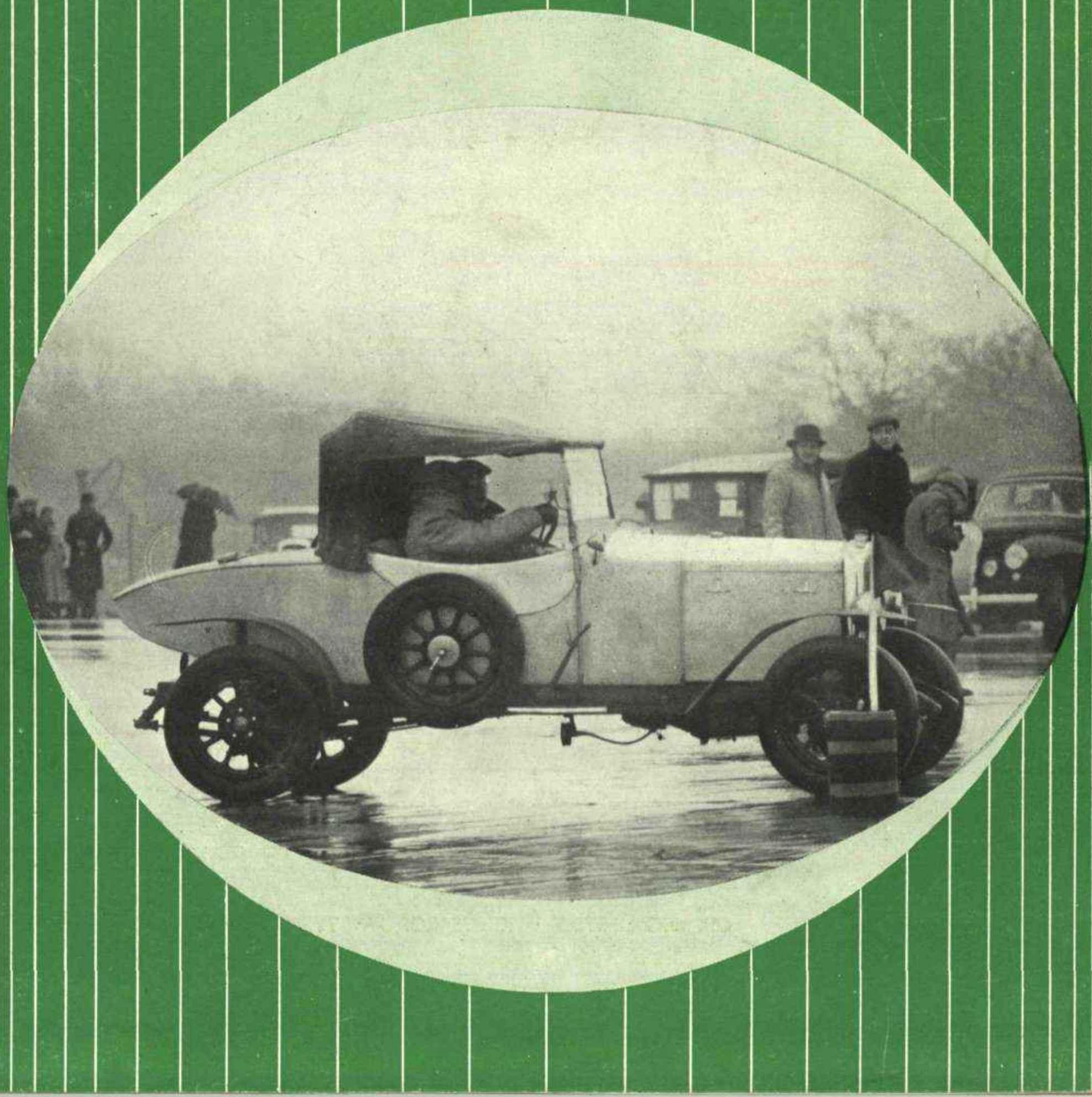
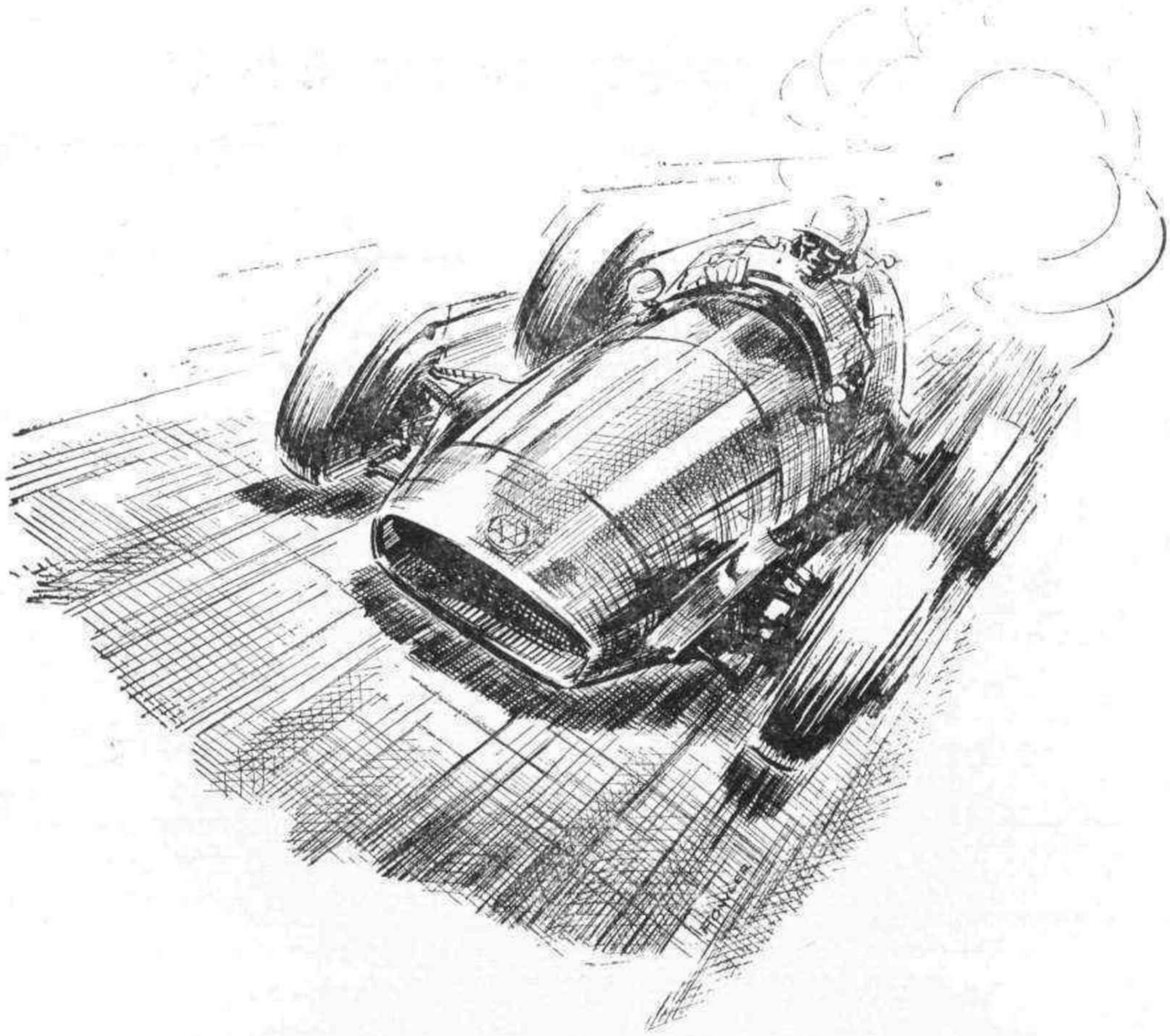
Vol. XXXII No. 1 ONE SHILLING AND SIXPENCE January, 1956

MOTOR SPORT

LARGEST CERTIFIED NET SALES 32nd YEAR OF PUBLICATION





HOW FAST IS FAST....?

THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER —IF LESS SPECTACULAR—FIELDS.

A MOST IMPORTANT CONTRIBUTION TO
THE PLAN THAT IS KEEPING

GIRLING

THE BEST BRAKES IN THE WORLD

WAY OUT AHEAD

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

For power with safety in the A90 SIX Westminster

-get behind the flying



Come to our showrooms. Look over the big, fast, stylish, 6-cylinder A90 Westminster. Cruising speed : 60-plus. Top speed : over 90. See its roomy, 5-seater interior. We'll be glad to tell you all about it—and fix a trial run. Come *now*.

Price. Only £838 . 7 . 0d. *inc. P.T.*

For great performance in small cars there are the Austin A30 Seven and A40-A50 Cambridge.

REMEMBER—*Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell.*

AUSTIN—you can depend on it!

from The Car Mart Ltd

AUSTIN LONDON DISTRIBUTORS

Head Office : STANHOPE HOUSE, 320, Euston Road, N.W.1. *EUSton* 1212

CENTRAL DEPOTS

STANHOPE HOUSE, 320 Euston Road, N.W.1. *EUSton* 1212.

AUSTIN HOUSE, 297 Euston Road, N.W.1. *EUSton* 1212.

GLOUCESTER HOUSE, 150 Park Lane, W.1. (Corner of Piccadilly.) *GROsvenor* 3434.

REGIONAL DEPOTS

EALING : 16 Uxbridge Road, W.5. *EALing* 6600.
STREATHAM : 382 High Road, S.W.16. *STReatham* 0054.
HENDON : Welsh Harp, Edgware Road, N.W.9. *HENdon* 6500.
CATFORD : 163 Bromley Road, S.E.6. *HIThergreen* 1001.
COLCHESTER : Adams Garages, Ltd., 62 High Street. *Colchester* 6841.

WHOLESALE (Car and Commercial), AUSTIN HOUSE, 297/9 EUSTON ROAD, N.W.1. *EUSton* 1212.

A complete range of all models and trial cars available at all Branches.

Associated Company Overseas :
THE CAR MART (Rhodesia) (PVT) LTD., BULAWAYO, SOUTHERN RHODESIA.

Please send me a catalogue illustrating the A90 Westminster.
What will you allow me for the following :—

.....

Name.....

Address.....

Tel. No..... M.S.



BETTER BUILD A BUCKLER

AMAZING STABILITY — EVERY MILE A PLEASURE

BUILD YOUR OWN CAR USING ONE OF THE FOLLOWING BUCKLER FRAMES :

Ninety : For 1,172-c.c. sports racing.
Mark DDI : For de Dion rear end and Coventry-Climax 1,100-c.c. or M.G. engines.
Mark V : 1,172-c.c. Competition 2-seater.
Mark XV : 2-seater takes Morris Minor i.f.s., engine and rear axle.
Mark XVI : 2-seater, takes M.G. engine and rear axle, Morris Minor i.f.s.

ARTHUR W. HARRIS, 290, KHYBER PASS ROAD, AUCKLAND, S.E.1., NEW ZEALAND.

DONALD GORRINGE (PTY.) LTD., 72, ARGYLE STREET, HOBART, TASMANIA.

1955 successes at Silverstone; Goodwood; Ardmore, New Zealand; Kirkestown Airfield; Nakuru, New Zealand; Bouley Bay; Taunton Autocross; B.A.R.C. Autocross; Cranfield Airfield; Rushmoor; Tempsford; Scottish Spring Autocross; Syonfin; Dublin University Eight Trial; Alton Towers; Lydstep; Brunton; Castel Farm; Gosport; Mobilgas Economy Run; Gt. Auclum and Tarrant Rushton (1,172 class records); **Clerk Hill-climb** (new course record).

BUCKLERS

67, CAVERSHAM ROAD, READING (Phone : 54031/2)

I.F.S. CONVERSIONS — ON EXCHANGE, £26 . 10s. ALSO FIT FORD POPULAR SALOONS

Gold Top Cylinder Heads	from	£4	12 0
4.7-1 Crown/Pinions		£8	8 0
Close-ratio Gears for 1,172-c.c. Specials ...		£10	15 0
Four-branch Twin S.U.s		£23	0 0
Thin C. & A. Cylinder Head Gaskets ...			10 0

DUBLIN SERVICE, NEW WESTMINSTER, BRITISH COLUMBIA.

AUTOSPORT EQUIPMENT CO., BOX 112, COOKSVILLE, ONTARIO.



the close (or **RICHARD**) *shave*

—obtained from both ends of the Richard Swiss Precision Made Shaver.

The self-sharpening blades in the shaving head give shave perfection, and the exclusive Richard clipper head looks after all long hairs.

- ★ Model R.5 : AC/DC, 110-250 volts.
- ★ Car Model : AC/DC, 6/12 volts.
- ★ Guaranteed 12 months.
- ★ Full after-sales service.

A.C. AND D.C. 2 HEAD TRIM AND SHAVE



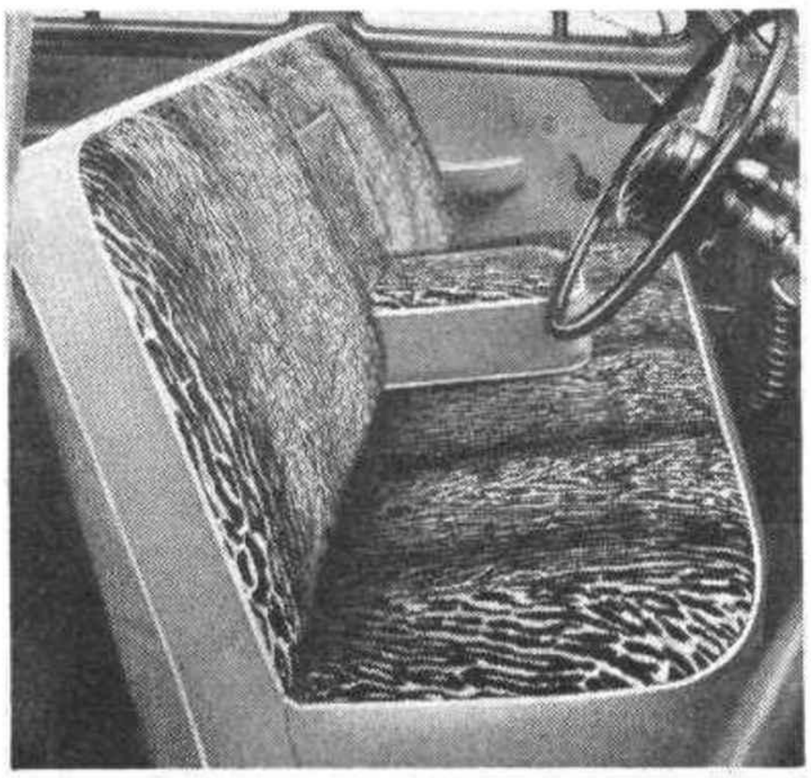
Model R.5.: £8.19.0 Car Model: £9.7.6

In zip leather pouch, or combination plastic case.

At Electrical Dealers, Chemists, Hairdressers, etc. In case of difficulty write to :

B. H. RIES LTD., 19/21, Hatton Garden, London, E.C.1

What the well-dressed car is wearing



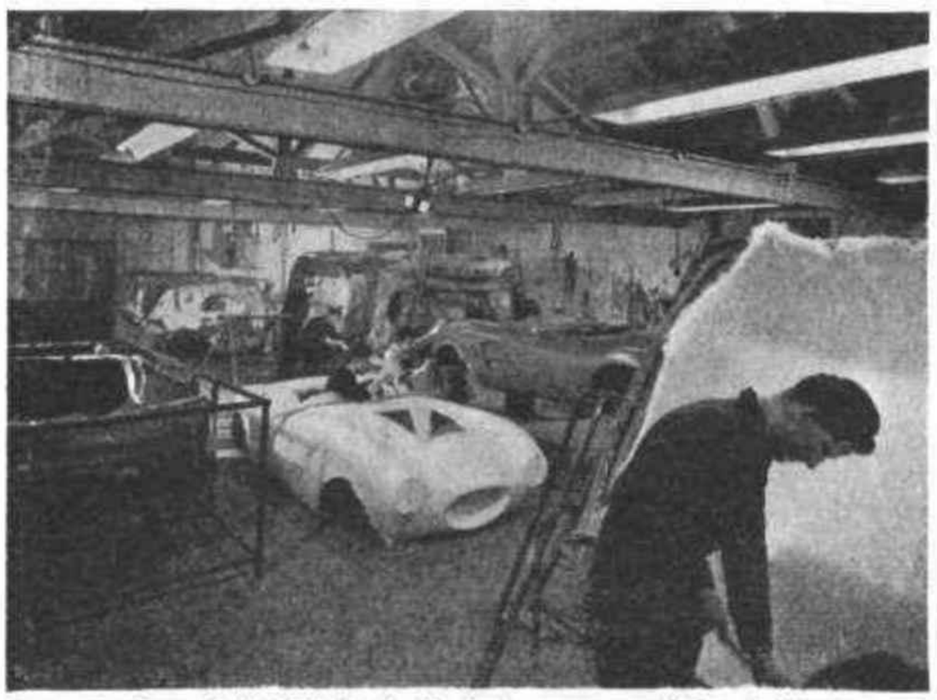
PORTMAN Template Tailored SEAT COVERS

In Ocelot, Tartans, Repps, Cords, Moquettes etc. Each set individually tailored with contrasting piping. Send for our free Patterns and Brochure.

Complete sets from **59/6**

PORTMAN *Open Mons. to Sats. 9-6.*

81 George Street, Baker Street, London, W.1. Welbeck 2897



STILETTO and MISTRAL shells being prepared for delivery.

FIBREGLASS BODY SHELLS . . .

IS **YOUR** *BODY SHELL ONE OF THESE?*

IF NOT . . .

ORDER NOW!!

Avoid 'SPRING RUSH' Delays in Delivery

★ **THE MISTRAL £58**

Wheelbase ... ... 7 ft. 6 in.
(This can be altered slightly.)
Track measurements of up to 4 ft. 2 in.

★ **THE STILETTO £49**

Wheelbase ... ... 6 ft. 9 in.
(This can be altered slightly.)
Track measurements of up to 3 ft. 9 in.

★ **THE SCIMITAR £49**

Wheelbase ... ... 6 ft. 3 in.
(This can be altered slightly.)
Track measurements of up to 3 ft. 9 in.

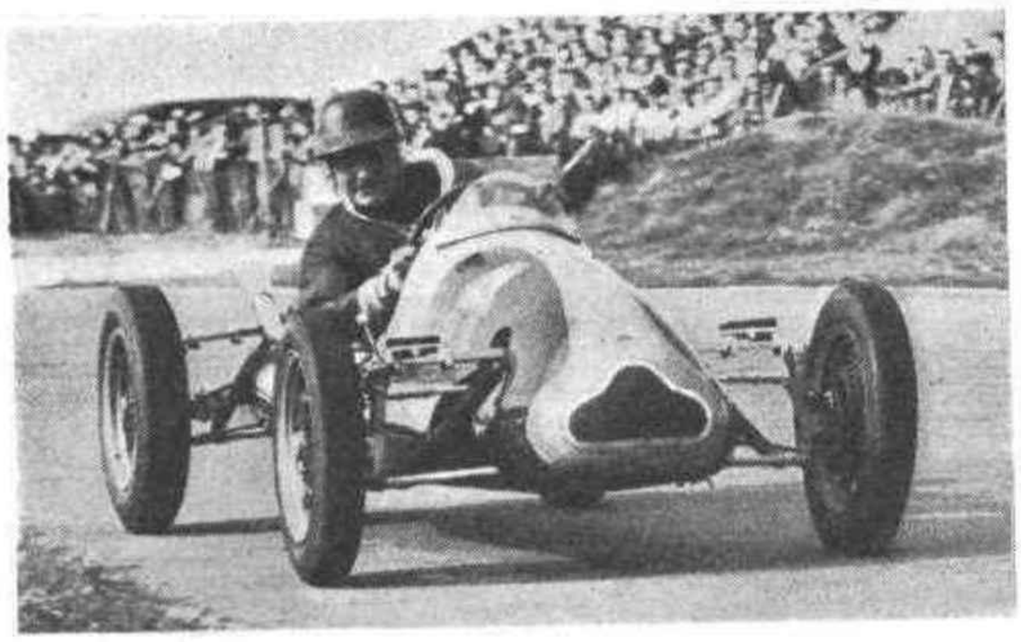
KITS OF MATERIALS : Prices 12/6, 17/6, 28/6 and 45/-

DEPT. M.S. 13

MICROPLAS LTD.

JAMES ESTATE, WESTERN ROAD, MITCHAM, SURREY

Tel. : MITCHAM 5181/2



Unaffected by oil, grease and dust

One of many VALSPAR testimonials

Dear Sir,

You may be interested in the appearance of my Cooper 500 which has just completed a full season's racing with one coat of your product and still looks as smart now as when first painted—despite varying types of conditions encountered.

Many types of finish were tried unsuccessfully prior to VALSPAR LACQUER, but none of them would stand up to the continual cleanings necessary to remove the oil, grease and dust, etc. The use of VALSPAR LACQUER must have saved me many hours of repeated paintings.

Yours faithfully,
(Signed) R. F. Mayne.

* NO UNDERCOATING REQUIRED FOR A FIRST CLASS FINISH
* DRIES IN 2-4 HOURS
* STEAM, HEAT, OIL & PETROL PROOF
* EASILY APPLIED, EASY TO KEEP CLEAN

VALSPAR
REGD. TRADE MARK
2-4 HOUR LACQUER

The enamel that boiling water made famous



USE
VALSPAR CAR POLISH
Which CLEANS and POLISHES at one and the same time

To: GOODLASS, WALL & CO., LTD. 179/185 (Q.1) Great Portland St., London, W.1

Please send me a free copy of the Valspar Handbook giving full details of all Valspar Paints

NAME _____
BLOCK CAPITALS

ADDRESS _____

_____

10,000 miles from now... *you'll be glad* *



Long after you have bought your used car at Henlys you will be congratulating yourself for dealing with a firm whose nation-wide reputation is built solely on RELIABILITY! Henlys make car buying SAFE . . . with 4 months' guarantee—7 days' trial—and the fullest hire purchase terms are available. Examples include:—

1950 **ALVIS TA14** saloon, black	£635
1954 **ARMSTRONG-SIDDELEY Sapphire** saloon, radio, duo grey	£1,095
1950 **ARMSTRONG-SIDDELEY Lancaster** saloon, black	£485
1955 **AUSTIN A50 Cambridge** saloon, heater, loose covers, grey	£696
1954 **AUSTIN A40 Countryman,** heater, dark green	£645
1954 **AUSTIN-HEALEY 100** sports, overdrive, heater, blue	£795
1950 **DELAHAYE, Type 135,** sports saloon, radio, heater, duo grey	£765
1954 **FORD Consul** saloon, heater, olive green	£595
1955 **HILLMAN Californian** saloon, heater, cream and green	£695
1954 **JAGUAR XK120** drophead coupe, cream	£1,125
1954 **JAGUAR XK120** sports tourer, black	£1,025
1951 **JAGUAR XK120** sports tourer, heater, red	£775
1950 **JAGUAR Mk. V 3½-litre** saloon, heater, green	£595
1955 **M.G. Magnette** saloon, heater, etc., black	£885
1954 **MORRIS Oxford Traveller's Car,** heater, grey	£665
1955 **RILEY Pathfinder** saloon, radio, heater, green	£1,125
1952 **RILEY 2½-litre** saloon, heater, green	£725
1954 **ROVER 90** saloon, heater, grey	£1,095
1954 **ROVER 60** saloon, heater, duo grey	£975
1951 **ROVER 75** saloon, radio, heater, green	£725
1954 **TRIUMPH TR2** sports 2/3-seater, black	£665
1952 **WOLSELEY 6/80** saloon, black	£545

you'll be glad you went to

HENLYS

England's Leading Motor Agents

Head Office: Henly House, 385, Euston Rd., N.W.1. *Tel.:* EUSton 4444
Devonshire House, Piccadilly, W.1. *Tel.:* HYDe Park 9151

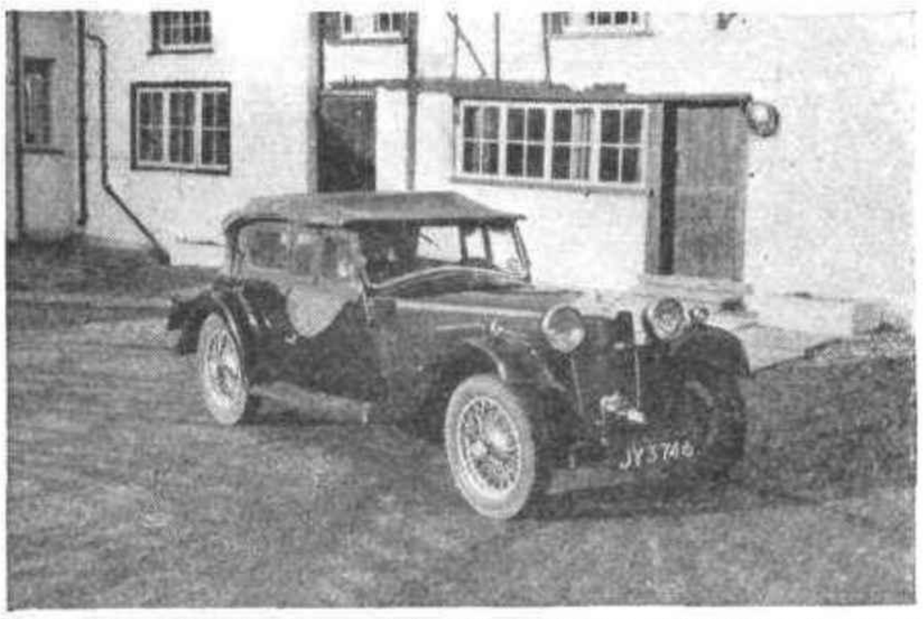
1-5, Peter Street, Manchester. *Tel.:* Blackfriars 7843
The Square, Bournemouth. *Tel.:* 6314. Cheltenham Road, Bristol. *Tel.:* 21326. Victoria Street, Bristol. *Tel.:* 27757
182, London Road, Camberley. *Tel.:* 77. A. Mulliner Ltd., Bridge Street, Northampton. *Tel.:* 907

More than 40 Depots throughout the county

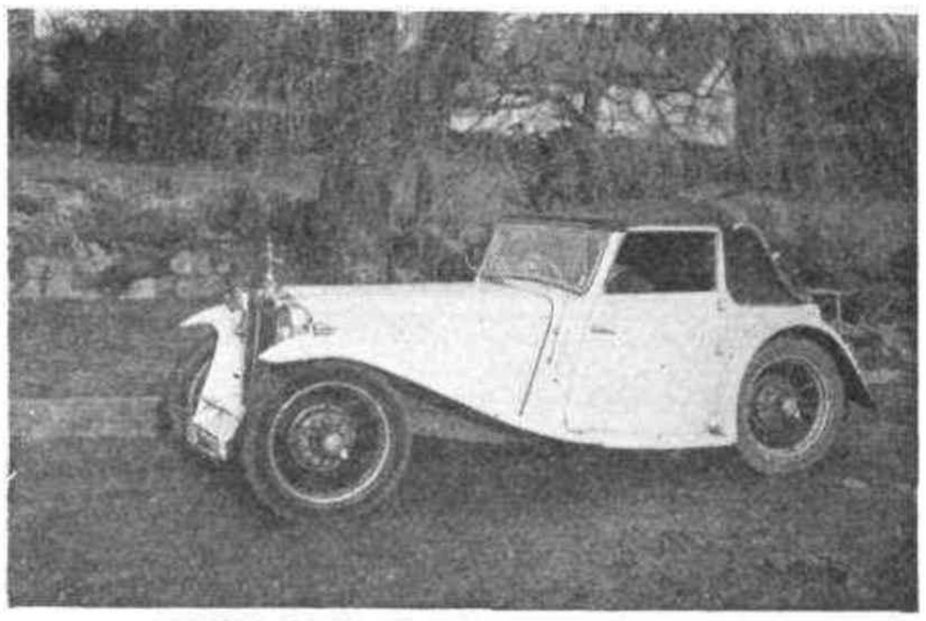
LARGEST JAGUAR AND ROVER DISTRIBUTORS

Chiltern Cars

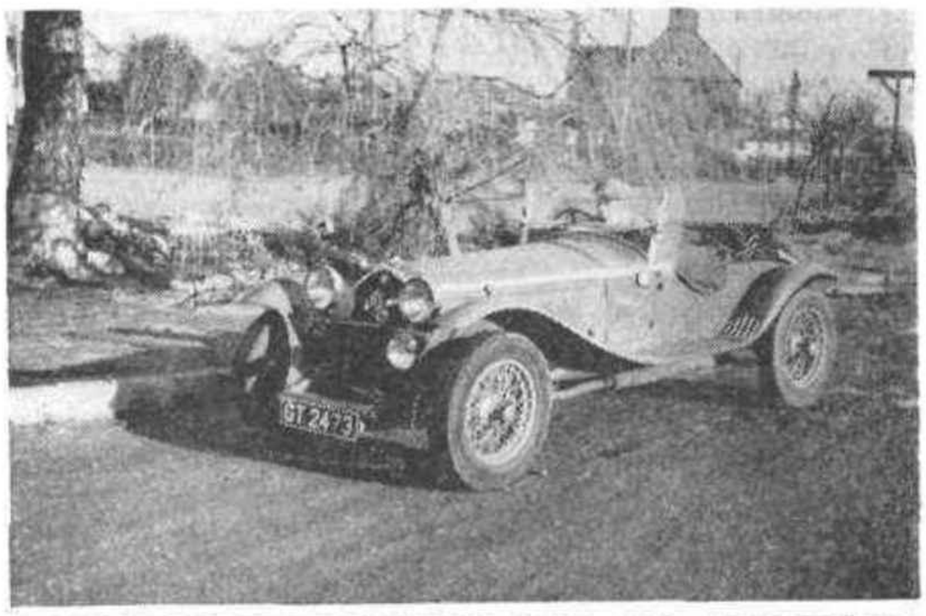
11a, Water Lane, LEIGHTON BUZZARD
Bedfordshire - - Tel.: Leighton Buzzard 2060



1934 RILEY SIX LYNX. Finished in a most attractive shade of maroon and in generally very sound order throughout, this car is offered at a low figure to clear **£115**



1939 M.G. TA TICKFORD DROPHEAD COUPE. Undoubtedly one of the finest models of its type in existence. Recently re-upholstered and fitted with red mohair folding head. New tyres and chrome luggage carrier, etc. **£295**



ALFA-ROMEO SUPERCHARGED 1,750 ZAGATO 2-SEATER. We find it hard not to over-enthuse about these wonderful cars. This really excellent example is finished in the traditional Alfa red, and the performance and roadholding are well up to standard **£325**



1935 ALFA-ROMEO UNSUPERCHARGED 2.3-LITRE MILLE MIGLIA CABRIOLET. Originally designed for that famous event, and therefore ideal for high-speed long-distance cruising. The engine and gearbox, which are similar to the immediate post-war type, were overhauled at the factory two years ago, and only a small mileage has been covered since **£175**

ALSO IN STOCK:

ALFA-ROMEO—Unsupercharged 1,750 Castagna oursome drophead coupe, excellent order, replacement engine **£225**
ASTON MARTIN—1½-litre Le Mans short-chassis 2/4-seater, exceptional **£285**
ASTON MARTIN—1½-litre Le Mans sports saloon, sound throughout **£135**
BORGWARD—1955 Isabella 1,500, many extras, 6,000 miles, as new **£965**
DELLOW—1951 2-seater, an exceptional low mileage example **£295**
JAGUAR—1938/9 2½-litre S.S.100 2-seater, very fast ... **£255**
JENSEN—1938 3½-litre sports saloon in very fine condition ... **£195**
STANDARD—1939 Flying Twelve saloon, very clean ... **£165**
TRIUMPH—1938 14/60 Dolomite sports saloon, above average **£165**

Easy Terms. **Exchanges welcomed.**

SPARES DEPARTMENT

See our classified advertisement in this issue.



THE NEW BORGWARD ISABELLA 1,500. The only 1½-litre car which will comfortably seat six adults, cruise at 75 m.p.h. and return 35 m.p.g. Demonstrator available. Very early delivery. **£806** (plus P.T.)

We are interested purchasers of the better types of Continental and British sports cars, both open and closed. If you have a car of this type for disposal we invite you to contact us. A photograph would be of assistance and our buyers can arrange to call throughout the British Isles.



1956
RACING CAR REVIEW

by **DENIS JENKINSON**

Price **8s. 6d.**

Obtainable from your newsagent

or **9s.** post free

direct from

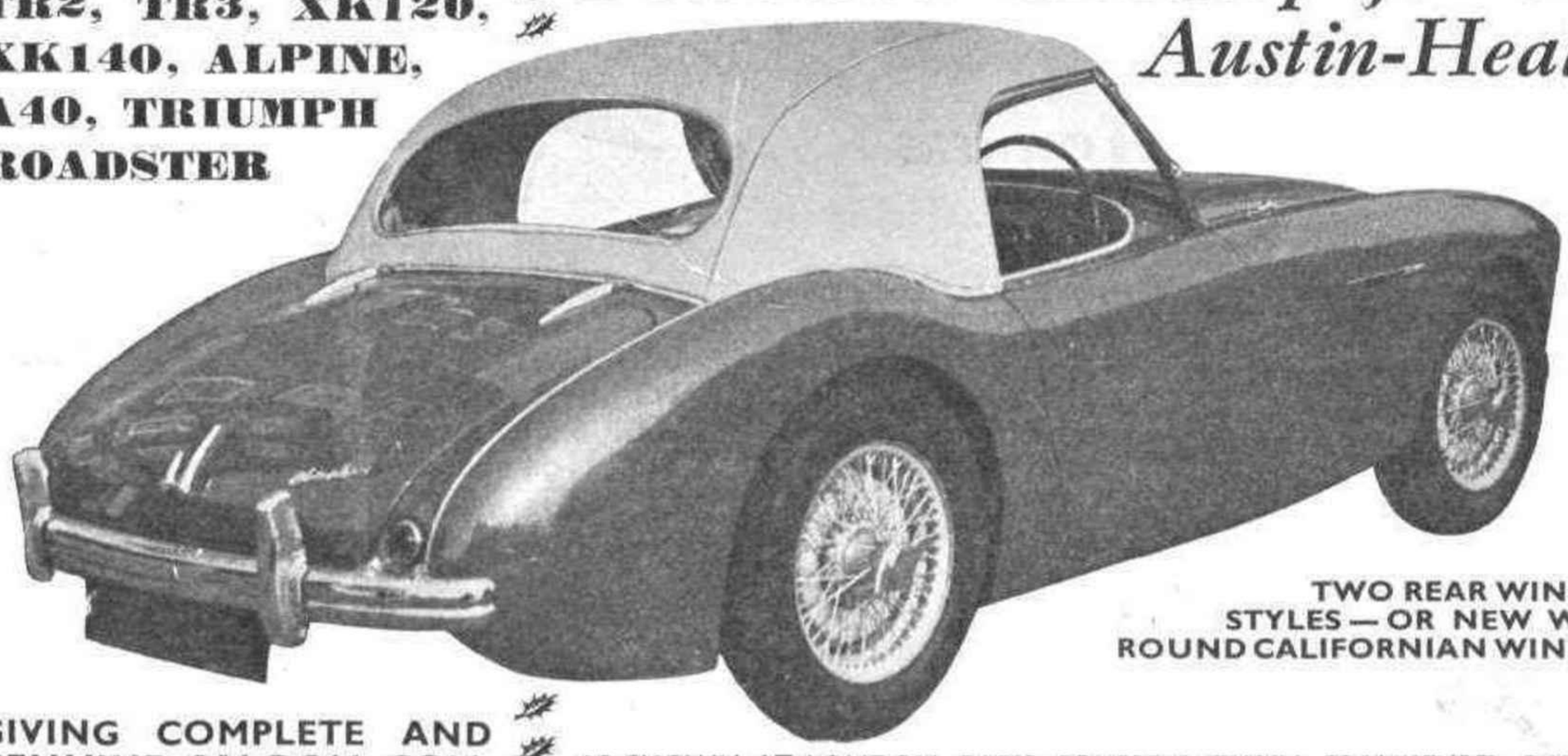
MOTOR SPORT, 15-17, City Road, London, E.C.1

The above picture shows
World Champion Juan Manuel Fangio affectionately pulling the beard of "MOTOR SPORT's" Continental Correspondent, Denis Jenkinson. The other three in the group are Herrmann, Moss and Kling.
Apart from being a journalist, "D.S.J." is an enthusiast for motor racing, and spends much of his time with the Grand Prix "Circus." He was part of the successful Mercedes-Benz team in the Mille Miglia, and many readers will remember the gripping story of his adventures with Stirling Moss (*see "Motor Sport," June, 1955*).

Trade Agents — **HORACE MARSHALL & SON, LTD.,**
Temple House, Tallis Street, London, E.C.4

ALSO FOR THE
TR2, TR3, XK120, XK140, ALPINE, A40, TRIUMPH ROADSTER

Detachable Hardtop for the Austin-Healey



TWO REAR WINDOW STYLES — OR NEW WRAP-ROUND CALIFORNIAN WINDOW

GIVING COMPLETE AND GENUINE SALOON COMFORT. LITERALLY DETACHABLE IN UNDER THREE MINUTES.

CONTROLLED VENTILATION — UNIQUE SLIDING WINDOW SIDESCREENS.

AS SHOWN AT LONDON, PARIS, BRUSSELS, TURIN, FRANKFURT—5 YEARS' PROGRESSIVE DEVELOPMENT—EXPORTED AND APPROVED ALL OVER THE WORLD—CUSTOM BUILT AND HANDCRAFTED. COVERED IN A WIDE COLOUR RANGE OF VYNIDES AND DULONS, WASHABLE HEADLINING PIPED TO MATCH SEATING, INTERIOR LIGHT FITTED, SOFT HOOD REMAINS FOLDED ON THE CAR. *Enquiries to :*

UNIVERSAL LAMINATIONS LTD.

58, HOLLAND PARK MEWS, LONDON, W.11
Telephone: **PARK 4310**

HALL OF BALHAM LTD.

SPECIALISE IN ALL

B.M.W.

ROAD WHEELS ALL TYPES, FROM 50/-

TRY OUR REPLACEMENT RADIATOR EXCHANGE SERVICE — ALL MODELS

WE WISH YOU ALL A VERY HAPPY NEW YEAR

Replacement Engines on Exchange

40 - 45 - 55 - 326 and 328

— BOSCH —

Points.
Rotors.
Condensers.
Distributors.
Plugs . . . all types.
Windscreen Motors.
Coils.
Regulators.
Winker Sets.
Fuses.
Fuse Boxes.
Starter Springs.
Starter Ratchets.
Dynamo Starter Brushes.
Starter Pinions.
Reconditioned Starters and Dynamos.
Lamps, Spot and Fog.
Head Lamp Glasses.
Yellow Continental Bulbs.
Push-Pull Switches.
Trafficator or Winker Switches.
Windscreen Wiper Tandem Assemblies.

— SPARES. B.M.W. —

Solid Copper Gaskets for Type 328.
Complete sets of Gaskets (copper-asbestos) for all models.
Valve Springs.
Valve Guides.
Cylinder Heads.
Cylinder Blocks.
Rocker Shafts.
Manifolds.
Reconditioned Water Pumps.
Valve Cover Plates and Rocker Covers (chrome or black).
New King Pins and Bushes.
Shackle Pins and Bushes.
Road Springs.
Shock-Absorbers.
Half-Shafts.
Prop.-Shafts.
Gearbox Spares.
Complete Gearboxes.
Exchange Brake Shoes.
Brake Drums.
Ball Races.
Crown Wheels and Pinions.
Various body fittings, Windows, Doors, etc., for most types.

We can now offer several 327/80 Drophead and Fixed-Head B.M.W.s from £395.

197-199 High Street, Tooting, S.W.17 Balham 7855

I TAKE THIS OPPORTUNITY OF WISHING ALL MG *OWNERS & ENTHUSIASTS A HAPPY NEW YEAR*

SALES : NEW M.G. MAGNETTE—Immediate delivery.
NEW MGA—Early delivery.

SERVICE : A Workshop with advanced modern equipment to ensure full efficiency and precision—IT PAYS TO CONSULT THE SPECIALIST.

Safety Fast !
SALES & SERVICE

THE ACCENT IS ON



MG

SPARES

SAYS *Mr. Toulmin*

OUR SPARES DEPARTMENT IS AN ASSET TO THE M.G. OWNER. We are open until 6 p.m. on Saturdays and 10 a.m. till 1 p.m. on Sundays—PLEASE CALL AND SEE US !

Reconditioned exchange engine units—specifications sent free on request.

It pays to buy your SPARES from the exclusive M.G. firm—have you tried our speedy C.O.D. service yet ?

1,500-c.c. ENGINES ALWAYS AVAILABLE. STAGE 1a, 1 and 2 CYLINDER HEADS. OUR STOCK OF SPARES AND EXCHANGE ENGINE UNITS COVERS EVERY M.G. FROM 1930 TO 1954.

TOULMIN MOTORS OFFICIAL M.G. STOCKISTS

343, STAINES ROAD, HOUNSLOW, MIDDLESEX Telephone: HOUNSLOW 2238 & 3456

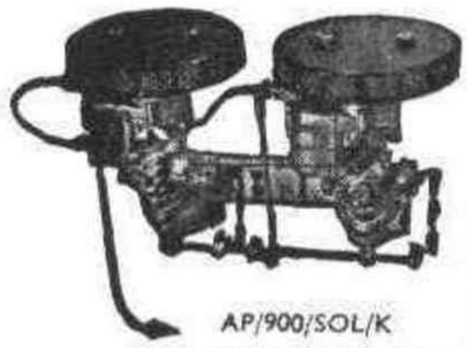
AND NOW!

AQUAPLANE

WORLD FAMOUS SPEED EQUIPMENT

OFFERS YOU

By popular request for the NEW ANGLIA and PREFECT, a Twin-Carburetter Manifold Kit designed to use your existing carburetter.



AP/900/SOL/K

This manifold gives best possible performance at *lowest* possible price. Complete except for one carburetter, **£11.19.0** (Air filters extra). Gives sports performance *from family cars.*

AP/900/2 SUK



The most powerful twin-carburetter manifold obtainable. For sports use, rallies or racing. **£16.19.0** complete with two 1¾-in. bore S.U. carburetters (Air filters extra).

AP/2000/S



Designed for high reliable performance, this alloy *super* head with a wide choice of compression ratios is a must for your new Prefect and Anglia. **£12.15.0**

Manufacturers of the largest selection of Speed Equipment for FORD cars in the world. Sporting to serious competition needs are covered.

Send now for complete list of Aquaplane products and test reports.
Telephone: 416 (2 lines)

AQUAPLANE CO

OULTON BROAD · SUFFOLK

Telephone: 416 (2 lines)



Better fish to fry

No home help today. Off on a day's fishing . . . his reward for choosing a Sprite.

How right he was! For a Sprite is built to give more family enjoyment, more comfort, better performance . . . and when you come to pack, you'll be glad Sprite provides so much luggage space.

And when you stretch out at night, you'll revel in the luxurious comfort of the beds. In the field of fine caravans, Sprite stands unsurpassed in value for money. It's a caravan packed with value, and ready to prove it.

Remember, you can pay more, but you can't buy better.

SPRITE MAJOR MK 4

FOR THE FAMILY. Length 16 ft. Weight 21 cwt. Double panelled throughout with Aluminium exterior. Also available in Masonite. Solid fuel stove. Hot water tank and airing cupboard. Four berths. Oven Cooker. Toilet compartment.

From **£310**
Ex Works

That's a Sprite all right!

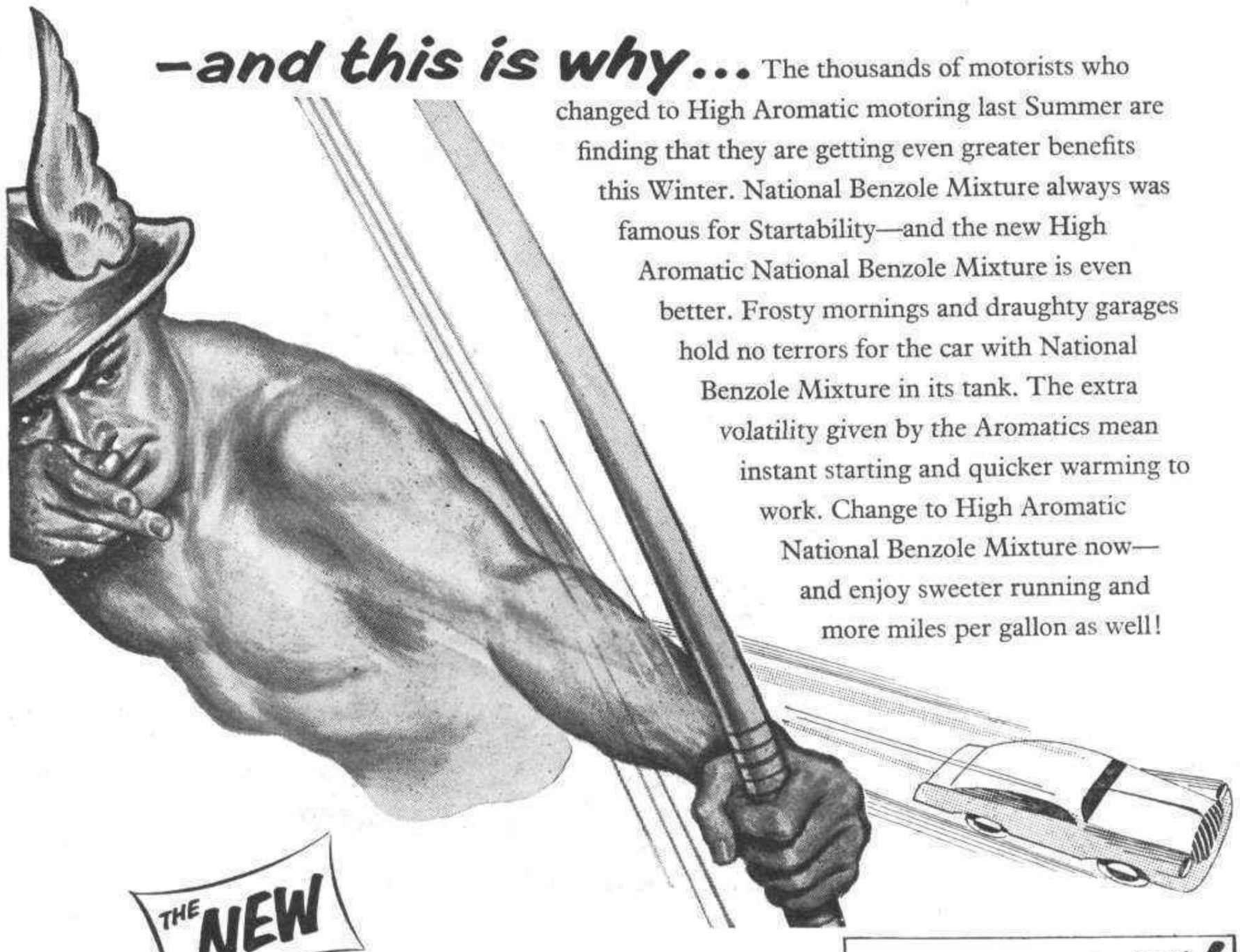
Write for illustrated brochure of the complete range, including the Sprite Major Mk. 4 and the 22-ft. Elizabethan.



ALPERSON PRODUCTS LTD . NEWMARKET 6 . SUFFOLK . Tel 3251 (4 lines)

WINTER is the time to go

HIGH-AROMATIC



—and this is why... The thousands of motorists who changed to High Aromatic motoring last Summer are finding that they are getting even greater benefits this Winter. National Benzole Mixture always was famous for Startability—and the new High Aromatic National Benzole Mixture is even better. Frosty mornings and draughty garages hold no terrors for the car with National Benzole Mixture in its tank. The extra volatility given by the Aromatics mean instant starting and quicker warming to work. Change to High Aromatic National Benzole Mixture now—and enjoy sweeter running and more miles per gallon as well!

THE NEW

NATIONAL BENZOLE MIXTURE

TRY IT TODAY!



THE MOST MODERN OF ALL MOTOR SPIRITS

National Benzole Company Limited, Wellington House,
Buckingham Gate, London, S.W.1 (The distributing organisation owned and entirely controlled by the producers of British Benzole)

NB46/13

Vol. XXXII No. 1 BRITAIN AND GRAND PRIX RACING JANUARY, 1956

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES

15-17, CITY ROAD, LONDON, E.C.1

Telephone : MONarch 8944

PUBLICATION DATE - - - FIRST OF THE MONTH

SUBSCRIPTION RATE - - - 20/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-SECOND YEAR OF PUBLICATION

MATTERS OF MOMENT

CONGRATULATIONS, CAMPBELL ! —

Britain now holds the World's Water Speed Record, at a mean speed of 216.25 m.p.h. " Bluebird " reached a speed of 239½ m.p.h. in one direction.

We owe this magnificent achievement to the bravery and untiring efforts of Donald Campbell, who pledged his personal fortune in building the K7 jet hydroplane " Bluebird " for this empirical and exacting task.

In capturing this speed record for his country, and by being the first man to travel at over 200 m.p.h. on water, Donald Campbell follows ably in the wake of his illustrious father, the late Sir Malcolm Campbell, with whose exploits most motor-racing enthusiasts are familiar.

We offer congratulations not only to Campbell and his technicians but to Metropolitan-Vickers who made his Beryl jet-engine, to Laystall, Lucas, K.L.G., Mobil, Tecalemit, Coley, Birmid, Accles & Pollock, G. R. Siebe Gorman, and other firms which contributed to this outstanding success last year at Lake Mead, Nevada. And nil-congratulations to the firms which were so short-sighted as to refuse to come to Campbell's aid in building his new boat . . .

Whether or not our Royal Navy learns anything of value from the " Bluebird " hydroplane researches, there isn't an atom of doubt about the valuable prestige Donald Campbell's record has gained for this country.

— AND FANGIO

Congratulations equally warm go to Juan Manuel Fangio for taking the Championship of the World in Grand Prix racing for the second year in succession (and for the third time in his career), at the wheel of those superb road-racing cars prepared so meticulously by the great German Mercedes-Benz organisation (and lubricated with Castrol). This year Fangio drives for Ferrari.

NEW LE MANS AND RALLY REGULATIONS

There is plenty of time ahead during the long winter evenings to consider in detail the new rules which will govern this year's Le Mans Race; and to ponder on the changes in future rallies run over French territory which must result from the decision of the French Government to ban open sports cars from these events.

While the French authorities may well have had cause to panic at the high average speeds achieved on their roads during classic long-distance rallies, whether they have evidence that only open cars go so quickly as to be potentially dangerous is another matter !

The changes in the Le Mans regulations are sensational but, again, it is open to debate whether the banning of prototypes over 2½ litres will render the great 24-hour race safer while ultra-rapid " production " sports cars still race with the far-slower " tiddlers." However, the A.C. de l'Ouest has taken some minor but sensible steps to try to ensure that the cars which will line up at Le Mans next summer will be more closely related to normal sports cars and a little less like single-seater racing cars than has been the case in post-war races of the series, even though this may remove Le Mans from Sports-Car Championship status. For example, a minimum body width of 47.2 in., a full-width screen of a minimum frontal area of 1.94 sq. ft., a maximum fuel-tank capacity of 29 instead of 44½ gallons, higher seat backs, wider doors on *each* side, a minimum of 292 miles instead of 268 miles between refuelling, and a number of other changes in former regulations may add up to a means of tactfully eliminating the freak startlingly-fast cars.

A real step forward would have been to have segregated the under- and over-100-m.p.h. vehicles, but it is difficult to see how the Le Mans authorities could do this when so many of their national entries comprise small-engined vehicles and without damaging the reputation of this race, which depends on a large and comprehensive " field."

More to the credit of the A.C. de l'Ouest are the considerable changes they are making in the circuit, for the pits are being moved back 50 feet, with a slowing-down zone of 220 yards preceding them and a 20-foot wide road before them. New safety fences, walls and safety zones will be constructed, while the radius of the curve under the Dunlop bridge, just beyond the pit-area, will be increased from 1,000 to 1,650 feet. Escape roads will be provided at the Esses and Arnage, and the road at White House may be improved. A loan of £250,000 has been raised to cover this extensive constructional work, which is now in full swing.

Incidentally, the date of the race has been changed to August 4th-5th, out of respect for the spectators who died last year; compensation to a total of some £300,000 will be paid out to dependants and relatives, largely by British underwriters.

Minor changes have been made in this month's premier event, the Monte Carlo Rally, in which, of course, open cars have not been eligible for many years. A pity, this, because those who remember pre-war Monte Carlos when competitors used to start from Europe's remotest backwaters and face the harder winters of those times in skeleton two-seaters cannot really work up quite the same admiration for today's crews, who embark on the shorter modern Monte Carlo,

CONTENTS

	Page
MATTERS OF MOMENT	9
FIXTURES FOR JANUARY	10
MY YEAR'S MOTORING	11
CLUB NEWS	15
RACE RESULTS FOR 1955	17
ROAD IMPRESSIONS OF MARK IX LOTUS	21
V.S.C.C. ODIHAM DRIVING TESTS	25
THE R.A.C. TRIALS CHAMPIONSHIP OF 1955	26
BOOK REVIEWS	27
PICTORIAL REVIEW	28
A VISIT TO COVENTRY-CLIMAX	30
LETTERS FROM READERS	31
ON FAMILIAR TERMS WITH THE FIAT 600	33
BRITAIN AND GRAND PRIX RACING	35
RUMBLINGS	38
FLYING NEWS FOR 1955	40

Front Cover Picture : A VINTAGE LIGHT CAR.—P. Henderson's 1924 sports Bayliss-Thomas competing in the December Driving Tests of the Vintage S.C.C., an annual fixture which last year took place in pouring rain at Odiham airfield.

Motor Sport Events for January

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Jan. 1st ...	Hants & Berks M.C.	Woolmer Hotel, Greatham	—	(C.)	10.00 a.m.
Jan. 7th/8th...	Vintage S.C.C.	Longmynd Hill, Church Stretton	Shrewsbury	(R.)	10.00 p.m.
Jan. 8th ...	Newcastle & Dist. M.C.	Benwell House Hotel	Newcastle	Trial	2.30 p.m.
,, ...	Bolton Le Moors C.C.	"Ye Jolly Crofters." Horwich	Bolton	(C.)	1.30 p.m.
,, ...	Morecambe C.C.	Shaws Garage	Morecambe	Rally (C.)	—
,, ...	Cumberland S.C.C.	Castle Inn	Keswick	Scavenge	1.30 p.m.
,, ...	West Essex C.C.	"Three Jolly Wheelers"	Woodford Bridge	Rally	9.00 p.m.
Jan. 14th ...	Sydenham M.C.	Daylight Inn	Petts Wood	Party and Dance	—
,, ...	Bristol M.C. & L.C.C.	—	Bristol	Navigation Trial	7.00 p.m.
,, ...	Sporting O.D.C.	London Gliding Club	Dunstable	—	—
Jan. 14th/15th	Liverpool M.C.	Hare & Hounds Hotel	Tarbock	Night Rally (C.)	11.30 p.m.
,,	King's College M.C.	Union Society	Newcastle	—	2.00 p.m.
Jan. 15th ...	Lancashire A.C.	Riverside Café, Samlesbury	Preston	Rally	1.00 p.m.
,, ...	South Essex C.C.	Snaresbrook	Kentwood	(C.)	9.00 a.m.
Jan. 21st ...	Torbay M.C.	187/855724	Newton Abbott	(C.)	7.30 p.m.
,, ...	Welsh Counties C.C.	Museum Avenue	Cardiff	(C.)	12.00 p.m.
Jan. 22nd ...	B.A.R.C. (S.W.)	Little Testwood Club	Totten	(C.)	8.00 p.m.
,, ...	Burnham-on-Sea M.C.	Woodborough Hotel	Winscombe	Navigation Rally	2.00 p.m.
,, ...	Eastern Counties M.C.	Creeting Gravel Pits	Needham Market	Winter Cross (C.)	2.30 p.m.
,, ...	Swansea M.C.	Fairwood Aerodrome	Swansea	(C.)	10.00 a.m.
,, ...	De Lacy M.C. of Pontefract	The Queen's Head Hotel	Pontefract	(C.)	2.00 p.m.
,, ...	Midlands M.E.C.	The Boot Inn	Capworth	Treasure Hunt (C.)	4.00 p.m.
,, ...	East Anglian M.C.	Albert Hotel	Colchester	Photo Rally	2.00 p.m.
Jan. 29th ...	Old Merchant Taylor's M.C.	"Durrants"	Croxley Green	Rally	2.00 p.m.
,, ...	Alvis O.C.	Badgers Café	Halstead	Rally	10.30 a.m.
,, ...	Circle C.C.	Battle Axes Inn, Aldenham	Watford	Navigation Rally (C.)	2.30 p.m.

N.B.—The above Fixture List depends upon the return of printed reply cards which are sent out to the respective Club Secretaries. Unless these cards are returned to us no mention will be made of their events.—I.G.

through no fault of their own, in enclosed, heated, de-iced and de-misted travelling boudoirs! Good luck, all the same, to the 1956 crews—and may a British car win.

Finalisation of many of the new regulations for next season's events will not be made until the next C.S.I. meeting at Monte Carlo on January 24th, for which reason we do not intend at present to deal with proposals in greater detail.

THE NEXT GRAND PRIX FORMULA

The existing Grand Prix formula has two more seasons to run—1956 and 1957—but can be revised for 1958. At a recent meeting in Paris of a sub-committee of the C.S.I., at which delegates representing Britain, America, France, Italy and Germany met under a Swiss chairman, the next G.P. formula was discussed; it was suggested that the existing Formula I be continued until the end of 1959 but that gas-turbine-propelled racing cars be included, to compete on equal terms with piston-engined cars from 1958 onwards. The sub-committee also favoured retaining the existing Formula III to the end of 1959, and introducing a new Formula II, covering unsupercharged cars up to 1½ litres, for the seasons 1957-1959 inclusive.

The reference to including gas-turbine cars in Grand Prix racing from 1958 onwards is significant, for Mercedes-Benz might well return to the field in that year and, having developed their piston-engined fuel-injection G.P. cars into world-beaters, they may decide, possibly have already decided, to come back and do the same in the technically-fascinating sphere of the gas-turbine.

The sub-committee did not reach agreement about the type of fuel to be used in F. I and F. II races but is to meet again in Frankfurt on January 10th, after which its final recommendations will be referred to the C.S.I. Monte Carlo meeting of January 24th.

THE TIME TO BUY!

According to the *News Chronicle* of December 12th, the boom in used cars is over, and prices of such vehicles are "toppling far more heavily than the customary seasonal fall."

For a long time we have raised the Editorial eyebrows at prices asked for pre-war motor cars which, as we have pointed out, are now more than 15 years old and which during their life have either been wearing out on the road or deteriorating in storage. Of recent times the less-affluent enthusiasts have been heartened to discover that used cars can often be purchased at prices lower by an appreciable amount than those chalked on their windscreens or quoted in advertisements—especially if ready cash can be handed to the vendors!

Now it looks as if even less money need be taken on car-purchasing expeditions, for some dealers are said to be virtually writing-off part of their stocks, and it will no doubt pay eager buyers, on discovering the car they covet, to ignore its suggested value and "make an offer." Now, it seems, is the time to buy!

EPPING FOREST MOTORSPORT ASSOCIATION

A film show will be held on January 19th at St. Mary's Hall, 201, High Road, Loughton, Essex, at 7.45 p.m. Admission is free and everybody is welcome. The show will include a tribute to that gallant French driver Pierre Levegh, with a showing of Shell's "Le Mans 1952." Other films in the programme cover events at Le Mans 1955, Brands Hatch 1955, Belgian Grand Prix 1955, Ulster Motorcycle T.T. 1955, and the British Road Federation's new film "Highways for Tomorrow."

Programmes will be available, price 1s., and refreshments will be served in the hall. The hall is 3 min. from Loughton Central Line Underground Station.

M.G. C.C. (S.W. CENTRE) DRIVING TESTS (Nov. 26th)

Some 30 competitors completed four difficult tests in the Bristol Tramway Bus Depot at Winterstoke Road, Bristol, on November 26th. The tests consisted mainly of garaging the car forward and in reverse, and much-circling of pylons was also necessary. As the afternoon wore on the deposit of rubber mixed with some oil made the tests extremely difficult and many competitors failed to halt their cars astride the test-finishing lines.

Amongst a small entry of ladies, Jean White-Smith in a TR2 was the most successful and succeeded in being 12th overall in the competition.

The club's annual general meeting and a film show was held at the Ship Hotel, Alverton, on Saturday, December 10th.

Results:

Best Performance: M. D. King (TR2).
Best M.G.: J. B. Hall.
Best Saloon: M. King (Ford Eight).
Best Open Car: C. Teomer (TR2).
Best Performance by a Lady: Jean White-Smith (TR2).

MY YEAR'S MOTORING

The Editor Looks Back on the Cars He Drove During 1955

LOOKING back twelve months, I find that in 1954 my "score" of road-test cars numbered 17. The year 1955 yielded exactly the same number but, alas, once again sports cars were conspicuous by their absence, in spite of frequent applications to what are known as the right quarters, the Frazer-Nash Targa Florio Turismo and Triumph TR2 of 1954 being matched by a Bristol 404 Businessman's Express and a sports/racing Lotus-Climax Mk. IX in 1955, with a Lancia Aurelia Gran Turismo 2,500 included for good measure.

The year opened with the need for a new Editorial vehicle and, in an honest attempt to practise what I preach, I specified a VW de luxe saloon, which was duly ordered from VW Motors Ltd., of St. James's Street. My Morgan Plus Four seemed to sense this coming change, for just before it was due to become an implement of part exchange it played me a curious trick. Driving it in the cold spell of the 1954/55 winter it froze its header tank for the first time since it had been in my possession, and a solenoid short-circuited, so that for some miles the starter emulated the engine and rotated at high r.p.m., the noise of the considerably worn exhaust system masking this phenomenon until I switched off under the bedroom-window of our Continental Correspondent, who had returned from summer on the Continent and was hibernating for the winter. The noise from the starter-turned-electric-motor punctuated his deep sleep but it was only when we realised it was the Morgan and not an aircraft looking for one of the many adjacent airfields which was causing the racket that we rushed for a hammer with which to tap the offending electrical component into submission. A few moments later a rustling noise announced that the car had released its never satisfactory hand-brake and was rolling away down the drive; a convenient apple tree arrested its progress towards the main road. But even then the Plus Four had something up its sleeve. I left it outside a shop on the return journey and had forgotten it until the assistant who was serving me remarked: "Hadn't you better try to catch it . . . ?" The solenoid had engaged the starter, and as I had left a gear engaged to offset the lukewarm hand-brake the Morgan was being electrically-propelled briskly towards the local canal.

After that it had to go, and on the evening of February 25th I collected a brand-new black VW from the West End of London, the tyre paint still wet on its Michelins. Before this, however, we had had for test a Ford Prefect and a Bond Minicar. The Ford appealed from the first as a roomy little car of useful liveliness and economy. For the first few miles of London traffic jams I felt unduly conspicuous on account of the low body sides combined with generous window area, and the controls seemed rather far-disposed from the driving seat. Very soon, however, I was entirely at home in this small Ford and thought it a better car than a two-door Ford Anglia I had driven previously. Extremely good use was made of it and, needless to say, it never faltered. We used it to "cover" the M.C.C. Exeter Trial, which included the descent, at the cheerful instigation of the navigator, of a steep downhill lane which deteriorated into a quagmire enlivened with stone "steps," which the writer would never have assayed on his own initiative. The Ford took it far more happily than the wider Bristol 403 in which the photographer was following us. The very next morning, in the winter's early a.m., we set off in the Ford to see the finish of the V.S.C.C. Measham Rally, a dreary journey faced with a small degree of fortitude only because Mr. Hill, of Measham Motor Sales, not only generously places his grounds at the disposal of the V.S.C.C. for driving tests, but in addition lays on a generous breakfast for competitors and officials in his cheerful and clean canteen. During the five days that we had the Prefect it averaged nearly 170 miles a day, of which I drove it 680 miles, and it used about a quart of Castrol and gave 31 m.p.g. of National Benzole. I concluded my report with the words: "There is no doubt at all that the small Fords represent a high achievement from the viewpoint of value-for-money, and those who do not like the Continental pattern of small economy car will be well advised to sample an Anglia or Prefect at the very earliest opportunity." That remains true today.

The Bond Minicar, I regret to say, I regarded as rather an interloper on the road-test scene, and I was not exactly enthusiastic about trying it, recalling the manifold disasters I suffered with an early version some years before. However, persuasion from other members of the staff prevailed and I found myself facing up to London traffic and the long straight stretches of A30 in this diminutive two-stroke tricar. This Mk. C version proved to be infinitely better than its predecessor, for the cable-and-pulley steering which came adrift on that Bond had been changed for mechanical linkages, the rear wheels were sprung, the flywheel magneto and plug gremlins seemed to have been banished, and—joy—there was an electric starter. I began to have considerable admiration for the merry buzz of the Villiers engine and to enjoy the stability of this wide-track, single-leading-wheel three-wheeler. During the week that I kept it, it captivated the children, proved ideal for home-to-office transport, and I covered altogether 464 miles. The 8½-h.p. engine cruised this 5 cwt. of clever unit-construction at 40 m.p.h. and it was possible to average over 30, but I couldn't get much better than 60 m.p.g. of second-grade petrol. Such confidence did this 1955 Bond inspire that when my wife and I set off for the B.A.R.C. Midnight Matinée we looked at the Morgan with its tattered sidescreens and took the little 'un—very snug on a night of ice and sleet. Of course, it had to be on the homeward journey that the only spot of trouble developed—a petrol blockage, soon cured. My wife then lamented the absence of a driver's door, which necessitated awkward ejection into the freezing night to enable me to get at the trouble; and, standing beside the upraised bonnet of the Bond, she had every reason to remark on the passing of chivalry on the road as first a sports Austin Seven and then an M.G. Midget swept us with their headlamp beams and motored away down the road.

Two days after taking delivery of the VW I attended a VW O.C. rally in it but, alas, they were not having a Concours d'Elegance on this occasion. I find from consultation of my *Stanley Blake Reece* diary that when I took over my new car I was instructed to return it for a check-over and oil-drain after I had done 300 miles and that a mere four days later I was back, with 366 miles registered—but then, a VW doesn't have to be "run-in." Very soon the "elegance" was removed on a snow-bound visit to the Inter-'Varsity Speed Trials, followed by hard work "covering" the R.A.C. Rally.

About this time I had a brief spell behind the wheel of a Lancia Aprilia which emitted horrid clonks from its drive-shaft universal joints, and took two two-hour spells in a Ford Anglia on the 24-hour endurance run round and round Goodwood organised by Kenneth Best, of the National Benzole Company. This latter exercise did not turn me into a racing driver but at least it wasn't as boring as I expected it to be; at such modest lap speeds it proved easy to maintain the consistent times which Team Manager Best wanted, there was a certain satisfaction in aiming the car through Woodcote by the reflections of the reflectors on the inside marker-posts after darkness had fallen, while every so often Cuff-Miller would sail past in his Ford Anglia with Handa overdrive, which was permitted a higher schedule—46½ m.p.h., which it did at 40.58 m.p.g., against



[*Photo by R. C. A. Mackworth*

ANCIENT AND MODERN SPORTS MODELS!—The Lotus-Climax photographed at Fairoaks aerodrome beside a D.H. Tiger Moth, both of which were sampled on the same day.



JOLLY!—And jolly quick, too. The little Renault R1063 which enlivened the last Easter holiday weekend.

41.7 m.p.h. (accomplished at 39.88 m.p.g. for the 1,000 miles) of the car on which I shared the driving.

The preview of the Fiat 600 was notable for an excellent luncheon at "The Bull" at Gerrards Cross rather than an opportunity to assess this new rear-engined economy car, for I was able to drive it only "round the houses," although this deficiency was handsomely rectified later in the year.

Easter of 1955 was great fun because the always-accommodating Mr. Ronald, of Renault Ltd., allowed me to take away that jolly little Renault R1063, which I encountered again quite recently making short work of Bwlch-y-Groes in the M.C.C. Rally. This compact 747-c.c. rear-engined saloon proved capable of exceeding 76 m.p.h. and of flinging the miles behind it at a steady 60, although the consumption of petrol was up to around 33 m.p.g. In common with the many other Renault 750s I have handled, this R1063 competition version had that delightfully stubby little gear-lever to control its three-speed gearbox, and those tiny metal levers on the floor to operate choke and starter, the latter, I believe, "refined" on this year's model. The various engine "mods." of the R1063, including a double-choke Solex d.d. carburetter, brought no particular shortcomings in their train, except for a noisy exhaust, and it was as contented in traffic as on the open road. The clutch was rather fierce and I would have welcomed a four o. five-speed gearbox, but returned this "gay-look" green saloon with real regret, after going to the Castle Combe and Goodwood races in it.

Prior to this I had undertaken my "double John o' Groats" by sharing the driving of an Austin A50 on another National Benzole economy run, and then doing a London-John o' Groats-London high-speed run in a Bristol 404, punctuating this with a hurried visit to the Empire Trophy Race at excellent Oulton Park in a Simca Aronde and doing a bit of passengering in Best's Austin-Healey 100. The whole nine days, during which I covered approximately 4,332 miles, were very great fun, although when I was told that an A50 was to be our car for the Land's End-John o' Groats-Land's End economy run I was fearful that the Bishop might unfrock me. I am being honest when I say that this Austin, with its very long steering-column gear-stalk, supple rear suspension of a rigid back axle, cheap door and window handles, a distinct draught from one of the (closed) windows, and a misfire which developed within 3,300 miles, didn't impress me, although it was amply roomy and possessed adequate brakes. The Simca Aronde Grand Large served very well when I was tired and had to hurry, and although Fiats had substituted it at the last moment for a Fiat 1,100 TV, I had no regrets. For a sober 1,100-c.c. saloon it ran really fast for long periods without increasing the fatigue from which I was by then suffering and it is a *nice-looking* car.

The Bristol 404 was indeed a pleasant break from testing small saloons and it performed impeccably for a total of more than 2,700 miles, over which, and in view of the heavy throttle-foot with which all MOTOR SPORT's testers seem to have been endowed, its 21.3-m.p.g. consumption of Esso Extra and modest use of Castrol XL were particularly commendable. The comfort and good appointments of the Bristol made our night dash from Parliament Square, S.W.1, to John o' Groats an effortless matter, although, and even when seeing it for the second time that week, the road from Inverness to the finish seemed well-nigh endless.

Whereas in the A50 we had swung round and proceeded non-stop all the way back along it, in the Bristol, after 716 miles' fast motoring, we paused for a not very satisfactory lunch at the hotel, so that it wasn't until we espied a brass-radiator model-T Ford near Thurso on the return journey that I recovered fully! The car had proved able to average nearly 60 m.p.h. for the more favourable sixty-minute stretches, effortlessly and securely, its splendid roadholding aided by Michelin "X" tyres and the gear-change a pleasure to employ. Although over short distances the time gained in a fast car over a mediocre vehicle is often seen to be a matter of minutes, we really travelled in this Bristol 404, so that it wasn't until about half an hour after our arrival at John o' Groats that a lady driving her husband and small son in an elderly Armstrong-Siddeley, which we blasted to the side of the road seemingly a few miles back, came to rest outside the hotel. Nothing of our swift passage was remarked upon, although we shared a table at lunch—reminder that, if we had left England, we were still in Britain!

Coming back I sampled the allied luxury and speed of the car and we made the Abingdon Hotel, where a little firmness was required at the modest hour of our arrival before we were able to obtain an excellent meal—verily, we were almost back in England! The car made this rapid dash northwards and back to London with no serious trouble; indeed its only failings were a broken throttle spring and, bearing out the experience of a correspondent whose letter we published in last month's issue, an instrument failure, in this case demise of the rev.-counter. I join with others in mourning the passing of the 404.

Incidentally, this mid-summer madness provided a reflection of the universal appeal motor-racing now makes to all classes of the community, for at one petrol stop a lorry driver approached and, admiring the car, asked if we had the 105-b.h.p. engine installed, remarking that the same unit is used in more highly-tuned form in the Lister-Bristols he had seen in action at Oulton Park. And only the other day the new rules governing this year's Le Mans race were read out by the B.B.C. . . .

Incidentally, again I am not able to show pictures of the hotels at which MOTOR SPORT's staff enjoy gastronomic gluttonies in the course of their travels, mainly because no driver cares to pause when he has got into his stride and, this writer's journeys being confined mainly to this country, arrival at our biggest and best hotels at any slightly unconventional hour means invariably that one is forced to move on and appease one's hunger at "Bert's Snack-Bar" or "Fred's Pull-In."

Towards the end of August I was able to cover an appreciable mileage in Michael Christie's twin-carburetter Standard Eight saloon, and I must say this little car got along in a manner which made many of the lesser sports cars look by no means fast. What is more, it gave absolutely no trouble during these 731 miles and returned the really excellent petrol consumption, under the circumstances, of 40.3 m.p.g. I have a *penchant* for simple economy cars and I could have enthused over the simple seats, sliding windows and lidless luggage boot of this little 803-c.c. car even before sprint-exponent Christie had endowed it with the shattering maximum speed of 75/80 m.p.h. The extra performance was certainly made good use of in getting five people quickly to their beds after the midnight conclusion of the ill-fated B.A.R.C. Nine Hours' Race.

Three months earlier I had driven the better-appointed and more luxurious Standard Ten—in normal trim—over almost the same mileage (actually 676) and I note that this willing and rugged little saloon could exceed 73 m.p.h. and returned 38.2 m.p.g. I can pay this Coventry small car no greater compliment than to repeat that I would willingly have one in the home garage if I had not discovered the more up-to-date virtues of the VW, and you can "count 'em on the road" as proof positive of their popularity in this country.



TWO MORE.—The Editor with the Simca Aronde Grand Large saloon and the Bristol 404 during his "double John o' Groats" jaunt.



FAST VERSION of the Fiat 1,100 saloon, this TV was taken up to Staffordshire for an S.T.D. Register rally, proving impressively fast for its modest engine size. An unusual feature is the transmission hand-brake.

Easter having been enjoyed with a Renault R1063, Whitsun was enlivened by my use of a Fiat New 1,100 saloon. I had heard such good reports of this ordinary but oustanding little Italian car that I was eager to sample it, and deem myself fortunate to have been able to do so over the appreciable distance of just over one thousand miles. I used it to visit the wilderness of Snetterton, normally a tedious journey when attempted in the day from North Hampshire. The Fiat's ability to cruise at any speed up to its maximum of about 75 m.p.h. made light of this, and the next day, taking the family to the S.T.D. Register Seaford Rally with equipment for a night in our caravan at Selsey on our return, the spaciousness of this 1,089-c.c. saloon was appreciated. It went to Goodwood on the Monday and did much " taxi work " in the West End, yet the fuel consumption came out to better than 39 m.p.g. overall. Yes, the Fiat 1,100 is one of the better all-rounders, its only unhappy feature being fierce brakes. Its lines were openly admired and were enhanced by the moderately-white-walled Pirelli Stelvio tyres. Alas, the gear-lever lives on the steering column.

Incidentally, one sad but convincing reminder of the prevailing popularity of motor-racing was seen from the windows of the Fiat, when, on our way home from a pleasant lunch with John Bullock, Norman Garrad and Sheila van Damm, placards in Piccadilly announced simply, " Ascari Killed." In my youth it was always " Famous Racing Driver," but in 1955 the newspapers knew that Ascari was a name of interest to the multitude. After our conviviality, we were subdued . . .

Later, acquaintance was made with the Fiat 1,100 TV, which took my wife and me late at night to Wolverhampton so that she could run one of her annual S.T.D. rallies. So many enthusiastic and experienced drivers speak to me so highly of the TV Fiat that I can only conclude that I am getting old, for to my mind, impressive as the acceleration was with the twin-choke Weber carburetter and raised compression ratio, and useful the 8 m.p.h. or so increase of speed over the normal Tipo 103 Fiat 1,100, personally I felt that I wouldn't want to pay the higher price, although the " hotting-up " which had been done in no way rendered the car temperamental, for over 563 fast miles it behaved impeccably. It was just that the price of over £1,000 seems a lot to pay for a car which gets extra performance at the upper end of the range at the expense of appreciable engine noise and, in the case of the example tested, petrol fumes in the interior.

Soon afterwards I was off to the V.C.C. Silver Jubilee Rally, fitting in the 750 M.C. Six-Hour Relay Race at Silverstone *en route*, for which busy weekend we had the use of a Sunbeam Mk. III saloon. This rather heavy and " old-fashioned " car sprang a very pleasant surprise. It handled extremely well and, devoid of vices, felt and proved to be " unburstable," and to be capable of averaging 60 in daylight on English roads at the expense of a rather startling rise in fuel consumption. This rugged and handsome car has a maximum speed well in excess of 90 m.p.h. and, driven more moderately than the Continental Correspondent drove it, will do better than 20 m.p.g. It is close-coupled, leaving the rear-seat occupants enough leg-room but no more. We were disappointed by the small fuel tank, which holds only 10 gallons, and no more pleased to soil a suitcase and coats through oil-mist entering the luggage boot than we had been to ruin a coat on the greasy exposed door hinges of the aforesaid Standard Ten. But the Sunbeam's ventilation arrangements gained full marks in the heat of an exceptional summer, and the car seemed just as sound after MOTOR SPORT's total test-mileage of 2,050 as when I first drove it away from the office.

It was in the course of this veteran weekend that I was given a vivid demonstration of the cornering powers of Ron Barker's diminutive 1922 Peugeot Quadrilette and was allowed to go off and play with his amusing 18¼-cwt. sports car derived from a cut-down and rebodied 1934 Lancia Astura—his classic " Shortastura "! This made me realise how truly excellent are the clutch action and gear-change of these pre-war Lancias and made me crave an Astura family coach, which is exactly what Barker has since bought himself.

September saw two medium-size Continental saloons come up for trial almost together, so that we switched them about among the staff. The first was a Peugeot 203, a delightfully French car with a number of unusual, and th refore endearing, technical features, including cross-push-rod o.h. valve gear and a worm-drive back axle, and impeccable handling qualities, so that, although it wasn't particularly fast flat-out, it was a usefully rapid means of going quickly from A to B without the occupants realising you were in a hurry. I fell in love with this long, rather ordinary-looking saloon in a big way but was somewhat abashed to round a corner in 203 style one evening and come face to face with a blazing lorry covered in Nazi swastikas. As soon as it transpired that it was part of a film company's " props " going off location, I shot the worried young director into the Peugeot and employed its excellent cornering power to such good effect along the few miles of winding country road to the nearest fire-station that we were back again some time before the fire-engine—to discover that a farm labourer had dowsed the flames with a bucket of water!

The other Continental saloon was a Borgward Isabella, resplendent with whitewall tyres and V.S.C.C. and V.C.C. badges. It was an astonishing car, for you could pack six grown-ups inside it and then motor it as if it were at least a 2-litre, yet for all its spaciousness, comfort and good stability, this was, in fact, an economical 1½-litre saloon.

Because a seasonal survey of this nature rightly belongs to the January issue, I am closing before 1955 has run its full course, Press day being before Christmas. It may be that I shall have squeezed in another road-test before this appears, but in any case, the old year concluded satisfactorily with appreciable mileages covered in Mk. IX Lotus-Climax, a " Gay Look " Hillman Minx and a Fiat 600. All three cars are dealt with elsewhere in this issue, so it suffices to remark that the Lotus provided noisy fun and games, which are still the talk of the village(!), its performance being truly outstanding for a 1,100-c.c. motor car, and the roadholding and disc-braking fully complementary, while the Hillman spelt comfort and convenience at low cost, and the little Fiat was found to be commendably lively and quiet-running, and eminently practical. Incidentally, the Lotus proved capable of 95 m.p.h. at 6,000 r.p.m. and while it was in my care I achieved nearly this speed along the Railway Straight at Brooklands—but 400 feet above it, at 1,800 r.p.m., as passenger in a D.H. Tiger Moth.



A PLEASANT SURPRISE.—The Sunbeam Mk. III saloon proved to have benefited greatly from its rally successes, and was a very fast car from point to point, at the expense of petrol economy, as well as being pleasant to drive and feeling quite " unburstable."



A CAR OF MANY MERITS.—The unusual and very safe Peugeot 203, with unique valve-gear, worm-drive back axle, etc. It comes to the customer very fully and sensibly equipped at an all-in price of £954 8s. 2d. in this country.



LOTS OF ROOM, LOTS OF PERFORMANCE, ONLY 1½ LITRES.— The German Borgward Isabella was found to be a car of extreme adaptability during last summer's heat-wave, accommodating six people and their luggage and making light of the coast-wise traffic.

Then, in the middle of December, I was able to take a fast run down to Devon and back one pouring wet day in a Lancia Aurelia Gran Turismo, the outstanding stability of this very fast Italian saloon making the slippery state of the roads of no moment at all at speeds up to nearly 100 m.p.h. Full impressions of this interesting car must wait, however, until the next issue.

Besides these fairly extensive spells in road-test cars, last year I covered a considerable mileage as passenger in the Continental Correspondent's Porsche 1,500, which is a magic carpet indeed on our congested roads. I was able to pass a 2-litre A.C. saloon (whose driver was obviously trying) round a curve on the arterial road into Faversham when I took the wheel of a D.K.W. Sonderklasse for a while during an expedition to Kent; in January I had a very brief drive in the prototype A.C. Aceca, and there have been long runs in an Austin-Healey 100M and a snug Jowett Jupiter.

Apart from road-tests, I have covered nearly 16,000 miles to date in the Editorial Volkswagen, which has averaged around 38 m.p.g. and uses no oil between sump drainings. It has not proved entirely trouble-free, for the Bosch wiper motor failed on one of the few wet days of last summer, rendering purgatory a long drive home from Snetterton, and shortly after I returned home from my Wolfsburg visit, more VW-conscious than ever, the oil-cooler split its seams, making an oily mess of the engine. However, with such pleasant steering, gear-change and other characteristics I can forgive it that and I can think of no other small economy saloon I would rather have as a day-by-day companion. Incidentally, the Michelins exhibit small trace of wear and have *never* deflated, and the original cooling-fan belt is still in use, likewise the original Bosch plugs.

Nor was vintage motoring entirely neglected during 1955, for I was able to compete in the Sunbeam M.C.C. Trial in the Eastbourne area in my 1922 8/18 Talbot-Darracq, which on this occasion suffered two tyre blow-outs in the best tradition of the nineteen-twenties, this little car later taking my wife and small daughters round Goodwood on the memorable occasion of the V.S.C.C. 21st Birthday Party, at which I was deeply honoured to be a guest at the Committee's luncheon party.

So another year rolls away, the personal "score" this time being 17 road-tests over a mileage of 10,500. In all that distance I was stopped only once by a policeman—he was a member of the Oxford Constabulary, who drove his A70 at 29 m.p.h. in built-up areas and 31 m.p.h. everywhere else—until the VW passed him, whereupon he speeded up, overtook me, and waved me to a stand-still, to tell me I didn't allow much room when passing and had I ever thought of the possibility of structural failure? "My goodness, officer," I couldn't help replying, "if you talk like that you'll have us both *walking* home." We parted good friends.

A VISIT TO COVENTRY-CLIMAX—continued from page 30

concluded and that the new camshaft, induction system, and a slightly altered cylinder head to suit, will be available. Output should be increased by 10 b.h.p., to 85 b.h.p. at about 6,900 r.p.m.

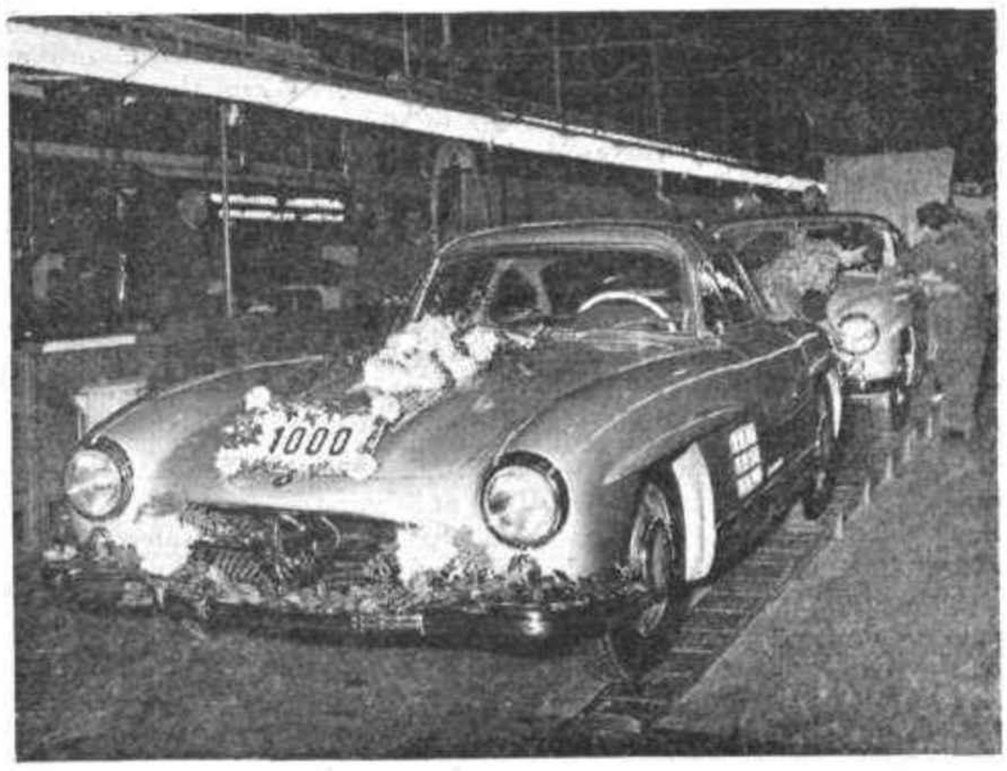
It is significant that up to now the engine has been raced with the normal industrial camshaft. Its latest application is as a power unit for the new Albatross motor-boat, slightly modified and with the drive taken from what is the front of the car engine.

Each engine is bench-tested for 4½ to 5 hours before delivery and is required to give 72 b.h.p. at 6,000 r.p.m. with dynamo and silencer in place; new engines are purposely not taken above 6,000 r.p.m., but it is commonplace for them to be returned after, say, 800 racing miles and for the output to have risen to 75 or 80 b.h.p. or even a shade higher. An old Morgan 4/4 is used as a mobile test-bed.

Apart from the FWA engine this old-established Coventry company has some interesting developments in hand for the future, but about these the Editorial lips have been sealed. Meanwhile, congratulations to Coventry-Climax on the excellence of their 1,100-c.c. race-winning sports-car engine.—W. B.

STOP PRESS

As we close for Press it is rumoured that Ugolini has left Ferrari to manage the Maserati team next year. Jaguar will compete in specified sports-car races in 1956 but B.M.C. may decide not to continue their M.G. racing programme.



THE THOUSANDTH MERCEDES-BENZ 300SL.—Last month the 1,000th 300SL came off the production line at Sindlefingen. Of these, 930 have been exported, the majority to America, but fifty have come to England, the 50th to arrive here being delivered to H. Collinson of Loughton on December 16th. MOTOR SPORT *hopes to include one of these imposing motor cars in its 1956 test curriculum.*

CLUB NEWS

MORGAN 4/4 CLUB NIGHT RALLY (December 3rd/4th)

There were only three competitors to lose no marks on the road section—H. E. Rumsey, B. E. Phipps and J. Shove. John Shove and his crew are to be congratulated for such a fine effort in completing the course without loss of marks in a Renault 750. In view of this it was decided to give an extra award to his navigator, J. Tymon. Only one third-class award was given, in Class 5, owing to the large number of entries in this class (14). The total number of awards was 19.

Results :

The Morgan Cup and Replica : H. E. Rumsey (TR2). Navigator's Award : J. Thomas.
The Committee Cup and Replica : B. E. Phipps (1,991-c.c. Morgan). Navigator's Award : Miss A. Palfrey.
Class 1 (up to 1,100 c.c.) :
1st : J. Shove (Renault 750), no marks lost. Navigator's Award : J. Tymon.
2nd : W. H. Morgan (Standard Ten), 8 marks lost.
Class 2 (1,001-2,000 c.c., closed) :
1st : R. J. Sanders (Ford Anglia), 19 marks lost.
2nd : D. O. Gurden (M.G. Magnette), 22 marks lost.
Class 3 (over 2,000 c.c., closed) :
1st : G. M. White (Willys), 19 marks lost.
2nd : F. A. York (Sunbeam-Talbot), 56 marks lost.
Class 4 (up to 1,500 c.c., open) : No finishers.
Class 5 (1,501-2,000 c.c., open) :
1st : A. A. Thorman (TR2), 1 mark lost.
2nd : A. E. Cleghorn (1,991-c.c. Morgan), 4 marks lost.
3rd : S. G. Dyke (TR2), 6 marks lost.
Class 6 (over 2,000 c.c.) :
1st : K. Chambers (XK120), 60 marks lost.
2nd : I. D. L. Lewis (2,088-c.c. Morgan), 61 marks lost.
Team Award : M.G. C.C. Team (J. Shove, R. J. Sanders and D. O. Gurden).

LINDSEY A.C. SEMI-SPORTING TRIAL (Dec. 4th)

Results :

1st : G. R. Needham (Sunbeam-Talbot).
2nd : C. A. Plumtree (Consul).
3rd : J. H. Forington (Magnette).
4th : W. T. Oxtoby (Healey).
Fastest Hill-climb : W. T. Oxtoby.

PLYMOUTH M.C.

Over 200 guests attended the annual dinner and dance of the Plymouth M.C. on Thursday, December 8th, at the Continental Hotel, Plymouth. During his speech, whilst proposing the toast to the City of Plymouth, Mr. L. B. Fredman, the Club Chairman, used the opportunity to press for extended facilities for the National Presidential Rally, now to be known as the Plymouth Rally.

NORTH MIDLAND M.C. THIRD MOONLIGHT RALLY (Dec. 10th/11th)

Results :

1st (Asbury Trophy) : R. Harris (Mrs. Harris) (Jaguar Mk. VII), plus 92.
2nd : E. Sneath (P. Kay) (Morgan), plus 90.
3rd : E. Hodgson (R. Habershon) (Vauxhall Velox), plus 87.
4th : R. Frolich (D. Holder) (Porsche), plus 81 } *Special awards.*
5th : T. Marshall (C. Elliott) (TR2), plus 72 }
Novices' Award : D. Lee (D. Newsome) (Ford Anglia), plus 53.
Mixed Couples' Award : J. Harris (Miss G. Mortimer) (M.G. TD), plus 48.
Pre-1950 Car Award : E. Woodward (R. Bolsover) (Austin A70), plus 8.
Team Award : R. Frolich (Porsche) and E. Sneath (Morgan).

MANCHESTER UNIVERSITY M.C. FOURTH CHRISTMAS TEAM RALLY (Dec. 10th/11th)

At approximately 4 p.m. on December 10th the first car left the start control on the first lap of its 480 miles run on this annual Christmas Team Rally, organised by the above-named club.

There were two starting points, one at Burnley in the North and the other at St. Neots in the South. From these points cars had to travel approximately 105 miles to the central check control at the Castle Hotel, Bakewell. A break of one hour was allowed for competitors to have a meal, wash and brush-up. The first car to leave did so at 8.01 p.m. on a run of approximately 370 miles to the finish at a little village one mile outside Bakewell. A stop for petrol and breakfast was allowed and a special test was held *en route* during the hours of darkness.

Results :

Class A (up to 1,200 c.c.) : 1st : P. H. Brown (Ford Prefect).
Class B (1,200 to 2,000 c.c.) : 1st : J. W. Peach (TR2).
Class C (2,000 c.c. and over) : 1st : A. Pollack (Morgan Plus Four).
Winning Team : Loughborough College Combined Universities M.C.
Outright Winner : J. D. Scott (TR2).
Runner-up : —. Crawford (TR2).
Best Individual : J. D. Scott (TR2

THAMES ESTUARY A.C. "KITTENS' EYES" PAIRS RALLY (Dec. 10th/11th)

This event is now becoming an annual favourite, and this year a larger entry than ever started from the Green Tiles Café, Hornchurch, on A 127. The entry was in teams of two, who either paired up when sending their entry or, if lone wolves, were paired by the club.

Each pair was despatched together at two-minute intervals, and had to arrange between themselves where to meet before controls, as each pair had to check in together at time controls, failure meaning heavy penalties.

Altogether a good night was had by all, or nearly all, and even the marshals were amused, especially those in charge of a route control on section 3, where competitors had to quote the markings on a depth post in the middle of a shallow ford.

Very great care was taken to ensure that minimum disturbance was caused to the public by keeping the route and all controls and checks well away from towns and villages. The route was so designed that in each section, if completed properly and by the shortest route, each member of the pair would travel the same mileage.

Results :

Winning Pair : R. Randall (Austin A40 Sports) and F. A. Pye (Austin A30 Countryman), 280 marks lost.
Second Award : D. H. W. Thompson (Ford Anglia) and A. F. Tomassi (M.G. Magnette), 375 marks lost.
Third Award : G. S. Brame (Jaguar Mk. V) and Miss P. Smith (Morris Minor), 1,150 marks lost.
First-Class Award : D. P. Vandervoord (Vauxhall Cresta) and K. S. Kaye (Austin A40), 1,445 marks lost.

KENTISH BORDER C.C. SPORTING TRIAL (Nov. 27th)

Due to the recent fine weather, the morning sections proved easier than anticipated and failures were few and far between, but there were two retirements. A lunch-time check showed G. J. Newman (Cannon Seven) in the lead with maximum points (80) and four competitors hard on his tail-light with 78 points.

In direct contrast, the afternoon sections provided a severe test for both drivers and machines, and many highly diverting ascents were observed, culminating in rapid assaults on both spectators and marshals.

Results :

Alexander Bronze and Replica : R. F. Chappell (1,172-c.c. Cannotton).
Alexander Trophy and Replica : D. L. B. Cannon (1,172-c.c. Cannon V).
Committee Cup and Replica : G. J. Newman (1,172-c.c. Cannon VII).
Harvey Cup and Replica : P. A. Barden (1,172-c.c. P.A.B.).
Shackel Cup and Replica : W. F. E. Armstrong (1,172-c.c. Esmond).
First-Class Awards : J. H. Appleton and B. H. Dees.
Second-Class Awards : N. Carr and T. C. Harrison.
Team Award : G. J. Newman, R. F. Chappell and D. L. B. Cannon.

LEICESTERSHIRE C.C. SPORTING TRIAL (Nov. 27th)

Only one entrant failed to arrive at the start at the "Fox & Hounds," Skeffington, near Uppingham, although one gentleman did have to make a last-minute substitution of a huge machine for his usual "special." This juggernaut staggered bravely through all the sections with little success, but to the intense amusement of both driver and spectators.

The morning was spent in trying to negotiate Marefield Brook and Pond, the former stopping quite a few enterprising types. It was after this section that a gaggle of marshals experienced considerable difficulty in getting away, Leicestershire mud not being too good for saloon cars.

The lower slopes of Burrough Hill were dotted with several tricky sections and a special test. These all caused a variety of loss of marks, which gladdened the organisers' hearts. The last and most difficult section included an old bomb crater, where A. E. Marsh, of Hagley, put up the best performance, only just failing to get a clean sheet. After doing very well up to the late afternoon, he was unfortunately obliged to retire.

After lunch at the starting point, the afternoon was spent trying to climb almost impossible gradients at Slawston Hill, where eight sections had been marked out.

Results :

"John Bull" Trophy : J. L. Thompson (Leicestershire C.C.).
Leicestershire C.C. Trophy : R. C. Needham (Sheffield & Hallamshire C.C.).
First-Class Awards : B. R. Potts (Hagley & Dist. C.C.) and F. Wall (Hagley & Dist. C.C.).
Second-Class Awards : M. Hazlewood S.U.N.B.A.C.) and W. H. Green (Leicestershire C.C.).
Team Award : W. G. Tinsley (Leicestershire C.C.), J. Goodwin (Peterborough M.C.) and C. C. Robinson (Leicestershire C.C.).

* * *

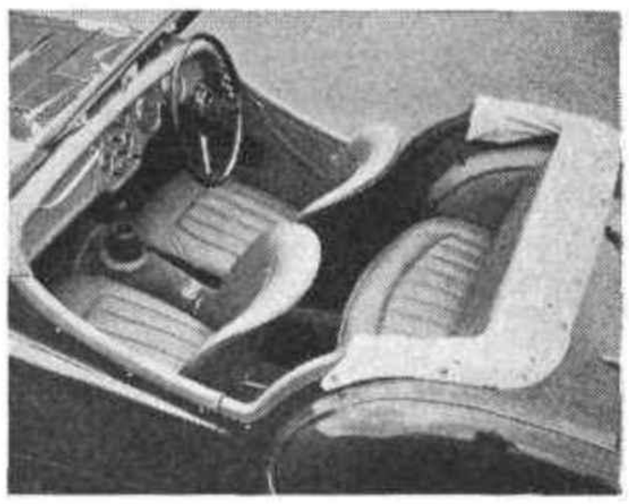
The Cambridge A.C. will hold the "Miniature Monte" Rally on January 28th/29th, starting from Harrogate and Northampton at 3 p.m. on the 28th. The approximate length of the road section will be 450 miles and the finish will be near Selby.

BRINGING YOU MORE

IN POWER, IN SPEED, IN COMFORT—

TR 3 TRIUMPH





Here is Britain's winning sports car, the car that has brought a new inspiration to motoring in a *new*, more exciting version—the Triumph T.R.3 Sports. This fine car brings you a top speed of over 100 m.p.h. in touring trim from a powerful 1,991 c.c. (2 litre) engine with a petrol consumption of 32 miles to the gallon. Two adjustable bucket seats provide the maximum comfort for driver and passenger, while the collapsible hood and sidescreens give snug protection in the worst of weathers. An occasional seat for additional accommodation and a hard top are available as optional extras.

Price £650 (P.T. £326.7.0) TOTAL **£976.7.0**

INTERNATIONALLY-TESTED

— *the NEW Triumph T.R.3 Sports*

Laycock Overdrive can be fitted on 2nd, 3rd and top gears as optional extra

Triumph Motor Co. (1945) Ltd., Coventry, England

London Showrooms: 15-17 Berkeley Sq., W.1. Tel: Gro. 8181

TRIUMPH CARS · STANDARD CARS · STANDARD COMMERCIAL VEHICLES · STANDARD DIESEL ENGINES · FERGUSON TRACTORS





FANGIO,
WORLD CHAMPION.



INTERNATIONAL RACE RESULTS OF 1955

GRANDE EPREUVES
(For World Championship)

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
Jan. 16	Argentine G.P.—375 kms.	Octobre 17	Fangio (Mercedes-Benz)	Gonzalez/Farina/ Trintignant (Ferrari)	Farina/Gonzalez/ Maglioli (Ferrari)	125.000
May 22	Monaco G.P.—314 kms.	Monte Carlo	Trintignant (Ferrari)	Castellotti (Lancia)	Behra/Perdisa (Maserati)	105.914
„ 29	Indianapolis—805 kms.	Indianapolis	Sweikert (Zink Special)	Bettenhausen (Chapman Special)	Davies (Bardahl Special)	206.330
June 5	Belgian G.P.—509 kms.	Spa	Fangio (Mercedes-Benz)	Moss (Mercedes-Benz)	Farina (Ferrari)	191.337
„ 19	Dutch G.P.—419 kms.	Zandvoort	Fangio (Mercedes-Benz)	Moss (Mercedes-Benz)	Musso (Maserati)	144.268
July 3	French G.P.	Reims	CANCELLED			
„ 16	British G.P.—435 kms.	Aintree	Moss (Mercedes-Benz)	Fangio (Mercedes-Benz)	Kling (Mercedes-Benz)	139.190
„ 31	German G.P.	Nurburgring	CANCELLED			
Aug. 21	Swiss G.P.	Berne	CANCELLED			
Sept. 11	Italian G.P.—500 kms.	Monza	Fangio (Mercedes-Benz)	Taruffi (Mercedes-Benz)	Castellotti (Ferrari)	206.791
Oct. 23	Spanish G.P.	Barcelona	CANCELLED			

Championship Placings : 1st : **Fangio.** 2nd : **Moss.** 3rd : **Castellotti.** 4th : **Trintignant.**

FORMULE LIBRE RACES

Jan. 8	New Zealand G.P.—328 kms.	Ardmore	Bira (Maserati)	P. Whitehead (Ferrari)	Gaze (Ferrari)	126.810
„ 30	Buenos Aires G.P.—282 kms.	Octobre 17	Fangio (Mercedes-Benz)	Moss (Mercedes-Benz)	Trintignant (Ferrari)	118.000
Mar. 12	Van Riebeck Trophy—120 kms.	Africa	Andrews (Studebaker)	Philp (M.G.)	Reed (Citroen Special)	—
„ 26	Settlers' Handicap—124 kms.	Africa	Gaze (Ferrari)	Brodie (M.G.)	Pierce (M.G.)	134.830
April 11	Chichester Cup—27 kms.	Goodwood	Collins (B.R.M.)	Salvadori (Maserati)	Moss (Maserati)	145.277
„ 18	Coupe de Paris—100 kms.	Montlhery	Pilette (Gordini)	Hamilton (Jaguar)	Picard (Ferrari)	161.811
May 14	Ulster Trophy—285 kms.	Dundrod	Smith (Jaguar)	Titterington (Jaguar)	McMillan (Triumph)	139.650
July 9	Leinster Trophy	Eire	Piper (Lotus-M.G.)	Bleakley (Ford Special)	Smyth (Ford Special)	122.400
Aug. 1	Rochester Cup—60 kms.	Brands Hatch	Gerard (Cooper-Bristol)	Brown (Connaught)	Salvadori (Maserati)	—
„ 13	Formule Libre—109 kms.	Snetterton	Walker (Connaught)	Salvadori (Maserati)	Titterington (Jaguar)	144.590
Sept. 3	Formule Libre—82 kms.	Aintree	Collins (B.R.M.)	Salvadori (Maserati)	Brooks (Connaught)	137.200
Oct. 1	"Empire News" Trophy—50 kms.	Castle Combe	Schell (Vanwall)	Flockhart (B.R.M.)	Gerard (Cooper-Bristol)	139.730
„ 10	Australian G.P.—167 kms.	Port Wakefield	Brabham (Cooper-Bristol)	Hunt (Maserati)	Whiteford (Talbot)	116.750

FORMULA I RACES

Mar. 27	Turin G.P.—378 kms.	Valentino	Ascari (Lancia)	Mieres (Maserati)	Villoresi (Lancia)	141.437
April 11	Pau G.P.—304 kms.	du Cite	Behra (Maserati)	Castellotti (Lancia)	Mieres (Maserati)	100.326
„ 11	Glover Trophy—81 kms.	Goodwood	Salvadori (Maserati)	Gerard (Cooper-Bristol)	Beauman (Connaught)	143.691
„ 24	Bordeaux G.P.—302 kms.	Bordeaux	Behra (Maserati)	Musso (Maserati)	Mieres (Maserati)	104.112
May 7	International Trophy—290 kms.	Silverstone	Collins (Maserati)	Salvadori (Maserati)	Bira (Maserati)	154.450

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
May 8	Naples G.P.—246 kms.	Posillippo	Ascari (Lancia)	Musso (Maserati)	Villoresi (Lancia)	110.927
„ 29	Albi G.P.—314 kms.	Sommer	Simon (Maserati)	Rosier (Maserati)	Gould (Maserati)	131.432
July 30	International Trophy—56 kms.	Crystal Palace	Hawthorn (Maserati)	Schell (Vanwall)	Salvadori (Maserati)	124.500
Aug. 6	International Trophy—35 laps.	Charterhall	Gerard (Maserati)	Gould (Maserati)	Rosier (Maserati)	134.014
„ 13	Formula I—25 laps	Snetterton	Schell (Vanwall)	Wharton (Vanwall)	Moss (Maserati)	130.010
Sept. 3	"Daily Telegraph" Trophy—82 kms.	Aintree	Salvadori (Maserati)	Gerard (Cooper-Bristol)	Gould (Maserati)	134.820
„ 24	Gold Cup—241 kms.	Oulton Park	Moss (Maserati)	Hawthorn (Lancia)	Titterington (Vanwall)	138.304
Oct. 1	Avon Trophy—163 kms.	Castle Combe	Schell (Vanwall)	Gould (Maserati)	Gerard (Cooper-Bristol)	138.600
„ 23	Syracuse G.P.—385 kms.	Sicily	Brooks (Connaught)	Musso (Maserati)	Villoresi (Maserati)	159.392

FORMULA III AND 750-C.C. RACES

Mar. 19	Irish 500 Championship	Kirkstown	Bueb (Cooper)	Parker (Kieft)	McCandless (McCandless)	117.110
April 11	Formula III—19 kms.	Goodwood	Bueb (Cooper)	Parker (Kieft)	Davis (Cooper)	132.250
May 7	"Daily Express" Race—80 kms.	Silverstone	Bueb (Cooper)	Russell (Cooper)	Lewis-Evans (Cooper)	139.900
„ 8	Helsinki Races	Finland	Brandon (Cooper)	Hutchinson (Cooper)	Lincoln (Cooper)	—
June 5	Caldaie Race—165 kms.	Italy	Loens (Cooper)	Pirocchi (Stanguellini)	Leonardi (Stanguellini)	115.896
„ 12	Castello di Terano—176 kms.	Italy	Lewis-Evans (Cooper)	Wicken (Cooper)	Taraschi (Giaur)	88.430
July 17	Formula III—82 kms.	Aintree	Russell (Cooper)	Lewis-Evans (Cooper)	Fergusson (Cooper)	125.700
„ 30	Formula III—22 kms.	Crystal Palace	Russell (Cooper)	Bueb (Cooper)	Allison (Cooper)	117.420
Aug. 1	"Daily Telegraph" Trophy—60 kms.	Brands Hatch	Russell (Cooper)	Leston (Cooper)	Bueb (Cooper)	114.430
„ 6	Formula III—64 kms.	Charterhall	Hall (Cooper)	Fergusson (Cooper)	Robinson (Cooper)	124.960
„ 7	Swedish Formula III—52 kms.	Kristianstaad	Loens (Cooper)	Beels (Cooper)	Andersson (Cooper)	130.592
„ 13	Formula III—20 laps	Snetterton	Hall (Cooper)	Allison (Cooper)	Russell (Cooper)	113.200
„ 14	Swedish Formula III—30 kms.	Karlskoga	Tyrell (Cooper)	Davis (Cooper)	Beels (Cooper)	—
„ 27	"John Bull" Trophy	Oulton Park	Lewis-Evans (Cooper)	Bueb (Cooper)	Boshier-Jones (Cooper)	128.000
Sept. 3	Formula III—82 kms.	Aintree	Russell (Cooper)	Boshier-Jones (Cooper)	Allison (Cooper)	126.350
„ 4	Swedish Formula III	Stockholm	Loens (Cooper)	Andersson (Cooper)	Andersson (Cooper)	—
„ 4	Circuit of Salerno—195 kms.	Italy	Taraschi (Giaur)	Leonardi (Stanguellini)	Pirocchi (Stanguellini)	115.200
„ 11	Sila Cup, Cosenza—110 kms.	Italy	Lewis-Evans (Cooper)	Pirocchi (Stanguellini)	Kuhnke (Cooper)	114.180
„ 24	Formula III—80 kms.	Oulton Park	Boshier-Jones (Cooper)	Davis (Cooper)	Allison (Cooper)	127.900
Oct. 1	1st Formula III—72 kms.	Castle Combe	Bueb (Cooper)	Boshier-Jones (Cooper)	Hall (Cooper)	131.850
„ 1	2nd Formula III—45 kms.	Castle Combe	Russell (Cooper)	Bueb (Cooper)	Davis (Cooper)	133.300

SPORTS-CAR RACES
(For Manufacturer's Championship)

Jan 23	Buenos Aires—1,000 kms.	Octobre 17	Valiente/Ibanez (Ferrari)	Najurieta/Rivero (Ferrari)	Grandio/Faroani (Maserati)	150.872
Mar. 13	Sebring—12 hrs.	Hendricks	Hawthorn/Walters (Jaguar)	Shelby/Hill (Ferrari)	Spear/Johnston (Maserati)	126.900
May 1	Mille Miglia—1,597 kms.	Italy	Moss/Jenkinson (Mercedes-Benz SLR)	Fangio/ — (Mercedes-Benz SLR)	Maglioli/Monteferrio (Ferrari)	157.650
June 11	Le Mans—24 hrs.	Sarthe	Hawthorn/Bueb (Jaguar)	Collins/Frere (Aston Martin)	Claes/Swaters (Jaguar)	172.308
Sept. 17	Tourist Trophy—993 kms.	Dundrod	Moss/Fitch (Mercedes-Benz SLR)	Fangio/Kling (Mercedes-Benz SLR)	Graf Trips/Simon (Mercedes-Benz SLR)	142.144
Oct. 16	Targa Florio—936 kms.	Madonie	Moss/Collins (Mercedes-Benz SLR)	Fangio/Kling (Mercedes-Benz SLR)	Castellotti/Manzon (Ferrari)	96.290

Championship Placings: 1st: **Mercedes-Benz.** 2nd: **Ferrari.** 3rd: **Jaguar.**

OTHER SPORTS-CAR RACES

Feb. 27	Agadir—146 kms.	Morocco	Sparken (Ferrari)	Bordoni (Gordini)	Guelfi (Gordini)	98.165
Mar. 13	Dakar—366 kms.	West Africa	Carini (Ferrari)	Rosier (Ferrari)	Hamilton (Jaguar)	190.783
April 2	Empire Trophy—111 miles	Oulton Park	Scott-Brown (Lister-Bristol)	McAlpine (Connaught)	Parnell (Aston Martin)	118.320
„ 3	Tour of Sicily—1,080 kms.	Sicily	Taruffi (Ferrari)	Maglioli (Ferrari)	Musso (Maserati)	105.998
„ 11	Sports Unlimited—19 kms.	Goodwood	Salvadori (Aston Martin)	Sparken (Ferrari)	Hamilton (Jaguar)	134.191
„ 24	Larroque Cup—35 laps	Marseille	Silva Ramos (Aston Martin)	Cotton (Salmson)	Taramazzo (Lancia)	94.435
„ 30	Monjuich Cup—30 laps	Barcelona	Daetwyler (Ferrari)	Fernandez (Pegaso)	Bay (Pegaso)	107.335
May 7	Rhine Cup Race	Hockenheim	Frankenberg (Porsche)	Lautenschlager (Porsche)	Jeser (Porsche)	177.200
„ 7	"Daily Express" Race—193 kms.	Silverstone	Parnell (Aston Martin)	Salvadori (Aston Martin)	Rolt (Jaguar)	150.700

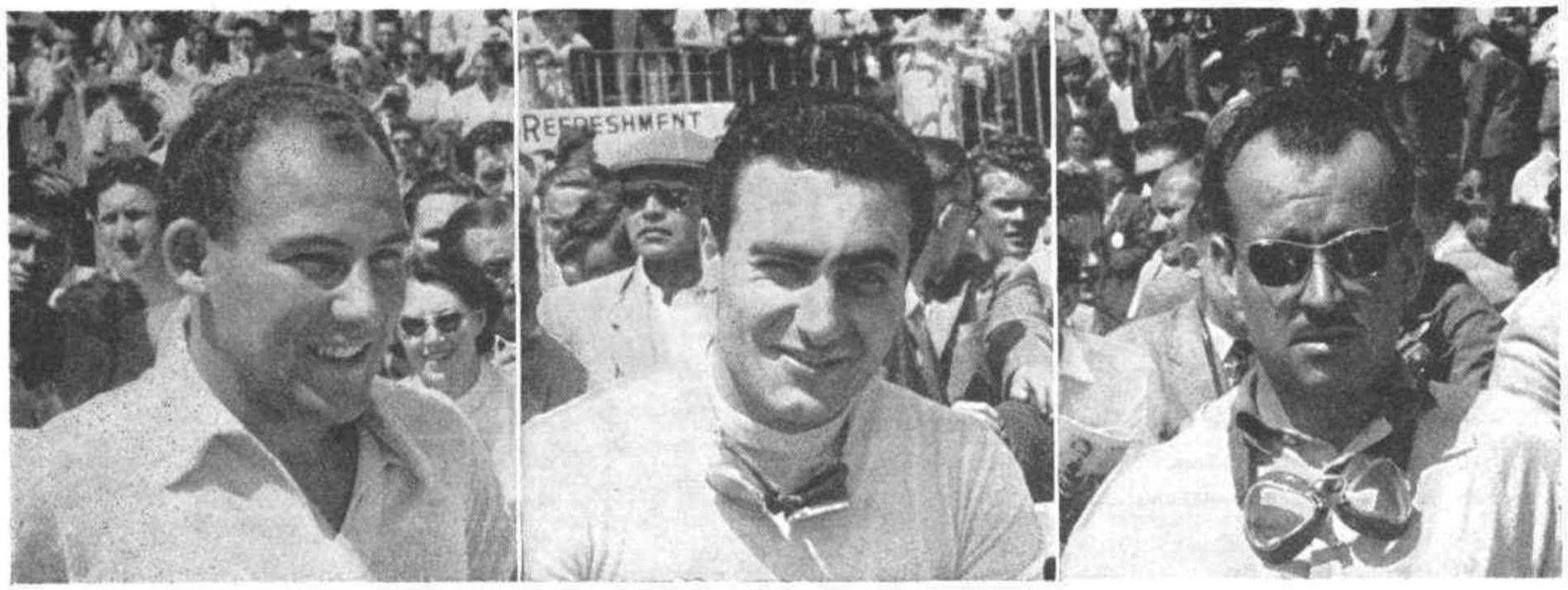
Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
May 8	Production Sports Cars	Spa	Frere (Aston Martin)	Swaters (Ferrari)	Laurent (Ferrari)	173.167
,, 8	Helsinki Races	Finland	Head (Jaguar)	Lincoln (Jaguar)	Brandon (Halseylec)	—
,, 14	Paris 24 Hrs.	Montlhery	Veuillet/Olivier (Porsche)	Jeser/Mme. Bousquet (Porsche)	Guyot/Parsy (Maserati)	132.314
,, 15	Bari (2,000 c.c.)—222 kms.	Italy	Perdisa (Maserati)	Della Favera (Ferrari)	Scarlatti (Maserati)	128.818
,, 15	Bari (Unlimited)—277 kms.	Italy	Behra (Maserati)	Musso (Maserati)	Gregory (Maserati)	132.079
,, 22	Sardinia Trophy—400 kms.	Sardinia	Starrabia (Maserati)	Bornigia (Ferrari)	Margulies (Jaguar)	143.390
,, 29	Eifelrennen—228 kms.	Nurburgring	Fangio (Mercedes-Benz SLR)	Moss (Mercedes-Benz SLR)	Gregory (Ferrari)	130.400
,, 29	Hyeres—12 hrs.	South France	Canonica/Munaron (Ferrari)	Gaze/McKay (Aston Martin)	Cosh/Cobden (Aston Martin)	133.672
,, 29	Supercortemaggiore—1,000 kms.	Monza	Behra/Musso (Maserati)	Hawthorn/Maglioli (Ferrari)	Mieres/Perdisa (Maserati)	177.004
,, 29	Frontieres G.P.—240 kms.	Chimay	Musy (Maserati)	Meunier (Jaguar)	Herzet (Ferrari)	152.615
,, 29	Circuit of Tangier—98 kms.	Tangier	Pinto (Ferrari)	Nogueira (Ferrari)	Mascarenhas (Ferrari)	111.300
,, 30	Johnson Trophy—21 laps	Goodwood	Hamilton (Jaguar)	Berry (Jaguar)	Anthony (Lotus-Bristol)	135.820
June 5	Circuit of Orleans—51 kms.	France	Seidel (Porsche)	Ducrey (Alfa-Romeo)	Peron (Osca)	97.000
,, 5	Circuit of Mugello—290 kms.	Italy	Maglioli (Ferrari)	Cabianca (Osca)	Dalla Favera (Ferrari)	107.270
,, 12	Caserta G.P.—208 kms.	Italy	Bellucci (Maserati)	Musso (Maserati)	Scarlatti (Maserati)	141.467
,, 19	Tunis Race	Tunisia	Piotti (Ferrari)	Bordonaro (Ferrari)	Storez (Porsche)	115.436
,, 19	Shell G.P. (2,000 c.c.)—250 kms.	Imola	Perdisa (Maserati)	Maglioli (Ferrari)	Schell (Ferrari)	141.394
,, 23	Porto Cup—185 kms.	Portugal	Nogueira (Porsche)	Seidel (Porsche)	Lautenschlager (Porsche)	133.000
,, 24	Portugal G.P.—407 kms.	Porto	Behra (Maserati)	Gregory (Ferrari)	Hamilton (Jaguar)	147.590
July 10	Dolomite Cup—304 kms.	Italy	Gendebien (Mercedes-Benz SL)	Castellotti (Ferrari)	Cabianca (Osca)	89.799
,, 17	Aintree Race—82 kms.	Aintree	Salvadori (Aston Martin)	Collins (Aston Martin)	Parnell (Aston Martin)	132.437
,, 17	Reggio Calabria—173 kms.	Italy	Bellucci (Maserati)	Giardini (Maserati)	Dos Santos (Maserati)	110.734
,, 23	Civil Governor Cup—135 kms.	Lisbon	Moss (Porsche)	Nogueira (Porsche)	Mascarenhas (Porsche)	130.340
,, 24	Lisbon G.P.—297 kms.	Lisbon	Gregory (Ferrari)	de Graffenried (Maserati)	Godia (Ferrari)	133.390
,, 24	Messina—10 hrs.	Sicily	Trintignant/Castellotti (Ferrari)	Dos Santos/Caballen (Ferrari)	Sig. de Fillipis/Musitelli (Maserati)	120.233
,, 30	Sports (Over 1,500 c.c.)—22 kms.	Crystal Palace	Salvadori (Aston Martin)	Scott-Brown (Lister-Bristol)	Scott-Russell (Lotus-Bristol)	120.200
Aug. 1	Kingswood Trophy—30 kms.	Brands Hatch	Scott-Brown (Lister-Bristol)	Anthony (Lotus-Bristol)	Lincoln (Jaguar)	112.690
,, 6	Sports (Unlimited)	Charterhall	Titterington (Jaguar)	Rosier (Ferrari)	Scott-Brown (Lister-Bristol)	131.166
,, 7	Production Sports—105 kms.	Kristianstaad	Frankenberg (Porsche)	Martenson (Ferrari)	Loens (Maserati)	142.136
,, 7	Swedish G.P.—210 kms.	Kristianstaad	Fangio (Mercedes-Benz SLR)	Moss (Mercedes-Benz SLR)	Castellotti (Ferrari)	160.448
,, 13	Sports (Unlimited)—87 kms.	Snetterton	Titterington (Jaguar)	Sanderson (Jaguar)	Smith (Jaguar)	135.380
,, 14	Series Sports—40 kms.	Karlskoga	Kaiser (Porsche)	Kvarnstrom (Ferrari)	Loens (Maserati)	—
,, 14	Racing/Sports Cars—60 kms.	Karlskoga	Carlsson (Ferrari)	Musy (Maserati)	Bonnier (Alfa-Romeo)	—
,, 20	Goodwood—9 hrs.	Goodwood	Walker/Poore (Aston Martin)	Titterington/Sanderson (Jaguar)	Collins/Brooks (Aston Martin)	132.324
,, 27	Production Cars—15 laps	Oulton Park	Bonnier (Alfa-Romeo)	Wharton (Austin)	Brooks (D.K.W.)	108.800
,, 27	International Trophy—80 laps	Oulton Park	Parnell (Aston Martin)	Hawthorn (Ferrari)	Collins (Aston Martin)	130.586
,, 28	500 Kilometres (1,500 c.c.)	Nurburgring	Behra (Maserati)	Frankenberg (Porsche)	Rosenhammer/Barth (E.M.W.)	124.100
Sept. 3	Sports Cars—82 kms.	Aintree	Sanderson (Jaguar)	Titterington (Jaguar)	Salvadori (Aston Martin)	133.780
4	Production Sports	Stockholm	Loens (Maserati)	—	—	—
,, 4	Racing/Sports (2,000 c.c.)	Stockholm	Bueb (Cooper-Climax)	Nathan (Porsche)	—	—
, 4	Racing/Sports (Unlimited)	Stockholm	Bonnier (Alfa-Romeo)	Tack (Ferrari)	—	—
,, 11	Inter-Europa Cup	Monza	Guarducci (8V Fiat)	Zagato (8V Fiat)	Crespi (Alfa-Romeo)	153.471
,, 25	Avusrennen (1,500 c.c.)	Avus	Frankenberg (Porsche)	Rosenhammer (E.M.W.)	Thiel (E.M.W.)	197.600
Oct. 1	Sports (Unlimited)	Castle Combe	Abecassis (H.W.M.)	Rosier (Ferrari)	Cunningham-Reid (H.W.M.)	132.200
Nov. 6	Venezuela G.P.	Caracas	Fangio (Maserati)	Portago (Ferrari)	de Graffenried (Ferrari)	131.500
Dec. 10	Nassau Trophy—210 miles	Bahamas	Hill (Ferrari)	Portago (Ferrari)	Gregory (Maserati)	158.159

HILL-CLIMBS AND SPEED TRIALS

						Winner's Time or Speed
June 12	Parma-Berceto—50 kms.	Italy	Daetwyler (Ferrari)	Bellucci (Maserati)	Sterzi (Maserati)	26 min. 34.2 sec.
,, 19	Alghero-Piccarda—9 kms.	Sardinia	Mlle. Thirion (Mercedes-Benz SL)	Sig. Della Chiesa (Lancia)	Sig. Peduzzi (Stanguellini)	91.603
,, 29	Trieste-Opicina—9 kms.	Trieste	Bordoni (Maserati)	G. Valenzano (Maserati)	Buffa (Maserati)	114.568
July 3	Bolzano-Mendola—25 kms.	Italy	Castellotti (Ferrari)	P. Valenzano (Maserati)	G. Valenzano (Maserati)	14 min. 53.3 sec.
,, 17	Aosta-St. Bernard—34 kms.	Italy	Maglioli (Ferrari)	Gendebien (Ferrari)	Bordoni (Maserati)	22 min. 36.4 sec.

Date	Race and Distance	Circuit	First	Second	Third	Winner's Time
July 21	Bouley Bay	Jersey	Wharton (Cooper 1,000)	Marsh (Cooper 1,100)	le Gallais (L.G.S.)	53.00 sec.
Aug. 6	Craigantlet	Northern Ireland ...	Wharton (E.R.A.)	McCandless (McCandless)	—	70.38 sec.
„ 28	Shelsley Walsh	Worcestershire ...	Marsh (Cooper 1,100)	Wharton (E.R.A.)	Wharton (Cooper 1,000)	36.08 sec.
Sept. 3	Brighton Speed Trials	Brighton	Wharton (E.R.A.)	Walker (Connaught)	Marr (Connaught)	23.99 sec.
„ 11	Prescott Hill-Climb	Cheltenham ...	Boshier-Jones (Cooper 500)	Broad (E.R.A.)	Bueb (Cooper 500)	44.45 sec.
„ 18	Catania-Etna—38 kms.	Sicily	Sig. de Fillipis (Maserati)	Musmeci (Maserati)	Pucci (Ferrari)	21 min. 24.2 sec.

Moss ***Castellotti*** ***Trintignant***



A VISIT TO MICROPLAS, LTD.

The present-day scarcity of really cheap sports cars and the high prices of the better ones have caused an increase in the number of home-made or " special " cars, consisting of modern proprietary components or adapted and modified parts of obsolete machines. This transformation can be undertaken, as regards the mechanical layout, without undue attention to appearances, but what of the bodywork ? An all-steel or aluminium bodywork with a wooden or tubular steel framework is not easily constructed by the home builder with an eye to a professional finish. It is here that the fibreglass type of body comes into its own.

The advantages of this material for car bodywork are immediately apparent on examining the finished example. The whole shell weighs only about 65 lb. and is supplied in its untrimmed state, without mountings, for £49 in the case of the Stiletto and £58 for the Mistral, this latter type being constructed for longer wheelbases (7 ft. 6 in.), although this measurement may be altered slightly by trimming the shell to fit the chassis in question. A number of extras may be had at small additional cost, namely mounting tubes, wheel arches, doors, bonnet hatches, and complete sets of mounting tubes and cockpit hoops.

The production method is as follows. A complete mould, itself made of fibreglass, with detachable sections, is first waxed and then sprayed with a thin layer of coloured plastic, which is allowed to dry. A layer of glass matting is then cut to the required shape and is fitted into the mould, being pressed into the exact contour by dabbing the plastic on with a stiff brush. Further layers of glass mat and plastic are applied in the same way, and a final layer of open weave cloth is applied, and all air expelled by dabbing from the centre outwards with the brush. Finally the mould is split and the complete body shell withdrawn. A point to note here is that the insides of these moulds are highly polished, and the amateur who undertakes to make his own body, as he can well do, is unlikely to achieve the apparently easily obtained glossy exterior without first doing this. Kits of materials and instructions are available and complete bodies or small sections only can be made up. With regard to repairs after a severe impact, these can be carried out quite simply if the broken pieces are retained, the actual repair being carried out on the back surface by putting on more glass mat and plastic and then buffing and repainting the outer surface.

This method of construction can be applied to other projects than car bodies, notable examples being boat hulls and caravan shells, in the case of the latter one prominent manufacturer is now producing a complete van in this material, and new small boats have been available for some years; in some cases an old hull may be used as a mould to make a new glass-fibre vessel, or a thin skin of the substance applied for strengthening and weather-proofing, illustrating the varied uses of this reinforced plastic material in different fields.—I. G.

Makers : Micron Plastics (Microplas Ltd.), Block " N," James Estate, Mitcham, Surrey.

A FORMULA I M.G. ?

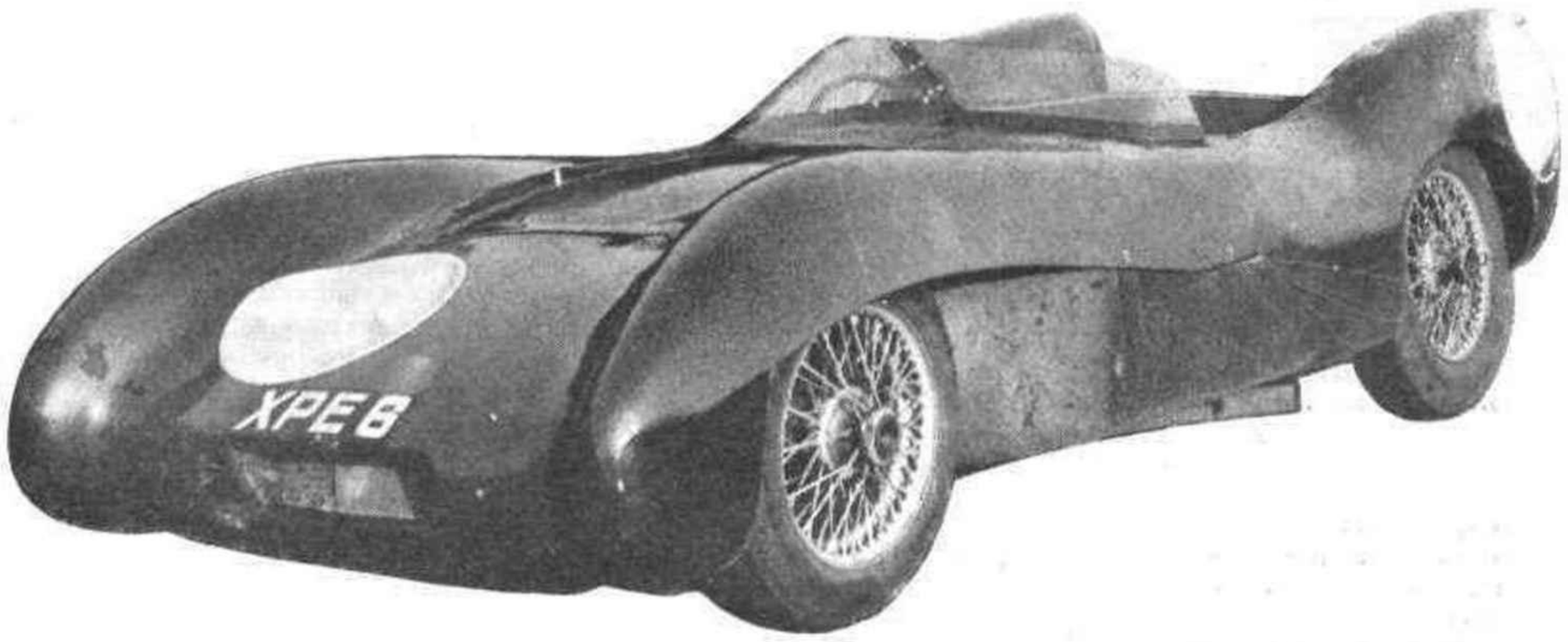
In a test report of an M.G. MGA published in *Empire News* under the heading of " Sleek M.G. Stops the Traffic," Pat Moss writes : " The increase in power resulting from the Le Mans experiments is in the neighbourhood of 205 brake horse-power, so it is not surprising that on that Newmarket road speedburst I was conscious of there being that little extra power under the bonnet if I were to need it." In fact, the engine " leapt ahead " and Pat " touched 93."

As the Yorkshire reader who sent us the cutting remarks, printers' errors do happen but they would hardly mistake 68 for 205 ! We hope that the Bishop has soundly spanked Miss Moss for making this mistake or, as is more likely, that Pat has told the person who " ghosted " for her on this occasion exactly what she thinks of him or her. For the record, Miss Moss concludes : " . . . although I can hardly expect anyone to believe it, I think I could have lit a match when I was doing over 70. And I know from experience that lighting a match is a tricky business in some high-powered and expensive saloons." Clearly, this new M.G. is the ideal smoker's car.

EMPHASIS ON SPORTS CARS—

ROAD IMPRESSIONS OF THE WORKS Mk. IX LOTUS

DISTINCTIVE APPEARANCE characterises the aerodynamic Mk. IX Lotus, a 1,100-c.c. sports/racing car of outstanding performance and controlability.



THERE is no need to underline the excellent performance, one might write "circuit-performance," of Colin Chapman's Mk. IX aerodynamic Lotus, for its race successes at various club meetings and its splendid showing, while it was running, at Le Mans and in the T.T., speak nearly as loudly as the little car's exhaust note! Moreover, enthusiasts who went to last year's Earls Court Motor Show were able to examine the appetising components which Chapman offers to "specials"-builders on his stand in the main hall—such covetable fare as divided-axle i.f.s., de Dion back-end, a lightweight tubular space-frame with low-drag radiator and other factors enabling it to wear a two-seater sports body of reasonable aerodynamic form.

I write of this Lotus in the singular because this article is concerned with the actual Le Mans/T.T. car, Mk. IX/87, which is the property of Peter Jopp and is driven in races by its designer/creator, Colin Chapman. In fact, of course, the small firm of Lotus Engineering Ltd., at 7, Tottenham Lane, Hornsey, London, N.8, has been "mass-producing" these advanced little cars for some time—"mass-producing," that is, for a concern of this modest size, making what are essentially specialised sports/racing cars—Lotus supply the chassis frame and components in various combinations at prices which they will quote gladly if you apply to them.

This particular Lotus, when MOTOR SPORT had it for test in November, had led a particularly hard life. Apart from doing a very appreciable proportion of Le Mans and the T.T.—at Le Mans the car was disqualified and in the T.T. it was leading on Index of Performance until an oil-pipe broke, causing it to lose the 1,100-c.c. class to a Cooper-Climax by a mere five seconds—it had been driven in various lesser races and used by two other motor journals for assessment purposes, besides which, on November 16th, just before we went to Hornsey to take it over, XPE 6 had been tried out at Brands Hatch circuit by a dozen different drivers, who collectively drove it at racing speed for more than 240 laps (or over 300 miles), six of them unofficially approaching or equalling the absolute sports-car lap record for this course. Reg. Bicknell clocked 61.2 sec., Alan Brown 61.6, Ivor Bueb and Graham Hill both got round in 61.7, George Wicken recorded 62.8 and Dennis Taylor 62.9 sec., while Ken Tyrrell, D. Boshier-Jones, F. Hobart-Smith, John Brown and Chapman himself all "had a go," the last-named modestly refraining from quoting his lap times. And all this without a proper overhaul since it was registered early in June.

Not surprisingly, after such high-speed usage, the Lotus was becoming rather weary during our spell with it, and we experienced a few minor bothers, such as a "flat" battery due to a "shorting" electrical lead, a flat tyre, failure of the rev.-counter drive (which mystified us for a time by rotating its drive-gearbox until the latter chafed against the base of the distributor, cutting out the ignition), and breakage of a dynamo support bracket. It takes more than this to mar the joy of driving a Lotus and, anyway, the car wasn't built to run in a Mille Miglia and is probably more at home going to Silverstone or Brands Hatch in a van, accompanied by a plentiful supply of tools, than being put to work as a long-distance road-express.

Certainly this low, tail-finned two-seater places emphasis on "racing" rather than "sports" and is today's equivalent of the Grand Prix Bugatti or Amilcar Six of earlier times—so that lack of a spare wheel, an exhaust note more obvious than that of a Grand Prix car, and a driving position calling for helmet and goggles, are all part of the fun.

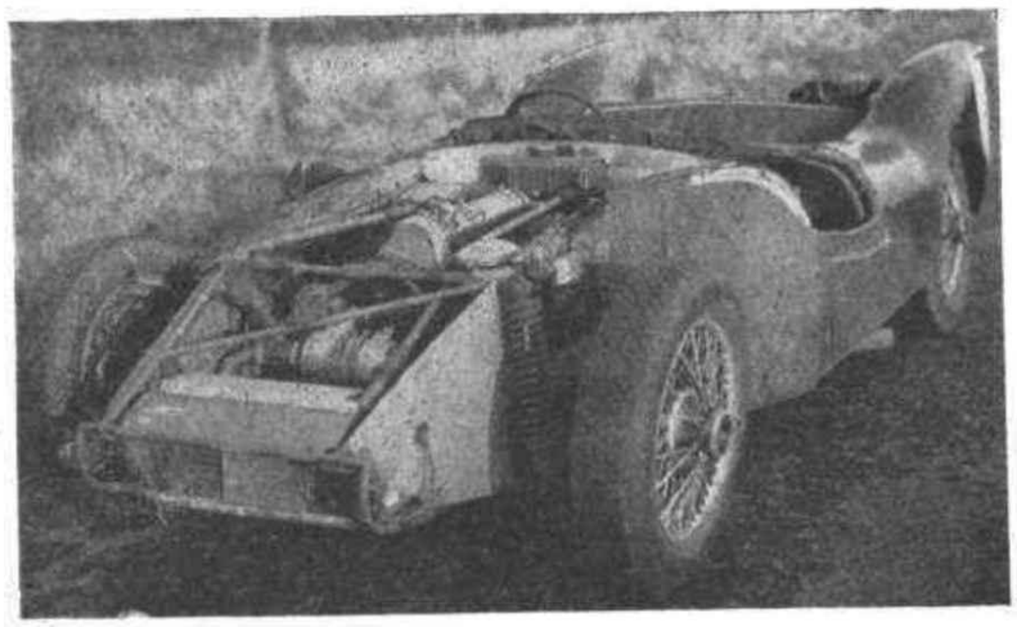
The battery is a small 12-volt affair, sharing the tail with a six-gallon fuel tank which would have to be removed to extract it, the snap-action filler of this tank had to be wired down, no speedometer graces the dash, and for the benefit of those who have never examined a Lotus I add that before the single headlamp could be used the bonnet panel had to be lifted and the lamp prised upwards into the night; obviously, there were no hood or sidescreens!

Yet if these remarks paint the T.T. Lotus as a stark sports/racing car, as you would doubtless expect it to be, the Coventry-Climax engine is happily devoid of temperament, whether poodling through towns or shooting the car up to 85 m.p.h. along the meanest straights, the Lodge HLNP plugs uncomplaining, consuming normal Esso Extra petrol, lubricating itself with Essolube 30 and, incidentally, remaining commendably free from oil leaks. Moreover, with the not-unduly-fierce camshaft which produces 81 b.h.p. at 6,700 r.p.m. on a compression ratio of 9.5 to 1, this clever little 72.4 by 66.6-mm. (1,097 c.c.) engine proved able to run up to 7,000 r.p.m. in the indirect gears in the normal course of business, Harry Mundy, who had a large hand in its design, telling us that something around 400 r.p.m. beyond this wouldn't really stress things too far. And 7,000 r.p.m. in third is equal to no less than 87½ m.p.h. on the low axle ratio!

On this "sprint" ratio of 4.5 to 1 the Lotus-Climax is well able to reach 85 m.p.h. between corners on the average rolling English road, and on our test circuit, under not very favourable conditions, achieved 100 m.p.h. at the end of a stretch where far larger-engined sports cars do not often exceed this figure. Given time to work right up to it the maximum should be approx. 108 m.p.h., while with a high axle ratio (3.9 to 1) installed, speeds in the region of 130 m.p.h. are encompassed.

The handling qualities of the car are interesting. The driving position suits persons of medium height, although even then the pedals seem rather distant and not amenable to easy heel-and-toe gear changes. The position is essentially arms-straight to the pleasing (if slippery) three-spoke, 15-in., leather-rimmed steering wheel and, as has been hinted at, a gale of wind sweeps round the driver's head, although the flatter screen before the passenger gives him or her quite good protection.

On first acquaintance there are two surprises. First, the comparatively hard suspension; secondly, the high-geared steering. The former intrudes only over bad surfaces taken at modest speeds *i.e.*, up to 65/70 m.p.h.; above this speed the ride smooths out and bad roads have less effect on the car. The Lotus rack-and-pinion steering, however, is geared like that of a "chain-gang" Frazer-Nash, asking barely 1¾ turns lock-to-lock, with a reasonable turning circle. The result is that in cornering the wheel is scarcely moved and certainly it is impossible to steer into skids in the cus-



THE WORKS.—A very useful feature of the Lotus is the manner in which the various components are rendered accessible by removing the quickly-detachable body panels.

tomary enthusiastic manner—just a flick and the car is under control. It is fatal to grip the wheel tightly or the Lotus proceeds in a series of swerves, yet kick-back from the divided-axle i.f.s. precludes letting the wheel go free, the technique over bumps being to let the rim play through one's fingers. Incidentally, castor-action is virtually nil.

The cornering characteristics of the Lotus-Climax are of the kind that win races. There is a tendency to understeer which never becomes embarrassing; indeed, the action is virtually neutral, while the de Dion rear-end enables the power to be turned on early out of slippery corners, for both wheels spin together and the car keeps to the intended course. If it doesn't, the aforesaid flick of the taut yet light steering is all that is required.

Everyone who tried the Lotus was impressed with its excellent acceleration for a 1,100-c.c. machine, aided by reasonable spacing of the gear ratios in the M.G. J2 box—for want of a substitute, Chapman uses secondhand, but overhauled, M.G. J2 boxes, substituting for the cast-iron bell-housing a light-alloy one, drilled with lightening holes—what a tribute to the quality in pre-war M.G. cars! A standing-start ¼-mile, essayed two-up, without fireworks, and without practice, occupied a mere 16½ seconds. While driving over our measured ¼-mile we took pains to check the engine/road speed relationship, 1,000 r.p.m. being equal to 15.8 m.p.h. in top gear and 12.5 m.p.h. in third gear.

The enjoyment of this excellent and progressive acceleration is somewhat marred by the force required to change gear, the remote lever being set high up, so that the action is that of lifting rather than moving from one position to the next; using strength, the swapping of cogs is a rapid action, but how tiring in a long race . . . The central hand-brake lever is also too long and moves through too great an arc for convenience, and it cannot be dismissed as merely a parking adjunct, for on a car which likes the revs. maintained for a brisk get-away, it is useful to approach road junctions holding the car back temporarily by hand.

The Borg and Beck racing-type clutch is either in or out and heavy to operate, but showed no general tendency to overheat, save when changing rapidly into top after 7,000 r.p.m. had registered in third gear.

The brakes—9-in. Girling disc—deserve a paragraph to themselves, for in all ordinary circumstances of fast road motoring nothing more was called for than just resting the foot on the pedal; in an emergency-stop they were of exceptional power, to wearing flats on the Dunlops on a dry road or converting the car into a toboggan in the wet! They gave a real sense of security and gain 100 per cent. full marks. Twin master-cylinders and fluid reservoirs are used, one for the front and one for the back brakes.

In appearance XPE 6 is exciting, for the well-known aerodynamic form was offset by racing number discs and night-racing recognition lamps. Of more practical interest is the extreme ease with which the body can be removed completely from the chassis. During our times of trouble we took off the one-piece bonnet, front wings and scuttle in a matter of minutes, when almost all the machinery is accessible. Genuine Dzus fasteners facilitate this useful operation. This body, which has ample accommodation laterally and fore-and-aft for two adults, is in a very thin-gauge light alloy and is the work of Williams and Pritchard.

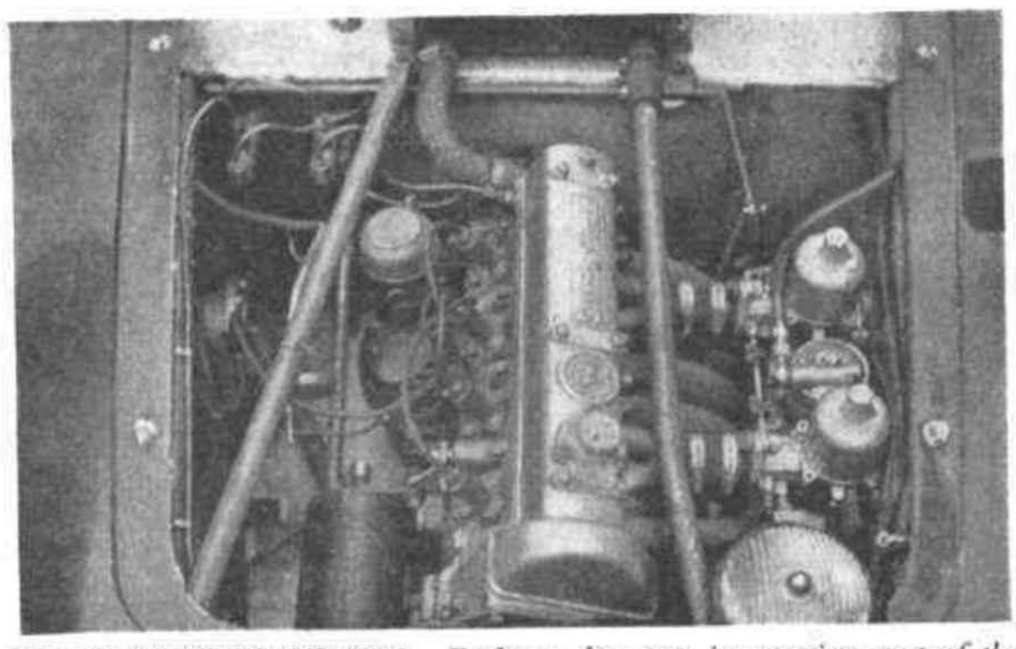
The general specification of the Lotus-Climax Mk. IX is well known but for those who like details, let us run over the general layout and construction. The multi-tubular space-frame has swing-axle front suspension, formed from a divided Ford axle beam, liberally drilled, with long radius-arms, suspension being by coil-spring-cum-damper units. At the back similar suspension units are employed with the de Dion rear-end, where the disc brakes are mounted inboard. Centre-lock wire wheels are used, those on the car tested being shod with 4.50–15 Dunlop racing tyres at the front, 5.25–15 at the back.

Right in the nose of the car is the small ducted radiator, from which a long pipe on the near side runs to a tiny water-system header tank under the scuttle, the water return pipe leaving the back of the head on the off side, and a pump on the near-side front of the engine encouraging circulation. This pump is belt-driven in conjunction with the dynamo on the off side, which is a normal Lucas dynamo with an extension driving a Smith's 5-in. rev.-counter reading to 8,000 r.p.m. Normal Lucas coil ignition is used, the sparking plugs being inclined in the off side of the cylinder head.

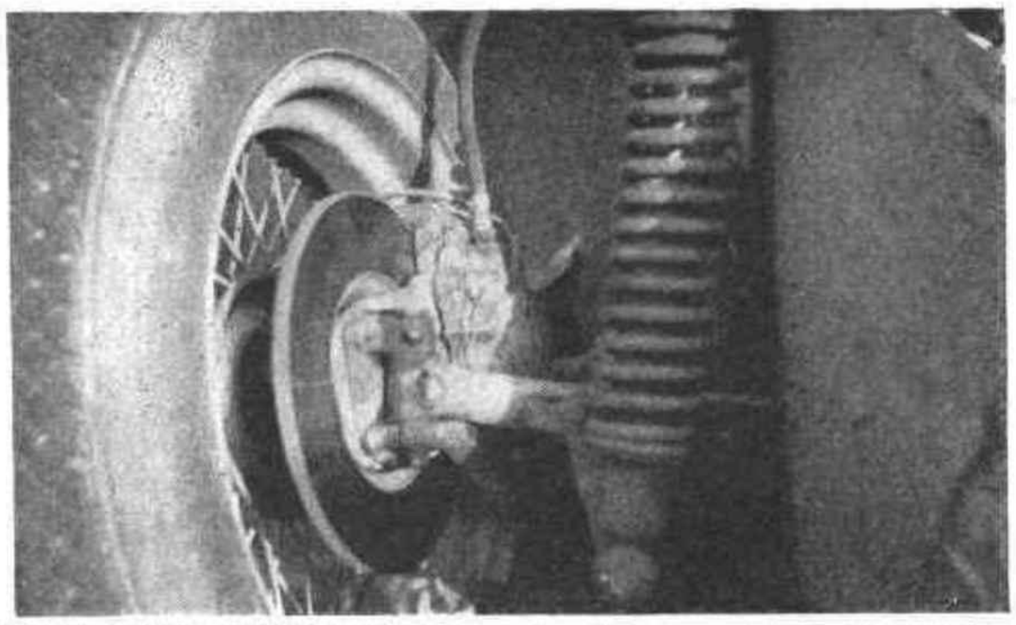
Above the radiator is a water/lubricant heat-exchanger. Two 1½-in. H4 S.U. carburetters are used, which have ram-pipes projecting into an air-box on the near side of the car, and on the same side four separate exhaust pipes feed into a single larger-bore pipe which ends flush with the side of the car. The oil-filler is accessible on the off side of the engine and there is a breather in the camshaft cover adjacent to the interesting(!) Godiva emblem which forms the Coventry-Climax trademark. A Purolator oil-filter lives outside the frame behind the near-side front wheel and fuel is fed from the tail tank by a single electric petrol pump, also situated outside the engine compartment nearer the scuttle. The steering column incorporates a universal joint, voltage regulation is through the latest Lucas RB310 unit, and stop-lamps, as required for night racing, are actuated by the brake pedal.

The dash is pretty fully occupied with accommodating two fuse-boxes, aircraft-type switches for panel lighting, the triple rear lamps, the side lamps, the two retractable Lucas headlamps (only one being fitted when we had the car), the recognition lamps, ignition and fuel pump, the aforesaid rev.-counter, and three small Jaeger dials indicating water temperature (normally 65/70 deg. C.), dynamo charge, and oil pressure (normally 40 lb./sq. in.), the last-named being a combined oil pressure/water-temperature dial, with the latter function deleted. The steering-wheel spokes rather blank the essential dials. In addition, there are: a dynamo master-switch, a switch for cutting out the lamps circuit during daylight racing, a dipper for the non-existent headlamp, and a pull-out starter switch, as well as a Tapley performance meter, horn button and central mirror. Incidentally, no fuel gauge or reserve tap was fitted. The fuel range wasn't great, but for long-distance racing an auxiliary pannier tank is carried on the near side.

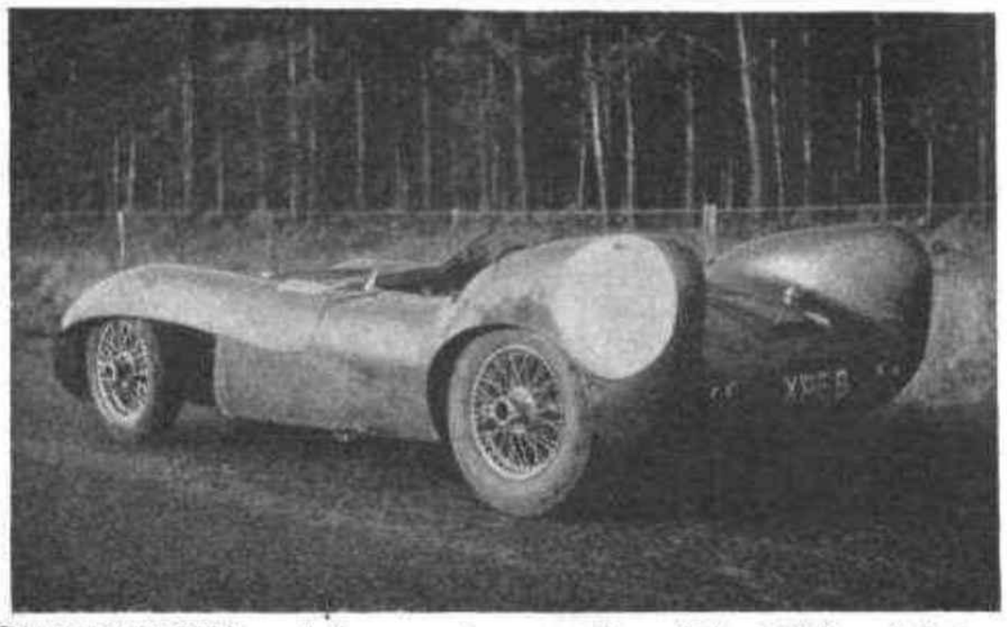
The interior of the cockpit is devoid of trimmings, but the shallow seats are not uncomfortable and the driver is kept nicely in place by the propeller-shaft tunnel, which is not upholstered. In the tail, under a Dzus-fastened panel, repose the tightly-packed fuel tank and lightweight battery, and when a spare wheel has to be carried this is somehow inserted in front of them and secured by a length



WHAT MAKES IT GO?—Perhaps the most impressive part of the Mk. IX Lotus which we tested was the Coventry-Climax single-o.h.c. engine. It would run happily down to 1,000 r.p.m. in top gear or rev. to 7,000 r.p.m. quite unconcernedly, as occasion demanded.



SPLENDID ANCHORS.—No praise is too great for the Girling 9-in. disc brakes fitted to the works Lotus. Note also the coil-spring front suspension unit.



PURPOSEFUL.—A three-quarter rear-view of the tail-finned Lotus, in this instance the car used by Colin Chapman in the T.T. and at Le Mans.

of rubber cord. Lift forward the wafer-thin seat squab and the mysteries of de Dion back-end and inboard disc brakes are immediately apparent!

This starkness notwithstanding, the remarkable TWA Coventry-Climax engine commenced readily and did not run-on after terminating hard spells of motoring, we never had to look at a plug, and carburation is commendably clean over the 1,000/7,000 r.p.m. speed range, the car running without snatch at the former speed in top gear, *i.e.*, at less than 16 m.p.h., and pulling away without hesitation. Moreover, it refused to boil, even in London traffic. The useful range from the aspect of power is from about 3,000 to 6,700 r.p.m.

The splendid performance of this 1,100-c.c. sports/racing car and the excellent understeer handling which enable it to do so well in races also render it a very fast road car. In the hands of a colleague it averaged more than 63 m.p.h., two up, over 195 miles of main-road motoring with Saturday traffic to contend with, 6,700 r.p.m. being the genuine top-gear maximum along the Salisbury straights, equal to nearly 106 m.p.h. This run included averaging 68 m.p.h. between Winchester and Petersfield and 78 m.p.h. from Andover to Lobscombe Corner, which gives some idea of the potentialities of the Lotus as a road car. Moreover, at these high speeds the consumption of Esso Extra worked out at about 24 m.p.g., so that, driven more like a mere sports car, this Lotus-Climax would obviously return economy figures comparable to those expected of a small saloon. Understandably, the engine consumed a lot of oil. The weight is 9 cwt. 1 qtr. 21 lb.*, without passengers, but ready for the road with approximately two gallons of fuel.

The basic soundness of Chapman's design and the excellence of the Coventry-Climax engine add up to a fascinating small competition car, able to challenge many machines far larger than itself.—W. B.

* As this weight does not tally with those quoted in other reports, we would emphasise that MOTOR SPORT always uses the same weigh-bridge—the County Council of Middlesex Public Weighbridge at Brentford.

London Motor Club's Gloucester Trial (Dec. 3rd)

THE thirty-seventh Gloucester Trial was held on December 3rd at Birdlip, Glos. This well-known reliability trial consists of a road section of about thirty miles and a trials section involving the ascent of various hills and mudbanks.

Competitors were split up into odd and even number groups, the route being so arranged that neither group had long to wait before commencing the special tests, which began from a track in the valley of a wood, the seven observed sections being marked out on the inclines on either side. The first section consisted of a straight hill; the second, third and fourth were straight with turns or bends half-way; the fifth was similar, after the cars had negotiated a mild form of watersplash before it; the sixth, a steep, straight climb with a bend at the finish; and the seventh involved traversing several banks and ditches.

Amongst the successful gentry at Hill One were A. Erskine in a Ford and T. Harrison (Harford III), who made good, steady climbs. E. Reynolds failed with his Dellow owing to the use of too many revs., and N. Carr (Trafford) also failed to complete the last two sections, much water and steam emitting from his radiator.

Hill Two again saw Harrison make a fair climb, Carr making to section four. On Hill Three Harrison did some aviating but just failed to reach the summit. Hill Five was a stiff one for most people, Cotton (Cotton Special) and Lawson (M. & L.) having fair luck, as did R. N. Stallard (Ford) and T. Bellm in a smart Dellow. E. Chandler in the Chandler Special made another good attempt, but H. Smart (B.S.T. II) was less successful. B. Dees, in a smart and very clean P.A.B. Special with aluminium painted chassis and large folding windscreen, reached the summit with assistance but got stuck in the puddle at the bottom before joining the main track, a branch having lodged between the spokes of his rear wheel. R. Davis, driving the only Austin Seven-engined car, was one of the last to ascend the hill but failed to get very far, the mauve-coloured car was well turned out, however, being fitted with hydraulic brakes (by Lotus Engineering, Ltd.), Stromberg carburetter, high-compression head, large sump and pressurised Nippy crankshaft.

Hill Six proved to be an easy one, few cars failing to reach the top; Cotton, Lawson, Hollingworth (Oliver), Faulkner (Paul Special), Highwood (Exspence) and Corbishley (C.C.S. IV) being seen to make clear climbs, as did Chappell in his Cannotton with punctured tyre and Dadswell (Sanford) after starting troubles at the bottom.

The final test, Hill Seven, proved to be the most interesting to watch, drivers forcing their "Bucking Broncos" over mounds of earth and rubble. "Mike" Lawson gave a spectacular showing of how to do the thing properly by completing all six sections without stopping; a very enterprising spectacle, accompanied by much cheering on the part of the spectators. Nearly all other competitors had to try some of the obstacles more than once. Hopkinson, Appleton (Cannon Eight) and Needham (Needham Special) completed the course, along with Ackerley (Ford) and Broadhead (J.C.B.), who stopped for breathers in between. T. Harrison cleared section three after examining the lie of the land with his passenger, and finally reached section six and cleared it. Imhof (Imhof Special) cleared point two, and reached point six after several attempts at the steep bank at point three. Reynolds (Dellow) inspected the layout also but failed at point two, when he motored off down the main track, the car sounding like a Ford V8 owing to a broken exhaust system. F. Harrison (F.H. Mk. IV) went in for tree felling and cleared point one only, as did Cotton's steaming Cotton Special, trailing some of the undergrowth behind it.

So ended a very interesting few hours of inexpensive motor sport, the special tests being well chosen and the cars well finished and carefully driven.—I. G.

Results:

Gloucester Cup: B. Dees (P.A.B. Special).
Thomas Cup: E. Chandler (Chandler Special).
Committee Cup: P. Highwood (Exspence).
First-Class Awards: G. Newman (Cannon Seven), R. Chappell (Cannotton), J. Jenkins (Austin) and T. Harrison (Harford III).
Team Award: J. Appleton, B. Dees and E. Chandler (175 points).

SHELL

WITH

ICA

The most powerful
petrol you can buy

V.S.C.C. ODIHAM DRIVING TESTS

(December 11th)

AFTER leaving difficult-to-locate Bisley, the annual winter driving-tests fixture of the Vintage S.C.C. moved to the squalor of the Slough Trading Estate, shifted to bleak Lasham airfield and, this year, went to another airfield near the secluded North Hampshire town of Odiham, which estate agents refer to as "much-sought-after."

An excellent entry of 55 was obtained, with emphasis this time on vintage vehicles, for 41 were pre-1931 (17 under 1½ litres, 24 over this limit), the remainder consisting of half-a-dozen small and eight larger post-vintage thoroughbreds.

On the way to the new venue we fell in behind a 1925 Austin Heavy Twelve tourer, *sans* hood, with a fantail on the end of its exhaust pipe and containing two wet duffle-coated occupants—we knew we were on the right track! Alas, persistent rain fell all day, but, after the arriving machinery had been held back while a V.I.P. took off alone in a Dakota, everyone assembled on the far side of the aerodrome and Secretary Tim Carson bravely caused operations to commence.

The first test was a Le Mans-start sprint. In this J. C. Erskine-Hill's smart 3.3-litre Bugatti coupé very neatly, and with no fuss, made f.t.d. in 18.2 sec., Peter Binns upholding vintagery by taking a mere one-fifth second longer in his well-known open O.M. Third fastest time was accomplished by R. E. B. Noble's shortened 2,160-c.c. Alvis with non-original open body (19.8 sec.). P. Major's 1932 "chain-gang" Frazer-Nash got going neatly, likewise J. M. Hinchcliffe's wire-wheeled Lancia Augusta saloon, while only slightly slower, both taking 21 sec., were L. T. D. Taylor's very attractive and original 1927 Amilcar Grand Sport and W. S. Heath's 1938 "chain-gang" Frazer-Nash, the Amilcar being especially outstanding as it was wound-up by hand, while the 'Nash heaved itself away from the start in typical style. Nearly as rapid was E. Bamford's 1930 4½-litre Invicta coupé. J. Maylan's very genuine Brooklands model Riley Nine was placed second in its class to the Amilcar, while the 1928-engined 9/20 Humbers of D. T. R. Dighton and W. L. T. Winder tied for third place in the same category, whereas in the big-thoroughbreds class a clear second separated A. H. Gostling's smoking 1932 2-litre Lagonda and J. W. T. Crocker's late-type 2-litre Lagonda, both open cars, for third place.

It was noticeable that many competitors removed their coats for this test in spite of the rain; they proved fitter than some of the cars. A. Ainsworth's 1930 4½-litre Invicta, with fearsome outside exhaust system, spoiling an otherwise excellent run by reluctance to commence, while outstanding pedestrian-acceleration couldn't make up for the misfiring of M. Leo's noisy blown 2-litre Lagonda. N. A. Dimmock's 1927 Lancia Lambda asked for four prods on the starter, J. W. Rowley's cut-and-shut 1929 Lambda, eight, before their V4 engines would fire. In contrast, both M. Hickey, in vivid check cap, and B. C. Walker got off quietly on the dyna-starters of their early "bullnose" Morris cars, the latter's possessing something very incongruous under its bonnet in the form of an Arnott supercharger. J. J. Woodcock's well-known 14/40 Humber tourer had a fierce clutch and its radiator *muff down*, M. H. Wilby's Rapier (by Lagonda) was misfiring, and very smart in bright blue was S. G. Bourne's 1931 100-m.p.h. low-chassis 4½-litre Invicta, a neat performer.

L. E. Parks' early Singer Junior saloon carried a considerable family and, not to be outdone, Dighton's Humber had a pram tied on the luggage carrier. L. J. Wickham's 1929 "beetle-back" 12/50 Alvis required two commands before its engine started, and although D. H. Gahagan's G.P. Bugatti was present to lend a "circuit" air to the place, it slunk away into a corner and didn't perform at all.

After the sprint came an exercise in blind-flying, at which the first pair to run made by far the best job of it—T. N. Mackean and lady in an exotic 1921 A.C. tourer with a rather rude stern and bicycle tyres. Their 29 seconds was approached closely only by P. Henderson in a genuine 1924 sports Bayliss-Thomas with *aluminium* pointed-tail two-seater body and remote outside hand-brake (33.8 sec.), S. R. Waine in a rare open Rhode Hawk (36.6 sec.) and J. A. Denne in the 1911 Humber (36.8 sec.), which had a very near-miss on a marker tub with one brass hub-cap! J. Kendall's 1927 1½-litre Riley tourer spoilt a nice run by removing a marker tub, the crew of J. J. Clements' 1926 Austin Heavy Twelve tourer (with those delightful "railway-carriage" oval door handles) got completely confused, taking 165.4 sec., and B. M. Clarke, driving a white 1913 Austin which was trying to look like an early racing car, stalled his engine and had to be pushed away when it absolutely refused to restart, but not before he had made valiant blindfold attempts to get some sense into it, aided by vigorous teamwork from his passenger, who kept her umbrella up throughout. Another who stalled was D. Denne in his 1913 Sunbeam tourer, his passenger winding him up again. D. E. Lincoln's original and handsome 1929 O.M. was one of those which had to reverse.

In unabating wetness a wiggle-woggle-cum-brake-test was run off, those whose brakes didn't being E. S. Eaton's 1927 30/98 Vauxhall and J. Kendall's Riley, the latter executing a record slide. Five competitors failed through making no attempt to brake, Clarke mistook the finishing line, and it was left to Dighton's little Humber (14.6 sec.), Rowley's Lancia (14.8 sec.) and Taylor's Amilcar (15.0 sec.) to show us how it *should* be done.

The white lines of the parking test having been washed away, the last test was a width-judging affair, taken, cruelly, in reverse. J. Malyan, J. Kendall, D. E. Lincoln and J. W. Rowley were over-optimistic and couldn't pass between the markers, but M. Leo obviously has nothing to fear from driving-test or city-parking, leaving only four inches, while by taking a big sweep on the turn Gostling managed 4½ in., with which Clarke tied, while both Heath and Crocker cleared in 5 in., Major and Waine needing another half inch.

After this R. H. Stewart was able to wind shut the various signalling apertures of his smart 1933 Rolls-Royce, others to cower under hoods, some to face the full wrath of the elements, as the contingent of varied and individual motor cars went off to cram the "Phoenix" car park to capacity and sample Don Dear's afternoon teas.

Well-known V.S.C.C. personalities who braved the Odiham weather were T. W. Carson (Bradford van), Kent Karslake (Morris Isis Traveller), Barry Dove (Ford Popular), Alan Southon (f.w.d. Tracta coupé), Ron Barker (Lancia Astura limousine), and John Morley, whose "beetle-back" 12/50 Alvis was indeed a pearl among swine. The spectator's car park contained a vast vintage Standard saloon and a nicely-original, aluminium-bonneted H. E. Dutch-clog three-seater.



AT SPEED IN THE RAIN.—L. T. D. Taylor's 1927 Amilcar Grand Sports flashing past the camera at Odiham! If you look through earlier MOTOR SPORTS *you will see pictures like this, showing how decently original is Mr. Taylor's car.*

Results :

Class I (Vintage Cars up to 1,500 c.c.) :

First Class : D. T. R. Dighton (1928 Humber).
Second Class : T. N. Mackean (1921 A.C.).
Third Class : L. T. D. Taylor (1927 Amilcar) and S. R. Waine (1929 Rhode Hawk).

Class II (Vintage Cars over 1,500 c.c.) :

First Class : P. J. E. Binns (1927 O.M.) and J. A. Denne (1911 Humber).
Second Class : M. Leo (1930 Lagonda) and R. E. B. Noble (1930 Alvis).
Third Class : D. K. Brown (1926 Alvis) and M. J. Huckstepp (1924 Morris).

Classes III and IV (Thoroughbred Cars) :

First Class : J. C. Erskine Hill (1936 Bugatti).
Second Class : J. M. Hinchcliffe (1936 Lancia).
Third Class : W. S. Heath (1938 Frazer-Nash) and P. Major (1932 Frazer-Nash)

THE 1955 R.A.C. TRIALS CHAMPIONSHIP

Newman Wins Again



MUD-MASTER, 1955.—G. H. Newman in his smart Ford Ten-engined Cannon Seven won last month's R.A.C. Trials Championship—the second year in succession that he has done so, aided by his active (and attractive) passenger.

MUD-TRIALS have become a specialised branch of motor sport, contested between drivers rather than cars, for, as last month's Championship Trial emphasised, trials cars are largely standardised. They consist of lightweight vehicles powered by the robust Ford Ten engine, modified where possible, but usually with twin 45-deg. or full-downdraught S.U.s, while invariably the vital matter of wheel-grip is met by using Goodyear tyres on the back wheels. Rigid front axles are universal, drilled in the case of J. S. Jenkins' Austin, N. Carr's Trafford, T. C. Harrison's Harford II and F. T. Lewis' Squamigerous, the last-named, like N. Kennedy's Harfeach, the Cannon Fourteen and the J.C.B., using Austin Seven front wheels and brake drums.

Nineteen drivers contested the 1955 Championship, 11 from the South, seven from the North, one representing Scotland; they brought their "specials" in vans and on trailers to Scarborough, to attempt stiff Yorkshire "sections."

In spite of design standardisation, some special items were noted as the cars were scrutineered by A. St. J. Mitchell, who checked dimensions, safety and legality, even trials cars requiring horns! The imposing ribbed light-alloy Aquaplane Specialhead was seen on R. Chappell's Cannotton, R. Faulkner's Paul Special II, and the Harfeach Mudmaster Mk. II, with its tubular frame, divided colour scheme (a future idea for Rootes ?), and with a big water-bottle on board. D. L. B. Cannon's Cannon V and the Cannotton possessed one-piece detachable bonnet tops with screens attached, J. H. Appleton's Cannon Eight had a filler cap in the top water hose, incorporating a vent-pipe, while Reg. Phillips' Fairley, with yellow wheels and black mudguards, relied on a c.i. head and 45-deg. S.U.s. M. R. B. Cannon's Cannon Fourteen had a wire-mesh front, belt-driven water pump and an ordinary alloy head, while C. Corbishley's C.C.S.4 sported an external speedometer, drilled disc wheels and an alloy head. A variant of the rigid, widened Ford Ten front axle was seen on the Cannon Fourteen, which has i.f.s. of light tubular wishbones above a wide transverse leaf spring. Faulkner caused interest by having an Andrex Telecontrol for his rear suspension, with a vast pressure gauge on the floor, and the air-intakes for the full d.d. S.U.s of B. H. Dees' P.A.B.-Special were ducted into the firewall. Conspicuous amongst these "specials" was A. E. Marsh's blown Dellow, carrying twin spare wheels, while J. C. Broadhead's J.C.B. had i.o.e. valve gear and a remote-control gear-lever.

It was these cars which followed Mike Wilson to the first "sections" on an Army artillery-range. Not one driver got up any of these "clean," the second hill being liberally provided with "stoppers" in the form of steps under the heather. Appleton, Chandler, Corbishley (in spite of his lady passenger's vigorous bouncing), the Dellow, and D. Cannon failed at the first, whereas Jenkins, Barden, M. Cannon, going exceedingly well, Kennedy, using most effective blipping tactics, Broadhead, employing lofty revs., Carr, taking it neatly, Faulkner, with bags of power, Phillips picking his way, and Dees, in clouds of oil-smoke, all reached the upper step, with varying degrees of lost points. Newman, with his throttle-blipping, and Lewis receiving the loudest applause.

Another section in this area consisted of a mud-bath, a nasty hump, a right-hand bend, and then straight up a steep heather-covered hillside. Here Dees, Broadhead and Corbishley negotiated the lower hazards but were defeated early by the gradient, the Dellow did better, Lewis about as well, and then Carr's Trafford went magnificently, but not quite to the top. D. Cannon, his passenger leaning well back over the back wheels, took it carefully and skilfully, engine boiling, Phillips ran wide and stopped on the corner, M. Cannon nearly made the lot, whereas Kennedy grounded on the hump, shedding the silencer, Lawson recovered well from similar trouble, but it was left to Newman, whose girl passenger wore a blue hood matching the Cannon Seven's bonnet, her feet on the seat and using sidecar-racing tactics, to make the best show of all. Nearly as good was Jenkins' Austin.

Competitors now went to a country inn for lunch, and more steep, very muddy "sections" on an adjacent farm, watched critically by Earl Howe. The Harfeach needed attention to one S.U. and was having its Champions changed, and Chandler smote a tree; again Newman's blipping produced outstanding climbs.

When the officials had toiled with their marker-tapes the 1955 Trials Championship was found to belong deservedly to G. H. Newman (as in 1954), with a loss of 44 points. P. Barden was second, losing 69 points, M. H. Lawson and M. Cannon tying third, with 72 points lost. All represented the South.

* * *

This expedition to Yorkshire, made in the Jupiter, proved that if you pick your route you can avoid the traffic. We went out of London on A10 to Cambridge, thence *via* the by-roads of the fen-country through Earith, Chatteris and March to Wisbech, pausing for a promptly-served dinner at the "White Hart" at Boston, and so up A16 and A18 to cross the Humber at Boothferry Bridge. Although we arrived in Scarborough after the bewitching hour of midnight, the Grand Hotel, with true Continental initiative, had an excellent cold meal awaiting us, and thereafter every amenity. We returned *via* Beverley, crossing the Humber on the *Wingfield Castle* paddle-steamer [Which, I was pleased to find, is equipped with Boddy-Harris life-savers!—ED.], coming downhill into Lincoln past the splendid cathedral, through Raymond Mays' Bourne, to join A1 at Norman Cross, after the straggling expanse which is Peterborough. We ate at "The Bull" at Royston, where the service is excellent, wine is served by the glass, and those who dine there will discover good food and something of interest from the motor-racing past.—W. B.



ONLY DELLOW in the 1955 R.A.C. Championship Trial was the blown version driven by A. E. Marsh.

BOOK REVIEWS

"**Henry's Wonderful Model-T—1908-1927,**" by Floyd Clymer. 219 pp., 11 in. by 8½ in. (*McGraw-Hill Book Company, Inc., 330, West 42nd Street, New York. 5.95 dollars.*)

There have been various histories of the fabulous Henry Ford, but now come works on the model-T itself. Floyd Clymer weighs in with a comprehensive album of Ford model-T memories, stories, jokes, songs, specifications and accessories, the whole illustrated by 500 photographs and diagrams. This really is a complete study of this immortal automobile, which was in current production from 1909 to 1927.

The first picture in this great book is of a model-T truck conveying an overhanging load of hay along an American highway, which exactly captures the spirit of service that *was* the model-T. The story unfolds through all the manifestations of this incredible car, and historians and those who are restoring such cars will appreciate *especially the third chapter,* "*The Ubiquitous Model-T,*" by Les Henry, the celebrated T-historian, which details main and detail changes in specification and construction year by year, material which, we believe, appeared first in the *Antique Automobile.* The attractive dust-jacket is by H. Lawrence Hoffman and the layout by Joseph J. Binns.

In typical Clymer fashion there are masses of good pictures, of commercial model-Ts as well as the passenger cars, and reproductions of many early Ford advertisements, pages from the instruction manual, even the words and music of old "jitney bus" songs. This is an essential to all who own and restore model-Ts.—W. B.

"**Into the Water Barrier,**" by Donald Campbell, in collaboration with Alan W. Mitchell. 239 pp., 8½ in. by 5½ in. (*Odhams Press Ltd., 67, Long Acre, London, W.C.2. 15s.*)

This is the story of the post-war attacks on the World's Water Speed Record by Donald Campbell, son of the late Sir Malcolm Campbell, which culminated in the speed of 202.32 m.p.h. in his Vickers Beryl-powered jet hydroplane Bluebird K7. It is a story admirably told, and the book gives a very clear picture of the work, research and anxiety which such an adventure into the unknown always entails. Yet the human side of the adventure is very happily portrayed, and Campbell fits in merely as one of a devoted and skilful team, never stealing the limelight, for he is modest in the extreme.

Yet how fortunate that this book has been written! For it clears up all manner of misconceptions about this sudden impulse of the son to carry on the fine work of his father. Some of us may have seen in Donald Campbell a good-looking, comfort-loving young man married to a pretty girl, who sought to "cash-in" on his father's fame, saying that he was going to attack the water speed record, then getting nothing done. How were we to know of the experiment and research necessary to make even the old Rolls-Royce piston-engined Bluebird sufficiently fast, and of the lack of help from the British industry with which Donald Campbell had to contend after that Bluebird was wrecked and another had to be built.

Cobb, like Segrave, was killed in trying to break this so dangerous of records, yet Campbell, without their long experience of high speed on land and water, never funked testing the experimental Bluebird. He put some £15,000 of his own money into building his boat, even to mortgaging his house, after firms such as Rolls-Royce, Bristol, Armstrong-Siddeley, Saunders-Roe, C. C. Wakefield and others had turned down his appeals for assistance. Months of set-backs followed, and "Into the Water Barrier" translates the sordid wind-tunnel and water-tank tests, the endless calculations and redesigning which followed failures during trials, into an absorbing account of a small team's firm determination to win through.

To their everlasting credit, Joseph Lucas, Metropolitan Vickers, Accles and Pollock, Birmetals, Ultra-Electric and others gave material help to Campbell's courageous project, with the result that Britain now holds the World's Water Speed Record at a speed of over 216 m.p.h. The book ends with Campbell's earlier record of 202 m.p.h. at Ullswater, the first time 200 m.p.h. had been exceeded officially on water.

Campbell, who, incidentally, is a professional racing motor-boat pilot, since he abandoned his job to devote all his energies to Bluebird, describes vividly his sensations at this speed. He even details the cockpit drill of both his Bluebirds, treats the divers other fascinating aspects of his record attempts in similar vivid form, while the book gives an excellent technical appreciation of the problems which had to be faced, even to a differential equation used by the Norris brothers in working out the deflections of the tapered box spars carrying Bluebird's main planing surfaces. Campbell reckons he motored 100,000 miles in pursuit of parts and work on Bluebird, but, alas, does not reveal what car he used.

In the generous tribute Campbell pays throughout his book to the men who worked with and for him, none, we are pleased to note, is warmer than the affection he expresses for Leo Villa, his chief engineer, who held the same position with Sir Malcolm Campbell before the war.

This is an excellent adventure story which contrives to put in a very true light a great contribution to British prestige.—W. B.

"**Against the Sun,**" by Edward Lanchbury. 270 pp., 8½ in. by 5½ in. (*Cassell and Co., 37/38, St. Andrew's Hill, E.C.4. 16s.*)

This is the stirring biography of Wing-Comdr. Roland Beamont, D.S.O., O.B.E., D.F.C., test-pilot to English Electric, who tested the P1, Britain's first truly supersonic fighter and, before that, the Canberra jet bomber. The book follows the usual pattern—unpromising school reports, the burning desire to fly, the subsequent success story, pictures of pilot with wife (they always pick attractive ones!) and children, hints of hectic motor cars, in this case a fire-engine-red M.G. Magna. It also tells in absorbing fashion of Beamont's fighter-pilot days, his contribution to the development of the Typhoon and of beating the V1 by those heroic wing-tilting methods, using Tempest fighters.

From prisoner-of-war days Beamont returned to test flying, of the fastest and finest of British aircraft, a story told with accuracy, insight and feeling by Edward Lanchbury.

If you like the air as well as the road, you won't regret buying "Against the Sun."

"**Rallying to Monte Carlo,**" by Mike Couper. 196 pp., 8¾ in. by 5½ in. (*Ian Allen Ltd., Craven House, Hampton Court, Surrey. 16s.*)

This is a topical book and the fourth to deal with the Monte Carlo Rally since the late Humphrey Symons wrote his classic of that title in 1936. Mike Couper, who needs no introduction to motor sportsmen, writes exceedingly well, as readers know who recall his contribution to our "Cars I Have Owned" series, and we found it impossible to pause for play, let alone work, while following his fortunes in the rallies of 1939 and 1949-1955, mostly in luxurious British cars such as Bentley and Rolls-Royce with the Concours de Confort in mind. On four occasions he won the Grand Prix, highest award in the Confort contest. Moreover, the book is well printed and illustrated with reasonable photographs and three fine colour-plates, while it contains several clear maps. There is a foreword by Raymond Baxter.

Mike Couper deserves thanks for a well-presented, well-balanced book on a topical subject, which all Monte Carlo Rally crews and followers will wish to read—and from which they may derive benefit—before this month's Rally commences. We can detect practically no errors, although Garrad's name is rendered throughout as Garrard. He pays MOTOR SPORT a nice compliment for being fearless; we can return the compliment, for Mike does not mince his words and after you have read his book you will understand why he isn't driving an Armstrong-Siddeley this year!—W. B.

"**The Story of Brooklands,**" by W. Boddy. Three volumes (1906-1940). 800 pp., 7½ in. by 5 in. (*Grenville Publishing Co., Ltd. 15/17, City Road, London, E.C.1. 12s. 6d. each.*)

The late lamented Brooklands Track would have reached its fiftieth anniversary this year, and it is of interest that the monumental history of B.A.R.C. racing, written by W. Boddy, has been reprinted, all three volumes now being again available. Not only the early Outer-Circuit races with their varied "fields" of cars but such long-distance classics as the 500-Mile Race, International Trophy, Double-Twelve-Hour Race, Empire Trophy, L.C.C. Relay Race and so on are fully covered, while on one page or another almost every personality in British racing is encountered. As with the personalities, so with the cars, the Editor of MOTOR SPORT describes the less-well-known along with the famous.

Edge's 24-hour drive in the Napier in 1907, the fantastic opening meeting, the early struggles for the world's hour-record culminating in Talbot's 100-in-the-hour, the long-duration record attempts by vehicles as diverse as the 350-c.c. Vitesse and the big Benz, detailed descriptions of cars like Chitty Chitty Bang Bang, the V12 350-h.p. Sunbeam single-seater, the blower-4½ Birkin Bentley, the V12 10½-litre Delage, Don's Sunbeams, Gardner's M.G.s, the Barnato-

Continued on page 41

MOTOR

PICTORIA

London M.C.

Vintage S.C.C



KEEP GOING.—A determined effort on the part of J. Hollongworth at the wheel of his Oliver in one of the special tests at Birdlip during the Gloucester Trial.



SHARP CORNER.—J. Broadhead in the J.C.B. taking a sharp corner in the final test, in which cars had to climb in and out of stony hollows.



POST-VINTAGE THOROUGHBRED—S. G. Bourne's
that spot of salva



ASSISTANCE REQUIRED?—P. Highwood's Morris and Ford-based Special "Exspence" reversing down the narrow track at the top of test six, which proved an easy one for most competitors.



DETERMINED SOLO.—"Mike" Lawson in the M. & L. tackling one of the final test sections of the Gloucester Trial alone, believing in the reduction of excess weight.

TOUGH GOING.—R. Chappell's nicely turned-out Cannotton making some steady progress on section five. Chappell was one of the competitors to gain a first-class award.

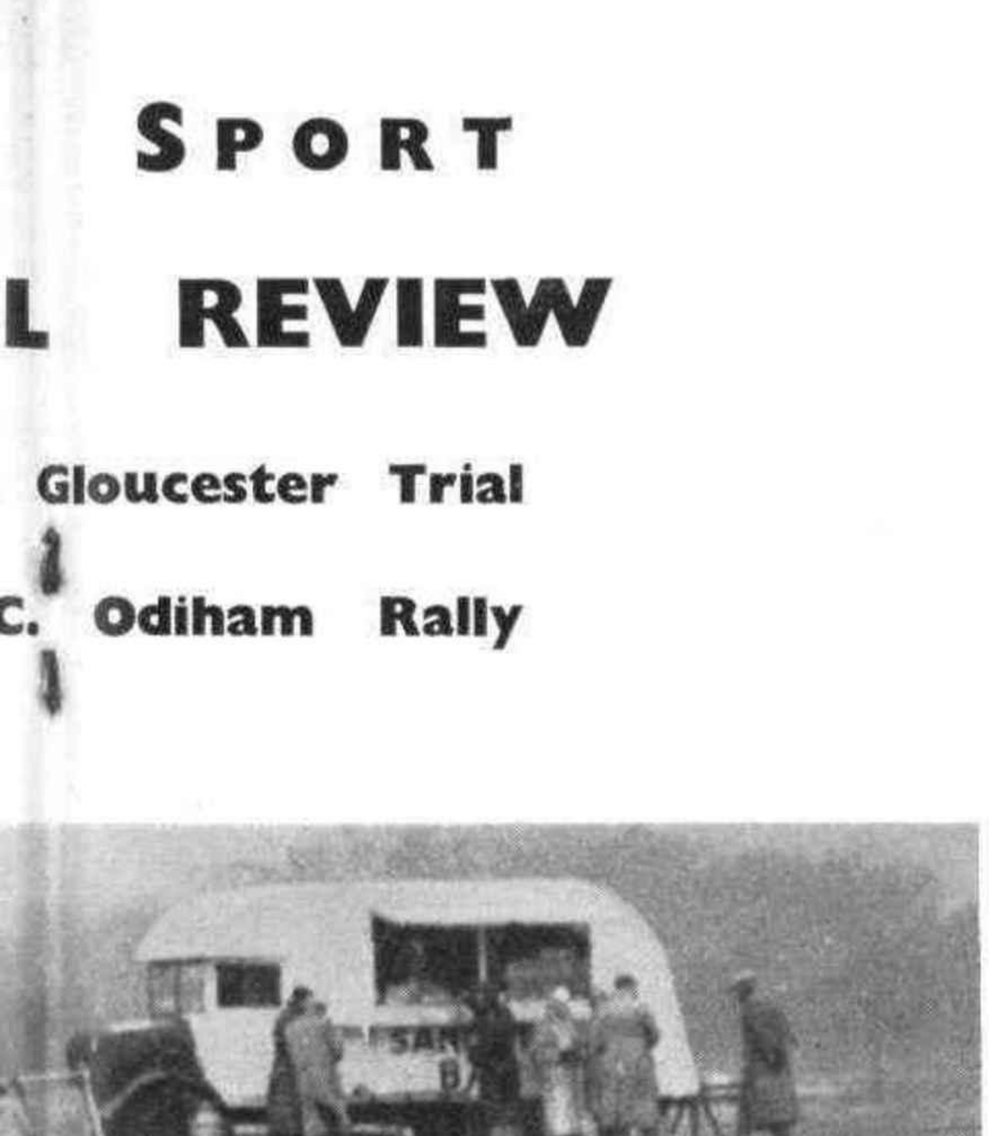


SPORT

L REVIEW

Gloucester Trial

C. Odiham Rally

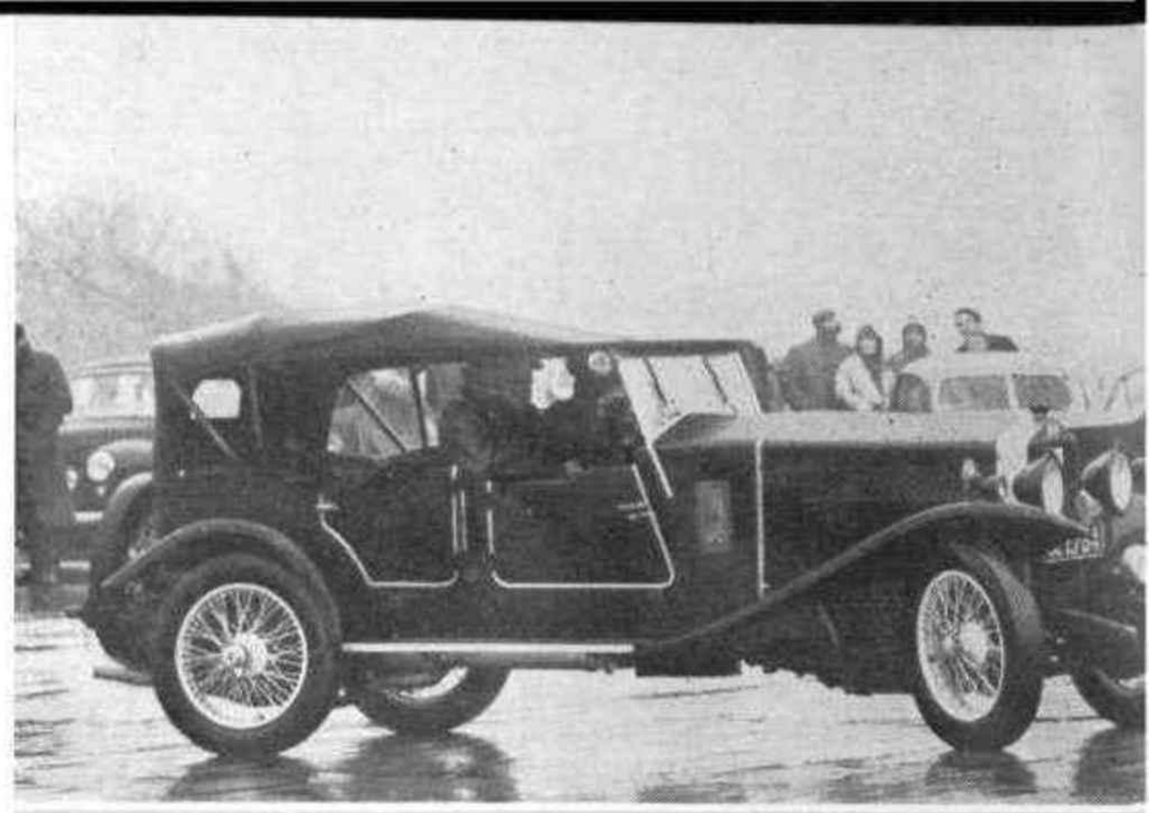


bright blue 1931 *low-chassis* 100 *m.p.h.* 4½*-litre Invicta passing tion—the bar—at Odiham.*

LOST?—The only Austin-engined entry in the trial. R. Davis was at the wheel and found competition quite fierce but managed to put up a good fight against the multitude of Ford-engined cars.



ANCIENT ROMAN.—A nice car in original condition, D. E. Lincoln's 2-litre O.M. tourer in action at Odiham.

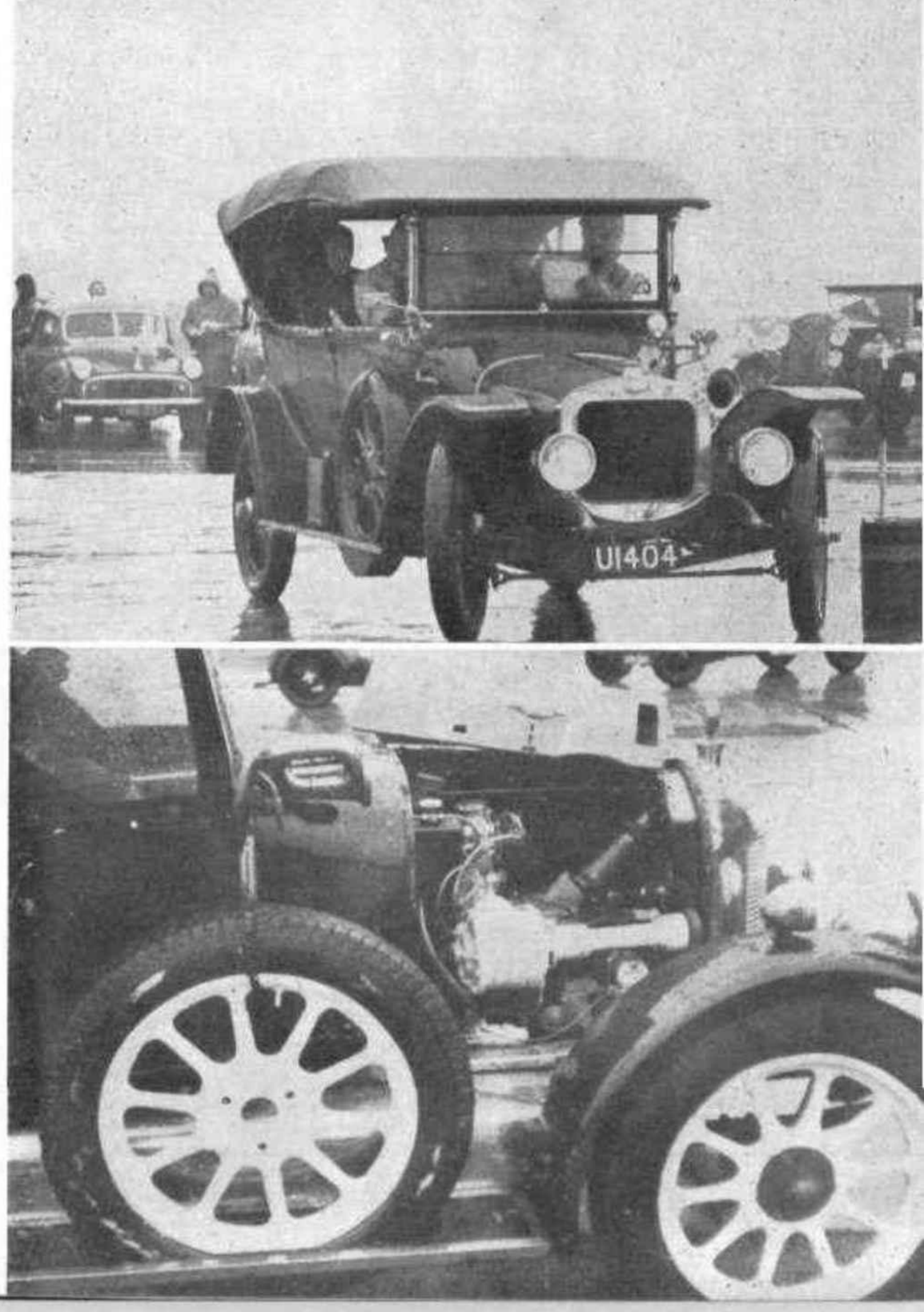


WHAT WILL THEY DO NEXT?—Not content with owning this choice 1911 *Humber "racer," J. A. Denne lets them tie up his head in a scarf before he goes for a drive, a proceeding at which his passenger looks justifiably apprehensive. Luckily, he is steering away from the traffic. Actually, it is the blind-flying test at Odiham.*



LOFTY.—The well-known 1913 12/16-*h.p. Sunbeam tourer of D. Denne just clearing a marker drum during the blindfold-test at the Odiham aquatic sports at Odiham.*

SPARE THE RODS!—The belt-driven Arnott supercharger which B. C. Walker has fitted to his back-braked 1923 *bull-nose Morris-Cowley, photographed at the V.S.C.C. Odiham Driving Tests.*



A VISIT TO COVENTRY-CLIMAX

ONE of the outstanding features of last season's motor racing, so far as this country was concerned, was the excellent performance of small sports cars powered with the 1,100-c.c. Coventry-Climax FWA engine.

This engine has been described in MOTOR SPORT and its performance when installed in the Mk. IX Lotus forms a leading article in this issue, but so much interest centres around it, and its future development, that we paid a visit to Coventry to discuss the subject with Mr. Densham, of Coventry-Climax Engines Ltd., himself a motoring enthusiast of long standing, who used to own a 1931 Frazer-Nash Interceptor.

They have every reason to be proud of the FWA at Coventry, for amongst the sports-car lap records now held by cars so powered are those for Goodwood (1,100-c.c. class—Chapman-Lotus), Silverstone (1,500-c.c. class—Bueb-Cooper), Crystal Palace (2,000-c.c. class—Bueb-Cooper), Brands Hatch (unlimited class—Chapman-Lotus), Davidstowe (1,500-c.c. class—Brandon-Halseylee), Snetterton (1,100-c.c. class—Chapman-Lotus), Castle Combe (2,000-c.c. class—Bueb-Cooper); in addition to which there was Chapman's memorable performance in the T.T. and Sopwith's Cooper's absolute sports-car course record at Prescott. For an undeveloped 1,100-c.c. class engine to take lap records in higher capacity classes, even absolute lap records, is creditable indeed! Moreover, in 1954 a Kieft-Climax won the 1,100-c.c. class of the Dundrod T.T. and last year Climax-powered cars finished 1, 2, 3 in this class.

The story of how the FWA came into being is not only interesting, but answers those who maintain that it is really an industrial unit.

Before the Hitler War Coventry-Climax were well known as manufacturers of proprietary motor-car engines. Amongst their early efforts can be numbered the engines for 11.9 Clyno, A.J.S., Swift Cadet and Marendaz-Special. Later came the famous four and six-cylinder i.o.e. engines which Triumph made under licence and similar power units which Coventry-Climax made for Crossley. Up to 1937 they manufactured the engine for the Morgan 4/4, while other notable contributions to competition were the three supercharged engines for the 1½-litre Vale Specials, of which Ian Connell's was raced at Brooklands and Donington, the others going to Ireland. In addition, this company built the engine for the Lagonda Rapier and later Rapier, although the design in this case was that of Mrs. Ashcroft, of the Lagonda Company.

The monopolies which swept through the motor industry just before the war reduced the demand for proprietary car engines, so Coventry-Climax sensibly turned to stationary generator sets and engines for trailer fire pumps, later introducing a useful range of diesel engines.

To conform to a Government specification calling for a light fire pump able to be carried by two men and capable of delivering 350 gallons of water per minute, Harry Mundy designed an entirely new Coventry-Climax unit, the FWP (Feather-Weight Pump). The required low weight was achieved by using a 1,020-c.c. unit of light alloy throughout, and the necessary power by making this little unit run at high crankshaft speed. To this end dimensions of 2¾ in. by 2⅝ in. bore and stroke were employed to limit piston speed, while a rigid, counterbalanced three-bearing crankshaft and a gear-cum-duplex-chain-driven single o.h. camshaft operating valves in a squish-type combustion chamber direct through piston-type tappets, enabled high r.p.m. to be achieved, with a minimum of wearing faces in the valve gear. Three prototype FW engines were built and 37 b.h.p. was achieved at 3,500 r.p.m. on one carburetter. Coventry-Climax duly obtained the contract to build this excellent little engine and its companion light-alloy pump in quantity, which they did after devoting a year to its development. The entire pump unit weighed 310 lb.

At the time Mundy had the idea of sports-car racing in mind and during the third production year an automotive version was designed—the now famous FWA.

The bore was increased to 2.58 in., to give a capacity of 1,097 c.c., the dimensions thus being over-square, *i.e.*, 72.4 by 66.6 mm. The same crankshaft was used, but it is of forged steel instead of cast iron, the machining being carried out by Laystall. Dykes-type piston rings were fitted, the valve ports were opened up slightly, the diameter of both inlet and exhaust valves was increased and double instead of single valve springs were used. The vertical magneto of the industrial engine was changed for a coil distributor, to save weight and to ease the load on the driving gears when savage fluctuations in engine speed occur, as when gear-changes are made towards the limit of the r.p.m. range.

Otherwise, the FWP design was followed, the combustion chamber layout of which had far exceeded expectations, while the sump was already of light alloy, although it was made slightly larger for the sports-car version, and the oil-pump capacity was increased by 50 per cent., a float-type oil filter being provided for the pump and the sump suitably baffled to obviate surge of the lubricant.

Naturally, a flywheel had to be provided to accommodate a 7¼-in. Borg and Beck clutch and a starter ring, and provision was made for a cooling fan if required, while the cylinder-head casting was slightly altered so that a dynamo could be mounted. After much experimentation, twin 1½-in. semi-downdraught S.U. carburetters were adopted—and there was the FWA sports-car engine, which proceeded to win races almost from its inception.

As a matter of fact, Mundy at first developed it as a 1,020-c.c. unit with the c.i. crankshaft and, in twin S.U. form, 64 b.h.p. was developed at 6,000 r.p.m. The compression-ratio of the subsequent 1,097-c.c. version was raised from 7.4 to 1 to 8.8 to 1 for the 1954 prototype, and last year was increased to 9.8 to 1 for the production engines.

This FWA engine has the useful and endearing characteristic of improving its power output with use, but the official figure is 75 b.h.p. at 6,100 r.p.m., using Clevecol petrol, Champion NA10 plugs and with dynamo, water pump and Burgess silencer in situ. The dry weight of the engine is 215 lb., complete with carburetters, distributor, single front and rear mounting plates. A piston speed of 2,500 ft. per minute is reached at 5,750 r.p.m.

Incidentally, the main bearings are 2⅛ in. dia. by 1 in. wide lead-bronze steel-backed thin strip type, and the big-ends are of the same type, measuring 1¾ in. by ⅞ in.; the valves are of XB steel, seating in shrunk-in Austenitic rings in the alloy head. The top piston rings are chromium plated and easily renewable slip-fit dry liners are used in the alloy cylinder block. An oil-cooler can be fitted if required. Tappet adjustment is by packing shims within the piston-tappets, a set of extra shims being carried in the camshaft cover for resetting the tappets correctly after valve-grinding.

A first batch of 126 FWA engines was laid down, of which 90 have been delivered, notably to Lotus Engineering, Cooper Cars, Kieft and others. Amongst exports, two have already gone to Australia and others to America and Canada. These engines are made mainly for prestige, rather than commercial purposes, for the makers sensibly recognise the value of motor-racing successes. The next batch of production engines is likely to be put in hand this month.

It will be seen that the makers have every reason to term the FWA a proper sports-car engine. It has required surprisingly little production development. Last June an improved rear oil seal was introduced, using ring-type seals in a cast-iron housing, because above 6,000 r.p.m.—the original design-maximum for the engine—occasional failure was experienced, especially when owners eliminated the camshaft-cover breather, causing excessive pressure to build up in the crankcase. Chapman lost a certain class win in last year's T.T., when he was ahead of many larger cars, due to the oil-gauge pipe breaking at the T-joint with the valve-gear oil pipe; a new arrangement has since been adopted. In the Goodwood Nine-Hour Race Watling-Greenwood had several dynamos burn out as a result of the continual high engine speed, up to 7,000-7,300 r.p.m., necessitated by low-gear running on this circuit, so for 1956 the dynamo speed has been reduced and an improved rev.-counter drive developed.

What of the future? It is common knowledge in racing-car circles that a new camshaft has been developed for the FWA engine. The Cooper-Climax which broke the Class G one-hour record at Montlhèry had one of these camshafts installed. In conjunction with this camshaft, which gives greater lift and overlap, a new induction system has been designed. However, this couldn't be fitted in the restricted engine compartment of the Cooper-Climax, so only about half the available increase of power was realised. Even so, on a back-axle ratio of 4.1 to 1 a maximum speed of just on 140 m.p.h. was obtained and, by the way, the car was able to reach this speed within half a lap of the Montlhèry track after starting from rest *in top gear*, proof that the new cam contour hasn't spoilt the lower-end performance of this remarkable engine. Colin Chapman has also used the new camshaft experimentally, but again without the induction system which will be complementary to it.

By the beginning of the coming season Coventry-Climax expect that the experiments with Solex and Weber carburetters will have

Continued on page 14

LETTERS from READERS

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

THAT PROTOTYPE M.G.

Sir,

I was interested to see in the November edition a photograph of the prototype M.G. built prior to the final production MGA.

By comparison of photographs I am of the opinion that the lines of the prototype are infinitely more graceful and imposing than the MGA. This being so, surely the prototype would have been the more successful product as the majority of M.G. sports-car owners buy their cars not only for fast and efficient motoring but also for the distinctive line of this marque. If a man only requires performance from his vehicle then surely the TR2 is a better proposition for him. I consider that in the long run M.G.s are going to lose orders to Triumph through trying to compete in the high-speed market, and I would venture to say that the MGA is a great mistake when M.G.s could have built the very distinguished-looking prototype. Return to more traditional lines, M.G.!

I am, Yours, etc.,

Bedford. A. E. BROAD.

* * *

ENTHUSIASM FOR AMERICAN CARS

Sir,

One wonders why such surprise is shown when a motoring enthusiast (*i.e.*, Peter Clark, ref. November issue) drives a Studebaker for preference.

This year's Motor Show seems to finally confound the technically backward, wipe out the arguments of diehard "enthusiasts," and, we hope (but in vain, we fear, for this type is in the ascendancy), silence the high-pitched jeering of the "know-alls"! (See envy!)

If it were not for the import duty making prices prohibitive, the large American saloon would soon be making its presence known! Three cheers for chromium plating and super soft suspension!! Hurrah for rear seats that normal-sized adults can sit in!! Full marks for ease of handling, automatic transmission, power steering, power brakes, large indicator/stop/rear lights, that you cannot possibly miss, and, oh, a whole host of refinements far too numerous to fill your admirable magazine with. Who cares if you can't "feel" the front wheels, the thing is to get round the corner, and the easier this can be executed the happier we shall be. And the chap that finds a way of efficiently disposing of the gear-lever deserves a knighthood!! The V.C.C. is respected and admired, as it should be, but anything that smells of vintage, as far as we are concerned, is out!!! The day of the "Man's Car" is as dead as any Dodo is ever likely to be, and should stay that way.

And those magnificent colours . . . flamboyant? Yes. Exotic? Yes, but, oh, so different! And before anyone decides to throw a fit, let him remember that this year's Motor Show illustrates the trend of things. At last our makers have put away the pots of black paint; at last they realise that chromium is not all show (ask any engineer), and that white-wall tyres look good.

Finally, compare the performance figures of the average American saloon with its British counterpart. Why, the Aston Martin DB3S only puts out 180 b.h.p., but the Americans take 210 up as quite normal.

Given more time and space, we could enlarge on this subject considerably, but let's have a show of hands!

We are, Yours, etc.,
J. WATSON.
G. A. HOLTHAM.
J. GIFFORD.
Cheltenham. M. U. PUGH.

* * *

THE NEW LE MANS REGULATIONS

Sir,

The publication of the new regulations for Le Mans will doubtless set many pondering not only on the future shape of sports-car racing, but also on whether they will, in fact, achieve their object . . . to make this race a safer proposition for both drivers and spectators.

Their aim is obvious: to limit speed by limiting fuel consumption, streamlining and prototype cylinder capacity, but is sheer speed the main danger factor in motor racing? I'm no racing driver, but I should think not.

It is significant that of the fatal driver casualties sustained during the last season, only one occurred in Grand Prix racing, and that was not in a large International event. The two most tragic accidents were in sports-car races where there is a greater difference in both speeds and driving skills. Even a wealthy private owner of limited experience cannot buy a W196 Mercedes or a Super-Squalo Ferrari, but he can buy a D-type Jaguar, a DB3S or a Cooper-Climax.

With due respect, the organisers have seemingly ignored this fact: that Grand Prix racing is the only truly professional field in motor racing. It may not be easy to match skills, but it is to match speeds.

Regulations on these lines would obviously have to be radical and would stir up much controversy. They might lead to Le Mans becoming something like the Isle of Man T.T., with Senior and Junior events, amateur and professional. This would still leave room for the works giants and at the same time give the private enthusiast greater scope than he has enjoyed for some time of participating in this classic race.

I am, Yours, etc.,

London, W.C.1. R. W. GIESLER.

* * *

OPINION FROM SWEDEN

Sir,

For many years I have with greatest interest read your publication, which—as far as I can judge—is the foremost newspaper in the branch. I do thank you for what I have learned by many initiated articles, and the pleasure I have with your paper.

However, I don't write to make love to you, but to tell you that I think it is about time that a neutral voice from a country (Sweden)—buying lots and lots of cars—says something regarding the fight between you and the British Motor Industry.

I find it a pity that countrymen of Moss, Brooks, Duncan-Hamilton and so many, many other good drivers in the land of real motor enthusiasm are *so* pro-British in their opinion of British vehicles that they are not able to face facts—a very important thing when you discuss questions vitally. It does not help the British Motor Industry that men like Mr. Hodgson—we call them crayfish here—try to shape opinion for British cars without competitive ability *just because they are British.*

A boy is able to separate a 1930 car and a 1950 one. Has one then not the right to demand that grown-up gentlemen must be able to understand the difference in *selling*—because that's the point—out-dated cars in new shells and up-to-date cars also in new shells? So, with all the rights in the world, the German, French and Italian cars are the most sold foreign cars here in Sweden. In the name of good and sound business between the countries in our Europe, I hope that will not be the case in your country in a couple of years.

An Austin A30 costs here about £365 and the Volkswagen about £430, so it might be of no surprise if I say that only a very few people choose Austin, and that Volkswagen is the most sold car in Sweden today and has been since the import from Western Germany was free, as it has been for a long time from Great Britain.

However, I am the happy owner of a British sporting car. Some months ago I ordered the 1956 model and the dealer was promised delivery during October. I haven't got the car yet. The dealer has written and cabled to the Export Organisation with reference to deliveries, *without even having an answer*! Who wonders that—together with the above mentioned—so many choose Continental cars? But I will stick to a British. As one of very few,

I am, Yours, etc.,

Stockholm. BERTIL NASSIL.

* * *

FASHION *VERSUS* DESIGN

Sir,

Thank you, "W.J.T." and "W.B." for explaining many things. Your suggestion that the British Motor Industry must discard old designs and incorporate modern technical features, which the world's buyers seek, is excellent, but like all generalisations it leaves much to be desired and much to be said.

The manufacturers would have us believe that the designs are changing constantly and so they are, but only in detail so that the design becomes obsolete all too soon. A car is pushed onto the market, and soon there is a list of modifications a yard long. Just when you think "teething troubles" are overcome a new model is produced. What is new about it? The stroke has been altered. Now you have a square engine, then, hey presto! you have an over-square engine. Last year you bounced on torsion-bars, this year

Continued on page 41

THIS WINTER

most modern cars will use

CASTROLITE

the balanced multi-grade oil

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

Castrolite is a balanced multi-grade oil (20W-20-30) which being thin when cold gives immediate oil circulation. This ensures easy starting in winter, reduces petrol consumption and engine wear. At high temperatures the oil retains its body and provides the engine with "Castrol XL" protection. No special precautions are necessary when changing over to Castrolite—which is sold at standard Castrol prices.

"MOTOR SPORT" Becomes—

ON INTIMATE TERMS WITH THE FIAT 600

The Smallest Four-Cylinder Car on the Market Proves Capable of Useful Average Speeds with Commendable Economy of Parking Space

SOME years before the second World War the great Fiat organisation at Turin brought out a baby car, in the form of the 500 "Topolino" or "Mouse," which made our Austin Seven look like an elder brother. This tiny 570-c.c. two-seater gained a great number of friends in a very short space of time, appealing by reason of its diminutive "big-car" lines, its i.f.s., and its excellent economy of operation.

After the war Fiat continued it as the 500C, endowing the little four-cylinder engine with push-rod o.h. valves and contriving to fit four-seater saloon, and even "station," bodywork.

However, all good things terminate and the "Topolino" joined the obsolete models.

Turin, however, wasn't idle and, besides introducing several new post-bellum models, it came out this year with the little four-seater Fiat 600 saloon, which possesses a rear-mounted, water-cooled, four-cylinder o.h.v. engine of 633 c.c.

The ingenious technicalities of this car were discussed in MOTOR SPORT last April. Now it is our duty to convey an impression of the Fiat 600 on the road, for which purpose the writer drove one 635 miles in the space of a few days early last month.

This latest baby Fiat contrives to get four seats within the same wheelbase as the former Fiat 500C, and naturally a very compact little car results. The adjustable separate front bucket-seats are reasonable enough for adults and the back seat amply wide, if somewhat restricted in knee room. Leg room is reasonable as the rear passengers' feet slide under the front seats, the backs of which hinge to give access. Curiously, in spite of the rear-placed engine, there is a small intruding backbone down the chassis frame. Owing to the intrusion of the front-wheel wells into the driving compartment the pedals are off-set somewhat to the left in relation to the driver's seat. Upholstery is in smooth plastic and, although the cushions feel hard after a time, we covered 240 miles in a day without cramp or fatigue.

Because there is a full-size rear window, and large back windows, visibility from the "600" is excellent, although a tall driver would find himself rather "up in the roof," when the side pillars would somewhat restrict the view. However, the very brief "bonnet" of the car must be an enormous aid to driving in fog.

Luggage accommodation is a problem in tiny rear-engined cars and on the Fiat is confined to a shallow space behind the back seat and a small space beside the petrol tank under the "bonnet." There is also a shelf in front of the rear window but, being unledged, this is really only an extension of the well space; in addition, each door of this two-door saloon possesses a very useful parcels-box, extremely practical for holding maps, torches, handbags and similar objects. Otherwise, baggage would be carried on a roof-rack, where, let's face it, the drag could affect performance. However, as a two-seater with the rear-seat squab folded flat, the Fiat becomes a truly generous luggage carrier, and regarded as an occasional four-seater-cum-long-distance two-seater it is at its best.

The little car is exceedingly effortless to drive, because the rather large steering wheel is set very sensibly well clear of the dash, and the left hand literally has to move only inches downwards to discover the rigid little central gear-lever, the horizontal "real" hand-brake lever and two nicely-finished little levers operating choke and starter. Moreover, all the indicators are grouped in a hooded panel before the driver—a small 70-m.p.h. speedometer with total (non-decimal) mileage recorder, flanked on the right by a petrol gauge with too-bright warning light, on the left by an oil-pressure indicator lamp, and above by indicator lamps for dynamo charge and water temperature. There is a simple, direct-acting hand-throttle alongside the steering column.

In the centre of the dash is the ignition-key socket, and two small switches for the dash-lamp and dual self-parking wipers flank this. The Italian-style ignition key also controls the lamps, providing the following settings: side and rear lamps only; everything off; ignition only; side and rear lamps and ignition; headlamps dimmed; headlamps full-beam. At first the English motorist may drive off without lights, or may leave the car with its side-lamps on in daylight, but he should soon become acquainted with the key's movements and then has a very simple means of headlamp flashing before overtaking slower vehicles—and let it be said here and now that the small inbuilt lamps provide a beam which wouldn't be out of place on a faster car, although calling for adjustment on the test car, while they are also adequate when dimmed. The Altissimo side-lamps have been stuck on as an afterthought but at least show the width of the car. Equipment includes twin metal anti-dazzle visors, a good central rear-view mirror incorporating the interior lamp, and plastic "pulls" for the rear-seat occupants. The horn-button is in the centre of the two-spoke steering wheel; the horn-note is penetrating.

Because of the elementary dash layout there is nothing in front of the passenger save a "Fiat 600" motif; indeed, provision of a cubbyhole would be a useful means of relieving this rather obvious expanse of "tin."

In taking over the little Fiat the discerning driver immediately forms two favourable impressions. The first is that in spite of the rear location of the power unit the oversteer tendency is very mild and virtually non-existent under normal conditions; the other is the unexpected degree of flexibility of the 60 by 55-mm. engine, which will recover from vibration and pull away from as low a speed as 13 m.p.h. in the 4.82-to-1 top gear. It is normal to start in second gear, first being an emergency ratio.

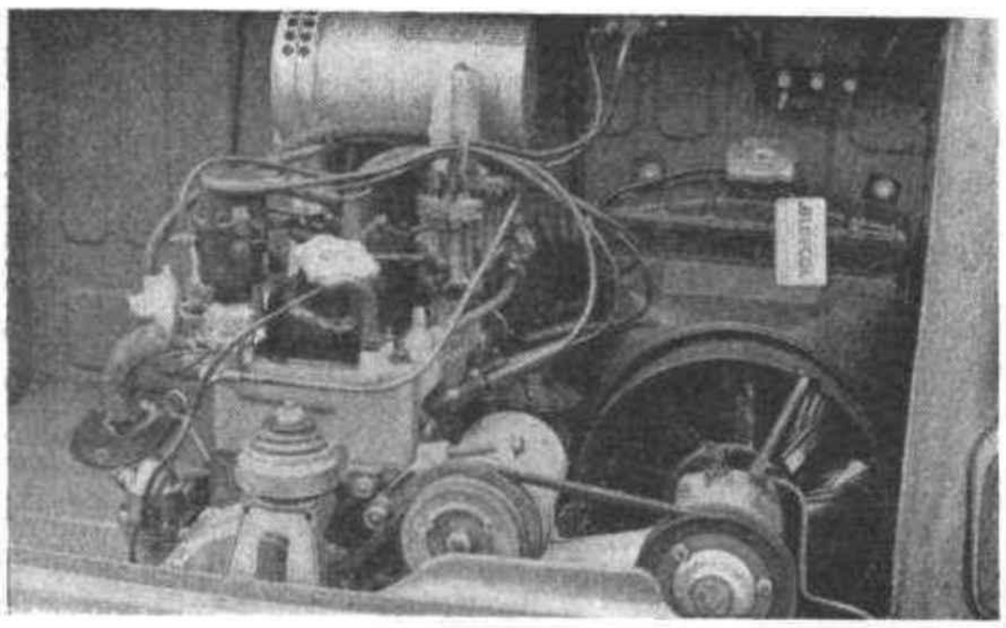
Such flexibility might be valued by lady drivers; the keen owner of one of these delightful little vehicles will naturally use the splendid gearbox to the full, because the rigid little lever is absolutely under his left hand and changes can be made as rapidly as it can be moved. Even so, the flexibility of the Fiat power unit, which rocks gently from side to side when idling (accommodated in this by the rubber mountings and clearance provided purposely between the fan and its cowl and the exhaust pipe and its outlet), means that an excess of cog-swapping isn't necessary to keep the tiny car moving briskly. The gear-lever is spring-loaded towards the top and third-gear positions and is depressed to engage reverse, which is beyond the top-gear location. The clutch is light but indefinite, calling for care when engaging it.

The speedometer is marked with maxima on the gears of 15, 25, 40 and 59 m.p.h., respectively, but the engine runs up to these easily and without effort, and they can comfortably be exceeded. Indeed, an indicated mile-a-minute is the normal cruising speed, and the needle moves to 70 on down gradients. The true maximum is a little below 60 m.p.h.

The front doors each possess two quite useful sliding windows, provided with anti-draught shields, and there is a truly effective



TRAVEL-STAINED after many hundreds of miles of road-testing, the compact, easily-parked Fiat 600, which impressed favourably by its excellent controls, "neutral" steering chracteristics and absence of fuss from the rear-located 633-c.c. power unit.



INGENIOUS.—The rear-mounted engine of the Fiat 600, with its radiator beside it and two belts to take the drive via the dynamo to the cooling fan. Note the accessible fillers and the Weber carburetter. If you shudder at the sight of an anti-freeze label it isn't the Editor's fault—or is it?

heater, which is controlled by a tiny lever to the right of the back-seat sill, which the driver can reach with his left hand. It blows hot air from two adjustable apertures, one on each side of the chassis-backbone in the front compartment, and feeds demister ducts in the dash through large flexible pipes. These pipes are rather unsightly (but then, so are the protruding screws under the dash) and can be inadvertently detached, as they are not secured by clips, while the right-hand one sometimes fouls the driver's clutch foot. Flashing direction indicators are incorporated in the side-lamps, controlled by a little lever in the centre of the screen sill, which incorporates a winking reminder-light. As this reminder flashes as brightly as the indicators themselves, the lever is hastily restored to its "off" position after corners, the indicators not being self-cancelling!

Taking the Fiat away from the office and over the disgraceful road surface of London's well-known Chelsea Embankment, past Chelsea, Albert and Battersea bridges, we had the first impression of the undue liveliness of the suspension. The transverse leaf-spring i.f.s. is hard and over bumps and undulations throws the front of the car up and down, so that considerable movement and some pitching develops when it is lightly loaded. Over really bad surfaces this can affect steering control slightly, as the front of the Fiat tends to jump sideways. A softer front spring would seem to be called for, unless this would affect the roll-stiffness of the whole suspension too seriously, although it is unlikely that so light a vehicle would possess the otherwise excellent qualities of control were it endowed with a rigid back axle instead of the coil-spring trailing-link i.r.s. with which it is fitted. Although the occupants are thrown about a good deal no road-shocks reach them, while the car corners accurately at speed without excessive roll and with only a trace of oversteer. If the tail does break away the very light, smooth worm-and-segment steering provides quick correction, because, although the wheel asks 2¾ turns lock-to-lock, the turning circle is small, and consequently the action is that of high-geared steering, mere wrist-movements sufficing for normal control. It is rather "dead" steering, with only mild castor-action, but the wheel transmits vibration rather than return road-wheel movement, and only a trace of lost movement was evident. The Fiat is a joy in which to press along, and this accurate steering, allied to its small dimensions, get it through traffic very fluidly indeed. The hydraulic brakes are amply powerful and light to apply, and the hand-brake holds securely, although, acting as it does on the transmission, the car rocks somewhat if anchored abruptly with it.

In the case of a car of the Fiat's modest size—it is the smallest four-cylinder car on the market by a matter of 114 c.c.—measured performance conveys little. What matters is how much, in terms of journey-time, the owner sacrifices to small engine size and therefore economy. On main-road runs with some cross-country driving thrown in the Fiat 600 proved able to put 40 miles into each hour without undue effort, and in chasing ghosts of the old Brooklands days it took us on a 100-mile journey to Norfolk, over a very circuitous route, very easily within three hours, including awaiting the pleasure of British Railways for an appreciable time at Six Mile Bottom level-crossing. On this occasion, driving it hard and including a cold start, it averaged 46 m.p.g. of benzole petrol, which represents a fuel range of about 250 miles on a tankful. Plenty of wide-throttle

THE FIAT 600 SALOON

Engine : Four cylinders, 60 by 56 mm. (633 c.c.). Push-rod o.h. valves. 7.0 to 1 compression ratio. 21.5 b.h.p. at 4,600 r.p.m.
Gear ratios : First, 18.2 to 1; second, 10.05 to 1; third, 7.16 to 1; top, 4.82 to 1.
Tyres : 5.20 by 12 Pirelli Extraflex on bolt-on steel wheels.
Weight : 11 cwt. 1 qtr. 0 lb. (ready for the road, without occupants but with approx. one gallon of petrol).
Steering ratio : 2¾ turns, lock-to-lock.
Fuel capacity : 5½ gallons. Range approx. 253 miles.
Wheelbase : 6 ft. 6¾ in.
Track : Front, 3 ft. 9 in. Rear, 3 ft. 8½ in.
Dimensions : 10 ft. 6½ in. by 4 ft. 6½ in. (wide) by 4 ft. 4¼ in.
Price : £412 10s. (£620 2s. with purchase tax, etc.).
Concessionaires : Fiat (England) Ltd., Water Road, Wembley, Middlesex.

work seems to suit the high-revving engine, because on short runs the consumption rose to 42 m.p.g., being slightly better on cheap-grade petrol.

The purposeful way in which this little car hums along grows on one, and for all normal occasions it is the equal of larger vehicles in point-to-point speed and considerably handier in congested places. Moreover, while we had it in our care no oil or water were called for, and the engine commenced easily with a minimum of choke in freezing weather, quickly warming-up to its work.

The Fiat's "big-car" characteristic extends to quite brisk acceleration once it gets beyond a crawl in second gear, and ordinary hills do not bring it down much below the speed of other cars. The engine, happily located at the back (with its radiator and cooling fan cunningly located beside it to save space) hums away but does not intrude unduly; but some rattles, notably from the loose back-seat squab, are evident. There is some wind noise, probably accentuated by the "square" lines, and this increases with the heater in use.

The front "bonnet" opens by pulling a lever under the dash on the extreme left-hand side, and pressing in a safety catch. The lid is self-supporting but its prop has to be manually released. The square fuel tank with its slightly awkward bayonet filler cap, the luggage space, tool-roll, and the strap-secured spare wheel are then revealed. The rear bonnet opens (the lid going over-centre to lean on the body) to expose the engine, with alloy head, Weber 22DRA carburetter under a big Secco air filter, and the accessible Marelli coil and distributor, a Fram oil filter, Sparkmaster suppressors on the Marelli plugs, and the two Pirelli belts driving dynamo and fan. Oil-filler, radiator-filler and the slender dip-stick are all readily accessible, as is the fusebox. The doors, which are hinged at their rear edge, need some persuasion to shut, for they seal effectively, and they open wide for easy access and egress, the aforesaid parcels' pockets then forming useful "pulls," as no "keeps" are provided. The electrical system is 12-volt. The car we had for test was finished in a particularly nice shade of green.

The more we handled the new baby Fiat the better we liked it. It is an excellent little vehicle, capable of taking its place in the traffic stream along with cars of twice the engine capacity—and nipping past many of them. It is a commendably lively form of economy transport although we could wish for greater accent on the economy, for the pre-war Fiat 500 could regularly attain 50 m.p.g. Nevertheless, the Fiat 600 is a welcome addition to the ranks of modern economy cars and with its all-independent suspension, rear-placed engine and four-speed gearbox is one for which the millions will find a multitude of uses. The price in this country is £412 10s., which import duty and p.t. raises to £620 2s.—W. B.

FOR WINTER MOTORING

A useful aid to winter motoring introduced by Douglas Holt Ltd. is Holt's Screenwash, which removes ice and snow from windscreens and windows, retards ice formation and prevents freezing and cracking of screen-washer reservoirs. Rally drivers will be especially interested in this fluid, which costs 3s. 6d. a tin. Another useful winter fluid is Holt's De-Icer, for spraying on windscreen, windows, lamp glasses, mirrors and bodywork from which ice and snow have to be dispersed. The remaining film discourages further deposits. The de-icer fluid is priced at 3s. 6d. per plastic spray-bottle.

BRITAIN AND GRAND PRIX RACING

FOR many years now I have stood on the edges of most of the circuits of Europe watching Grand Prix racing and have had to spend a considerable time groaning inwardly, and often outwardly, at pathetic attempts being made by British cars and drivers in an endeavour to become part of the Grand Prix circle. This accepted all-time high in motor racing has been the happy hunting ground of foreign cars and drivers for a very long time, and British efforts in this field have been such that each individual occasion can be well remembered. During the passing years there have been numerous occasions when a faint glimmer of hope appeared on the horizon and it looked as though we might see a British racing car getting somewhere, but invariably it did not last or was too late in the day. There were many happy times in the early 1950s when the H.W.M. team netted good second or third places, and occasionally a first, such as at Chimay and the International Trophy, but this was in the days of Formula I and Formula II and the H.W.M. team could do no more than make a name in the "boys' class." Indeed it was creditable, but one had to keep a sense of proportion and bear in mind that the absolute top of motor racing at that time was being dominated by the 158 Alfa-Romeo team. Then there were good performances put up by early Connaughts and Cooper-Bristols, but always with some sort of qualification having to be added, such as the fact that there was no serious opposition, or that it was only a second-class event, or was not a full-length Grand Prix. Also there were numerous flashes of inspiration that lasted only a lap or two and then the green car had to stop at the pits and be repaired, while the red or blue cars went on to victory.

There was the memorable meeting at Albi when Fangio drove a supercharged B.R.M. and made the works 4½-litre Ferrari blow-up, but again there was the qualification that the race was meaningless because by that time most races were being run for unsupercharged cars and the old Formula I was on its way out. I well remember that on that particular day the performance of Trintignant with an unblown 2½-litre Gordini was of far more significance, for it was the first appearance of a car to qualify for the new Formula I that had just been announced. On other occasions there were equally impressive motor-racing efforts being made by British drivers with other out-of-date cars, and many of them came under that delightful British heading, "a jolly good show," especially bearing in mind that stout-hearted things were being done on one pound sterling against the Continental's 100 pounds, but all the while they could never be taken seriously, nor did they give anyone a feeling that Great Britain was ever going to get anywhere in Grand Prix racing.

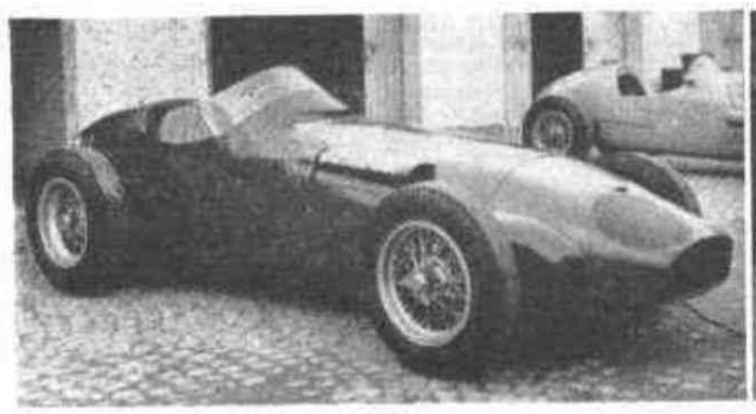
In sports-car racing and Formula III things were very different, and a British entry in either type of racing was something to watch and to expect to win. Even Jaguar's magnificent victories at Le Mans and Aston Martin's efforts in the Mille Miglia had to be qualified with the thought that it was only sports-car racing and the top target of all racing teams was still the Grand Prix events, where there were virtually no holds barred. Even though a small patriotic cheer was raised in appreciation of some of these results, it was still in the realms of the elite that I was looking for British cars to make their mark. No matter how fast and furious sports-car or Formula III racing may be, most of the competitors cherish the hope that one day they will be able to get in on pure racing-car events, using sports cars for basic schooling. Being something of a purist, I naturally have tended to agree with this idea that Grand Prix racing is the be-all and end-all of a successful racing career, and when Hawthorn was taken into the works Ferrari team, and later Moss joined Maserati and Mercedes-Benz, I made a note that here were two Britishers able to hold their own with the best; it was the beginning of a British foothold in Grand Prix racing. Then Hawthorn trounced Fangio at Reims in 1954 and later trounced everyone at Barcelona, thereby putting a British name in the lists of the highest and mightiest, making his mark in the absolute top of motor racing with no qualifications needed at all; no ifs, no buts—a real triumph. In 1955 the Mercedes-Benz sweeping victories with Moss playing a close second fiddle to World Champion Fangio, added extra weight to Hawthorn's brilliant opening, but the efforts of both these chaps were made in Continental racing cars and it was still to see a green car at the front that I was waiting for.

Now, at the end of the 1955 season, I am delighted to say that on four separate occasions during the Grand Prix season I was able to cheer loudly with an open heart at the efforts of a British car in pure Grand Prix racing. It was not because they were winning, but because I could really see that the particular effort was praiseworthy by any standards and needed no qualifications. At last, after many years of hopeful waiting, I was being convinced that what I was seeing was genuine and 100 per cent. as good as anyone could wish for. Ifs and buts were not needed; it was unnecessary to think of it as "a jolly good show" or "a sound sporting effort." Here were four occasions when I stood up and cheered and urged a green car on to greater things, for it was at grips with the reigning stars of Grand Prix racing, and it was an occasion to be proud of.

The first of these four occasions was preceded by a quiet moment of satisfaction and was at Aintree, for the British Grand Prix. On the third row of the starting grid was a green Vanwall car, with more red cars behind it than in front of it. Admittedly a whole team of silver cars was in front of it, but Ferraris and Maseratis were good enough opposition for anyone, and the leading Vanwall was only beaten by two Maseratis during practice. That the driver, Harry Schell, was not British and also stalled his engine on the starting line, so that he was last away, was relatively unimportant, for the way that Vanwall went until the throttle pedal broke off was a wonderful sight. To see it sail past the entire Ferrari team and some of the Maseratis in an attempt to make up lost ground, brought forth cheers and waves of encouragement. Even though that particular car did not finish the race, Schell proved that the Vanwall could really go by taking over Wharton's car, now many laps behind, and continuing to lap at undiminished speed.

It was the same combination of car and driver that brought forth the second cheer, this time at Monza during the Italian Grand Prix. Here, in the heart of Continental motor racing where everyone was having an end-of-season blind, there was a bunch of six cars fighting bitterly. They were not battling for the lead, but that did not matter; there were three red cars and two blue ones, all factory entries, and they were being led by a green factory car. It was not tailing along at the back, feebly keeping up with this mid-field group; it was out in front of them, setting the pace and making the others puff. It did not last long for the de Dion tube broke, but that was another matter; the important thing was that it had been really fighting when it went out. Not long after this event, another rousing cheer was given from the heart for the sight of Peter Collins driving the new B.R.M. at Oulton Park. Against the two best from Maserati and the two best from Lancia/Ferrari the new B.R.M. put up a short but meteoric fight and, like the Vanwall at Monza, it had gone out with all its fangs and claws really extended in a valiant attempt to tear the opposition to pieces. It was not lukewarm opposition in a minor event or under an out-of-date formula, it was in the racing of the minute, today's Formula I racing, and for that matter the formula of tomorrow and the day after.

VANWALL



CONNAUGHT



B.R.M.



As a climax to this most encouraging season of Grand Prix racing came the loudest cheer of all on a day that was pure history, a day that I sincerely hope is going to become the one by which we remember the beginning of an epoch. I refer, of course, to October 23rd, 1955, when young C. A. S. Brooks, driving the Grand Prix Connaught entered by the factory, wiped the eye of the entire Maserati team, with no ifs or buts, or qualifications. There were barely more than a dozen people from Great Britain present to see this great happening, but I am sure they will all remember that day with satisfaction.

However, I hope it is not going to be a question of remembering the day Britain won a Grand Prix; it has got to be " the day Britain began to win Grand Prix races." It is unlikely that Italian people can remember the first occasion when a red car won a Grand Prix race, and at one time the French could not remember when a blue car was first victorious. Now the Italians remember the occasions when they were beaten and the French remember with nostalgia the last Grand Prix they won, while the Germans are probably looking forward to the first Grand Prix a Mercedes-Benz gas-turbine racing car will win. We, in Great Britain, can remember the classic win by Napier in the dark ages, the win by Sunbeam in the middle ages, and now the win by Connaught in the present, and this third occasion *must* become the opening phase in an era that will become known as " when green cars were the backbone of Grand Prix racing."

With the season finished I was able to spend a memorable day at Silverstone when one of our top drivers had three different Formula I Grand Prix cars at his disposal to test and see if he would like to drive one of them in the 1956 World Championship series. All three were green, designed and built in Great Britain, and they were all capable of lapping Silverstone in a time that would have got them on the front row of any starting grid. There have been British Grand Prix cars in the past, some of them having reasonable possibilities, but never before has there been three different makes all worthy of the best drivers in the world. Worthy that is from the point of view of potentiality, whether capable of being race-winners is another matter; one of practical application depending largely on the quality of workmanship. But, undeniably, all three, B.R.M., Connaught and Vanwall, are practical up-to-the-minute designs ready to take on all comers, and if they never win another race between them we can be certain that they will all be in the running.

The 1956 season could very easily prove to be the real beginning for British Grand Prix cars, for the past season has shown the possibilities. Both B.R.M. and Vanwall have strong resources behind them and are capable of fielding three cars apiece, while Connaught could do the same if someone would put up the money for they have the brains, the know-how and the car. If there were nine British cars in the World Championship events of 1956 the law of averages alone would give us a victory, and once the cars had proved themselves then every top driver in the game would fall over himself trying to get one to drive. At the moment only the Connaught has proved that it is a race-winner, the Vanwall has shown itself to be a serious contender, and the B.R.M. has started off on the right foot, but all that is not sufficient for the top drivers like Fangio, Moss, Hawthorn, Castellotti, Farina, Musso and Behra to be prepared to sign on the dotted line and drive these green cars. To these professional drivers the aim is to win races and the hope is to become World Champion, and what car they use is not so important, but deep down they all have national pride and the day our drivers can be certain of winning with a green car they will be ready to do so. It is a fine thing that we have some drivers who can battle for positions in the top six, and if during 1956 our three teams can prove their cars to be race-winners then 1957 will see not only British drivers winning with British cars but Continentals as well.

What of the immediate future? Moss put a great deal of time and effort into trying to convince himself that one of Britain's Grand Prix cars was ready to help him become World Champion. In one day alone at Silverstone he drove nearly a full Grand Prix distance, jumping out of the Vanwall into the Connaught, out of the Connaught into the B.R.M., and then back into the Vanwall again. He drove on a dry track and on a wet track, he tried with full tanks and with empty tanks, he went to Oulton Park and risked his neck on wet leaves, and he went back to Silverstone in pouring rain. He really wanted to convince himself that he should drive a green car in 1956, but in the end he signed on for Maserati for one year. It was not that the British cars were no good, for we know the Connaught has beaten Maserati, we have seen the B.R.M. pass Lancia and Maserati, and the Vanwall has won races and shown excellent engine reliability, but still none of them are certainties for World Championship honours. What is certain is that all three are capable of being driven round a given circuit as fast as the opposition, but for how long is another matter, and that is an important factor to a driver whose ambition is to become the first World Champion from Great Britain. The B.R.M. engine is delivering more than enough horsepower, it has excellent torque characteristics and the power is usable, but the handling is far from right, and in a crowded opening lap at Berne or Spa, when everyone is nudging everyone else, even the master Fangio would not be happy. The Vanwall handling appears to be more than satisfactory and is such that the driver could go on throwing it about whether the day be wet or fine, at the beginning of a race or at the end, as Schell demonstrated at Aintree, but little bits and pieces are still falling off. The Connaught has amply demonstrated its capabilities, but the bottom of the barrel has already been scraped and professional Grand Prix drivers have got to live.

That we are on the threshold of 1956 with three makes of Grand Prix car wearing the green is a fine effort, but it is not enough and every move must be made to show the world that all three can keep going and justify that the top six drivers have got to use them for the 1957 season. Never before has there been an opportunity like the coming season, for Mercedes-Benz are not playing, the Gordini team is no longer to be feared, the Bugatti is new and untried, the Scuderia Ferrari are still a bit out of breath from their last two seasons of defeat, and only Maserati are in 100 per cent. condition, but they are far from perfection. The 1956 season is the crucial one for Great Britain, for if our cars do not get right into the thick of Grand Prix racing this year it will be too late. By 1957 the Bugatti may turn out to be a winner, the Gordini may have a revival, Ferrari will have certainly found his feet again, and Maserati will be another full year ahead of everyone. In Grand Prix motor racing there is always a note of urgency, as with any racing, and in the past we have missed the boat. But this time it must not happen for we shall never again see quite such a golden opportunity as this. We have already got our foot on the bottom rung and the next few steps are clear, and the way in to full-scale battle is open to us. When we have become a force in Grand Prix racing it will not mean that the world will buy B.R.M., Connaught or Vanwall cars, it will mean that British engineering will be respected once more. If British-built racing cars win Grand Prix races as well as sports-car races then a degree of confidence will be borne in all British cars, and eventually it will go farther than that and any British engineering product will be respected. Naturally, the manufacturing industry will have to back up the racing efforts by making sure their products are good anyway, but there is no doubt that if Britain was to sweep the floor in *all* branches of motor racing and British-built goods had inherent quality then trade would boom. Already we sell some of the best over-the-counter sports cars and our efforts in this type of racing are far from mediocre, but it is not enough. We must go on to bigger and better things, and now that we have the potential and our foot on the Grand Prix ladder every effort must be made to get in and stay in.

With Moss, Behra and Collins driving for Maserati, and Fangio, Castellotti, Musso, and possibly Hawthorn, for Ferrari, some people may feel that our teams have no hope, but we must not forget Brooks, Scott-Brown, Titterington and similar drivers, and while they may not be as good as Fangio they can all go well enough for the Fangios of the racing world to think " Hmm, if ' X ' can make that green car go like that, then I could really go to town with it." As I have said already, October 23rd, 1955, must be considered the opening day of the new epoch, and the day one of the top six drivers thinks the above remark while driving in a Grand Prix race, then I shall consider that the second day in this coming epoch has arrived, and I hope that day will be very soon.

It has been suggested that Mr. Owen and Mr. Vandervell, the respective owners of the B.R.M. and Vanwall teams, should amalgamate and buy Connaughts, and the combined operation could then wipe up the Italians. It is an intriguing suggestion, but one that I am sure would fail, for during 1955 the only thing that kept Ferrari and Maserati plugging away at the might of Daimler-Benz was their own personal battle to become the best Italian team. Had they combined in an effort to beat the Germans then I am sure they would have succumbed by joining in a mutual and lonely despair. In France, Gordini has suffered from loneliness and the advent of Bugatti may be the shot in the arm that he has been waiting for. During the combined B.R.M., Connaught and Vanwall test day at Silverstone it was heartening to see the friendly rivalry as each group tried to convince Moss that their car was the best. Had they been a single unit there would have been no competitive spirit and complacency would have settled. Competition and continual struggle is the essence of motor racing, and if our three teams go all out to beat each other and prove themselves to be the best British car then they cannot but help getting involved with the Continental opposition and they could easily find that not only have they beaten the other green cars but some red and blue ones as well.—D. S. J.

PRIVATE FLYING IN 1955—*continued from page* 40

Peter Clifford won the 1955 King's Cup Race at an average of 213.5 m.p.h., although we have one small light ray of hope in the Somers-Kendall SK-1, a diminutive two-seat jet trainer/racer for which we like to think that there is a prosperous future. While personal taste prefers a fan to a red-hot stove-pipe, there is a definite requirement for a small jet aeroplane and *when* the economics of the construction and operation can be brought to acceptable levels, there should be a popular demand for the smooth ride that only the turbine engine can provide.

We must all watch the SK-1 with interest and I hope that early this year, when flight trials have progressed to the stage of serious handling/performance assessment, it will be possible to make further comment on what is the first jet aeroplane designed in this country for the private market.

In the meantime, I would like to suggest that you join your local flying club, for even if you do not intend to take the air yourself, there is a close relationship between the sports of motoring and flying and the more mutual contact made between the devotees of these two excellent pastimes the better for everyone. [Certainly Mike Hawthorn points the way, flying his own Fairchild Argus, which is based at Fairoaks.—Ed].—David F. Ogilvy.

JAGUAR OWNERS' CLUB

R. G. Playford, of 18, Friars Street, Sudbury, Suffolk, is anxious to contact any Jaguar owners who may be interested in the formation of a club.

FRAZER-NASH SECTION OF THE V.S.C.C.

The A.G.M. and dinner were held by the "Chain-gang" at the Swan Hotel, Tewkesbury, on December 3rd and 4th. The racing prizes and trophies were this year won by Messrs. Nunn, Brown and Skirrow, whilst Doc. Harris again won the Rallies Trophy. A new trophy, donated by Cecil Clutton, of the V.S.C.C., was awarded for the best-kept 'Nash which is in active use (active use for the "Chain-gang" means races, hill-climbs, etc.), and was won by Alistair Pugh, who also won the "Awful Warning Trophy" for rising above a number of adversities in the previous year.

The guest of honour for this year was D. S. Jenkinson, once a T.T. Replica owner, whose speech was tremendously well received, it being very complimentary to the members and to their choice of motor car.

FILM SHOW

On November 28th the British Racing and Sports Cars Club held a film show at the Empire Society Hall, London. The three latest Castrol films were shown: "Grand Prix Trio" (Ferrari, Maserati and Mercedes-Benz teams at Monaco, Zandvoort and Aintree); "Flying Ice" (which shows motor racing on ice in Sweden—an interesting aspect to British spectators); and "Rendezvous at the Ring" (which follows the German Motor-cycle Grand Prix of 1955 at the Nurburgring). Other "shorts" and cartoons, in conjunction with the well-received Esso film of Brands Hatch, made up the programme.

DINNER-DANCES

The West Hants & Dorset Car Club held their annual dinner and dance at the Grand Hotel, Bournemouth, on November 25th. This well-organised event was attended by Mike Hawthorn, Roy Salvadori and other well-known personalities. The President's Trophy was presented by Major-General A. H. Loughborough, C.B., O.B.E.

On December 9th the Herts County Aero & Automobile Club held their annual dinner-dance at the Red Lion Hotel, Hatfield. The Chairman, Armand Blackley, J.P. (one of the founder members of this club). described some of the early days in the club's history and presented a fine cup to be competed for in the Westbrook Hay event, which has received National status for this year's meeting.

The second annual dinner-dance of the Snetterton Motor Racing Club was held at the Lido Ballroom, Norwich, on November 23rd. In his speech the President, the Earl of Kimberley, congratulated Jim Russell, a resident of Norfolk, on his racing career. The Vanwall Trophy was on view, having been won by Peter Walker at the August Snetterton meeting.

"SPECIALS" IN HONG KONG

We learn that two interesting "specials," the Fencar and the Helvia, took part in last year's Macan Grand Prix. The Fencar has a tubular frame and Citroën front-ends at front and back, with the drive deleted at the front and the steering deleted at the rear, to make an all-independently-sprung rear-drive car. It was built by Far East Motors and uses a Standard Vanguard engine with TR2 modifications. The Helvia is virtually a 1947 Sunbeam-Talbot with improved breathing. It is the property of Paul Dutoit, son of the Dutoit who was once Segrave's riding mechanic and a tyre-tester at Brooklands, who himself acquired a Mercedes-Benz 190SL for the race.

WATER INJECTION BOMB

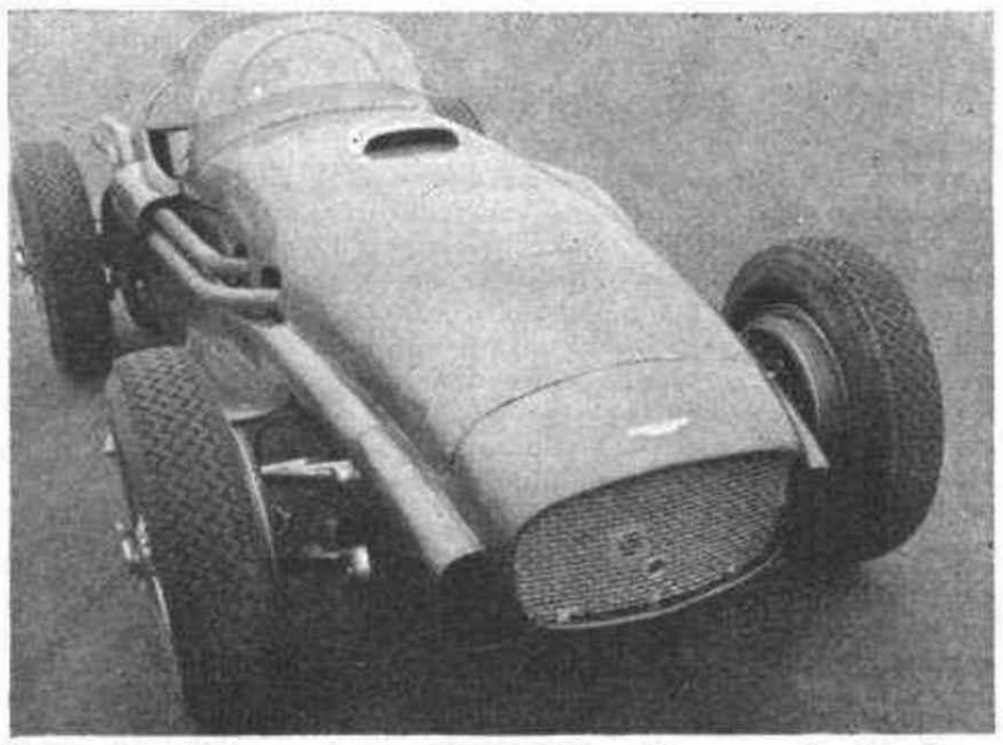
In response to the requests of many readers regarding the merits of petrol economisers, a test was carried out on the water injection bomb manufactured by Messrs. Stanley Lipscombe, of Boveney, Windsor, at a cost of £5 10s. The car used for test was a 1951 Ford Pilot with 59,000 miles to its credit, the increase in economy being approximately 10 per cent. on the initial trial run without any experimental alterations to the amount of water being added. The increase in performance was not at first noticed, but after some weeks the engine seemed to run more smoothly and pick up faster. Larger increases in economy are claimed by the manufacturers when the bombs are used on new engines, and interesting effects on carbon dispersion have been noted.

GEAR-LEVER EXTENSION FOR STANDARDS

A very well finished extension lever for fitting in place of the normal gear-lever knob in Standard Eights and Tens is now being marketed by Weston Electric Units, Ltd., Station Road, Foulridge, Colne, Lancs. It consists of a short chromium-plated steel extension with a bakelite knob replacing the rubber original, which has a tendency to become sticky in hot weather. Price 7s. 6d.

ICECAPADES

At Harringay arena on December 6th some of the Monte Carlo Rally entrants had some practice by driving on the ice. Six cars were entered, competing in pairs to negotiate wooden pylons. First pair was T. C. Harrison (Ford Zephyr) and Sergeant Shillabeer of the Metropolitan Police (Humber Super Snipe), the heavy Humber, with large tyres and rear-seat passengers bouncing, had better grip than the lighter Zephyr. K. Richardson (Vanguard III) and S. H. Allard (Allard) were next; the former handling the Vanguard in a very quiet manner and thereby gaining an advantage over the Allard, which displayed its immense power in the form of spinning wheels. Finally, Miss Pat Moss and T. H. Wisdom had a duel, Pat driving an M.G. Magnette and Tommy a Standard Ten. Neither party here gained much of an advantage until the final third round, in which the Magnette was first home owing to the happy and carefree gyrations of the Standard half-way up the course. The *Daily Herald* cup went to Pat Moss.



NEW FORMULA 1 CONTENDER.—The new David Brown single-seater Aston Martin which will appear at the New Zealand Grand Prix in the hands of Reg. Parnell.

RUMBLINGS

The path of the motoring journalist, and even more so that of the motoring historian, is strewn with pitfalls. For instance, the Aston-Martin of the Bamford and Martin days is hyphenated, but the Aston Martin of a later era is not. Then from "Three-Pointed Star," David Scott-Moncrieff's recent book, we learn that the accents were discontinued from the name Mercedes from 1909 onwards. F.I.A.T. becomes Fiat after 1905, and then there are the Clement, Roesch and Lago Talbots, and the little poser of when does a Talbot become a Darracq? Recently the make we have always rendered as Frazer-Nash was advertised from Isleworth as Fraser-Nash. Well, well! You see what we mean?

PITFALLS

* * *

Last month we were able to sample the latest "Gay Look" Hillman Minx Mk. VIII saloon over a distance of 330 miles. Although largely unaltered mechanically for 1956 and therefore basically ten years out of date, the well-proven Minx in its new two-colour scheme constitutes a very capacious small car, well appointed, and an excellent "second-string" or ladies' vehicle, able to accommodate six persons if required to do so

A BRITISH FAMILY SALOON

It has a steering-column gear-change which operates smoothly and reasonably positively, especially between top and third, for which change the left-hand lever is very nicely situated—Rootes Group cars certainly possess this type of change in its better form. There is also a "vintage" right-hand brake-lever which is a welcome change from "reaching for an umbrella," and the Lockheed brakes are truly powerful if treated firmly.

The rigid back axle makes its presence felt over bad roads and unpleasant pitching develops; the steering characteristic is definite understeer, the wheel asking about 2¾ turns lock-to-lock and it is fairly light by British standards. The bench-type seats are deeply upholstered, but that at the back is unreasonably high, while we would have preferred more shoulder support and a more upright squab in front. All four doors trail and possess excellent quick-action window-winders (1¼ turns, up to down), but are difficult to open with one hand because the handles are placed at the hinged instead of at the opening edges.

The "square" 1,390-c.c., 76.2 by 76.2-mm. o.h.v. four-cylinder engine proved entirely vice-free, except for transmitting vibration, and hunting, at tick-over, in spite of a rubber-cushioned "steady" between cylinder head and frame. It was able to propel the car at a timed 69.2 m.p.h. (4,500 r.p.m.) over a by no means favourable ¼-mile, when the speedometer indicated 75 m.p.h. (it was 4 m.p.h. optimistic at 46 m.p.h. and 2½ m.p.h. at 40 m.p.h.). In third gear the Minx will reach 50 m.p.h. (4,868 r.p.m.).

This is a quiet-running car until the Smith's heater is switched on, for this unit is excessively noisy, at all events at cruising speed. It puffs in generous dollops of heat, and we found it difficult to adjust to our requirements.

Absence of door pockets is offset by a useful full-width dash-tray, in which the speaker for the Ekco radio lives on the driver's side, and the usual rear-window shelf. There are three square "dials" indicating petrol contents (7¼-gallon tank), water temperature and time, although the two former dials are calibrated only vaguely. Neat warning lamps serve for oil pressure and dynamo charge, and presumably Hillman owners know when they are on headlamps full-beam, as no indication is given; the direction "flashers" indicator is of discreet size, so as not to dazzle, and the flashers are in any case self-cancelling. There is no mileometer trip-recorder and no tenths on the main recorder.

The driver's brake foot tended to foul the ventilator control cable, which even a Lotus toe-cap could not withstand, and his clutch foot got a bit caught-up with surrounding protrusions, but when not working the light clutch it rested comfortably on the excellent dipper-button for the powerful Lucas headlamps. The knob controlling side- and head-lamps, and a smaller knob on the off side for the powerful fog-lamp, are a trifle "fumbly." High marks, however, to the horn ring, from which a gentle or blatant blast could be wrung at will.



GAY LOOK IN NOVEMBER.—The two-colour Hillman Minx saloon brightened the winter scene when it was lent to MOTOR SPORT *for test purposes.*

There is plenty of space within this gay Rootesmobile, but it seems a pity to have a steering-column gear-change when the centre of the front compartment is obstructed by a wide, flat transmission protrusion. Visibility from the driving-seat is good; headroom in the back is restricted by the aforementioned high seat cushion. The ashtrays are capacious. Incidentally, the doors were recessed for indicators although direction "flashers" were fitted. A good point is that the rear windows wind down fully; the front doors have ventilator windows, matched by fixed panels in the back doors. The body is free from major rattles, save from the back, probably as the loose tools became excited.

The wide bonnet is heavy to lift and has to be propped open. The dip-stick, valve-cover, oil-filler, radiator filler, Lucas battery and fuses are all easily accessible, the latter being uncovered. There is evidence under the bonnet of untidy sealing of controls coming through the bulkhead. The small carburetter has an enormous A.C. air-cleaner. The luggage boot is nearly as roomy as the engine compartment, the spare wheel and tools being stowed beneath it, but as it is devoid of lining of any kind one would suffer if compelled to place expensive suitcases therein.

The Minx we had for test had covered only about 3,000 miles; the steering had very little free-play but a slight oil-leak onto the near-side back wheel was evident, rather embarrassing the white-wall tyres! Twin visors and self-parking wipers are provided but no screen-washer, which should surely be standardised by now on all closed cars?

As a smooth big-car-in-miniature, easy to control and with economy in keeping with a 1.3-litre engine (fog conditions ruled out an m.p.g. check), the Hillman retains its appeal, and we now look forward to experiencing this power unit in "hotter" form in the Sunbeam Rapier "turismo veloce." The present price of the "Gay Look" Minx de luxe saloon is £495, or £743 17s. 0d. inclusive of p.t. Its weight, ready for the road with approx. one gallon of petrol but minus occupants, is 19 cwt. 2 qtr. 21 lb. (see footnote on page 23).

* * *

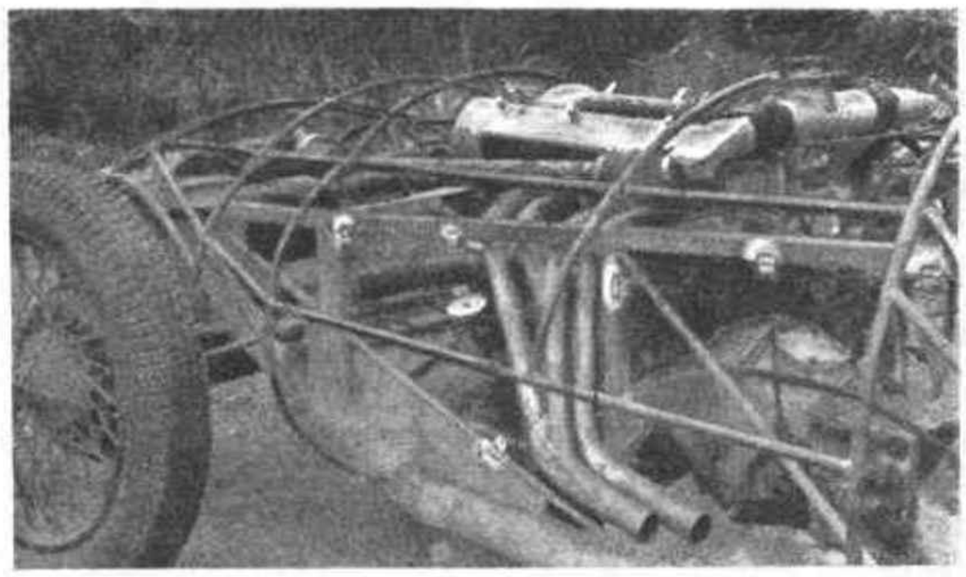
While roaming about Kent in the Hillman Minx we called on H. Lumb, who, with N. Napier, is at work on a Lagonda Rapier-engined Special. The neat little twin-cam 1,100-c.c. four-cylinder engine and close-ratio self-change gearbox, working *sans* the traffic clutch, is accommodated in a two-tier tubular chassis frame, fusion-welded with silicon manganese rod supplied by British Oxygen, the bottom tubes being of 2 in. by 3 in. 20-gauge b.t. steel tubing, and the top 2 in. by 1 in. square-section tubes being boxed-in for rigidity, where this is considered necessary. At the front a bridge fabricated from 20-gauge mild steel sheet carries early-type Gordon-Armstrong trailing-link and coil-spring i.f.s., the track having been widened and Bradford 10 in. by 1¼ in. drums, with pre-war Standard Twelve back-plates and Rapier stub-axles, adapted, in conjunction with Girling hydraulic brakes—Lumb is a keen Bradford user.

A RAPIER-ENGINED SPECIAL

A cut-down Jeep radiator is mounted low in the nose in the modern manner, a piece of 4-in. alloy pipe above the instrument panel constituting the remote water header-tank.



RAPIER SPECIAL.—H. Lumb's home-built sports/racing special, described below. On the right is seen the engine and front suspension. The tubular chassis frame weighs 86 lb. devoid of components.



The back axle is E.N.V., with a ratio of 5.57 to 1, sprung on slender ¼-elliptic springs and located by torque-arms pivoted in Silentbloc bushes and a home-brewed Panhard rod. The rear brakes are 13 in. by 1¼ in. Rapier, mechanically operated. A Ford petrol tank is mounted at the back, feed being by dual electric pumps, and steering is rack-and-pinion, from a Morris, using Rapier track-rod ends; the column incorporates a universal joint, to clear the engine. Hartford shock-absorbers are fitted front and back.

The willing little Rapier engine has a modified cylinder head and valves, and special Hepolite pistons are available, with impressive "domes," to provide a compression ratio of 12 to 1. Wills rings are used as head gaskets and it is proposed to fit two Ford V8 double-choke carburetters in place of the existing S.U.s. Formerly a Marshall-Roots supercharger was fitted. The crankshaft is standard and the rods likewise, but polished. The engine has proved surprisingly willing to rev., and 7,500 r.p.m. seems to be within its limits, a speed attained in original Rapier form plus the blower. There is a nice four-branch twin-pipe exhaust system and the body will be a modern-style two-seater. The wheelbase is 8 ft. 2 in., front track 4 ft. 5 in., rear track 4 ft. 2 in., and the car weighs under 10 cwt.

Look out for this ambitious "special," which owes much to breakers' yards, at Brands Hatch this season. So far no successes have been gained but gradually troubles peculiar to tuning the Rapier are being overcome. For example, the fibre timing wheel has been replaced by one in gunmetal, rocker-arm fractures cured by stelliting the faces and regrinding, and attention has been paid to the oil-pump drive, which sheared at Prescott, causing big-end failure. The old B.T.H. magneto has been replaced by a Scintilla.

The Bugatti Owners' Club Winter Rally (Dec. 3rd/4th)

PRIOR to World War II meetings of the Bugatti Owners' Club were outstanding occasions, because this club, more than any other, brought together delectable "post-vintage-thoroughbred" machinery, when really fast cars were less frequently encountered than is the case today.

It is a sign of the times that on the occasion of this club's Winter Rally on December 3rd/4th, only one Bugatti was entered, J. J. Virr's Type 57S coupé, which retired ignomoniously in a cloud of smoke during one of the Castle Combe high-speed trials and had to be towed away with a broken piston behind a Ford breakdown wagon.

The event, however, was fully up to B.O.C. traditions, for this club has always concentrated on competitions suited to the better types of motor car and testing machines as well as drivers. In this Winter Rally competitors could start from London, Banbury, Bromsgrove, Market Drayton, Redmarley, Tolpuddle or Witham-on-the-Hill, converging on Castle Combe circuit. Here, under the watchful eyes of Kathleen Maurice in her handsome Frazer-Nash coupé and with Bill Cook in his Mercedes-Benz 300SL in charge, a special test was contested, cars were directed onto the course for a six-lap speed-performance test, and a one-hour high-speed trial, run in three groups, W. David Porter acting as a cheerful Clerk of the Course.

There were 53 entries, ranging from a Renault 750 to a Mercedes-Benz 220. The special test was great fun for both drivers and onlookers, because the organisers had made excellent use of the space at their disposal, which so often is wasted. Four garages, well spaced, had to be entered, drivers being allowed some discretion in technique, with a long sprint to the finish. The finest performance we saw was put up by A. Newsham's Ford Anglia, taken through in polished professional fashion; it later went very well in the high-speed trial. A. P. Hitchings' Porsche was slow, perhaps weighed down by its B.R.D.C. badge, B. A. M. Small's Riley Kestrel spat back, taking it steadily, while Dr. J. L. Grignon's French-registered Jaguar XK120, with bolt-on wire wheels, clanked its back axle and *crawled*. P. R. Chadwick's Triumph TR2 was slow, using a clumsy route, but Mrs. Jean Frazer drove splendidly in a rally-equipped Sunbeam-Talbot 90, Dr. Mann tried hard in his A30, Dr. King's TR2 was good, if dicey, and A. N. McKechnie very good indeed in an M.G. TD.

Outstanding, and aided by an excellent lock, was J. Jack's Ford Anglia. A. P. Holdsworth's Mk. II Aston Martin was cautious, touching one of the smart, white marker-posts, D. Hall (A.C. Ace) hadn't a clue, while D. R. Hiam's Jaguar Mk. VII proved too big for its driver and came to rest, and P. R. Procter's Aston Martin DB2/4 hit a post in spite of going slowly and fell off the edge of a raised area, damaging its underparts. T. A. G. Wright's Austin-Healey 100 was excellent, M. Tew had a busy, worried time coping with his ex-Gerard Frazer-Nash Le Mans Replica, and G. H. Woodcock's Morris-Oxford loitered. L. J. Tracy did it properly, sliding his Jaguar XK120 about skilfully and reversing smartly.

In the first speed-performance, A. J. Liddiard's Jaguar 100 led all the more modern machinery, but in the subsequent high-speed trial lost much time due to an electrical "short." Sydney Allard had his chances spoilt when a half-shaft tried to escape from his three-carburetter Ford Zephyr. Before it stopped, the fast Jaguar 100 spun, Tracy was going well, W. B. Conn's Austin-Healey had moments at the same corner, and E. Williams' Austin-Healey proved faster than Conn's.

The second one-hour high-speed trial saw Tom Sopwith making f.t.d. by a huge margin in his smart Cooper-Jaguar. I. A. Grant was having a great drive in his Javelin, G. C. Hull's Triumph TR2 was going much more rapidly than Chadwick's, Small's Riley Kestrel saloon got along well, once sliding its corner, and it was interesting to see Jean Frazer, scorning a crash-hat, doing all she could to catch Hitchings' Porsche, with Newsham's Ford Anglia keeping equal station with her, until towards the end it fell back. Alas, the event was marred when Hall's A.C. Ace rolled over beyond Tower Corner, hurling him out and striking him in mid-air. Luckily, he wasn't badly hurt..

The third high-speed trial was notable for W. B. Croot really turning on the taps of his Cuff Special—tubular side-members, ½-elliptic suspension, Aquaplane Ford Ten with twin S.U.s, and Brooklands Riley Nine body—although it seemed to suffer a little from petrol thirst, while a long wheelbase hid a Vanguard engine in Bakewell's Triumph Special. The hour concluded in the dusk and the competitors left for a night in Bath before essaying a 200-mile route in the West Country on the Sunday. So the sparkle went out of Castle Combe (until next year, we hope)—Hawthorn in his Lancia Aurelia and at least four Porsches amongst the delectable cars present.

Provisional Results

1st (Wins Invicta Challenge Trophy—1st in Class B) : Dr. M. D. King (Triumph TR2), lost 76.436 marks. Speed 68.01 m.p.h.
2nd (Wins Welsh Trial Challenge Trophy—1st in Class 1C) : E. Williams (Austin-Healey 100) lost 109.665 marks. Speed, 63.13 m.p.h.
3rd : A. Newsham (Ford Anglia), lost 114.187 marks. Speed, 56.90 m.p.h.
4th (1st in Class 2A) : K. Baker (Triumph TR2), lost 114.393 marks. Speed, 58.60 m.p.h.
Class 2B : L. G. Tracy (Jaguar XK120), lost 117.780 marks. Speed 66.35 m.p.h.

PRIVATE FLYING IN 1955

FROM the participants' viewpoint, racing last year was highly competitive, for interest increased at each successive meeting. The idea of each race being a qualifying heat for its own trophy, the Championship and King's Cup eligibility, resulted in the same bunch of pilots appearing on each occasion and therefore producing some noteworthy finishes.

The climax of all this, of course, came with the final gathering held at Coventry on August 20th, when the last rounds were flown and everyone made an all-out effort to succeed in order to compete for the King's Cup, flown later on the same day. The sixteen pilots at the head of the list of results of all the classes added together lined up for this, the first occasion on which they had all joined forces in one mixed heap.

Naturally, this brought, side-by-side, machines at the extreme ends of the performance scale and everyone watched with intensity how the handicappers would cope with the gaps in speed between the Tiger Moths and the Mew Gull. Not that this formed any precedent, for a Gipsy I-Moth and a Spitfire have raced against each other, but it certainly formed an exercise in comparison, for results could be forecast to the finest of limits between any two machines from the same class, but no one (except, apparently, those whose job it was to know !) knew what might happen with the top men of all six groups rolled into one race.

However, there was no cause for worry, but only for surprise, for after sixty-four miles of full-throttle grinding and split-second cornering, Peter Clifford in the Mew roared past the post on the straight at about 230 m.p.h. to overtake Peter Vanneck's 106-m.p.h. Tiger about five yards short of the line ! The rest of the field followed in the most tightly-packed cloud of airborne machinery yet seen in post-war racing, with Proctors, Geminis, Austers, more Tigers, Marler's Falcon, Paine's Hawk Speed-Six, Johnson's glass-house-covered Hawk and several others almost distorting the contours of the local countryside as they made their final bid for the success of the season.

* * *

Although the King's Cup Race by intent and tradition is essentially a British affair, the Aerobatic Competition held at Coventry over the same ambitiously-planned weekend was far from monopolised by our fellow-countrymen. On the Continent one had little aeroplanes whose structures, controls and carburetters seem almost happier inverted than in normal right-way-up flight, whilst at the same time they manage to produce pilots to match. We do neither, and our Tiger Moth, Magister, and elderly Blackburn B2, whose Gipsy Majors abandoned the course of duty at the slightest hint of load reversal, looked sadly inadequate against the French Stampe contentedly rolling off the bottom of bunts.

Only one British pilot, not surprisingly Ranald Porteous, succeeded in gaining a place, and fourth at that. We all know and like his repertoire of " Aigletics," but his mount is basically an aerobatically-cleared touring aeroplane and therefore bound by the limitations that we have come to expect of current austerity. We had hoped that one or two Chipmunks might have crept onto the market and into the aerobatic scene, but apparently Air Ministry has decided that our money is better spent in keeping each and every one of their several hundred such machines in locked storage and well away from the hands of those of us prepared to put them to practical purpose.

Even the Service itself has lost the spirit of competition and its appreciation of the importance of pure flying, for all R.A.F. pilots were banned from participation. Although in 1955 one cannot expect formations of inverted Aero Tutors, we feel sure that at C.F.S. and many other units there are plenty of good men who, suitably equipped and allowed to forget Green Cards and re-categorisation for a few weeks, could do justice to the British flag and a rapidly-declining Royal Air Force; 54 Squadron can do it with Hunters, so why not Training Command with lighter fry ?

* * *

Whilst on the subject of the more pure aspect of flying and refusing to admit that the game must become a science rather than an art or craft, we must all agree that the appreciation of leaping into the air for its own sake (something that was an inherent though possibly unintentional feature of former R.A.F. pilot-training) is dying very rapidly, and that the flying clubs are becoming the only surviving medium for maintaining the more qualitative understanding of practical aviation.

Many thousands of us trained in the service on the Tiger Moth and Harvard or similar sequences and then passed on to more advanced piston-powered types, but today even the first part of the Provost and Vampire arrangement is losing ground slowly and future pupils will be confronted with a turbine-trainer for their very first taste of the air. We will not argue at this stage whether or not the policy is a wise one, for we must accept that a military pilot's purpose is purely functional and that so long as he can lift his Hunter off the ground, perform a specific task with it and put its wheels on the runway again, he is fulfilling all that is asked of him. Perhaps he would wipe the undercarriage from its rightful position in attempting to land a light type such as a Magister in a cross wind, but that is merely an example of how the unhappy gap is widening between the pleasure of flying an aeroplane and the duty of operating it.

That is why, perhaps, so many Service pilots visit flying clubs these days and have the odd hour or so enlightening themselves with the antics of small aircraft, and it is certainly the reason for the majority of them requiring about four hours dual before being safe to be let loose with an Auster ! Strange though this may seem, it is quite true and it is a pleasant surprise if a man-from-a-Meteor actually reverts to the application of the most basic of principles by realising that all aircraft are the same and that he *can* actually fly anything placed round him. It is the mental fog of unfamiliarity that deters most people from success, coupled with a strange idea that it is necessary to learn to fly all over again when confronted with a cockpit whose dials and levers are not quite where one is accustomed to finding them.

Only the opportunity to leap from one type to another and then yet to another will normally convince a pilot that all aircraft are basically the same, varying not in principle but only in degree, whereas a spot of preconceived thought that what produces a certain result in one aeroplane will do the same in any other could cause the substitution of many air hour's dual conversion flying by little more than a couple of check circuits.

Service *and* club pilots, please note. It can save many pounds.

* * *

While private-ownership declines steadily, at least it is more than compensated by the annual increase in activity and hours being flown by the clubs and schools. More people are learning to fly now than at any time over the past five years, and there are signs that this welcome improvement in the health of small-aeroplane-flying will continue.

Only the clubs can keep alive the art of pure flying and in these days when crash gear-boxed, narrow-gauge railways and all the better things of this world are becoming fewer and farther between, it will be a shame if three-point landings, top needles that need to be kept in the middle and rolls that require rudder should be lost in the same manner. The clubs hold full responsibility for the preservation of this art, for soon even C.F.S., for many years respected as the home of flying as it should be done, will be plonking the nose-wheels of Jet Provosts onto Little Rissington's runways and before very long even the word " swing " will find no place in the Instructors' Handbook of Flying Training.

* * *

Thinking of the shrink in the number of users of private aeroplanes in this country makes one realise how small is the power, and therefore presumably the pocket, of British ownership. Some months ago I enjoyed the pleasure of test-flying an ex-R.A.F. Mosquito 35 destined for a private operator in Spain, whilst in the United States Hornets, Spitfires, Mustangs and a number of larger high-powered ex-military monsters find their way about the countryside in sheep's clothing.

True that a few years ago two private Spitfire 5bs, G-AISU of the then Group Captain (now Air Commodore) A. H. Wheeler and G-AHZI of M. L. Bramson of Elstree, made welcome changes in our aeronautical scenery, but the first of these has now resorted to its manufacturers' museum to take the air two or three times a year on demonstration flights, whilst the other, finished in high-gloss black and cream with a colourful and luxurious lifesize line in feminine form painted on the fuselage sides, came to untimely grief whilst taking off from a Continental aerodrome.

Forgetting Dunkerley's Sparrowjet which would have been better left in its original form as the only remaining Sparrowhawk, we have nothing more speedworthy than the Mew Gull in which

Continued on page 37

LETTERS FROM READERS—continued from page 31

you bounce on coil-springs! Last year you broke your finger nails pulling the windows down, this year you have handles to actually wind them down! Last year's distance between centres on the bottom suspension-arm was $12\frac{5}{32}$ in., this year it is $12\frac{5}{16}$ in.

To take advantage of expensive tooling, the number of units produced must be large, so why not stick to one design for, say, ten years and so solve the problem of service and spares. When the design changes let it be radical.

Regarding the modern technical features sought after by the world's buyers—tosh! 99 per cent. of car buyers could not differentiate between a technical feature and an ash-tray.

The features now regarded as new were practically all used within the first twenty-five years of the advent of the car. Technical features are like women's fashions—they just keep digging the old ones up again! Fortunately, with cars, as with women, there are features (not always apparent) which cannot be dispensed with. As one unknown wag once pointed out: "The designer of the car distinguished by an Octagon must have shed a bitter tear when he found that the wheels still had to be round."

Who decides what cars shall be like? Do not tell me it is the customer. I consider that MOTOR SPORT represents the customer, and look what happened when you had a criticism!

Any motorist, however, is aware of the result in a few months, of inferior chromium deposition on steel and in eighteen months on zinc alloy—but we still get it. No: the manufacturer decides what the car shall be, so the incentive to change is non-existent. How the chassis designer must squirm to be held constantly in check whilst his contemporary, the body styler (inaccessibility engineer), runs riot. The Research Engineer, Service Engineer and Road Tester are the epitome of the three wise monkeys!

I am, Yours, etc.,

Middleton Junction. H. DEARDEN.

* * *

100 IN THE HOUR

Sir,

In your interesting article in the December issue (page 747) you refer to the M.C.C. One-Hour High-Speed Trials at Brooklands.

You say that with the demise of Brooklands Track these one-hour trials were never revived.

Might I point out that since 1950 these one-hour trials (for cars and motor-cycles) have been a regular feature of the annual M.C.C. Silverstone Race Meeting.

I am, Yours, etc.,

J. A. MASTERS, *Secretary*,

London, S.W.1. *p.p.* The Motor Cycling Club.

[We gladly acknowledge that post-war M.C.C. one-hour high-speed trials have been held—we have reported them in our columns. But it would be quite impossible for any competitor to average over 100 m.p.h. in these trials because they were run over the Club Circuit at Silverstone, involving corners. As our article referred to Outer Circuit motoring it was fairly obvious that we intended to imply that no further M.C.C. "all-out" events of this kind were possible after 1939, due to the demise of Brooklands.—ED.]

* * *

READERS' LETTERS

MOTOR SPORT's correspondence grows monthly and naturally it is possible to publish only a small proportion of the letters received. However, the Editor wishes to assure those readers whose letters do not get into print that these are read with interest nevertheless and are appreciated as a very effective means of keeping abreast of public opinion.

UNITED HOSPITALS & U.L.M.C. AND HANTS & BERKS C.C. NIGHT RALLY (Dec. 3rd/4th)

Results:

1st (Premier Navigator's Award): C. P. Rogers (H. & B.), 34 marks lost.

2nd (Runner-up): J. Bremner (U.H.U.), 45 marks lost.

3rd (First-class award): J. V. Dibble (H. & B.), 48 marks lost.

BOOK REVIEWS—continued from page 27

Hassan, the lap-record-holding Napier-Railton—all are there, with a wealth of clear photographs and masses of tables and statistics. There is mention of almost every B.A.R.C. race and record-attempt which happened at Brooklands throughout its thirty-two active seasons, even down to the weights of cars attacking class records.

The forewords are by the late John Cobb, holder of the Brooklands lap record and Land Speed Record, and anyone who ever went to Brooklands or knew anyone who drove there, and all who are interested in the story of British motor racing, can be recommended to read this work, probably the most comprehensive of all motor-racing histories, running, as it does, to the equivalent of some six full-length novels.

The author is the accepted authority on Brooklands and he personally selected and captioned the 241 photographs in a technically-presented account which exudes the atmosphere of Brooklands as it was before it became defiled by factory and housing estate.—J. D.

* * *

Apart from the book on the model-T Ford, mentioned on page 27, Floyd Clymer, of 1268, South Alvarado Street, Los Angeles, has brought out No. 8 in his "Historical Motor Scrapbook" series, "Motor Cars and News of 1899"—which is yet another Scrapbook—his "Catalog of 1955 Automobiles," which contains 220 photographs and specifications of all U.S. production cars, and a full-length book reporting the 1955 Mobilgas Economy Run, which was won by a Studebaker Commander Custom V8. The Scrapbook costs 2 dollars, the others 1.5 dollars each; they are obtainable in this country from the usual sources.

* * *

The British Road Federation, 4a, Bloomsbury Square, London, W.C.1, numbers amongst its recent illustrated publications one dealing with "Urban Motorways" (1s.). The Standing Joint Committee of the R.A.C., A.A. and R.S.A.C. has brought out a booklet, "The Case Against Parking Meters," which all motorists who visit the congested areas should study immediately. It is available free from these organisations.

PLYMOUTH M.C. NIGHT NAVIGATION RALLY (Nov. 19th/20th)

Twenty-six competitors left the Club H.Q. at the Elfordleigh Hotel, Plymouth, and set off on 150 miles of one of the most difficult routes ever used for this event. A special feature of this year's route was that it was specifically designed to keep competitors out of inhabited areas, so as to cause the least possible disturbance to the public. Narrow Devon lanes with many misleading junctions, sorted out the competitors, so that by the commencement of the first special timed stage, one competitor was 30 minutes early and several never arrived at all.

The end of the final section, after five consecutive time controls, lay at the East Dart Hotel, Postbridge, from whence competitors returned to Club H.Q., at 5.30 a.m., and a well-earned breakfast. The premier award was won by J. Pascoe (Austin A40), navigated by J. Ruston. The team award was won by Messrs. Jefferies, Hay and Builder.



TECHNICAL TERMS ILLUSTRATED.—Rear-end breakaway.

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES

6d. per word (maximum number allowed 80)
Minimum Charge 6/-.

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

No insertion will be made unless prepaid. Copy received after first post on the 21st of the month will be held over until the next issue unless cancelled in writing before the 10th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

FOR SALE

FRAZER-NASH "CHAIN-GANG," reg. 1935, Anzani. All-metal professionally-built body. Well shod; rewired electrics, pump, etc. Many spares, including spare engine. £115. 8, Canons Court, Stonegrove, Edgware. Tel.: EDG 4599. [1624

1950 (NOVEMBER) FORD Pilot, 35,000 miles, one owner. Fitted with heater and radio. In excellent condition. £375, or best offer. H. Linney, The Old Stables, Farnsfield, Notts. [1625

VINCENT RAPIDE engine unit, 1,000 c.c., 1951, complete with dynamo, magneto, carburetters and controls. 14,000 miles, one owner; excellent condition. Ideal for Cooper. £60. Fairway, Bundys Way, Chertsey Lane, Staines. [1626

"MOTOR SPORT," 1954/55, 24 clean, unmutilated copies. What offers? Box No. S627, MOTOR SPORT, 15, City Road, E.C.1. [1627

MASTIFF DEMANDS SALE. M.G. 1937 TA. New engine 1946. Good hood, screens, wireless. Immaculate throughout. £150 quickly. Dog needs garage. 19, Scholespark Drive, Scarborough. [1628

1925 ROLLS-ROYCE Twenty saloon; £110, o.n.o Owen, Kircumpark, Kingswear, Devon. [1629

EARLY SINGLE-CYLINDER VILLIERS motorcycle engine and acetylene headlamp. Sold first offer. Owen, Kircumpark, Kingswear, Devon. [1630

ABSOLUTELY BRAND NEW Andre-Harford shock-absorbers, large type. Suit Bentleys, Mercs., Lags., etc. £2 each. Carriage extra. Box No. S631, MOTOR SPORT, 15, City Road, E.C.1. [1631

£75—REALLY ATTRACTIVE A.C. Acedes 16/6 sports 2/4-seater. Single carb., good oil pressure. New top, winding windows. Clean inside and out. Taxed. Looks £200 worth. W. H. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [1633

ASTON MARTIN 2-LITRE 2-seater o.h.c. sports, 1940. Special Type C. Completely rebuilt 1950. Now in "as new condition" throughout. Possibly the fastest 2-litre in the country. Photographs and engineer's reports gladly submitted. £600. Bertram Pawle, 5, Etterby Street, Carlisle. Tel.: 23704. [1634

1933/5 B.S.A. r.w.d. saloon spares. Engine, axles, steering, many other bits. Buyer collects. Offers. Roberts, 71, Royal Avenue, Calcot, Reading, Berks. [1635

CLEARING GARAGE. 8th Lancia Lambda tourer, good mechanically; body needs tidying up; offers. Also professional 2-seater alloy sports body, complete with upholstery, dashboard, floor, etc.; ready to fit 1,172 or W.H.Y.; £27 10s. Also 2-port head for Meadows 4ED, £7. Grice, Burton Salmon, Yorks. Tel.: Knottingley 140. [1636

RILEY NINE engines (two), 1933-4, dismantled. All parts available. Also complete engine, *circa* 1930. Dyson, 11, Highmoor Lane, Cleckheaton, Yorks. [1637

RILEY 14-H.P. STELVIO saloon, 1934. Preselector gearbox, aluminium body. Mechanically sound. Around £75. Edwards, 280, Walmley Road, Sutton Coldfield. [1638

VINTAGE FORD, model-T open 2-seater, black; perfect showroom condition. Age and history unknown. Drive away. Stokes Motors, Weston-super-Mare. Tel.: 2588/2890. [1639

4½ INVICTA, chassis, engine dismantled, towable. £25. Two 650 by 19 Goodrich factory retreads, £12 10s. Sewell, Ashdon, Essex [1640

NEW SET NUFFIELD shackle pins, bushes, 1934 Riley Nine; cost £8 (receipt), accept £6. Woodruffe, Guyhirn, Wisbech. [1641

2 C.V., 13,000 miles; 65 at 45. This peach I'll guarantee. £425. Box No. S642, MOTOR SPORT, 15, City Road, E.C.1. [1642

LAGONDA 16/80 tourer, 1933. Showroom condition bodily-mechanically. £300. 7, Crown Hill, Rayleigh (Tel.: 295), Essex. [1646

1946 HUMBER SNIPE. £150 recently spent on complete overhaul. S.U., giving over 20 m.p.g. £300. Gamble, Chadwick End, Knowle, Birmingham. Tel.: Lapworth 249. [1647

FOR SALE—*continued*

ALVIS 12/50, 1930, 4/5-seater tourer. Sound, complete, respectable. £85. Tel.: Arnold 2095 (Wembley). [1643

"PROPELLER-CAR." Autographed photos, 6½ in. by 8½ in. or three postcards, 3s. C. Robins, Vicerage Street, Yeovil. [1644

SINGER NINE Le Mans parts, including: newly-reconditioned o.h.c. engine (bills £50), rebored, pistons, rings, valves, guides, springs, bearings throughout, guaranteed block, supplied partly converted to B.T.H. vertical magneto ignition. Haggle, £30. Starter for same, £3. Front end, rear end, radiator, body (4-seat). 1933 model. R. A. Horne, Star Inn, London Road, Newbury. [1645

M.G. 1½-LITRE tourer, 1939. One owner; guaranteed unflogged. Mechanically good, hood new, body tatty. A really gallant thoroughbred for the impecunious enthusiast. Offers around £100. Leslie, Raglan, Monmouthshire. [1648

BUCKET SEATS, alloy, light but strong, suitable racing or touring, giving good support. Untrimmed, backs lined sponge rubber. £7. Marshall, Kingshouse, Tillington, Petworth. [1649

AUSTIN SEVEN new spares. List free from The Sevens Garage, 11, Station Road, Toddington, Dunstable, Beds. And always the largest selection of used Austin Sevens in stock, from £20 upwards. Tel.: Toddington 246. [1652

"SPECIAL" FOR SALE. Wolseley Hornet chassis with reconditioned 1937 Vauxhall Fourteen engine. Only requires wiring and body putting on. Original 2/4-seater body available. Towable. Seen Evesham. Genuine reason for sale. Ray, Flat 15, Siddington Hall, Cirencester, Glos. [1654

DISMANTLED SINGER Le Mans, all parts available. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769, evenings, weekends. [1655

DISMANTLING TRIUMPH DOLOMITE, all parts available. Paris, 6, Fort Road, Halstead Kent. Tel.: Sevenoaks 3769, evenings, weekends. [1655A

CRIPPLED CITROEN, 1937. Ideal for enthusiast with time to spare. Engine/gearbox good. Rear of body damaged and c/w. and pinion required. £45. Tel.: MIT 4807 daytime, or write: J. Gibbons, 41, Park Hill Road, East Croydon, Surrey. [1656

BENTLEY 3/4½, in good mechanical condition. £250, or exchange V.D.P. 3-litre. Shrimpton, 4, William Street, Redditch. [1657

1935 MORRIS EIGHT chassis, including engine, gearbox and mechanical components. Excellent condition. £45 or offers. 9a, Orchard Road, Pershore, Worcs. [1658

M.G. TF 1,500, April, 1955; 6,000 miles. One owner. Black/red leather. £695, o.n.o. 2/Lt. A. King, Norton Manor Camp, Taunton. Tel.: Taunton 385111 or (London) Hillside 8175. [1659

TALBOT TEN sports. Resprayed, rechromed, rewired; engine overhauled, new tyres and carpets. £195. Upson, Runsell Green, Danbury, Essex. Tel: 253. [1660

FRAZER-NASH-B.M.W., 1936, Type 319, 1½-litre 315 engine, 4-seater drophead. Reasonable condition, new tyres. £175. Tel.: UPL 8145, evenings. [1661

M.G. TA, 1938. White, with red wheels. Rebuilt on new TC chassis. New batteries, hood, etc. Ancillary equipment first class. Recent overhaul and rebore. Receipts available. Excellent condition and performance. £295. Freeman, 37, Greville Hall, N.W.6. Tel.: MAI 2560, after 6 p.m. [1662

1934 S.S. MORGAN converted 4-wheeler, w/c. J.A.P. rebored; needs detail completion. Owner insufficient time. Smith, Exeter Inn, Okehampton. Tel.: 520. [1663

RILEY SPRITE inlet camshaft, £6. Set timing wheels, £5, unmarked. Audas, Ardingly, Drayton, Portsmouth. [1665

LAGONDA 3-LITRE, 1932, 4-seater fabric-top saloon. Third owner since new. Mechanically sound. £50, o.n.o. Tel.: HOP 4795. [1666

ROLLS TWENTY, 1926. First offer over £150 secures. Only 12,000 miles since major overhaul. Bills shown up to £300. Selling owing to marriage. Tel.: FRE 4316. 38, Hesper Mews, S.W.7. [1667

PEUGEOT, 1955, 203 saloon. 2,000 miles. Heater/demister; w/s washer; bed/seats. Excellent condition interior and exterior. £875. Tel.: Croydon 7213. [1668

1931 WOLSELEY HORNET, 1933 engine. B.R.G. Rewired, new instruments, new tyres. Weatherproof. £60. Lee, 128, Brighton Road, Horsham, Sussex. [1669

NO GARAGE? Weatherproof covers solve car-protection problem cheaply and effectively. For free folder write, Southbourne Accessories (M.S.), 16, South Ealing Road, London, W.5. [1670

RILEY 16/4 KESTREL, 2½-litre 6-Light saloon, 1938. Grey and black. Excellent condition, and complete history from new available. View at F. L. Hall Ltd., Halfway Garage, Maidenhead. £250, o.n.o. [1671

LAGONDA 16/80 pillarless, classy-looking, fine condition throughout. £130. 86, Priory Road, N.8. Tel.: MOU 3911. [1674

FOR SALE—*continued*

RILEY NINE MONACO, '33, breaking for spares. All parts available. Tel.: FOX 0756 (evenings), PAL 1691 (weekends). 59, Grovelands Road, N.13. [1672

VINTAGE MORRIS 12/4 Oxford sedan, 1928. One owner 27 years. 3,700 since reconditioned engine, clutch, gearbox, dynamotor and magneto. Rewired. Brass horn, hubcaps. Vacuumatic dippers. Genuinely outstanding. £78. Tel.: FOR 4592. [1673

1933 AUSTIN TEN saloon. Breaking for spares. Everything, including glass and body. French. "Greyroofs," Bruntwood Lane, Cheadle, Cheshire. [1675

£95—ALVIS Speed Twenty sports saloon, 1933. Engine excellent: 90 lb. compression; 60 lb. oil pressure. 80 m.p.h., 21 m.p.g. Box No. S676, MOTOR SPORT, 15, City Road, E.C.1. [1676

FIAT MODEL 1,500 and 500 spares, 1936/40. Model 1,500 rear axle, complete with brake drums, reconditioned with new parts. Ignition distributor, petrol pump, two 16-in. road wheels, gearbox gears, offside front wing, bonnet and many small spares. Model 500, practically new Solex carburetter, rear main-bearing housing, gearbox gears. Stiles, 153, Billing Road, Northampton. [1677

AUSTIN SEVEN SPECIAL. S.U., Armstrongs, wide axle, aluminium body. Vigorous. Many spares. £30. S.A.E. photo, details: Kennett 7, Cadley Avenue, Fulwood, Preston. [1678

1931 M-TYPE M.G. R/c. engine just run-in, new speedo., oversize rears, modified fuel system; numerous spares. B.R. green. Insured. Suit enthusiast with ideas. Delivery arranged. £65. Box No. S679, MOTOR SPORT, 15, City Road, E.C.1. [1679

1927 VINTAGE ALVIS 12/50 saloon. Engine, body good condition. Tel.: Milford-on-Sea 2184. [1680

1927 ANZANI FRAZER-NASH, £80. Mechanically good, body not so good. Present owner lacks strength required to climb in and out. Box No. S681, MOTOR SPORT, 15, City Road, E.C.1. [1681

VAUXHALL 20/60 saloon, one owner, as new. Six unused retreads. Almost unused last 15 years. Devotedly preserved. Space needed. Offers? Box No. S687, MOTOR SPORT, 15, City Road, E.C.1. [1687

COMPLETE ENGINEER'S EQUIPMENT: Atlas lathe, pedestal drill, grinder, compressor, all motorised; breakdown fitted power winch, towing ambulance, hydraulic jacks, fitters' benches, portable gantry. Disposal, one lot, £300. Rental 500 super ft. workshop, Middlesex-Herts border entertained private user. Box No. S688, MOTOR SPORT, 15, City Road, E.C.1. [1688

M.G. TA. Engine resleeved, crankshaft and bearings. £200. Flowitt, 56b, Ridgway, Wimbledon. [1689

BENTLEY 3-LITRE, genuine short-chassis Red Label. Whole car enthusiast maintained. Engine perfect. £200. Box No. S690, MOTOR SPORT, 15, City Road, E.C.1. [1690

1934 ALVIS Speed Twenty 2-door saloon. Recent engine overhaul. Genuine reason for sale. £100. o.n.o. Box No. S691, MOTOR SPORT, 15, City Road, E.C.1. [1691

MERLIN NINE. Stripped down, resleeved, new pistons, sound preselector, perfect tyres. No time to rebuild. Sell for spares or complete. Towable. '33 Monaco, mechanically good strong body. Reliable. Needs decorating. Write: "Ravenstor," Highfields Close, Ashby, Leics. [1692

1½-LITRE SINGER sports saloon, 1934. Excellent condition. Fast, reliable, economic. £85. Tel.: Harrow 9884. [1694

1932 SUNBEAM 24-H.P. coupé, excellent condition, with spares, £60, o.n.o. Johnson, West Hyde Stores, West Hyde, Rickmansworth, Herts. Tel.: Harefield 2295. [1695

FORD ENTHUSIASTS. 8-h.p. o.h.v. conversion, c.r. 7.7, Girling hydraulic brakes, 2 L/S front, modern shockers. New—tyres, tubes, distributor, magneto. Standard head available. "Y" body—rough exterior. £65 (will break; s.a.e. please). 438, Whalebone Lane, Romford. [1696

"BULLNOSE" COWLEY tourer, 1926. Exceptional original condition. New hood, side-curtains. Any trial. £45. Pengelly, 1286, Christchurch Road, Boscombe, Bournemouth. [1697

M.G. J1 4-seater, good hood, screens, above average generally. Sound throughout; like a bomb. Genuine sale. £120, o.n.o. Landless, 63, Westbourne Road, West Kirby, Cheshire. [1698

M.G. PA, 1935, less engine. Tyres, chassis, body in good condition. Offers. Fletcher's Garage, Englefield Green, Egham. Tel.: 166. [1699

ALUMINIUM BONNET and sides for TD M.G., ex Ted Lund; £10. Wanted: Vintage light car, Austin Chummy preferred, though would consider anything reasonable regardless of size. Wanted: vintage Frazer-Nash radiator. Letters only to Lee, 156, South Drive, St. Annes, Lancs. [1702

AUSTIN SEVEN Sports Special. 60 m.p.h., 50 m.p.g. Write for details, photos. £50. Goodrick, 39 High Street Spilsby, Lincs [1703

FOR SALE—*continued*

1913 AUSTIN CABRIOLET in excellent condition in every respect. Winner of numerous awards. V.C.C. Certificate No. 74. Reluctantly compelled to sell owing to lack of space. £350, o.n.o. G. V. B. Cooke, Hillcrest House, Caistor, Lincoln. Tel.: Grimsby 57181; evenings: Caistor 398. [1619

MORGAN PLUS FOUR, Oct., 1953. B.R.G. 4-seater; heater, w/screen washers, reversing, map-reading light, TR2 exhaust, Laystall polished head. As new. £525. Alvis Speed Twenty, aerodynamic special; needs rad., fuel tank, instruments to finish; everything rebuilt, axles, brakes, gearbox, rebored, crank reground. Offers? Auburn Roadster, 1936, 30-h.p. 2-speed rear axle, hydraulic brakes, black and maroon; wire wheels. £85. Jaguar 3½-litre sports saloon, 1938, bargain. £85. Ecurie-Autos, Church Road, Upper Norwood, S.E.19. Tel.: LIVingstone 8407. [1619a

1936 JAGUAR S.S.1 10-h.p. 2-door saloon. Good engine, tyres, etc. A good specimen of this rare car. £105. Terms, insurance, exchanges. Tulse Hill Motors Ltd., 26, Tulse Hill, S.W.2. Tel.: Tulse Hill 7105/6. [1735

1934 SILVER CROSS Crossley sports saloon, fitted with reconditioned Ford "BB" engine. £50 or offer. Parmenter, Little Prospect Farm, Monxton, Andover. [1728

1923 PAIGE-J WETT 25.6 limousine, complete and original. Stored for 28 years; running. Body and upholstery good, needs painting. £30. Also 1925 Chrysler 70 tourer, recent engine overhaul; new radiator and hood; back axle gone; not running. £12 10s. J. E. Manasseh, 57, Campden Hill Road, W.8. Tel: WES 5930. [1730

MERCEDES-BENZ, 1940, Type 130, rear engine, 12 h.p., r.h.d., 4-wheel i.f.s. saloon. Immaculate, fast comfortable. Instruction manual. Would exchange anything or sacrifice £195. Tel.: Bath 3995, business hours. Evenings or week-ends, Evans, 483, Bath Road, Saltford, near Bristol. 1731

FOR SALE—*continued*

B.S.A. THREE-WHEELER 3-seater, 4-cylinder. Rebuilt, everything new. £130 and year's work going for £100. Tel.: Potters Bar 3195. [1729

RILEY INVICTA 12.4, 1938, £150. Riley Kestrel Sprite 12/4, 1937. Riley 9-h.p. shooting-brake, snip, coachbuilt body, £50. Others in stock. Spares in stock 1928 to 1938. Rileys bought, any con. Send stamped addressed envelope for replies. H.P. terms arranged. Clarke, 168, Lee High Road, S.E.13. Tel.: Lee Green 8904. [1733

1934 MORRIS 10/6 Cunard sports tourer. Fast, economical and a good-looker. £80. Terms, insurance, exchanges. Tulse Hill Motors Ltd., 26, Tulse Hill, S.W.2. Tel.: Tulse Hill 7105/6. [1734

RILEY KESTREL SPRITE 12/4, 1936. Scintilla, twin carbs., etc. Overhauled. £195. Brighton area. Tel.: Rottingdean 3108. [1736

M.G. TC. Marshall blower. Recond. engine 5,000 miles. Oversize rears, twin spares, radio, heater, screen-washer, sports coil, luggage rack, l.r. spot, Marchal fog, screen spot, four tyres, unused; host spares, incl. twin carbs. and lightweight trailer if required. Wing-Commander Summers, R.A.F., Innsworth, Glos. [1737

HEADLAMPS. Pair unused Lucas Type LB 140, chromium, one dipping, suit M.G. Youatt, Swanwick House, Prestbury, Cheshire. [1742

FORD 1,100-C.C. ENGINE fitted with all o.h.v. head, Bristol rocker gear, balanced and polished crankshaft and rods, domed Martlet pistons, starter and clutch, exhaust system, distributor, inlet manifold c/w. four new Amal carbs. Needs attention to No. 4 cylinder and valves. Offers to: R. Watling-Greenwood, Worth Hall, Worth, Crawley, Sussex. [1743

SUNBEAM-TALBOT 90 MK. II, 1951, convertible. Excellent condition. 4,000 miles since rebore, new bearings. Heater, tonneau cover, rad.-blind, screen-washer, fog-lamp, etc. Bronze, red leather. £425. 117, Rein Road, West Ardsley, near Wakefield, Yorks. [1744

FOR SALE—*continued*

ONE MUST BE SOLD. Either 1946 Triumph roadster in exceptional condition all round, fitted radio and heater, and spotlight, £365, or 1938 2½ Jaguar saloon, in amazing condition throughout, £145. 6, Station Path, Staines. [1745

1956 TR2, B.R.G., heater, leather, 120 miles; cost £975, now £895. 1954 TR2, white, heater, £685. 1937 Morgan 4/4 sports, £195. 1939 Armstrong Sixteen saloon, £95. H.P. and exchanges. Jones Garage, Syston, Leics. Tel.: Syston 86257. [1764

8-LITRE BENTLEY 4-seater coupé, large boot, new tyres, battery; £250, o.n.o. Renault 9/15 saloon, good runner, £25, o.n.o. Dale, 2, Station Road, Histon, Cambs. [1747

1935 M.G. PA. Black. Original throughout. Complete with hood and sidescreens. New crank fitted recently. £125. Clifford, Bentmoor, Low Bentham, near Lancaster. Tel.: Lancaster 3817. [1748

ONE 14 BY 45, two 15 by 45 unused retreads, £5 each. One 15 by 45, almost new, £4 10s. Thornton, Pinewood, Ottershaw, Surrey. [1749

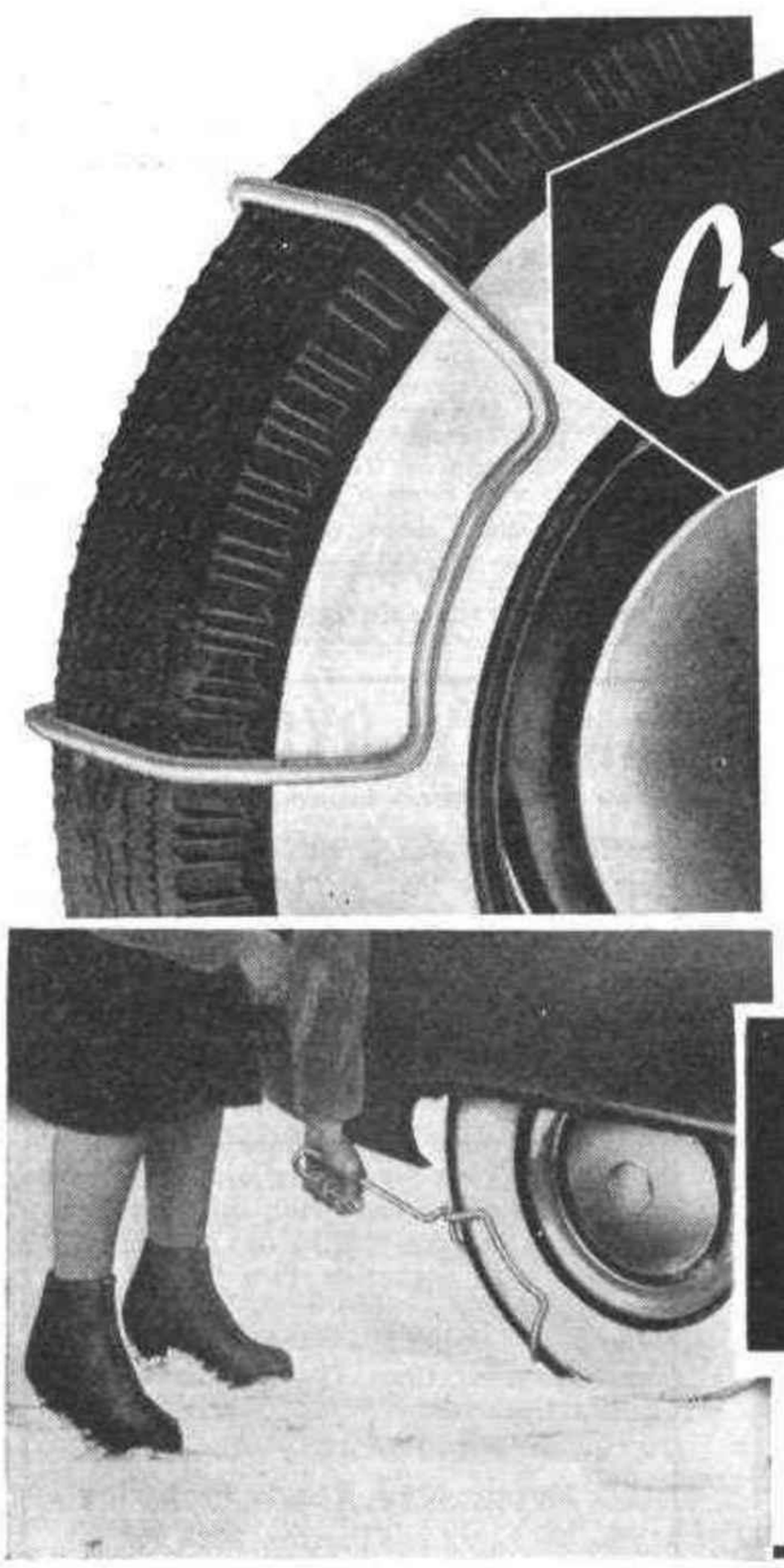
1932 S.V. MINOR, good feet, engine 40 plus m.p.g. "Special-worthy." £48, or exchange invited. Jarman, Rushby Place, Letchworth, Herts. [1750

TRIUMPH DOLOMITE engine and gearbox, 4-cylinder. 5, Walsingham Road, Liverpool 16. [1751

RILEY NINE KESTREL saloon. Twin carbs., fitted Scintilla, new battery. Amazing performance. Excellent condition throughout. £115. Exchanges considered. Tel.: Ilford 1305. [1752

RILEY NINE ENGINE, '32. Reconditioned unit, needs running-in. Also manual gearbox, rad., diff., 19-in. tyres, wheels, steering and other parts, all very sound. S.A.E., call. 73, Bakers Lane, Sutton Coldfield, Warwickshire. [1753

1947 SINGER NINE roadster, in good condition. £230, o.n.o. Free, 21, Kensington Gardens, Ilford. [1754



At last!

A SIMPLE ROAD GRIP FOR WINTER MOTORING



At last! No need to struggle with clips, straps or chains—this tough all-steel grip fits itself! Place one behind each rear wheel, drive on, and away you go. When you reach hard road,* flip them off with the tool provided. Snow-Shoes give grip in snow, mud or ice. Drive safely, arrive safely—get a pair now and carry them in the car.

** Do not drive over 25 m.p.h. with Snow-Shoes fitted.*

ON OR OFF IN AN INSTANT!

Ask your garage for a pair today

TOLEDO WOODHEAD

SNOW-SHOES

ONLY **35/-** Per Pair Complete with Removal Tool

TOLEDO WOODHEAD (SHEFFIELD) LIMITED

CLIFTON WORKS - SHEFFIELD 3 - 'Phone 20108

TSS 1

FOR SALE—*continued*

2-LITRE LAGONDA, 1933, tourer. Mechanically sound; reconditioned back axle; spotless chrome—P100s, bodywork. New batteries. Zip tonneau. 26 m.p.g. Business needs saloon. £195, offers. 26, Seaway Road, Paignton, Devon. [1701

RILEY. Dismantling 1931 Nine, all parts. Engine, front axle, overhauled recently. Respoked wheels. 6, Redstone Manor, Redhill. Tel.: Burgh Heath 1220. [1704

1936 ALVIS Speed Twenty Vanden Plas saloon. Reconditioned dynamo and water pump. Two new tyres. Engine in excellent condition. Bodywork fair. £130, o.n.o. A.F.N. Limited, 400, London Road, Isleworth. Tel.: Hounslow 0011. [1705

LEA-FRANCIS, 1930, saloon. Meadows engine. Lively, fast, roomy and economical. New battery. Drive away. Nearest £65 secures. March, "Pincents Hill," Calcot, Reading. Tel.: Theale 40. [1706

TRIUMPH VITESSE, 1936. Engine (rough) and gearbox; also Armstrong preselector box. Offers. Banks, 13, Holmer Road, Hereford. [1707

RILEY NINE KESTREL, 1935. Preselector. Engine completely reconditioned 1955. Chassis, suspension, transmission, brakes, steering, excellent. Four very good tyres. Body rebuilt, strengthened. Roof, doors relined, but some final trimming required, so £70, o.n.o. Space urgently required. Tindell, 10, Dingle Road, Middleton, Lancs. Tel.: MID 3783. [1708

1935 KESTREL NINE, in exceptional condition mechanically and bodily. A really sound buy. £120, o.n.o. Collins, 4, The Close, Chilwell, Notts. Tel.: Beeston 25-6908. [1718

DUFFLE COATS



Ideal for **WINTER MOTORING**

Showerproof Woollen Fabric. Cut in Admiralty style, with hood, two deep pockets, wooden toggles. Double thickness on shoulders and back. Warm and comfortable. **Fawn, Navy or Black.**

(State 2nd choice, Chest & Height Measurements.)

59/11

Also in CAMEL SHADE **69/6**

Post/packing 1/9. C.O.D. 1/6 extra.

MONEY BACK GUARANTEE

'Phone orders accepted—ADV 3195. Callers welcomed.

MANUFACTURERS (MAIL ORDER) LTD.
(Dept. M.S.) 461, Roman Road, London, E.3

"Just the JACK for Jill"

THE

Epco minor



A LIGHTWEIGHT HYDRAULIC JACK FOR THE FAMILY MOTORIST

This Jack makes a minor job of a major operation ! Lifts up to ¾ of a ton, yet can easily be carried in one hand. It's quick, safe and simple !

Price **£11.11.0**

** See it at your local Garage, or write direct to :—*

EPCO LTD., STAR WORKS, LEEDS 7, ENGLAND
Tel.: Leeds 32461/2. South of England Service Depot :
37 Lisson Grove, Marylebone, London, N.W.1

EPC/4826

CARR BROS GARAGES LTD

Leaders in Automobile Service since 1921

HIGH ST. **PURLEY** SURREY

End of Croydon by-pass. UPLands 4811-7

SPORTS CAR DEPT.

GRAHAM A. WARNER

Selects the following examples, each exceptional in condition and outstanding in value :—

SPORTS/RACING CARS

LEA-FRANCIS sports/racing 2-seater, 125 b.h.p. dry sump unit; very fast. 1953. **405 gns.**

LOTUS Mk. VI. 1,098-c.c. o.h.v. Ford unit, four carbs.; road equipped. 1954. **525 gns.**

SPORTS CARS

TRIUMPH TR2 sports. Almost faultless; one owner, heater and radio. 1954. **695 gns.**

LOTUS FORD 2-seater sports, fitted Ford Ten engine; very fast. 1955. **450 gns.**

MORGAN PLUS FOUR 2-seater sports; 19,000 miles. An outstanding specimen in spotless condition. 1953. **450 gns.**

M.G. TD sports. Recellulosed, very smart. 1950. **405 gns.**

M.G. 2 TC sports. New attractive plastic hood and screen, etc. Excellent condition throughout. 1946. **335 gns.**

TRIUMPH 1,800 and **2,000** roadsters. Both smart appearance and good mechanical condition. 1949 and 1946. From **280 gns.**

SINGER NINE 4-seater sports. Good runner, attractive appearance. 1933/34. **90 gns.**

M G. Grade II 4-seater sports. Good order throughout. 1933. **70 gns.**

Early delivery **MESSERSCHMITT CABIN SCOOTER.** Three models from **£300** inclusive.

Demonstration anywhere.

Immediate delivery of the latest 3-wheeled 200-c.c. saloon **"FULDAMOBIL" £383/15/7**

NEW CARS

Immediate delivery of the following new cars : **Austin A90 Westminster, Austin A50, Austin A30** 2- or 4-door, **Standard Eights** and **Tens, Morris Oxford** and **Morris Cowley, M.G. Magnette** sports saloon.

FAMILY CARS

A stock of over 100 secondhand models to choose from.

CARS WANTED

Please note that we pay highest cash prices for Sporting Cars.

Please Contact
GRAHAM A. WARNER

FOR SALE—*continued*

BRISTOL ENGINE, modified by well-known tuner to B.S 4 standard, with brand new gearbox, hydraulic clutch, Delco ignition. Ready for immediate installation in suitable sports/racing car. Very reasonable price. Box No. S709, Motor Sport, 15, City Road, E.C.1. [1709

TRIUMPH TR2, in two-tone red; overdrive and heater, competition suspension, 10-in. brakes; taxed; excellent condition; £695 or near offer. "The Bantam" Singer-engined single-seater (ex-Spikins). Suitable for club events, etc. 972-c.c. supercharged engine with E.N.V. self-change gearbox. Good basis for potent small sports two-seater. Offers. Ted Lund, Preston Road Garage, Coppull, near Chorley. Tel.: Coppull 285. [1710

ALVIS, 1923, 12/40. Rebuilt with aluminium body. Some work needed to complete. Must be sold. First reasonable offer. Alvis, 1934, Speed Twenty, £150. Owner going abroad January. Jackson, Lyne Hill Farm, Penkridge, Stafford. [1711

RILEY NINE tourer, 1931. Uncommon Hoyal body excellent original condition. £90. Williams, Tel.: Otford 341. [1720

THE FABULOUS

BERRY RACING JAGUAR

Full D-type engine—three Weber carburetters. Special lightweight aluminium body giving deceptive XK120 appearance. Fantastic performance. Special brakes and air scoops. Spare axle and brake drums. One of the fastest sports/racing cars obtainable. Recently raced successfully for Plate of Milan by Graham Maude.

£1,450

H.P. terms arranged. Private sale.

Box No. P109, "MOTOR SPORT," 15, CITY ROAD, LONDON, E.C.1

ARDEN

Sports conversions and modifications.

Ford 10-h.p.—all mods. for speed and extra reliability.

Ford 10-h.p.—J2 gearbox conversion kits with machined, cast bellhousing; same weight as Ford 3-speed — **£15.**

L.R.G. I.O.E. heads supplied and fitted.

Racing 4-cylinder inlet and exhaust manifolds made to measure, from **£7 10s.**

Multi-carburetter layouts.

J2 hydraulic brake kits — **£20.**

Over 50 successes, 1sts, 2nds, 3rds, gained in speed events of different types.

All standard mods. test-bed developed.

J. W. WHITEHOUSE
TANWORTH-IN-ARDEN WYTHALL 3368

ANTONY HYDE-EAST

International Insurance Broker

realising that this is an age of confusion, apologises for that occasioned by the use of his name.

HE IS TO BE FOUND ONLY AT

8b, WOOD STREET, KINGSTON-ON-THAMES

and whilst there is much satisfaction in the knowledge that his past efforts and foresight have borne such fruit, it does appear necessary to state that he has had no connection with any other firm for the past two years.

The personal and individual attention that he has given since 1945 is, as always, guaranteed.

Finally

A Happy New Year's Motoring

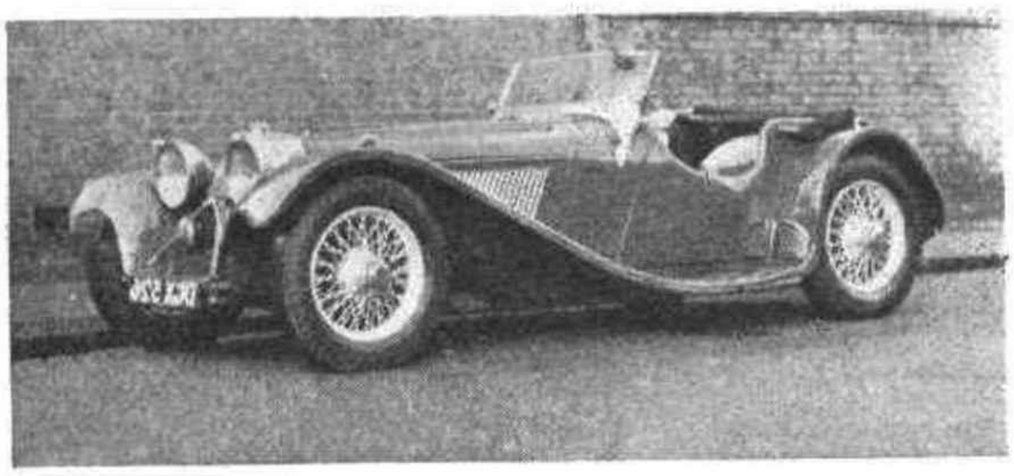
Phone : Kingston 8866

THE SMALL FIRM WITH THE WORLD-WIDE REPUTATION

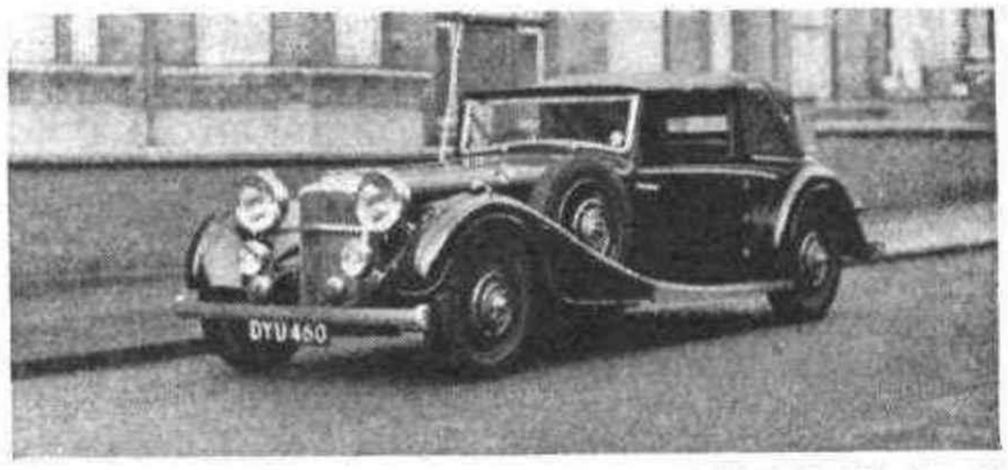
AUTOMO LTD.

229, WEST END LANE, HAMPSTEAD, N.W.6.
Telephone : **HAMPSTEAD 3430**

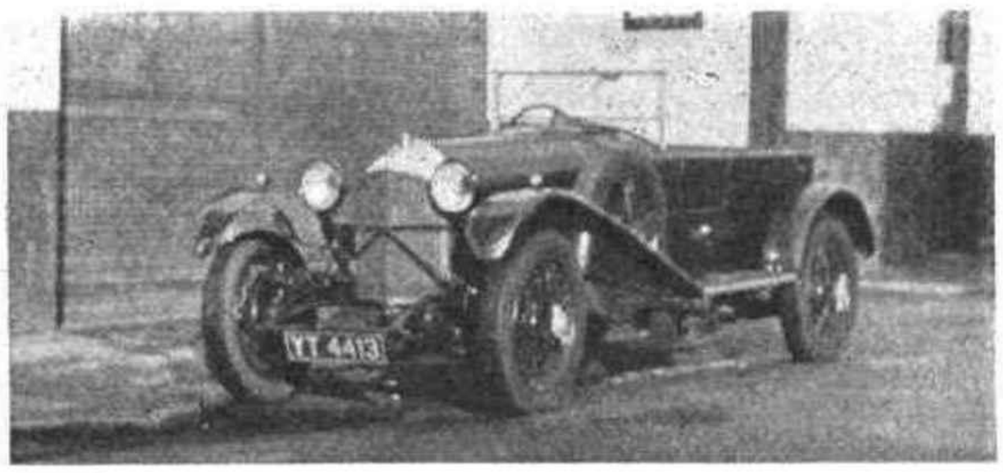
2 minutes W. Hampstead Tube Station, Bakerloo Railway. 28-159 Buses.



JAGUAR S.S.100 2½-LITRE competition 2-seater. Just recellulosed in B.R.G., with silver wheels. Almost new hood. The chrome plating is excellent. Recent top overhaul, etc. Offered at the extremely low price of **£195**



ALVIS SPEED TWENTY-FIVE drophead coupe, *in black, by Charlesworth, 1937. Brown hide interior. Fitted H.M.V. push-button radio, Ace wheel discs. Speedo. reading is 81,000 and is believed to be genuine. Good tyres, excellent coachwork, good hood. Built-in jacks, original lamps, etc. A genuine bargain at* **£245**



BENTLEY 3-LITRE RED LABEL. Genuine and original Vanden Plas coachwork, recently recellulosed in B.R.G. Good tyres, brand new hood, beautiful dashboard, etc. Original " A " type box. A very good example of this popular vintage marque. **£295**



JAGUAR XK120, fitted with a special, occasional-4-seater hard-top coupe body on the original 1951 chassis. Finished in mid-green, with green leather interior, wind-up windows, and a large window in the rear high-boot lid, opening into a large luggage compartment. An unusual car at the extremely attractive price of **£575**

1937 RILEY LYNX 1½-LITRE open 4-seat sports with black coachwork, red leather interior, new front carpets, new fawn hood and sidescreens. All tyres are as new, dynamo just overhauled. A fine example of this very popular Riley model. **£195**

1935 CITROEN 2½-LITRE open 4-seat sports, with red coachwork by Ranalah. Good fawn hood and envelope, and sidescreens. Conventional gearbox and rear-axle drive. Fitted twin spotlamps and twin windtones. Almost new battery. **£130**

1937 DAIMLER EIGHT, with a lovely light sports body in black, with brown hide upholstery. Engine recently completely overhauled and just run-in. All tyres are as new, the coachwork is unblemished, and the engine is just like a new pin. An excellent car for every occasion. **£285**

1953 MORRIS MINOR convertible, with black coachwork and hood, fitted red carpets and link mats. Fitted with the side-valve engine (which is in excellent condition) and the nicer gearbox. All the tyres have been puncture-proofed. Speedo. reading is 22,000 and believed genuine. Offered at the low price of **£435**

1948 ALLARD 4-seat drophead coupé, with coachwork in light metallic blue and dark blue hood and upholstery. All tyres are good; the replacement engine was fitted in 1952. For its year, we consider this car to be well above average. **£315**

JAGUAR S.S.1 4-seat tourer in black, and black leather interior, with a silvery-grey hood and sidescreens, almost new, good tyres, etc. This car has been fitted with the fast 2½-litre o.h.v. " 100 " engine. **£205**

We still require a good 3½-litre S.S.100 with original coachwork. Also good 3-litre Red Label V.D.P. and 4½ BENTLEY with open coachwork.
Good 2-litre LAGONDAS with open touring bodies are also wanted.

FOR SALE—*continued*

JOHN BLAND OFFERS : Talbot, 1937, 105 drophead coupé, engine and gearbox being at present entirely rebuilt; £210. Choice of two 1935 Talbot 65 saloons, both in generally sound condition. £75 each. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [1712

ASTON MARTIN Le Mans, fitted with Mercury V8 engine. Body sound but shabby; chassis, transmission good. Also Aston 2-litre engine and gearbox complete. £220 the lot, o.n.o. Wakefield, Milton Lodge, Iver. Tel.: Iver 280. [1714

'32 HORNET needs good home. £40, T. & I., or offers. Write for details. Box No. S715, MOTOR SPORT, 15, City Road, E.C.1. [1715

RILEY KESTREL 1½-LITRE, fitted overdrive and radio, very good condition, £195. B.M.W. Type 326 saloon, leather upholstery, excellent body, good oil pressure, fitted heater, Flamethrower, etc., £285. Enterprise Garage, Sturry Road, Canterbury. Tel.: 4285. [1716

2.6-LITRE M.G. saloon for sale, condition excellent. Owner gone abroad. Recent A.A. examination. £255. Apply Elsden & Co., Holt, Norfolk. Tel.: 3206. [1719

FOR SALE—*continued*

A UNIQUE CAR. 1937 Wolseley Twenty-five Maltby saloon tourer body with hydraulic head. Black, and grey leather. Fittings include P100 headlamps, Tecalemit centralised chassis lubrication, A.T. speedometer and rev.-counter. Special facia with many instruments. Two spare wheels mounted in wings; all tyres good. Special radiator block. Notek fog-lamp, etc. This car was specially built for an enthusiast and has a first-class history. £200 or near offer. Parkinson, Polson & Co. Ltd., 19, Cornfield Road, Eastbourne, Sussex. [1717

1925 STAR 12-H.P. tourer. Unbelievably quaint. Complete spare chassis. Healthier than I. £60, o.n.o. Exchange draughty " special." Walker, Tel.: Hampstead 3463. [1721

ASTON MARTIN, 1937, 2-litre long-chassis saloon. Well maintained. Excellent appearance but engine requires reconditioning. £255. Wylde, 6, Marine Terrace, Whitstable. [1722

1927 LANCIA LAMBDA, 7th Series, 8th Series engine. Original condition, excellent performance and looks. £180, o.n.o. J. R. C. Friend, Chalfont St. Peter, Bucks. Tel.: Gerrards Cross 2801. [1569

FOR SALE—*continued*

4½-LITRE BENTLEY. Fast. Lives out. Guess what colour. £190. Wanted : Type 46 Bugatti Howell, Tel.: Fremantle 3864. [1561

D.H. COUPE FOURSOME. F.N.-B.M.W. Type 55. Fast, attractive; 27 m.p.g. £175. " White Lodge," Rectory Road, Farnborough, Hants. [1562

RILEY SPRITE CAMSHAFT, inlet, brand new. What offers ? Frye, Grove House, Grove Road, Rayleigh, Essex. [1563

M.G. MAGNA coupé, 1933. Taxed. Bodily and mechanically sound. £60, o.n.o. Tel.: evenings after Dec 9th, Welwyn Garden 2039. [1564

1934 12-H.P. twin o.h.c. British Salmson saloon, in exceptional condition following extensive overhaul. No difficulties spares. £110. 24, High Street, Lee-on-Solent. Tel.: 79406. [1565

M.G. TC Stage II cylinder head, 9.3 : 1, sodium-cooled valves, £11. TC windscreen, 50s. Ford 5.5 : 1 c.w. and p., 50s. Baillie, 139, Argyle Road, Saltcoats. [1566

10-11.P., 1935, RAPIER Lagonda spares available. Box No. S567, MOTOR SPORT, 15, City Road, E.C.1. [1567

FOR SALE—*continued*

ALVIS 12/50 4-seater tourer, 1928. £65. Warrington, 10, Butts Cottages, Hanworth, Middlesex. Tel.: Chiswick 7258. [1755

1935 S.S.II. Mechanically rebuilt 2,000 miles ago, bills to show. Sound body. Insured October next. Would exchange P or T-type M.G., with cash adjustment. Owner suffering from claustrophobia. £120, o.n.o. Seen Chester area. Box No. S756, MOTOR SPORT, 15, City Road, E.C.1. [1756

LAGONDA 16/80 d.h.c., 1933, good cond., £95. Photograph available. McDonald, 11, Belgrave Place, Lumb Lane, Bradford 8, Yorks. [1757

J2 M.G. GEARBOX—good condition. Hutchinson, Robert's Hall, Royal Military College of Science, Shrivenham, Wilts. [1758

RILEY AUTOVIA Mulliner saloon, 1939. Low-built but roomy aluminium body. A very comfortable and stable fast car. V8 engine, basically two 1½-litre Rileys. Good tyres, battery, chromium; fine quality leatherwork, etc. Original list price £975. Photos available. Exchange or offer around £175 considered. Todd, 27, Couchmore Avenue, Esher. Tel.: Emberbrook 4983. [1759

ROLLS-ROYCE 25-H.P., 1933. Four-door owner-driver Tickford Head saloon. One owner and chauffeur-driven until the war, during which laid up. Coachwork, ancilliary equipment in really outstanding condition. Good tyres. In excellent running order. 95,000 miles. Price £450. J. O. Blair-Cunynghame, 23(c), Abercorn Place, London, N.W.8. Tel.: Maida Vale 6871. [1760

ALVIS CRESTED EAGLE drophead coupé, 1934. Beige, black wings. One ownership, under 70,000 miles. Preselective gears. New drophead fabric 1946, resprayed 1951, complete set new pistons, valves and cylinders rebored 1952. Tyres, ex. spare, average mileage 3,250. £175. Tel.: Hampstead 3933. [1761

BUCKLER V, 1951. Owner emigrates Jan. 4th. Excellent condition, fast, extremely potent. Seen 41, Wickham Road, Beckenham. Tel.: BEC 1946. [1762

VOLKSWAGEN, 1947. Reconditioned engine. Radio. Any trial. Garth, Bridge House, Rutland Road, Batley, Yorks. [1763

BRITISH SALMSON, 1936, 12 h.p., very attractive black saloon, red leather upholstery. Tyres and mechanical condition excellent. £120. Maybury, 152, Warwick Road, W.14. Tel.: WES 7624. [1764

FOR SALE—*continued*

ALVIS TL 12/60, 1932, saloon. Single Solex 30FAI, engine sleeved, bored, crank ground, bearings, new guides, valves, springs, clutch, rewired. Very sound, owner four years. Spare engine, block cracked, clutch, rad., manifold. Cook, 33, Welland Road, Yeovil, Som. [1765

AUSTIN SEVEN SPARES.—Several 1937/39 front axles complete. Nippy parts: 1½-in. crankshaft, cyl. head, crankcase, camshaft, slightly bent, steel gears. Ruby chassis, all years. Big Seven cyl. blocks, heads. Largest stock new and used spares in the North. Lists free, s.a.e. Austin Seven Services, Kirby Wiske, Thirsk, Yorks. [1766

VINTAGE (1926) SUNBEAM, 20 h.p. Unblemished. Black and cream body. Perfect mechanically. Many extras. £160. Maxwell Car Sales, Orpington. Tel.: 20009. [1767

TALBOT 75, 1934, Darracq sports saloon, grey/black, green leather; genuinely near original; £90. Standard Eight, 1947, saloon, black, brown upholstery; one very solicitous owner; £235. Warne, Lowbourne, Melksham, Wilts. Tel.: 2419. [1768

ROLLS-ROYCE, 1927, 21.6-H.P. sedanca de ville by Barker. Chassis GAJ 7. Finished grey, with black wings and hood (leather). Original manual and tools. This is a thoroughbred carriage in really excellent original condition, plus a heater. Bills for over £200 available to prove condition. Photo gladly sent. Sole reason for sale—owner purchased later model. £245 or offer to good home. Berry, 12, Talbot Avenue, Edgerton, Huddersfield. Tel.: 2390. [1769

ROLLS-ROYCE. Beautiful 1926 P.I. Windover 6-seater tourer, blue; polished aluminium discs, mascot; taxed; £275. Also 1925 P.I. Barker limousine, new tyres, £50. The two £300. Johns, Studley, Camphill Road, Worcester. Tel.: 4075. [1770

ASTON MARTIN INTERNATIONAL 2/4. Grey polychromatic. Reconditioned block, new hood, screens, sleeves, mains. £300 spent three years. £190. Sheppard, 34, Harpenden Road, St. Albans. [1771

1934 ASTON MARTIN. Very beautiful Mark II saloon. Immaculate cellulose, balanced crank, 3206 camshaft, new valves, springs, etc. Clutch relined, good tyres. A lovely car. Genuine reason for sale. £250. Stewart, 56, Gores Lane, Formby. Tel.: 3381. [1772

FOR SALE—*continued*

UNLIMITED SPEED for £85. Very special 16/80 Speed Six Lagonda close-coupled low-built sports saloon; cycle-type wings, Rudge wheels. Smith, 86, Chalk Farm Road, N.W.1. Tel.: Gulliver 2767. [1773

M.G. J2, fitted Ford Eight engine and gearbox, works replacement engine 2,500 miles approx. Good weatherproof equipment and all-round condition. Insured until June. £85, o.n.o. Dean, 41, Newhall Street, Swindon, Wilts. [1774

DISMANTLING. 1936 Talbot 105 saloon, 1935 Triumph 10.9-h.p., Alvis 1934 16.95 saloon (engine just had £12 overhaul, new rings, valve guides, gaskets, etc.). Also 1930 Alvis 16.95 camshaft, crankshaft, six con.-rods and domed pistons with new set of Duo-Flex rings and complete instrument panel. Offers for any parts. 76, John Street, Blackburn, Lancs. [1775

MERCEDES-BENZ 500K, 1936, coupe. Going abroad. Must sell. £350, or near offer. Laws, 9, Court Road, Tunbridge Wells. Tel.: 21638. [1778

RILEY 1½. March, 1940, black saloon, 2/8 Series. Manual box, new springs, clutch, carb., king-pins and bushes, battery retrimmed, carpets, etc. Body perfect. Equal to post-war 1½. £245, o.n.o. Tallant, 98, Westerton Road, Tingley, near Wakefield. [1779

RILEY SPRITE, 1937. Rebuilt. Resprayed B.R.G. Rechromed. Bearings, etc. Telaflos front. Rotaflos rear. Four new Amals. Four-branch exhaust. Preselector. £375, or reasonable offer. "Ladymead," Rucklers Lane, Kings Langley, Herts. Tel.: Kings Langley 3778. [1780

ALVIS TG 12/50, 1929, black and yellow 2-seater tourer. In exceptional vintage condition. Featured in recent British film. Capacious dickey, dual ignition, new hood; 30 m.p.g. £150. Ness, 37, Newton Road, London, W.2. Tel.: BAY 8959. [1781

VOLKSWAGEN. Very good condition. £200, o.n.o. 26, Wayland Crescent, A.E.R.E., Harwell, Berks. [1782

1929 AUSTIN SEVEN CHUMMY tourer. Not running but complete. £15. W. & H. Evans, 45, Elizabeth Street, Manchester 8. Tel.: Blackfriars 2949. [1783

M.G. PA. Good condition bodily, mechanically. Steering, suspension recently overhauled. £130. Will haggle. Leonard, Orchards, Ditcheat (235), Shepton Mallet, Somerset. [1786

THE HALFWAY GARAGES (PADWORTH) LTD.



ROLLS-ROYCE. This magnificent **Continental Phantom II** was the property of Michael Wilding. About 18 months ago it had a thorough overhaul costing some £600, carried out by accredited Rolls-Royce repairers. It has recently had a new hood, a recellulose in dark green and new tyres. It is unquestionably one of the first examples of this, the most classical style of Rolls-Royce carriage-work. **£595.**

1926 MINERVA limousine. One owner, who purchased the car at the Paris Salon and left it to the chauffeur on decease. Perfectly kept and mechanically perfect. All new tyres, including spare. Instruction books. **£150.**

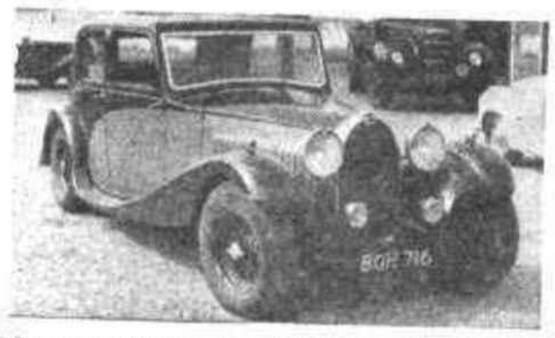
1954/5 PEUGEOT 203. Fully modified, including 8 : 1 c.r. modified head, valves and springs, duralumin rods, lightened and balanced flywheel assembly twin choke, carburetter, and special manifolds, rev.-counter, special exhaust system, twin-speaker radio, etc. 95 m.p.h. 12,000 miles. 300 miles only since modification. Owner bought Aurelia. **£795.**

1939 DELAGE D6/75 saloon. An excellent example of this model. Faultless mechanically, very good, black cellulose, new tyres, immaculate brown leather, radio, etc. Cotal gearbox. **£295.**

ALSO a D6/75 drophead coupe at the same price.

1939 LANCIA APRILIA, 1949 suspension system. Nardi manifold with twin Zenith carburetters. **£345.**

ALSO 1938 LANCIA at **£295.**



1934 BUGATTI Type 57 saloon by Young of Bromley, ex-Geoffrey Battersby. This car is in excellent condition and close on £1,000 has been spent on it during the last few years. The body is finished in black and grey and is luxuriously appointed in grey leather. The twin o.h.c. 3.3-litre engine is in very good condition and the performance of the car is tremendous. 16-in. wheels with large tyres have been fitted to counteract the rattle from suspension. Price **£485.**

1952 AUSTIN A40 sports. Extras include radio, heater, detachable hard-top, 3-note horns, Arnott supercharger (fitted), etc. Grey/red. New tyres. **£575.**

1934 LAGONDA Rapier 4-seater fixed-head coupe. Very sound mechanically, with good tyres. Smart bodily condition. **£185.**

1949 BRISTOL 400 saloon. Engine recently reconditioned by Burtonwood. Practically new tyres. Radio and heater. Black and fawn. Smart, fast and economical car built like a watch. **£795.**

1950 ISOTTA-CADILLAC. Probably the original engine disintegrated but in order to save something the car was sometime fitted with Cadillac engine and full hydramatic transmission with 2-pedal control. Has, therefore, American silence, performance and reliability, coupled with dignified appearance and magnificent steering and brakes. **£195.**

1931 RILEY Nine. Quite exceptional throughout. Recent engine overhaul. **£85.**



1950 HOTCHKISS 3½-litre saloon. Radio and heater. Good mechanical condition, but has suffered some superficial fire damage and will need a recellulose at the front, together with some attention to the dashboard and wiring. An enthusiast's bargain at **£295** only.

1951 ALVIS 3-litre saloon. Heater. Black/brown. Engine with twin carburetters and "Grey Lady" modifications. **£695.**

THE MONACO 500. This well-known little car is in excellent condition and has a J.A.P. engine installed. It is complete on an expensively made trailer with towing-bar and automatic brakes, tailored waterproof cover and many spares. Offered at the extremely low figure of **£195** complete.

BUGATTI, Type 50, 4.9-litre twin-camshaft, supercharged. Recently completely overhauled and fitted with new 2-seater traditional-style bodywork by E. D. Abbott of Farnham. This stupendous car is in wonderful condition and a reasonable offer is wanted.

1935 LAGONDA 3½-litre drophead coupe. Wonderful condition throughout. Radio, new tyres, seven hooters, seven lamps etc., etc. Coloured grey and purple. A very good-looking fast car for **£195** only.

A.C. 2-seater drophead coupe. Three-carburetter, 2-litre engine. Smart and fast car with very attractive lines. **£135.**

TERMS, EXCHANGES CONTINENTAL CARS WANTED.

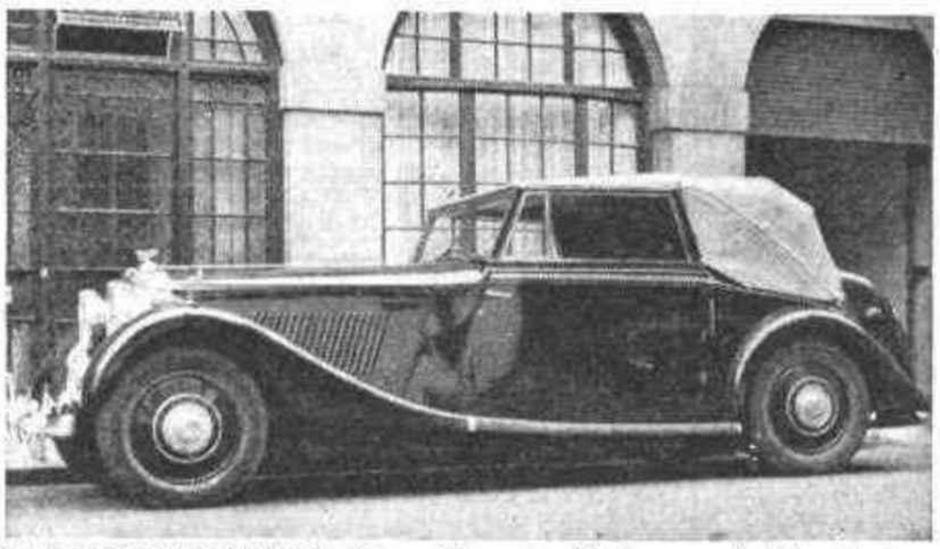
OPEN WEEK-ENDS.

BATH ROAD, NEAR READING, BERKSHIRE. Telephone: WOOLHAMPTON 505/6

GROSVENOR 1188

SIMMONS

GROSVENOR 2635



ROLLS-BENTLEY (1938) 4¼-litre. Ch. series LE close-coupled drophead coupe by Vanden Plas. Black, with grey trim. R.-R. specialist overhaul and schedule service to our instruction last month at cost of £180, including crank grind, bearings, clutch, decoke, etc., a full detail of which is available. A specimen model in very fine condition.

£725

ROLLS-BENTLEY (1938) 4¼-litre. Ch. series KT sports saloon by Park Ward. Black, with scarlet trim. Maintenance history since 1946. Rebored 1953. Specialist serviced in December. Clean and sound.

£550

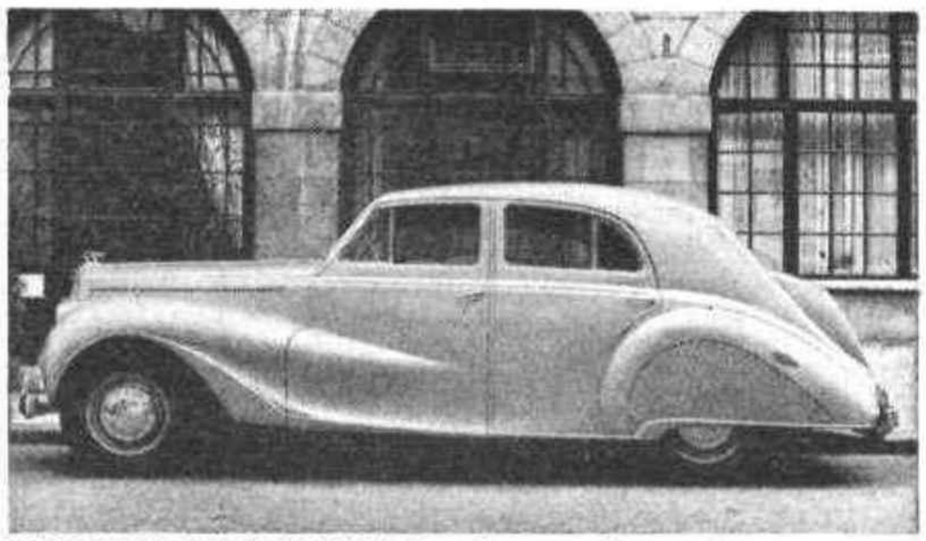
ROLLS-ROYCE (1936) 20/25-h.p. Ch. series GTK owner-driver family saloon by Windover. Dark blue, with grey trim. Detailed R.-R. history.

£625

ROLLS-ROYCE (1934) 20/25-h.p. Ch. series GYD owner-driver sports saloon by Park Ward. Mechanically excellent but interior only passable. Otherwise sound throughout.

£325

We shall be grateful for details of any well-conditioned Rolls-Royce or Bentley models for disposal, preferably with a known history.



AUSTIN PRINCESS (1950) A135. French grey, with natural pigskin trim. 37,000 miles. One owner. Single-carburetter manifold, giving 18 m.p.g. Elegant and luxurious by any standard, these hand-built Vanden Plas models cost over £2,000 and were over-produced in considerable quantity. As a direct consequence of this they now represent, in our considered view, the finest value for money obtainable for many years.

1950 model (*illustrated*) **£575**

1950 model, dark royal blue, with pigskin trim **£600**

1952 model, black, with tan trim **£750**

All are standard equipped with heater, radio, screen-washers, Smith Jackall equipment, rimbellishers, twin passlights, etc., and all have been works-serviced prior to sale.

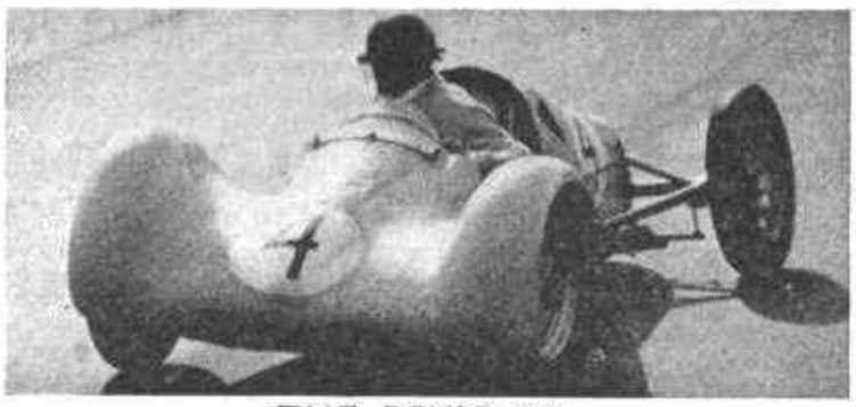
EACH IS FULLY GUARANTEED FOR A PERIOD OF THREE MONTHS AGAINST ANY MAJOR MECHANICAL DEFECT WHATSOEVER OCCURRING.

We are carrying a stock of these models in future and will be obliged by particulars of any low-mileage models for disposal.

IN THE EVENT OF READERS NOT SEEING THE VEHICLE THEY REQUIRE IN OUR ADVERTISEMENTS, PERHAPS THEY WOULD BE GOOD ENOUGH TO INFORM US OF THEIR SPECIFIC REQUIREMENTS, WHEN WE WILL IMMEDIATELY ADVISE THEM OF ANYTHING WHICH COMES TO HAND.

GROSVENOR 1188 — **12, REX PLACE, W.1** — **GROSVENOR 2635**

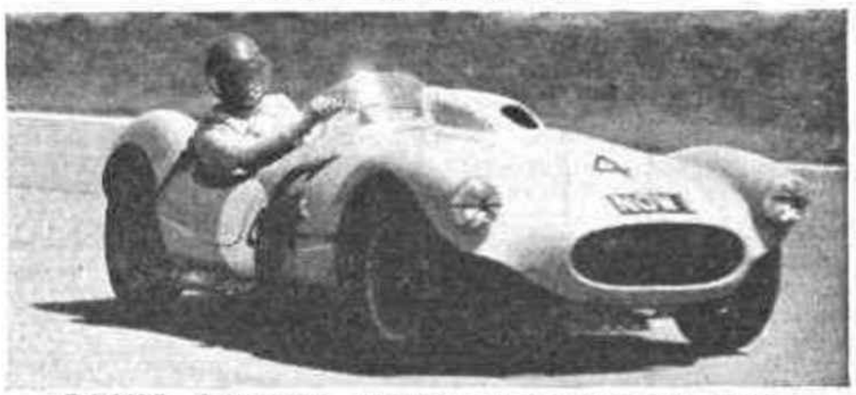
Immediate insurance effected with Lloyd's Brokers. *Export and Shipping.* *Engineers' reports and examination.*
All Vehicles and Accessories are offered subject to being unsold unless otherwise stated. *E. & O.E.*



THE REVIS 500

This famous car, complete with twin-cam Norton engine, fitted Lancefield carburetters (Petty tuned). Twin-lead-shoe brakes, rack-and-pinion steering. Magnesium alloy wheels and streamlined coachwork. Overhauled to the last nut and bolt and in immaculate racing trim. This car has won innumerable races and has held lap records at almost every major circuit.

A real bargain at £475.



REVIS 1,500-c.c. Two-seater Sports Car

Fitted with genuine Borgward works Rennsport engine. Estimated brake horse-power, 110. Swing-axle rear end with no roll resistance. Rack-and-pinion steering. Wishbone and coil front suspension. Five-speed gearbox. Maximum speed in excess 125 m.p.h. Second first time out at Goodwood. Standing ¼-mile, 15.59 sec. Has lapped Oulton Park 2 min. 6 sec. This exceptionally light and fast car is in immaculate race condition and has a good future. For business reasons this potential race winner is **for sale at £950.**

REVIS CAR SALES LIMITED,
9-27, NEW ROAD, SOUTHAMPTON
Tel.: Southampton 22334

WHAT A MESS!



It would be if all the copies were loose

A Self-Binding Case will keep your copies tidy for 12 months.

Price **15/-** *including postage.*

Then have them permanently bound in a stiff black cloth case, lettered in gold—

A FITTING ADDITION TO ANY BOOKSHELF

Price, including index .. **20/-** *post free.*

Cash with order to :

"MOTOR SPORT," 15-17, CITY ROAD, E.C.1

Name and address in Block Capitals, please, to avoid delay in delivery.

FOR SALE—*continued*

LANCIA APRILIA, August, 1938. Black, green leather interior in excellent condition. £245. Tel.: Wembley 3892. [1570

1937 B.S.A. SCOUT, sports 2-seater, 9.8 h.p., f.w.d., 38 m.p.g. Excellent condition. Seen Bristol. £130. Poole, c/o Innes House, Elgin, Moray, or Tel: Weymouth 2207. [1571

M.G. 18/80. Really cheap to enthusiast. Sound motor. Johns, Tel.: Grosvenor 4444. [1572

HEALEY TICKFORD, 1951. Beautiful silver and blue saloon. Excellent interior and exterior and first class mechanically. New engine 10,000 miles ago. Full complement of accessories, heater, etc. Photographs to genuine inquirers. North Midlands. Private. £720, o.n.o. Box No. S573, MOTOR SPORT, 15, City Road, E.C.1. [1573

1937 CITROEN TWELVE, specimen as post-war. 30 m.p.g., 75 m.p.h. Photos. £160, or exchange TA M.G. 215, Colne Road, Burnley, Lancashire. [1574

CONTINENTAL TOURS WITH A VOLKSWAGEN MICRO BUS

The holiday planned to your personal taste!

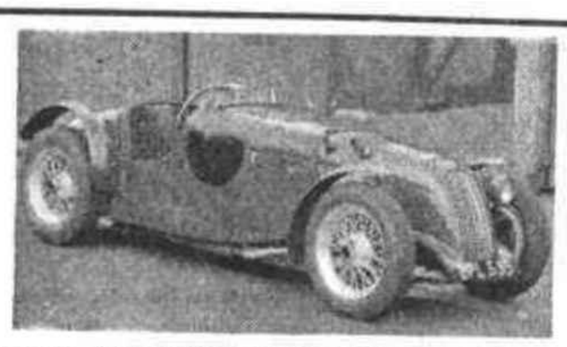
You choose your own party, route, and accommodation (guesthouse, hotel, or camping); we make all arrangements in accordance with your wishes.

We are always pleased to help in choosing and planning routes.

The hire cost is **10 gns.** per person, per week, including fuel and services of courier and all planning and booking arrangements.

For full information write only to:

PERSONAL TOURS,
333, HENDON WAY, N.W.4



M.G. SPORTS/RACING 1096 c.c.

Track weight 11 cwt. Complete checkover ready for next season. **£300** with road equipment and spares. **New Trailer,** suitable for above, **£30.**

S. A. MITCHELL, CARLTON GARAGE, NEVILLE RD., FOREST GATE, LONDON
Grangewood 0734; after 6 o/c., Seven Kings 3421

MOTOR INSURANCE

Lowest premiums for all types of motor vehicles.

Instalments and short periods.
33⅓% No Claim Bonus on transfer if earned.

No additional premium for vintage cars, sports cars, or tricycles. Immediate cover.

CARSURANCE, 4b, Hastings Parade, Cranbrook Road, Ilford. Essex. VAL 2690



CONNELL BROS. 693 HIGH RD., LEYTON, E.10. Phone LEY 7223

C. J. BENDALL

This month gives us an opportunity to wish all our friends and customers the best of luck for 1956, and also to say that as long as there are people who are prepared to run interesting motor cars we shall continue to handle such vehicles as our main business.

In seven years at this address we have sold a lot of cars and made a lot of friends: as a result of experience, our policy remains the same, i.e., that a car we sell should have a measure of individuality, but equally so, it must be free from major defects, have at least a fair standard of coachwork, good tyres and sound electrical equipment, and be priced realistically; the occasional exception below these standards is invariably a bargain for the enthusiast with knowledge and some facilities.

ALFA ROMEO 1,750 c.c. single-cam D.H.C., 1931; conforms with the aforementioned standards. **£95.**

ALVIS 12/80 f.w.d. supercharged, attractive 2/4-seater body (ex-S.S.1), recent major engine overhaul; car in above-average condition. **£110.**

AUSTIN SEVEN SWALLOW saloon, 1929, but recently rebuilt, re-trimmed and re-painted professionally. **£65.**

BENTLEY 4½-LITRE sports saloon, the last 4½ built, very fully described last month. **£350.**

FIAT TYPE 519, 27-h.p., 1925, short-chassis sports 4-seater, R-W wheels, impressive car with an excellent performance. **£95.**

HUMBER 16/50 tourer, 1929-30; new hood and tyres, no specimen piece but excellent value at **£65.**

LANCIA DILAMBDA Mulliner fabric saloon; good in every respect, reduced to the very low figure of **£65.**

LAGONDA V12 sports saloon; registered 1945; complete engine overhaul by Davies Motors in July, 1953. A very immaculate and genuine car, at the very low figure of **£465.**

LAGONDA 4½-LITRE pillarless sports saloon, 1934/35; not perfect, but very clean, original and sound mechanically; reduced to **£115.**

MORRIS-OXFORD 14-H.P. "bull-nose" 4-seater tourer, 1926; when side-screens are repaired and general check-over and clean-up after years of storage are completed, this will be virtually a 100 per cent. specimen, and not a restoration one either. **£100.**

MORRIS-COWLEY "bull-nose" 2-seater, 1924, but f.w.b. axle fitted; no 100 per cent. specimen this, but a sound and roadworthy little car. **£60.**

RILEY NINE MONACO saloon, 1934, manual gearbox, mechanically sound and very fair bodywork. **£70.**

RILEY NINE MONACO fabric saloon, 1929-30; considerably better condition than the price might suggest. **£37 10s.**

ROLLS-ROYCE PHANTOM II Hooper limousine, GY Series, 1931, but on looks would pass for 1934. One owner many years, and in extremely good condition. **£195.**

ROLLS-ROYCE TWENTY, 1927, Park Ward small limousine; leather throughout, very nice paintwork. Rolls-Royce transportation at moderate cost. **£145.**

Two particularly fine Edwardian **ROLLS-ROYCES,** both very fully described last month, are offered: at **£475** for a 1910 torpedo tourer, rebodied *circa* 1920, and at **£575** for a 1912 Lawton landaulette.

SUNBEAM-TALBOT TEN sports 4-seater, 1939; original paint, a very sound and attractive little car. **£195.**

TALBOT 110 sports saloon, 1937; extremely good coachwork, mechanically not outstanding but very fair. **£115.**

TAMPLIN CYCLECAR, 1921; well-known V.S.C.C. car, outstanding condition and highly individualistic characteristics. **£65.**

Hire Purchase and Insurance can be arranged on any car.

We are agents for the Borgward Isabella 1,500-c.c. saloon, which, at its inclusive price (inc. p.t.) of £1,210, is quite the most attractive car of its type offered to the British motoring public.

We can offer considerable assistance in repair and replacement of vintage electrical and equipment of all types.

25, ORCHARD ROAD, STEVENAGE, HERTS.

Telephones:
Stevenage 566 (*Day*). Hitchin 3108 (*Evening*)
OPEN ALL SATURDAY

FOR SALE—*continued*

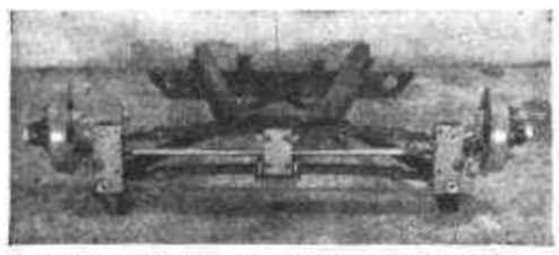
M.G. Dismantling for spares complete J2. Good tyres, also four Amal carburetters with manifold, suitable J2, PA or PB. Tel.: Uxbridge 2062. [1723

9,500 MILES FROM NEW! Unique opportunity for genuine enthusiast to purchase an absolutely original 1924 "Bullnose" Morris Cowley. One previous owner and last taxed in 1929. The car is in immaculate condition with new hood and side-curtains. Recently resprayed yellow/black. Offers and inquiries to 586, Wilmslow Road, Manchester 20. [1568

SHORROCK SUPERCHARGER complete, for TD M.G. installation, cost £100. Gift, £35. R. W. Oliver, 273, Laurel Road, Priory Estate, Dudley, Worcs. [1575

ALVIS, 1934/35, FIREBIRD 2-seater tourer. Adapted aluminium body. Superb engine (£120 overhaul by Alvis). £100. Will, 3, Barnmead Road, Beckenham. [1578

AUSTIN 7 I.F.S. UNIT



FOR SALOON OR "SPECIAL"

Parts required: Front axle and steering arms. Sent back to you with two new springs, ball-jointed track-rod, normal radius-arm and steering layout.

Standard track, £8. 3 ft. 9 in. track, £9.

BOWDEN ENGINEERING CO., OTTERY ST. MARY, DEVON Tel.: 391

WATER INJECTION

will give wonderful performance and amazing fuel economy.

See our Miscellaneous Columns Advert.

ILLUSTRATED BROCHURES ON REQUEST
S.A.E. please.

STANLEY V. LIPSCOMBE

MARINE ENGINEERS,
BOVENEY, WINDSOR Tel.: WINDSOR 2413

THE H_2O BOMB

can be fitted to any make of car

Complete Kits from stock £5 10 0 per engine. C.W.O. or C.O.D. or fitted for you by appointment.

REBORING & SLEEVING

Engines rebored on your own premises without removal from chassis. **Price 12s. 6d. per bore.**
Also rod metalling, line boring, valve seat inserts fitted.
All pistons stocked. Prompt C.O.D. Service.

HOMEBORE SERVICE
46, SHIREHALL LANE, HENDON, N.W.4
Telephone: HENDON 6648

TALBOT

JOHN BLAND
27, Southfields Road, S.W.18.
Tel.: Vandyke 1612

REPAIR AND SPARES SPECIALIST

In addition to all major parts can now offer:
ALL SPECIAL, SEALS, SPRINGS, METRIC STUDS, BOLTS, FOR THESE CARS.

A limited number of BE 10-h.p. parts, including exchange road wheels.

No coachwork or lamp parts for any models.
Please always state chassis/engine number.

FOR SALE—*continued*

1953 TD M.G. 13,000 miles. £495. 1947 Riley 12/4 Saloon, £375. 1936 Riley Saloon, £75. 12/4 Adelphi, body damaged, £85. 1928-38 Riley used parts and engines. Chili Parlour, Hatfield, Herts. Tel.: 2863. [1801

1938 D.K.W. Chassis less engine, with 2/4-seater body shell. £25. Tel.: Ilford 3483 between 6 and 7.30 or weekends. [1820

ALVIS, 1938, SILVER CREST 2.75 litre Sports Saloon. Triple S.U.s. Twin pumps. Synchromesh on 4 gears; i.f.s. Wire wheels. Ace discs. 90 m.p.h. Body reasonable. £180 o.n.o. Tel.: SUT (Birmingham) 5744. [1803

ALFA-ROMEO 1750 chassis frame, complete with steering, front axle and springs, hubs and drums, no rear axle, buyer collects at £10. 4½ litre Meadows engine spares, new or as new, cheap. M.G. TC cylinder head, valves and springs good, £7 10s. Numerous wipers, horns, lamps, starters, dynamos, magnetos, etc., by famous makers, together with a large quantity of M.G. and Riley spares at very low prices. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Beds. Tel.: Leighton Buzzard 2060. [1813

UNEQUALLED VALUE

Attractive design. Easy to erect or dismantle

MARLEY

CONCRETE GARAGES

From £50 *cash or terms*

FREE *delivery over wide area*



Unequalled value. Attractive design. Easy erection, or erection service available. Write for Brochure:

Marley Multiple Garages for where two or more garages are required.

MARLEY CONCRETE PRODUCTS

MARLEY CONCRETE LTD.

SOUTH OCKENDEN . NR. ROMFORD ESSEX
SHURDINGTON . NEAR CHELTENHAM
WATERLOO . POOLE . DORSET
SURREY CONCRETE LTD.
PEASMARSH . GUILDFORD . SURREY

FOR SALE—*continued*

1937 ALVIS 3½ litre Crested Eagle. Reputed 30,000 since new—believed correct. A superb car well maintained. £195. No offers. Smith, 96, Furze Croft, Hove. Tel.: 38930. [1814

£80, ASTON MARTIN 1½ litre, 1933, Saloon, good condition, 4 new tyres, new battery. £60, Jaguar 2½ litre, 1936, 4-seater Sports, new battery, good clean car but requires new hood. Several good small h.p. saloons in stock from £35. Hours 10 to 5. Williams Motors, Rear of 140, Upper Richmond Road, Putney, S.W.15. [1815

SPARES—SPARES—SPARES. We are now breaking 1946 Austin 8, 1940 Hillman 10, 1937 Renault 14, Austin 7s, Morris Minors and many others. Open 7 days a week. Tel.: LAD 5203. S.a.e. to Spares, 3-5, Hazel Road, London, N.W.10. [1816

"MOTOR SPORT," 60 copies, 1951/1955. Offers please. 161, Colchester Road, Ipswich. [1802

M.G. 1½ LITRE V.A. SALOON, 1940. Upholstery fair, bodywork good, engine and transmission first class. Recently overhauled. First £160 o.n.o. Tel.: Chester 27057. [1821

RILEY GAMECOCK gearbox with remote control, £7 10s. Treen Amal layout, £12. 1929 block, crankshaft, reconditioned magneto, rocker boxes, four Hartfords. Wright, Pembroke College, Oxford. [1822

£225 O.N.O. 2-seater M.G., 1938, T.A. Green. Would take old car in exchange or H.P. Broadfield, Westmeston Avenue, Rottingdean, Brighton. Tel.: 3355. [1823

RILEY LYNX, 1933. Special Series 12/6. Engine and chassis excellent, body good, needs new hood. £110. Box No. S826, MOTOR SPORT, 15, City Road, London, E.C.1. [1826

John Ewer Motors

OFFER

AUSTIN-HEALEY, '54. Crimson/black leather, unmarked, unraced, immaculate **£695**

RILEY 2½-litre saloon, '51. One owner, beautiful condition, perfectly maintained, from new **£475**

RILEY Big Four, '39. Very similar to above and one of the best '39 Rileys to be found anywhere **£220**

S.S.100 2½-litre, '37. Really excellent bodywork and cellulose. Extremely fast and in good mechanical order, with 5 good tyres ... **£220**

LAGONDA 4½-litre saloon, '37; 14,000 since complete engine overhaul by Davies Motors. Genuine 19 m.p.g. Splendid coachwork and appearance **£175**

TALBOT TEN saloon, '37/'38. Very clean bodywork and interior, good mechanically, 4 nearly new tyres, new battery; sporty, economical and reliable too **£145**

RILEY NINE, '37. Clean, tidy example; finished in silver/red leather. Good gearbox, engine and general condition. New battery **£125**

TERMS ARRANGED ON ALL THE ABOVE

28, ROSSLYN HILL, HAMPSTEAD, N.W.3.

Tel.: SWI 2020. 9 a.m.—9 p.m.

FOR SALE—*continued*

£80, 1936 MODEL B.S.A. Scout Sports 2-seater. Red, good condition. Tel.: FIE 9313. [1824

FORD 10 H.P. ENGINE, Late type. Would suit Special builder. £15. White Lion Garage, Ltd., Amersham Common, Bucks. Tel.: Little Chalfont 2505. [1825

RILEY 9 SPECIAL. Engine and electrics reconditioned, good tyres, battery. Aluminium body rough. £55. Boxall, Tel.: Sutton Valence 3284, Maidstone, Kent. [1827

1937 FIAT 500. Engine recently rebored and lined, new gear and steering boxes, new hood and lights, etc. £260 o.n.o. Terms arranged. Perkins, Hitcham Close, Taplow, Bucks. Tel.: Burnham 422. [1828

9/20 HUMBER, 1928, 2-seater, dickey. Not quite concours condition, but one of best 9/20's running. Reliable rather than rapid, but nice little car. Some spares. Good home before high price, but advertiser hopes both. Grigs 72, Redcliffe Gardens, London, S.W.10. [1829

SOLELY TO CLEAR FLOOR for racing venture. Bugatti Type 38 2 litre. Plain bearing, 8 cylinder, engine overhauled, chassis intact. Complete coachwork in sections; needs renovating. Make beautiful vintage tourer. Towable or could be driven away. £99 10s. London Taxicabs, 1936s—two for disposal. Ex-service Birmingham. Need starting, then drive to Australia. Impecuniast's delight. £35 each o.v.n.o. Rover 75 kit of parts for 2-litre special. All perfect, new engine, gearbox, axle, chassis chromed, suspension set. Gift, £265. Monkspath Garage, 824-826, Stratford Road, Shirley, Birmingham. [1830

RILEY TOURER, 1927. 12/4 s.v., rebored, crank ground, new kingpins, brake linings, good tyres and battery; excellent coachwork. £75. Consider exchange saloon—prefer Riley, Alvis. 4, Masons Road, Slough. Tel.: Burnham 1107. [1831

85 M.P.H. Twin Amal Carburetter conversion for Consul. Marston, Great Rissington, Gloucestershire. [1832

FORD 10 reconditioned engine and gearbox, with Ford 8 head and all accessories except dynamo. £40. Charnock. Tel.: EALing 8528, evenings. [1834

The Directors and Staff of

HYDE-EAST, BALSTON & PARTNERS LTD., *now at*

26, Martin Lane, London, E.C.4

(Tel.: Mansion House 2335, 3 lines) express their thanks for the many encouraging letters they have received in connection with their recent move, and they send sincere

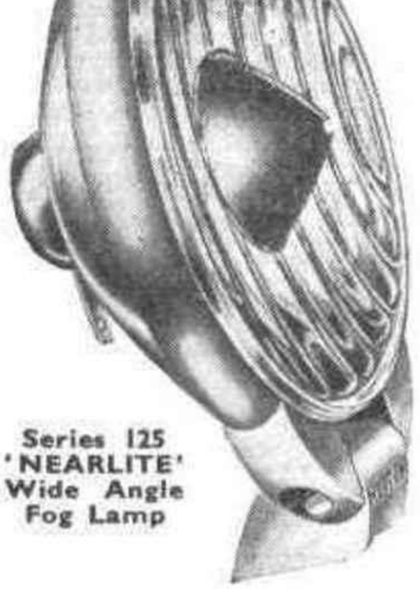
NEW YEAR GREETINGS

to all readers of "Motor Sport."

'BLUE SPOTS' by NOTEK

THE FAMOUS **FOG** & **DRIVING** LAMPS

The slim elegance of design ensures that both these models conform to the classic lines of the modern car, with its restricted frontal space. No anti-dazzle Fog and Driving Lamps, at anything like the same cost, compare with these NOTEK "Blue Spots" for efficiency. Sealed Beam Unit. Easy Fitting. Only 2½" deep, 5¾" diameter. All Chrome. **£3 : 8 : 0 each complete.**



Series 125 'NEARLITE' Wide Angle Fog Lamp

SERIES 150 DE LUXE FOG & DRIVING LAMP

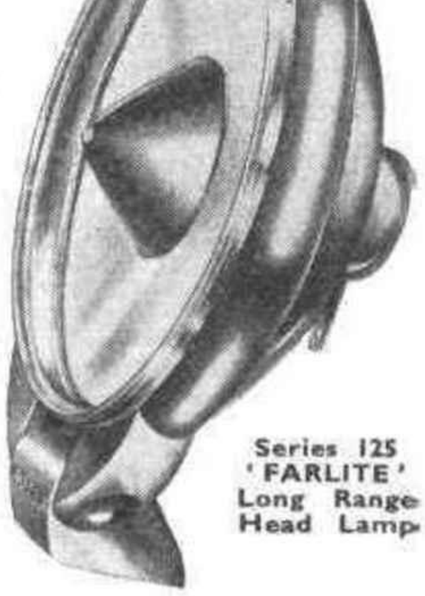
Recommended for large cars. 7" dia., 3½" deep.
£4 : 18 : 0 Black & Chrome.
£5 : 8 : 0 All Chrome.



ROADMASTER Extra Wide Angle Beam, 300' x 60'.
SPEEDMASTER Long Range Medium Angle Beam, 400 x 40'.
LIGHTMASTER Long Range Spot Beam, over 1,000'.
PASSMASTER Intense Near-side Beam of 500'.

Details from Garages & Motor Agents, etc.

Issued by NOTEK, Bromley, Kent.



Series 125 'FARLITE' Long Range Head Lamp

LAMBS

of WOOD GREEN

1952 JAGUAR Mk. VII de luxe saloon, specimen condition, 22,000 miles **£755**

1937 BENTLEY 4¼-litre Mulliner sports saloon, £400 overhaul just completed, unbeatable value **£755**

1935 ROLLS-ROYCE 20/25 sports saloon, beautiful condition, last owner 16 years **£545**

1934 ROLLS-ROYCE 20/25 saloon, beautifully maintained, excellent value **£444**

1951 AUSTIN A90 convertibles and sports saloons, choice five ... ... From **£455**

1952 Sunbeam-Talbot 90 saloons, from **£585**
1948 Atalanta sports convertible ... **£495**
1951 Riley 2½-litre sports saloon ... **£575**
1950 Jaguar Mk. V de luxe saloon ... **£525**
1949 Alvis 14-h.p. sports saloon ... **£495**
1936 Bentley 4¼ sports saloon ... **£585**
1950 Sunbeam-Talbot 90 sports sal. **£495**
1951 Armstrong-Siddeley convertible **£485**
1950 Lea-Francis 1¾-litre Special sports **£475**
1947 Rover Twelve sports saloon ... **£445**
1951 Allard sports saloon **£395**
1949 Jaguar 3½ de luxe saloon ... **£395**
1936 Rover Fourteen sports saloon **£165**
1936 M.G. Continental coupe ... **£195**

OVER 100 CARS IN STOCK





COACHWORK DEPARTMENT
for repairing as necessary to put all cars in Showroom condition—the way all our cars are sold.

UPHOLSTERY DEPARTMENT
Renovating seats and carpets as necessary, so your car reaches you like new.

Best possible Hire Purchase facilities and Part Exchange

Every vehicle **OVERHAULED**—for your safety, come and see our **WORKSHOPS**—the largest in London—and satisfy yourself we overhaul every car before sale, and ask for a copy of our booklet.

WRITTEN 3 MONTHS' GUARANTEE

421-423, HIGH ROAD, FINCHLEY, N.12

Phone your enquiries, quoting "MOTOR SPORT," to:

FINCHLEY 6222

100,000,000

NUTS, BOLTS, SCREWS, WASHERS, RIVETS, ETC.

Mixtures Worth Trying

8010 **Special Motorist's Mixture.** This very special mixture contains 1 gross of Bolts and Screws ¼"-⅝" and ¾" up to 3" *long with one nut* and 2 washers, 576 parts in all. **22/6d.** per parcel, post paid. No half parcels available.

8001 **Pot Luck.** Almost anything, but chiefly Screws, Bolts, Washers, Rivets, ¼" to 6 B.A. 4 lb. **5/-**, 8 lb. **9/-**, 20 lb. **20/-**.

8003 **Mixture.** ⅛" and ¼" Nuts, Bolts, Screws, Washers, etc. **2/-** per lb. (chiefly ¼").

8004 **Mixture.** 2-6 B.A. Nuts, Bolts, Screws, Washers, etc. **3/6d.** per lb. Over 300 to the lb. ½ lb. **2/-**.

8004A **Brass Screws,** 2 B.A. to 8 B.A., various lengths and heads, very handy mixture. Available at your request. **6/-** per lb. **3/6d.** ½ lb.

8005 **Mixture.** Rivets up to ⅛" dia., **3/6d.** per lb. (chiefly aluminium). ½ lb. **2/-**.

8005A **Monel Metal Rivets,** as strong as steel but rustproof (Nickel Copper Alloy). R.H. and csk., 3/32" dia. to ⅛" dia. **7/6d.** per lb. **4/-** per ½ lb.

8005B **Steel Rivets** up to ¼" dia., up to 1" long, **2/-** per lb.

8006 **B.S.F. Nuts.** Steel, ¼"-⅛" and ⅜". 4 doz. each size **6/-**. 2 doz. each size **3/6d.**

8007 **Mixture.** Emery Cloth and/or Sand-paper. Various grades. This is another value-guaranteed line. 2½ lb. for **2/6d.** 5 lb. for **5/-**.

8012 **Self-Tapping Screws,** all sizes. Another popular demand item. Approx. 1 gross **4/-**. ½ gross **2/6d.**

8012A ***Self-Tapping Screws,*** *larger sizes, from ⅜" long and longer.* **4/6d.** gross.

8012B **Self-Tapping Screws,** smaller sizes, ½" long and shorter. **3/6d.** gross.

SEND FOR SPECIAL LIST OF SELF-TAPPING SCREWS

8019 **Wood Screws.** ½" to 1½" long. Chiefly csk. steel. **2/6d.** per lb.

8019A **Wood Screws.** 1½" and over. Chiefly csk. steel. 2 lb. for **2/6d.**

8019B **Brass Wood Screws.** Up to 1½" long. **6/-** per lb. **3/6d.** ½ lb.

8020 **Washers.** ¼" to ½" steel. 3 gross for **5/-**.

8021 **Split Pins.** Up to ⅛" dia. Approx. 5 gross for **5/-**.

8021A **Split Pins.** ⅛" dia. to ¼" dia. Approx. 3 gross for **5/-**.

SEND FOR NEW LIST OF 1,000 USEFUL ITEMS

Cash with order. All goods on 28 days' approval against cash. 15/- worth and over post free (Inland).

K. R. WHISTON

(Dept. MSI) NEW MILLS, STOCKPORT

Tel.: **New Mills 2028**

HOODS

READY TO FIT FROM **£6**

Best quality Double Duck with rubber proofing insertion. Flexible plastic rear window. For most makes, including M.G., Morris, Austin, B.S.A., Singer, Standard, Talbot, Land Rover, etc. Also sidescreens, tonneau covers, spare wheel covers, etc.

SENT BY POST OR FITTED SAME DAY

CARPETS — Ready to Fit

Heavy quality pile carpeting for all popular makes. Various colours. Rubber backed and fitted with driver's heel mat.

e.g. **Morris 8, complete set 5 gns.**

Seat Covers

A wide range of materials including Tartans, from

4 str., 8 h.p. **75/-**
4 str., 10 h.p..... **85/-**
Over 10 h.p. **115/-**

Trimming Materials

Hooding, dble./tex. 72" wide	..	yd.	**18/-**
" " " red and green,		yd.	**21/-**
L/cloth, all colours, 52"	.. from	yd.	**6/6**
Topping, heavy quality, 52"	..	yd.	**11/6**
Head lining, Knap finish, 52"	..	yd.	**6/6**
Flex. or rigid trans. plastic	..	sq. ft.	**2/6**
Dunlopillo Cushions ..	..	from	**10/6**
Bucket Seats, fluted backs	..	..	**58/6**
Hood Rear Windows in flexible plastic, Ready to fit replacements	..	..	**14/6**

All pipings, Foam Rubber Cushions, etc.
Send for List and Patterns. State colour.

Fabric Roofs Re-covered *e.g.*, Ford 8 and 10, **£4 10/-**. Sliding roofs repaired. Seats and door panels repaired and renewed. Same day fitting for Headlinings or *supplied ready to fit for* Ford and Morris, 8/10 h.p., **£4 10/-**.



Write for free booklet and price list, it will save you ££s !

The London Trimming Co.

Sales Dept. : Open Saturdays till 5.30 p.m.
436, KING'S ROAD, CHELSEA, S.W.10
Repair Works: 40, Queen's Gate Mews, S.W.7
'Phone : (All Depts.) FLAxman 3192

FOR SALE—*continued*

RILEY KESTREL, 1935. H. Walton, 46, *Kenning*-hall Road, Clapton, London, E.5. Tel.: Amherst 7268. [1576

FORD JEEP, 1953 regd. 22 m.p.g. Engine excellent (18,000 miles). Weatherproof, bodywork good. First £100 secures. No haggling. Box No. S579, MOTOR SPORT, 15, City Road, E.C.1. [1579

BUGATTI TYPE 38, dismantled but towable. Engine reconditioned. £65. Details from Bayliss, 53, Holland Park Mews, London, W.11. Tel.: Park 4834. [1582

AUSTIN SPECIAL. Pretty, fast. Eligible 750 Formula and V.S.C.C. events. Waterproof. £110. Tel.: Byron 5704. 4, Park Gates, South Harrow. [1583

XK120 JAGUAR twin exhaust system complete, as new. Used only two weeks and taken off. Price £12 10s. Mr. J. C. Binns, Flat 1, Stafford House, York Place, Harrogate, Yorkshire. [1584

1938 BRITISH SALMSON sports saloon, 1½-litre, twin o.h.c. £100, o.n.o. S/Lt. Ross, H.M.S. "Collingwood," Fareham, Portsmouth. [1585

ASTON MARTIN INTERNATIONAL s/c., 1932 Very good condition. £210, or exchange large brake for towing, Snipe, etc. Seen Hants. R. Grimwood, 14, Southern Road, Exmouth. [1586

HIGH-POWERED ECONOMY, 1936 Morgan super sports, Matchless W.C. 1,000-c.c. o.h.v. twin. Whole car in absolute spot-on condition. New hood just fitted, £40 engine recondition last August. At 40-45 m.p.g. this car will give you high speed with real economy, and is probably one of the best of its type in the country. £145, or the nearest you can manage considered. Oakley Motor Units, Montague Place, Brighton. Tel.: 29418. [1588

1927 BENTLEY THREE SALOON 4-seater with epicyclic preselector gearbox. £150, or offer. Box No. S590, MOTOR SPORT, 15, City Road, E.C.1. [1590

ALVIS SPEED TWENTY handbook. £1. Trevor, 13, Lewes Crescent, Brighton. [1593

FOR SALE—*continued*

RILEY NINE MONACO, 1933. £45. Hilliard, 48, Evelyn Gardens, S.W.7. Tel.: KEN 8390. [1594

RILEY NINE, 1932, sleeved back to standard. £70. Tel.: BAT 4667. [1591

500 D/K NORTON engine c/w mag., G.P. carb. Perfect. £145 Another less cam box, c/w. mag., £80. Special Laystall rod, fitted new big-end. Cost £33, take £25. Hicks, 28, Dunstall Avenue, Leicester. [1596

ONE REAR AXLE for Riley Merlin 12-h.p. P. Lawrence, 11, Park Lane, Dingwall, Ross-shire. [1597

3/4½-LITRE BENTLEY. 1925 3-litre Red Label chassis with 1928 4½-litre engine installed by professional Bentley specialist. Has recently undergone a very complete overhaul of which full details are available, and is in first-class condition throughout. Most attractive open 2-seater "boat-decked" body by Mulliner. Good hood and all-weather equipment. 95 m.p.h.; 19 m.p.g. Price £265. Hire purchase can be arranged. Young, Kingerby Hall, Lincoln. Tel.: Owersby Moor 255. [1598

TWO 10-IN. cast-iron TR2 brake drums for sale in good condition. Southgate, April Cottage, Shortway, Amersham, Bucks. [1599

"AUTO COURSE." Complete 1951, 1952, 1953. *Motor Sport* 1951-1954, 11, 10, 12, 12. *Autosport,* 1950-1954, 5, 6, 18, 59, 17. All unmarked. Offers, partly, whole. J. Hall, 43, Winner Hill Road, Paignton, Devon. [1600

RILEY 2½ BLK. saloon, 1947. Fitted late-type clutch ass. shock-absorbers, wheels balanced. Exc. cond. mechanically, body. Heater. Genuine car. Domestic reasons for sale. £425. Richards. Tel.: LAN. 2060 (business). [1601

FOR SALE, CHEAP. Various new and recent motoring books. S.A.E. for list. Box No. S604, MOTOR SPORT, 15, City Road, E.C.1 [1604

PAIR RILEY NINES. 1934 Kestrel crash gearbox 1935 complete chassis. Swop, sell, w.h.y. Box No. S620, MOTOR SPORT, 15, City Road, E.C.1. [1620

FOR SALE—*continued*

1928 12/50 ALVIS 2-seater tourer. Excellent gearbox. Low oil consumption. 24 m.p.g. Reconditioned magneto. Body slightly worn. Plus: one near-new battery, magneto, dynamo, starter-motor, 1929 TG engine, prop. shaft and axle, half-shafts, innards of gearbox—all either with car or separately—only £80!! J. F. Phipps, 15, Lanchester Court, Seymour Street, W.2. [1607

1930 MORRIS 14.9-h.p. engine, gearbox. Needs tinkering. £7. 90, Perne Road, Cambridge. [1608

1934 FORD TEN-engined PA M.G. 2-seater, red. All in good condition. £165, or consider PA Airline coupe as part exchange. Barry Curtis, 257a, Croydon Road, Beckenham, Kent. Tel.: BEC 1000. [1609

ALVIS TC 12/50 2/3-seater drophead in Concours condition. Very sound mechanically. One owner 24 years. Any trial. £150, o.n.o. Hitt, Ingleby, Ben Rhydding. Tel.: Ilkley 1748. [1613

DIFFERENTIALS, chassis mounting, 3 ratios. From L. A. Schofield, Peter Street, Yeovil, Som. [1614

HANDBOOKS, WORKSHOP MANUALS for British, American, Continental automobiles; inquiries, stamp please. Catalogue 500 motoring publications, sixpence. Grays, Hurstpierpoint, Sussex. [1615

MAGNIFICENT MOTORING FOR £85. Superb 1934 Straight Eight drophead coupe, surprisingly good on petrol, amazing condition, always properly serviced. Smith's, 86, Chalk Farm Road, N.W.1. Tel: GULliver 2767. [1616

LAGONDA, 1934, 4½-litre tourer. Good order; oil 50 lbs. hot, new hood and tonneau, all sidescreens. £175. P. Whitman, 17, Lewis Road, Sutton, Surrey. Tel.: Battersea 2451 (office hours). [1612

M.G. 2-LITRE saloon, 1936. Immaculate. Details: 317, Filton Avenue, Bristol, 7. Tel.: Filton 3685. [1621

H. R. G.

Charlie Kinns wishes to dispose of the now well-known H.R.G. 1,500. One of the most successful cars in its class. Used in rallies and maintained in 100 per cent. condition regardless of expense. Finished in black, with fawn hide upholstery. Two sets of seat covers, 16-in. and 17-in. wheels. Rally Standard Wire Soles, snow tyres and wheels, latest type engine fitted 1955 at a cost of £200. New 1¼ S.U.s, twin spot-lamps, signpost lamp, reversing lamp, twin tail-lamps, headlamp hoods, screen-washer, new hood, tonneau and screens.

Winner of more than 100 trophies, including four Concours d'Elegance awards.

The car is a joy to drive, has good roadholding qualities and is admired by all who appreciate a real sports car. Photo on request.

What offers? Will deliver anywhere.

PEAR TREE GARAGE.

PRESCOT ROAD, ST. HELENS, LANCS

Tel.: St. Helens 3935

"SPECIAL SERVICE"

FOR "SPECIAL" BUILDERS

ALL ONE-OFF PARTS MADE FROM SKETCH OR PATTERN. WELDING EXECUTED, CASTINGS MACHINED. ALSO CAPACITY FOR MILLING, TURNING, DRILLING AND WELDING.

Tel.: MAL 5880 **2, COBHAM AVENUE, NEW MALDEN, SURREY**

MARTLET PISTONS

The acknowledged best for sports and racing engines

MARTLET PISTONS AND KE
965 HAND-FORGED VALVES
TO PATTERN OR SKETCH

BORING, SLEEVING, PORT POLISHING

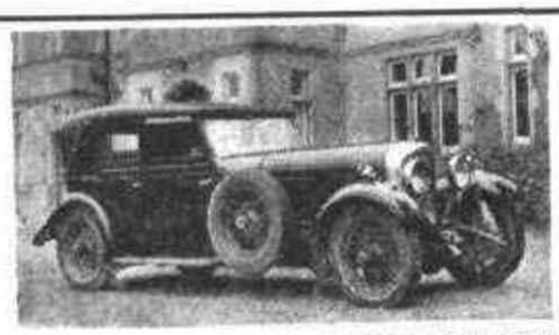
THE

BROOKLANDS ENGINEERING CO., LTD.

Founded 1911

Portsmouth Road, Cobham, Surrey

Phone: COBHAM 3303



1929 SPEED SIX WINDOVER SALOON

First-rate mechanical condition, just rebored, new pistons, new radiator, fitted Water Injection. Brand new 7.00 by 21 rear tyres. Very roomy and comfortable coachwork in excellent condition.

£375

QUICKE,

NEWTON ST. CYRES, EXETER

STEAM CARS

Complete plans of steam power unit for light car—no gears—uses light fuel oil—switch on to start. **S.A.E. for free lists.** Book, **"Steam Road Vehicles and Railcars in Germany"—3s. 8d.** **Magazine — 3s. 6d.**

LIGHT STEAM POWER, M.S., KIRK MICHAEL ISLE OF MAN

● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ● RILEY SPECIALISTS ●

£255. 1937 1½-litre Adelphi saloon. One of the nicest Rileys we have ever driven. It has had only one owner and still feels like a new car. The speedometer reads 34 600 miles and from the quite exceptional condition of the car we are inclined to believe it. Black, with blue leather upholstery.

£175. 1936 12-h.p. Merlin. One of the very popular 1½-litre saloons and an ideal family car. It is just being resprayed in Riley grey and it will look really smart when finished.

£145. Gamecock 9-h.p. 2-seater sports. Black with red wheels. This one has twin S.U.s and a performance which lives up to the exhaust note. The weather equipment is sound and the engine and transmission have been overhauled recently by specialists.

£95. 1934 9-h.p. Monaco saloon. A sound car in every way and very quiet mechanically. Manual gearbox. It could be resprayed if you really want to go to a wedding, but it looks pretty enough as it is.

GORDON & GLYNN

THE RILEY CENTRE

★ **ALL** cars are thoroughly checked in our workshops.

★ H.P. Terms on **ALL** cars.

★ **ANY** car may be tested and driven by intending customers.

★ **ANY** make taken in exchange.

OPEN EVERY WEEKDAY 9.30 a.m. to 6 p.m.
SATURDAYS until 1 o'clock.

£85. Riley Nine Countryman. A coachbuilt shooting-brake which has been entirely redecorated and refurbished. The engine and chassis, which are in excellent condition, are 1931 Monaco in origin. We have also overhauled all the electrics and fitted a new battery and dynamo. 35 m.p.g., vintage handling, very attractive lines, and room for everything.

By the time that this advertisement appears we expect to have in stock another very good **1934 Monaco,** another **Gamecock,** a **Lynx** 4-seater sports, a **Kestrel Nine** and several others.

WE now offer a
SPECIALIST RILEY REPAIR SERVICE

★ **Complete engine overhauls.**
★ **Reboring and decarbonising.**
★ **Interior trimming, hoods, sidescreens, tonneau covers, roof linings.**
★ **No job too small or too large.**

Please 'phone, write, or call for estimates.

79, CADOGAN LANE, SLOANE STREET, S.W.1
(2 mins. Sloane Square Tube)

● **Telephone: SLO 8326**

FOR SALE—*continued*

1927 ROLLS-ROYCE 40/50 Phantom I shooting brake. New coachbuilt body fitted 1950. Very good vehicle including tyres, battery. Ideal for Estate work or someone requiring large vehicle. A real bargain at £75. Beckbank Garage, Cottingham, E. Yorks. Tel. : 47226. [1784

FORD TEN GEARBOX, steering assembly, front and rear axles. Jowett Javelin engine, clutch and gearbox. Offers. 284, Heron Street, Oldham. [1785

CYCLE WINGS domed and beaded, 5 in., 6 in. and 7 in. wide (steel); fronts, 10s. 6d. each; rears, 13s. each, carriage and packing, pairs 4s.; sets, 5s. 6d. Also alloy. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [1798

THIS IS THE ODE to Oliver Plunkett, Whose front and rear springs shook his liver to Junket; Ollie's wife gave such painful squeals; I'm sure this car has got square wheels. Ollie scowled, his face grew red : This is my special, not a feather bed. Said she : Please dear I would be glad, read this page of MOTOR SPORT Ads. Our Ollie now has seen the light, Bowdens i.f.s. gives "Dead True Flight." :—Bowden Eng. Co., Ottery St. Mary, Devon. Tel. : 391. [1800

ROLLS-ROYCE saloon body (post-war). Complete wings, bonnet, carpets, etc. Large boot. £350. Interested in Austin FX3 Ferguson diesel, would consider exchange. Johnson's, 26, Egerton Road, Fallowfield, Manchester 14. Tel. : Rusholme 3009. [1776

VAUXHALL SPECIAL, 1938. Rebuilt 1954. Independent suspension. Call, tel. : Brewer, Warren Cottage, Broadmoor, Dorking, Surrey. Tel. : Dorking 73100 (weekends and evenings) [1777

ALWAYS THE CENTRE OF ATTENTION—any Vintage Bentley! Make them your hobby, study the design that made the Classic of Classics! What kept them in trim with quarter the servicing of other cars? Want sources of new and used spares, overhaul instructions, etc.? —write for details. Instruction Books on 3 litre, 4½ litre and Speed Six, plus Buyers' Guide with Model Identification Tables are fascinating source of expertise—complete set 20s. Vintage Bentley Service, Box No. S833, MOTOR SPORT, 15, City Road, London, E.C.1. [1833

HORNET RADIATOR, £3. Four Singer 18in. wire wheels with tyres, 30s. each. Singer 9 back axle complete with new c.w.p., 8/24, £8. 4, Leysdown Road, Birmingham, 27. [1835

RACING RILEY 9 H.P. Balanced crankshaft, twin carbs. and pumps, Scintilla mag., reconditioned preselector gearbox, 100+ m.p.h., 30 m.p.g. £265. Tel.: New Cross 6750. [1836

1931 RILEY NINE MONACO. Good condition, any trial. Apply after 23rd. Wood, 34, Linton Road, Castle Gresley, Burton-on-Trent, Staffs. [1837

ALLARD, 1948. Open 4-seater, foldflat screen, just resprayed black, new red upholstery, recent V8 engine, £285 o.n.o. B.E. tyres, 3 off new 815 x 105, £4 10s. each. Also others. Leitch, 42, Jackson Avenue, Mickleover, Derbyshire. [1838

ASTON MARTIN, 1930. Long chassis, International fabric Coupé, linered to original maximum oil pressure, brakes relined, very sound condition. £85. Hunter, 30, Hollingbourne Gardens, W.13. Tel.: PER 5319. [1839

ALVIS SPEED TWENTY Charlesworth D.H. Coupé. New hood, carburetters rebuilt, good condition throughout, one owner. £175. Box No. S840, MOTOR SPORT, 15, City Road, London, E.C.1. [1840

1938 PACKARD 33.8 Convertible. Beautiful body, chrome, tyres, interior. All instruments working, built in radio, double dip, reversing, stop and map reading lights fitted. Mechanically 95 per cent. perfect. £240 o.n.o., or take post '33 Riley in exchange. George Allen, Croxton, Hunts. Tel.: Croxton 262, after 5 p.m. [1841

RILEY NINE. Completely rebuilt 1951 from 1930/31 parts. Body by Weyman, twin carbs. Immaculate. Any trial. Genuine reason for sale. £200 o.n.o. Turner, 4, The Bell, Woodford Wells, Essex. [1842

FOR SALE—*continued*

LAGONDA 2 litre Saloon, 1931. Blower not now fitted. £110 o.n.o., or exchange small car. Reason—acquired L.G.6. Box No. S843, MOTOR SPORT, 15, City Road, London, E.C.1. [1843

LAGONDA 1933 16/80 TOURER. Black, twin spares, cycle type wings and all weather equipment. In exceptional condition, completely overhauled at considerable expense. £200 o.n.o. Write Easten, 66, Thurnview Road, Leicester. [1844

1931 28 H.P. MINERVA. Excellent condition. Recent £200 overhaul, £55. 1931 Riley 9 h.p. Brake, good order, new tyres, £40. 29, Agnew Road, S.E.23, evenings. [1845

HEARTBROKEN ENTHUSIAST'S bank manager forces sale of treasured Riley 9 Tourer, broken crankshaft, otherwise mechanically perfect. Just resleeved, twin S.U.s, 7:1 c.r., many new parts. Dreadful body, new hood. Insured. Offers. Tel.: Henley 825, weekends. [1846

£47 10s. TRIUMPH DOLOMITE. 1938 4-cyl. Saloon. Rough but reliable. Photo, Kohler, 1, Gladstone Terrace, Edinburgh. [1847

RILEY 9 SPARES. 1932 model stripped. Many good parts available. Manchester Area. Box No. S848, MOTOR SPORT, 15, City Road, London, E.C.1. [1848

MORGAN 4/4, 1947. 2-seater, new tyres, tonneau cover, luggage grid. New steering, front suspension. Harris, 21, Leaze Road, Melksham, Wilts. [1849

LEA-FRANCIS. Attractive Coupé body. First registered 1934, 4 E.D. 28/30 m.p.g. £65. Tel.: Walton-on-Thames 5397. [1850

TALBOT 14.45. 50,000 miles. Faultless. £65 o.n.o. 59, Crosslands Avenue, Southall. Tel.: 5059, evenings. [1851

DIESEL BENTLEY. Perkins P.6 installed, new Coupé body 1948, new battery, tyres, £350. Jowett Sevens, 1934, one rebuilt, one as spares, extra engine, gearbox, £50 the lot. 1934 Austin 7 Tourer, £45. Going abroad. Carpenter, N.I.A.E., Silsoe. [1859

1933 RILEY Monaco Saloon, mechanics good, body reasonable, insured. £70 o.n.o. 6, Arnhem Road, Leiston, Suffolk. [1860

BEAUTIFUL 1,100 FIAT sliding-head Saloon, December, 1937. Extensively overhauled. Many parts replaced, including carburetter, gearbox, clutch, bearings, steering, brake linings, exhaust system. 35-40 m.p.g. with lively performance. Being resprayed red/grey. Ready mid-January. Exceptional car. £250. Box No. S861, MOTOR SPORT, 15, City Road, London, E.C.1. [1861

1931 M.G, "M" type. Two-seater Sports Tourer. Very good condition, many extras. £49. Tel.: STR 3129. [1862

1936 RILEY Kestrel 9. Special Series Saloon. Body needs attention. £80. Birkett, 109, Village Way, Beckenham. [1863

TALBOT 95, 1934 Darracque Saloon. 38,000 miles, mech. perfect. £50 o.n.o. Hutton, Gunnergate Lane, Marton, Middlesbrough. Tel.: 56391. [1864

AUSTIN SEVEN Saloon, 1932. Zero miles, complete engine overhaul, good tyres, battery, sound bodywork, black and maroon. £40. A. D. Bennett, 32, Merton Road, Prestwich, Manchester. [1865

1931 2-litre Lagonda Tourer. Good condition, recent rebore, big ends, mains, body refabriced B.R.G., good hood, tonneau, hood cover. £135. Tel.: Elmbridge 5589 (Surbiton). [1866

SINGER, 1934, 4-seater Sports, reconditioned engine, new clutch, carburetters, tonneau. £120 6, The Ridgway, Sutton. [1867

BARGAIN : M.G. TA fitted TC engine. Resprayed and engine overhauled October. £239. Tel.: Walton-on-Thames 2534. [1868

AUSTIN 7 racing engine, £50 spent on it recently. Rebored, reground, new D-springs, wide valves, guides, bearings, starter ring, etc., al. head, S.U. carb., +4-gearbox. First over £45. Also "Nippy" r. axle, flat springs, wheels, etc. Gardner, 4, Fairview Road, Timperley, Cheshire. [1869

1930 MORRIS COWLEY, 11.9 h.p. 2 seater with dickey. Recent clutch re-line and reconditioned dynamotor. Good condition. £40 o.n.o. Cattaneo, 15 Fasset Road, Kingston-on-Thames. Tel.: K. N 3812 (office). [1870

FOR SALE—*continued*

RILEY 9 SPECIAL. Fitted professionally built 2-seater aluminium body at cost of £94, Nov., 1954. Nearly new hood and screen. Full electrics, spare gearbox. A very pretty job. £135 o.n.o. Liversidge, 126, Gloucester Terrace, London, W.2. Tel.: AMB 8136. [1871

1938 ALVIS 12/70 Sports Saloon. Late property of works manager. Mechanically faultless and bodywork in post-war condition. 65 in third and 30 m.p.g. This is a really beautiful example of this famous make, and is worth every penny of £275. Mornington Motors, 41/47, Camden High Street, N.W.1. Tel.: Euston 6658. [1874

RILEY SPARES AND SERVICE (open until 8 p.m., including Sunday). Our unrivalled stock includes: valves, 9/-, guides 4/-, valve springs: single 8/- set, double 14/- set. Gaskets 17/- set, brake cables 22/6, speedo cables 22/6 complete, crown and pinion £7.10s., solid copper head gaskets 14/9, track rod ends 17/6. All plus postage. Exchange dynamos, starters, clutch plates, brake shoes, 12/4 oil pumps. Large amount of racing 9 h.p. spares, ex-Bob Gerard, including rads. for Brooklands and Imp. models. Welford Bros., Central Garage, Rothley, near Leicester. Tel.: Rothley 140. [1872

ALVIS FIREBIRD Saloon, good condition, reliable, new clutch and starter ring fitted, £60. Speed 20 Utility, and a D.H.C. Breaking complete Speed 20s 1934 and 1936, Firebird '36 S/Eagle, 1938 Speed 25. Spares for most models. Routledge, Station Road Garage, Scholes, Leeds. Tel.: Leeds 647896. [1873

ONE OF THE LAST 540K. Mercedes Benz. First registered 1946. B-type Cabriolet. Engine and gearbox completely overhauled. Perfect condition. £750 o.n.o. B.E.C., 56, Burlington Road, New Malden, Surrey. Tel.: Malden 5245. [1875

105 TALBOT Saloon, B.D.18, 1936. Taxed to end of March. Sell £50 or exchange 1934-35 Alvis Speed 20. View London only. Box No. S876, MOTOR SPORT, 15, City Road, London, E.C.1. [1876

RILEY FALCON, 1936. Black, red leather, £115. Cooper, 3, Elthorne Mansions, Archway, N.19. Tel.: ARC 0710 evenings. [1877

RILEY 9 Weymann Tourer, 1931. Good mechanical condition, body partly renovated, needs completting, good tyres, £35. Pilson, 43, Kidmore Road, Reading. Tel.: 73182. [1878

FRAZER-NASH 4 seater, 4ED Brooklands engine. First rate condition throughout. £165. Pickard, 40, Elson Road, Formby, Liverpool. [1879

THE RILEY MAN offers a guaranteed selection of used parts for 9 and 12 h.p. cars at moderate prices. S.A.E. for quote, please. Replacement parts include 9 h.p. gasket sets 14/-; crown and pinions £7.10; brake cables 18/6; valves 9/-; guides 4/-. A few selected sports Rileys always in stock. 270, Acton Lane, Chiswick, W.4. Tel.: CHI 5783. [1880

THE RILEY MAN offers one only 1948 1½-litre chassis complete, very good order. £185. 270, Acton Lane, Chiswick, W.4. Tel.: CHI 5783. [1880a

JAGUAR 2½-litre Saloon, breaking for spares after crash. Dennis J. Hands Ltd., 88, Watlington Street, Reading. Tel.: 54301. [1881

ALVIS Silver Eagle, 1936 Saloon, good condition. Nearest £175. Noble, 1, Private Road, Hucknall, Notts. Tel.: 299 evenings. [1882

DAIMLER, 1937, Limousine with face-forward occasionals: Gardner 4LK diesel—just decarbonised and checked over at Gardners. 38 m.p.g. £475. Box No. S884, MOTOR SPORT, 15, City Road, London, E.C.1. [1884

BENTLEY Speed Six, 1931 fixed-head Coupé : engine out at the moment, but can be made a runner to interested party. As she stands, £185, running £225. Box No. S885, MOTOR SPORT, 15, City Road, London, E.C.1. [1885

BENTLEY Speed Six: chassis shorted to 11 ft. 3 in. and rebuilt in 1936, and fitted with a lovely four-light, four-door, close-coupled Sportsman's Saloon body. 5-gall sump, high-lift camshaft and "D" box. Engine now being reconditioned by Laystall, with triplex chain camshaft drive. £555. Box No. S886, MOTOR SPORT, 15, City Road, London, E.C.1. [1886

FOR SALE—*continued*

TWO DISMANTLED 12/50 engines. One 14/75 engine. Quantity 12/50 engine and chassis parts. Pair 5 in. Butler foglamps. Pair 9 in. C.A.V. headlamps circa 1920. Firefly radiator, Jaguar radiator, radiator ex-1926 Darracq. Recond. 6-cyl. Bosch magneto. What offers? 1931 12/50 shooting brake in very good order. £65 o.n.o. Fairhurst, Shobdon, Leominster. [1887

RILEY 1½ Touring Saloon, 1938. Immaculate bodywork. £100 just spent on engine and overdrive gearbox. Not yet run in. Around £250. Harper, Tel.: GER 5041, or Box No. S888, MOTOR SPORT, 15, City Road, London, E.C.1. [1888

£75. Lea-Francis 16/70 Saloon. Good condition. Original. Poynter, 5, Faversham Road, Beckenham, Kent. [1889

1913 AUSTIN. Fully restored with racing replica bodywork. Windscreen, full lighting. V.C.C. dated. Successful competition car. Offers over £190. Clarke, 42, West Street, Wilton, Salisbury. Tel.: Wilton 3257. [1890

RILEY NINE LYNX, 1934. New hood, side curtains, battery, twin carburetters, preselector, nearest £125. Seen Birmingham. Tel.: Four Oaks 1437. [1891

FIAT 500, 1938 Coupé. £120 spent recently. £135 o.n.o.—Gough, 4, Outwood Lane, Chipstead, Surrey. Tel.: Downland 5123. [1892

ESSEX SUPER SIX, 1932, 46,000 miles believed true. First rebore 1,000 miles ago. Sound, comfortable car. £65. 199, Hill Lane, Southampton. [1893

1930 FRAZER-NASH. Frame, radiator, slab tank, body (ex-M.G.), wings, etc. 13, Rectory Avenue, Farlington, Portsmouth. [1894

SPRING CLEANING. Breaking Morris Oxford, 1931. Chassis, doors, windows, rad and mechanical parts in good condition. 5—550x18 tyres, tubes and wheels. Offers. Watson, 27, Bredhurst Road, Wigmore, Gillingham, Kent. [1895

FIREFLY Special 2/3 seater, 1933. Ugly but attractive. Good condition. Cruises at 60 easily, with 27 m.p.g. £95. Tel.: WIL 3102. [1896

BUICK coil spring i.f.s. assembly, steering parts, wheels. V8 ignition equipment, starter. M.G. dynamo. Lucas, Runbaken, 6v coils. Various spanners. Benington, The Twitten, Crowborough, Sussex. [1897

BENTLEY 4½ flywheel and clutch. 3-litre rear brake cams, oil gauge and various bits. Also lathe treadle wheel, 4-step "V", suitable 3½-5 in. centre. Any reasonable offers. Liverpool area. Box No. S898, MOTOR SPORT, 15, City Road, London, E.C.1. [1898

ALVIS Silver Crest 17 Sports Saloon, 1939. Over £200 recently spent mechanical overhaul (bills available). Recellulosed silver/black. Tyres excellent, radio, twin Windtone horns, hydraulic built-in jacks, dual ignition, chassis lubrication system. £325, near offer. Photograph on request to 19, Keith Road, Bournemouth. Tel.: Winton 5275. [1899

M-TYPE M.G. Special. Good tyres, battery. Excellent all-round condition, daily use. Birtwistle, 10, Chase Gardens, Whitton, Twickenham. Tel.: POP 5410. [1900

1928 AUSTIN 12 Tourer. Comfortable, sound but not concours. £30 no haggling. 8, Alexandria Road, Harrogate. [1901

M.G. NA Magnette reconditioned block, £25, cost £54; dynamo £5; starter £4; carbs., pumps, halfshafts, £1 each; nearly new 500x18, £4; and other NA parts. New 1952 Oxford radiator, £7. Hart, Greatness Mill, Sevenoaks. [1902

TALBOT Six Cylinder Spares: largest stock of genuine makers' new spares and secondhand parts in the country. Gaskets, guides, pistons, valves, etc. Also stocks of secondhand spares for most other makes of English cars—7 days' approval. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIPsy Hill 0152. [1903

1916 MORRIS COWLEY. Four-seater Saloon (prototype). 4 cyl. 11.9 h.p. Repainted, brakes relined, new tyres (two spares), gearbox overhauled, clutch relined, new seats, electrics. £245. Box No. S913, MOTOR SPORT, 15, City Road, London, E.C.1. [1912

FOR SALE—*continued*

1924 ROLLS ROYCE Silver Ghost. Through unforeseen circumstances. Exceptionally clean car. Saloon. Mechanically sound, re-upholstered. £200. Box No. S914, MOTOR SPORT, 15, City Road, London, E.C.1. [1913

VETERAN AND VINTAGE SPARES: Speedos (no cables), various, 10/- each; headlamps, acetylene, Lucas, Autolite (no fronts), 30/-; Lucas K.O.R. headlight, £4; H. & B. 8 in. brass, £3.10; Rushmore 8 in. searchlight, brass, 40/-; pair brass Crossley electrics, 11 in., £5; P. & H. brass o/s sidelamp, 30/-; Lucas rear lamp (damaged), 15/-; radiators, Wolseley, Morris Oxford (circa 1924), £3 each (damaged); Boa Constrictors (small, no bulbs), 10/- each; tyre, b.e. 720x120, new, £4; Silver Ghost blocks (circa 1921), £10; magneto, Bosch Z.E.1, 30/-. Callers only. Burchell, Chigwell. Tel.: HAI 257. [1914

MERCEDES BENZ 38/250. Special 1930 ex-Arbuthnot-Abercassis. Carefully stored twelve years, overhauled and coachwork recellulosed Stuttgart 1950. Exceptional order throughout. Cream/maroon leather. History, details and photograph on request. Offers to Box No. S916, MOTOR SPORT, 15, City Road, London, E.C.1. [1916

VAUXHALL 14, 1938. Four-door drophead, new hood, resprayed. £110 or near. Tel.: BYRon 1994. [1918

LAGONDA RAPIER 10 h.p. fixedhead Coupé. Any test, trial, 67,000 since new. Comp history. Urgent sale. £195 o.n.o. 84, Beauval Road, London, S.E.22. Tel.: FOR 8824. [1919

1934 TALBOT 75 Very good mechanical condition. Good battery, new tyres and reconditioned dynamotor. Insured. £60., o.n.o. Tel.: Godalming 1838. [1929

BENTLEY 3-LITRE, 1927, long chassis tourer. Complete screens, hood, tonneau cover and hood bag; 20 m.p.g. £250, o.n.o. Box No. S930, MOTOR SPORT, 15, City Road, E.C.1. [1930

SALE: Rolls Phantom II. Excellent mechanically, brake body, low mileage. Also 6.00 by 20 tyres; 700 by 19 (new). Wanted: '23 Ghost steering column. Rosewarne, Ackworth School, Yorks. [1931

1921 HISPANO-SUIZA 38-h.p. This car was advertised last month for £225, but remains unsold. It is a magnificent old car and must be sold for domestic reasons. Offers around £185 will secure one of the finest vintage cars in the country. Fosse Garage, Lower Slaughter, Glos. Tel.: Bourton-on-the-Water 527. [1932

RILEY NINE SPARES: 1932 Monaco breaking, all parts available in good condition. 77, Farley Road, Selsdon (Sanderstead 3559), Surrey. [1934

4½-LITRE LAGONDA tourer. Beautiful condition. Recent extensive renovations. Heater, radio. Offers £225. Tel.: Putney 6670. [1935

SUPERB VINTAGE TOURER, 1930, 16/50 Humber tourer. Rebuilt 7,000 miles ago at well over £300 with additional £54 engine overhaul 1,500 miles ago. With colossal collection of spares from two other Humbers. £125, or would sell separately. Photographs and bills available. W. G. Norways, 28, The Fairway, New Barnet, Herts. Tel.: Barnet 6857. [1920

JAGUAR XK140 open 2-seater. First registered August, 1955. Extras include: knock-on wheels, tonneau cover, hood envelope, screen washers, heater, etc. British racing green. Mileage 3801. A most beautiful and unmarked car. £1,295. Tel: ARDwick (Manchester) 4361. [1921

M.G. PA coupe dismantled for spares. Some TA spares. J. C. Taylor, High Street, Riseley, near Bedford. [1922

M.G. 16 IN. road wheels. Exchange or outright. J. C. Taylor, High Street, Riseley, near Bedford. [1923

ENTHUSIASTS!!! Sunbeam Talbot Alpine Regd. March, 1951. Constructed by George Hartwell Ltd., Bournemouth, used by George Hartwell in the 1951 Alpine Rally. A Stage III, 8.1 ratio engine (10,000 miles), special close-ratio gearbox, twin carbs., racing Mintex brake linings fitted. A new hood, Tonneau and seat covers, carpets, Marchal lamps and badge bar also fitted. Bodywork resprayed maroon. Looks 100%. Enquiries: Southgates, Station Bridge, New Milton, Hants. Tel.: New Milton 34. [1926

FOR SALE—*continued*

INVICTA 1½-LITRES—two for the price of one! Two 1934 sports 4-seaters one in daily use, many improvements; 8:1 comp.; other mechanically sound. Also many engine spares. Over £300 spent on overhauls recently. Offers to—Tel.: Copesgrove 1210. [1924

TALBOT 75, 1936/37, 4-door saloon. Engine condition good, body fair; taxed, insured. £100 (o n.o.). Tel.: Molesey (Middlesex) 6615. [1925

WANTED

ECONOMICAL, SOUND, THOROUGHBRED sports coupé, saloon or brake wanted on return to U.K. (Feb./March). Details to Major Walker, R.P.C. Depot, MELF 10. [1653

R.E. OFFICER returning U.K. ex-Australia Jan. wants 4-seater under 2-litres. £200-300. Letters to: Capt. R. G. R. Nutt, The Gatehouse, Lymington, Hants. [1577

LIGHT CHASSIS, complete, for 2½-litre engine, with or without open body. Bartleet, 48, Burfield Road, Old Windsor. Tel.: Windsor 1174 (evenings). [1580

WINDSCREEN AND BONNET for vintage 3-litre Bentley Vanden Plas open body. Grieve, 4, Braid Avenue, Edinburgh. [1589

FRASER-NASH B.M.W. Type 55 or 328 wanted. Pickworth, The "Cote," Sarratt Green, near Rickmansworth, Herts. [1581

F.W.D. ALVIS. Price reasonable, or would exchange 16/50 Humber. All letters answered. Box No. S595, MOTOR SPORT, 15, City Road, E.C.1. [1595

WANTED FOR 1937 Alvis TF16.95 Crested Eagle. A really good engine; set of .020 o/s pistons, one front n/s hydraulic jack, 650 by 16 tyres. Must be reasonable prices. Tel.: FIN 6715, or Box No. S606, MOTOR SPORT, 15, City Road, E.C.1. [1606

1934 M.G. PA Airline coupe. Body and chassis must be sound. State of engine and gearbox immaterial. Barry Curtis, 257a, Croydon Road, Beckenham, Kent. Tel.: BEC 1000. [1610

BUGATTI, Type 43, 35B, 35T, serviceable crankshaft, camshaft and other engine parts, or complete engine, or complete engine Type 51 or 44. Box No. S622, MOTOR SPORT, 15, City Road, E.C.1. [1622

M.G. TC gearbox wanted. State condition and price. Box No. S650, MOTOR SPORT, 15, City Road, E.C.1. [1650

TRAILER, low loading, wanted for 8-cwt. car. W.B. 7 ft., track 4 ft. Marshall, Kingshouse, Tillington, Petworth. [1650A

ALLARD D.H.C., '48-'49. Must be above average general condition, particularly bodywork. Box No. 651, MOTOR SPORT, 15, City Road, E.C.1. [1651

COPIES OF M.G. magazine, 1933/34/35, or any contemporary literature on the racing history of this marque. 15, Thorpewood Avenue, London, S.E.26. [1664

AUSTIN 750 or Ford Ten special, not trials. Good mechanically. Up to £100. Box No. S682, MOTOR SPORT, 15, City Road, E.C.1. [1682

WANTED in good condition. Two comfortable bucket seats. 4.7:1 c.w./p. for Ford rear axle. Bumpers, suitable for glass-fibre body 5 ft. wide. Gold, 139, Kings Avenue, Woodford Green, Essex. Tel.: BUC 0629. [1683

M.G. YB 1½ saloon. Low mileage, in first-class condition. Open to A.A. exam. Please give full details and lowest price. Box No. S684, MOTOR SPORT, 15, City Road, E.C.1. [1684

COMPLETE ENGINE for 1937 Type 230 Mercedes-Benz. One needing repairs considered. Price and full particulars to: Jenkin Garages, St. Andrew's Street, Bury St. Edmunds. Tel.: 868. [1700

TALBOT 14/45. Clutch centre plate, also crown wheel and pinion, 10 by 46, or 11 by 48. Talbot 10-h.p. spares also required. 27, Southfields Road, London, S.W.18. Tel.: Vandyke 1612. [1713

AUSTIN SEVEN 2-seater, not earlier than 1934; preferably unmodified. Tourer considered. Immaculate example only required. Box No. S724, MOTOR SPORT, 15, City Road, E.C.1. [1724

WANTED GENUINE "Brooklands" Riley Nine. Box No. S725, MOTOR SPORT, 15, City Road, E.C.1. [1725

"MOTOR BOOKS"

(F. & E. Stoneham)

79, Cheapside, London, E.C.2
CITy 5316

STONEHAM'S COMPLETE CATALOGUE OF MOTORING BOOKS 2/2

NEW :

Rex Hays' AUTOGRAPHED OUTLINE SCALE DRAWINGS :
12/50 Alvis, 1924.
3-litre Sunbeam, 1925.
Aston Martin, 1929.
3-litre Bentley, 1927.
4½-litre Bentley.
Frazer-Nash, 1928.
Type 37 Bugatti.
Zagato Alfa-Romeo, 1934.
Brooklands Riley Nine, 1929.
36/20 Mercedes-Benz, 1926.
Vauxhall 30/98.
Price 15/6 each

DIE GROSSEN FAHRER UNSERER ZEIT (The Great Drivers of Our Time—*in German*), by R. v. Frankenberg 24/3
SCHNELLE MOTOREN—Seziert und Frisiert ("High-Speed Engines" from racing and sports cars and motor-cycles—*in German*), by H. Hutten 30/–
"MOTOR SPORT" RACING CAR REVIEW 1956, by D. Jenkinson ... 9/3
SPORTS AND CLASSIC CARS, by Borgeson and Jaderquist 96/8
RALLYING TO MONTE CARLO, by Mike Couper 16/9
CLYMER'S SCRAPBOOK OF 1899 CARS 16/3
1955 INDIANAPOLIS RACE YEAR-BOOK 12/3

RECENT TITLES AND REPRINTS :

1956 MOTOR RACING DIARY ... 5/6
1956 THE VINTAGE AND THOROUGHBRED CAR CALENDAR 6/–
ROUND THE BEND, with Brockbank 8/3
THREE-POINTED STAR, by Scott-Moncrieff 25/9
GLASS FIBER AUTO BODY CONSTRUCTION SIMPLIFIED ... 24/–
HENRY'S WONDERFUL MODEL "T," 1908-1927, by Floyd Clymer ... 46/6
THE SHAPE OF THE MOTOR CAR, by L. A. Everett 13/3
CARACCIOLA—An Autobiography... 15/9
HERO DRIVER, by Al. Coppe ... 23/3
GENTLEMEN, START YOUR ENGINES, by Wilbur Shaw 46/3
HENRY FORD, by Cy Caldwell ... 11/3
THE GRAND PRIX CAR—Vol. I, by Pomeroy 64/8
MOTOR-CYCLE TRIALS RIDING, by Max King 8/3
HIGH - PERFORMANCE CARS 1955/56, by Grant and Bolster ... 8/3
STIRLING MOSS'S BOOK OF MOTOR SPORT 11/3

"THE NOISE OF THE B.R.M.", from the O.R.M.A. Films; 10 in., 78 r.p.m.; two sides 18/6

MISCELLANEOUS :

THE COMPLETE MERCEDES STORY, by Nitske 35/9
SPORTS CARS IN ACTION, by John Bond 79/–
THE CLASSIC CORD 38/9
DUESENBERG 38/9
AUTOMOTIVE COLLISION WORK 41/3

COMING SHORTLY :

ANNUAL AUTOMOBILE REVIEW 1955/56 (*Jan./Feb.*) 43/6
FROM VETERAN TO VINTAGE, by Karslake and Pomeroy (*Feb.*) ... 43/3
CLYMER'S SCRAPBOOK OF FOREIGN CARS 16/3
CLYMER'S SCRAPBOOK OF FOREIGN MOTOR-CYCLES ... 16/3
CLYMER'S SCRAPBOOK OF EARLY ADVERTISING 16/3

SORRY, NO C.O.D.s.
PRICES INCLUDE PACKING AND POSTAGE.

"MOTOR BOOKS"

(F. & E. Stoneham)

79, Cheapside, London, E.C.2
CITy 5316

Hard-surfaced Rockers

M.G., **6s.** each exchange; rocker bushes, **5s.**; shafts, **12s. 6d.** to **17s. 6d.** pair; valves from **7s. 10d.** each; guides, **3s. 3d.** to **4s.** each. Gaskets—all models, oil seals, grommets, king-pin sets, crown/pinion sets, half-shafts, V/D races, brake cables, etc. Many other spares from stock.

WOLSELEY rockers, **6s.** each exchange; rocker bushes, **5s.**; single shafts, **10s. 6d., 12s. 6d.**; twin, **17s. 6d.** pair; valves from **7s. 10d.**; guides, **3s. 3d.** to **4s.** Gaskets all models, king-pin sets, half-shafts, brake and clutch linings, and many other spares.

WANTED — Secondhand M.G. spares and cars for breaking.

S.U. Exchange Service, carburetters, pumps, spares.

C.O.D. SERVICE. S.A.E. LIST.

THOMSON'S
102, KINGSTON ROAD, WIMBLEDON, S.W.19
Tel.: Liberty 8498

The Sports Car Garage

COLIN CAMPBELL MOTORS LIMITED
PLECKGATE, BLACKBURN
Phone: Blackburn 48321

OFFICIAL CRYPTON TEST-TUNE STATION

Has your Isis turned to water ?
Has your Lotus gone to seed ?
Is your Minx the Devil's daughter ?
Is your Hunter off its feed ?

Don't leave it to Malaprop Motors; let us do it—scientifically.

We specialise in the maintenance of high-class carriages for Sporting Gentlemen.

FOR SALE : 1953 Jupiter Mk. IA, 27,000 miles. Originally owned Ferranti. Lovely car, but too fast for Aunty. **£545.**

. . . build this wonderful miniature

JAGUAR XK-120



Actual Model

This magnificent kit provides a complete set of finished parts ready for assembly. Unequalled quality and detail. Illustrated instructions make building enjoyable and interesting.

- Super-quality plastic
- Rubber tyres
- Metal parts plated
- Amazing detail

Kit available by return of post or send 4d. for illustrated leaflet.
Please mention "Motor Sport."

PRICE **25/2** *Inc. Tax*



SCALE MODEL EQUIPMENT
STEYNING · SUSSEX · ENGLAND CO LTD

LAYSTALL CYLINDER HEAD CONVERSIONS

SUITABLE FOR

FORD "CONSUL" **£45** complete
£5 . 5 . 0 extra fitted.

FORD "ZEPHYR" **£65** complete
£7 . 10 . 0 extra fitted.
in exchange for standard head.

Also LAYSTALL-LUCAS cylinder heads for M.G.s and WOLSELEY 4/44s.

Conversions can be completed in one day by appointment.

LAYSTALL ENGINEERING COMPANY LTD., 53, GREAT SUFFOLK STREET, LONDON, S.E.1



GRE-SOL

Not only does this amazing non-gritty jelly move deeply ingrained grease and grime in seconds (even without water), it protects you from infection with DCMX.



1'9 per ½-pint tin

If you prefer an abrasive cleanser use GRE-SOLVENT Paste (also antiseptic)

Send for **FREE** *sample tube of* **GRE-SOL**

Obtainable from Stores, Ironmongers, Garages and Chemists.

THE GRE-SOLVENT COMPANY, Whitehall Road, Leeds 12

Bob Glynn Sports Cars

OFFER

£385. DUNCAN-HEALEY 2½-litre 2-seater. Special Sports, 1947. Alfa red. Very potent and in beautiful order. 100 m.p.h. plus. Pretty bodywork in immaculate condition, cowled rad., outside exhausts, Lockheeds, etc. Full road and weather equipped. A superb car for the connoisseur.

£255. M.G. TA 2-seater. Absolutely mint condition throughout. Fitted telescopic dampers.

£155. JAGUAR 3½-litre d/h. coupe, 1938. This is a really good one, extremely smart appearance and goes like an XK140. The hood is waterproof but not in keeping with the rest of the car's smartness. Highly recommended.

£125. LAGONDA 2-litre low-chassis open 4-seater sports. A very sound and nice-looking example in excellent all-round condition. Body recently refabricated; B.R. green; good chrome, etc. Fitted stoneguard, P80s, fold-flat screen. Sorry hood shaggy but tonneau brand new.

£95. 9-h.p. SINGER sports coupe 4-seater. A really delightful little sporting carriage. The engine is crisp and very willing. Good battery and well shod. Exceptionally clean, neat and tidy throughout.

TERMS ARRANGED ON THE SPOT

189, PAVILION ROAD, SLOANE STREET, S.W.1. SLOane 4867

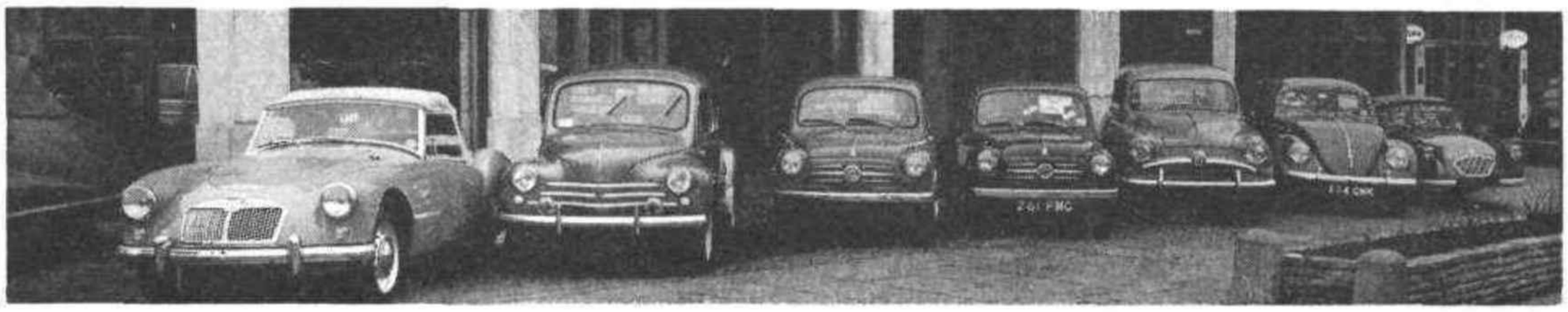
Performance Cars Limited

FIAT, BOND AND RENAULT DISTRIBUTORS — SINGER RETAIL DEALERS — TROJAN STOCKISTS
Below are listed only a few of over 250 vehicles available of all types and years.

NEW CARS

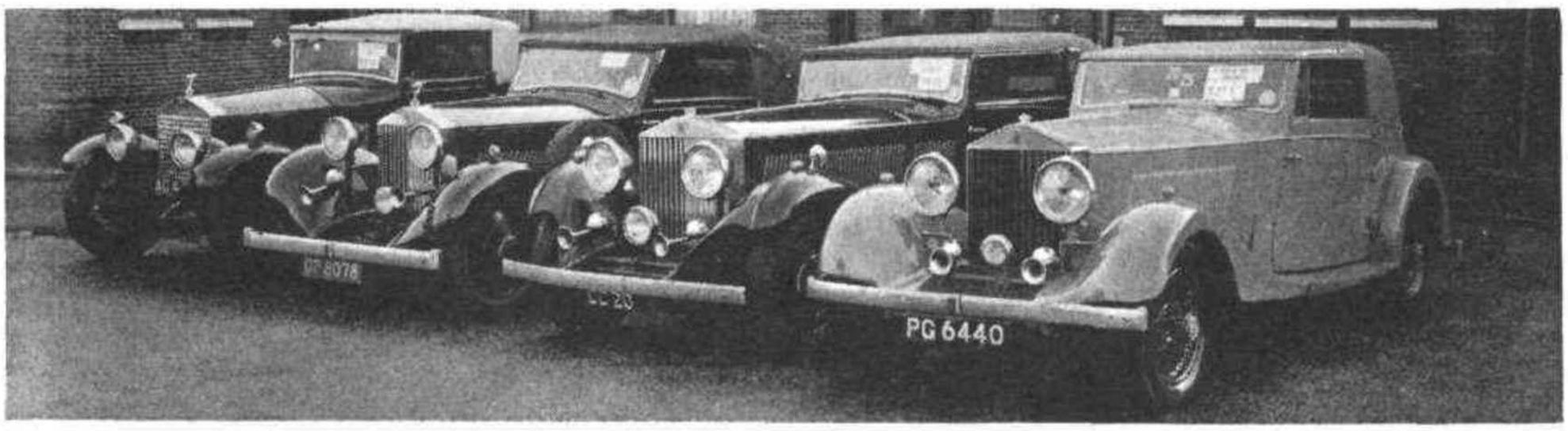
New Bond Minicar. Standard and de-luxe models in stock, from **£293**
New Fiat 600 saloon. 55 m.p.g., 65 m.p.h. Blue. Imm. delivery **£620**
New Fiat 1,100 sports saloons. All models available, from **£869**
New Renault 750 saloons. Imm. delivery. One green, one blue **£635**
New Renault Amiral and **Fregate** saloons. Early delivery, from **£1,050**
New Simca Chatelaine estate car. Grey. Pre-Budget price ... **£899**

Orders taken for any make of new car.



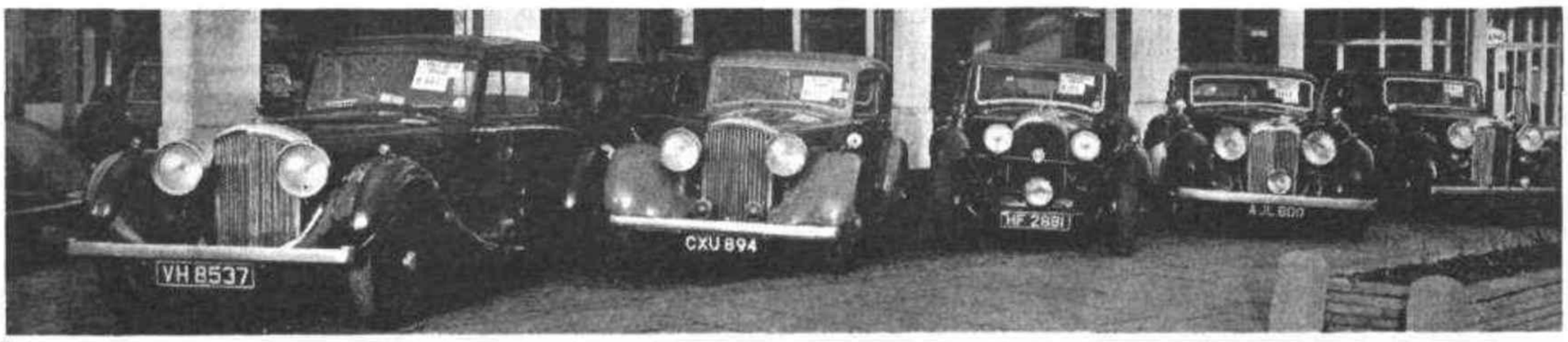
POST-WAR CARS

1950 Allard P1 saloon. Radio, heater. Black **£395**
1947 Allard 71L sports 4-seater tourer. Red **£265**
1955 Austin-Healey 100. Radio. One owner. Red **£795**
1950 Austin A90 convertible. Metallic green **£375**
1949 Citroen Light Fifteen de-luxe saloon. Radio **£375**
1955 Fiat 600 saloon. 3,000 miles. One owner. Green **£545**
1950 Jaguar 2½-litre Mk V saloon. Radio, heater. Grey ... **£425**
1951 Jaguar XK120 roadster. Dark blue **£645**
1947 Jaguar 2½ and 3½-litre saloons ... ... From **£265**
1950 Morris Minor 4-seater tourer. Two ... ... From **£365**
1951 Morris Minor saloon. Radio fitted. Grey **£375**
1953 Morgan Plus Four sports 2-seater. Grey **£445**
1951 Sunbeam-Talbot 90 Mk II convertible coupe **£545**
1955 Triumph TR2 One owner. Low mileage. Black **£715**



M.G. SELECTION

1956 M.G. MGA 1½-litre sports. Blue. Works mileage only.
1954 M.G. TF 1,250-c.c. sports. Wire wheels. Cream **£595**
1953 M.G. TD 1,250-c.c. sports 2-seater. Radio. Red **£515**
1952 M.G. TD 1,250-c.c. sports 2-seater. One owner. Green ... **£495**
1950 M.G. TD 1,250-c.c. sports 2-seater. Choice of two ... From **£425**
1949 M.G. TC 1,250-c.c. sports 2-seater. One red, one green ... **£385**
1947/8 M.G. TC 1,250-c.c. sports 2-seater. Three in stock ... From **£315**
1939 M.G. TB 1,250-c.c. Tickford coupe. Grey **£295**
1937/8 M.G. TA 10-h.p. sports 2-seaters ... ... From **£195**
1939 M.G. VA 1½-litre tourers and saloons ... ... From **£165**
1937/8 M.G. SA 2-litre drophead coupes and saloons ... From **£95**
1933/6 M.G. J2, PA, PB sports 2- and 4-seaters ... ... From **£115**



PRE-WAR SELECTION

1940 Alvis 12/70 saloon. Radio, heater. Specimen **£345**
1939 Alvis Speed Twenty-five drophead coupe. Black **£195**
1934 Alfa-Romeo 17/50 s/c. Castagna sports saloon **£155**
1925 Bentley 3-litre Red Label fixed-head coupe **£175**
1936 Bentley 4¼-litre Park Ward sports saloon. Grey **£445**
1938 Jaguar 100 3½-litre Competition sports 2-seater. Green ... **£295**
1939 Jaguar 2½-litre drophead coupe. Black **£195**
1939 Lagonda V12 drophead coupe. Specimen throughout ... **£445**
1938 Morgan 4/4 drophead twosome. Blue **£275**
1937 Riley 1½-litre Lynx tourer. Green **£185**
1938 Riley 16/4 Blue Streak Kestrel sports saloon **£225**
1936/9 Riley 1½-litre saloons always in stock ... ... From **£115**
1930 Rolls-Royce 20/25 fixed-head coupe, by Corsica. Grey ... **£275**
1928 Rolls-Royce Twenty drophead coupe, with dickey. Black **£225**

THREE MONTHS' WRITTEN GUARANTEE OFFERED WITH EVERY CAR OVER £150

GREAT WEST ROAD, BRENTFORD, MIDDLESEX. Tel.: EALing 8841.

3 minutes from Northfields Tube Station (Piccadilly or District Line). Buses Nos. 97 and 91 and Green Line pass our door.

WANTED—*continued*

12/50 ALVIS WANTED. Must be vintage and have an unadulterated open body in tolerable condition. Aluminium ducks-back dreamed about, but, as always, the pocket rules. Taylor, 12, Birch Grove, Acton, W.3. [1726

1924 BELSIZE 14/30 camshaft and oil pump. Whole engine considered. Poole, The Old Vicarage, Dunston, Stafford. [1727

MORGAN 2-SEATER. Post-war. 208, Algernon Road, Lewisham, London. [1732

M.G. TA OR TB. Good condition. Francis, 34, Ashcombe Road, Weston-super-Mare. [1738

S.O.S. Workshop manual, or handbook for 1934-5 Lancia Augusta. Any Spares? Does Register or Club exist? Box No. S739, MOTOR SPORT, 15, City Road, E.C.1. [1739

SPEED EQUIPMENT for current Anglia. Price, full particulars: Box No. S740, MOTOR SPORT, 15, City Road, E.C.1. [1740

AUSTIN CHUMMY TOURER. Must look original and be top condition throughout. Bradford, 35a, Gloucester Road, S.W.7. [1787

FIAT 500 (Mouse) road wheel. Coles, 28, Hilltop Crescent, Cosham, Hants. [1788

CHEAP SPORTS CAR or Morgan 3-wheeler. Condition immaterial so long as repairable. Box No. S789, MOTOR SPORT, 15, City Road, E.C.1. [1789

WANTED—INVICTA or similar, high-powered, vintage or near, car. Any running condition, cheap. Also twin manifold for 1954 o.h.v. Morris Minor. Smart, 131, Dillotford Avenue, Coventry. [1790

WANTED—FORD TEN, 1938-53, damaged or rusted, for special; will collect. Melville, George Street, Warminster. [1791

SINGER NINE Le Mans 2-seater, Austin Nippy or Chummy. State price and condition. 6, Acacia Avenue, Knutsford, Cheshire. [1792

VERTICAL MAGNETO to fit Ford Ten engine. Fairfull, Dunnikier Road, Kirkcaldy, Fife. [1793

RILEY NINE, 1934, Monaco for breaking. Banks, Westonbirt, Tetbury, Glos. [1794

CARS WANTED for cash. Smiths, 86, Chalk Farm Road, N.W.1. Tel.: GUL 2767. [1805

LANCIA. Aprilia, Astura, Augusta, Lambda, required. Searle, Church Street, Hampton-on-Thames. Tel.: Molesey 2142. [1804

TALBOTS BOUGHT for spares. Any year. London area preferred. Tel.: WAN 6425, after 8, evenings. [1806

WANTED: 1909 or 1910 Rolls-Royce five or seven-passenger touring car (Silver Ghost). Preferably unrestored, but absolutely complete. Engine must run. Price must be right. Include picture, if available. Millard W. Newman, 3006, Beach Drive, Tampa, Florida, U.S.A. [1807

CASH ON THE SPOT for your old car or commercial vehicle. Any age, any condition. We collect at your convenience. Tel.: LAD 5203; after 6 p.m.: LAD 4676. [1817

V.D.P. or similar body including scuttle suitable for 9 ft. 9½ in. 3-litre Bentley. Also screen and seats. Box No. S854, MOTOR SPORT, 15, City Road, E.C.1. [1854

FORD TEN and 1950 Morris Minor speed equipment, high-lift camshaft, alloy head, etc. 8, Balmoral Terrace, York. Tel.: 2745. [1855

DO NOT SELL your sports car until you have telephoned or written to us. Top prices paid. Courteous service given. John Ewer Motors 28, Rosslyn Hill, Hampstead, N.W.3. 9 a.m.—9 p.m. Tel.: SWI 2020. [1856

WANTED—Volkswagen, Renault, Morris. Privately. Reasonable condition for cash. Box No. S858, MOTOR SPORT, 15, City Road, E.C.1. [1858

SPEED SIX REQUIRED. Any condition, or partially dismantled Box No. S883, MOTOR SPORT, 15, City Road, E.C.1. [1883

M.G. PB. First-class condition essential throughout. Particulars: Turner, "Larice." Chase, Kingswood, Surrey. [1905

BENTLEY 3½, 1935-36, saloon, with known history, wanted. Preferably exchange Riley 1½; regd. Oct., 1948, exceptional condition, genuine mileage 27,000. Wilson, 4, Laird Street, Birkenhead. Tel.: 3154. [1906

URGENTLY REQUIRED. Volumes 2, 3 and 4 MOTOR SPORT. Also any pre-war volumes. Box No. S917, MOTOR SPORT, 15, City Road, E.C.1. [1917

WANTED—*continued*

ALVIS, ASTON, BENTLEY or similar, open or closed, pre-war. Tel.: Orpington 22433. [1907

RILEY 12/6 block. Bore standard. What offers? Box No. S915, MOTOR SPORT, 15, City Road E.C.1. [1915

WANTED—Uncracked block or complete engine for 1936 Rover Speed Fourteen. Box No. S933, MOTOR SPORT, 15, City Road, E.C.1. [1933

MISCELLANEOUS

HISPANO-SUIZA SPARES and repairs. G. Briand, 47, Tamworth Road, Croydon. Tel.: Croydon 1742. [1808

ALL ABOUT FIBREGLASS. How to use it, how to make moulds, how to build a body, where to get kits, etc. Our set of instructions are written for the amateur. Send 4s. 6d. Martins (Dept. 4c), 33, St. David's Road, Southsea. [1809

TRIPLEX EXPRESS REPLACEMENT SERVICE. Any pattern supplied. Balmers (Glass Merchants), Ltd., Derby Road, Watford. Tel.: Watford 4268. [1810

YOUR SPEEDOMETER. R.C. Reconditioned, 16s. to 30s. Guaranteed six months. Bradshaw, 62, Kenmore Drive, Bristol 7. [1811

D. & A. CAMSHAFT SERVICE. D. & A. High Lift camshafts are now available for most modern cars, and shall be pleased to quote per return. Worn Vintage Cams. We can, in most cases, regain lost movement by reprofiling, peripheral speed of cam being only slightly reduced. Maximum length that can at present be accommodated is 24 in., and shall be pleased to quote on receipt of shaft, or full particulars of it. D. & A. Services Ltd., rear of Plough Inn, London Road, Wokingham, Berks. Tel.: 1179. Grams: "Danda," Wokingham. [1812

TYRES, TUBES, TYRES. Most sizes in stock for all vehicles, 1900 to 1955. Also obsolete and beaded edge specially selected for veteran cars. Hamiltons, M.S., 22/4, Vicarage Street, Yeovil. Tel.: 927; after 6 p.m., 1945. [1587

"INSTRUCTBOOX" stock thousands of pre-war instruction books. Send s.a.e. for quotation. Postal business only. "Instructboox," 29, Blackfrairs Street, Manchester 3. [1602

HEADLAMP REFLECTORS heavily electro-plated, 100% silver, mirror finish, guaranteed. 5s. each, plus p. & p. 1s. each. Cork seals 6d. each if required. Re-posted on day received. Send P.O., R. E. Packer, 169, Hotwell Road, Bristol 8. [1611

ALVIS SPEED TWENTY rad. and bonnet, £7 10s. Dismantled Ford V8 engine, £8. Tel.: LIV 8407. [1617

KNOCK-ON WHEELS and hubs resplined. Quick service. Turton & Bell, 2, Platt Street, Seacombe, Cheshire [1618

AMERICA'S latest *Catalogue of U.S. Automobiles,* 11s. 3d.; 1956 *Custom Cars Annual,* 6s. 6d.; *Hot Rod Annual,* 6s. 6d. Year's subscription *Motor Trend, Hot Rod, Road and Track,* 28s. 6d. each. Specimens 3s. each. Full list from: Willen Ltd. (Dept. 9), 101, Fleet Street, London, E.C.4. [1632

LOTUS PARTS. Ford rear axle, 4.125 ratio, shortened prop.-shaft, universal joint, M.G. gearbox adaptor, front hubs complete, brake pedal, cables, linkages, 15-in. front wheel. Also Ford springs. Hewitt, 51, Bridgefield, Farnham, Surrey. [1741

SPORTS CARS. Resprays from £20 or part respray any colour perfectly matched. Body repairs. Welding, etc. Accident repairs. Tel.: Lowe & Moore, MIT 4399, for estimate [1799

TYRES, TYRES, TYRES, TUBES. All sizes in stock to suit everybody's pocket. Open 7 days a week, 8-6 p.m. S.A.E. to: Tyres, 3, Hazel Road, London, N.W.10. Tel.: LAD 5203; and compare our prices. [1819

TYRES: 32 by 6 T.T. tyres, good condition, £4 each; 2-500 by 20 in., 35s. each; 2-500 by 18 in., 35s. each; 2-600 by 20 in., 35s. each; 2-550 by 18 in., 35s. each. All tyres good sound condition. No. 5, Hazel Road, London, N.W.10 Tel.: LAD 5203. [1818

RALLY EQUIPMENT. Send for my new 1956 catalogue to: Smith, 25, Far Street, Wymeswold, Loughborough. [1911

SITTING IS BELIEVING! The new Cambray Motorist's Personal Heater introduces new standards of comfort in sports cars. 5 gns. at leading garages, or write for full particulars to Dept. MS., Cambray (Heaters) Ltd., 6 Cambray Place, Cheltenham. [1928

MISCELLANEOUS—*continued*

REPLACEMENT HOODS by post. Black or fawn, double duck. Vyback flexible rear window. All M.G. 2-seaters, £6; Morris Eight 2-seaters, Series 1/2, £6 15s.; 4-seaters, Series 1/2/E, £7 5s. All-over zip centre. Tonneau covers for "J" and "P" models, £4 15s.; "T" models, £5 5s.; "T" model screens ready for you to bolt to your frames: front £1 10s., rear £1 5s. per screen. All items above are complete, there is nothing more to buy. A. C. Winmill, 37, Tonstall Road, Mitcham. [1853

LUVAX SHOCK-ABSORBERS. Brand new 25s. each, piston and Vane type, large and small, thousands in stock (all except small Vane with filler in line with bolt holes). Also rev. counters, dash thermometers, lamps, etc. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: Gipsy Hill 0132. [1904

WATER INJECTION. The H_2O bomb is easily fitted to any engine of any size, type and design. This equipment will enable your engine to work under improved conditions, resulting in less wear, smoother running, better performance, more m.p.g., and will allow the use of "Pool" petrol in high compression engines with complete absence of pinking. Ring us for fitting appointment. We will transform your car. S.A.E. for brochures, kits, £5 10s. Stanley V. Lipscombe, Marine Engineers, Boveney, Windsor. Tel.: 2413. [1927

EXCHANGES

6V MASTER RADIO offered for 525/550 by 17 tyre(s). New/used. Cash either way or sell, £8. Tel.: HENdon 7070. [1795

28 FT. BY 8 FT. 6 IN. steel cruiser. Three-quarter decked in oak, deck flush with gunwales and day cabin with lockers. Morris navigator petrol/paraffin engine with dynamo, lights, bell, new 15 plate H.D. 12v. Dagenite battery. Engine brand new this year and has run 15 hours, shafting and 18 in. by 14 in. propeller also new. The craft is really first class. Owner wishes to exchange boat for Bentley 4½, 6 or 8-litre sports 2 or 4-seater slab tank, full weather equipment, etc. The value of the boat is four hundred and fifty pounds. Box No. S852, MOTOR SPORT, 15, City Road, E.C.1. [1852

RAILTON STRAIGHT EIGHT, 1935, and Alvis Firebird, 1936; both good condition. Sell, £130, £75, respectively. Exchange both for Morgan, M.G. PB, or 1,172. Tel.: Chudleigh (Devon) 2221. [1796

1935 AUSTIN RUBY saloon. Resleeved, reconditioned engine, new battery. Want sports car. Eacott, 6, Crowborough Road, Tooting, London, S.W.17. [1857

CITROEN 12.8 f.w.d., 1936. Very good condition inside and outside. Exchange Fiat 500, good economical Austin Special. Box No. S908, MOTOR SPORT, 15, City Road, E.C.1. [1908

1955 MORRIS MINOR utility for Healey saloon or sports. Box No. S909, MOTOR SPORT, 15, City Road, E.C.1. [1909

BENTLEY 3½ Barker sports saloon (reg. 30.11.34) for Panhard, Renault, Citroen, Healey; £ or $ c/o 31, Blenheim Crescent, Leigh-on-Sea, Essex [1910

SITUATIONS VACANT

MOTOR MECHANICS with experience. Work on high-grade cars. Service Station conditions. Also inspector for work on such cars. Good wages to right personnel. S.W. London. Box No. S592, MOTOR SPORT, 15, City Road, E.C.1. [1592

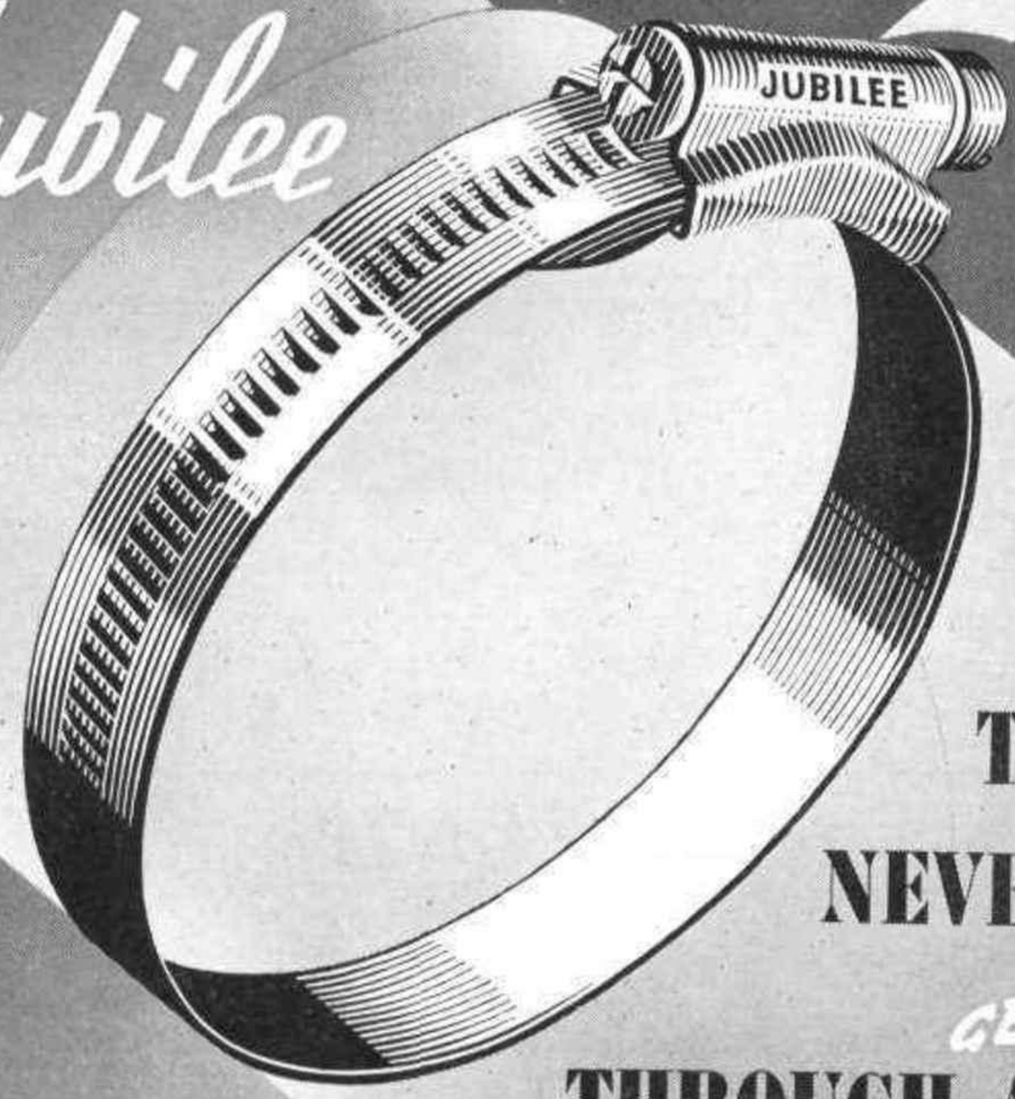
AN ATTRACTIVE OPPORTUNITY exists for a limited number of young men to obtain valuable training in the drawing office of a Company specialising in Aircraft Hydraulic Systems and Controls. The Company has available comprehensive educational facilities, and having wide interests in the automotive and general industries, offers an unusual scope in its particular field. Men who have recently completed their National Service, or who are nearing release, are in particular invited to write, giving an outline of their experience and activities to: The Personnel Officer, Lockheed Hydraulic Brake Co., Ltd., Leamington Spa, Warwickshire. [1605

ENTHUSIAST building up business requires enthusiastic lady partner. Box No. S685, MOTOR SPORT, 15, City Road, E.C.1 [1685

SITUATION WANTED

AUSTRALIAN ENTHUSIAST needs weekend work to swell funds while studying in London. Experienced practical engineer. Box No. S797, MOTOR SPORT, 15, City Road, E.C.1. [1797

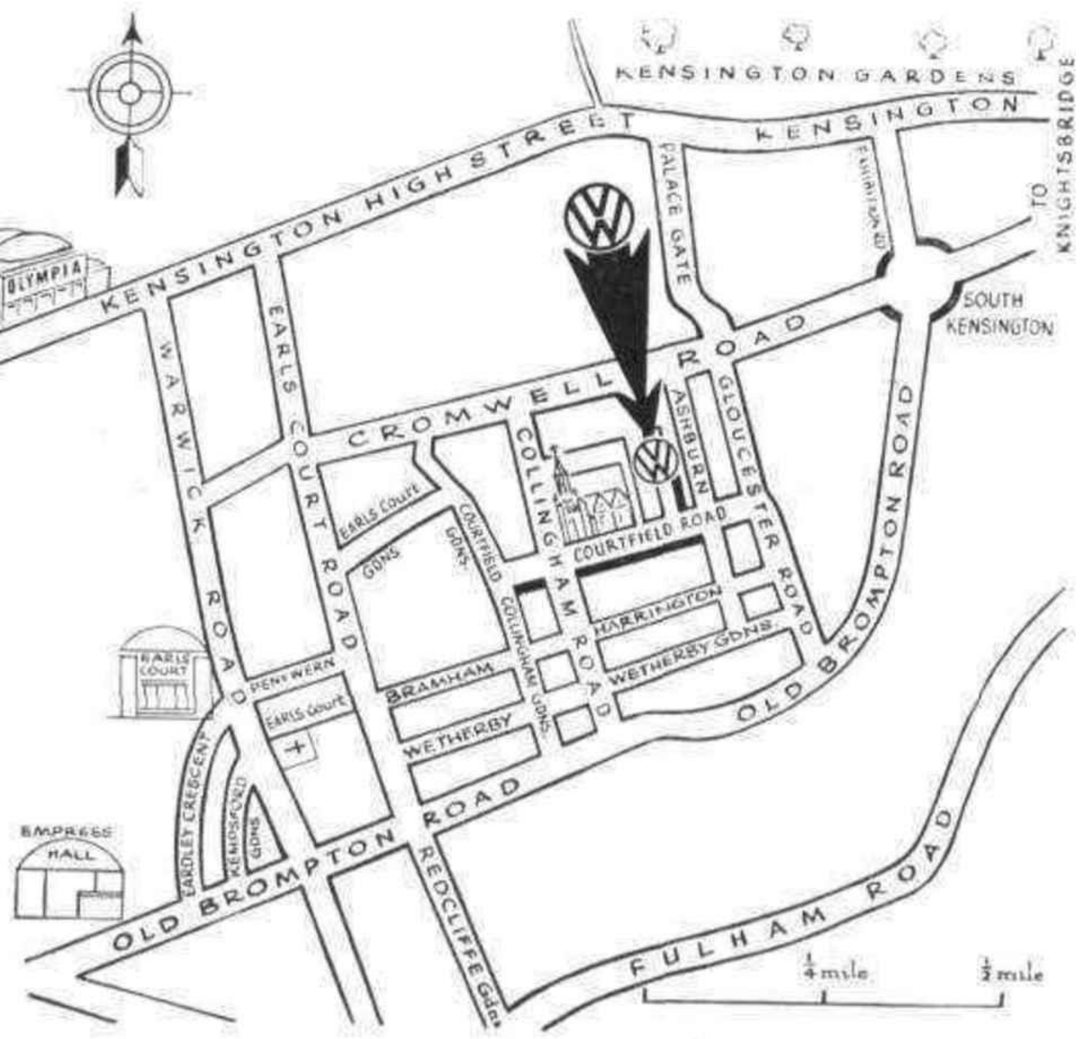
Jubilee



THE FINEST CLIP IN THE WORLD

THERE'S NEVER A DRIP THROUGH A GENUINE *Jubilee* CLIP

L. ROBINSON & CO. (GILLINGHAM) LIMITED
London Chambers, GILLINGHAM, KENT. 'Phone 5282



V & F MONACO MOTORS

the

VOLKSWAGEN

specialists

OFFER EARLY DELIVERY OF ALL NEW VOLKSWAGEN MODELS

We are also Britain's largest retailers of used VW's and offer the services of one of the most specialised VW maintenance organisations in the country, which first began concentrating on the Volkswagen in 1950.

V & F MONACO MOTORS

VOLKSWAGEN SPECIALISTS AND OFFICIAL AGENTS
6, ASTWOOD MEWS, COURTFIELD ROAD, LONDON, S.W.7
Telephone: FREmantle 4414
(*near* GLOUCESTER ROAD UNDERGROUND STATION)

LUCAS *lights the way to safer night driving*

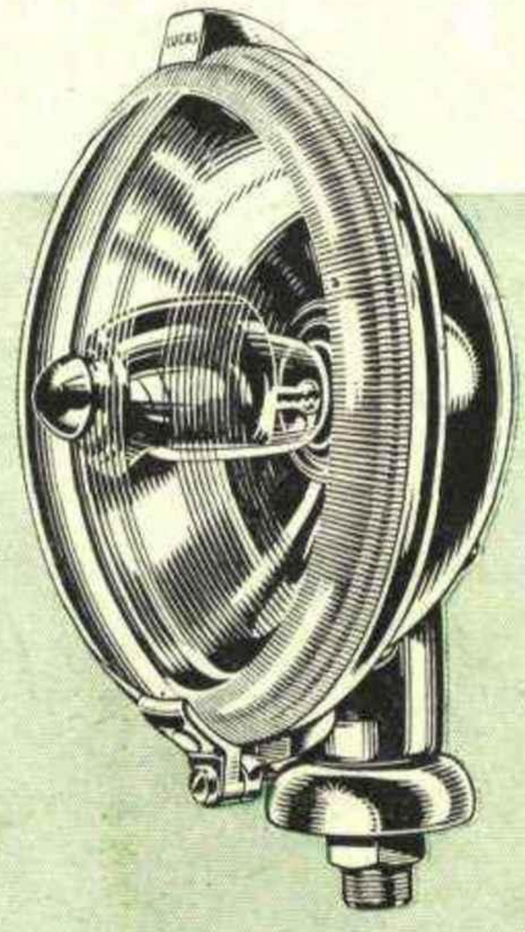
Lucas Fog and Long Range Driving Lamps are designed to give maximum light under all conditions of night driving. The Fog Lamp models SFT700S and SFT576 incorporate the famous Lucas "Flat-topped" beam. Lucas "Block-pattern" lens, special reflector, pre-focus bulb and bulb shield combine to give an exceptionally wide spread of light without upward or back glare.

The Long Range Driving Lamps SLR700S (100,000 candle power) and SLR576 (80,000 candle power) give a thin pencil beam of great intensity, and are intended for use in conjunction with the cars normal headlamps. Styled for use in matched pairs with the corresponding foglamp model.

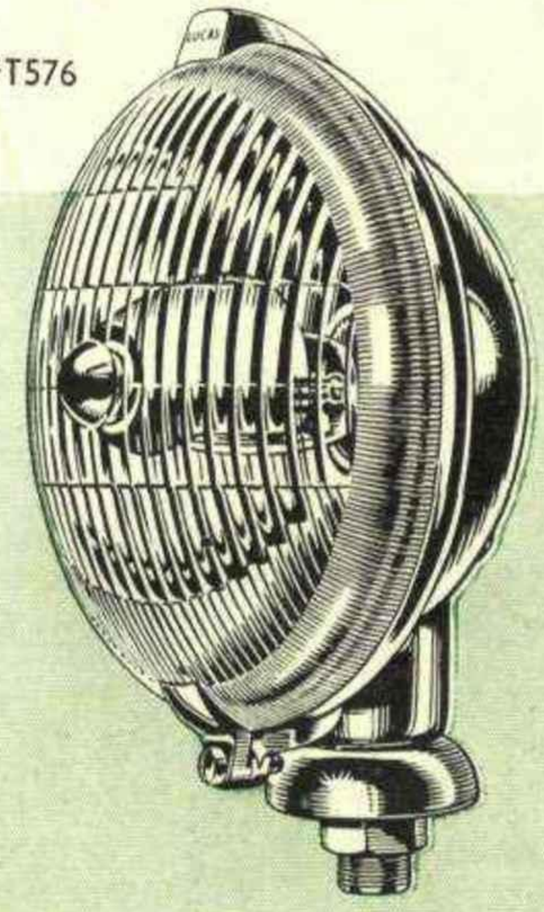
Prices
SLR & SFT576 82/6 each
SLR700S 105/-
SFT700S 92/6

Complete with cable switch and bracket

SLR576

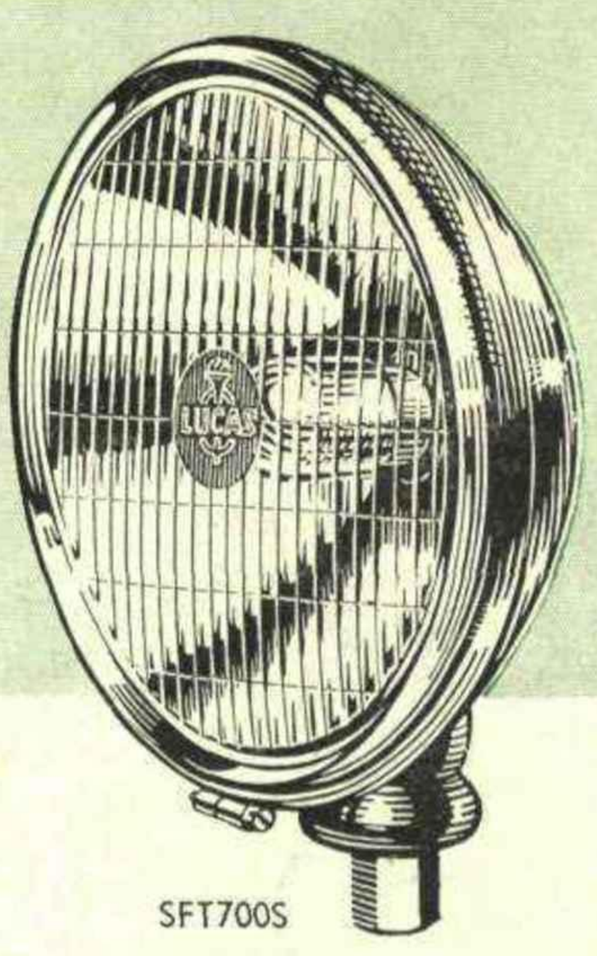


SFT576





SLR700S



SFT700S

LUCAS

FOG & LONG RANGE DRIVING LAMPS

obtainable at all good garages

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

Published by The Teesdale Publishing Co., ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., 21, City Road, London E.C.1. Trade Agents: Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia: Gordon & Gotch (Australasia), Ltd.