

SUNBEAM 3 litre o.h.c. tourer or saloon. Good running condition preferred. Smith, 97, Havant Road, Cosham, Hants. Phone 76295. [7915

SUPERCHARGER INSTALLATION for Light Fifteen Citroen; must be complete and in sound condition. Details, please, to K. Blythe, 28, Old Stoke Road, Aylesbury, Bucks. [7916

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

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BULLNOSE M.G. radiator (Oxford will do) also gen on early M.G. Routledge, Scholes, Leeds. [7917

WANTED: DUNCAN ALVIS or Healey for about £400, or adjust with modified 1953 Javelin de luxe. Turner, Stoneykirk Road, Stranraer. [7918

V.W. OWNER having met with some success in local rallies wishes to team up with experienced driver of British car with view to competing in top class events. Box No. D.919. [7919

ENGINE for Armstrong Siddeley 1937, 14 h.p. Letters with details, please, Dempsey, 55, Loom Lane, Radlett. [7599

WANTED: A.7 4.9 c.w.p. or complete rear axle. Good condition, please. State price. 2, Elvendon Road, N.13. [7602

WANTED: COMPLETE ENGINE or one (single) cyl. head, 1925 (approx.) Daimler 45/57 h.p. six cylinders. Also cyl. head 1935 Auburn 22 h.p. Spivey, Crowle, Lincs. [7668

LAYCOCK OVERDRIVE for 1954 Ford Zephyr. Coombs, Hopton House, Diss, Norfolk. [7670

H.R.G. 1100 ENTHUSIASTS. Singer owner wishing upsoup H.R.G.-wise requires know-how, hardware. Horton, Orchard House, Portesham, Weymouth. [7671

VOLKSWAGEN. Wanted 1953 or later engine and hydraulic brake back plates. Box No. D.672. [7672

MINERVA 1924 Sports Tourer, body by Thornton Engineering Co., Bradford. Box No. D.673. [7673

LAGONDA 16/65 Saloon, 1928. Must be in good original condition. Box No. D.674. [7674

MORGAN, DELLOW or Ford Special, good condition. £150-£250. Bond, Gladespur, Kingswood, Surrey. Mogador 2572. [7675

ENTHUSIAST requires V.W. or Javelin. Details and realistic price to Box No. D.676. [7676

RADIATOR MASCOTS (bonnet ornaments) such as Isotta Flying Man, Hispano Stork, Crossley 1929, Alvis Hare, Bentley Wing, Rolls Lady, Straker Squire, or any others. What have you? Please state price and condition. Dickinson, 2229 McClellan Parkway, Sarasota, Florida. [7694

BOA-CONSTRICTOR HORN, or similar, or mech. horn, exhaust whistle, head, side and tail lamps, and anything of interest including motoring books, catalogues, etc. Circa 1912. Evans, "The House in the Wood," Chaldon, nr. Caterham, Surrey. Caterham 3522. [7695

ALL-HELICAL GEAR-BOX; 1934 Riley 9 Kestrel. Doran, 2, Worple Court, S.W.19. [7677

APRILIA SALOON, 1939-50. Must be perfect. Preferably post-war model. Box No. D.606. [7606

S.S. '35 TOURER, preferably 20 h.p. Interested even if scrapped. Box No. D.678. [7678

"BUCKLER" or similar. Fullest particulars to J. Podmore, 6, Onslow Gardens, S.W.7. [7431

PAIR REAR SHOCK-ABSORBERS, 1936 Alvis Speed Twenty. Sumner, Royal Infirmary, Manchester. [7411

I CAN OFFER a genuinely good home and a banker's order for up to £15 monthly for a sound Aston, Lancia, A.C., Railton, or similar. Good weather protection essential and preferably +19 m.p.g. Please write to Box No. D.436. [7436

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DELLOW MK. III untrialled. Distance no object. Full partics. Peach, 516, Dewsbury Road, Leeds 11. [7475

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DYNAMO and distributor, for 1½ Invicta. Horne, 51, Steele Road, Tottenham, N.17. [7490

TALBOT Crownwheel and pinion, 8 x 47, 10 x 46 or 11 x 48. Also 4.18 in. 6-stud road wheels for 1932 "75." 27, Southfields Road, London, S.W.18. Vandyke 1612. [7491

DAIMLER, 1928-29, complete 20 h.p. 6-cylinder sleeve valve engine required to keep a flag flying in New Zealand. Must be in sound running order as it's rather a long way to send spares. Box No. D.492. [7492

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WILSON GEAR-BOX for late '37 Talbot 105. Must be in good nick. Box No. D.523. [7523

MORRIS 8 Series E gear-box and diff unit. Harrison, White House, Farningham, Kent. [7524

LARGE SPEEDOMETER DRIVE COG for 1922 COWLEY. Box No. D.539. [7539

WANTED—*continued*

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ALVIS FIREFLY 4-seater tourer in good condition. Must be original. Write R. E. M. Thorburn, Meadow Cottage, Gravel Path, Berkhamsted, Herts. [7592

FIBREGLASS or sports body for Ford 7 ft. 6 in. wheelbase. 75, Bailey Street, Bridgwater, Somerset. Tel.: 2639 (day). [7593

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OPEN TOURER BODY for 1935 Lagonda Rapier. Barker, Hutton Rudby, Yarm, Yorkshire. [7771

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M.G., RILEY or Allard sports saloon wanted. £15 monthly by banker's order. Box No. D.774. [7774

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WANTED: DIFFERENTIAL UNIT for a 1934 3½ litre Bentley, chassis No. B.91.BL. Reply to Major P. Keogh, Knight's Manor, Dedham, Essex. [7776

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MISCELLANEOUS

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MOTOR MECHANIC, 24, enthusiast, fully apprenticed, C. & G., wishes for a position with private or works racing stable. National Service completed. Box No. D425. [7425

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