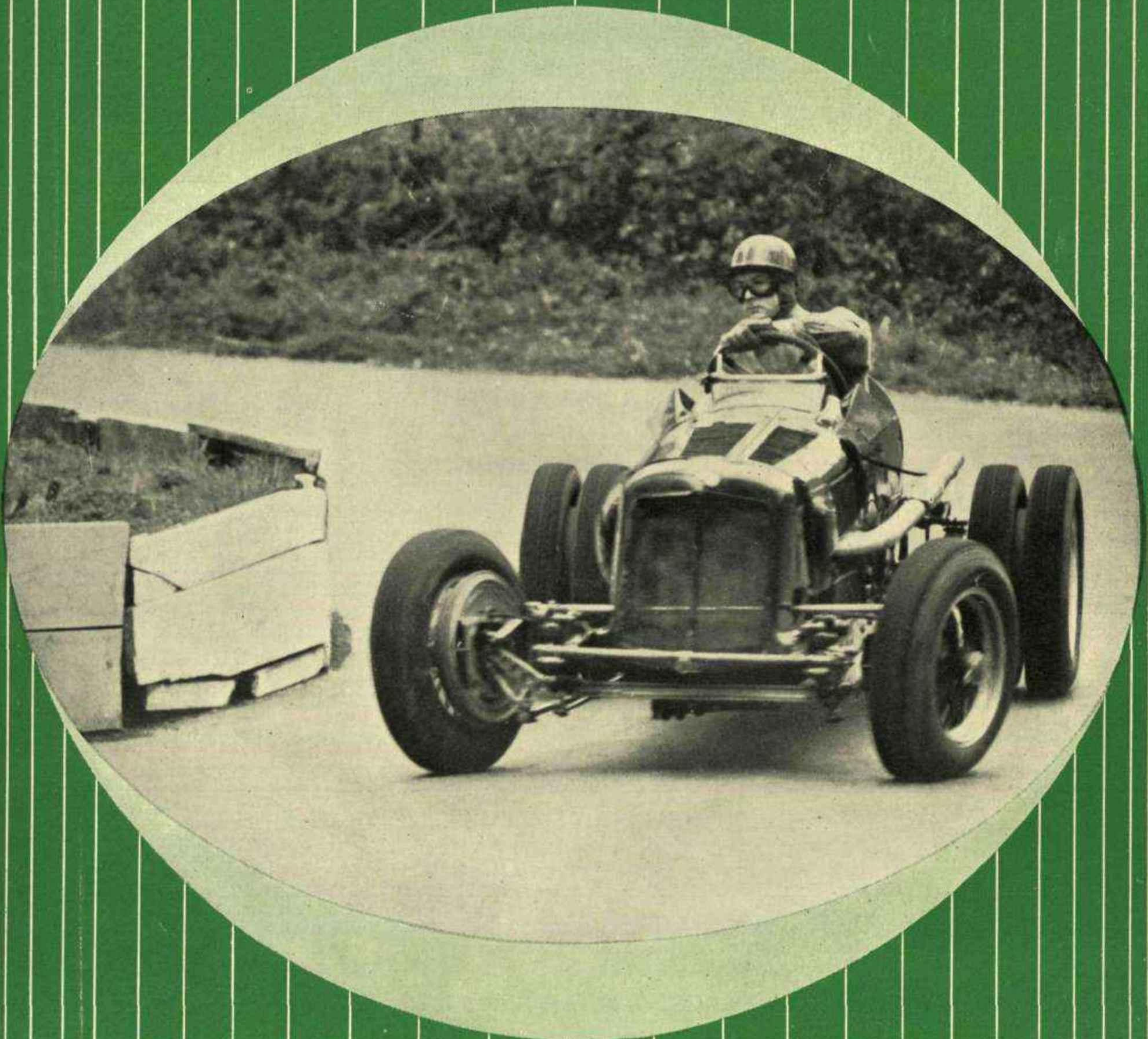


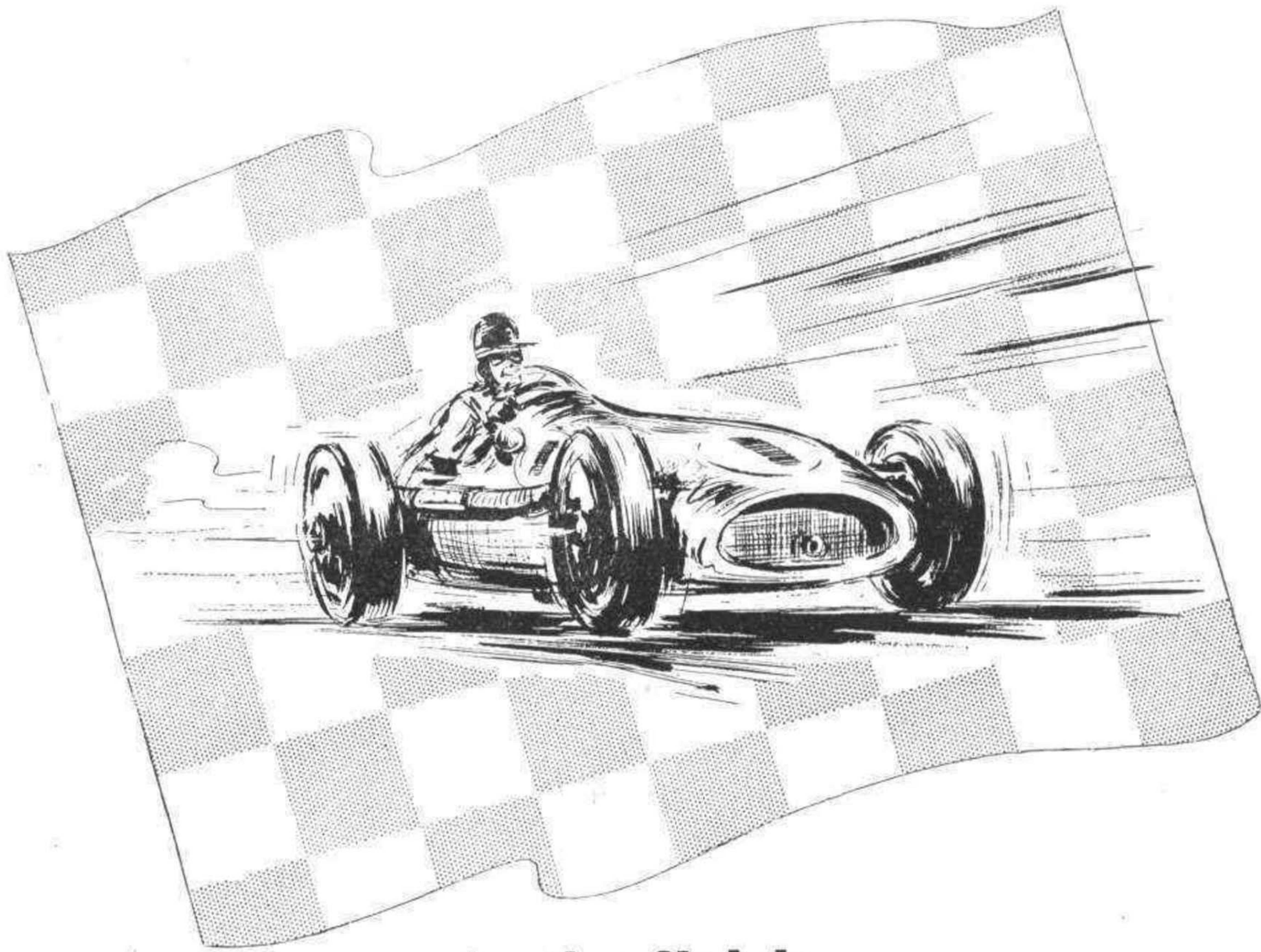
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# MOTOR SPORT



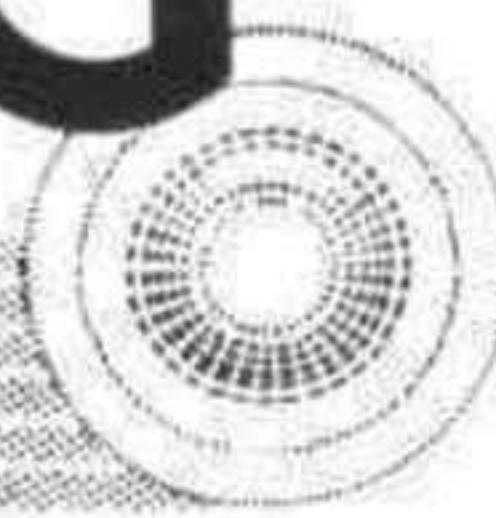


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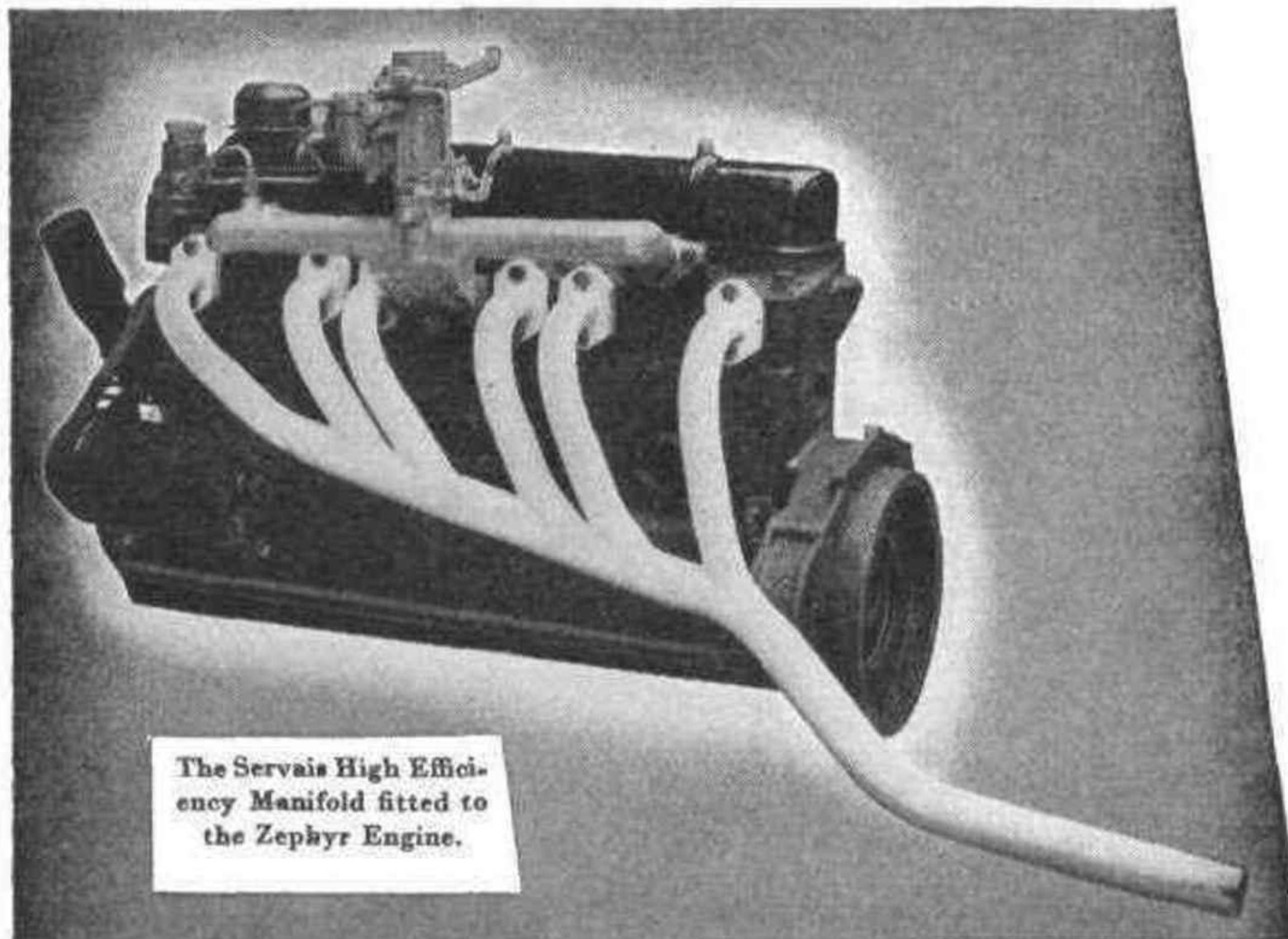
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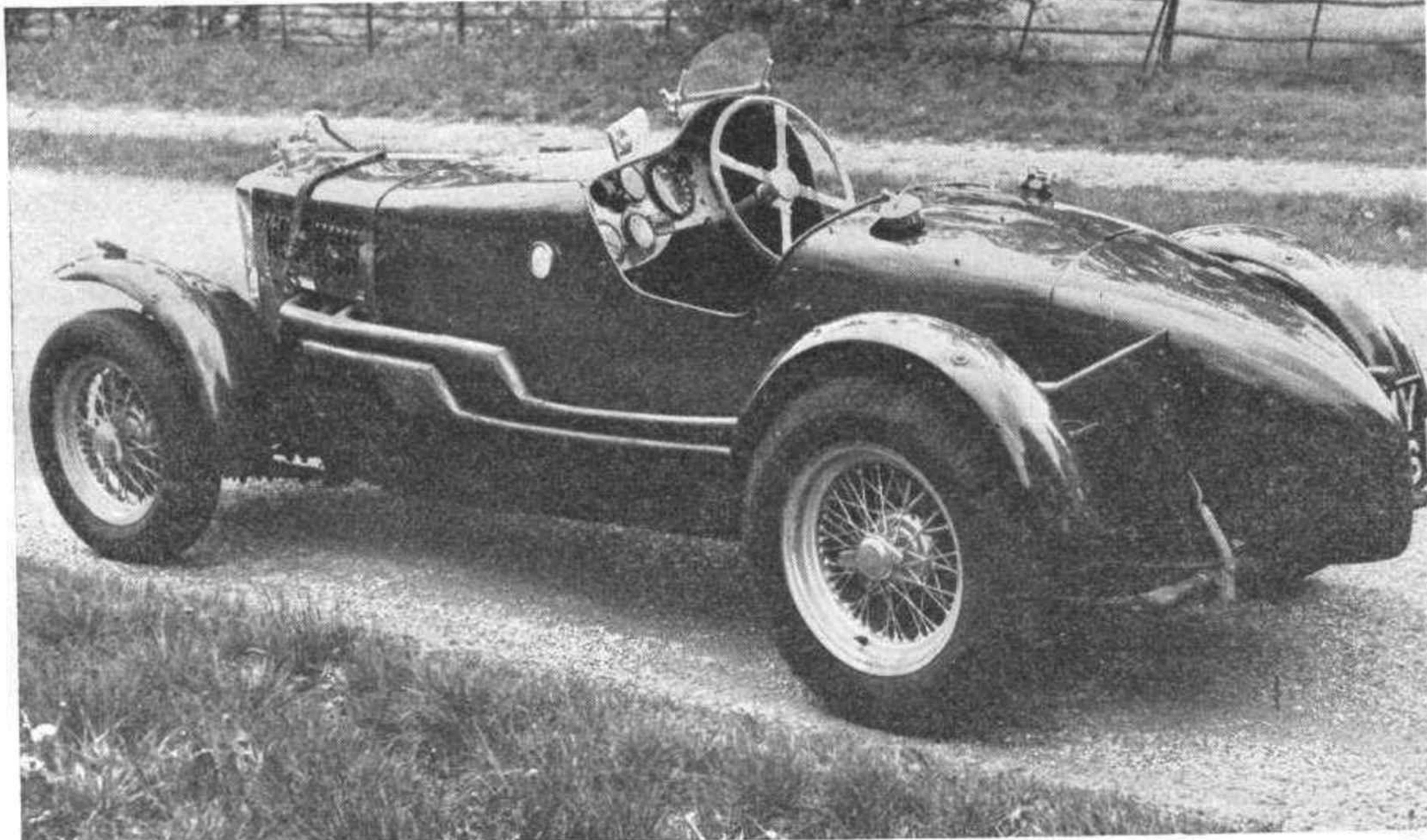
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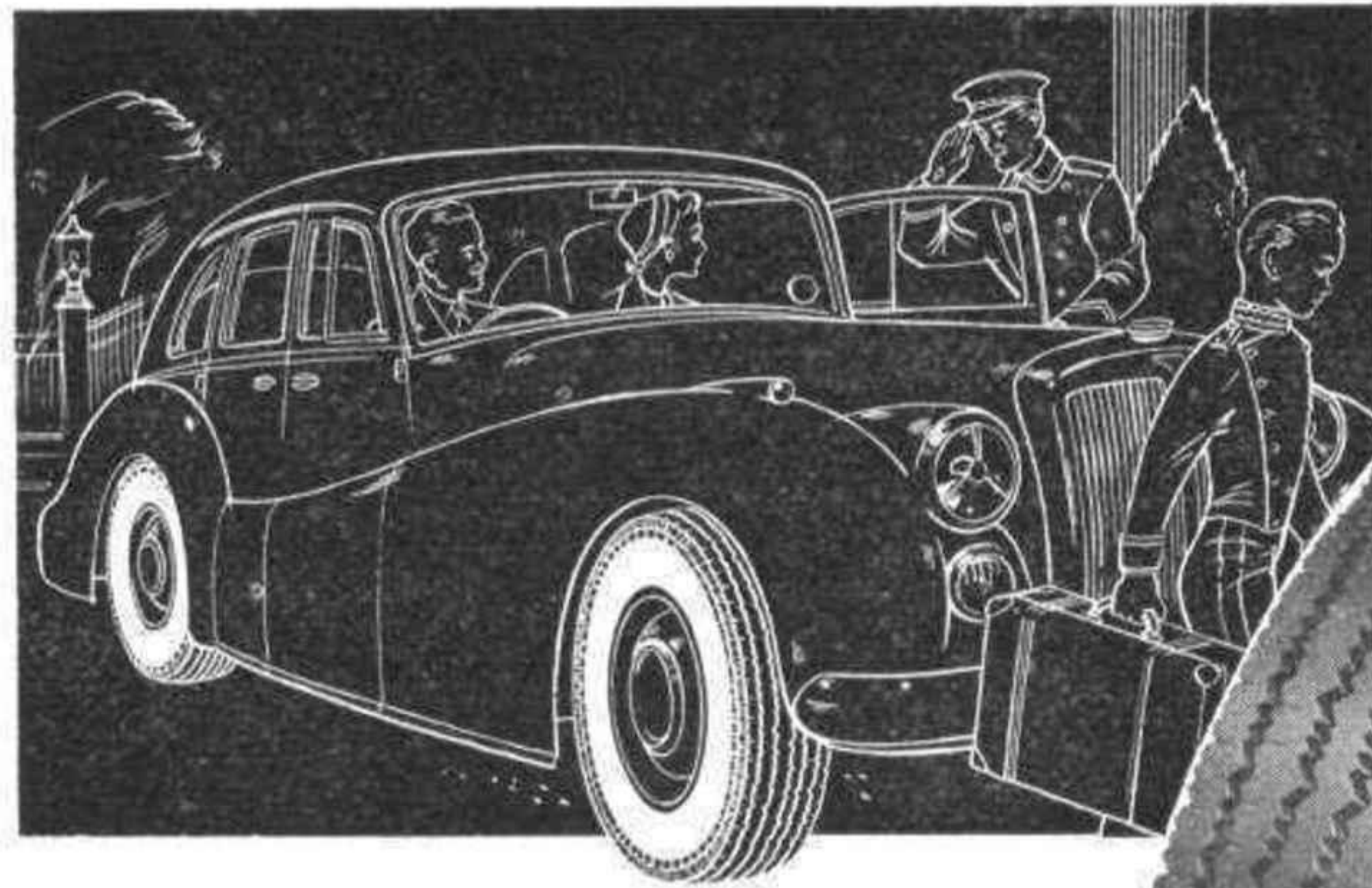
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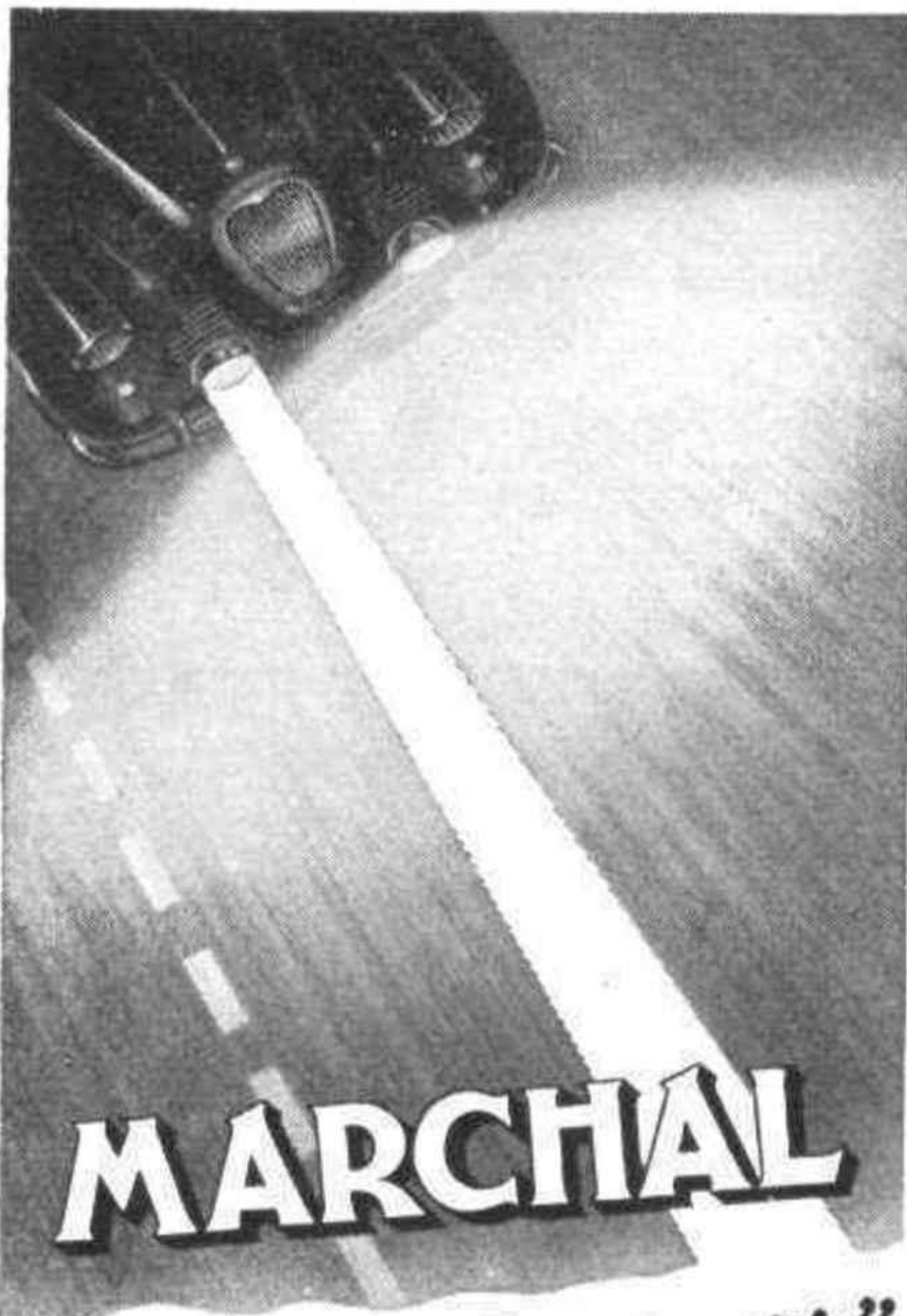
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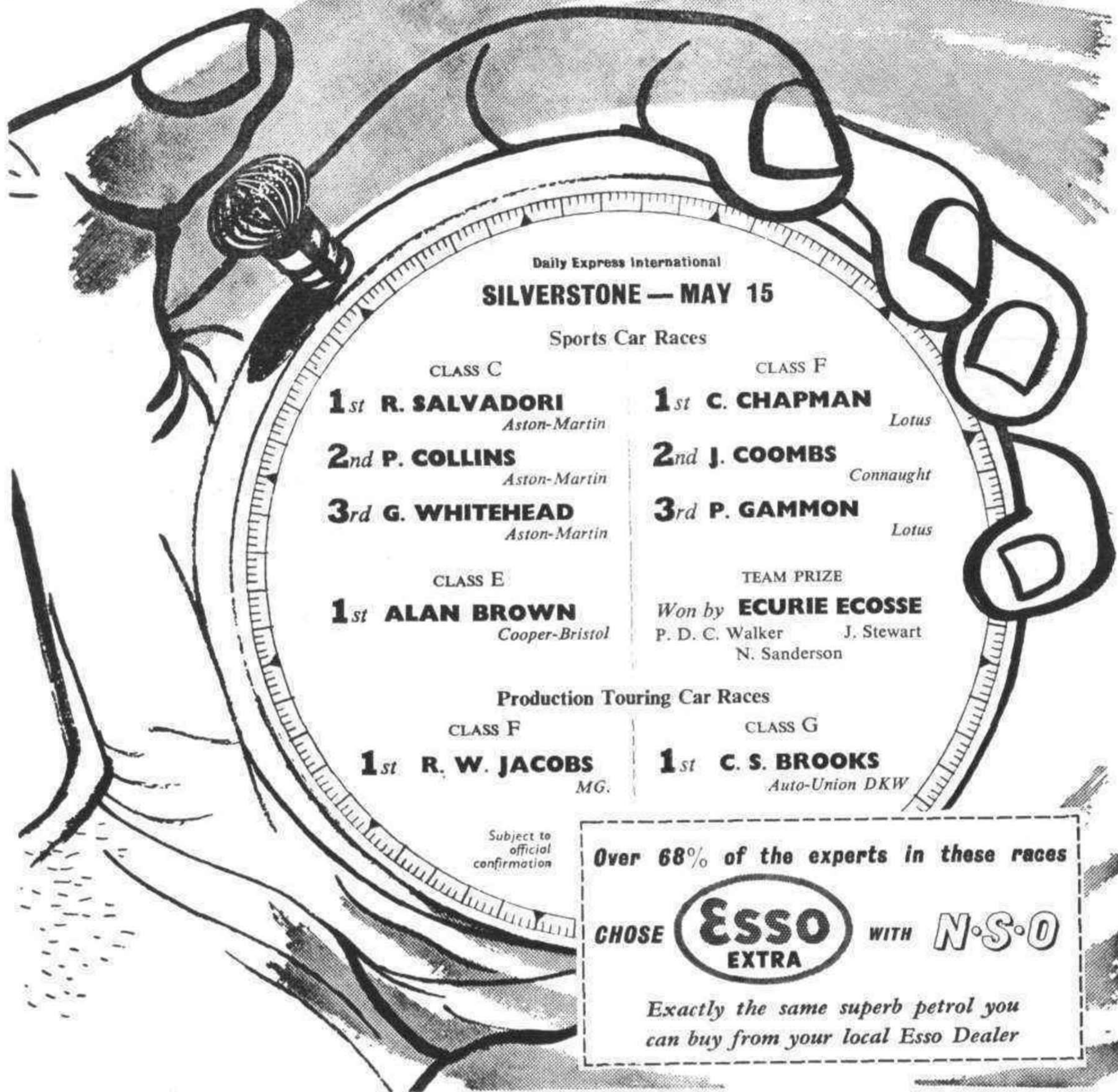


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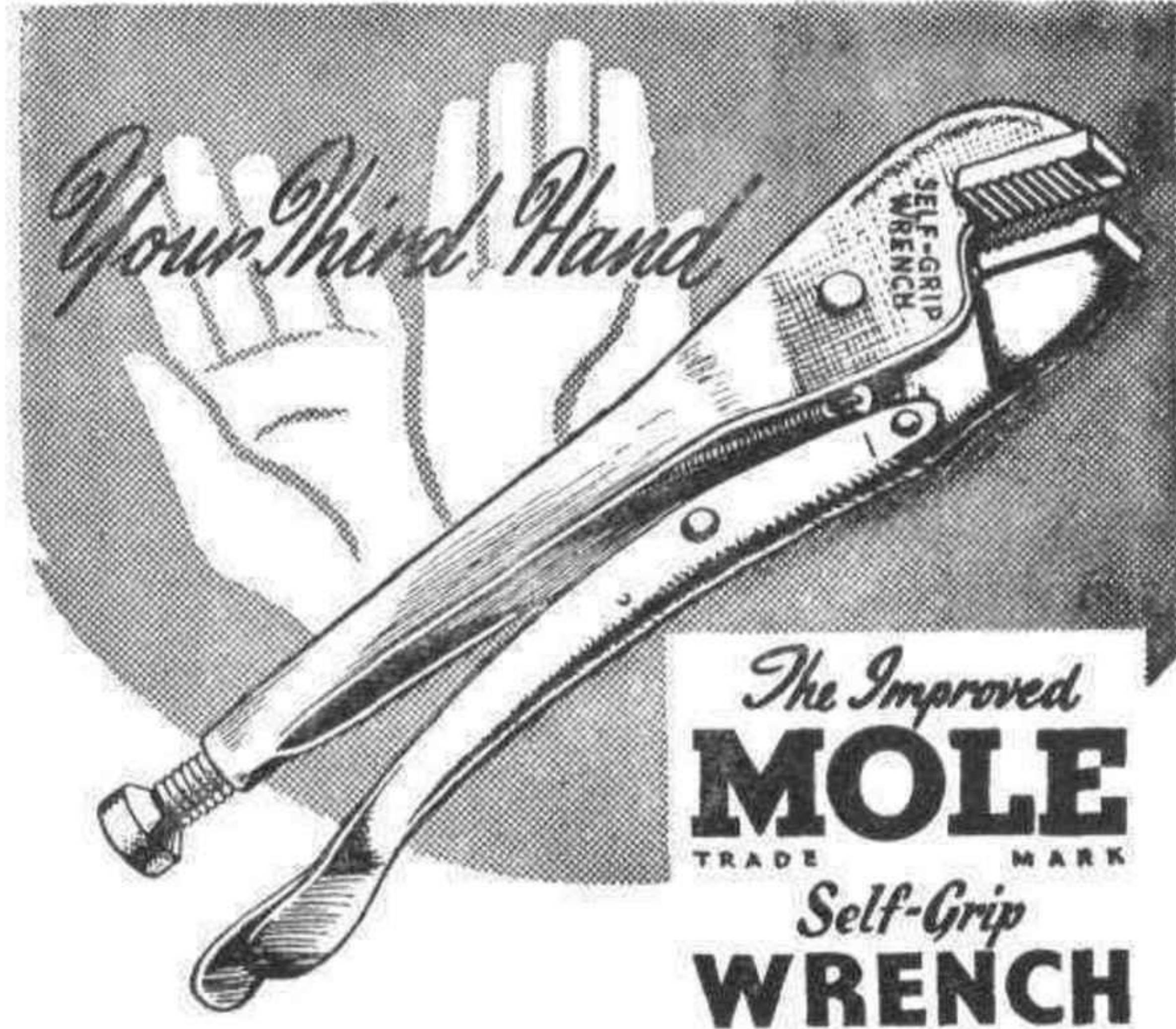
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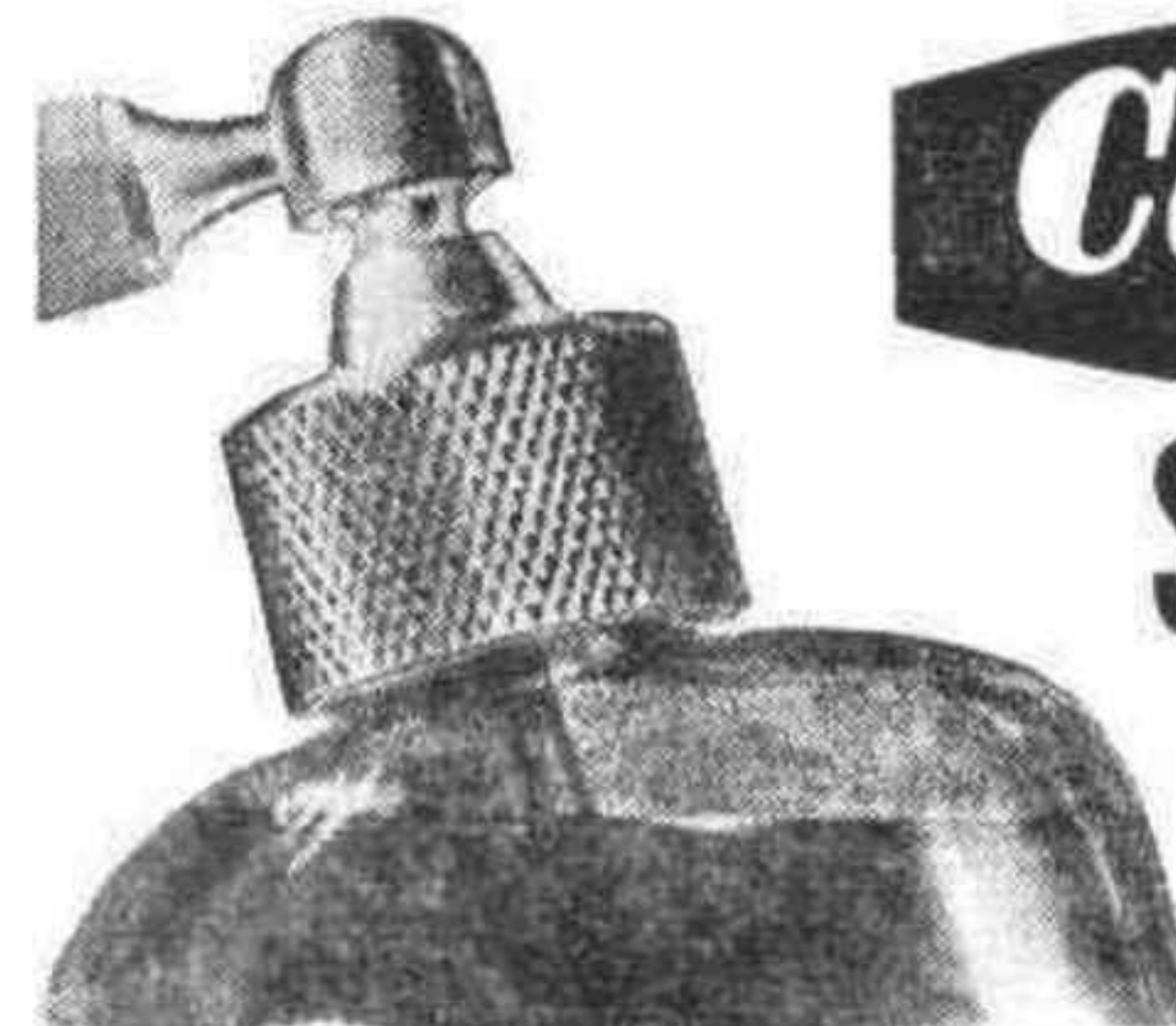


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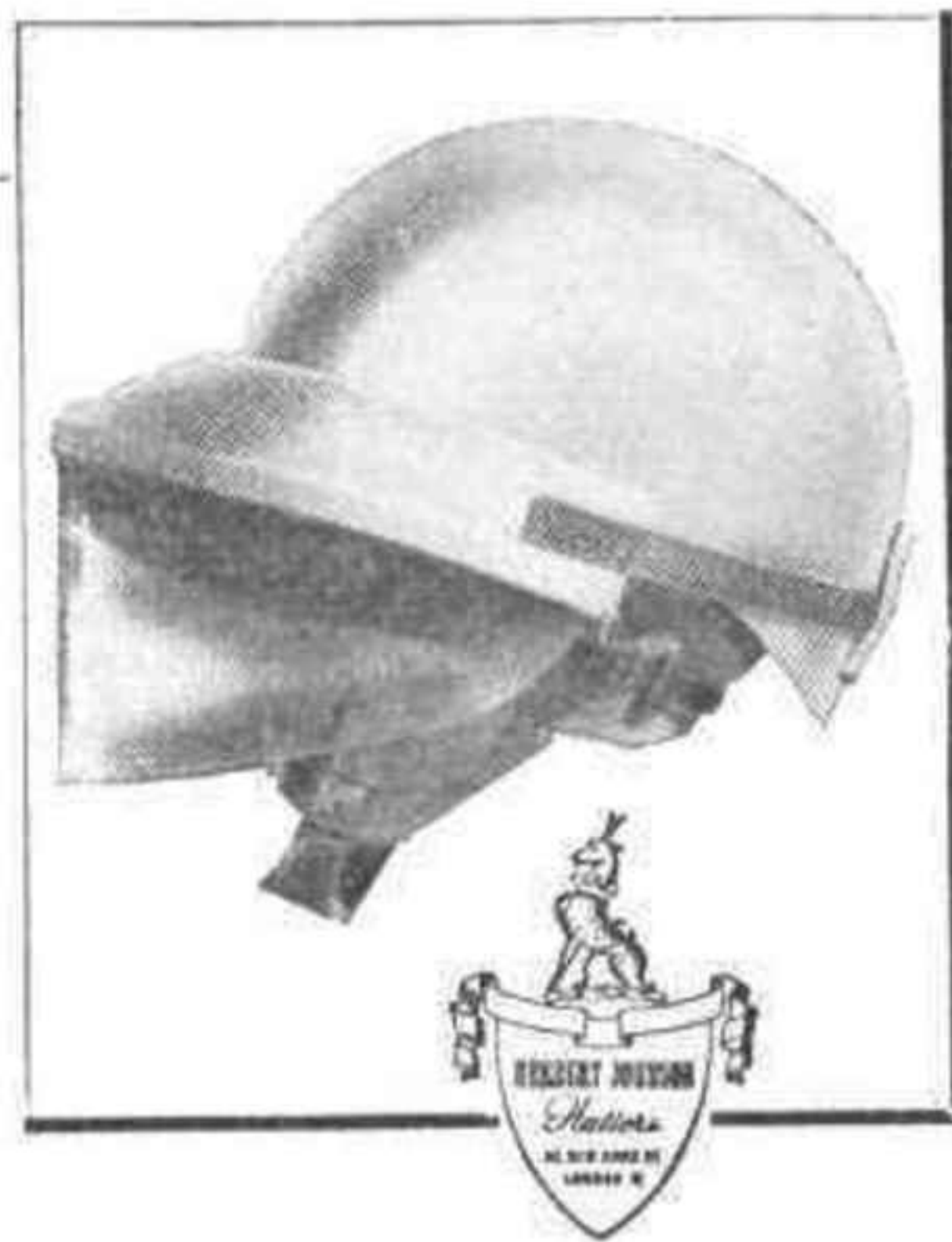
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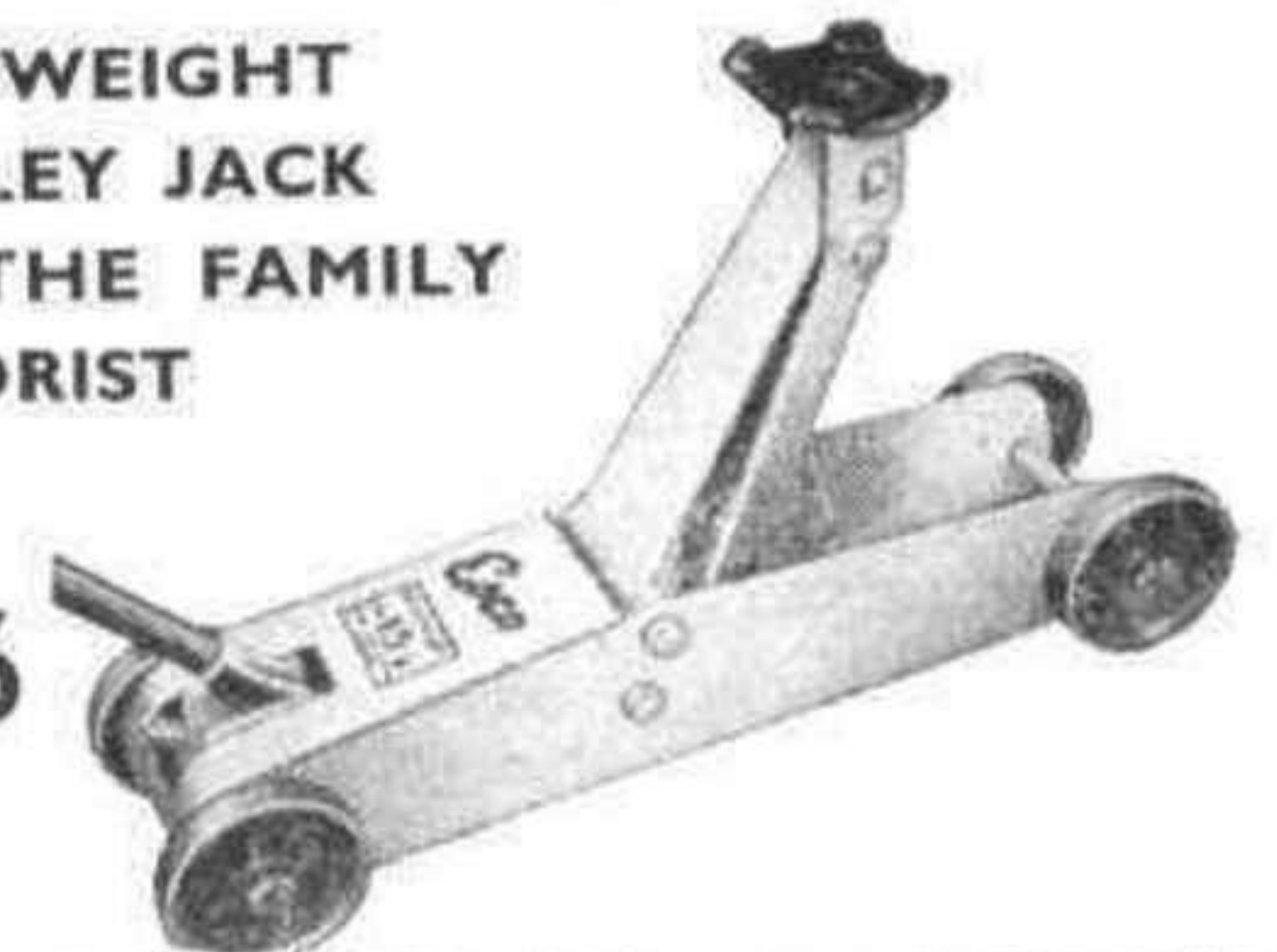
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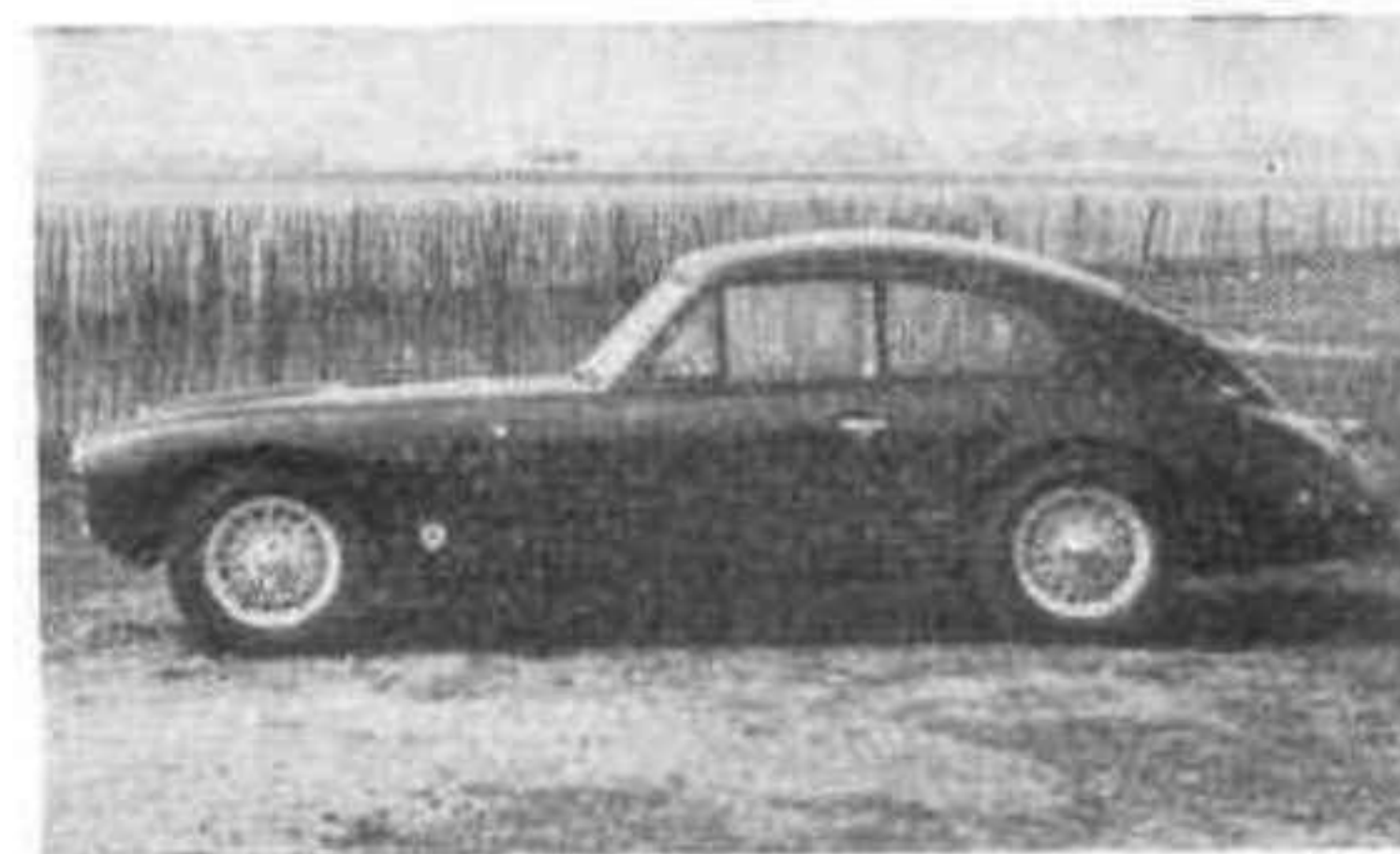
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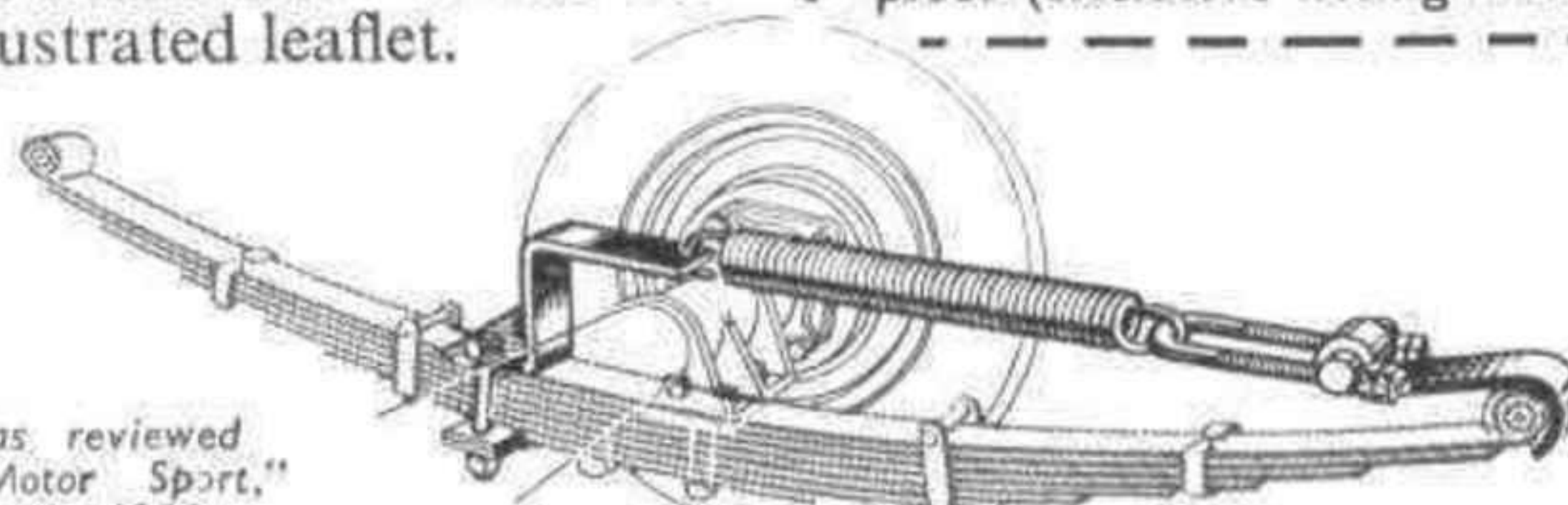
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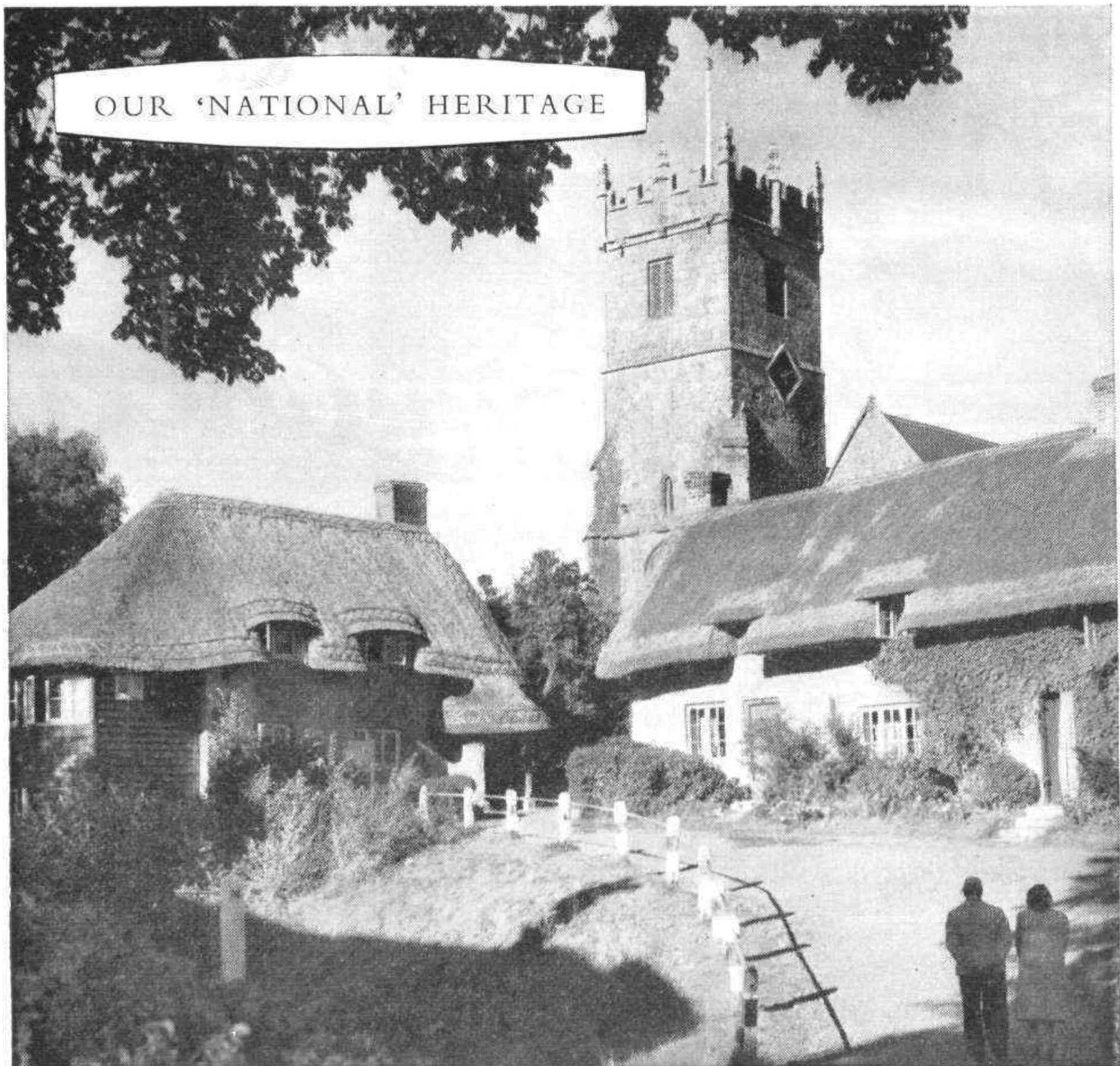
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# MOTOR SPORT

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## MATTERS OF MOMENT

### THIS IS NOT GOOD ENOUGH

Motor racing, rallies, even certain regularity tests, driving tests and fuel consumption trials have a considerable commercial significance and cannot, for this reason, be dismissed lightly as "Jolly good fun, old boy," or "It's all for the Sport."

Competitors who are works entries, drive works cars, whose cars have been wholly or partially prepared by a manufacturer, or who draw bonus money for appearing in competitions using certain petrols, oils, components or accessories, must do everything in their power, short of cheating, to win. Victory is important to their backers, and therefore indirectly vital to them, and will in all probability be widely publicised.

For this reason there is a weightier onus than ever before on the organisers of competitions to be able to define with certainty the winner and place-men, not to mention class winners and trophy victors, in the contests they organise and promote.

Nothing is worse for the growing prestige of motor sport than a protest that a declared winner is not, in fact, entitled to be announced as such.

Much of the glamour and publicity due to Louis Chiron and Lancia for their Monte Carlo Rally victory this year was lost due to a protest, which, although not upheld, has only recently been cleared.

At Goodwood on Easter Monday the big crowd of obviously keen spectators not only found themselves at an International meeting with no Continental "stars" competing, but had to delay their Bank Holiday homegoing if they wanted to take with them the result of the most important race of the afternoon, because the Stewards had to meet to consider a protest before they could give their verdict and announce a winner.

The recent Rallye Soleil-Cannes seems to have bred more protests, calling forth a stern protest of another kind from our correspondent on the spot.

To emphasise how serious, and at the same time ridiculous, this matter of protest-lodging and changed results is becoming, let us tell you that on May 3rd we received a carbon copy of a letter from the Brighton and Hove Motor Club, Ltd., dated April 30th, stating that Mr. Lloyd-Jones had been disqualified from the 1953 Brighton International Speed Trials and therefore his fastest-time-of-the-day is null and void, so that V. Thomas now takes first place and G. D. Parker second place. An earlier letter, dated March 12th, told us that Lloyd-Jones was likely to be disqualified "on technical grounds," but whether these were mechanical or to do with holding

the wrong competition licence, or something, we do not know.

The fact is that the winner of an International speed event has been changed nearly *seven months* after that event was contested. At this rate not only will the annual tables of results published in MOTOR SPORT and elsewhere become nonsense, but motor historians may soon have to accept with extreme caution lists of race results dating back down the years!

We have just received news, as we write this Editorial, that Alberto Ascari has won for Lancia the great Mille Miglia race round Italy.

Lancia's star is now firmly in the ascendant in the sports-car field. Early news explains that Lancia finished first, Ferrari second, Maserati third—a fascinating result in all conscience.

Now the Mille Miglia is a race over 1,000 miles of public roads forming a gigantic circuit, there are 450 or more starters, and the position of the leaders is not an easy thing to determine, especially for those who still use their fingers for simple arithmetic. We sincerely hope that in a matter of days, weeks or months the results will not be in doubt—knowing the ability of the race organisers, we feel confident that Ascari's great victory for Lancia will stand.

Certainly the time has come for competition organisers to put their house in order to the extent of making quite certain that they can issue results with complete confidence and that all cars taking part comply to the last degree with the rules drawn up. Protests lodged by unsporting or necessity-prompted competitors should be dealt with expeditiously. Every effort must be made for provisional results to be confirmed within a week and remain unchanged thereafter.

Almost as important is to cease announcing International events which are international in name only. We have just had the Aintree International, and International fixtures pending in this country include Bo'ness Hill-Climb on June 26th, Rest-and-Be-Thankful Hill-Climb on July 3rd, the Half-Litre C.C. Crystal Palace Race Meeting on July 10th, the British Grand Prix on July 17th, Bouley Bay Hill-Climb on July 22nd, the Half-Litre C.C. Brands Hatch Meeting on August 2nd, the Mid-Cheshire Oulton Park Race Meeting on August 7th, the West Essex C.C. Snetterton Race Meeting on August 14th, the Brighton Speed Trials on September 4th, the T.T. on September 11th, the Prescott Hill-Climb of the Bugatti O.C. on September 19th, and the B.A.R.C. Goodwood Meeting on September 25th. In cases where a reasonable Continental representation fails to appear the R.A.C. should consider seriously the down-grading of these fixtures in the 1955 Calendar.

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Front cover picture: SPRINT STUFF.—Michael Christie making second fastest time at Prescott in the ex-Wharton E.R.A. He later made f.t.d. in his Cooper-J.A.P. in 43.75 sec.

Public interest in motor racing has never been greater, but if we are to retain it at its present high level it is essential to ensure that spectators are not drawn to so-called International events at which no foreign drivers or entrants appear and that essential trade and manufacturer support of racing is not undermined by diminution in publicity value due to endless chopping and changing of race results on account of faulty scrutineering, lap-scoring and other shortcomings leading to protests.

**THE ABSENCE OF ASCARI**

In connection with the foregoing criticism of International events which are so in name only, even worse are those at which Continental ace-drivers are billed to appear and then fail so to do. The absence of World Champion Ascari and Baron de Graffenried at Goodwood on Easter Monday has caused numerous readers to write us bitter letters. Their appearance at the wheels of Thinwall, new Vanwall and new Maserati cars was widely publicised, and spectators, who only heard of the absence of these drivers from the programme after admission to Goodwood had been paid for, naturally feel that they have cause for complaint.

Selecting one letter at random, here is how Mr. D. S. Taulbut, of Derby, views the matter:—  
Sir,

In giving the International fixtures list for Britain a few months ago, you expressed the hope that the entries at these meetings would really justify the issue of an International licence. The Easter races at Goodwood lend great point to your remark.

It cannot be denied that the much-publicised entry of cars to be driven by Ascari had a big influence on the record attendance there, yet only when the public were inside the gates did the majority discover that he was not present.

The excuse that Lancia would not release him was given for his absence, a situation which must surely have been foreseeable to Ascari from the start. In order to avoid suggestions of sharp practice, I think the B.A.R.C. should make it clear as to whether he was under a signed contract to appear, either to Mr. Vandervell or to the club. If he was not, and only a vague entry had been made, then the B.A.R.C. were obviously in the wrong to make capital of his name. If Ascari was under contract, then in fairness to the paying customers the appropriate authority should request the F.I.A. to point out that even world champions must stand by their word.

I am, Yours, etc.,  
D. S. TAULBUT.

Derby.

We have taken the matter up with Mr. John Morgan, General Secretary of the British Automobile Racing Club, and in fairness to him append his explanation:—

Permission for Ascari to drive at Goodwood, previously granted by Lancia, was cancelled by them at the last moment, leaving insufficient time for Mr. Vandervell to find a substitute driver for his cars. This information was circulated to the Press without delay and was published in a number of national dailies and London papers on the Thursday before the meeting. On the same day, a telegram was received by the B.A.R.C. from de Graffenried apologising for the fact that he would be unable to attend. The reason, given later, was that Maserati were unable to prepare the car in time.

**THE TULIP RALLY**

<b>General :</b>			
1st :	P. Starse and O. Gendebien (Alfa-Romeo)	...	692 points
2nd :	W. Engel and G. Ambrecht (Porsche)	...	652 "
3rd :	G. Meuz and H. Brand (D.K.W.)	...	640 "
<b>Normal Series Production Touring Cars :</b>			
Up to 1,000 c.c. :	G. Meuz and H. Brand (D.K.W.)	...	
1,001-1,300 c.c. :	J. Martens and H. Eerligh (Fiat)	...	
1,301-1,600 c.c. :	J. G. Reece and P. B. Reece (Ford)	...	
1,601-2,000 c.c. :	P. Starse and O. Gendebien (Alfa-Romeo)	...	
2,001-2,600 c.c. :	R. W. Phillips and D. G. Scott (Ford)	...	
Over 2,600 c.c. :	J. P. Boardman and J. A. Duckworth (Jaguar)	...	
<b>Gran Turismo Series Production Cars :</b>			
Up to 1,600 c.c. :	W. Engel and G. Ambrecht (Porsche)	...	
<b>Special Series Production Touring Cars :</b>			
Up to 1,300 c.c. :	M. Gatsonides and T. St. John Foster (Ford)	...	
<b>Series Production Sports Cars :</b>			
Up to 2,000 c.c. :	K. Zehler and A. Willberger (Ferrari)	...	
Over 2,000 c.c. :	— Rauch and P. Delbarre (Salmson)	...	
<b>Manufacturers' Team Prize :</b> B.M.W.			
<b>Inter-land Trophy :</b> Germany.			
<b>Ladies' Prize :</b> Miss S. van Damm and Mrs. Hall (Sunbeam-Talbot).			
<b>Zandvoort Cup :</b> H. C. O'Hara Moore (Frazer-Nash).			

**NEW BOOKS**

"More Motoring Abroad," by Rodney Walkerley. (Temple Press, Ltd., Bowling Green Lane, E.C.1; 190 pages, 5½ in. by 9 in., 12s. 6d.)

This is altogether excellent. "Athos" of the *Motor* has written an absorbingly entertaining sequel to his "Motoring Abroad" which is useful, enormously so, to those taking a car to the Continent, yet which is enormously entertaining reading for motorists who never intend to leave the home shores, or even the club armchair. There is no motor-racing chapter in this edition, but plenty of motoring anecdote, including a graphic account of how Walkerley for the *Motor* and Stanley Barnes for the R.A.C. Competitions Department motored to Barcelona in the former's Ford V8 Pilot for the first post-war Grand Prix race at Barcelona.

France, food, wine and hotels get very full cover. The photographs in this very pleasing book are from various Government Touring Offices, which seem to lack imagination, were they not adequately offset by excellent drawings done by the one and only Brockbank. His depiction of a Frenchman in a hurry in a 2 c.v. Citroën on page 29 is worthy of a frame.

Walkerley writes entirely in the spirit of a poem he quotes:—

*Dance, and Provençal song and sunburnt mirth!  
O, for a beaker full of the warm South,  
Full of the true, the blushful Hippocrene,  
With beaded bubbles winking at the brim,  
And purple-stained mouth!*

The only people unlikely to like his book are student hitch-hikers and unimaginative English hotel-keepers.—W. B.

"Daily Mail Motoring Guide, 1954." (Daily Mail; 160 pages, 4½ in. by 7¼ in., 2s.)

This hardy annual contains useful data on modern cars, the Sport, car radio, maintenance, diesel engines for cars, accessories, etc., etc. Compiled by Courtenay Edwards, Motoring Correspondent to the *Daily Mail*, the articles are by well-known authorities such as Gordon Wilkins, Dudley Noble, W. M. Whiteman, M.A., John Yoxall (on caravanning), Paul Frere, Robert Braunschweig, A. G. Douglas Cleese, B.Sc., A.M.I.Mech.E., S. C. H. Davis, etc. There are many useful conversion tables for those touring abroad.—W. B.

"A.B.C. of British Motor Cycles," by Douglas Armstrong. (Ian Allen, Ltd., Craven House, Hampton Court, Surrey; 72 pages, 4 in. by 6 in., 2s.)

This annual pocket reference work gives a description of each motor-cycle on the British market, some details of the firms who make them, including brief reference to their competition careers, and excellent, if small, photographs of most of the different models, treated alphabetically, make by make. There are tabulated specifications, with prices, at the end.—W. B.

The Bugatti Owners' Club have issued their 25th anniversary issue of their bi-monthly magazine *Bugattics*. It includes a history of the B.O.C., photographs of all but five of the Bugatti types made between 1907 and 1954, and congratulatory messages from well-known authorities. Non-members can obtain copies, at 2s. 6d. each, while the supply lasts, from K. Nightingale, Crescent Copper Works, Edward Street Parade, Birmingham 1.

Shell-Mex and B.P. Ltd. have issued a new enlarged edition of their informative series of motor touring booklets. They also issue *Shell Successes 1953*, a 64-page book packed with pictures of racing drivers and motor-cyclists who used Shell last year, and articles by Hawthorn, Moss, Wharton, and other well-known drivers. These books are available free from any Shell-Mex and B.P. office.

**"MOTOR SPORT" PHOTOGRAPHS**

TAKEN AT THE FOLLOWING EVENTS ARE AVAILABLE:

B.A.R.C. (Members), May 1st.—Cars No. 5, 9, 10, 14, 19, 21, 22, 28, 29, 30, 31, 37, 42, 44, 62, 64, 63, 74, 77, 83, 87, 89, 90.

F.S.C.C. (Silverstone), May 1st.—Cars No. 2, 5, 6, 17, 21, 22, 24, 25, 26, 47, 55, 70, 77, 89, 90, 92, 93, 100.

B.O.C. (Prescott), May 9th.—Cars No. 35, 38, 48, 49, 62, 69, 73, 74, 75, 76, 77, 78, 81, 82, 83, 88, 89, 94, 95/96, 98, 101, 103, 104, 105, 106, 108, 110, 113, 116, 117.

West Hants (Ibsley), May 8th.—Cars No. 1, 11, 12, 22, 25, 27, 30, 31, 33, 34, 35, 39, 40, 44, 46, 52, 54, 56, 58, 60, 64, 65, 66, 68, 84, 100, 102, 105, 106, 122, 125.

A.M.O.C. (Snetterton), April 24th.—Cars No. 1, 3, 4, 6, 8, 12, 15, 53, 54, 56, 58, 65, 79, 81, 83, 85, 86.

"Daily Express" (Silverstone), May 15th.—Trophy Race: Cars No. 1, 2, 3, 5, 7, 8, 10, 11, 14, 16, 17, 21, 22, 23, 24, 25, 26, 27, 28, 31, 32.

Sports Cars: Cars No. 1, 3, 5, 6, 10, 11, 22, 24, 32, 36, 42, 45.

Touring Cars: Cars No. 2, 3, 4, 5, 11, 14, 18, 36, 40, 46.

8 x 5, 2/6; 10 x 8, 4/6. Cash with order to: PHOTOGRAPHIC DEPT., MOTOR SPORT, 15-17, CITY ROAD, LONDON, E.C.1

# GRAND PRIX DE BORDEAUX

*A race of interest but not excitement*

BORDEAUX, May 9th.

THE third Grand Prix to take place at Bordeaux was particularly memorable for two reasons. First it caused the abandonment of the Naples Grand Prix which was due to be run on the same day, and secondly the entry was first-class and yet there was not one Italian driver in the race. Almost everyone who is currently in the smaller Grand Prix events entered for Bordeaux and the Naples race received only the entry of Marimon (Maserati) and an X (Ferrari), which was thought to be Gonzalez. After Farina's crash in the Mille Miglia the X was withdrawn and Gonzalez appeared on the entry list for Bordeaux, so only four days before it was due the Naples event was cancelled. The Bordeaux meeting thus took on a greater importance than was expected, and chief interest was a return match between Ferrari and Gordini on a small twisty circuit that favoured the French cars as the Pau circuit had done.

Ferrari entered Gonzalez and Trintignant on 1953 chassis 2½-litre cars and they were supported by Rosier and Manzon with their private models of the same type. Gordini entered Behra, Bayol and a new driver, Pollet, on his usual six-cylinder car, all with anti-roll bars back and front; Behra and Bayol's car having the new type of cockpit fairing. A fourth Gordini six-cylinder was entered by Berger, being the yellow Belgian-owned car shared by him and Pilette. The Maserati factory are not yet running an official Grand Prix team, but they are giving the private owners factory support, Schell and Mieres being the two semi-official runners looked after by the factory organisation and personnel. These two were on the same car used at Pau and B. Bira had a similar model, while a fourth Maserati was in the hands of Stirling Moss. This was a brand new car, the latest to be built, with the multi-tube frame, longer wheelbase, de Dion rear axle and lower build. He had taken delivery of it, painted it his own personal green only a few days before, and this was to be his first race at the wheel of a thoroughbred racing car that was also the latest model. The four Maseratis made a vivid collection in the paddock, for they were all different colours, Schell's being pale blue, Mieres' dark blue with a yellow bonnet, Bira's a lighter blue down to hub level and from there downwards a rich yellow with yellow wheels, and Moss' a pale green. Looking rather lonely among these quartets was Whitehead's Cooper-Alta, now with 2½-litre engine, Bristol gearbox, H.W.M. front brakes and drums, Rudge hubs and wire wheels all round and an early model Ferrari-type grille.

Practice saw a fierce battle between Ferrari and Gordini, or rather between Gonzalez, Trintignant and Behra. None of the others could approach their times and last year's Formula II record set up by Ascari was easily beaten. Bira was the only driver to get a Maserati near to the leaders and he was driving splendidly, seemingly very much at home in his Maserati. Moss was feeling his way carefully along, wisely deciding to use the race purely for gaining driving experience of something that was entirely new to him. Shortly before the end of practice Mieres overdid things on a corner and bent his front suspension as well as breaking some vital steering parts so that he was unable to start in the race itself. The starting grid was in rows of three-two-three and Trintignant, Gonzalez and Behra were on the front row, with Bira and Manzon behind them, times having been recorded in that order, with Trintignant fastest. Next came Bayol, Moss and Schell and down as far as Moss everyone had beaten last year's lap record of 1 min. 24.8 sec., Trintignant being exactly 3 sec. faster for the 2.457-km. lap. The last two rows of the grid contained Pollet and Rosier and Berger and Whitehead, the last-named having practised on a fuel-injection system, but replaced twin dual-choke Weber carburetters for the race.

Throughout practice Bordeaux had been bathed in sunshine, but race day was cloudy and spots of rain began to fall as the cars lined up on the grid. Trintignant leapt into the lead at the start, while poor Rosier stalled his engine and Manzon hesitated with wheelspin. From the end of the first of the 123 laps to be covered it was clear that there was no one to challenge Trintignant, Gonzalez and Behra, who were lapping in close company in that order. Schell was leading the rest and Moss, Bira and Bayol were in a bunch. Whitehead managed only five laps before he retired with an obscure misfiring and on the second lap Manzon spun round and dropped to the end of the field, nearly a lap behind the leaders. For 12 laps

the leading three swapped places, then Trintignant stopped to have his rear brakes adjusted, which left Behra and Gonzalez on their own. For two brief laps Behra got his Gordini ahead of the Ferrari, but it was not to last and when a gentle rain began to fall the pace settled down with Gonzalez a few seconds in the lead. By 25 laps this gap began to increase and with the rain now falling steadily Behra dropped further back, until he was 15 seconds behind and then on lap 34 he stopped at the pits. The rear of the car was jacked up and the gearbox found to be lacking any indirect gears so the car was withdrawn, much to the regret of the crowd who were anticipating another Pau episode.

Although his pit stop had dropped him to sixth place, Trintignant had soon caught and passed Bira and Moss, while Schell had retired forcibly into the straw bales when his clutch had exploded, bursting the clutch housing. The leading Gordini's retirement left Gonzalez nearly a lap in the lead in front of his team-mate, followed by Bira, driving very well, Moss allowing the others to set the pace, and Bayol slowing visibly because of the very wet roads. The only person who did not seem affected by the wet roads was Manzon who was making up ground very rapidly. On lap 45 Bira stopped to complain of an oil leak and as it was found to be irreparable he had to retire from a good third place. Two laps later Moss stopped and had all four wheels changed for tyres with a different pattern, to try and combat the wet roads. All this let Manzon into fourth place and he pressed on relentlessly and caught Bayol, taking third place. The Gordini pit took a poor view of this and flagged Bayol to stop and hand over to Behra, but he flatly refused. Behra, wearing crash hat and vizor, tried in vain, from both sides of the track, to make his team-mate stop, but still Bayol went on, losing ground all the time and with Moss now gaining on him. By three-quarters distance the rain stopped and the roads dried; until now Manzon had been lapping faster than anyone, catching and passing Gonzalez, thus reducing his lap deficit to ¼ lap. With 25 laps to go and the roads dry Gonzalez put on speed and repassed Manzon drawing away to more than ½ lap from Trintignant, 1¼ laps from Manzon and 2 laps from Bayol and Moss. The only other runners were Pollet and Berger, many laps behind. With the dry roads Moss began to increase speed tremendously and enthused the crowds with his driving, for he was now getting used to the car, and the Maserati sounded beautifully crisp. He caught Bayol, who then stopped at his pit to report the gearbox not working properly, but after the refusal to hand over to Behra he was not popular, and continued as best he could. With 10 laps to go Trintignant lost all his oil pressure and in an effort to finish and not blow up he began coasting at every possible chance, nursing the engine along to the finish. This allowed Manzon to catch him and take second place, but third being better than retirement, Trintignant continued to coast as much as possible. Moss was going at a tremendous pace, thoroughly enjoying himself and reduced a three-lap deficit to one



GREAT DAY.—At last Moss samples a real Grand Prix car and finds it much to his liking. He is seen taking the chicane on the Modena aerodrome circuit in his new Formula I Maserati before setting off for Bordeaux, where he finished fourth.

lap from the second man; but for his pit stop he would have caught the limping Trintignant.

Gonzalez thoroughly deserved his win, having driven a very intelligent race, taking no risks and running to pit signals like a train. Manzon's driving, with his private Ferrari, was superb and showed that his year's "retirement" from Grand Prix racing has not done him any harm and he can still drive with the best. Moss enjoyed the rare experience, for him, of completing a Grand Prix without mechanical trouble and Bayol finished fifth, saying that Behra couldn't have gone any faster with the car, due to the gearbox trouble. Whether he would have stopped if the car had been perfect he didn't say.

The third Bordeaux Grand Prix was a damp affair, and while there were no fireworks, it was a race full of interest and a fascinating sign of the times—one English car and no Italian drivers!

**Results :**

**GRAND PRIX DE BORDEAUX. Formula 1. 123 Laps. 302 Kilometres. Wet.**  
 1st : J. F. Gonzalez (Ferrari 4-cylinder)... 3 hr. 05 min. 55.1 sec. 97.562 k.p.h.  
 2nd : R. Manzon (Ferrari 4-cylinder) ... 3 hr. 06 min. 39.6 sec. 1 lap behind  
 3rd : M. Trintignant (Ferrari 4-cylinder)... 3 hr. 06 min. 58.1 sec. 1 lap behind  
 4th : S. Moss (Maserati 6-cylinder) ... 3 hr. 06 min. 52.7 sec. 2 laps behind  
 5th : E. Bayol (Gordini 6-cylinder) ... 3 hr. 07 min. 00.2 sec. 4 laps behind  
 6th : J. Pollet (Gordini 6-cylinder) ... 3 hr. 06 min. 15.8 sec. 7 laps behind  
 7th : G. Berger (Gordini 6-cylinder) ... 3 hr. 07 min. 02.3 sec. 13 laps behind  
 Fastest lap : Gonzalez (Ferrari) on 20th lap in 1 min. 22.7 sec. 106.990 k.p.h. (new record).  
 Retired : Whitehead (Cooper-Alta) lap 5, engine ; Rosier (Ferrari) lap 10, engine ; Schell (Maserati) lap 17, clutch ; Behra (Gordini) lap 34, gearbox ; Bira (Maserati) lap 45, oil system.

**MONTLHERY MEETING (April 25th)**

TWICE a year meetings are held at the Montlhéry track on a circuit comprising part of the road circuit and part of the banked track, and at each of these there is a pleasantly informal air rather akin to English club meetings. On April 25th two main events were run, the Coupe de Printemps for touring and sports cars up to 2 litres and the Coupe de Paris for touring and sports cars from 2 litres to 4½ litres and racing cars from 750 c.c. to 4½ litres.

As always happens a wide variety of cars are entered, from standard 4 c.v. Renault saloons to 4½-litre Lago-Talbots, and invariably there is a sprinkling of English competitors. This year was no exception and in the first event, which was divided into various classes from normal touring cars to sports cars, there was R. Clarkson with his Morgan Plus Four coupé, fitted with a TR2 Triumph type of Vanguard engine of under 2 litres, A. P. Hitchings with a Ford-engined Lotus, and J. Horridge with a very odd-looking home-made "special" consisting of a Jowett Jupiter chassis and Riley engine. The French opposition was just as varied, but G. Olivier had the open 2-seater Porsche that was at the Paris Salon last year, now fitted with a normal 1,500 Porsche push-rod engine in place of the four-camshaft one. In spite of this the Porsche was unbeatable and Olivier drove a very spirited race which he won with ease, followed by M. Balsa with a coupé Veritas with 328 B.M.W. engine. Only one other car completed the full distance and that was a 1,900 Alfa-Romeo T.T. saloon, driven at a furious pace by Martignoni. These three cars were out on their own, but Clarkson kept them company for a few laps until he burnt a hole in a piston. The Lotus broke its crankshaft and the Riley Special ruined its preselector gearbox.

In the Coupe de Paris the entry was even more varied, from standard Citroën six-cylinder to an Arnott 500 and an ex-works Type C Jaguar. Duncan-Hamilton was driving his disc-braked, Weber-carburetted XK120C Jaguar, the factory spare car of last year, John Brice an Arnott-Norton with 596-c.c. engine as the Arnott team were at Montlhéry about to attack records with their streamlined car, Hitchings was running a standard Austin-Healey and Keeling an XK120C. Among the racing class was an early 1,500-c.c. Gordini driven by Thepenier, two "specials" with 2-litre engines contrived from Ford V8 22-h.p. engines and Ardun heads, and a Simca Special. Again the entry was divided into classes by type but it was rather absurd as some groups contained only one car. The winning Porsche of the previous race was allowed to run again and also Roboly with a sports 2-litre A6G Maserati. A rapid 2½-litre Ferrari was driven by Rodanski and da Silva Ramos had a DB2 Aston Martin with a DB3 engine, a 2.9-litre with horizontal Weber carburetters, and it was outstandingly fast for its type.

Hamilton had been complaining that his disc-brakes were giving trouble but in spite of this he led the race from start to finish completely unopposed. Keeling was lying a comfortable second when he got into difficulties lapping another car and finished up in the ditch, quite unhurt but out of the race. The variegated entry



**MONOMILL.**—One of the strange vehicles constructed by René Bonnet to provide a "racing school" for young French drivers. The complete power unit is ahead of the front-axle line and the nose cowling is of a plastic material.

completed the 15 laps in a rather dull procession with only a few of the drivers trying at all, among these being Olivier with the open Porsche and Ramos with 2.9-litre Aston Martin, he finishing a worthy second in front of the single-seater Gordini.

To wind up the proceedings a race of two heats and a final was arranged between some 30 French drivers on the new Monomill cars, which are 850-c.c. D.B.s constructed by René Bonnet on the same layout as the D.B. 500-c.c. cars he used to make. Using a special shortened course the Frenchmen flung themselves into the fray with more enthusiasm than knowledge and the result was rather like the dodgem cars at a fair, but all good harmless fun.

**Results :**

**COUPE DE PRINTEMPS—75 Kilometres**

1st : G. Olivier (Porsche), 34 min. 50.0 sec. ... 129.827 k.p.h.  
 2nd : M. Balsa (Veritas-Meteor), 35 min. 25.1 sec.  
 3rd : A. Martignoni (Alfa-Romeo 1,900), 35 min. 32.0 sec.  
 Fastest lap : G. Olivier (Porsche), 2 min. 47.4 sec.—135.441 k.p.h.

**COUPE DE PARIS—100 Kilometres**

1st : J. Duncan-Hamilton (Jaguar XK120C), 40 min. 10.2 sec. ... 150.151 k.p.h.  
 2nd : da Silva Ramos (Aston Martin 2.9-litre), 1 lap behind.  
 3rd : J. Thepenier (Gordini 1½-litre), 1 lap behind.  
 Fastest lap : J. Duncan-Hamilton (Jaguar), 2 min. 24.3 sec.—157.075 k.p.h.

The Sunbeam M.C.C.'s veteran and vintage car rally takes place on July 25th; entries close on July 8th, to R. G. Venables, The Moors, Tilford, Farnham, Surrey.



**EXOTIC!**—The new 1.3-litre Alfa-Romeo "Juliet" coupe, said to be capable of 100 m.p.h.



# CONTINENTAL NOTES

IT is a rather incredible fact that in three recent Grand Prix races a total of 33 entries were received and of these only two were Italian drivers. This virtual absence of Italian Grand Prix drivers has come about rather suddenly and is still difficult to realise. With the Lancia team not yet active in Grand Prix events Ascari, Villoresi and Taruffi have yet to appear, while Ferrari has only one Italian driver in his Grand Prix team, namely Farina. Maserati are not running an official team, but even so there are always Maserati entries and so far only Mantovani has been seen in a single-seater this year. It is not that Italy lacks drivers, for it always has been and still is the land of a very high standard of road driving, and the recent Mille Miglia showed that sports-car drivers are very plentiful in the land-over-the-Alps. It is a strange fact that a driver who excels in open-road racing seldom becomes a good Grand Prix driver on closed circuits. The Marzotto family, Maglioli, Cabianca, Castellotti, Bracco, Scotti, Musso and Carini, are all drivers who are at the top of the tree in events like the Mille Miglia, Tour of Tuscany, Tour of Calabria and so on, but they have all proved very uninspiring when trying their hand with a Grand Prix car. On the other hand a good Grand Prix driver can excel at open-road sports-car racing, as demonstrated by Ascari just recently and at other times by Villoresi, Taruffi and Fangio.

This dearth of Italian Grand Prix drivers is difficult to understand and looks like becoming serious, for there are only four at the moment, Ascari, Farina, Villoresi and Taruffi, and there do not seem to be any up-and-coming young drivers at present. Already Ferrari has had to draw his team from England, France and the Argentine and Maserati have done likewise. It would seem that the day is not far off when the species of Italian Grand Prix driver will be extinct.

\* \* \*

With so many exciting Continental sporting cars about the place, such as Ferrari coupés, Lancia Aurelias, Alfa-Romeo Sprint models, Maserati two-seaters, Porsches and so on, it came as a very pleasant surprise to find a crowd gathered round an English car in a town just recently where there had been a Grand Prix. It was the white Bristol 404 coupé that appeared at the Paris Salon last year, and it certainly looked every bit the equal of the Farina-bodied Alfa-Romeo Sprint that was on the other side of the road. It was most satisfying explaining to the locals that it really was an English car. Another car that is attracting much attention in French sporting circles is the Austin-Healey 100 and I recently had a short trip with a French enthusiast who is the proud owner of one. He was most enthusiastic about the car and his only complaint was that the instruction book was written in English! Most onlookers seem to find it hard to believe that the engine is 2.6 litres, thinking it to be about 1,100 c.c. judging by the external proportions of the car. What is interesting is that the price in France, with customs and tax, is cheaper than the Simca-Sport or the new Salmson coupé.

\* \* \*

On May 5th I was able to watch Stirling Moss take delivery of his new Formula I Maserati and it was nice to see him in a car that was going to be the equal of any current Grand Prix model. For years now Moss has been wasting his talents on a variety of cars that have always been lacking in some vital quality. Either not enough power, inadequate roadholding, insufficient brakes, poor reliability, always something amiss. The Maserati was not an old "works" car hashed up for sale, but the latest the factory have built and it was made to Moss's measurements. When it was ready, the engine having been bench tested throughout one whole night and given power tests at 5 a.m. on a normal racing exhaust system, the car was taken to the Modena Auto-drome. After the chief mechanic had put in some laps to see that everything was all right, Moss was allowed to drive, and he put in some twenty very smooth laps and was highly contented with the car. It had only to go back to the factory for a routine check-over and it was then his to take away and race. At the time of writing only four of these new Maseratis have been built, two being at the factory, used by Marimon and Mantovani, the third being driven by Salvadori and the fourth by Moss. Three more are being built, one of which is for Wharton, so shortly we shall see three of our best drivers on the latest cars Modena can produce—a satisfying state of affairs. It was interesting to note at Modena that the production of engines was about five to one,



FRENCH-OWNED.—The Austin-Healey 100 owned by Georges Larraillet in which MOTOR SPORT's Continental Correspondent had a brief run. The owner, who is well satisfied, is seen at the wheel outside a small French aeroplane factory that was visited.

\*\*\*\*\*

judging by the various castings being worked upon. Apart from building the Grand Prix cars, the two-seater sports car is now in fairly steady production and it looks as though it will soon be available from stock. In addition, the factory is producing light trucks powered by 750-c.c. two-stroke engines, while the other factory of Maserati, that produces batteries and sparking plugs, is now going into production with a 125-c.c. two-stroke motor-cycle. Whilst watching the Grand Prix car being built it was noticeable how everything was being made in the factory, with the exception of tyres, magnetos and brake and clutch linings. This ability to make everything, without recourse to outside firms, must surely be the secret to the speed at which an Italian factory can produce a new model. Not only are hold-ups unknown, but the skill and ability of the personnel are necessarily greater. The mechanics have to be craftsmen rather than "assemblers."—D. S. J.

[All the more disheartening that the de Dion tube collapsed at Silverstone!—Ed.]

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### GONZALEZ' SILVERSTONE—continued from page 313

Gonzalez in his new-found form is proving a real asset to Ferrari in the absence of Farina and Hawthorn. He came to Silverstone fresh from his victory at Bordeaux.

\* \* \*

In case we confused the issue last month we wish to emphasise that the Maseratis which Salvadori drives are the property of the directors of the Gilby Eng. Co., of South Woodford, and not of S. G. Greene alone, and that Francis Beart is solely responsible for tuning the Cooper-Norton with which Moss so convincingly won the 500-c.c. race.

\* \* \*

Bira is satisfied with his Maserati but intends to obtain more power from it.

\* \* \*

We wish John Heath an early recovery from his leg injury.

\* \* \*

What flower was Peter Walker wearing in his overcoat after driving that "foreign" Jaguar so well in the sports-car race?

\* \* \*

And where was the "artificial wiggle" before Woodcote Corner, which Basil Cardew referred to in his article in the excellent souvenir programme?

\*\*\*\*\*

The Bristol M.C. & L.C.C. plans an improved version of its already-excellent Veteran Car Trial for July 10th. Details from M. E. Dunscombe, The Centre, Bristol 1.

## SECOND B.A.R.C. MEMBERS' MEETING AT GOODWOOD

THE second Members' Club Meeting at Goodwood was held in bright sunny weather on May 1st. The racing was keen, which led to a certain amount of farming and one attempt to remove the brick wall in the *chicane*, but no personal injuries were received.

The meeting was the second round of the 1954 MOTOR SPORT Brooklands Memorial Trophy. The leaders are as follows:—

R. Watling-Greenwood (R.W.G.)	...	...	...	12	points
J. Coombs (Connaught)	...	...	...	10	"
J. R. Stewart (XK120C)	...	...	...	8	"
A. D. Stevens (Lea-Francis)	...	...	...	8	"
J. Deeley (Austin-Healey)	...	...	...	8	"

The third round takes place on August 21st and is the final round this year.

**Event 1**—a 5-lap handicap for closed cars—started exactly on time, as did every event. L. M. D. Janke led for two laps in his Morris Minor, but was passed on the third lap by I. A. Forbes in his Jowett. Alan Brown, starting from scratch in I. Erskine's Jaguar XK120 coupé, was beginning to pull through the field—lap four saw him in fifth place, driving very fast—and when the chequered flag fell he was in second place, with I. A. Forbes well ahead.

### Result :

1st : I. A. Forbes (Jowett)	...	...	...	63.02	m.p.h.
2nd : Alan Brown (Jaguar XK120 coupé)	...	...	...		
3rd : G. M. Walters (Aston Martin DB2-4)	...	...	...		

*Fastest lap :* Alan Brown (Jaguar XK120 coupé), 78.12 m.p.h.

**Event 2** was the first of the scratch races for cars over 3,000 c.c. In practice the two Ecurie Ecosse C-type Jaguars driven by J. Stewart and N. Sanderson set up the fastest time, with Duncan Hamilton only a second behind. On the first lap Sanderson took the lead, only to lose it at Madgwick on the second lap to team-mate J. Stewart. Duncan Hamilton's C-type Jaguar was 200 yards behind in third place, followed by T. Sopwith in his Sphinx, which slowed up in the last two laps and was not seen again during the afternoon. On the fourth lap Sanderson dropped back behind Duncan Hamilton, and in that order they finished.

### Result :

1st : J. R. Stewart (Jaguar XK120C)	...	...	...	83.36	m.p.h.
2nd : J. Duncan Hamilton (Jaguar XK120C)	...	...	...		
3rd : N. Sanderson (Jaguar XK120C)	...	...	...		

*Fastest lap :* J. Stewart (Jaguar XK120C), 84.54 m.p.h.

**Event 3** was a scratch race for cars up to 1,500 c.c. This turned out to be rather a procession as the leading cars never altered from lap one to the end. J. Coombs in his Connaught was second into Madgwick behind J. Fiander's Tojeiro, but went into first place almost immediately afterwards and remained there until the end. In third place was the R.W.G., being driven very smoothly by R. Watling-Greenwood.

### Result :

1st : J. Coombs (Connaught)	...	...	...	75.33	m.p.h.
2nd : J. Fiander (Tojeiro)	...	...	...		
3rd : R. Watling-Greenwood (R.W.G.)	...	...	...		

*Fastest lap :* J. Coombs (Connaught), 76.87 m.p.h.

**Event 4** was the big race of the day—a 10-lap scratch race for cars over 1,500 c.c. and up to 3,500 c.c. On the front of the grid were the two Ecurie Ecosse C-type Jaguars, R. J. Chase's Cooper-Bristol driven by Alan Brown, and Duncan Hamilton's C-type Jaguar. In practice these four cars were within 2 sec. of each other, and a grand tussle was almost certain. As the flag fell the three Jaguars squeezed out Alan Brown in the Cooper-Bristol, leaving J. Stewart and N. Sanderson in the Ecurie Ecosse Jaguars to reach Madgwick first and second, with Duncan Hamilton only a car's length behind. At the end of the first lap Stewart's dark blue Jaguar was already pulling ahead, followed by team-mate Sanderson, who was being pushed by Duncan Hamilton and Alan Brown. Lying fifth and driving very well was R. E. Berry in his ordinary-looking XK120. With each succeeding lap Stewart drew further ahead and was never challenged for first place. On the third lap Duncan Hamilton passed Sanderson into second place, and had to drive exceedingly fast to keep it. Alan Brown's Cooper-Bristol was fourth, and pushed Sanderson's Jaguar through the corners but dropped away on acceleration down the straight. This order looked as though it would not change, until on the last lap Sanderson tried to overtake Duncan Hamilton going into the *chicane*. He did not succeed, but hit the centre brick wall with his near-side front wheel, buckling a front suspension arm, and ran off the track. This let Brown into third place and Berry (XK120) into fourth place.

### Result :

1st : J. R. Stewart (Jaguar XK120C)	...	...	...	84.54	m.p.h.
2nd : J. Duncan Hamilton (Jaguar XK120C)	...	...	...		
3rd : Alan Brown (Cooper-Bristol)	...	...	...		

*Fastest lap :* J. R. Stewart (Jaguar XK120C), 85.54 m.p.h.

The next four events were handicaps. The first of these, event 5 in the programme, was won by A. D. Stevens in his Lea-Francis. Second place should have gone to R. Watling-Greenwood, but as he accelerated towards the finishing line, passing the second and third cars, he ran out of petrol and was passed again before he could coast over the line.

The next two handicaps were won by J. Deeley in an Austin-Healey. This was mainly due to the generosity of the handicappers and because Alan Brown in the Cooper-Bristol, who could have caught him in event 7, spun at St. Mary's, thus losing considerable time.

The last event, No. 8, went to the winner of event 5, namely A. D. Stevens in his Lea-Francis. In this race J. H. Bailey in his 4½-litre Bentley gave an exciting demonstration of cornering with a big car.—M. J. T.

### Results :

**Event 5 :**  
1st : A. D. Stevens (Lea-Francis) ... .. 68.84 m.p.h.  
2nd : R. B. Watson (M.G. Special, a/c.)  
3rd : G. V. Colos (M.G.)

*Fastest lap :* R. Watling-Greenwood (R.W.G.), 73.22 m.p.h.

**Event 6 :**  
1st : J. Deeley (Austin-Healey) ... .. 72.60 m.p.h.  
2nd : C. Davies (M.G. Special)  
3rd : M. J. C. Keen (Cooper-Bristol)

*Fastest lap :* M. J. C. Keen (Cooper-Bristol), 81.51 m.p.h.

**Event 7 :**  
1st : J. Deeley (Austin-Healey) ... .. 72.73 m.p.h.  
2nd : D. E. Howard (H.W.M.-Alta)  
3rd : Alan Brown (Cooper-Bristol)

*Fastest lap :* Alan Brown (Cooper-Bristol), 83.40 m.p.h.

**Event 8 :**  
1st : A. D. Stevens (Lea-Francis) ... .. 69.45 m.p.h.  
2nd : W. J. Watson (Alvis)  
3rd : J. H. Bailey (Bentley)

*Fastest lap :* A. P. O. Rogers (Cooper-Bristol), 78.12 m.p.h.

### BRANDS HATCH (May 1st)

This meeting was rather thinly attended. However, there was a good entry of cars.

Race three, the senior, was battled out between Bicknell and Parker. Bicknell eventually won, but Stuart Lewis-Evans could not do better than fourth place. A Mr. J. Russell must be one of the most fortunate beings to be alive, as his car turned over three times, and he came out unhurt.

The 1,500-c.c. Sports-Car Race was easily won by Peter Gammon in his M.G.-Lotus; a number of the entrants appeared to suffer from mechanical trouble. The Whitsun Sprint was won by Thornton, driving an Arnott.

The 2,000-c.c. Sports-Car Race had quite a notable entry. At the commencement of the race it was evident that the battle would be fought between Crook (Cooper-Bristol) and Gammon (Lotus). Salvadori was never in the hunt, and finished a rather bad fourth—one expected better things from the Maserati. The most exciting part of this event was the duel between Crook and Gammon; both these drivers put up a very polished exhibition of driving.

The Whitsun Invitation Race nearly brought disaster to three drivers—all the incidents happened at the corner where Russell smashed up. First to go off was Headland, who luckily was not hurt. He was followed later by Cowley, who had a narrow squeak from bad injury, as his car was pretty well wrecked. The last victim was Bueb, who had a terrific crash; his car was also wrecked and he was taken away in an ambulance. The race was won at the fast speed of 70.11 m.p.h., and once again the battle was between the three maestros—Parker, Bicknell and Stuart Lewis-Evans.—J. C. M.

### Results :

**Junior Race (500 c.c.)—Heat 1, 7 laps:** 1st: R. C. Hunt (Cooper), 7 min. 44.2 sec. (67.32 m.p.h.); 2nd: A. A. Butler (Staride); 3rd: R. C. Smith (J.B.S.)

**Heat 2, 7 laps:** 1st: P. Thornton (Arnott), 7 min. 55.2 sec. (65.75 m.p.h.); 2nd: C. G. Summers (Kieft); 3rd: J. F. Denley (Cooper). **Final, 10 laps:**

1st: R. C. Hunt (Cooper), 10 min. 59 sec. (67.74 m.p.h.); 2nd: J. F. Denley (Cooper); 3rd: P. Thornton (Arnott); 4th: C. M. Jones (Cooper).

**Senior Race (500 c.c.) (10 laps):** 1st: R. G. Bicknell (Revis), 10 min. 47 sec. (69 m.p.h.); 2nd: D. Parker (Kieft); 3rd: I. L. Bueb (Cooper).

**Sports-Car Race (1,500 c.c.) (25 laps):** 1st: P. D. Gammon (Lotus), 28 min. 50 sec. (64.51 m.p.h.); 2nd: J. Riseley-Pritchard (Cooper-Connaught); 3rd: M. Anthony (Lotus).

**Whitsun Sprint (500 c.c.) (10 laps):** 1st: P. Thornton (Arnott), 11 min. 16.2 sec. (66.02 m.p.h.); 2nd: J. Caddey (Emeryson); 3rd: G. M. Jones (Cooper).

**Sports-Car Race (up to 2,000 c.c.) (30 laps):** 1st: T. A. D. Crook (Cooper-Bristol), 33 min. 35.8 sec. (66.43 m.p.h.); 2nd: P. D. Gammon (Lotus); 3rd: M. Anthony (Lotus).

**Whitsun Invitation Race (500 c.c.) (15 laps):** 1st: D. Parker (Kieft), 15 min. 55 sec. (70.11 m.p.h.); 2nd: R. G. Bicknell (Revis); 3rd: S. Lewis-Evans (Cooper).

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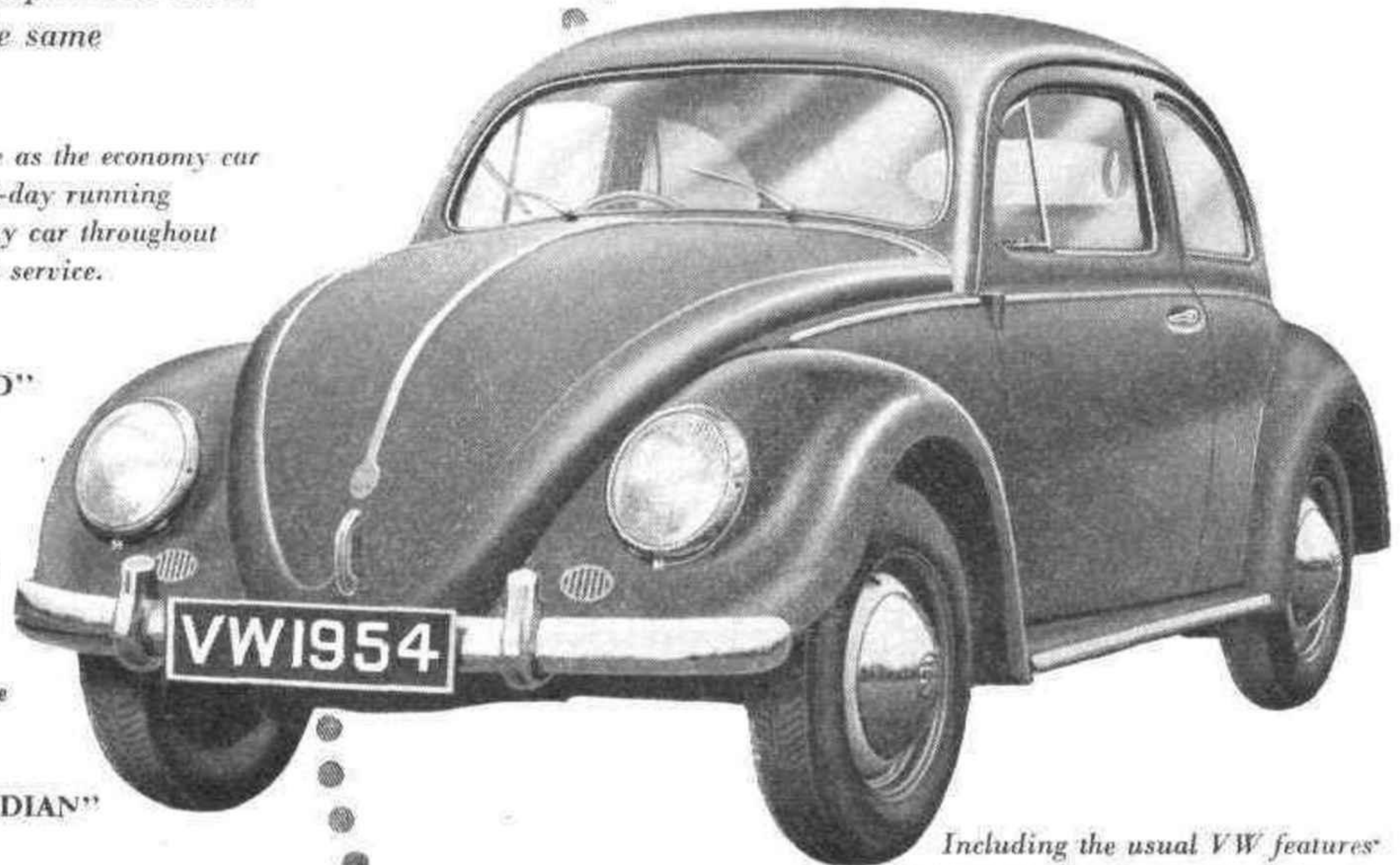
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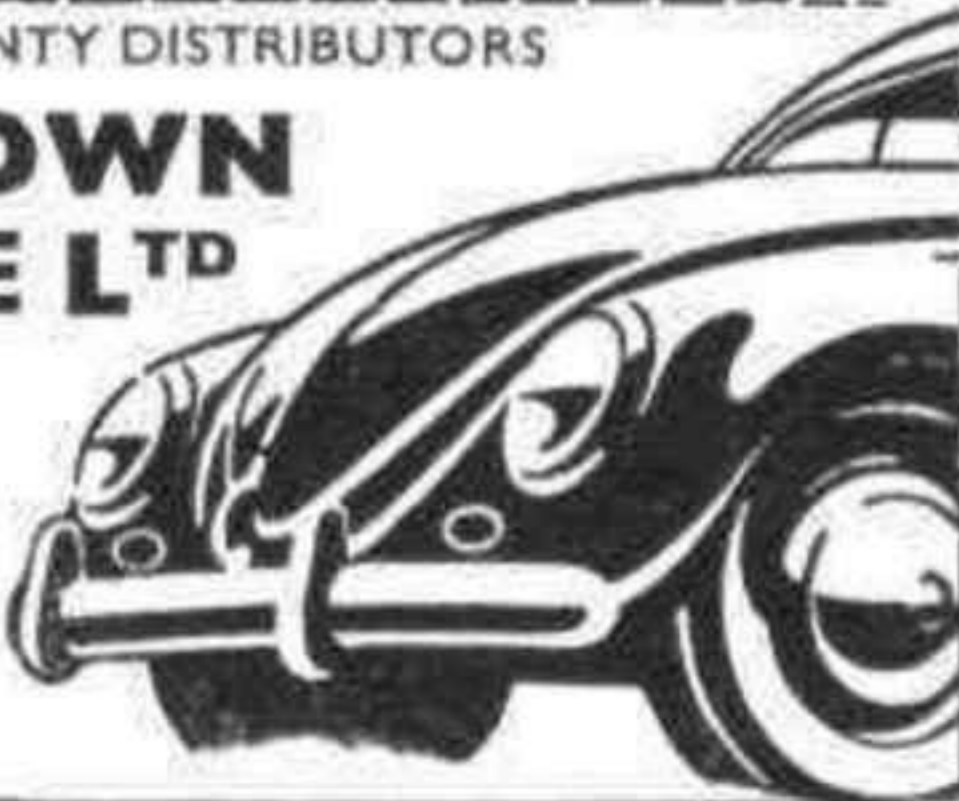



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# 1954 Volkswagen success in R.A.C. Rally **without running-in!**

Using Shell with I.C.A. and Shell X-100 Motor Oil



*This Volkswagen (shown here lapping the Goodwood circuit) climbed Prescott without fault in 68.34 seconds*

**NO RUNNING-IN** A recent statement from the factory announced that new Volkswagen models "... may now be operated right from the beginning at the full speed recommended for the gears." Acting on this assurance, the owner made no attempt to run his Volkswagen in before entering the R.A.C. International Rally of Great Britain. At the start of the Rally, the speedometer read only 481 miles. And yet the car completed the gruelling course, driven really hard, with an average of 35 m.p.g.

running on

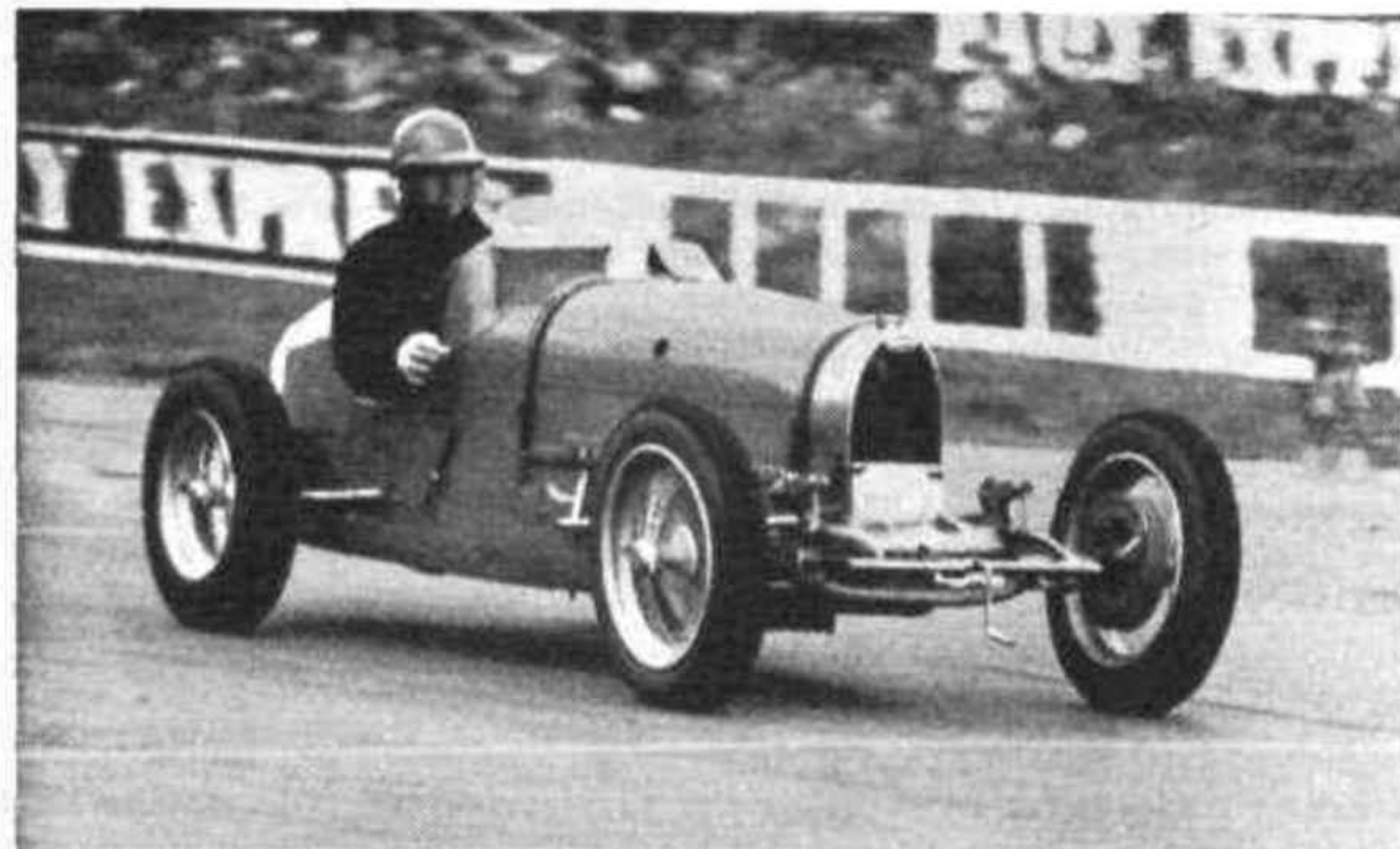


**FAULTLESS HILL CLIMB** Throughout the Rally the car (No. 119) was driven with maximum acceleration, braking and cornering, and hills were taken flat out in low gear. Prescott Hill was climbed in 68.34 seconds without fault and no points were lost at Silverstone. Over a course of 2,000 miles, the engine responded magnificently, and during the whole Rally it used only three-quarters of a pint of oil,

lubricated by



## VINTAGE SILVERSTONE



**BIG-RACE WINNER.**—A. F. Eminson was the undisputed victor of the G.P. Itala Trophy Handicap for vintage racing cars in his very covetable Type 37A G.P. Bugatti, which won in a canter, at nearly 66½ m.p.h.

**T**HE Club Silverstone season was opened on May 1st by the V.S.C.C., when a record attendance was achieved. In the One-Hour High-Speed Trial a good field, divided into classes, circulated with varying degrees of speed and reliability. Most of the cars qualified. The vintage Aston Martins of Edwards and Mennell were driven well, the former leaning out on corners. A. E. Griffin's 1929 12/50 Alvis "beetleback" seemed to suffer a little at the bump approaching Woodcote Corner, Arnold-Foster hurried in his usual fashion in the old Anzani-Frazer-Nash, for once to no avail, while P. N. Miller's massive 1927 Darracq went very well. The O.M.s of Peter Binns and Cox circulated in company and the Frazer-Nashes of Brown and Vaughan possessed the classic straight front axle.

Racing commenced promptly after the High-Speed Trial, with a 5-lap handicap for thoroughbred and vintage cars. Ross-Skinner drove a noisy blown 750 M.G. single-seater, C. K. W. Schellenberg the Barnato-Hassan 8-litre Bentley "Whale," but the limit men had it all to themselves. H. J. Chalcraft's 1933 Frazer-Nash pulled out a bigger and bigger lead, until it won at 63.7 m.p.h., out of sight of Fowler's Aston Martin of the same year, with "the vintage" upheld by Kellow's 1926 G.P. Bugatti. The Barnato-H.-B. did the most rapid lap, at 71.29 m.p.h.

The next 5-lap handicap was confined to vintage cars and the limit man led all the way, motoring extremely well. It was a 1929 Austin Seven driven by M. J. Harris. It must be a vintage model with which we are not conversant, as it had a four-speed gearbox, twin Amal carburettors and Bowdenex brakes. R. C. R. March's Alvis, the type of which we will not venture to quote, was second. T. Goodman's 1925 22/90 Alfa-Romeo two-seater—imposing machine—third. Miller's Darracq seemed to run out of fuel, Sim's Riley Nine looked anything but vintage, ditto Heap's Riley Nine, while Pratt's 1927 G.P. Bugatti, which was on scratch, went very nicely, although it looked somewhat down at heel due to very small back wheels. Cuthell's early Alvis tourer had a hood which threatened to act as a parachute brake.

The big race of the afternoon was the 10-lap G.P. Itala Trophy Race for vintage racing cars. This year it suffered from an absence of former stars and some disappointing non-starters such as Sir Ralph Millais' V12 4-litre Sunbeam, Byrom's 2.3 G.P. Bugatti (twice victor in previous years), and the Vauxhall Villiers. It was unfortunate, too, that the 1908 G.P. Itala, driven by J. Williamson, retired early with gearbox trouble. A. F. Eminson's supercharged 1½-litre 1927 Bugatti was driven impeccably and gained a very secure lead, compensation for arriving too late for the first race. Eminson was handicapped at 66.5 m.p.h. and won at 66.43 m.p.h., truly a triumph for the handicappers, H. P. Bowler and J. B. Sidford. J. C. Tozer, in Narramore's very nicely turned out ex-Brian Twist/Humphries 1927 Amilcar Six, held second place from an unusual-looking 1930 4½-litre Bentley driven by J. W. Broad. Behind, Sears handled the 1914 T.T. Sunbeam brilliantly but just couldn't catch Miller in Melville's 1927 30/98 Vauxhall. Green ran the ex-

Widengren single-seater Amilcar Six with cowled radiator and Fisher the ex-Hern Amilcar Six, which retired with back-axle trouble. We are not quite clear how some of the cars which competed qualified as vintage racing cars.

Next, a 16-lap race for vintage Le Mans-bodied cars; a good idea, although some of the runners, such as a 30/98 Vauxhall, a Riley Nine two-seater, an Anzani-Frazer-Nash and Isherwood's rebodied 1929 Mathis, did not suggest Le Mans to us. In the end Nurse's Riley Nine won at 62.91 m.p.h. from Crowther's Frazer-Nash and Williamson's famous 4½-litre Bentley, which engaged in a fine duel with Burton's sister car, making fastest lap at over 70 m.p.h., although it exuded a lot of smoke and seemed to become feverish in the process. Scott was far steadier than last year in the big white Hispano-Suiza, and Powell's Mercedes-Benz was pathetically pedestrian, in spite of emitting the authentic blower-howl and holding third gear for some 200 yards beyond Beckett's, where Hipkins also swapped to a higher speed in his 1927 Frazer-Nash. King-Smith's Brescia Bugatti both looked and motored well. Quartermaine's steering columns juddered excitingly on the lowered 30/98 Vauxhall.

An all-comers' 5-lap handicap which followed saw Williamson's Bentley win at 68.54 m.p.h., again making fastest lap into the bargain, this time at 70.6 m.p.h. Vessey drove his Eighth Series Lancia Lambda determinedly into second place, ahead of Cox's O.M. Hollington's 4½-litre Bentley massacred a tub at Beckett's.

The welcome 3-lap Edwardian race suffered from non-starters, the Itala being *hors de combat*, Hill's Alfonso Hispano-Suiza absent, and Heal's Fiat suffering from a tired magneto. Sir Francis Samuelson scored a long overdue victory in his 1914 T.T. Sunbeam, at 58.2 m.p.h. Sears, starting 30 sec. later, chased him hard in his 1914 T.T. Sunbeam, which is curiously faster, and which lapped at well over 65 m.p.h. to be rewarded with second place, while Neve's 1914 T.T. Humber was a very close third—a pleasingly balanced finishing order.

Two more 5-lap handicaps saw March's Alvis, from the 1 min. 21 sec. mark, win the first at 59.46 m.p.h. from Hipkins' Frazer-Nash and Burton's scratch Bentley. The second race went to Harris' limit Austin, which averaged 55.64 m.p.h. to beat Chalcraft's 1933 Frazer-Nash, and Eminson's Bugatti which came through the field very nicely indeed. In the first of these handicaps Brewer's G.P. Bugatti and Leo's Lagonda retired, while in the second Hipkins' early Frazer-Nash succumbed to transmission trouble. West's 1928 4½-litre Invicta had a rather nice bolster fuel tank.

A 3-lap race on handicap for vintage light cars produced a good field, from which the fantastic little Peugeots led the first two laps and even on the last lap A. Nash in Ron Barker's *voiturette* was ahead until Winder's 8/18 Humber with 9/20 engine swept by on the outside round Woodcote, to snatch a last-minute victory, at 49.59 m.p.h., after a lap at over 51½ m.p.h. It went home on a trailer. Third place was taken by Wheeler's "hotted-up" 1922 Talbot 8/18.

The meeting concluded with the 5-lap MOTOR SPORT Handicap, run off before schedule, so competently was the V.S.C.C. in command of operations. Although an ambulance man was grumbling that there had been "no fun," a commentator said of this winners' handicap: "This is thrilling." Nurse's Riley caught the limit men on the last lap, winning from March's Alvis, with Burton's Bentley hard on his heels and using the grass as well as the road at Woodcote, the remaining marked-places going to Vessey's Lancia, Goodman's Alfa-Romeo and Harris' Austin Seven. The next V.S.C.C. Silverstone Meeting, when the Seaman Trophies Race will be run off, will be held on June 19th.—W. B.

### V.S.C.C. LIGHT CAR TRIAL

This hardy annual was held on May 2nd, on a day when the 1953 rainfall record was seriously threatened. Splendidly organised by A. Jeddere-Fisher, the event attracted a varied entry of 28 and was based on the J.C.C. High Efficiency Trial of 1923. Cecil Clutton was in charge of an audiometer to measure the noise made by the elderly economy cars as they ascended a steep hill and suspension was tested by making the intrepid drivers go over a 2-in. plank with their near-side wheels. Brakes, steering, low-speed pulling in top gear, easy starting from cold, acceleration on the level as well as uphill, and trials hill-climbing were also tested, and passengers were given some fine navigational exercises based on grid references as well as route-card directions.

Bonus marks based on age were awarded, and cars were judged for condition and originality and their water and petrol consumption measured over a total distance of 89 miles.

Amongst the runners were Routledge's healthy Morris-Cowley, unhappily *sans* hood, Wrigley's 1923 8/18 Talbot, Lockhart's baby Peugeot, Wood's snug Riley Eleven coupé, a Riley Nine saloon, Wheeler's twin-carburettor 1922 8/18 Talbot, Boddy's 1922 8-h.p.

Talbot-Darracq in a new coat of royal blue Valspar, a former mysterious ignition malady cured by replacing the original Delco coil with a Delco Remy oil-coil, a 10/23 Talbot with wide four-seater body, Smith's yellow 1919 Stellite, a Hampton, Collins' very nice Clyno tourer, an air-cooled flat-twin Rover Eight, a cautious O.M., Axford's Axford's 9/20 Humber, a 1923 Singer Ten, etc. Non-starters included a Jowett with porous cylinder and a Horstman which sheared an axle key in the Light Car Race the day before.

During the wet afternoon Hooson's A.C. and the 10/23 Talbot were seen with bonnets raised. The optional trials hill was ascended by Routledge, Wrigley and, extremely creditably, by Lockhart's 668-c.c. Peugeot. Boddy made a hash of the steering test through not seeing a marker and fairly galloped in the slow-running test because the hand throttle was badly adjusted for this purpose, and the Stellite was naturally slow up the numerous gradients.

**Results :**

- 1st : R. Barker (1922 666-c.c. Peugeot).
- 2nd : L. P. Sawyers (Lea-Francis).
- 3rd : N. Routledge (Morris-Cowley).
- 4th : F. S. Lockhart (Peugeot).

**CONTROLLING THE UNRULY**

Stock-car racing, *a la* Pugh, continues at New Cross Stadium, which has been converted from a dirt to a tarmac surface for the purpose. Although it may seem that no rules of any kind apply to this form of racing, there are a few, which we append for those who are interested :—

- (1) Headlamps and bumpers to be removed, headlight holes to be covered.
- (2) All cars to have wings and running-boards if so equipped when new; nothing to be cut or abbreviated except for clearance or reinforcements; all bumper bars to extend to the edge of the tyres.
- (3) Silencers must be removed.
- (4) Safety-glass windshield is compulsory; all other glass must be removed.
- (5) All doors to be welded, bolted or strapped shut with approved type of traps.
- (6) Any type of crash bars allowed, but if wider than the chassis they must be rounded at the ends.
- (7) Seat and upholstery must be removed and a bucket seat welded in.
- (8) Inside steel roll bars and bracing is compulsory.
- (9) Any stroke and crankshaft permitted and blocks bored to any size.
- (10) Water pumps may be altered and any type of radiator used as long as the bonnet fits.
- (11) Any type of carburetter permitted; no superchargers allowed.
- (12) Any type of camshaft allowed and any type of fuel.
- (13) Self-starters must be in working order; all cars must leave the pits and the starting line under their own power.
- (14) Petrol tanks may be removed and placed inside the car, securely fastened. Petrol lines to run underneath the car.
- (15) Chassis may be strengthened but not altered or cut. Wheel base must be standard and no welding allowed on any steering parts.
- (16) Any four-wheel brakes allowed, but they must be in good working order.
- (17) Any interchangeable wheel or tyre allowed.
- (18) Gear-changes and locked back axles allowed; floating axles with safety hubs permitted.
- (19) Exhaust pipes must extend outside the body.
- (20) Safety hubs on front wheels are recommended.
- (21) All cars must have a steel roof and any "soft-top" cars must be reinforced with a steel plate.
- (22) A quick-release safety belt of aircraft pattern must be fitted.
- (23) No driver shall drive with arm or any other part of the body extending outside the door or body of the car.
- (24) All drivers or mechanics must wear a crash helmet when trying out the car. The safety belt must also be secured.
- (25) No car may carry more than one person at any time.
- (26) Television suppressors must be fitted.

**SPORTING C.C. OF NORFOLK**

On April 25th, 22 competitors of the Sporting Car Club of Norfolk took part in the "Spring Run."

This social event was organised by Mr. A. Larwood and friends to enable committee members as well as club members to participate.

The main route of 75 miles was followed by reading map references—this led through country lanes in central Norfolk. A number of objects had to be collected *en route*, these, varying from a 6-in. nail to a dead mouse, severely testing the ingenuity of competitors.

**Results :**

- 1st : D. Burrell (Hillman Minx).
- 2nd : P. Tacon (M.G.).
- 3rd : R. Tillet (Standard).
- 4th : J. Olerenshaw (Sunbeam-Talbot).

**TESTED ACCESSORIES**

**E**NTHUSIASTIC motorists find enjoyment as well as practical advantages in fully equipping their cars and stocking their workshops. Below we describe some supplies and accessories we have found useful :—

**Wellseal Joint Compound**, insoluble in petrol, paraffin, diesel and lubricating oil, now comes in convenient 1-oz. tubes, handy to carry and manipulate. The compound does not flake, powder or dissolve, but dries as an elastic sealing film which does not become hard or brittle. The makers are Wellworthy, Ltd., Lymington, Hants, and the compound is a Rolls-Royce invention.

\* \* \*

**Chemico "49" Car Cleaner** is the latest cleaner from the County Chemical Co., Ltd., Chemico Works, Shirley, Birmingham. It both cleans and polishes and is excellent for getting the best results on very dirty panelwork. Little labour is needed and the effect is long-lived. A generous-size tin costs 3s. 6d.

\* \* \*

**Bowes Seal Fast** make a wide range of well-tried products, besides lending their name to some of the fastest Indianapolis racing cars. These include cleaners, tyre repair kits with bevelled-edge rubber units requiring no heat, petrol or cement, radiator cleaner, radiator sealing liquid, coachwork cleaners and polishes, a chemically-treated dry-cleaning dust cloth, retouching enamel, tyre paint, gasket compound, etc. Discerning motorists will find here a really useful range of supplies, obtainable from the usual factors or from Bowes House, Battle Road, Hailsham, Sussex.

\* \* \*

**Valspar 2/4-Hour Lacquer**, made on the age-old Chinese lacquer principle, is finding increasing favour amongst those who repaint their cars. It is supplied in 29 colours, all of which are intermixable, as well as in clear varnish and five varieties of high-gloss wood stain. Quick drying in a high-gloss finish, Valspar is impervious to boiling water. It is supplied in quart, pint, ½-pint, ¼-pint and "tinlet" quantities. The makers are Goodlass, Wall and Co., Ltd., 179/185, Great Portland Street, W.1.

\* \* \*

**The Misor Mirror Visor** is manufactured by D. Park and Co., 30, Edison Road, Welling, Kent. These visors fit on driving mirrors to eliminate dazzle at night or in bright sunshine in an inexpensive manner. The usefulness of the mirror remains unimpaired. Three sizes are already in production, *i.e.*, M1 for 6 in. by 2½ in. interior mirrors (3s. 3d. post free), M2 for 4 in. by 2¼ in. interior mirrors (2s. 9d. post free), and M3 for 4 in. diameter exterior mirrors (3s. 3d. post free).

\* \* \*

**Runbaken Special Tungsten Ignition Contact Points** for replacing the standard, less durable, c.b. points on Ford Eight and Ten engines will be of particular interest to contenders for 1,172 Formula honours, and of value to those wishing to get the best from their Fords. Available from Runbaken Electrical Repairs, Manchester; the part number is 1C701/SPECIAL.

**750 M.C.**

At the fifteenth annual general meeting, held in London in March, it was decided, in view of the rapid growth in membership (now 1,400), to form the club into a company, limited by guarantee. Full membership will in future be extended to owners of any type of car, or non-car owners with a willingness to marshal and help with the organisation of events. [A pity, as the club thus loses some of its identity as the Austin Seven Club, but it is a sign of the times.—ED.]

Ken Welfare was elected full-time General Secretary, and will also take over the duties of Press and Competitions Secretary. H. Birkett remains the Club Chairman.

Free admission tickets are now available to members of all recognised motor clubs for the 750 and M.G. co-promoted Relay Race at Silverstone on June 12th, from 56, Harrow Road, Bedfont, Middlesex.

The Inter-Club Driving Test Meeting scheduled for May 30th has now been postponed to early September.

\* \* \*

The following were elected officers of the Hartlepoons & Dist. M.C. for the season 1954/55 at the annual general meeting.

President : J. Appleyard. President-elect : W. S. Donaghy. Vice-Presidents G. Ringwood, J. T. Willis, N. Ayres, E. Herbert, Snr., and W. M. Meredith. Chairman : E. Herbert. Vice-Chairman : S. L. Robinson. Treasurer, R. A. Dale. Club Captain : H. Peacock. Sports Secretary : Dr. F. Fleming. Social Secretary : Mrs. Twinn. Magazine and Press Secretary : S. E. Robson. General Committee : E. Birks, W. Burrell, D. Everett, G. Holdsworth, B. Hankey, H. Sander, son and R. E. Robson. Secretary : J. Atkinson, "Woodside," Park Estate, West Hartlepool.



XXI<sup>ST</sup>

## Victory for Ascari and Lancia Under Poor Conditions

BRESCIA, May 3rd.

FOR a whole week before the XXIst Mille Miglia Northern Italy was under a continuous deluge of rain and some of the enthusiasm in Brescia was lacking a little, but, having seen a Mille Miglia under perfect conditions, this slight lessening in the tumult made life easier. With an entry of 475 cars, ranging from 2 c.v. Citroëns to 4.9-litre Ferraris, it can be appreciated that competition in the various classes was enormous. Naturally, the battle for the Franco Mazzotti Cup, the prize for the outright winner, was confined to the sports class for cars over 2,000 c.c., and this year the chief protagonists were Ferrari and Lancia. Both factories threw in all they had, the Rampant Horse being upheld by Farina, Gianni Marzotto, Paulo Marzotto and Maglioli, all with open two-seater 4.9-litre Ferraris. This year, for the first time in the Mille Miglia, any sports car over 750 c.c. capacity was not obliged to carry a passenger, but of the big Ferraris only Maglioli went solo, his car having a fairing over the passenger's seat and a large streamlined headrest behind his own seat. There was also a curiously multilined of aero-screens and wind-deflectors, and his car looked far more purposeful than many Grand Prix cars. Piero Scotti was lent an open two-seater 4½-litre Ferrari by the factory and Biondetti had a similar 3-litre. The Lancia team consisted of four 3.3-litre cars, similar to those used in the Pan-American and the recent Sebring race; all were running without passengers, and also looked very fine Grand Prix cars. They were driven by Ascari, Taruffi, Castellotti and Valenzano, while a fifth car was brought along to the scrutineering on the Friday before the race. This one should have been driven by Villoresi, but he was still insufficiently recovered from the accident he met with during some practising when his mechanic was driving. Although the whole Lancia team were running as single-seaters they still had to have provision for carrying a passenger and at the scrutineering Renzo Castegnato, the organiser, insisted on seeing a car with the cockpit cover removed and a mechanic and driver sitting in the car. It was perfectly satisfactory and, amid cheers and laughter, he clasped young Gianni Lancia warmly by the hand and everyone was happy. In addition to the four open cars Lancias entered Piodi and Anselmi with special 2½-litre Aurelias, the former in one of the red cars used last year at Monza and the latter with a blue and cream one as used by Claes to win the Liège-Rome-Liège Rally.

Supporting the factory Ferraris were an impressive team entered by the Scuderia Guastalia, under the organisation of Franco Cornacchia, the Milan Ferrari agent. Musitelli and Pezzoli had open two-seaters and Signorina Piazza and Gerini had Farina coupés, all on the new 3-litre V12 chassis. A lone Maserati from the factory was in this class, being a hurriedly prepared two-seater version of the new 2½-litre Formula I car, with de Dion rear axle and everything. This was driven by Mantovani. Another lone entry was a 3-litre Gordini driven by Bordoni under the watchful eye of the "sorcerer" himself, but being painted red and run as an Italian entry.

Against all these cars were pitted a collection of English cars led by the two workmanlike 3-litre Aston Martins driven by Parnell and Collins. They had been practising and testing for some weeks beforehand and made worthy representatives of the Union Jack. They were not modified in any serious way from last year's cars, being the DB3S models, now with outboard rear brakes, and having nicely moulded Perspex windshields and the passenger's side of the cockpit enclosed as much as space would permit. There was a privately entered DB3 Aston Martin belonging to Meyer, the coupé body having been lowered and smoothed out since last year, and a lone H.W.M. driven by Abecassis, this car being fitted with a Jaguar XK engine and gearbox, the chassis being comprised of Formula II parts, having transverse leaf-spring and wishbone i.f.s. and de Dion rear axle on torsion-bars. Also in this formidable class were the Austin-Healey team; they had entered for the Gran Turismo class with three cars built around the production two-seater body but fitted with bolted-on "hard-tops" of the type produced in quantity for

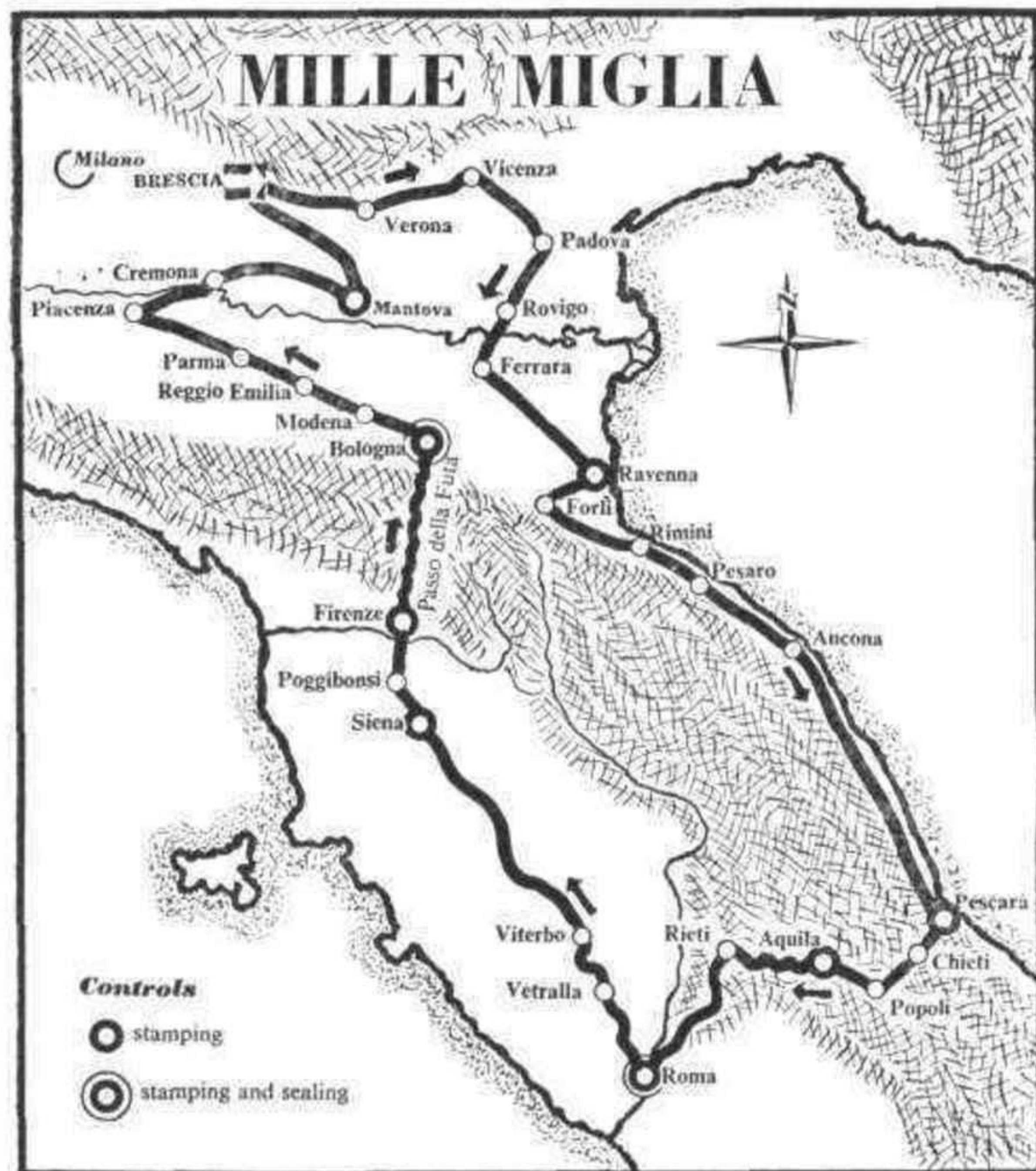
normal Jaguars, M.G.s and suchlike. None of the cars were accepted by the scrutineers as regulations for the Gran Turismo class were very strict and every detail had to conform with a catalogue sent in with the entry. It was this paperwork detail that Healeys had overlooked and no one was prepared to believe that the cars were standard production models. As a result they were transferred to the "big boys" class and those of Macklin and Chiron were run as single-seaters with cockpit fairings and small Perspex windcreens, while Wisdom took a passenger. All three cars were fitted with Dunlop disc brakes and new Dunlop magnesium disc wheels that were located by five dowel pins, the wheel being held in place by a three-eared knock-off hub nut. The 2.6-litre Austin engines were the normal power plants, fitted with twin S.U. carburettors fed by an air-duct from the front of the car, and a double-pipe exhaust system ejected from the side of the cars just in front of the off-side rear wheel. Four-speed gearboxes, manufactured for Austins by David Brown, were fitted, with central remote control. The whole of the boot was occupied by a 32-gallon fuel tank, with a large filler protruding through the lid. Considering that the cars had been prepared from standard production models they looked most effective but were severely handicapped by being a half litre down on the average of competitors in the class.

From the foregoing imposing list of cars and drivers the winner of the XXIst Mille Miglia was expected and Maglioli and Taruffi were hot favourites. Hard on the heels of the big class was the 1,500 to 2,000-c.c. class and here the battle for honours was between Maserati and Ferrari. Maseratis were running one official car, but as the 2-litre sports car is now being produced in numbers the others were prepared by the factory for the new owners, some of them being delivered just before the race. Musso was the number one driver and other Maseratis were driven by Mancini (with the special Vignale-bodied car), Venezian, Scarlatti, Bertoni, Bosisio and Cacciari; the last five being in standard production two-seater A6G models. Strong opposition to the six-cylinder cars was coming from Ferrari with four Mondial models, the new four-cylinder 2-litre on a chassis developed from the Formula II cars, with de Dion axle and four-speed gearboxes. Sterzi, Neri and Vittorio Marzotto had factory cars, the last named having the prototype with normal rear axle. A fourth Mondial was that of Cortese, entered by the Scuderia Guastalia and both his and Marzotto's car were running without passengers and with cockpit fairings and small aero-screens, the latter also having a head-fairing. Sanesi had a 1,900C Alfa-Romeo, nicely described as a Supersprint model, meaning that it looked standard but wasn't quite. A Swedish driver, Nottorp, was running a brand new Frazer-Nash Le Mans coupé, painted Italian red, and Piotti had a 2-litre Osca, being similar to the normal sports Osca but fitted with a six-cylinder Formula II type of engine. Looking rather lost amongst all this fierce machinery were three TR2 Triumphs driven by Gatsonides, Stoddart, and the third shared by Brooke and Fairman.

The 750-1,500-c.c. class, which in all such events is usually the playground of Osca, was this time being severely challenged by the young German driver Hermann with a factory Porsche. This was the open two-seater with the four-overhead camshaft engine fitted



SPORTS CAR!—Maglioli in one of the 4.9-litre V12 Ferraris in the Mille Miglia. He has just mounted the starting ramp and, as his number indicates, the time is approaching 5.45 a.m. These cars have a similar chassis layout to old 4½-litre G.P. Formula I cars.



in front of the rear axle. Cabianca was upholding Osca fortunes with some private owners backing him up. The rest of the 475 entries came from a mass of tiny sports cars in the up-to-750-c.c. class, with a good entry of French teams pitting open two-seater D.B. Panhards and Renaults against local drivers with Fiat Specials, Stanguellinis, Giaurs, Siatas and one-off specials. Naturally a big proportion of the entries was made up by the Special Series Touring categories in which almost anything could be done to the mechanical details of the car providing the outside appearance was not altered. The removal of the radiator grille from a baby Fiat could cause disqualification, but two huge carburettors, a special inlet manifold and tuned exhaust manifold were allowable. Divided into capacity groups the touring cars provided some lively competition: Panhard, Renault and Fiat battling with less than 750 c.c., more than 90 Fiat 1,100 models being opposed by lonely D.K.W., Lancia Appia and Peugeot entries in the class up to 1,300 c.c., and 1,900 Alfa-Romeos dominating the over-1,300-c.c. class. In the same way, Lancia Aurelias dominated the over-1,500-c.c. Gran Turismo class and Porsches the same group under 1,500 c.c.

As light relief to all this serious motoring that was about to take place, 20th Century Fox Films were about the place making scenes for the film production of Hans Ruesch's book "The Racer." Two cars were officially entered for the Mille Miglia, one a 2½-litre Ferrari two-seater, the other a 2½-litre Burano, this actually being an early 2½-litre Ferrari with a modified body—so well done that many people spent a long time puzzling over the origin of the car. This was driven by the American driver Fitch and the other car by de Graffenried and, keeping out of the way of the race itself, they were all set to race against each other for a few miles after the start, before withdrawing.

As is traditional, the small cars began leaving Brescia at minute intervals from 9 p.m. on Saturday evening, May 1st, the first competitor's number being 2,100. All through the night cars left the starting ramp placed in the middle of the main road out of Brescia to the east, and as the hours passed so the cars got faster and noisier and the crowds bigger and more excited. Dawn was breaking as the first Maserati went off the line with an ear-splitting yowl from its exhaust, and it was daylight by the time the big factory cars left. The noise and tumult as the Marzotto brothers roared off and then Maglioli, Taruffi, Biondetti, Ascari, Farina and the rest got away was unbelievable. Last to leave was Abecassis in the H.W.M. and that was 6.13 a.m., by which time news was coming in from points along the course.

To the first big town, Verona, the top drivers were averaging over 115 m.p.h. and the pace was fantastic bearing in mind there were 1,597 kilometres (approximately 1,000 miles) to cover. The battle of the giants was well and truly under way, but equally the battles in the various classes were just as fierce. In a race the size and

magnitude of the Mille Miglia the outright winner is obviously the hero of the day and all over Italy eyes were on these fantastic "sports cars" that are as fast as current Grand Prix cars. Impressionable people were speaking of 192 m.p.h. for the big Ferraris, for they had said last year that the 4½-litres were doing 185 m.p.h. However, Lancias, with only 3.3 litres, were never being given a maximum speed, but they could clearly do over 150 m.p.h., probably 155, so if we settle for 160 m.p.h. for the 4.9-litre Ferrari we shall not be far out, especially as Taruffi made fastest average on the initial 40-mile "blind" from Brescia to Verona. The Lancia unquestionably has better roadholding than the Ferrari, which would explain this anomaly.

During the 1,597 kilometres there were control points in eight big towns, at which the driver had to stop and have his route card stamped, while at Rome and Bologna he also had to have a punch mark made in a fibre disc attached to the steering column. None of these stops necessitated being stationary for more than five seconds, for the speed and enthusiasm of the marshals at the controls was superb; in fact, the whole organisation behind the Mille Miglia is one of enormous enthusiasm and these control marshals personify the Mille Miglia spirit. At Ravenna Taruffi was leading by 1 min. 38 sec. from Ascari and 2 min. 47 sec. from Maglioli, followed by Castellotti and Paulo Marzotto, so now the situation was clear. In spite of Ferraris 4.9 litres the Lancia team were first, second and fourth, and at the next control, Pescara, the Lancias were first, second and third in front of Maglioli, with Valenzano fifth, and this on the fastest section of the course, Taruffi's leading average being 177.257 k.p.h. (over 109 m.p.h.). Farina had gone off the road very shortly after the start, wrecking the Ferrari completely and suffering a broken arm and damaged face, while Giannino Marzotto withdrew after 400 kilometres of racing, almost admitting that the 4.9-litre Ferrari was more than he was prepared to cope with. At Aquila, after some mountain driving, the order of the first two was unchanged, with Taruffi leading Ascari by four minutes. Castellotti and Valenzano were both out with mechanical trouble, and Maglioli and Paulo Marzotto, the baby of the family, were third and fourth.

Taruffi reached Rome in 5 hr. 30 min. 19 sec., at which point the course turns north and heads back up the Apennine chain to Bologna and Brescia; he was still leading Ascari by over four minutes and Maglioli by more than 11 minutes. At this point Collins in the Aston Martin arrived in fifth place, driving hard and gaining places as the more powerful cars fell out, and he was just over 38 minutes behind Taruffi. In the other classes competition was enormous and Vittorio Marzotto, with the 2-litre Ferrari, was leading Musso by only 12 seconds. Hermann was well on form, having 15 minutes in hand over Cabianca, but in the touring class Carina was leading Dalla Favera by only 17 seconds, their 1,900 Alfa-Romeo saloons being driven at the limit the whole way. Many had fallen by the wayside and among those who did it literally was Parnell, who smashed his Aston Martin completely when he ran off the road on a fast bend near Popoli. Neither he nor his passenger, Klemantaski, were hurt, but the left front wheel and suspension was torn from the chassis, engine crankcase and gearbox shells were split and the chassis frame broken; in fact, a write-off. Others who were out were Chiron with a broken brake pipe on his Austin-Healey and Abecassis with a broken shock-absorber and a recalcitrant engine, while Meyer had spun off the road. The 2½-litre Maserati had been too hurriedly prepared and lasted only a few miles, and both factory Aurelias were out. Clearly the pace was too fast and it was a matter of the survival of the fittest, and doubts began to be raised as to whether anyone would survive, for after Rome the Mille Miglia really gets tough with the crossing of the mountain passes. The recent severe winter had played havoc with the roads of Italy and they were in a terribly rough condition, and averaging 100 m.p.h. on such roads was taking its toll. This was not a race round a billiard-table-surfaced track, it was high speed on everyday roads that you had to take as you found, pot-holes, bumps, gravel surfaces, road construction, level crossings, cobble stones and every imaginable hazard being all part of the course, and if any car was going to survive it would have to be very fit.

From Rome the mountain passes showed the point of the 4.9-litre Ferrari engines, for both Maglioli and Paulo Marzotto began to eat up the minutes they were behind the Lancias. In none of the previous Mille Miglias that have been run has the leader at Rome ever been the winner of the race. On all occasions he was either beaten on the mountain stretch or had to retire. The 1954 Mille Miglia was no exception for on the stretch to Siena Taruffi had an incident while overtaking another competitor and left the road, breaking an oil pipe in the process. Although he was able to limp to Florence all hope of winning was gone and he had to retire. This left Ascari now

Continued on page 319

# EXCELLENT RACING AT IBSLEY

**T**HE West Hants and Dorset C.C. ran one of its biggest meetings to date, in suitably sunny weather, on the occasion of the fourth race day at Ibsley, near Ringwood. Due to crop cultivation the former circuit could not be used, but a 1.9-mile lap of the perimeter provided a fine substitute and the old Paddock bend was still the most difficult, involving competitors in some truly phenomenal avoidances. The races, of widely divergent character, were run off promptly, the commentary (P. Moore) was sensibly objective, and the club issued a good programme. The new B.R.M., Flockhart up, was an attraction, but Salvadori's F.I Maserati was, alas, still convalescent after its Goodwood thrust. Practice was notable for the unfortunate Neate entering a corner to such good purpose that his Renault 750 saloon did a complete sideways somersault. But again the ambulance boys had a "dull day." The Army helped by bringing a most imposing "recovery vehicle" and a welding plant and the Hartwell Sunbeam Alpine hard-top made a very elegant circuit car.

### CLOSED-CAR RACE (5 Laps)

Run in two classes, this race saw Mrs. Leavens in a Jowett Javelin soundly trounce P. H. Channon's 1½-litre Riley saloon in the 1,500-c.c. category, and Roy Salvadori, driving Rob Walker's 3-litre Aston Martin, catch Gillie Tyrer's potent Jaguar XK120 coupé on lap three in the big-capacity division. Salvadori snaked somewhat into the fast bends but it worked out as planned, possibly assisted by warm brakes on the Jaguar. Williamson's Riley-Morris Minor retired on the first lap.

1,500 c.c. :	1st : Mrs. Leavens (Jowett Javelin) ...	56.92 m.p.h.
	2nd : P. H. Channon (Riley).	
Over 1,500 c.c. :	1st : R. F. Salvadori (Aston Martin) ...	72.21 m.p.h.
	2nd : G. Tyrer (Jaguar).	
	3rd : Capt. R. L. Woods (Aston Martin).	

### 750 AND 1,172 FORMULA RACE (5 Laps)

The next race, over the same distance, was for 750 and 1,172 Formula cars of the 750 M.C. It attracted nine starters in the former, six in the latter category. The 1,172 contingent produced a duelling trio, Small's D.H.S. Iib leading the Loti of MacDowel and Lambert until the D.H.S. suffered from clutch slip and it was a case of Loti leading and the Buckler following. MacDowel's has a Ford Ten engine reduced to 1,064 c.c., Lambert's being the full 1,172 c.c. like that of the D.H.S. Hard-trier Adamson's Austin Seven took 750-c.c. honours from Burry's buzzing Seven. Wilks' Austin retired on lap three while leading and Salthouse suffered some erratic sparks.

750 c.c. :	1st : G. D. Adamson (Austin) ...	56.69 m.p.h.
	2nd : J. R. Burry (Austin).	
	3rd : M. J. Concannon (Austin).	
1,172 c.c. :	1st : M. G. H. MacDowel (Lotus-Ford) ...	66.47 m.p.h.
	2nd : F. V. Lambert (Lotus-Ford).	
	3rd : D. H. Small (D.H.S. Iib).	

### VINTAGE SPORTS-CAR HANDICAP (5 Laps)

A fine field of sixteen vintage cars ranging from Austin Sevens, one of which was driven by Pete Almack's son, to Nicholson's 6½-litre Bentley saloon faced the starter. For two laps Miller's 2½-litre Darracq tourer led, then Gibbs' fast Riley Nine, more "racing" than the rest, went into the lead and ran away from the field, pursued by Fitzwilliam's beautiful blue blown 2.3 Le Mans long-chassis Alfa-Romeo. Williamson really thundered round in his famous 4½-litre Bentley, chased by Burton's Bentley, to net third place. Quartermaine delighted us by using the outside hand-brake of his 30/98 Vauxhall through the corners and Hill's abbreviated 12/50 Alvis motored meritoriously.

1st :	L. E. Gibbs (Riley) ...	65.08 m.p.h.
2nd :	R. W. Fitzwilliam (Alfa-Romeo).	
3rd :	J. A. Williamson (Bentley).	

### SMALL SPORTS-CAR RACE (5 Laps)

This was a walk-over for Peter Gammon's Lotus-M.G., which is chalking up so many successes this season. MacDowel's Lotus-Ford took the 1,300-c.c. class. Some terrific thrills were provided as cars spun at Court Corner (old Paddock bend). On lap two, for instance, Sparrow's Morgan 4/4 gyrated and somehow Tapp's Buckler just squeezed between it and the straw bales marking the outside of the curve. A lap later it was the turn of the J.A.G.-M.G., which Fiander's Tojeiro managed to miss, Steed afterwards driving wildly back to fourth place. Right at the end Sargeant put his M.G. right amongst the bales on this bend.

1,300 c.c. :	1st : M. G. H. MacDowel (Lotus-Ford) ...	66.28 m.p.h.
	2nd : F. V. Lambert (Lotus-Ford).	
	3rd : G. Tapp (Buckler).	
1,301-1,500 c.c. :	1st : P. D. Gammon (Lotus-M.G.) ...	74.03 m.p.h.
	2nd : P. S. Bailey (Bailey Special).	
	3rd : R. D. Steed (J.A.G.-M.G.).	

### RACING CARS OVER 500 c.c. (15 Laps)

Here the public had its B.R.M. and Flockhart, refraining from spinning round as he had in practice, ran right away with it, going better than a comet, to win at nearly 83½ m.p.h. The Ecurie Ecosse Type C Jaguars, beautifully turned out as usual and attended by Wilkinson, who had come down from Scotland in his small Ford, followed at a discreet distance, in the order Stewart, Sanderson. Working very hard, Graham Whitehead held fourth place in the E.R.A., closing on Sanderson on the corners but left behind by the sports Jaguars elsewhere! Stewart burnt rubber out of the bends, Lewis held tail-slides on his E.R.A., Baxter came into Court Corner far too fast, spinning his Type C in front of McGlashan's Cooper-Bristol (no contact!), and Colin Chapman, promoted from sports Lotus to F.I Emeryson, spun on the second lap and lost time being push-restarted. Baxter finally retired and the clearly-numbered Turner was slow.

1st :	R. Flockhart (B.R.M.) ...	83.48 m.p.h.
2nd :	J. Stewart (Jaguar).	
3rd :	N. Sanderson (Jaguar).	

### FORMULA III (15 Laps)

This 500-c.c. race produced a fine tussle. Bicknell in the semi-all-enveloping Revis took the lead from Tyrrell's Cooper-Norton on lap three, only to suffer steering failure, whereupon Tyrrell led the next two laps. A Staride had meanwhile run up a bank, altering the angle of its rear wheels, to continue undaunted, and when Tyrrell retired on lap six Leston took the lead with Don Parker's Kieft on his tail, Hunt's smart Cooper in third place. On the final lap Parker put on speed, to pass Leston, but at Paddock bend Leston swept back into the lead in masterly style.

1st :	L. Leston (Cooper-Norton) ...	76.54 m.p.h.
2nd :	D. Parker (Kieft-Norton).	
3rd :	D. Taylor (Staride-Norton).	

### BIG SPORTS CARS (7 Laps)

The last race in a good day's sport produced a lot of interest. The Ecurie Ecosse Jaguars were never troubled, not even by Salvadori in the 2-litre Maserati. Lewis-Kuster's Allard broke its transmission leaving the line, Leavens' Triumph TR2 spun on lap three at Court Corner and mixed its cogs before resuming, Davids' Jaguar and Byrnes' Kieft-Bristol indulged in skids, while Onslow's Alta flung a wing high into the air with a lap still to run. Stewart again made the Jaguar's back tyres smoke, lapping Standbridge's Sunbeam Alpine in five laps.

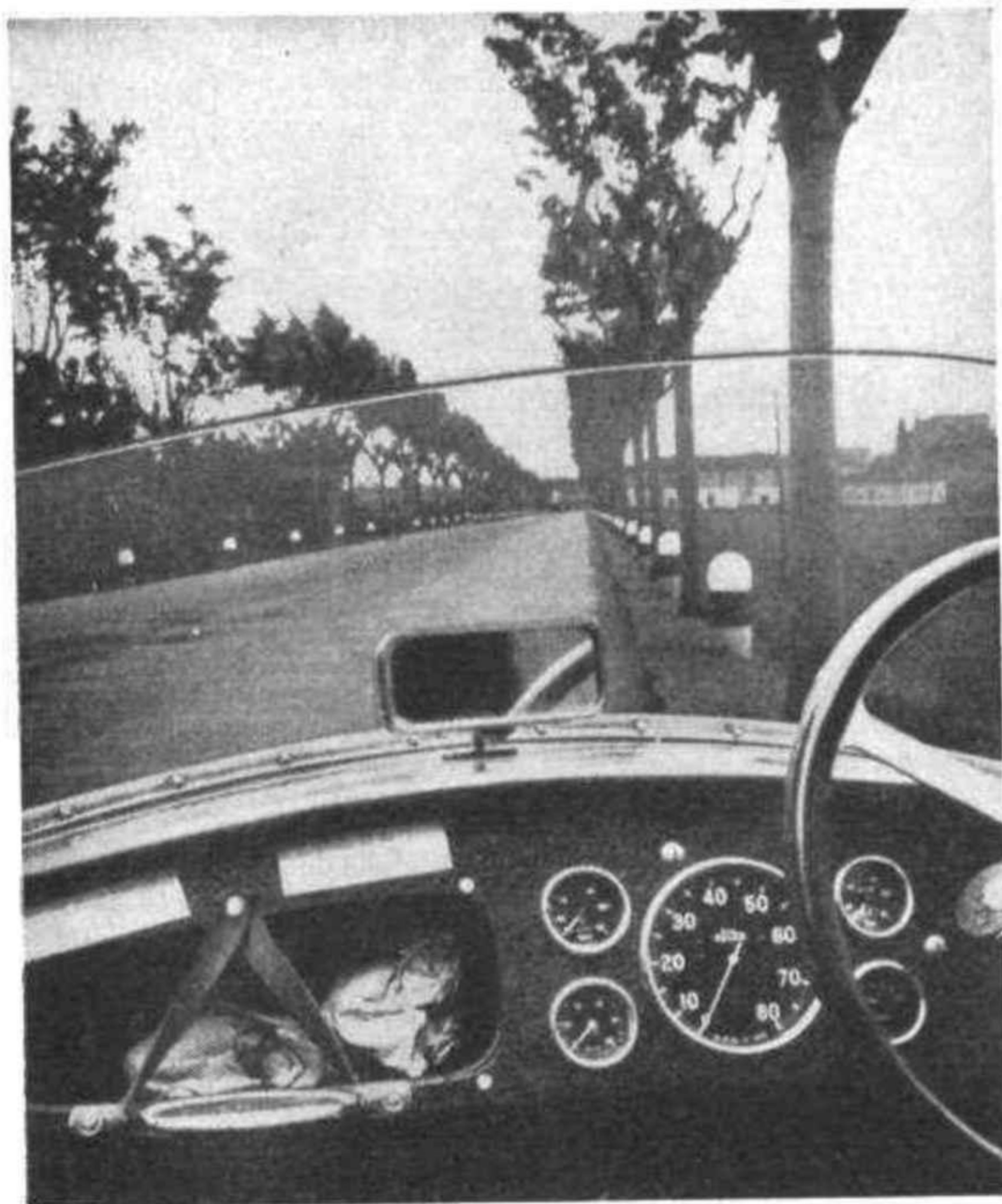
Up to 2,750 c.c. :	1st : R. F. Salvadori (Maserati) ...	76.72 m.p.h.
	2nd : P. Scott-Russell (Frazer-Nash).	
	3rd : J. E. Byrnes (Kieft-Bristol).	
Over 2,750 c.c. :	1st : J. Stewart (Jaguar) ...	80.91 m.p.h.
	2nd : N. Sanderson (Jaguar).	
	3rd : H. Davids (Jaguar).	

### SUNBEAM REGISTER

The Sunbeam Register opened its Gloucestershire Rally on May 9th to members of the 12/50 Alvis Register and the Humber Register. A route of 50 miles had to be covered by solving clues, obtaining data, such as how many steps to the top of a local monument and finding Sunbeam four-wheel-brake warning triangles, after which some driving tests were indulged in. The event was planned by Frank Joyce and his son and attracted 22 entries.

The Alvis Register won outright, B. E. W. Bowsher gaining the most marks in his 1932 TL Alvis. Sunbeam honour was upheld by S. H. Darbshire in his ex-Densham sports 14/40, in spite of stopping in the hill-climb because the petrol supply failed. Third place was taken by Lt.-Comdr. A. P. Rabbit, R.N., in a 1927 SD "beetle-back" 12/50 Alvis. C. O. Allen's 9/20 Humber was the best by one mark of two cars of this make and K. G. Langley's 1934 "75" headed the Talbot entry.

Next event—Wolverhampton weekend, provisionally on July 24th-25th. Details in June *Sunbeam*.



AS the Mille Miglia is a difficult race at which to spectate and a dull one from the Press grandstand, I decided that it would be more interesting to take part in the event. Also it would provide the opportunity of satisfying a schoolboy ambition, to ride as a racing-mechanic in the most fantastic of all races; a desire that was born in the early days of the Ulster T.T. and from photographs of Mille Miglia Alfa-Romeos studied avidly under cover of a history book—the real reason for utter failure in all examinations. Another desire was to sample the 150-m.p.h. speeds that are spoken of lightly by people “in the know” these days. Not long ago it was 100 m.p.h., but now you do that with all the family on board and a sports car must do 150 m.p.h. So I was prepared to try it, not just up the by-pass, but in the Mille Miglia. By a sequence of coincidences and misunderstandings I finally settled to ride with George Abecassis in the H.W.M.-Jaguar, a motor car in the true sporting tradition, no frills, no sleek coupé top, but a blood-and-thunder sports car of this present age. Independent front suspension with transverse leaf-spring and wishbones, tubular chassis frame, de Dion rear suspension on torsion-bars, brakes from the Formula II cars and an all-enveloping body topped by a curved Perspex windshield. The cockpit was spacious and the closely-fitting bucket-seats allowed one to see just over the windshield but not in the air-stream.

Meeting the H.W.M. *equipe* in Brescia a few details were added, such as drinking bottles with long rubber pipes, a bracket made to keep a tin of sweets and some oranges in place, a block of wood on the floor for me to brace my feet against, a little “bungy” rubber padding, a second handhold on the tail of the car, and we were then ready for a trial run on the Autostrada. The only indication of speed was the large rev.-counter and the position of the gear lever, for 4,500 r.p.m. in top meant 120 m.p.h. as the car was geared for 26.9 m.p.h. per 1,000 revs. in top gear. Having never travelled at more than a genuine 110 m.p.h. on the road before, I viewed “4,500” with interest, but could not help taking a rather blasé view of the speed. Then the needle went up to 5,000 and on up to 5,400 r.p.m.—that was different; I was very conscious of being in a realm about which I had no experience and the feeling was odd to say the least, and I began to pay very close attention to all about me. Then some traffic appeared and we were back to a cruising 100 m.p.h. Yes, I was quite certain I was going to enjoy the Mille Miglia.

Dawn had broken and a dull grey sky was overhead as the over-2-litre sports class lined up on the main road out of Brescia, and above the general clamour I could occasionally hear the rasp of a racing engine and the rising crescendo as a Ferrari or Lancia roared away towards Verona. We were last in the row of cars; when we had gone, at 6.13 a.m., the organisers could go and have breakfast and the crowds go to sleep. In front of us was Tom Meyer's light green

## No. 613—MILLE MIGLIA

BY OUR CONTINENTAL CORRESPONDENT

Aston Martin coupé, and as he mounted the starting ramp and was given the signal to start I set my watch to 6.12 and then we drove up onto the ramp, surrounded by a sea of cheering faces and waving hands. An official gave me our control card that had to be stamped eight times during the next 1,000 miles. Castegnato and Count Magi, the two most important men in Brescia, the real brains behind the Mille Miglia, were there smiling, and it was 6.13 and we were away. Gently down the ramp and then accelerating away through the gears. In front of us was a solid block of people but Abecassis had done many Mille Miglias and he just drove straight at them with the speed rising to 80 and 90 m.p.h. When they were petrifyingly close the crowd swayed back to let us pass, and for the next 20 or 30 miles it seemed that we must sweep them down by the hundred, but they always moved aside in time. The greatest difficulty was that it was quite impossible to see any of the corners or bends because the crowds covered everything, and I thought how infuriating it must be to learn the course on a normal day and then try to remember it under these conditions. Everyone had had the same trouble, for the number of marks on the road from panic-braking were unbelievable, and every corner showed signs of one of the 373 cars in front of us having had a dodgy moment, with black marks up onto pavements, signs of locking wheels, and so on.

Once clear of Brescia the road straightened up and “5,000” and more was showing on the rev.-counter in top as commonly as the average car shows 50 m.p.h. on its speedometer. It was not long before we saw a speck in the distance, that was number 612 and at nearly 130 m.p.h. we went past; by now the crowds were thinning out, though the villages and towns were still packed. In Peschiera the crowd were nearly delirious and their attempts to slow us down were fascinating, one man even running straight at us waving a chair. Round the next corner we saw the reason for all this pandemonium. No. 606 was well and truly wrapped round a tree and a quick look at the list stuck on our dashboard showed it to be Farina. I exchanged a wry look with Abecassis just before he opened out and we got back into our 130-m.p.h. stride. Out of Verona the road ran dead straight but was lined with people, most of whom seemed to have bicycles or umbrellas, and at 140 m.p.h. we drove through this sea of “ants” with only a three-foot space on each side of the car, the only consolation being that they were all interested in the Mille Miglia and were probably looking towards us. On 120-m.p.h. bends in the open country there would still be a crowd of people standing right on the apex, exactly at the point where a car would leave the road, presumably all quite oblivious of the danger.

Once away from Verona “5,200” came up and after a while I had the feeling of being satisfied with having done 142 m.p.h. on the open road and was quite prepared for Abecassis to ease back to a sedate 100 m.p.h., but as far as the eye could see the road ran straight and was completely clear, so there was no reason to ease off and for mile after mile we cruised at 142 m.p.h. Eventually a blind brow necessitated the throttle being eased back and the speed dropped to around 120 m.p.h., but only for a fleeting moment and we were back to our maximum again with nothing but straight flat road in front of us.



“... a quick look at the list stuck on our dashboard showed it to be Farina.”

In Vicenza the road was very bad and on one corner we hit a bump which threw us almost onto the pavement, the crowd stepping smartly backwards as one man. Out of the town we accelerated up to three figures and soon realised something was wrong for the car was wandering about at over 120 m.p.h. and clearly the big bump in Vicenza had broken something, probably a shock-absorber or part of the rear suspension, for on corners the car was behaving most peculiarly. After a time we became unused to the snaking above 120 m.p.h. and as there was no one immediately in front of us we had all the road to play with. We had caught 612, 611 did not start, and 610 we had seen by the roadside a long way back. No. 609 was Peter Collins with the works Aston Martin and, now that we could not corner very fast, obviously we could not catch him.

After Padova a thick mist developed which reduced visibility to less than 100 yards and limited speed to a bare 100 m.p.h. and less in places, for the H.W.M. now had a very small safety margin and panic-braking was quite out of the question. This poor visibility continued for more than 15 miles and when it finally cleared the roads were in a very greasy condition. Conditions were not good and we had dropped more than 10 minutes behind our self-imposed schedule and, being unable to motor on full throttle, the engine started to fuss and one cylinder stopped working. This was getting depressing and just after Rovigo the recent floods had washed about two miles of road completely away and a loose cart-track had been built to replace it. Over this the surface limited us to second gear and we took the opportunity of discussing the situation, deciding to continue to the first control at Ravenna, about 30 minutes farther on. Having dropped speed considerably we were re-passed by Meyer in his Aston Martin and we followed him down to Ferrara. It was now raining spasmodically and the roads were like sheets of ice at more than 100 m.p.h., and in addition Abecassis had to cope with a car that was unstable at high speeds. Approaching a fairly sharp right-hand bend we were both suddenly aware that the Aston Martin in front of us was not going to get round it and, sure enough, the front wheels broke away and the car slid straight on. The next few seconds were very full for Tom Meyer while all we could do was to slow down and watch. The car ran along the left bank, going so high that the sump was in full view, missed all the spectators and trees, slid back onto the road, spun gracefully round in front of us, struck a tree with its tail and fell on its side in the ditch at a very low speed. As we passed, the door opened and the passenger O'Hara



The H.W.M.-Jaguar.

climbed out and helped the driver out. Thinking very deep thoughts about tyre adhesion we continued on our way.

Eventually we arrived at the control at Ravenna, had our card stamped and pulled over to our pre-arranged pit. The misfire proved to be something obscure in one of the Weber carburetters, while the damage at the rear was that the complete end of one of the telescopic shock-absorbers had broken off and was quite irreparable. As we were now 20 minutes behind schedule, with no hope of making up any time, only losing more, it was decided to retire, very reluctantly for the Mille Miglia only happens once a year and there really is nothing to equal it. A further trouble had become obvious in the last 20 miles into Ravenna and that was that the public were considering the race finished and were quite justifiably driving off home along the road on which we had been trying to race. We were the last starter and they had allowed us a certain measure of time and then considered the event finished. We had got behind this time allowance and it was going to be impossible to regain it. We had covered 200 miles and the race for us had hardly started; there was another 800 miles to cover, so we removed our crash-hats and went and had coffee. For the 200 miles from Brescia to Ravenna we had averaged 87 m.p.h. and that was too slow to justify continuing—a solemn thought indeed.

.....  
**XXIst MILLE MIGLIA—continued from page 319**

**MILLE MIGLIA MUSINGS**

In an event the size of the Mille Miglia it is not possible to mention every praiseworthy effort, but one that was particularly good was that of the Belgian driver Gendebien who won the Tulip Rally, flew to Italy and drove a Jaguar XK120 coupé into 21st place. Likewise, Gatsonides competed in the Tulip Rally and the Mille Miglia, finishing 28th with a Triumph TR2.

The first British car to finish was the Austin-Healey driven by Macklin, who drove on his own and likened the event to a one-lap Grand Prix of interminable length, but more interesting than covering lap after lap of the same circuit. He finish in 23rd place and fifth out of the six finishers in his class.

Other English cars to compete the course were a Jaguar coupé, driven by two French drivers, in 37th place, the coupé Frazer-Nash driven by the Swedish drivers Nottorp and Bratt, in 53rd place, and Brooke and Fairman with the Triumph TR2 in 94th place.

An intrepid couple were the German drivers Strable and Spingler who had a Volkswagen fitted with a Porsche engine, Porsche brakes and wheels. They finished third in the sports class, out of 12 finishers, and 44th in General Category, with what must surely have been a very "dicey" hot-rod!

The last car to complete the course was an Isetta, a midget economy saloon balanced on wheel-barrow wheels and powered by a 350-c.c. two-stroke engine, that arrived back at Brescia 24 hr. 37 min. 2 sec. after leaving, but it could not be classified as 24 hours was the maximum time allowed. Seven of these incredible little vehicles competed, four qualified, and the fastest averaged approximately 45 m.p.h. for the 1,000 miles.

Venezian, who finished fifth in General Category, was indebted to the officials at Bologna, for he arrived at the control too fast, locked his wheels and skidded into one of the grandstands, injuring a small boy and denting the nose of his Maserati. The accident looked serious at first and he seemed prepared to abandon the race, but the officials pushed the car back on the road and sent him on his way before he could really appreciate what had happened.

Unluckiest man was surely Mancini who crashed his Maserati

within a few miles of Brescia, his mechanic unfortunately receiving fatal injuries.

It was most impressive at Bologna the way most of the Alfa-Romeo 1,900 and Lancia Aurelia cars arrived at speed and still had sufficient brakes to leave marks on the road or lock the front wheels. Most of the Alfa-Romeos left in a flurry of wheelspin. All this after some 10 hours of racing.

An unknown driver received exactly the same speedy attention at the controls as Ascari or Marzotto, the officials merely did their jobs as fast as possible, irrespective of car or driver. At one point four 1,100 Fiats arrived together and they all got away together, less than 10 seconds being lost by any of them. The marshals who did the official stamping and punching of the cards had the remarkable ability of never being upright, they were continually at an angle of 45 deg. either accelerating, braking or cornering round a car.

.....  
**LETTERS FROM READERS—continued from page 324**

is obviously that if these speeds satisfy such owners they would find the far-more-economical 2 c.v. amply fast.

We should be critical if a water-cooled British engine clattered, but would forgive such noise from an air-cooled, anti-freeze power unit. The 2 c.v. is ugly, partly because it was planned for large-scale production in factories bombed out of complex machine tools, partly because it is cheap. A wheelbarrow is ugly for the latter reason but is used appreciatively by many Englishmen.

The idea that low horse-power cars cause traffic congestion will remain a fallacy until heavy lorries and vans, autobikes and cycling clubs are barred from our roads, along with dodderers in cars of all powers. The slight engine noise of a 2 c.v. and the small degree of float on the speedometer-needle when it is raining is a small price to pay for the many advantages of this ingenious car. If Austin, Ford and Nuffield are revolving in their graves/bed it can only be because none of their designers thought of the 2 c.v. before the late M. Boulanger. In any case, with hints of police interest in fast driving and other people suggesting that old cars are unsafe, it seems as if soon the only way of motoring unmolested in this country will be in cars like the 2 c.v.—ED.]

**ROB WALKER** describes his

## TRIP TO SEBRING WITH THE ASTON MARTIN TEAM

WHEN I managed to get invited on this trip I thought it might be a good idea to offer to make a report of the race for **MOTOR SPORT**, and so make some extra money on the side. But then I realised that I never know what has happened in a race that I have seen until I read the paper next day and, as I don't read so good, I didn't think I would be thanked for my report, so I scrapped the idea. I felt a little sad for the income tax inspector—that he should be losing so much good lolly.

My first thought when I knew that I was going to America was that I should have to take a car with me, as I should need the petrol tank to smuggle the watches in, otherwise how else could we get dollars? Unfortunately, we were limited for space and weight and the only car I could take was the 2-ft. model of my Aston Martin DB2-3½S.\* I searched around for a bag that would fit it, and eventually packed it up. Only then did I realise how silly I was, because of course they don't make watches small enough to fit in a 2-in. petrol tank, and I had no time to have them specially made. By this time I was determined to take the model anyway, and it turned out a great success with the Americans because not only is it an identical model, but it also has a petrol engine, with remote-control throttle, forward and reverse gear, and steering.

We were due to leave by Pan-American on Sunday, February 28th, at 7 p.m., and the party consisted of John Wyer, team manager, Reg Parnell and Roy Salvadori driving one car, Peter Collins and Pat Griffith driving the other, and myself. I was the odd man out, not being a regular member of the team; odd man probably from birth, and out definitely after our final departure homewards from New York. Shortly after our arrival at London Airport, we were asked up to the private office of Pan-American to have a drink. After three stiff ones, Reg, who is not easily fooled, said that this was just the softening-up process before they announced a delay, and, sure enough, shortly afterwards they said that they regretted that there would be a three-hour delay due to engine trouble, for which they later deducted 25 dollars from the price of the ticket; in the meantime they kept serving free drinks.

At 10 p.m., after they had given us dinner, we all trooped out to the waiting stratocruiser, and I must say I have never seen a more impressive machine. The whole lower deck was devoted to a bar, free cigarettes were distributed, and drinks were free all the time, with champagne at the five-course meal. Not a bit like my old war-time Swordfish—it even had a stewardess instead of an air gunner—but of course that is all according to taste nowadays. We arrived at Shannon at midnight, where a B.O.A.C. aircraft was stopping the night owing to bad weather on the New York run, but we just refuelled and got cracking.

We slept well, and in the morning John Wyer and I awoke first, to see the sun pouring in through the port window. We looked at one another and, with one accord, said that we were going the wrong way. How we knew I shall never guess, because the sea looks much the same whichever way you look at it. At this moment the chief engineer appeared and we demanded what was afoot. I think he was a bit disgusted that the P.-A. hospitality of the night before had not taken more effect, as he had not expected any of the passengers to be sufficiently conscious to realise which way they were going. Anyway, it turned out that after getting within three hours of New York, the weather had closed down and we were returning to the Azores. We stopped there an hour for refuelling, and then off for New York again. They gave us a very good lunch and, after about 10 hours' flying, I was dozing when I heard someone say "U.S." Remembering all the u/s. aircraft of my Fleet Air Arm days, I jumped up to find myself a parachute, but, no, it was only that we were crossing the United States coast. As we approached New York the weather began to close in fast and, although we got the O.K. to land, we made an approach, got within 100 ft. of landing and then had to give it up and go off again. It reminded me of the Marx Bros. film when they had just done a record flight of the Atlantic "and then we got within three feet of landing when we ran out of petrol, so we went back." We circled New York for 1½ hours in some very bumpy weather, and then they re-routed us to land at Washington, which was clear of the bad weather, and we landed there after 13½ hours in the air since leaving the Azores.

We cleared customs in Washington, and then found that we had just 10 minutes to catch the aeroplane for West Palm Beach, which we did all right but without time to spare. The journey took us

\* This is a DB2 with a 3-litre engine in it which is almost converted to "S," so we call it "½S." Rather a complicated formula but you get used to it in the end; at least I do, as I made it up.



*FUNERAL.*—Reg Parnell, Peter Collins, Roy Salvadori and John Gordon Bennett burying the dead Aston Martin at Sebring—as will be told next month.

about 3½ hours at 20,000 ft., doing about 420 m.p.h., with 68 passengers. They gave us a very good dinner and we made a couple of stops on the way to drop passengers and pick up others, and landed at West Palm Beach about 1 a.m. New York time. Briggs Cunningham had a taxi at the airport to meet us and took us to the hotel which he had laid on for us, and we were not sorry to get to bed. In the morning by 9 a.m. the boys had come round to join us at breakfast—Briggs Cunningham, Bill Spear and Phil Hill—and all the latest about motor racing was discussed. John Wyer was even disposed to talk about the 4½-litre four-cylinder Lagonda they were not building, but no mention of the 12-cylinder one they were building.

Briggs very kindly lent us two beautiful cars for the whole of our stay. One was a Hudson Hornet, with a very large capacity—it easily took five of us with all our luggage—and it had very fair acceleration; you could spin the wheels in second gear, but it tailed off at about 80 m.p.h. The other was a most interesting and exceptional car, called a Studillac; that is to say it was a Studebaker with a Cadillac engine; and it certainly did not hang about. It had quite a pretty body, which was very low for an American, and the Hydramatic gearbox was fitted. There was a little wizard—whom I shall call Harry, as they all had HY drive written on the back—in the box, and he surely knew how to sort them out; if one got stuck in soft sand or mud Harry used to work overtime, and he always selected the right ratio at the right time, making it almost impossible to get bogged. The Studillac had amazing acceleration for a large saloon, and several times on one journey I did 112 m.p.h., but I did not feel that I wanted to go a lot more owing to the brakes and handling, although I should say it had another five or so m.p.h. to go. I asked Briggs how it compared with his Continental Bentley, on which he is quite keen, and he said that the trouble with the Studillac was that after three good applications of the brakes you had none, whereas the Bentley was unaffected, but he reckoned the acceleration was equally as good, and there was always Harry in the box for the lazy. I did not mention to him that you could probably buy four Studillacs for the price of one Bentley, because I don't think the matter would concern him greatly, and he would probably have replied that he would not be able to stop four any better than he could one. David Brown remarked that the Studillac was one of the few saloons he would not mind owning.

We set off from Palm Beach at about 10.30 a.m. to drive the 140 miles to Sebring. The roads were very poor to start with; in fact, there were 10 miles of mud surface at one time where they were still building the road, elsewhere they were narrow and on the whole badly surfaced. I was amazed to find in Florida they have a 60-m.p.h. speed limit everywhere and, what is more, they roughly stick to it. The cops were quite aggravated with Lance Macklin and fined him 20 dollars when they found that he had averaged 100 m.p.h. for the last 10 miles. Of course, as Lance said, had he known they were there he would have hurried and they would not have caught him, but, as it was, they got him ambling through a town. It was actually his second fine that day, so I should say he was getting a bit short of lolly by the time he arrived at Sebring.

[To be continued]

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# GONZALEZ' SILVERSTONE

*Ferrari, Jaguar and Cooper-Norton Successes at Record-Attendance  
"Daily Express" Meeting*

**T**HE International Trophy Meeting at Silverstone, organised on May 15th by the B.R.D.C. for the enterprising *Daily Express*, opened in heavy rain but from 5.30 a.m. crowds poured into the stands and enclosures until a record crowd of some 120,000 enthusiastic spectators had assembled—proof positive that motor-racing is an established sport in England. This was a genuine International meeting, with Gonzalez, Trintignant, Maglioli, Manzoni, Behra, Simon, Bayol, Mieres and Bira meeting Wharton, Parnell, Salvadori, Moss, Walker, Abecassis, Whitehead and other leading British drivers. An excellent programme had been organised, run off to strict schedule under the aegis of Desmond Scannell, unmarred by serious accidents. As last year with Hawthorn, Ferrari, with Gonzalez and Trintignant, won everything within their reach. Jaguar led the touring cars, Moss the 500s. In spite of the big crowds cars got clear of the circuit quite soon after the last race, a credit to police planning of the traffic arrangements.

## INTERNATIONAL TROPHY—Heat 1 (15 Laps)

As early as 10.15 a.m., in disheartening cold rain, the field got away for the first 15-lap, 50-mile heat of the International Trophy. Gonzalez had one of the new, short-chassis 1954 2½-litre Ferraris, Maglioli a 1953 Ferrari with the latest 2½-litre engine, Rosier his blue 1953 Ferrari, likewise with 1954 2½-litre engine, Jean Behra a 1953 Gordini with the new 2,490-c.c. engine and anti-roll bars front and back, Bira his last year's blue and yellow Maserati with new 2,494-c.c. power unit, Rolt was in Rob Walker's 2-litre Connaught, Beauman and Marr driving similar Connaughts, the former entered by Sir J. Boles, Bt., Moss was present in his new F.I 2½-litre Maserati with de Dion back axle, the remainder of the field comprising Alan Brown in the "hush-hush" new 1,971-c.c. Vanwall Special, looking rather Ferrari, but with a curious arrangement of gilled copper tubing over the enclosed nose in place of a normal radiator, Somervail's Cooper-Bristol, Macklin's 2½-litre H.W.M., Emery's 2,488-c.c. Emeryson, driven by Chapman, and Richards' Riley-engined H.A.R. Schell's Maserati didn't run.

Lance Macklin's H.W.M. lasted only a few hundred yards and from flag-fall Gonzalez was in the lead, followed by Rolt and Behra. At the end of lap one Moss, Bira and Maglioli in the other works Ferrari passed Behra. Gonzalez, driving in his new-found steady style, reminiscent of Ascari or Fangio, drew steadily away from Rolt, who had the 2-litre Connaught really wound up to keep ahead of the foreign 2½-litre cars. Alack, on lap six he spun off coming onto the change of surface out of Stowe Corner. Moss just missed him by swinging over to the right and somehow Bira scraped through on the left as the Connaught slid backwards towards him. Tony had to be push-restarted but was in sixth place on lap seven. Moss kept Bira at bay for another three laps but the little Siamese Prince was driving with his former skill and passed Moss on lap ten. Thus they finished, with the second works Ferrari fourth, Behra's Gordini fifth and the Vanwall Special sixth ahead of Rolt.

It had been an unpleasant opening for the drivers on the slippery track, everyone using their throttles with great discretion; Chapman and Beauman experiencing pirouettes nevertheless. Gonzalez made not a single mistake, looking slow but doing a lap at 85.67 m.p.h., to which Moss and Bira could only reply to the tune of 84.3 m.p.h.

1st :	F. Gonzalez (Ferrari)	... 31 min. 49 sec. ...	82.79 m.p.h.
2nd :	B. Bira (Maserati)	... 32 min. 3 sec. ...	82.19 "
3rd :	S. Moss (Maserati)	... 32 min. 5 sec. ...	82.10 "
Fastest lap : Gonzalez, 85.67 m.p.h.			

## SPORTS-CAR RACE (17 Laps)

On a still-wet track this promised fireworks, but they luckily proved to be damp—the drivers were on their best behaviour and thrills were few. Gonzalez now got into Ferrari's fantastic 4.9-litre sports car, a glorious red two-seater with streamlined headrest and all-enveloping body. In practice it had a clever two-panel wind-screen, the driver looking out of the clear space between the panels, but now only the lower panel was in use.

The works Jaguars (Rolt and Moss) were absent, preparing to meet the Ferrari at Le Mans. So were both the Austin-Healeys, a Kieft, Gaze's H.W.M. and the Gilby Eng. Co. Maserati which should have been driven by Cliff Davis. David Brown fielded an open two-seater 3-litre DB3S (Peter Collins) and two exceedingly

fine coupé DB3S, also with the 3-litre engines, for Whitehead and Salvadori, with Parnell in the new 4½-litre V12 open Lagonda, an excitingly new Le Mans car making its competition debut. Jaguars were represented by the three Ecurie Ecosse cars, one of which was driven by Peter Walker, the others by Jimmy Stewart and Ninian Sanderson, and Duncan-Hamilton's and Kelly's privately-run Type Cs. Abecassis had the Mille Miglia H.W.M.-Jaguar. The 2-litre class was contested by a bevy of Cooper-Bristols opposed by Gould's Kieft-Bristol, a TR2 Triumph (Leslie Brook) and Peter Morgan's TR2-engined Morgan Plus Four. The 1½-litre category was a Lotus versus Connaught matter, Leston joining in with a Leonard-M.G., Reece in de Puy's 1,300-c.c. Osea and the Kieft being non-starters.

Walker led away but after a lap Gonzalez was leading for Ferrari. He continued thus, careful to get the big car straight after the corners before turning on its full power! The lead he gained over last year's Le Mans-winning Jaguars showed everyone present why the Jaguar company is preparing faster entries for this year! Indeed, the 4.9 Ferrari lapped several times at 85.67 m.p.h., exactly equal to his best laps in the 1954 F.I Ferrari in the previous race! Abecassis drove impeccably, eventually getting the H.W.M. into second place ahead of Walker and Stewart with four laps to go, lapping in the course of this fine piece of motoring at 83.63 m.p.h. Parnell followed the leaders in the V12 Lagonda, lapping at 81.68 m.p.h., which was just sufficient to hold off Duncan-Hamilton's Jaguar. Salvadori, steadier in the coupé DB3 than Collins in the open Aston Martin, finished first and second in their class, leading the bigger, very imposing-looking, all-enveloping new Cooper-Jaguar of Whitehead, which has ducted cooling. Alan Brown fairly flung his B.E. Trophy Cooper-Bristol round the course to secure the 2-litre class, finishing 10th in the field, actually ahead of Sanderson's Jaguar and Whitehead in the other coupé DB3S! Colin Chapman, attired in a shirt to match the yellow wheels of his aerodynamic Lotus-M.G., got a fine lead over Coombs and Gammon in the 1½-litre class. The Morgan retired and Riseley-Pritchard's Cooper-Connaught stopped for a plug change.

### Over 3 litres :

1st :	F. Gonzalez (Ferrari)	... 17 laps in 35 min. 56 sec. ...	83.08 m.p.h.
2nd :	G. Abecassis (H.W.M.)	... 17 " " 36 min. 42 sec. ...	81.35 "
3rd :	P. Walker (Jaguar)	... 17 " " 36 min. 48 sec. ...	81.13 "

### 2-3 litres :

1st :	R. Salvadori (Aston Martin)	17 laps in 37 min. 21 sec. ...	79.93 m.p.h.
2nd :	P. Collins (Aston Martin)	... 17 " " 37 min. 23 sec. ...	79.86 "
3rd :	G. Whitehead (Aston Martin)	16 " " 36 min. 22 sec. ...	77.26 "

### 1½-2 litres :

1st :	A. Brown (Cooper-Bristol)	... 17 laps in 37 min. 41 sec. ...	79.22 m.p.h.
2nd :	H. Gould (Kieft)	... 16 " " 36 min. 39 sec. ...	76.67 "
3rd :	T. A. D. Crook (Cooper-Bristol)	16 " " 36 min. 39.2 sec. ...	76.66 "

### Up to 1½ litres :

1st :	C. Chapman (Lotus)	... 16 laps in 36 min. 46 sec. ...	76.42 m.p.h.
2nd :	J. Coombs (Connaught)	... 16 " " 37 min. 30 sec. ...	74.93 "
3rd :	P. Gammon (Lotus)	... 16 " " 37 min. 49 sec. ...	74.30 "

Fastest lap : Gonzalez 85.67 m.p.h.  
Team Prize : Ecurie Ecosse Jaguars.

## INTERNATIONAL TROPHY—Heat 2 (15 Laps)

In rather better conditions the cars lined up for Heat 2 of the racing-car event.

Trintignant had a works 1953 Ferrari with the new 2,490-c.c. F.I engine, Parnell his similar 1953/54 Ferrari prepared under Leslie Hawthorn's supervision, Simon a 2½-litre Gordini, Gerard his fast Cooper-Bristol, McAlpine, Young and Thorne Connaughts, Fairman drove Webb's Turner, Gould was Cooper-Bristol mounted, Salvadori reappeared for the first time since the Goodwood crash in the Gilby Eng. Co. F. I Maserati, Mieres had after all got his blue and yellow 1953 Maserati with 1954 F. I engine ready in spite of its accident at Bordeaux, Whiteaway had a 2½-litre H.W.M., Manzoni another 1953/54 2½ Ferrari and Richardson his E.R.A.-engined R.R.A., which had mysteriously fluffed out in practice with water where there should have been h.t. current. Wharton's Maserati did not materialise and Whitehead's Cooper-Alta had blown up too seriously at Bordeaux to face Silverstone. Wharton's Cooper-Bristol, Graham Whitehead to drive, also non-started.

The race quickly settled down into a clear-cut pattern. Parnell, to the delight of the crowd, led Trintignant, but always the works Ferrari was close behind Reg, spray bursting all over it and

*Continued on page 313*



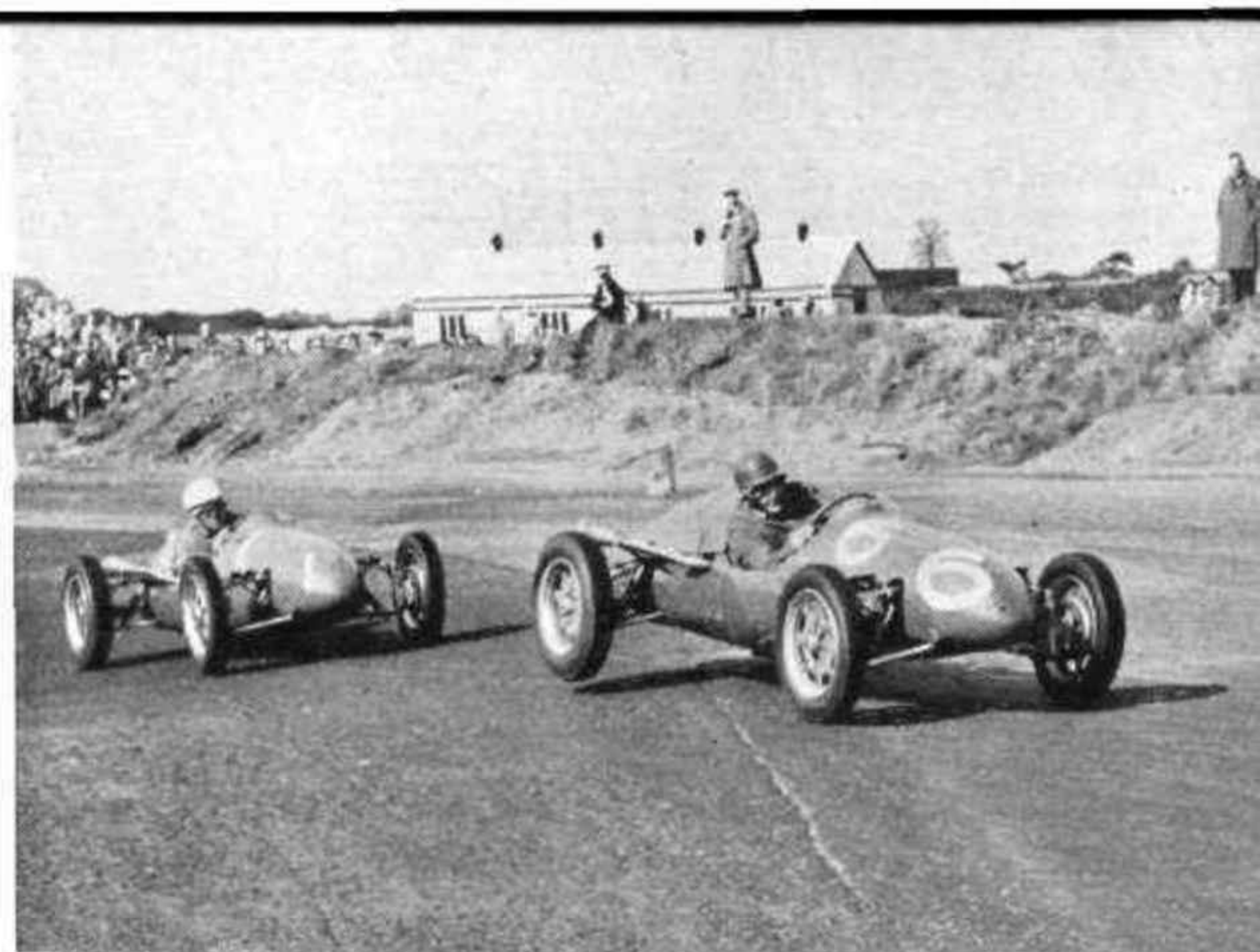
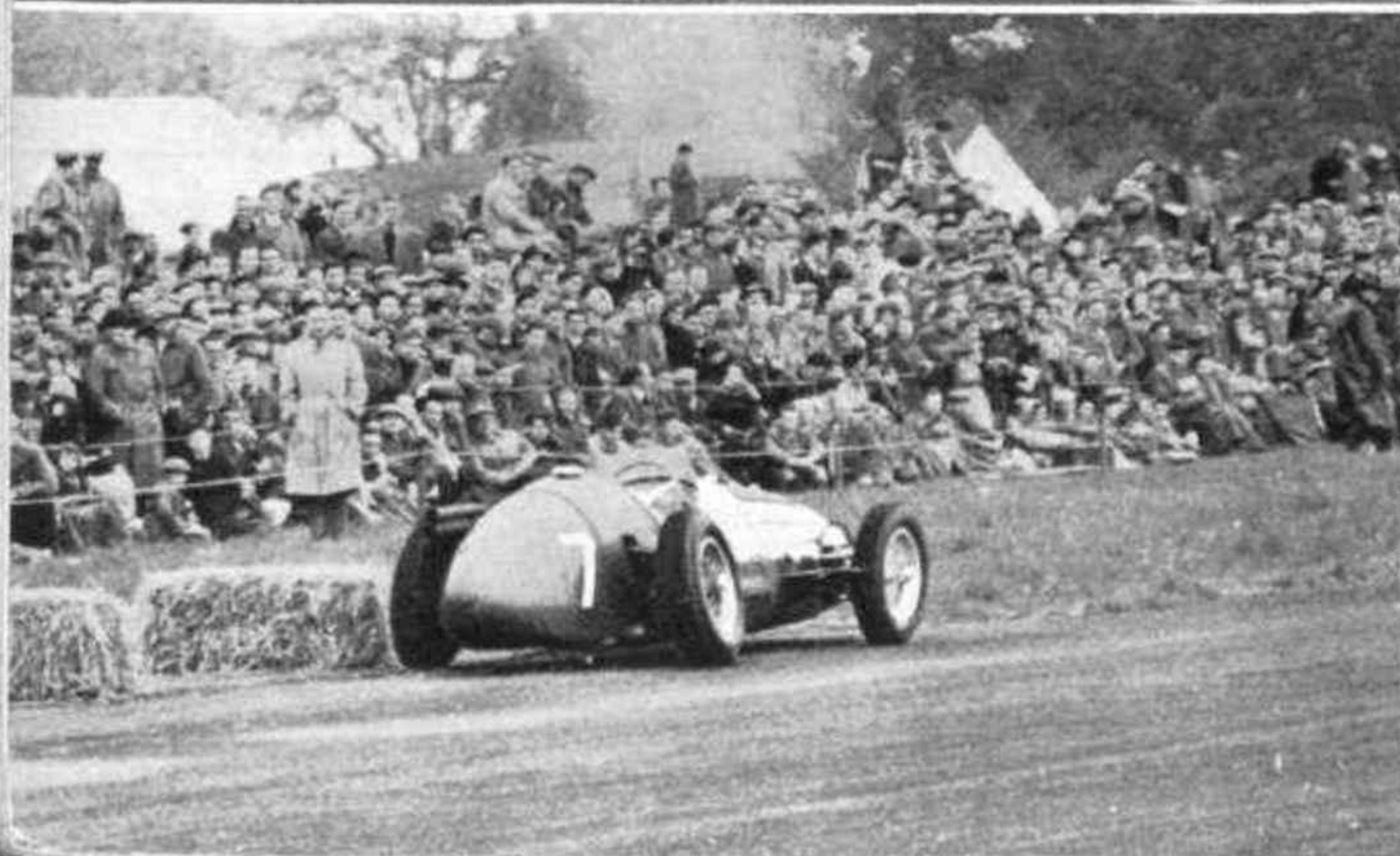
# PICTORIAL REVIEW

**“Daily Express” Silverstone** **B.O.C. Prescott**  
**West Hants Ibsley** **V.S.C.C. Silverstone and**  
**A.M.O.C. Snetterton**

*Top : FIRST-LINE FRENCHMAN.—Jean Behra drove splendidly for Gordini at the “Daily Express” International Trophy Meeting, finishing second in the Final.*

*Bottom : 1954 FERRARI.—Gonzalez drove in new-found, skilled form at Silverstone to net all the prizes possible for Ferrari. He is here seen in the new F.1 Ferrari with which he won the first heat of the International Trophy Race, afterwards changing to a 1953/54 Ferrari to win the Final.*





**BRITISH CHALLENGER.**—Alan Brown got good results at Silverstone from G. A. Vandervell's 2-litre Vanwall Special, until it burst an oil pipe. Note the cooling tubes over the nose of the car in lieu of a normal radiator.

**LAGONDA RETURNS TO RACING.**—Reg Parnell driving David Brown's new 4½-litre V12 Lagonda at Silverstone, level with the Type C Ecurie Ecosse Jaguar of Ninian Sanderson. The Lagonda will have to find more "steam" before Le Mans.

**ANOTHER NEW ONE.**—Peter Whitehead in his impressively compact, all-enveloping new Cooper-Jaguar sports car at Silverstone. At the moment it, too, would benefit from higher boiler pressure.

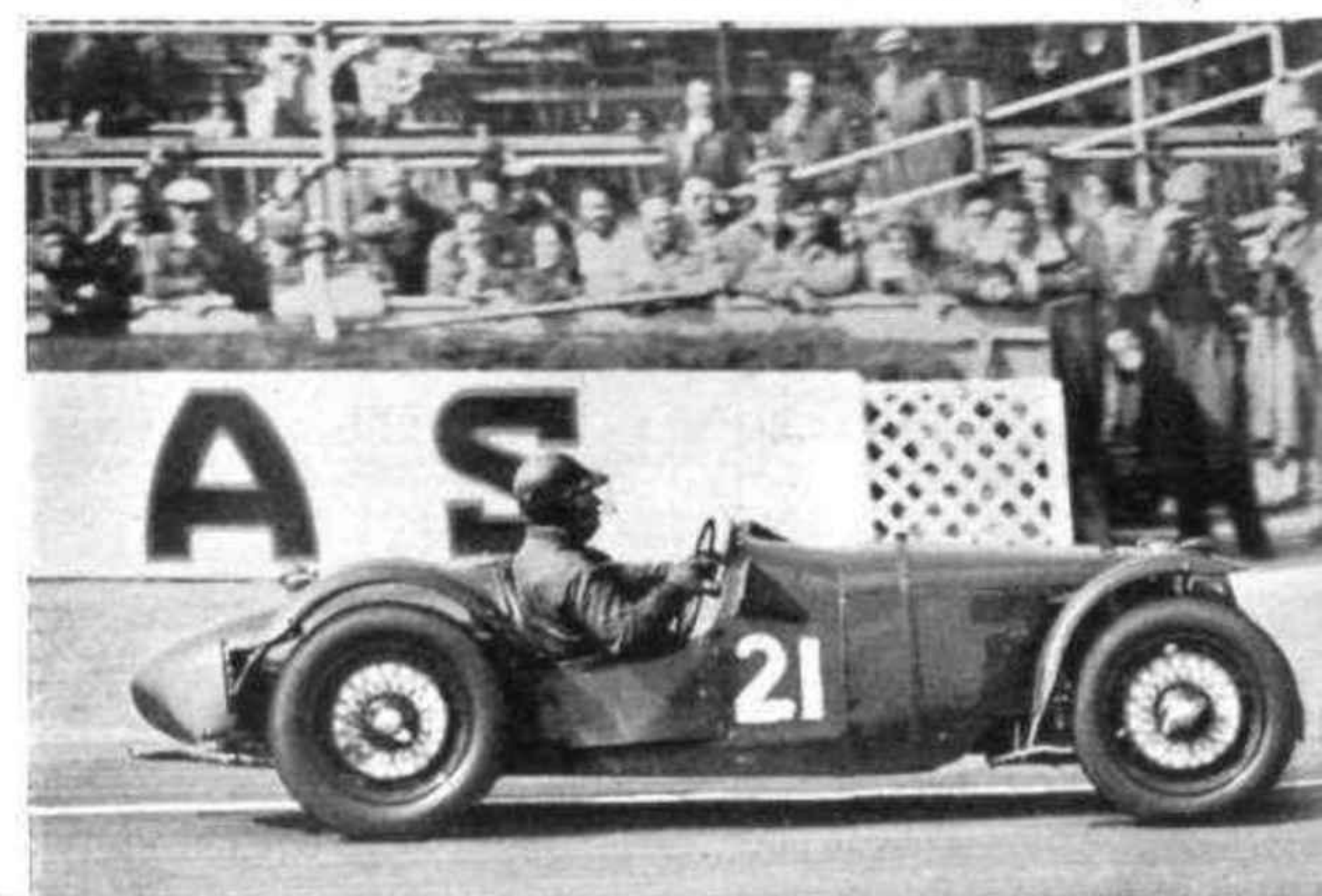
**UNLUCKY No. 7.**—Stirling Moss' new Formula 1 Maserati after its de Dion tube had broken at Club Corner in the final of the International Trophy Race. It was beaten by Prince Bira's sister car in heat one.

**SNETTERTON'S BUMP** will doubtless be levelled out before another meeting. Here Leston's Cooper leads Russell's Cooper over this hazard.



**CLOSE-COUPLED.**—Jimmy Stewart leading a group of cars and Graham Whitehead's Ecurie Ecosse Jaguar.

**"MOTOR SPORT" TROPHY LEADER** after the V.S.C.C. Silverstone was A. J. Nurse's Riley Nine.

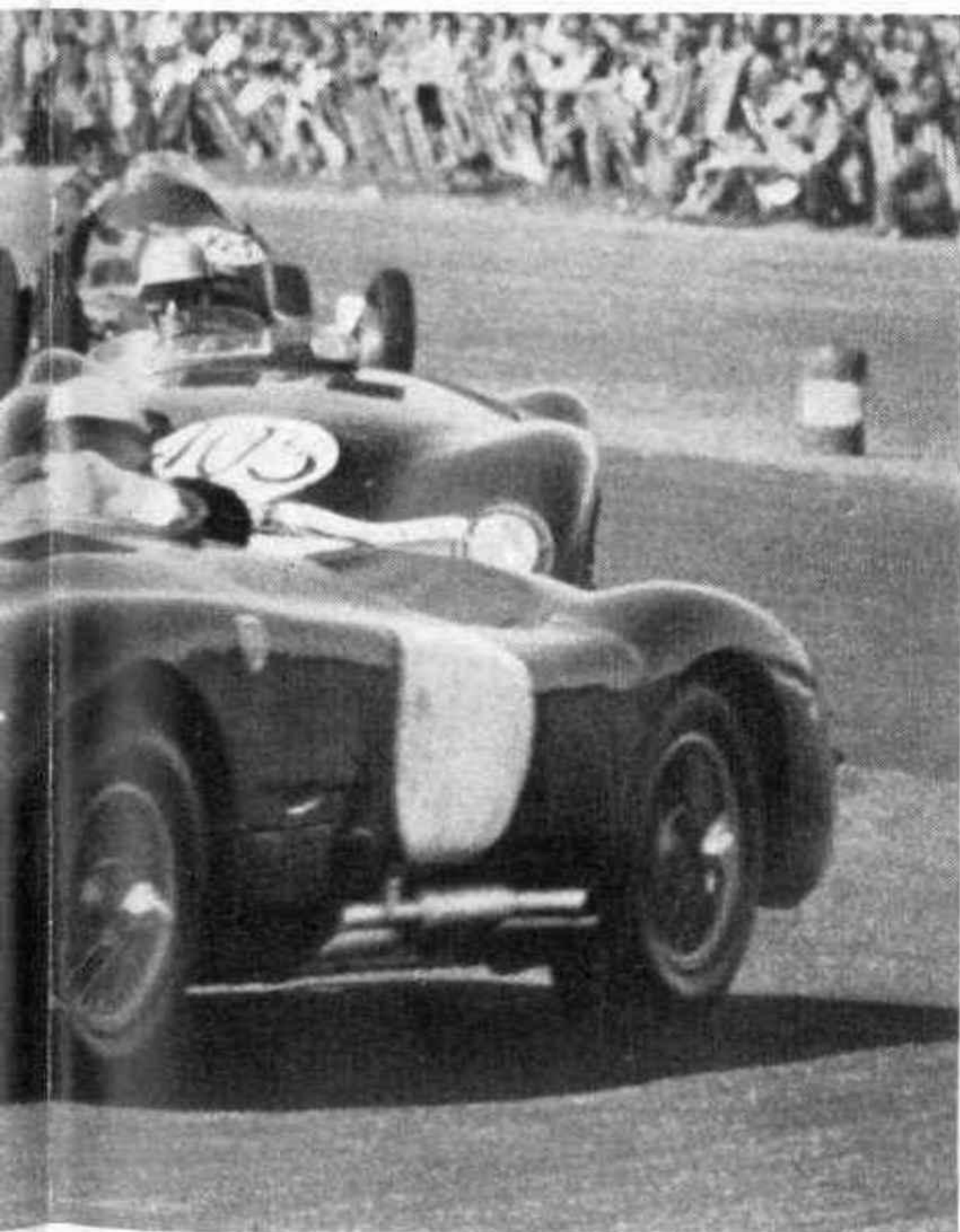




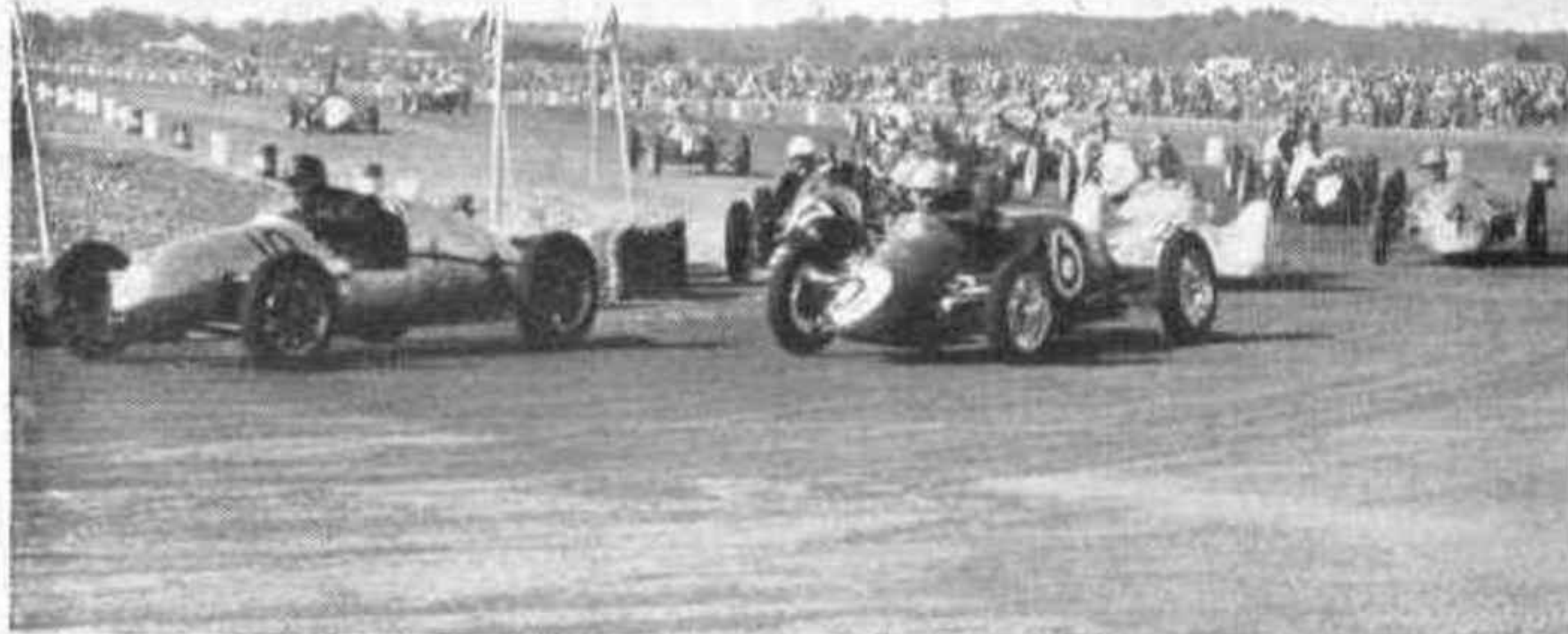
**"VINTAGE" ASTON MARTIN WINNER.**—  
C. H. Sutcliffe, the limit man, winning his race at  
Snetterton.



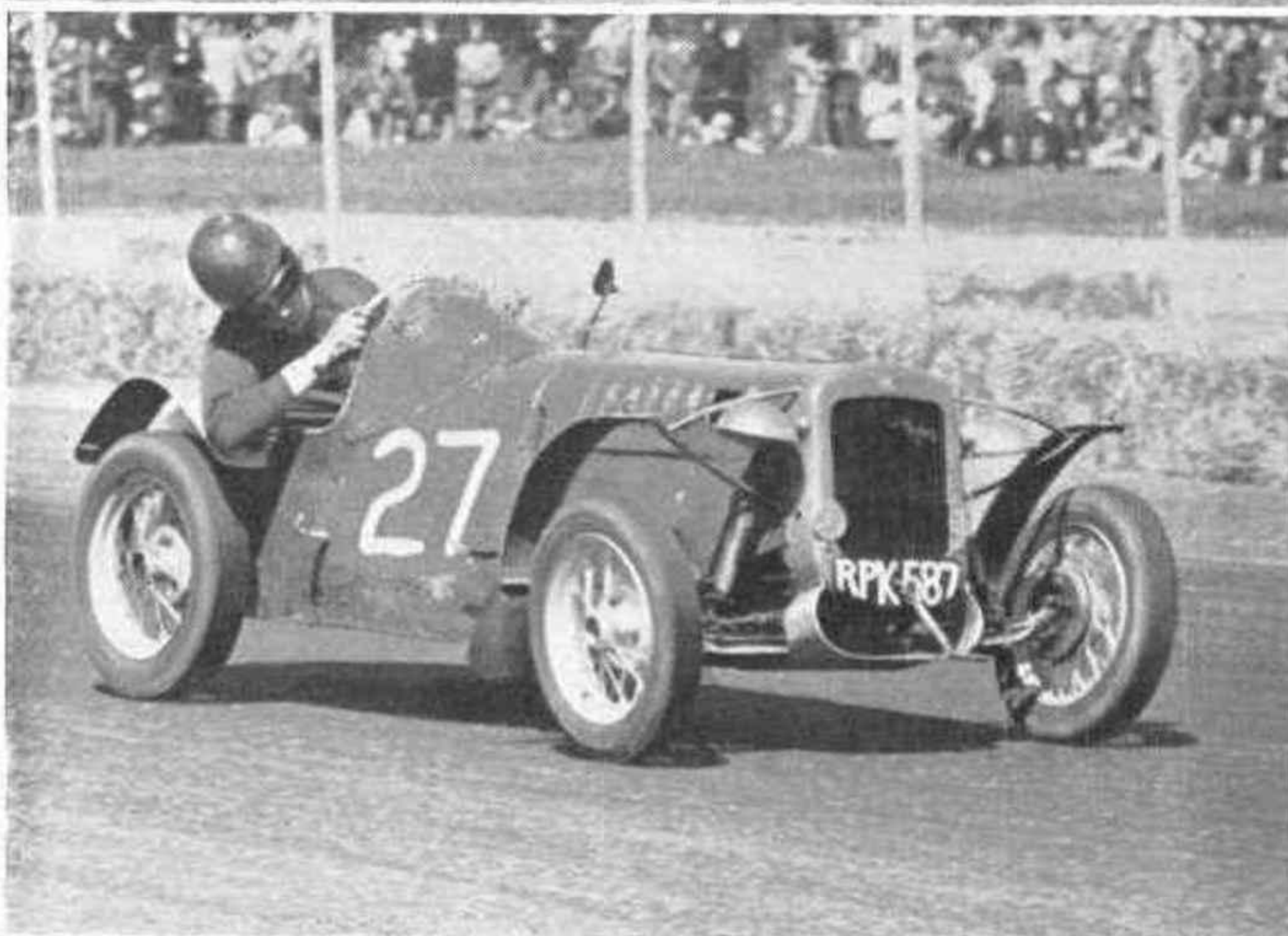
**VINTAGE VICTOR.**  
—Len Gibbs' Riley Nine  
was never really chal-  
lenged during the Ibsley  
vintage handicap. He  
won at 65.08 m.p.h.



**BUNCHED 500s.**—  
A scene at the first bend  
after the start of the  
Formula III race at  
Ibsley. Tyrrell's Cooper  
leads Loens' Staride and  
the Revis, with Taylor's  
Staride on the extreme  
outside.



**750 FORMULA.**—  
W. E. Wilks' Austin  
coming out of Paddock  
Corner at the W. Hants  
and Dorset C.C. Ibsley  
meeting.



ars, but a long way behind the B.R.M. at Ibsley. Sanderson (Jaguar)  
R.A. close on Stewart's tail.

**FOUR-WHEEL-BRAKES versus TWO.**—A. R.  
Miller in W. S. Melville's 30/98 Vauxhall just fends off  
J. G. Sears' 1914 T.T. Sunbeam, a smaller-engined  
car with back brakes only.

**CLOSE SHAVE.**—  
Geoffrey Tapp's Buckler  
scrapes past J. N.  
Sparrow's Morgan; a  
tense moment at  
Court Corner during  
the Ibsley meeting.





**APPLEYARD IN THE LEAD.**—The white Mk. VII Jaguar saloon, driven by Ian Appleyard, winning the Touring Car Race, ahead of the Jaguars of Rolt and Moss.



**DAIMLER DEBUT IN COMPETITION.**—The Daimler Conquest saloon of Reg. Parnell in process of winning the 3-litre class of the Silverstone Touring Car Race. Immediately behind is Adams' Jaguar and coming up behind is Abecassis' Daimler.



**AS FAST AS A FORMULA 1 CAR.**—Gonzalez taking it easily in the wet in the 4.9-litre sports Ferrari which won the "Daily Express" sports-car race very easily, leaving the Jaguars and even Abecassis' H.W.M. far behind.

**AERODYNAMIC EFFICIENCY.**—Colin Chapman made no mistakes at Silverstone, winning his class in the Sports-Car Race in his new M.G.-engined aerodynamic Lotus.

**BRILLIANT PERFORMANCE.**—Leslie Brooks, in a standard three-cylinder D.K.W. Zonderklasse, led the Morris Minor and Standard Eight contingent at Silverstone, in spite of the use of o.h.v. 918-c.c. engines in the Morris.



**GONZALEZ' SILVERSTONE**—continued from page 308

sputing up past the front-wheel splash guards. After ten laps the Frenchman passed Reg, cornering rather more neatly and, as the track dried a little, making the fastest lap so far, at 90.06 m.p.h. Parnell settled into a comfortable second place, with Manzon never out of third position, these Ferrari drivers lapping at 87.08 and 85.16 m.p.h., respectively. Salvadori, after a poor opening, brought the Maserati up fourth, ahead of Simon's Gordini, while Fairman (Turner) just came onto the six-place scoreboard when Gerard's Cooper-Bristol went sick. Gould's had already succumbed, after leading Gerard, McAlpine and Mieres both stopped, to swap hot plugs for fresh ones, and the R.R.A. broke a valve.

1st :	M. Trintignant (Ferrari)	... 30 min. 9 sec. ...	87.37 m.p.h.
2nd :	R. Parnell (Ferrari)	... 30 min. 15 sec. ...	87.08 ..
3rd :	R. Manzon (Ferrari)	... 30 min. 56 sec. ...	85.16 ..

Fastest lap : Trintignant, 90.06 m.p.h.

**TOURING-CAR RACE (17 Laps)**

There are two distinct views about this—some people regard it as the most interesting race of the day, others have no use for it. We conform to the first-named opinion; some very instructive things are to be observed and certain arguments conclusively settled. Again the driving was of a higher standard than before.

Sims caused a surprise by leading the Mk. VII Jaguars for the first two laps in his 2½ Riley saloon until he spun off after Stowe in a big way. Appleyard's white Jaguar then led, pursued by Tony Crook's Lancia Aurelia, Rolt's Jaguar and Wharton in one of the surprising Daimler Conquest saloons. Then Crook spun coming up to Woodcote and Wharton struck the Lancia, the Daimler's bonnet and near-side front wing being reduced to scrap. Both cars were out, leaving Moss, who, after stalling at the start, had passed Wharton, third—Jaguars 1, 2, 3—followed by Dunham's 3-litre Alvis, Adams' Jaguar and Parnell's 2½ Daimler. After nine laps Parnell got past Adams and then Dunham, after a grand and safe-looking run, stopped to remove his bonnet top-panel (wot! no straps?), and vanished from the leader-board, Abecassis (Daimler) coming up to sixth in consequence. Thus it ended, George having a stiff task to hold off Sims' Riley, which had worked through the field after its spin. Appleyard averaged 75.55 m.p.h., Jaguar winning the team prize. All three team Jaguars broke the lap record, at 77.48 m.p.h.

The Daimlers, nicely turned out, had sprung a real surprise, being in fourth and sixth places, beating the Rileys in the 3-litre class. De Mattos' Ford Consul finished 12th, to win the 2-litre class, in which the only opposition was James Tillings' diesel Borgward, which was 28th and last. In the 1½-litre category Owen's Volkswagen lapped steadily but slowly, the Javelins of Wright and Sparrowe looked dangerous but duelled with spirit, Sparrowe passing his rival, only to lose by a second on the last lap. Dick Jacobs' 1½ M.G. was considerably faster and won this class.

The 1,100-c.c. class was notable for some great fun and games. Standard Eight duelled with Morris Minor (the latter the older 918-c.c. cars, although Foster's and Derrington's had Alta o.h.v. heads, the former with one, the latter with twin S.U.s.), the result being Morris 18th, Standard 19th, then Potter's "three-wheeler" Panhard 20th, Standard 22nd, Standard 23rd, Morris 24th, Morris 25th, with Newton's little Renault 26th, all beating the VW and Borgward. Away from all this inter-marque strife went C. A. S. Brooks' D.K.W., very fast, very steady, to win the class in 17th position, averaging 64.15 m.p.h. on 896 c.c. to the leading Morris' 64.12 m.p.h. on 918 c.c. Ken Gregory's Standard had a "tied-together" session with D. O'M. Taylor's Standard.

<b>Over 3 litres :</b>			
1st :	I. Appleyard (Jaguar)	... 39 min. 31 sec. ...	75.55 m.p.h.
2nd :	A. P. R. Rolt (Jaguar)	... 39 min. 35 sec. ...	75.42 ..
3rd :	S. Moss (Jaguar)	... 39 min. 36 sec. ...	75.39 ..
<b>2-3 litres :</b>			
1st :	R. Parnell (Daimler)	... 40 min. 29 sec. ...	73.74 m.p.h.
2nd :	G. Abecassis (Daimler)	... 40 min. 36 sec. ...	73.53 ..
3rd :	L. Sims (Riley)	... 40 min. 36 sec. ...	73.54 ..
<b>1½-2 litres :</b>			
1st :	B. G. de Mattos (Ford Consul)	15 laps in 39 min. 58 sec. ...	65.91 m.p.h.
2nd :	J. Tilling (Borgward)	... 13 .. 39 min. 37 sec. ...	57.63 ..
<b>1,101-1,500 c.c. :</b>			
1st :	R. W. Jacobs (M.G.)	... 16 laps in 42 min. 5 sec. ...	66.77 m.p.h.
2nd :	J. E. G. Fairman (Borgward)	15 .. 39 min. 59 sec. ...	65.88 ..
3rd :	W. G. Wright (Jowett Javelin)	... 15 .. 40 min. 10 sec. ...	65.58 ..
<b>Under 1,100 c.c. :</b>			
1st :	C. Brooks (D.K.W.)	... 15 laps in 41 min. 4 sec. ...	64.15 m.p.h.
2nd :	A. T. Foster (Morris)	... 15 .. 41 min. 5 sec. ...	64.12 ..
3rd :	D. S. Done (Standard)	... 15 .. 41 min. 54 sec. ...	62.87 ..

Fastest lap : Appleyard, Rolt, Moss, 77.48 m.p.h.  
Team Prize : Jaguar.

**INTERNATIONAL TROPHY—Final (35 Laps)**

A minor sensation came when Gonzalez' new Ferrari refused to commence, but this was solved merely by standing down Trintignant and giving the Argentinian his last year's re-engined Ferrari

Rumours of British protests floated about, as this gave Gonzalez a better grid position, but we are glad to say nothing official was demanded.

In any case, Gonzalez took the lead and increased it all the way, never challenged, making fastest lap of the day on a still-damp track, at 95.79 m.p.h. Moss held second place in the Maserati for five laps, after which Behra, driving the Gordini brilliantly and gaining on Moss on the corners, passed. Manzon's Ferrari retired after a few laps, dropping from third to fourth place and then vanishing for good. Moss now started to chase Behra and was ahead again on lap 15, passing on acceleration out of Stowe Corner, to the acclaim of the spectators. Bira, running a steady fourth, lost the clutch of his Maserati after 11 laps, Mieres replacing him, followed by Brown, who was going well in the Vanwall, and Simon's Gordini. Then the Vanwall began to lose oil, Mieres waving to indicate that some was on the road, and Simon moved up on lap 17 as Brown retired with a burst oil pipe, letting Trintignant into sixth place in Maglioli's Ferrari. While Gonzalez was unassailably leading, content with the 1953 car, the comparatively low placing of Trintignant suggests that Maglioli had an appreciably slower car.

Salvadori lost a minute when his Maserati suffered a stuck throttle, the Emery came to the pits for work on the petrol filter and a change of plugs. Thorne's Connaught had retired with suspension failure, and Parnell's Ferrari, when running fifth, had transmission trouble, while Whiteaway's H.W.M. broke a universal joint.

With the field thus depleted the order at 18 laps was Gonzalez, Moss, Behra, Mieres, Simon, Trintignant—Ferrari, Maserati, Gordini, Ferrari, Gordini, Ferrari, suggesting a classic Continental race. Then—no Moss! The de Dion tube of his Maserati had broken at Club Corner on lap 24, leaving the rear wheels at odd angles and Stirling disconsolate. This let Rosier into sixth place. And so they finished, two Gordinis following the winning Ferrari home at a discreet distance and no British car in the first six. Rolt was the first Englishman home, after a good drive in the privately-owned 2-litre Connaught. Behra lapped at 94.93, Moss at 94.08 m.p.h.

1st :	F. Gonzalez (Ferrari)	... 1 hr. 6 min. 15 sec. ...	92.78 m.p.h.
2nd :	J. Behra (Gordini)	... 1 hr. 6 min. 51 sec. ...	91.95 ..
3rd :	A. Simon (Gordini)	... 34 laps in 1 hr. 6 min. 32 sec. ...	89.75 ..

Fastest lap : Gonzalez, 95.79 m.p.h.

**500-c.c. RACE (15 Laps)**

Moss, in the Beart Cooper-Norton, in his characteristic style, impeccable in the F. III field, led all the way, to win easily from Les Leston's new Cooper-Norton and Russell's Cooper-Norton. The only excitement was provided by a tight bunch of four cars behind, from which Bueb, Keen and Hall, in Coopers, emerged to beat Taylor's Staride. Grose (Grose) stalled at the start, Headland's Martin-Headland stopped for a fresh plug, then retired, and the four-cylinder Simca Surva of Otterbein was never in the picture and also retired. The Revis showed signs of contact with a hard object and Parker never got in the first six, although his Kieft lapped at 85.67 m.p.h., as did Taylor. Moss and Leston both lapped at 86.37 m.p.h.

1st :	S. Moss (Cooper)	... 31 min. 5 sec. ...	84.21 m.p.h.
2nd :	L. Leston (Cooper)	... 31 min. 28 sec. ...	83.72 ..
3rd :	J. Russell (Cooper)	... 31 min. 33 sec. ...	83.50 ..

Fastest lap : Moss and Leston, 86.37 m.p.h.

**" SILVERSTONE SIDELONGS "**

Gonzalez in the F. I Ferrari used Shell fuel and oil, Weber carburettors, Marchal plugs, Pirelli tyres, Marelli ignition, Houdaille shock-absorbers and Borani wheels. In the 4.9 sports Ferrari he was aided by the same sound components. The Jaguar which won the touring-car race relied on Shell fuel and oil, S.U. carburettors, Champion plugs, Dunlop tyres, Lucas ignition, Girling shock-absorbers, Mintex brake linings and Dunlop wheels. Moss had Shell fuel and oil, an Amal carburetter, K.L.G. plug, Dunlop tyres, Bosch magneto, Girling shock-absorbers and Cooper wheels on his Cooper 500. Mintex brake linings were used by Alan Brown, Gould, Chapman, Gammon, Parnell, Appleyard, Rolt, Moss, Abecassis, and Sims.

\* \* \*

Gonzalez impressed enormously by his greatly improved driving. When a car in front of him was shown the blue flag he would grin all over his face and nod from the big sports Ferrari in thanks to the flag marshals. He made a prompt, clear speech—in his native tongue—when called upon to do so at the prize presentation; but he didn't like our cold, wet weather.

\* \* \*

Prize money? Well, the works Ferrari drivers netted £720 between them.

Continued on page 293



# CASTROL WINS



## AT SILVERSTONE

**SPORTS CAR RACE** Up to 3 Litres

- 1<sup>ST</sup> R. SALVADORI ASTON MARTIN**
- 2<sup>ND</sup> P. COLLINS ASTON MARTIN**
- 3<sup>RD</sup> G. WHITEHEAD ASTON MARTIN**

*Subject to official confirmation*



**THE MASTERPIECE IN OILS**

# CLUB NEWS

## LONDON M.C.

The Le Petit Rallye (June 17th) is being held in conjunction with the French Sporting Trial and gives five days' motoring holiday (June 16th-20th) on the Continent, at Annecy, at modest cost. The regulations for this event were included with those for the "Little Rally." Entries are coming in fast and the available hotel accommodation being booked, so send in your entry now.

On September 3rd and 4th comes the club's National Rally, the London Rally—with starting points in London, Birmingham and Leeds—which goes through the mountains of Wales and, in contrast to the Little Rally, is intended to be a reasonably difficult and tough event. This year, to celebrate the club's 50th anniversary, it finishes in the heart of the City of London, the first time a motoring event has ever done so.

There will be entirely separate classes for the experts and novices. The experts will have a night navigation section of 80-90 miles—maps provided free by the club. This they will have to attempt at a 30-m.p.h. average. Somewhat difficult, but a little easier than last

year, when no competitor succeeded in doing the map-reading section without loss of marks.

This year, for the first time, novices will only have to undertake a portion of the map-reading section of approximately 50 miles in length and at a slower average speed, probably 24 miles per hour. Thus, in one event with two entirely separate sets of awards, it is hoped to extend the expert and encourage the novice, giving both a rally of approximately 700 miles with rest periods. Already much work has been done surveying the route in the mountains of Wales, and an interesting and exciting one has been chosen avoiding rough roads.

## CIRCLE C.C.

The fifth annual rally of the Circle C.C. took place on May 2nd through Buckingham and Berkshire. The route of some 110 miles covered route, map reading and regularity sections, with special tests along the route. There were 37 entries starting from Harrow, with tea halt at the Royal Ascot Hotel, and finishing at the Headstone Hotel, North Harrow.

### Results :

**Paul Trophy :** M. Mostyn (Jaguar XK120).  
**First-Class Awards :** K. W. Barrow (Aston Martin DB1), T. B. Riley (Rover P4) and W. W. Paul (Jaguar Mk. V).  
**Second-Class Awards :** E. Gooding (Wolseley), A. Wheatland (Ford Zephyr), P. J. Butler (Austin) and G. S. R. Dewsnap (Austin A40).  
**Best Performance by a Visitor :** E. K. Lawrence, Chiltern C.C. (Ford Zodiac).

## FIXTURES FOR JUNE

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

- 4th/5th.—M.C.C. Rally, North Country. C.I.  
 C.S.M.A. Rally, Staffs. C.
- 5th.—Rhyl & Dist. M.C. Driving tests, Prestatyn. C.  
 Veteran C.C. of G.B. Rally, Worcester. C.  
 WEST ESSEX C.C. RACE MEETING, SNETTERTON. N.  
 Omagh M.C. Hill-Climb, Syonfin. C.I.  
 M.M.E.C. Race meeting, Silverstone. C.I.
- 6th.—Kentish Border C.C. Rally, Kent/Sussex. C.I.  
 Eastwood & Dist. M.C. Trial, Notts. C.  
 Riley M.C. (Scot.). Trial. C.  
 S. Wales A.C. Hill-climb, Bridgend. C.
- 7th.—HALF-LITRE C.C. RACE MEETING, BRANDS HATCH. N.  
 Nottingham S.C.C. Race meeting, Nottingham. C.I.  
 B.A.R.C. RACE MEETING, GOODWOOD. N.  
 Falcon M.C. Speed trials. C.I.  
 Half-Litre C.C. Race meeting, Cadwell Park. C.
- 7th-11th.—R.S.A.C. RALLY, SCOTLAND. I.
- 12th.—Scottish S.C.C. Gymkhana, Falkirk. C.I.  
 Sunbeam-Talbot O.C. Rally, Scotland.  
 MID-CHESHIRE M.C. RACE MEETING, OULTON PARK. N.  
 500 M.R.C. of Ireland. Race meeting, Kirkistown Airfield. C.  
 Midland M.E.C. Race meeting, Silverstone. C.I.  
 750 M.C. and M.G. C.C. Race meeting, Silverstone. C.
- 12th/13th.—Singer O.C. Trial, Home Counties. C.I.  
 Hartlepool & Dist. M.C. Rally, Durham/N. Yorks. C.I.  
 Bedford A.E.C. Trial, Bedford. C.
- 13th.—Peterborough M.C. Rally, Peterborough. C.  
 Yorkshire S.C.C. Trial, Haworth. C.  
 Lancs & Cheshire C.C. Trial, Lancs. C.  
 Manchester Univ. M.C. Rally. C.  
 Sheffield & Hallamshire M.C. Trial, Derbys. C.  
 Wolverhampton & S. Staffs C.C. Rally, Mid-Wales. C.I.  
 Horsham & Dist. M.C. & L.C.C. Rally, nr. Horsham. C.  
 C.S.M.A. (Farnborough). Navigation test, Farnborough. C.  
 Haslemere M.C. Driving tests, Milford. C.  
 Chiltern C.C. Rally, Chilterns. C.I.  
 Rolls-Royce M.C. Rally, Derbys. C.  
 Charnwood C.C. Rally, Leics/Notts. C.  
 Worcestershire M.C. Gymkhana, Worcs. C.  
 Falkirk & Dist. M.C. Rally. C.  
 Citroën C.C. Rally. C.  
 Bugatti O.C. Hill-climb, Prescott. C.
- 17th.—Scottish S.C.C. Rally, Glasgow. C.  
 N. Cornwall M.C. Trial, Davidstow. C.
- 19th.—West Hants & Dorset C.C. Driving tests. C.  
 B.A.R.C. (S.W.). Driving tests, Goodwood. C.  
 Lanarkshire M.C. & C.C. Rally. C.I.  
 Herts County A. & Ae. C. Rally, Herts. C.  
 Veteran C.C. Rally, Bexhill. C.  
 B.A.R.C. RACE MEETING, CRYSTAL PALACE. N.  
 V.S.C.C. Race meeting, Silverstone. C.I.  
 ASTON MARTIN O.C. RACE MEETING, SNETTERTON. N.  
 S.O.D.C. Sprint, Hastings. C.I.  
 Veteran C.C. of G.B. Speed trials, Bexhill. C.
- 19th/20th.—Blackpool & Fylde M.C. Trial, Lakeland. C.I.  
 N. London E.C.C. Rally. C.I.  
 Furness Dist. M.C. Rally. C.
- 20th.—Bolton le Moors C.C. Gymkhana, Lancs. C.  
 Ilkley & Dist. M.C. Rally, N. Yorks. C.I.  
 London M.C. Trial, Annecy. C.  
 Knowldale C.C. Trial. C.  
 Windsor C.C. Trial. C.I.  
 Brighton & Hove M.C. Rally. C.I.  
 E. Anglian M.C. Driving tests. C.I.  
 S. of Scotland C.C. Gymkhana. C.  
 Gosport A.C. Sprint, Gosport. C.  
 Northampton & Dist. C.C. Sprint, Northants. C.  
 Lothian C.C. Race meeting, Charterhall. C.  
 MIDLAND A.C. HILL-CLIMB, SHELSLEY WALSH. N.
- 25th/26th.—PLYMOUTH M.C. RALLY, SOMERSET/CORNWALL. N.
- 26th.—Yorkshire S.C.C. Trial, Sherburn in Elmet. C.  
 Cambridge 50 C.C. Trial, E. Anglia. C.  
 Armagh & Dist. M.C. & C.C. Trial, Armagh. C.  
 M.C.C. Race meeting, Silverstone. C.I.  
 B.A.R.C. Rally, Eastbourne. C.  
 Mid-Cheshire M.C. Rally, Cheshire. C.  
 Lagonda C.C. Rally, N. England. C.  
 SCOTTISH S.C.C. HILL-CLIMB, BO'NESS. I.  
 Chester M.C. Sprint, Queensferry. C.
- 26th/27th.—Maidstone & Mid-Kent M.C. Rally. C.I.  
 Newcastle & Dist. M.C. Trial, Newcastle. C.  
 Hagley & Dist. L.C.C. Rally, Mid-Wales. C.I.
- 27th.—Grimsby M.C. Trial, N. Lincs. C.  
 Sheffield & Hallamshire M.C. Trial, Derbys. R.  
 Falcon M.C. Driving tests. C.I.  
 Lancia M.C. Driving tests, Thrupton. R.  
 Mid-Surrey A.C. Trial, S. Counties. C.  
 Coventry & Warwicks M.C. Driving tests, Warwicks. C.  
 Fylde Motor Sports Committee. Gymkhana. C.  
 Eastern Counties M.C. Speed trial, Snetterton. C.

**LEICESTERSHIRE C.C.**

The annual Derbyshire Trial for the Sturgess Trophy was run on Sunday, May 2nd, starting from Braunstone Gate, Leicester, at 10.30 a.m. The route followed secondary roads *via* the Charnwood Forest, Melbourne, Repton, Hilton and Farley, to the finish near Ham, the average speed called for being 24 m.p.h. for the worst sections and 30 m.p.h. for the remainder.

Due to a delay in marshals reaching their positions, the restart, after a half-hour break for coffee, etc., near Repton, was put back by 40 minutes; but apart from this and a report at one stage that one of the marshals had dozed off and missed a number of competitors, a successful day was had by all concerned.

**Results :**

**Sturgess Trophy and Replica :** A. Payne (Ford Anglia), 2 marks lost.  
**First Navigator's Award :** H. Smith.  
**First-Class Awards :** Miss Anne Waddington (Triumph Mayflower), 3 marks lost, and Ken Law (M.G. TF), 4 marks lost.  
**Second-Class Awards :** Miss Gaynor Hercock (Sunbeam-Talbot), 4 marks lost, and Alan Shipley (Austin Special), 4 marks lost.  
**Novices' Award :** J. M. Taylor (Sunbeam Alpine), 8 marks lost.

**ALLARD OWNERS' CLUB**

The first of its kind held in the motoring world (so far as is known), the recent Allard Owners' Club 250 miles, seven-hour car rally on Sunday, May 2nd, starting and finishing at the "King's Head," Capel, Surrey, was acclaimed by all competitors as completely successful and a most enjoyable event. In lieu of the usual multitude of officials, each competitor was armed with an identical simple camera and had to photograph the various places *en route* to prove the actual visitation. During the meal which followed the rally, at which some 60 people were present, the films were developed and the alternative of a new Kodak camera or a new pair of prismatic binoculars was presented to the winner, Mr. D. E. Godfery (P1 Allard saloon), who chose the camera and expressed his appreciation of his navigators and the rally arrangements, which he thought were most excellent. The runner-up, Mr. P. Renson-Smith, was presented with a Kodak Brownie camera gift outfit. Mr. Sidney Allard, who competed in the rally with his usual enthusiasm and only failed by 30 sec. to complete on time, paid handsome tribute to the organiser, Mr. Reg Leather, who, in turn, sincerely thanked Miss Pat Downey and Mr. Tom Lush for their very willing co-operation and enthusiastic help.

**COVENTRY AND WARWICKSHIRE M.C.**

Fifty entries were received by the Coventry and Warwickshire Motor Club for the T.G. John Cup Car Rallyette, of these thirteen were from the invited clubs.

Forty-six competitors actually started from "The Sportsman's Arms," Allesley, and all reported to the first time-check at Stoneleigh Deer Park, for three driving tests, without loss of marks. The tests were held on the cinder parade ground of the army camp, and allowance had been made for each car to complete the tests and to be clear of the control within 15 minutes. This proved to be ample time, and again all competitors reached the second control—Flecknoe Station. The best time in each test was made without loss of marks by A. Yarranton, the eventual winner, in his Morgan Plus Four.

The tests being simple in character did not cause undue difficulties except where people had failed to read their regulations thoroughly.

Competitors continued across country at average speeds varying between 24 and 30 miles per hour to the start of the regularity section in Inkberrow, near Worcester. This test was at an average of 24 m.p.h., the route was nearly four miles and was described on the route card. All competitors lost marks, although only seven competitors were more than one minute outside the required average.

The next control was a check for high tea at the "Green Dragon," Sambourne, where competitors were able to obtain tea with bacon and two eggs. After a 65-minute break drivers left at one-minute intervals to drive towards the setting sun.

The route up to this point had not been difficult, and the majority of the competitors faced the evening section with full stomachs and complacent smiles. The Clerk of the Course, Peter Nichols, had, however, left a sting in the tail of this rally, and the narrow roads in the Hagley area took their toll of the competitors and only seven of the original starters completed the route section without loss of marks.

Nearly all competitors remained at the finish, which was at the Fleur-De-Lys, Lowsenford, to hear the results announced by the Clerk of the Course at 9.45 p.m.

Exceptional performances were put up by Mrs. Osborn, driving her H.R.G., who came second in the open-car class, and won the ladies' award. R. Foster, who was from the M.G. Car Club, was runner-up to A. C. Yarranton, and first saloon car. R. Evans, again driving consistently, gained a first-class award in his new Standard Eight. Murray Austin, Miss Haynes and A. Baillie won the team award for the "Axle Optimists," driving their Zephyrs.

Five competitors were disqualified for missing checks and three retired; unfortunately, W. E. Langton had the misfortune to break his crown-wheel and pinion on his Ford Prefect tourer at the first driving test.

Perfect weather and the cherry blossom being in bloom made the day most enjoyable not only for competitors but marshals as well. The speedy compilation of results by the team working under Mr. Wolseley was appreciated by all competitors.

**MORGAN THREE-WHEELER CLUB—THIRD MADRESFIELD SPEED TRIAL**

The club's 1954 speed trial attracted a smaller entry than usual despite the increased club membership—now about 600—and quite reasonable weather. The entry included the winner of last year's event, C. Hale, together with the "Flying Saucer" of L. Bolton and a new sprint machine of E. A. Woods, so that fast times were expected despite the loose surface of the course, which has deteriorated recently.

The small touring class (8-h.p. Ford or side-valve V-twin) machines opened the proceedings, C. W. Coombes (J.A.P.) putting up a good 42.4 sec. for the first run of the day. This stood until P. Murphy (Ford Eight) put in a run at 37.1 sec., which was not beaten. Last year's winner, G. Bullock (J.A.P.), came nearest with 41.4 sec., winning the Woods Side Valve Trophy, but P. Murphy put up 36.7 sec. on his second run, thus winning the class award.

Class two, consisting of touring machines with o.h.v. twin or 10-h.p. Ford engines, now came to the line. A good run was put in by J. G. King (J.A.P.) in 35.7 sec., but the next on the line—R. G. Davies (Blackburn)—did 31.9 sec., a time which was to give him the class award. Others putting up a good time at their first attempt were W. D. Evans (Blackburn) 34.8 sec., R. King (Ford) 33.7 sec., and P. D. Davies (Blackburn) 35 sec. Most people improved on their times on their second runs, King's 33.5 sec. getting him second place in the class, while J. G. King (33.5 sec.) came third, having a slower aggregate for his two runs than R. King. Evans improved his time to 34.2 sec., but R. G. Davies could not better his previous time and recorded 32 sec.

After a short interval the racing class came to the line. After the gyrations performed by the more powerful touring devices on the poor road surface it was expected that the times put up would be limited by wheelspin, so that the relative advantage of the racing types would be reduced. Bolton's futuristic-looking J.A.P. was first away and, accompanied by the noise of terrific revs and much loose gravel, returned a time of 31.2 sec. Hale's first run was not up to his expected standard (35 sec.), but Evans 32.1 sec., R. G. Davies 31.5 sec. and J. G. King 32.1 sec. put up excellent times in what were virtually standard touring Morgans. On his record run Hale's J.A.P. was going well and recorded 30.8 sec., which was fastest time of the day, but did not beat his own record for the course of 30.2 sec., set up last year. Davies 31.8 sec., Evans 32.3 sec. and J. G. King 32.1 sec. all put up excellent times in their second attempts.

A rough count at about lunch-time showed 70 or 80 Morgans at the meeting, and it is a pity that more did not enter for the event, which was well organised by the club, assisted by members of the R.R.E. Motor Club.

Perhaps the most disappointed man was the club's chairman, E. A. Woods, whose Rudge-engined Special—built in less than three weeks—broke a piston and was unable even to make a practice run.

**Results :**

<b>Fastest time of the day :</b> C. Hale ... ..	30.8 sec.
<b>Class I (s.v. twin or 8-h.p. Ford in touring trim) :</b>	
1st : P. Murphy ... ..	36.7 "
2nd : G. Bullock ... ..	41.4 "
3rd : C. W. Coombes ... ..	42.2 "
<b>Class II (o.h.v. twin or 10-h.p. Ford in touring trim) :</b>	
1st : R. G. Davies ... ..	31.9 "
2nd : R. King ... ..	33.5 "
3rd : J. G. King ... ..	33.5 "
<b>Class III (racing) :</b>	
1st : L. Bolton ... ..	31.2 "
2nd : R. G. Davies ... ..	31.5 "
3rd : J. G. King ... ..	32.1 "



# RUMBLINGS

Citroën are famous as builders of family cars which satisfy the enthusiast. Rumours float around of an entirely new model, which are discounted by the steady flow of the familiar four and six-cylinder models from the Slough and Paris factories. But they have not been idle in the Citroën design offices, for a revolutionary new system of pneumatic suspension at the back of the Citroën Six has been introduced, to give exceptional riding comfort.

## PNEUMATIC SUSPENSION

Each rear wheel is mounted on a pivoting trailing-arm, the two arms being connected by an anti-roll torsion-bar. The "springs" of each wheel are in the form of spherical gas containers. The weight of the car acts on a piston which compresses the gas through the medium of the liquid, by means of a flexible diaphragm separating the gas from the liquid. Damping is effected by causing the liquid to flow through calibrated holes. A seven-piston pump driven by the engine pressurises the system, an accumulator balancing and storing the pressure. A regulator automatically ensures constant pressure. An automatic correcting system maintains the vehicle at a constant height from the ground by varying the quantity of liquid between the compression piston and the gas in the spherical container.

The system can be locked from the instrument panel when the car is not in use, and a hand control inside the boot makes it possible to use the hydraulic energy stored in the accumulator to raise the car without using a jack when it is necessary to change a rear wheel. The seats, which contribute to comfort to a great extent, have been improved. In particular it has been possible to make them softer so as to obtain areas of contact which do not cause fatigue. It has not been thought necessary to fit a hydro-pneumatic suspension system at the front; only the flexibility of the torsion-bars has been increased.

This new suspension, clearly suitable for a car often used for long-distance travel at high average speeds, will not be fitted on the four-cylinder 15-h.p. models, because of production difficulties and higher cost. Furthermore, the six-cylinder model with a larger body (7/8-seater) will continue to be delivered with torsion-bar suspension only. The six-cylinder saloon alone will be delivered with either torsion-bar or pneumatic suspension as requested, and for the time being six-cylinder Citroën saloons with hydro-pneumatic suspension will be available from the Paris factory only. They will not be exported nor will they be produced in Slough for several months. Production of the British six-cylinder saloon with torsion-bar suspension is continuing.

While on the subject of Citroën development, it is of interest to review briefly the history of this famous Anglo-French company. 1919: The Société Anonyme André Citroën in Paris, which had been making shells during the 1914-1918 war, and which was engaged in the manufacture of the well-known Citroën double-helical (Chevron) gears, commenced manufacture of Citroën cars. 1920: Citroën cars manufactured in Paris were imported and sold in Great Britain by the concessionaires, Messrs. Gaston, Williams and Wigmore, Ltd. 1923: The British company, Citroën Cars Ltd., was formed with Mr. Benjamin King as managing director. The Citroën building in Brook Green, Hammersmith, was acquired and opened with full facilities for the sale and servicing of the imported vehicles. In this year Citroën cars fitted with Kegresse tracks completed the first crossing of the Sahara by a motor car. 1925: Citroën introduced into Europe the "all-steel" car. 1926: Works at Slough were opened for the assembly of "all-steel" cars, of which a large number of tourer, saloon and coupé models with rear-wheel drive were produced in this and following years. 1933: Société Anonyme André Citroën introduced the present range of front-wheel-drive cars with the all-steel chassisless construction and many advanced features. 1934: The assembly of front-wheel-drive models was commenced at Slough and continued with saloon, coupé and two-seater types until the outbreak of the war in 1939. Certain of the rear-wheel-drive models, including a diesel-engined saloon, were also in production during this period. 1940: During this year the Slough factory changed from car production to work in connection with the war. In the war years the factory was engaged on the assembly of S.K.D. military vehicles for the Canadian Government and supplied the requirements of

Canadian Forces in Europe. In addition the manufacture of many types of bodies for military vehicles was carried through, together with the manufacture of six-pounder gun recoil mechanisms, the assembly of Churchill tank components and many other Government contracts, for which the company's flexible organisation was well suited. 1945: The front-wheel-drive models, the reputation of which had been considerably enhanced by their performance during the war years, were put into production once again at the Slough factory. 1948: Société Anonyme André Citroën introduced the 2 c.v. car at the Paris Salon. 1953: Assembly of the 2 c.v. saloon and van commenced at the Slough factory alongside the front-wheel-drive models, substantially the same as when introduced in 1933 and for which there continued a steady demand at home and overseas. 1954: Société Anonyme André Citroën in Paris introduced the hydro-pneumatic rear suspension on the six-cylinder front-wheel-drive car.

## UGANDA M.C.

The Uganda M.C. held its first rally during Easter weekend. The course was 574 miles, all except 81 miles being on gravel or earth roads which were rough in some places and muddy and pot-holed in others. The route was Jinja, Fort Portal, Masindi, Kampala, Entebbe. Eleven cars completed the course without loss of marks and the final placings were decided by an acceleration and braking test and a regularity test held over three laps of a closed circuit in Kampala.

### General Classification :

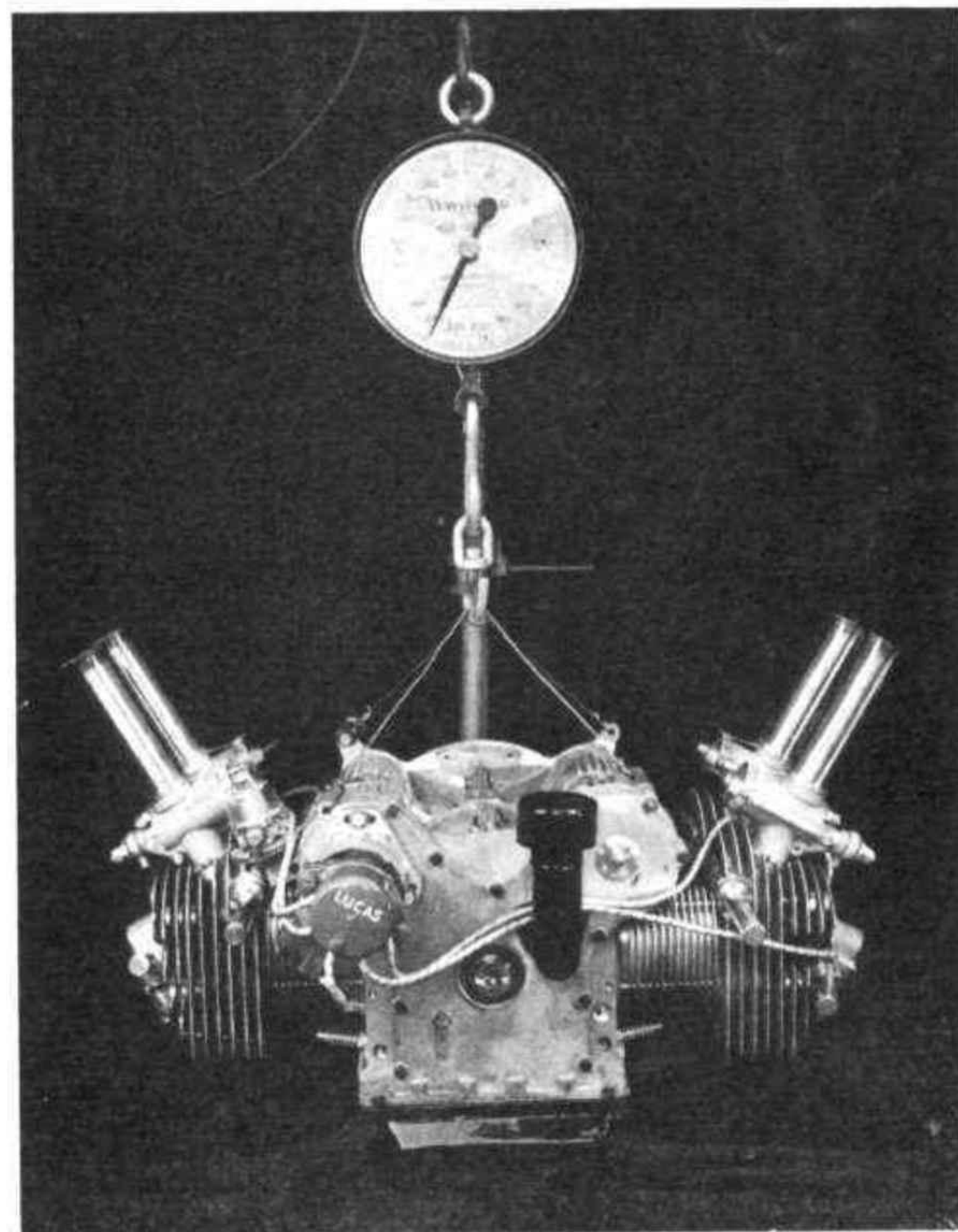
Results :	
1st : J. Boyd (M.G. TD) ... ..	487 points
2nd : P. N. B. Hunt (Citroën L.15) ... ..	485 ..
3rd : C. Schot (Volkswagen) ... ..	479 ..
4th : Abdul Majid (Peugeot 203) ... ..	468 ..
5th : P. Kessemakers (Austin A40 Sports) ... ..	461 ..
6th : F. Collis (Ford (New) Anglia) ... ..	455 ..

### Class A—Under 1,500 c.c. :

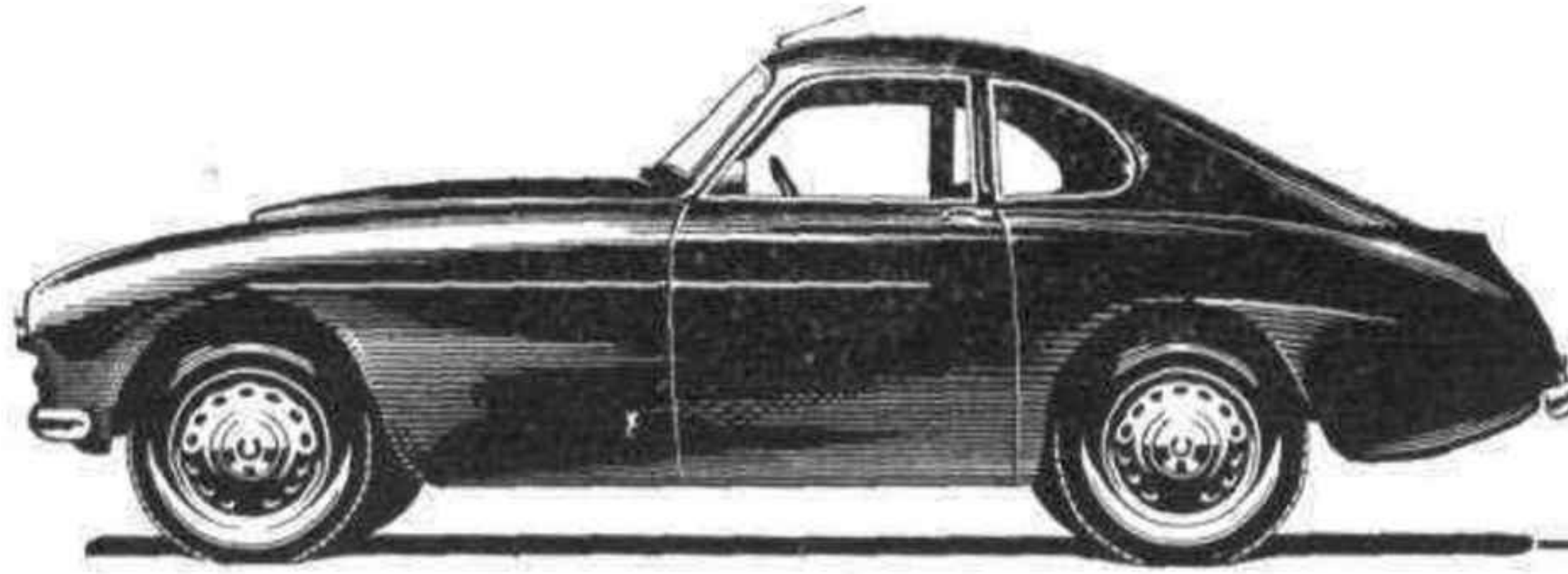
1st : J. Boyd (M.G. TD).
2nd : C. Schot (Volkswagen).

### Class B—Over 1,500 c.c. :

1st : P. N. B. Hunt (Citroën L.15).
2nd : Sultani (Mercedes 170 S.D.).

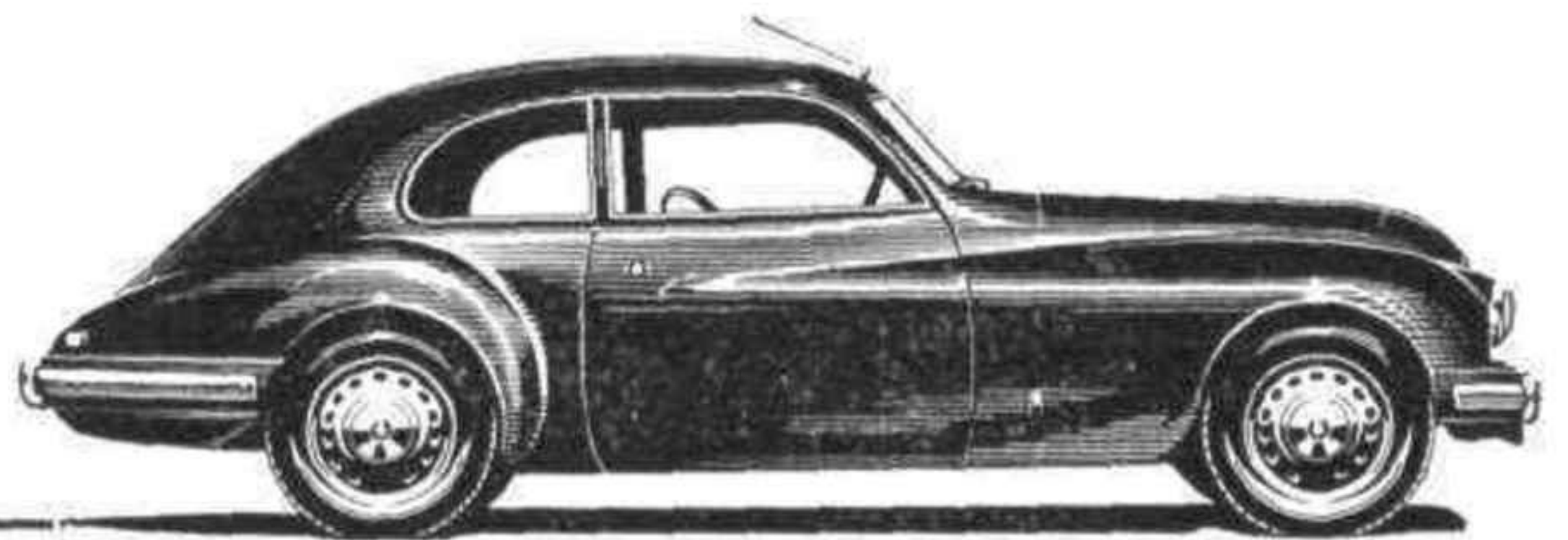


F. I.—The latest air-cooled flat-four 2½-litre Butterworth engine proving that it weighs less than 240 lb.



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**MILLE MIGLIA—continued from page 302**

in the lead, much to the delight of the Italian public and Maglioli and Marzotto were now pressing hard, using all the might of 4.9-litre engine as they stormed up the Radicofani Pass. By Siena Ascari had only 53 seconds lead over Maglioli and 1 min. 52 sec. lead over Marzotto, both of these young drivers now putting all they had into their driving. Scotti had now come up into fourth place, with Vittorio Marzotto, doing a fantastic drive in the 2-litre Ferrari, now in fifth place and leading Musso by 1½ minutes. Collins, in the remaining Aston Martin, was a splendid sixth only seconds behind Vittorio Marzotto. From Siena to Florence the excitement grew, for Paulo Marzotto made up a minute on Maglioli and was lying second at the control, but Ascari had had something in reserve and had drawn away a bit. The order was now Ascari, having been driving for 8 hr. 22 min. 18 sec., second Paulo Marzotto, third Maglioli, fourth Scotti, then Musso and Vittorio Marzotto in the 2-litre cars lying fifth and sixth, respectively, only one second apart, and Collins seventh. The reason for the Aston Martin's demise was that it had run off the road and bent the rear end and broken an engine bearer, so that the prop.-shaft resting on a cross-member was all that was holding the engine in the car. Collins managed to limp in to Florence but there had to retire after a very good drive.

Now came an important part of the race, the traversing of the Raticosa and Futa passes in quick succession between Florence and Bologna, and it looked as though the power of the Ferraris was going to show. Apart from the battle for the lead there was also the struggle in the 2-litre class between Musso and Marzotto, so that at Bologna news from the mountains was awaited with tension. All the important cars were reported as having started the mountain section and when, just over one hour later, Ascari arrived at the control at Bologna it was clear that both Ferraris were in trouble. Ascari's number was 602, Marzotto's 536 and Maglioli's 545, so both Ferraris should have arrived before the Lancia. After refuelling Ascari literally toured away, firm in the knowledge that he had only to finish to win. Up in the mountains Maglioli had run off the road and damaged the car too badly to continue and Marzotto had broken his gearbox so that the last of the opposition was gone. The 2-litre cars, however, were still going strongly and Vittorio Marzotto was 1 min. 18 sec. in front of Musso with the last high-speed stage in front of them. Biondetti was now fourth, a long way back and looking very tired, and Scotti had an enormous accident all by himself and smashed up both ends of the 4½-litre Ferrari, but managed to limp along to the Bologna control where he retired. The General Category of the XXIst Mille Miglia had now fizzled out, Ascari was touring in to win after a very hard race, his average speed dropping to below last year's record, even though the pace had been much harder. All interest was now on the 2-litre category and the battle between Marzotto and Musso which was so close as to seem impossible after such a distance of racing. At Mantova, the course being deviated from previous years to pass through the home town of Nuvolari in homage to that "great little man," they were still only seconds apart and right to the very last of the 1,597 kilometres both drivers were going all they knew, passing through the outskirts of Brescia and over the finishing line as if on the first lap of a Grand Prix. Musso was the first to arrive, his starting time having been 5 a.m. and Marzotto arrived some 23 minutes later, his number being 523. The timekeepers did their sums and Vittorio Marzotto had won by 9 sec. after racing for 12 hours and this put him second in General Category with Musso third.

The whole race had been one of mechanical massacre, brought about partly by the furious pace set at the beginning and partly by the conditions of the roads which were worse than has been seen for many years. The weather did not improve matters, for though race day was not as wet as the previous week, conditions were always changing from fog, rain and clouds to hot sunshine and it was a very tired and dirty Alberto Ascari that won his first Mille Miglia and Lancia's first victory in this toughest of all sports-car races. As remarked last year, he who wins the Mille Miglia is some driver, and the car he uses is some sports car!

**Results :**

**MILLE MIGLIA—Italy—1,597 Kilometres—Conditions Poor**

*1st :	A. Ascari (Lancia 3.3-litre)	... 11 hr. 26 min. 10 sec.	... 139.645 k.p.h.
*2nd :	V. Marzotto (Ferrari 2-litre)	... 12 hr. 0 min. 1 sec.	... 133.080 ..
3rd :	L. Musso-Zocca (Maserati 2-litre)	12 hr. 0 min. 10 sec.	... 133.052 ..
4th :	C. Biondetti (Ferrari 3-litre)	... 12 hr. 15 min. 36 sec.	... 130.261 ..
5th :	B. Venezian-Orlandi (Maserati 3-litre)	12 hr. 27 min. 43 sec.	... 128.436 ..
*6th :	H. Hermann-Linge (Porsche 1.5-litre)	12 hr. 35 min. 44 sec.	... 126.790 ..
*7th :	G. Serafini-Mancini (Lancia Aurelia)	12 hr. 47 min. 12 sec.	... 124.895 ..
*8th :	P. Carini-Artesani (Alfa-Romeo 1900)	12 hr. 51 min. 52 sec.	... 124.140 ..
9th :	Leto di Priolo, C and S (Fiat 8V-Zagato)	12 hr. 52 min. 38 sec.	
10th :	G. Cabianca (Osca 1.5-litre)	12 hr. 55 min. 8 sec.	

**Class Results**

<b>750 c.c., Touring :</b>	
1st :	Rédélé-Pons (Renault) ... 15 hr. 4 min. 33 sec. ... 105.931 k.p.h.
2nd :	Galtier-Nichy (Renault) ... 15 hr. 22 min. 40 sec.
3rd :	Guarnieri-Brancaleon (Renault) 15 hr. 36 min. 31 sec.
	67 starters; 34 finishers.
<b>1,300 c.c., Touring :</b>	
1st :	Madrini-Ferraris (Fiat 1,100) ... 14 hr. 30 min. 46 sec. ... 110.040 k.p.h.
2nd :	Zanetti-Adria (Fiat 1,100) ... 14 hr. 37 min. 18 sec.
3rd :	Perdisa-Masseti (Fiat 1,100) ... 14 hr. 52 min. 55 sec.
	95 starters; 53 finishers.
<b>Over 1,300 c.c., Touring :</b>	
1st :	Carini-Artesani (Alfa-Romeo 1,900) ... 12 hr. 57 min. 52 sec. ... 124.140 k.p.h.
2nd :	Dalla Favera-Artusi (Alfa-Romeo 1,900) ... 12 hr. 56 min. 10 sec.
3rd :	Franceschetti-Meo Polo (Alfa-Romeo 1,900) 13 hr. 38 min. 12 sec.
	37 starters; 20 finishers.
<b>Gran Turismo up to 1,500 c.c. :</b>	
1st :	Frankenburg-Santer (Porsche) ... 13 hr. 53 min. 50 sec. ... 114.915 k.p.h.
2nd :	Hampel-Berghe (Porsche) ... 14 hr. 11 min. 23 sec.
3rd :	Nathan-Glockler (Porsche) ... 14 hr. 13 min. 14 sec.
	20 starters; 13 finishers.
<b>Gran Turismo over 1,500 c.c. :</b>	
1st :	Serafini-Mancini (Lancia Aurelia) 12 hr. 47 min. 12 sec. ... 124.895 k.p.h.
2nd :	Leto di Priolo-Leto di Priolo (Fiat Zagato 8V) 12 hr. 52 min. 38 sec.
3rd :	Petrobelli-Cremonesi (Lancia Aurelia) ... 13 hr. 3 min. 42 sec.
	26 starters; 16 finishers.
<b>Sports up to 750 c.c. :</b>	
1st :	Faure-Storez (D.B. Panhard) ... 15 hr. 3 min. 16 sec. ... 106.081 k.p.h.
2nd :	Stempert-Schwarz (D.B. Panhard) ... 15 hr. 53 min. 15 sec.
3rd :	Gagneux-Beauce (D.B. Panhard) ... 16 hr. 21 min. 40 sec.
	46 starters; 14 finishers.
<b>Sports up to 1,500 c.c. :</b>	
1st :	Hermann-Linge (Porsche) ... 12 hr. 35 min. 44 sec. ... 126.790 k.p.h.
2nd :	Cabianca (Osca) ... 12 hr. 55 min. 8 sec.
3rd :	Strable-Spingler (Volkswagen Special) ... 14 hr. 34 min. 35 sec.
	26 starters; 12 finishers.
<b>Sports up to 2,000 c.c. :</b>	
1st :	V. Marzotto (Ferrari) ... 12 hr. 0 min. 1 sec. ... 133.080 k.p.h.
2nd :	Musso-Zocca (Maserati) ... 12 hr. 0 min. 10 sec.
3rd :	Venezian-Orlandi (Maserati) ... 12 hr. 27 min. 43 sec.
	26 starters; 12 finishers.
<b>Sports over 2,000 c.c. :</b>	
1st :	Ascari (Lancia) ... 11 hr. 26 min. 10 sec. ... 139.645 k.p.h.
2nd :	Biondetti (Ferrari) ... 12 hr. 15 min. 36 sec.
3rd :	Minzoni-Brinci (Ferrari) ... 13 hr. 10 min. 34 sec.
	31 starters; 6 finishers.
	Total starters, 374; total finishers, 180.
<b>G.P. of Nuvolari (fastest time Cremona-Mantova-Brescia—134 kilometres) :</b>	
	Ascari (Lancia), 44 min. 4.8 sec.—180.353 k.p.h.

Continued on page 305



**THE RESULT OF CONCENTRATION.**—Ascari shortly after winning the Mille Miglia for Lancia. Those who have seen him after winning a Grand Prix will find it easy to appreciate the strain he underwent.

# PRIVATE AND SPORTING FLYING

**A**N announcement by the Racing Committee of the Royal Aero Club that this year's National Air Races (to be held at Baginton Aerodrome, near Coventry, on June 18th and 19th) will exclude all the slower machines has brought considerable disappointment to many would-be participants and spectators alike.

The regulations state that to be eligible an aeroplane must be capable of a level speed not lower than 130 m.p.h., which means that the majority of vintage enthusiasts who own aeroplanes of Moth calibre will have to seek alternative outlets for their interests.

In the past few years the races have been graduated according to the speeds or weights of the machines concerned, with the Grosvenor as the event for the smallest and the Norton Griffiths for the heaviest types. Those who gained places in either of these or in the Kemsley Race (for the middle-weights) participated in the challenge for the King's Cup.

In this way justice saw to it that the major event was open to successful pilots and machines regardless of their speeds or weights, and the excellent work performed on the handicappers' slide-rules made the winner anybody's guess until the finishing line had been passed.

We cannot help continuing to be astonished at the consistent accuracy of the handicappers' calculations and we feel that to them must fall the greater portion of the credit for the success of the game. Organising a large-scale meeting, or even a small one for that matter, can cause many headaches and anticipatory sleepless nights to the various individuals each of whose tasks is essential to the smooth-running of the show, but no amount of preliminary planning can ease the responsibility of those whose duty it is to forecast a lap time to within half a second—and even succeed in doing so.

We have discussed this change of "National" policy with several interested parties, both influential and the usual kind, and it seems that while we must have (and welcome) progress, it is essential first to ensure that the aeroplanes are available for it to be progress, rather than merely reducing the field to those same individuals who raced the faster types last season.

\* \* \*

The year 1954 is indeed a bad year for the sporting-minded, for not only are many of us now prevented from competing in the events that we have looked forward to entering each season, but within recent weeks came the announcement that the Goodyear Tyre and Rubber Co. would not be sponsoring the race that annually has borne their name.

The Goodyear Trophy Race (which the writer remembers vividly by finishing last in 1950) has been organised each May by the Wolverhampton Aero Club and has become the accepted "opener" of the season, giving enthusiasts a foresight of what aeroplanes the various pilots would be likely to fly in the later meetings. The circuit was always comparatively short and therefore put all concerned into a suitably spirited mental frame to contrast the darker and more dismal days of the immediately preceding months.

However, that is no longer to be.

\* \* \*

Glasses up to the Swansea and District Flying School, who, despite consistently bad weather and possibly financial embarrassment as a result, are forging ahead again with their plans for the annual Welsh Air Derby, to be held at Fairwood Common Aerodrome one Saturday in July.

This attitude of determination to succeed at all costs is genuinely appreciated and the organisers are to be congratulated on running the only major race so far announced that will be open to our presumably-decrepit biplanes, which now seem to be disfavoured in the eyes of those who matter.

\* \* \*

All this leads us to our thoughts on the private flying of the future, if, indeed, there is to be any. Many people think that it is on the way out, and certainly there are fewer *airworthy* small aeroplanes than there were five years ago.

However, this is in direct proportion to the depth of the average pocket, which becomes shallower as post-war bubbles burst and most people have to rely on normal tax-infested incomes. Presumably, therefore, all "expensive" hobbies have suffered similarly.

Quite apart from the direct financial aspect, it is rather important that there should be some suitable aeroplanes for our private pilots to fly, and here the situation has improved slightly during very recent months.

During the immediate post-war years there were in production several Auster variants, the Percival Proctor, the Chrislea Ace, and the Miles Messenger and Gemini, and this choice proved ample for all tastes with the exception, perhaps, of those with aerobatic inclinations.

However, since then, all but the Auster family have been clear of the factories for some time and therefore anyone requiring a new aeroplane *must* buy a high-wing strut-braced cabin monoplane. Admittedly there is a considerable difference in performance and handling between the "light" Aiglet Trainer and the "heavy" Autocar, but the general Auster configuration does not suit everyone.

At the other extreme we have one type available in new form, in the special Gemini 3A powered by Gipsy Major 10s. A few of these have been produced by Wolverhampton Aviation Ltd., using the basic airframe parts left in the works when Miles Aircraft came to grief in 1949, but quite naturally these, although by far the finest light aeroplanes available, are not for men of modest means.

It is not in new but in military-surplus aircraft that the position has improved. What is probably the last large batch of Tiger Moths has been released recently by the Royal Air Force and these are excellent value for money. Although most have completed two or three thousand hours apiece, many are in excellent shape and one examined last month had flown only three hours since the fitting of a new engine and all new instruments. Various companies now have these Tigers available for sale, each with recently issued C. of A., for prices in the region of two hundred pounds.

The other release is a quantity of Auster 5s, although their selling price is considerably higher. These Mark 5s, with their 130-h.p. American Lycoming engines, are a very different story from the usual 100-horse Cirrus-powered Autocars used by most clubs and private owners. Each has a full blind-flying panel, cockpit and navigation lights and the extra urge available from "under the bonnet" gives not only a greatly improved performance, but this in turn (especially the 25-m.p.h. increase in cruising speed) results in controls that are *actually crisp*.

In fact, after test-flying several of these following their conversion to civil life, I am convinced that these *particular* Austers are really practical aeroplanes, ideally suited to the owner who is not worried by a fuel consumption of over seven gallons an hour.

The average price for these machines is about £600, with C. of A., but their cost is offset by their condition, for most have flown only a small number of hours since new; at least one had only nine hours on both engine and airframe when demobilised!

So there is the picture. With scores of ex-service Tigers and Austers on the market there should be enough light aircraft to keep home and overseas requirements satisfied for a long time. All that remains is to see whether there will be any marked increase in private ownership as a result.—D. F. OGILVY.

## STIRLING'S ARITHMETIC

Writing in the first instalment of a new feature in *Illustrated* entitled "I'll Never Forget the Day," Stirling Moss recalls his accident at Castle Combe last year. He states that he was driving "one of the little Cooper-J.A.P.s, a car weighing only 5 or 6 hundred-weight." He goes on to explain how he closed up on Bob Gerard, who was driving "a big, 2-litre Cooper," and quotes the weight of this car (a Cooper-Bristol) as "two to three tons."

Later in his story Moss states that Tony Rolt's 2-litre Connaught gave his Cooper a terrific clout on the off-side back wheel. The Connaught Moss describes as "weighing about three tons."

Stirling's arithmetic seems to be weak, for surely his knowledge of racing cars is not so slight that he imagines modern Formula II cars to weigh considerably more than the biggest aero-engined Brooklands cars of the past, or that his Cooper 1,100 is as light as the 2½-h.p. Jappic racing cyclecar of 1925? As the reader who sent us the cutting rightly remarks, no doubt Connaught Engineering "will never forget the day" when Moss estimated the weight of their racing cars!

## LETTERS from READERS

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

### APOLOGY

Sir,

I do not know whether to be pleased at having my name in your famous magazine or annoyed at having aspersions cast on my driving.

I did not, repeat not, hit a Lotus at Goodwood or any other car, *chicane*, or obstruction for that matter! In my mirror I most certainly saw a Lotus doing some funny things just short of the *chicane*, after I had overtaken it and car No. 19, and it also looked to me as if it was "going" rather than "arriving."

Perhaps you would be good enough to put a correction in your next issue. Otherwise, many thanks for a most enjoyable publication.

I am, Yours, etc.,

Farnham.

G. BRYAN HEWITT.

\* \* \*

### FAST TOURERS

Sir,

In answer to "Leonides' request for fast "tourers"—surely open cars?—I feel my 1938 4.3-litre short-chassis Vanden Plas-bodied Alvis might well be included.

Taking his five specified ingredients in order:—

(a) It has superb comfort and leg-room for four people, and luggage space in the boot and on a specially detachable rack.

(b) It will cruise effortlessly at 80 m.p.h. at 3,500 r.p.m. engine speed and 2,400 f.p.m. piston speed on its 3.8 top gear.

(c) Roadholding, steering and brakes magnificent; suspension, i.f.s. transverse leaf; lights, P100.

(d) Ease of servicing and extreme reliability.

(e) Miles per gallon 16-19 at fast cruising speeds.

In addition to these features I can enjoy the pleasures of an open tourer, with all the comfort of a saloon with the sidescreens and hood in position.

I have only recently acquired my particular example and with a genuine 40,000 miles to its credit I see few models on the market for which I would exchange it.

I am, Yours, etc.,

Kensington, S.W.5.

IVAN RATCLIFF.

\* \* \*

### AMERICAN VIEWS

Sir,

I have been a subscriber to your publication for almost a year now, and have recommended it to all my acquaintances as the best available. I feel that your paper is far better than the weeklies, in that it contains so very much more readable material. As soon as each issue arrives, I do not put it down until I have read it from cover to cover, including the advertisements. Here in the United States we have several publications which are good, but there are none which are so thoroughly conversant with the imported car as yours. We have the road-tests and all that sort of thing, and of these I believe those by *Road and Track* are the best. I have all issues of all the magazines to which I subscribe bound yearly as I will have *MOTOR SPORT*, and the index will be a handy supplement indeed.

I own an M.G. TD, my second, and only finance prevents me from collecting quite a few cars, particularly the British makes. I have long been enamoured with these, the Frazer-Nash Le Mans replica in particular. My greatest sorrow is that this particular type of car will probably no longer be in production once I reach the stage where I could afford one. My occupation is that of a physician and I am just trying to get a practice established, so it will be some time before I will be able to own more than an M.G. I must say that this car (the M.G.), above all, has done more to further and promote interest in sports cars here in America than any other. In the first place the price has been such that it was available to many, as I, who could not afford any other. Parts were cheaper, and easier to come by than others. I regret to see that it is being gradually crowded out by newer makes. Most of us here hoped for a larger engine in the TF model, but this was not the case. I understand that later the works plan to put the Magnette engine in the TF, doubtless with another cam and higher compression ratio.

I have touted the new AC to several of my friends in that they could get a tubular chassis, an independent rear suspension, Frazer-Nash type suspension in general, and rack-and-pinion steering for the same

price, if not a little less than the price of the Austin-Healey. So far no one that I have heard of has purchased one here in the States. I would certainly like to be able to drive one of these, for it looks like a most exceptionally well-made car.

The Austin-Healey is another car that had some tragic mistakes made, especially when Donald Healey was allowed to put very little more than his name into it. Using the Austin suspension rather than his trailing link is costing them dear already. Although labelled as a "touring sports car," they have been run in competition here, and in the hands of capable drivers have acquitted themselves well. This has been the case each time a factory-prepared model with a higher output engine has run.

I really think that English engines will have to go to more c.c.s, for it would seem that they have been extended, in the main, about as far as they will go in the present size. I make special reference here to those in the Bristol, Frazer-Nash and B.M.W. I would also include the Aston Martin. All of these are most excellent cars, in my estimation, and need only a little larger engine to make them superb. The Jaguar has too much for they are really usable only in long-trip driving. Since most of our driving is in town and on short trips, Jaguar engines suffer terribly trying to get 14 quarts of oil warm for a run to the office. Then too the gasoline consumption rivals most of our American engines with larger bores and much more weight to drag around.

Again my thanks to you for a very fine magazine, and may your present policy of honest criticism endure. I think it is most commendable.

I am, Yours, etc.,

Georgia, U.S.A.

THOS. E. McARTHUR, M.D.

\* \* \*

### ANOTHER HORNETS' NEST

Sir,

In your article "Historical Notes" of the April issue there were some terse comments on "so called 'sports' cars of the 1930 era." May I say something about the Wolseley Hornets mentioned therein and leave the others to owners who no doubt will have similar feelings?

The definition of a "sports" car has yet to be clarified. There is certainly more to it than performance (*i.e.*, speed).

Appearance, layout, cornering ability and price mean most to me. I would say that a sports car was essentially one designed for the pleasure of driving as much as for mere conveyance. My 1932 Hornet, which I understand is in no way vastly different basically from any other, has only two of the presumptuous additions of a much more powerful car as mentioned by "A.B.C."—namely a quick-lift filler cap, which I regard as a normal and quite sensible convenience, and a radiator stone-guard which I tend to regard as a protection from the wheelspin divots of cars in front of me, which I assume will be travelling more quickly.

Straps are useful if the bonnet flaps, mine does not, a rev.-counter is not a waste of machinery and the bigger the instruments the easier they are to see. Mine are only five-inch and go up to 100 m.p.h., but much as I know that is a mythical speed for the car, the thing is at least accurate to 1 m.p.h. at 60 m.p.h.

I don't know quite what these "cows" are with which the car is "laden down." Perhaps I may ask to be enlightened on that one? Furthermore, to say the Hornet Special is under-powered is nonsense.

My Hornet which compares favourably in performance with any standard M.G.s of that time is a four-seater, and I regard it mostly as an "open roadster." It will hit 80 m.p.h. with four up and contrary to much opinion I don't have to slow down appreciably for corners. It is in fact a pleasure to drive, which is good enough for me and my limited pocket, and it does not pretend to be something more than it is.

I kept an XK120 "hard-top" in my lights from Staines to Basingstoke recently on a moderately busy road, although I must confess that the Jaguar driver seemed highly incompetent as I was alternately deafened by violent engine revolutions as he overtook a bicycle or blinded by flashing brake lights when he came to a bend, for the best part of 30 miles.

Let "A.B.C." direct his annoyance towards the pseudo-drivers of sports cars rather than, on flimsy evidence, towards pseudo-sports cars.

I can see what he means, but I think he was a little hasty in framing his words and selecting his cars—at least as far as Hornets are concerned. I would not dare to lay myself wide open in your magazine about the others! Thank you anyway for raising this interesting point in your absorbing magazine.

I am, Yours, etc.,

Southampton.

DAVID H. STEAD.

\* \* \*

#### THE VALE

Sir,

Like many others, I was very glad to read Allan Gaspar's letter in defence of the Vale Special. In fact, only a month ago I saw and still admired one of these cars at Box Hill. Dolled up it may have been, but it still looked good, sounded good, and I saw it later moving quite rapidly.

Actually, I was one of those teenagers (horrid word) who used to hang round the workshops in Elgin Mews, back of Maida Vale (incidentally, is that where the "Vale" came from?). We were never turned away, and I well remember a discussion on an overheating problem which the experts (Allan included?) finally decided was caused by the water circulating so fast that the top hose contracted causing restricted flow. No, sir, these cars were built by enthusiasts, and well built, they were no mere dolled-up "specials." They could certainly see-off Porlock Specials, and give Daytonas a good run. *Sic gloria transit!*

I am, Yours, etc.,

Cheam.

LEN FREWER.

Sir,

The April copy of MOTOR SPORT has just reached this desert outpost, and with it the article entitled "Historical Notes: 1930 and Afterwards," by "A.B.C." The contribution is dull and inaccurate, but the reason why I reach for my typewriter today is to refute the author's absurd comments on that magnificent little sports car, the Vale Special.

In 1933 I left Aston Martin, Ltd., to become Works Foreman and Chief Racing Mechanic at the Vale Motor Co. I was attracted to the firm not by the money they offered (God knows), but by the mixture of technical skill and tremendous enthusiasm which had produced a very clever hand-made sports car at a very low price. I was responsible for building the last seven 8-h.p. cars and it was part of my job to see that every car, after running-in, could do 72 m.p.h. This was not achieved with a fast speedometer nor downhill with a following wind.

From my experience with Aston Martins I thought that I knew something about fast cornering, but a short acquaintance with the fully underslung Vale quickly proved to me that I knew very little about it—there never was a better car into a corner than the Vale Special and I doubt very much if there has been a better one since production ceased. I am not attempting an absurd comparison, but I would like to mention that the only XK120 that we have so far seen at speed out here came into its corners leaning, sliding and lurching in a manner that made the writer retch. In fairness I



A VALE SPECIAL tackling a hill in a pre-war trial—see letters on this page.

should say that the car may have been mishandled, but a Vale in the hands of a novice would have made a better showing.

Here, at Lamberts Bay, I have four photographs on the walls of my room. The first is of a standard untuned Vale Special 8-h.p. car averaging 65 m.p.h. in the M.C.C. High Speed Trial of 1933, driven by Allan Gaspar, a director of the firm and part-designer of the car. The second is of an 1,100-c.c. car winning the Guernsey Grand Prix at 82 m.p.h. in the same year, driven by R. L. Sangan, and the third is of a blown 1½-litre Vale high on the members' banking at 120 m.p.h. plus, with Ian Connell in the office. "A.B.C.'s" Austin Twelve-Six would have had to hurry a bit to catch this family.

The fourth photograph on my wall is of Miss Jane Russell and, far from her being put to shame, there are at least two points of great similarity between this charming young woman and our car. The two that naturally strike the observer most forcibly are the car's wind cowls which present an over-developed appearance to the uninitiated but, while I understand on good authority that Miss Russell had a special undercarriage designed for her by Howard Hughes merely to give her an attractive appearance, our wind cowls were a perfectly natural development designed to protect the driver and passenger within a certain speed range.

After reading his article through again I feel that "A.B.C." should stick to his Humbers and leave the discussion of real motor cars to someone else.

There is an old saying—"As simple as A.B.C."

How simple can you get?

I am, Yours, etc.,

Cape Province, S. Africa.

W. FRANCIS JAMES.

Sir,

As a Vale Special four-seater was my first new car I would like to defend Mr. Gaspar, although I only recall meeting his brother, who was at all times most helpful both before and after the car was made for me.

Admittedly the car was heavy, but nevertheless it was extremely lively in the lower gears, going up to some 6,000 r.p.m., had excellent hydraulic brakes, had amazing cornering capabilities, and did about 80 m.p.h. absolutely flat out. It was also a reliable machine; the only main fault, apart from odd accessory failures, was the remote control gearbox, which I think was a Triumph Gloria fitment.

It stood up to an awful caning, including cinder-track racing, for which of course it was never intended, and on one occasion covered just over 400 miles through Holland and Germany in eleven hours, including two main meal stops, which I thought, and still think, was pretty good for a side-valve 850-c.c. four-seater (there were not many of these built as the makers advised against them, because of added weight) with stacks of luggage. Someone once said to me "D(rown) the Vale," but I disagreed.

I am, Yours, etc.,

London, N.14.

CYRIL MANN.

\* \* \*

#### NON-STANDARD AUSTIN-HEALEY 100

Sir,

I am particularly interested in Mr. Carter's letter in the current issue of MOTOR SPORT and your comment.

When the *Autocar* road-test first appeared I was incredulous about the recorded performance of the Austin-Healey 100 tested, and noticed that the registration number of the car was the same as that of the car tested by the *Motor* whose report had specifically higher gear ratios. I wrote to the *Autocar* asking if the test car was standard and received a courteous reply saying that it was to the best of their knowledge.

I am afraid that I am still a doubter as I have owned two Healeys, one of which was a Silverstone. This Silverstone was at least as fast as the average. We achieved a second and fourth at a Goodwood members' meeting against stiff opposition, and it was subsequently handled by J. Buncombe in the Tourist Trophy, but in my hands at least it never achieved the performance reported by the *Autocar* for the Austin-Healey. On power/weight ratio my Silverstone should I feel have been equal to a standard Austin-Healey.

If your correspondence helps to clear up any remaining ambiguity it will have served a most useful purpose. I always feel that it is vitally important that any cars tested should be exactly in the same form as they can be bought by the normal public, unless of course the report makes it quite clear that it is dealing with a non-standard car tested for general interest.

I am, Yours, etc.,

E. Clandon.

B. WEBB WARE

[We cannot tell you: the Austin Motor Co., Ltd., has not submitted an Austin-Healey for road-test.—Ed.]

GRAND PRIX SELECTION

Sir,  
 Surely Piero Taruffi deserves a place in your selection of the 25 best Grand Prix drivers of today (May, 1954, MOTOR SPORT)? I admit that during 1953 he was normally at the wheel of a sports car, but the same applies to several of your selection. His 1952 record with Ferrari included wins in the Swiss Grand Prix, Ulster Trophy, B.R.D.C. Silverstone Formula I race; seconds in the British Grand Prix, Syracuse, Turin; third at Rouen and a fourth in the German Grand Prix. His victory at Berne in 1952 should alone earn him a place.  
 As a Grand Prix driver, I would rate Taruffi above nine of your selection, most of whom, like Taruffi, were sports-car-mounted in 1953, and none of whom, in my humble opinion, could equal Taruffi's 1952 Grand Prix form.

I am, Yours, etc.,  
 ROBIN RICHARDS.

London.

Sir,  
 I must disagree with your placing of Behra in category 3 in your article "The World's Leading Grand Prix Drivers." I should have thought that if any French driver deserved category 2 it was Jean Behra. I think the justification for this can be found on page 235—the report on "XV Grand Prix de Pau." I wonder what your placing will be at the end of this season, especially if the Mercedes team is successful? A good car can make a poor driver look better than he really is.  
 Are we going to have your assessment of the sports-car drivers? I should think we probably have one or two in category 1 in this country.

I am, Yours, etc.,  
 J. A. CARTER.

Coventry.

Sir,  
 By Gad, Sir, you've put the editorial cat well and truly amongst the spectating pigeons now—25 drivers and not a mention of Taruffi!  
 I cannot see how you justify the inclusion of Simon and Schell in category two, nor have the audacity to group the legendary Chiron and Rosier with Macklin, Collins and Salvadori in category three. On past performance alone I would rate Chiron (and Rosier to a slightly less degree) in class two above Manzon, Marimon, Trintignant and Wharton. Even in the twilight of their careers these two are still brilliant stylists whose technique the younger generation might profitably study.  
 Similarly, and despite his series of crashes, Villorresi surely rates high in category two on ability alone.  
 I may be wrong but I assume the Lang you mention is the same Hermann Lang whose dice with Dick Seaman at Donington in October, 1938, will always remain in the minds of those who witnessed it as one of the classic duels of British motor-racing history. If he is the same man his showing at Le Mans two years ago (I know—this is not a Grand Prix!) surely puts him among the foremost drivers today?

So far as Hawthorn is concerned his performances in the French G.P., the Ulster Trophy and at Silverstone are sufficient to put him in category two. The rest—Goodwood in particular—are, I submit, pot-boilers, and not worthy of consideration—especially when one considers the age of the majority of the chariots lined up against him on most of those occasions.

And now (and this is where I feel like creeping stealthily into your office with my blackjack)—what about Bob Gerard? Here is a man who has consistently held his own in his ancient, but incredibly well-tuned, cars since the re-commencement of the Sport after the war—yet you do not even mention his name! Remember his brilliant drive at the first Silverstone meeting in 1948 when, in a B(?) type E.R.A., he came right through the field to take third place behind Ascari and Villorresi in the, then, latest Maseratis? On my rough timing he would have caught them if the race had lasted another 10 laps, and although it might be said that he drove a badly-timed race, no one who saw it will agree. Given faster cars (and why wasn't he chosen for the B.R.M.—at the time, I mean, when it was thought to be a world-beater?) he would have reached the top years ago. In my opinion he is one of the greatest drivers this country has ever produced, but his innate modesty (he does not wear bow ties or screaming pullovers) has contrived to keep him in the comparative background while others not so good but more flamboyant have caught the public imagination.

Taking experience as well as potential ability into account, I would rate today's drivers in order of merit as follows:—



This sort of thing is likely to go on all through the season and I congratulate you, sir, on starting what I predict will be a hard-fought battle. *Vive le sport!*

I am, Yours, etc.,  
 HUGH LYNCH-GARDNER.

London, N.6.

\* \* \*

REPLY TO A POSTLE THEORY

Sir,  
 The letter in your May issue from a Mr. Postle reminded me of the famous American cleric who, when asked his attitude to sin, replied that he was "agin it." Mr. Postle seems very definitely to be "agin," but against what is not so clear. It may, however, calm him a little to be corrected on two points.  
 After referring to "Ministry of Transport Roads," by which I assume he means Trunk Roads, he continues, "all other roads and streets are paid for to the last farthing by the local ratepayers." In fact, grants are paid by the Ministry of Transport to local authorities, varying from 50 per cent. to 75 per cent. of the cost according to the class of road and the nature of the work done.  
 Later in his tirade, Mr. Postle discovers the general rate. He points to a citizen paying £26 a year general rate and finds, says Mr. Postle, "that highways and bridges account for more than a third." The general rate in my own borough for the financial year just ended was nearly 25s. in the pound. The cost of highways and bridges was 1s. 9d. in the pound, a ratio nearer 1:14 than 1:3. Mr. Postle should examine his next demand note more closely, on the back of which his council show the breakdown of the amount demanded. Perhaps the rising cost of education will be the next subject for analysis.

I do not write as one "in touch with the Parliamentary and Legal Council of the Motor Institute," but as one annoyed by the loss of nearly a page of my valuable MOTOR SPORT for the sake of mis-informed generalisations.

I am, Yours, etc.,  
 JOHN BARLEX.

London, W.4.

\* \* \*

GERMAN CAR LONGEVITY

Sir,  
 On reading your comments on the 1954 de luxe Volkswagen, I am astounded to learn that the Volkswagen engineers consider twenty minutes bench running a sufficient "running-in" period. Usually 500 miles or more is the period for cars in this capacity, usually not exceeding 30 m.p.h. in top gear. This would entail about twenty hours' road service.  
 I have yet to see details of the new Opel Rekord in a British magazine. It may interest you to know that this car, with about 1.5 engine capacity, which could be rated at between 14 and 16 h.p., returns 34 m.p.g. on "straight runs" on 74 octane petrol. This compares with about 31 m.p.h. by a Hillman Minx (1948) over exactly the same distance and country. Needless to say, the Minx was somewhat outpaced. A 1948 model, owned by the same person, did 120,000 kms. (75,000 miles) without having the cylinder head removed. It was going like a bomb when traded in for the new model.

Is there something wrong with our engine designs? I should like to hear of similar feats of comparable British machines.

I am, Yours, etc.,  
 PENRHYN PEACH.

Cardiff.

[We are informed by VW Motors Ltd. in this country that our statement about the running-in of the latest VW engine is quite correct. As delivered to the customer no running-in is required, as Mr. Dear demonstrated by entering a brand-new VW in the recent R.A.C. Rally.—Ed.]

## SAVE THE T.T.!

Sir,

I would like to raise a problem that has often been discussed and has a particular significance now. Judging from the radio commentaries on the British Empire Trophy, the handicapping gave a final that was exciting to watch and rather unexpected in outcome. The Empire Trophy, however, is of purely national status and has little significance, and I imagine that few would decry the use of a handicap in an event of this sort.

Nowadays it is a far cry from the Empire Trophy to the T.T.—in fact the only link is the anachronistic use of a handicap. To be honest, we used handicaps in the 'thirties because our only real hope lay in M.G.s and Rileys, and these cars could not hope to compete with Alfas, Bugattis and Maseratis. In reporting the 1931 T.T. *The Motor's* headline ran: "B. Borzacchini finishes second and breaks all records"—the race was won by an M.G. Midget. After Nuvolari's first win, all the T.T.s run on the Ards circuit were won by cars of less than 1½ litres. Now the French are doing the same and run events such as Roubaix and Caen for the benefit of their Panhards, D.B.s, Monopoles, Renaults and other small cars. But they have preserved their sense of proportion. In the major French event—Le Mans—the index of performance cup is greatly overshadowed by the main event, and this will be very evident in 1954 with entries of very large and fast cars from Cunningham, Ferrari, Talbot and Lagonda, and equally impressive Jaguars, Lancias, Gordinis and Aston Martins of under 4 litres. It is expected that the Ferraris will have much the same power and performance as the 1951 Grand Prix cars.

The field at the T.T. last year was purely national—more so in fact than that of the Goodwood Nine-Hours Race—and if the race is to regain its standing, the handicap must take second place to the scratch race, which is the only race of international significance. Last year the T.T. was the only event in the World Sports-Car Championship in which points were awarded on handicap; Jaguar received three points for a fourth place on handicap although they finished third on distance (according to *Auto Course*). It should be noted that both Sebring and Le Mans ran a handicap that did not score points for the championship.

I hope that there is still time to bring this event into line with the other championship races; it would be tragic for it to become no more than a memory.

I am, Yours, etc.,

Shrewsbury.

A. J. LANGDON.

\* \* \*

## CONFLICTING VIEWS ON THE CITROËN 2 c.v.

Sir,

By a lucky accident I came across your April issue and the article "People's Car Reborn." I was simply delighted with it, as "W. B." exactly expresses what I think about the Citroën 2 c.v. myself.

I have been the fortunate owner of one for 18 months (after waiting 17 months for it), and I would like to stress a few points which "W. B.," on his 2,000-mile run, did not have occasion to find out for himself.

(1) Relative safety in a crash: Accidents in a 2 c.v. are not often lethal owing to the "pliability" of the body, as appears from the records of an important repair shop I know. For instance: an elderly gentleman was driving quietly in his 2 c.v. when a drunk in a much heavier car crashed head-on into the poor little thing at 40 m.p.h. The engine was somewhere under the old boy's feet and the rest of the car just folded around him. He was disentangled and taken to a hospital, where they found out he had suffered only minor injuries. After a glass of cognac he just walked home. The drunk had a fractured skull.

(2) Durability: A friend of mine turned up recently with one of the very first 2 c.v.s and 4,300 plus 100,000 km. on the meter (about 65,000 miles). Repairs consisted of two valve grindings and about one dozen spark plugs, two front-wheel ball-bearings and four friction rings. Oil consumption had gone up to ½ pint per 100 miles. The body was more or less falling to pieces, but the car still "rolling."

Jean Vinadier stripped a 2 c.v., lowered it down to 5 in. from the ground (which is easily done), fitted a single-seater streamlined body and souped up the "works." He officially did 82 m.p.h. at Montlhéry. So the engine can take it. Jean Vinadier was also one of the team who took three Citroën 2 c.v. vans around Africa a few months ago—25,000 miles and very few real roads.

This has encouraged me to do some "tinkering." I have fitted Houdaille Flexivar sponge-rubber balls, which quickly stop up-and-down float at "high" speed and make for better cornering with maximum load, and also two carburettors and special large intake

lead. This gives a better torque and "ups" the second to a possible 30 m.p.h., which is not pleasant for long, but a much better threshold for third than the originally 22 m.p.h. This is to be appreciated in the very hilly country where I live. Petrol consumption has gone up about 15 per cent. and engine life may be shortened, but I think it is worth it.

I also own a 15/6 Citroën which I mostly use on long trips, and I am often amazed at the small difference in time between the two cars on narrow, winding roads. As you know, the 15/6 can do 0 to 60 m.p.h. in a little over 22 sec. but it feels clumsy on narrow roads after driving the little 2 c.v.

I would be glad if you could tell me where MOTOR SPORT is to be found in France or if there is a way of sending you subscription money for one year (and what amount, including postage to France).

I am, Yours, etc.,

Blessac.

C. JORRAND.

Sir,

It has seldom been my misfortune to read such a lot of wishful thinking as you employed in writing up the road test of the Citroën 2 c.v. (*caterpillar vulgaris*). It may be that the manufacturers of this Thing look after you very nicely whenever you happen to be in France.

Words almost fail me (like you, I wish they did). You, who, quite rightly in my opinion, have so often stressed the fact that cars should be things of beauty in addition to being functional, seem able to excuse ugliness so long as it is allied to economy.

The points in your article which seem to reach to the realms of fatuity are these:—

(1) "Rides over the worst surfaces" better than a Rolls-Royce!! Comment: Of course it should. It looks like a dung-cart with extra wheels and no doubt is at home on bad surfaces.

(2) "Leaves many Eights and Tens behind." Comment: Any fool of a driver driving the smallest of cars can always bank on overhauling larger cars which are either being run-in or whose owners are out for a leisurely cruise.

(3) "The engine clatters a bit . . . this was music." Comment: Had it been a British car on test you would have used the word "criminal" in place of "music."

(4) "When you are snug inside . . . you cannot see how ugly it looks." Comment: You have prostituted your love of beauty for a few more miles to the gallon. And to please you, we normal motorists driving our normal cars would be condemned to seeing these little horrors, with all their ugliness, making our roads look worse than they are.

Remember the "Cloverleaf"? I do, very well. And I remember even in the days when there was more room on the roads the sight of a Cloverleaf nearly always meant baulking if not, indeed, a traffic hold-up.

Incidentally, when has France ever made a small car or motorcycle which wasn't badly finished, grossly underpowered and fantastically ugly?

And, please, if you don't want to bore or even sicken your readers (I am not alone in thinking this), I would suggest you try to be a little more charitable towards the products of this country. Oh! they are not perfect by any means. But you are not likely to make them perfect by praising to the sky a foreign car which looks revolting, has a clattering engine and whose speedometer can be influenced by the use of the small screen-wipers. I can imagine Austin and Ford turning in their graves, and Nuffield on his bed—shaking with uncontrollable laughter.

I am going to buy a very economical and ugly house. Ha-ha! I shan't worry about its ugliness as I shall be inside—so long as I am bed-ridden.

I am, Yours, etc.,

Lee, S.E.12.

S. C. BANKS.

[Englishman Banks' letter hardly diminishes the praise we bestowed on the Citroën 2 c.v. for the simple reason that it contains no constructive criticism.

We have received no courtesies from Citroën Cars at Slough other than being allowed to test the 2 c.v. over a really big mileage (7,700, actually); none at all from the French factory as we use our feet and aeroplanes to cross France. That the Eights and Tens the 2 c.v. left behind were not being driven fast isn't the point, which

Continued on page 305



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- 500-C.C. TRIUMPH J.A.P.** C.R. gears. Ready to race, many spares, including leathers. £60, or exchange Series E Morris chassis, or Ford Ten ditto. Martin, Britannia Road, Kettering, Northants. [729]
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- 1932 M.G. J2.** In good condition. B.R.G. Well maintained. £140. Whitehouse, 3, Parkside Gardens, S.W.19. Tel.: WIM 3389. [730]
- ALVIS FIREFLY, 1933, D/H coupé.** Black. In first-class condition, maintained so regardless of cost. Can produce invoices. Taxed/insured. £185, o.n.o. Brown, Colston Road, Bulwell, Nottingham. Tel.: 71119. [731]
- H.R.G. WIRE WHEELS** (five), as new, £20. M.G. Y-type h.c. head, large valves, £20, o.n.o. Sidwell, Architect, Union Street, Coventry. Tel. (daytime): 2393. [733]
- 3½-LITRE JAGUAR 100.** Fitted prototype XK120 body in red. Less than 2,500 miles since complete engine rebuild. New radiator, pump, etc. Brakes relined. Sell £525, or exchange Estate Vanguard, Zephyr, Consul, or similar. Photograph on request. 186, Allesley Old Road. Tel.: Coventry 2110. [732]
- MARSHALL A75 SUPERCHARGER,** manifold for Ford Ten. New S.U. carburetter. £25, o.n.o. 33, Ingleby Way, Wallington. Tel.: 5857. [739]

## FOR SALE—continued

- TRIUMPH GLORIA SPARES.** Four-cylinder, 1934 model, 9/8-h.p. Back axle complete. Front axle, crankshaft, clutch, steering box and various other parts. £25. Box No. W734, MOTOR SPORT, 15, City Road, E.C.1. [734]
- MAREDAZ SPECIAL** 16.9-h.p., 1936, low chassis sports. Mechanically sound. S.U. carb., treble outside exhausts, Lockheed brakes, tyres, battery, weather equipment and upholstery as new. Resprayed racing green. £165. Apply: Sharwood, "The Nurseries," Overton Road, Great Tarpots, South Benfleet, Essex. [735]
- ALLARD TIM D/H.** Reconditioned engine 10,000. Very fast. Grey, blue leather, new carpets, lined hood. Every extra, twin Marchals, music; better than 22 m.p.g. Regrets, more seats needed. £380. Box No. W738, MOTOR SPORT, 15, City Road, E.C.1. [738]
- DIESEL-ENGINED MERCEDES-BENZ 500K** drop-head coupé. Fitted with Perkins P6 engine in 1951, 35/40 m.p.g. Overdrive gives 70 m.p.h. maximum. The whole car is in excellent condition. £600. Johnston, 34, New Hall Road, Salford 7, Lancs. [742]
- A.C., 1936, COUPE.** New triple carbs. Twin pumps and coils. Body excellent. £170. Flat 34, Austin Road, Beeches, Cirencester (after 6 p.m.). Tel. (London area): Feltham 2697 [743]
- 1937 2½-LITRE S.S. JAGUAR.** Well shod. Good battery. Brakes relined Feb. Partly rewired. £120, o.n.o. Box No. W744, MOTOR SPORT, 15, City Road, E.C.1. [744]
- 1939 LANCIA APRILIA** saloon. Excellent condition mechanically and bodywork. Taxed and insured to end of year. £375. Box No. W745, MOTOR SPORT, 15, City Road, E.C.1. [745]
- MORGAN 4/4 4-seater, 1949.** 27,000 miles. Kingfisher blue. £400. Wylie, Glenburn, Prenton, Birkenhead. [746]
- BRITISH SALMON 1½-litre 65 b.h.p., 1938, D/H coupé.** Twin o.h.c. Rack-and-pinion steering, independent front suspension. Lockheeds, k.o. hubs, easyclean wheels. Jackalls. Battery, tyres, body good. New floorboards, wiring. Taxed. £240. Tel.: West Drayton 2796. [747]
- LIVELY AUSTIN RUBY** saloon. Fitted Ford Eight engine, coil i.f.s., windtones, etc. New tyres, 12v dynamo, battery, rings. £95, or exchange for roomier vehicle. Flying Officer Wright, R.A.F. Technical College, Henlow, Beds. [748]
- 1947 ARMSTRONG-SIDDELEY TYPHOON** 16-h.p. hard-top sports saloon. £335. Minton, The Bungalow, Dudsbury Avenue, Ferndown, near Bournemouth. [749]
- SINGER LE MANS, 1934, 4-seater sports** tourer. £108. Senior, Compton Beauchamp, Shrivenham, Swindon. Tel.: Ashbury 210. [751]
- TALBOT 105 3-litre sports saloon, 1933.** Body by Darracq. New clutch and batteries. Excellent condition throughout. S.U. giving genuine 25 m.p.g., average. Seen London June 5th to 12th, otherwise Liverpool. £120, o.n.o. Box No. W752, MOTOR SPORT, 15, City Road, E.C.1. [752]
- ALVIS 12/40 5-seater** tourer de luxe. Original, unique and restored. Good hood and tyres. Offers around £75. Tel.: Bradfield (Berks) 322. [753]
- M.G. J2 CRANKSHAFT,** £6, and many other parts. Box No. W755, MOTOR SPORT, 15, City Road, E.C.1. [755]
- FRAZER-NASH-B.M.W. 1½-litre** cabriolet, 1936. Virtually one owner. Maintained in excellent condition. £190. 35, Metcalfe Road, Cambridge. [757]

## FOR SALE—continued

- 1929 SIXTEEN SUNBEAM** fabric saloon. One owner. First-class condition. £100. Tel.: Tadworth 3006. [758]
- FIAT 1,500 ENGINE.** Complete. Buyer collects. £20. 2, Brooklands Avenue, Withington, Manchester. [759]
- LAGONDA, 1931, 2-LITRE,** low chassis, 4-seater tourer. Original. Above average condition. £175. No offers. Intend purchasing car for sprint events, might consider something suitable in equal condition for exchange. 99, Wickenden Road, Sevenoaks. Tel.: 2786. [762]
- LANCIA LAMBDA.** Private owner must sell one of two. Seen London. 1925 2-seater Milan show model with 8th series engine. Resprayed grey, rechromed year ago. £165. 1929 7th series coachbuilt D.H.C. with dickey. Engine just reconditioned by West. Body tidy with elegant lines. £150. Box No. W763, MOTOR SPORT, 15, City Road, E.C.1. [763]
- 1928 2-LITRE LAGONDA** tourer. Excellent mechanically. Body very sound. Needs tidying. Aston, Flyford Flavel, Worcester. [764]
- LAGONDA 2-LITRE, 1931.** Complete engine overhaul 1,7000 miles ago, including crank regrind, resleeving, etc. New batteries. All weather equipment. £190. Harding, 103a, Longton Avenue, Sydenham. Tel.: FOR 1338. [765]
- ATTRACTIVE VINTAGE AUSTIN SEVEN** tourer. Good running order. £35. "Broomfield," Vicarage Road, Southborough, Tunbridge Wells. [766]
- SHORROCK SUPERCHARGER** complete, manifold, carburetter, oil reservoir, for 1½-litre or TC Midget. £25. Scanes, 21, Humberstone Road, Luton. [767]
- TRIUMPH 8-H.P. PARTS.** Exchange/sale, 1935 A.C. 2-seater coupé, excellent condition for 4-seater sports. Swift, Virginia Place, Batley Road, Wakefield. [768]
- M.G. MAGNETTE 4-seater** sports. Complete overhaul October, 1953. £165. Box No. W771, MOTOR SPORT, 15, City Road, E.C.1. [771]
- M.G. PA.** Rebuilt wheels, rewired. Reconditioned carburetters and clean engine. Good condition. Phillips, Hoy Inn, Benfleet, Essex. [772]
- GENUINE ROLLS HANDBOOKS!!** Following in stock: Twenty, 20/25, 25/30, Silver Ghost, PI, PII, PIII. All original issues. Also few sales catalogues 1920/35. S.A.E., please, for quotation. Give full details. BCM/Instructionbox, London, W.C.1. [774]
- M.G., 1939, TA TICKFORD** coupé in immaculate condition throughout. Reconditioned engine fitted. Many extras, including twin spares, Lucas flat top, hand spot, etc. Two owners only. Full details on request. £295, o.n.o. Dann, 27, Layton Road, Blackpool. Tel.: Blackpool 25092. [777]
- ROY'S AUTOMOBILES, LTD., OFFER '40** Rover Twelve saloon, £385. '48 Minx Estate utility, £379. '51 A40 Countryman, £485. '40 Morris Eight tourer, £225. Also open 2-seater, £175. '39 Rover Fourteen saloon, £295. '35 Austin Ten tourer, one owner, £125. '46 Ford Eight utility, £195. '39 Standard Eight 4-seater, £185. Late-type Wolseley Hornet close-coupled sports saloon, £150. All above average. Terms and exchanges. 127, Parkway, Regents Park, N.W.1. Tel.: Euston 2700/8894. [779]
- 1934 RILEY NINE LYNX** special series. Twin carburetters. Engine rebuilt and balanced by Burtonwood, 1954. New hood, full tonneau. Good tyres. Body excellent condition. Taxed December. £225, o.n.o. Box No. W781, MOTOR SPORT, 15, City Road, E.C.1. [781]

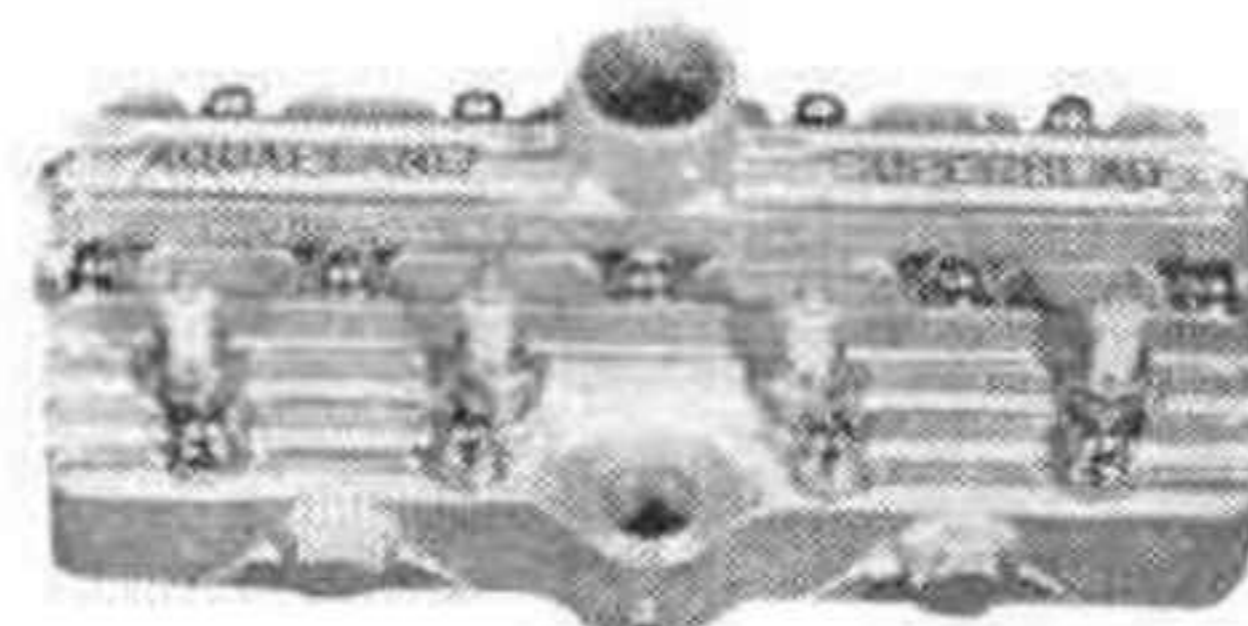


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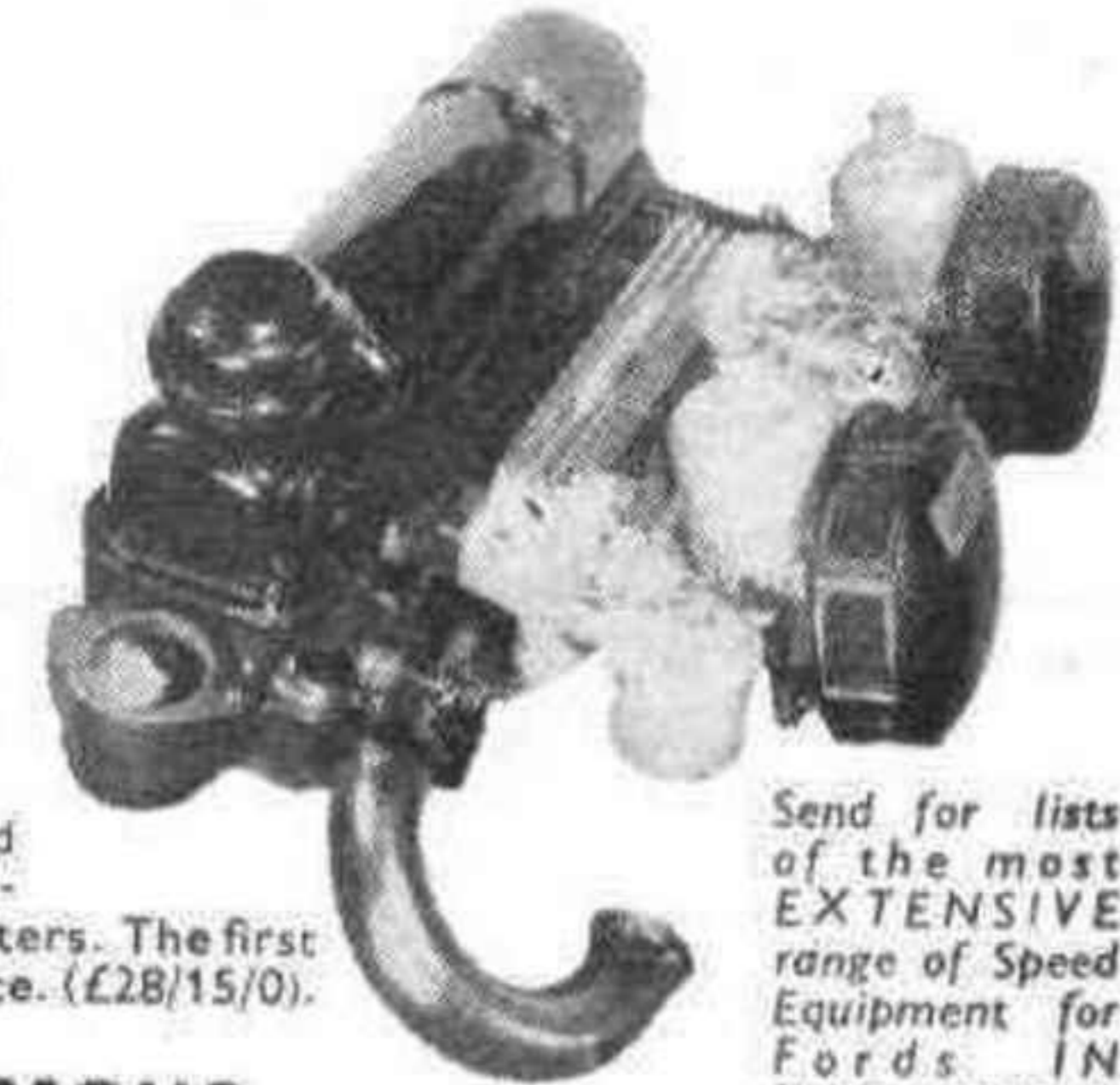


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**FOR SALE—continued**

- 2-LITRE LAGONDA** black saloon. Well maintained, first-class order. £280, o.n.o. A. W. Jackson, Ingoldsby, Fawkham Avenue, Newbarn, Kent. [782]
- 36/220 MERCEDES-BENZ** 2-seater sports. Rebuilt and first-class specimen car. 21, Chaddesley Road, Kidderminster. [785]
- YOUR INSTRUCTION MANUAL** can be obtained from BCM/Instructbook, London, W.C.1. S.A.E. for quotation. [775]
- HUMBER 4.086-C.C.** saloon, ex-W.D. Excellent mechanical condition. Fawn cellulose fair. Ideal caravan towing. Nearest £230. Burgess, 14, Colne Street, Newport, Mon. [786]
- ALVIS 12/50, 1932**, T.J. Cross & Ellis body seats five with dickey. Mechanically excellent. 29 m.p.g. £100. 33, The Croft, Barnet, Herts. Tel.: Barnet 2483. [787]
- CHAPOIS DORNIER** 9-h.p. Complete engine and gearbox unit with remote control, etc., for Vernon Derby. C. G. Richardson, 462, Unthank Road, Norwich. [788]
- STROMBERG CARBURETTER**, 30 mm. twin choke, accelerator pump, 50s. Welch, 11, Lyme Avenue, Macclesfield. [791]
- 1950 MODEL LLOYD 650-C.C.** roadster. Clean car. £200. Old Alvis or Lagonda to the value of £100 taken in part exchange or W.H.Y. Box No. W792, MOTOR SPORT, 15, City Road, E.C.1. [792]
- BENTLEY ASSORTMENT OF SPARES** including two 4½ blocks, 6 by 4½ con.-rods, two sets 3-litre con.-rods and much else. £25 the lot. Apply: 120, Cornwall Avenue, Southall. [794]
- RILEY LYNX, 1934**, 9-h.p. preselector. Excellent mechanically and appearance. Fast and lively. H.P. arranged. £130, o.n.o. Bates. Tel.: Imperial 1322. [795]
- FORD MERCURY V8** shooting brake, 1947. Impressive looks and performance. Good mechanical condition. £220 or haggle. Will swap. Ashley, Church Hill, Mansfield Woodhouse, Notts. [797]
- NEW 500 BY 20 MICHELINS** with rebuilt k.o. Alvis wheels. £12 pair, o.n.o. 8, The Close, Fairlight, Sussex. [798]
- SAVE MONEY ON MAINTENANCE, REPAIRS!** Do them yourself with the aid of original instruction manual for your car. S.A.E. to BCM/Instructbook, London, W.C.1. [773]
- CADILLAC V12** engine and gearbox. Complete, in excellent running order. 150 b.h.p. at 3,400 r.p.m. Perfect for "Special." £80. Box No. W799, MOTOR SPORT, 15, City Road, E.C.1. [799]
- RILEY 1,100 SPECIAL**. Tubular chassis. Horrible body. Four Amals. All new tyres. 11-in. hydraulic brakes. Car requires completion. £75, o.n.o. Tel.: Chorley Wood 260. [800]
- LAGONDA RAPIER** 10-h.p. 4-seater tourer, 1935. 30 m.p.g. Fine, well-cared-for specimen. New hood, well shod, one owner 17 years. Handbook. 195 gns. 7, Grosvenor Avenue, North Harrow, Middlesex. Tel.: Harrow 4183. [801]
- 1930 LEA-FRANCIS** 11.9-h.p. Meadows. Good runner or for spares. Shooting brake-type body. £35. 225, St. Michaels Avenue, Yeovil. [802]
- 1914 RENAULT 20/30**. Partially reconditioned. Engine perfect. Four new tyres. Bodywork poor. Offers to: Midlothian Garage, Holmfirth, Yorkshire. Tel.: Holmfirth 361. [803]
- S.S. 100 3½-litre**. Dove grey. Immaculate appearance. Rechromed. Special tank and spare wheel cover. Scintilla magneto. Engine and transmission completely overhauled last winter. All bills. £425, no offers, to: P. Owen, The London Hospital Medical College, E.1. [805]
- 1934 ASTON MARTIN 1½-litre** saloon. Needs slight attention. In daily use. £99 10s. Mark II bronze Speedo drive gear wheels, 35s. each. 47, March Street, Burnley, Lancs. [806]
- MG. TD CYLINDER HEAD**. Standard 7.25 to 1. As new, complete with valves and springs, less studs. Selling because of fitting Laystall head. Whittles, Braeside, Spencer Avenue, Leek. [807]

**FOR SALE—continued**

- R-TYPE ENGINE** complete with blower. £100. Arnott blower for M.G., 400 miles only. £30. 3-litre Bentley bottom half, new mains and ends, not run, £30. 4½-litre Bentley bottom half, new mains and ends, not run, £50. 3-litre Bentley late-type sump, £35. New racing rockers, genuine Bentley spares. New racing valves, genuine Bentley spares. Bentley Jackson Speed Six. Offers, please. Hub caps, £1. Hubs and wheel centres. Box No. W808, MOTOR SPORT, 15, City Road, E.C.1. [808]
- BCM/INSTRUCTBOOK, LONDON, W.C.1**, stock thousands of original maker's instruction manuals. [776]
- RAILTON SPARES**: very good condition. Straight Eight "Powerdome" engine, with all accessories, £25. Radiator, £8. Back axle, brakes, springs, etc., £8. Complete front of chassis, with steering, axle, brakes, shock-absorbers, etc., £6. Steering box, drop-arm; column fitted Bugatti wheel, £4 10s. Five wheels, three fitted new tyres, 6.00 by 16, £12. Petrol tank, etc., £2 10s. Also, complete front of Chrysler chassis, coil-spring i.f.s., hydraulic brakes, wheels, etc. (4 ft. 8 in. track), £10. Smith, 48, Brookvale Road, Southampton. [809]
- SUNBEAM DAWN 12.8, 1935**, sports saloon. Engine and chassis perfect. Body fair. Outstanding performance. 64, Belvedere Road, S.E.19. Tel.: LIV 2523. [810]
- FORD TEN, 1936**, open B.R.G. tourer. Twin S.U.s, Aquaplane manifolds, Buckler c.r. box, h.e. head, gasket; oilcoil, signalators, A40 lamps. No oil. 50 in second. 34 m.p.g., hard. £150. Wanted: 3-litre Bent. Jones, 107, Mill Road, Fareham, Hants. [811]
- BENTLEY 3½ D.H. coupé** by Barker. Late 1935. Complete engine overhaul 9,000 miles ago. Only reason for parting: new one arriving. No nonsense. No dealers. Nearest £700. Tel.: Markyate 261. [812]
- 1940 RILEY 12-H.P.** Nuffield saloon. Outstanding body, inside and out. Resprayed. Mechanically sound. Genuine reason sale. £315, o.n.o. Seen London. Box No. W813, MOTOR SPORT, 15, City Road, E.C.1. [813]
- 1938 DELAGE D6-70** sports saloon by Chapron. Mechanically perfect. Reconditioned Cotal gearbox fitted last year. Very high cruising speeds and 21 m.p.g. £240. Box No. W814, MOTOR SPORT, 15, City Road, E.C.1. [814]
- LANCHESTER TEN** engine and gearbox. Excellent condition. £40, o.n.o. Also other 1933 spares. Box No. W815, MOTOR SPORT, 15, City Road, E.C.1. [815]
- ASTON MARTIN MK. II 1½-LITRE, 1934**, 4-seater, long chassis, No. E4/429, silver grey, with maroon hood, tonneau and upholstery. First-class performance and 27 m.p.g.; good tyres and batteries; spares. £275, quick sale. Inspection and trial by appointment. Jack Kinnings, 7, Belgrave Road, Southampton, Lanes. Tel.: 67515. [817]
- PAIR 10-IN. ZEISS HEADLAMPS**, perfect, £10. Two Scintilla Vertex magnetos, 4-cylinder, anti-clock., £4; 6-cylinder, anti-clock., £5. Graham supercharger, £8. Two Bugatti alloy wheels, £10. G. Hammer, 39, Lea Bridge Road, London, E.5. Tel.: AMH 3086. [818]
- HARD-SURFACED ROCKERS, M.G.**, Wolsley, 6s. exchange; Riley 4s. 6d. Bushes, 6s. Shafts from 7s. 6d. Valve guides from 3s. In stock: valve caps, valves, springs, gaskets, king-pin sets, half-shafts, brake linings, etc. Tuning valves and springs for X.P.A.G. engines; new heads, cranks, exchange blocks, etc. Exchange valve drives, oil seals, brake shoes, clutch plates, wheels, dynos, hubs caps, etc. Economical prices. C.O.D. service. S.A.E. Thomson, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498, 9 a.m. to 9 p.m. [819]

**FOR SALE—continued**

- 14/40 HUMBER** tourer, 13.9 h.p., first registered 1928. Body unmarked, recently resprayed. New rivetted sidescreens, good hood. Battery excellent. Five new tyres. For sale by executors, Richmond-Jones and Co., Solicitors, 114a, Highgate, Kendal, Westmorland. Tel.: 1461. [820]
- LAGONDA RAPIER** tourer, green. Registered Oct., 1934. Good condition. £265. Moore, Bott's Green, Whitacre, near Coleshill, Warwickshire. [821]
- £55—1926 10/23 TALBOT F.H. coupé**, with dickey. New tyres. Insured March, 1955. Hesketh, 21, Brunswick Square, Gloucester. [823]
- BUGATTI** Modified Brescia engine dismantled. Radiator. Bromley, Kent. Box No. W826, MOTOR SPORT, 15, City Road, E.C.1. [826]
- LANCIA DILAMBDA, 1933**, James Young pillarless aluminium saloon. Excellent order throughout. Taxed. £95, or exchange smaller car, cash either way. 6, Acre Lane, Carshalton, Surrey. [827]
- EX-FORD TEN**: New carburetter, 40s. Coil, steering-wheel, 4-blade fan, cheap to clear. "200 Motoring Gadgets," 5s. "Heatherlea," Woolacombe, Devon. [829]
- RILEY NINE**: Set new pistons (6), standard (60.3) size, 11:1 c.r., cost £15 16s. Best offers. Youngs, 31, Smitham Bottom Lane, Purley. Tel.: Uplands 1373. [830]
- ADVERTISER**, taking up motor-cycle racing again, wishes to dispose of Morris Eight 2/4-seater tourer. Engine recently reconditioned. Disc wheels, oversize tyres, and in good condition. Taxed year. Reliable and economical motoring. £130. 407, Revidge Road, Blackburn. [831]
- BENTLEY RED LABEL**. New remoulds; battery, top overhaul. £165, or "Eight" and £100. Willson, East Meats, Chinley, Derbyshire. [835]
- 1939 SINGER NINE** sports 4-seater. Overhauled 1952, including new tyres, hood, battery. £145. Tel.: Harpenden 4408. [836]
- MERCEDES-BENZ 200** (1.9 litres, 1936), D.H.C.; 20 m.p.g.; 51,000 miles; ivory; pigskin upholstery; overdrive; extensively reconditioned, including rebore, respray, many new parts, new hood. Excellent except scratched wings. Offers to Dr. M. A. Fenton, Moreton-in-Marsh, Glos. Tel.: 77. [837]
- TALBOT 3½-LITRE** sports saloon, 1935. New tyres, new battery. Sound condition. Licensed Dec. £210. Kewley, Sutton Bridge Farm, Rochford, Essex. Tel.: 56434. [838]
- ALVIS, 1932, T/L "Beetleback"**, very good engine, good body with complete weather equipment, chassis excellent, £120. T/L close-coupled saloon, very good condition, £135. Terms or exchange. 131, Croydon Road, Caterham. Tel.: 3042. [841]
- LAGONDA 3-LITRE** sports saloon, 1932 model. Body and engine in sound condition. P100 headlamps. Black with maroon upholstery. Very good tyres. An excellent real motor car for £145, o.n.o. Walsh, 476a, Wilbraham Road, Chorlton, Manchester 21. Tel.: CHO 6111. [842]
- HOTCHKISS GRAND SPORT, 1938/9**, Monte Carlo cabriolet. Engine Laystall rebuilt and balanced. Outstanding condition throughout with terrific performance. Seen Liverpool. Dorndorf, Kircubbin, N. Ireland. [843]
- BENTLEY SIX** utility, £125. 1935 Alvis Fourteen drophead, £85. Lagonda 3-litre tourer, fitted Rolls Twenty engine, £85. Jones, Clan Cottage, Ashley, New Milton. [844]
- SET OF SIX** knock-on Rudge hubs with caps, new, about 65 mm. Offer wanted. Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Tel.: Gladstone 2226. [848]
- HISPANO-SUIZA, 1928, 27-H.P.** Barcelona model, 6-seater saloon, two occasionals. Black. Radiator reconditioned, clutch relined, servo brakes; 20 m.p.g. £110. Tel.: Chorleywood 260. [849]
- 1935 SINGER NINE** 4-door saloon, economical sporty performance. £55. 95, King's Ride, Camberley. [853]

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**FOR SALE—continued**

**TYRES**: New, 5.25/20, £6 each. Retreads: 5.25/20, £3; 6.00/20, £4 5s. 5.00/20, £2 15s. Many other sizes. Carriage extra. Carson, Brook Cottage, Bishops Green, Newbury. (Tel.: Headley 218.) [850]

**1928 SWIFT TEN** tourer. Being restored to original condition. New running-boards, spares including complete rear axle assembly. 30 m.p.g. In continuous use between London and Plymouth. £65, o.n.o. Lt. Stacey, H.M.S. Indefatigable, c/o C.P.O., London. [851]

**RILEY TWELVE VICTOR**. Manual box. 1938. Black. Complete reconditioned engine, four new tyres, new headlamps. Body good. Interior average. £185, or offers. Box No. W852, MOTOR SPORT, 15, City Road, E.C.1. [852]

**RILEY SPRITE/LYNX, 1½-LITRE**. Open 4-seater. Nov., 1937. New hood, tonneau; resprayed; four new tyres. £280, o.n.o. Dudley-Smith, 65, Ness Road, Burwell (Tel.: 264), Cambs. [855]

**TWO BEAUTIFUL** pre-war 1½-litre (12/4) Rileys: 1937 Lynx in beautiful pale blue, red wheels, spotless chrome. Interior like new. Rebores and just run-in. Brilliant performance. Handles like a thoroughbred and looks wonderful. £285. 1936 Kestrel in immaculate black and chrome. Interior outstandingly good. New rings; twin S.U.s; high-compression pistons; twin wind-tones; demisters; four new shock-absorbers. Recently new: sun roof, king-pins, steering ball-joint, brake linings. £240. Unusually fine examples, privately owned by enthusiast brothers. Box No. W856, MOTOR SPORT, 15, City Road, E.C.1. [856]

**CROWN-WHEEL AND PINION**, new, unused. Assembled complete with differential and bearings. B.S.A., 1934, 10-h.p. rear drive. Offers. Lishman, 3, Maynard Road, Rotherham, Yorks. Tel.: 4130. [857]

**NEW—TYRES**, 550-16, Michelin, and tubes, also 650-16 s/h., £2 each. Smith, Tel.: Footscray 3137. [859]

**DELAGE (1928) 14-H.P.** drophead coupé, lined leather hood. Four new 600 by 19 tyres, complete engine overhaul, including remounting (hard metal) all ends. Twin Marchals. Whole car A.1: open to inspection. Two owners since new; only done 32,000—genuine. Any trial given. Handbook and spare carburetter. Reason for sale, bought a Merc. Car laid up from 1937 to 1953. A bargain for those who know this marque. £110, no offers. Box No. W860, MOTOR SPORT, 15, City Road, E.C.1. [860]

**SINGER ROADSTER, 1939, 9-H.P.** 4-seater sports tourer. Reconditioned engine, five new tyres. Light blue cellulose. Red leather upholstery. New battery, windtone horns. Fog-lamp. A faultless car in perfect running order. £250, o.n.o. Box No. W863, MOTOR SPORT, 15, City Road, E.C.1. [863]

**LEA-FRANCIS 14-H.P.**, 1937, with 1947 engine, never rebored. Knock-on wheels, new tyres. Saloon body usable but poor. Taxed. Offers over £150 or exchange 8-h.p., cash either way. 20, Glasshouse Lane, Kenilworth. Tel.: 399. [865]

**M.G. J2 CRANKSHAFT** (taper), £4. S.U. carburetters, manifolds, bearing housings front and rear. Sump, rocker covers, 15s. each. Ford radiator, £2. Other parts available. 11, Hall Road, Smallshaw, Ashton-under-Lyne, Lancs. [866]

**1952 SKIRROW-SPECIAL** 2-seater sports roadster. 3/50 J.A.P. Light, fast and economical. £200. Skirrow, Ridge Road, Maidencombe, Torquay. [867]

**REG. 1951, F.W.D. ALVIS 11.4**. Offers. 38, Torbay Road, South Harrow, Middlesex. [868]

**M.G., 1933 REGD., M-TYPE**, Minor engine. Sound, well shod. £75, o.n.o. Tel.: Luton 4857. [869]

**12/50 ALVIS, 1932**. Mechanically good. Body fair, saloon. Offer wanted. Miller, 253, Long Lane, Dalton, Huddersfield. [870]

**FOR SALE—continued**

**RILEY NINE, 1929**, saloon, mechanically very good. Completely reconditioned engine. Ideal for 2-seater conversion. All parts except block of second engine, steering column and box complete, also M.G. wheel and dynamo. Offers separately. Holloway, 51, Lingfield Avenue, Kingston, Surrey. [872]

**ALVIS SPEED TWENTY** Charlesworth saloon, 1933. Excellent appearance and mechanism. £150, or offer. Tel.: Egham 767. [873]

**TALBOT FOURTEEN, 1932**, breaking for spares. All parts available. 36, Bassaleg Road, Newport, Mon. Tel.: 5108. [874]

**4½ BENTLEY** drophead, 1930. Mechanically exceptional. Leatherwork perfect. Tyres good. £285. Proprietor, Burlington Hotel, Harrogate. Tel.: 5887. [875]

**RILEY ALPINE, 14/6**. Enthusiast has surplus chassis frame, sound block including crankshaft, flywheel, timing gears, etc. Radiator. Tel.: BIS 0097, after 7 p.m. [876]

**RILEY NINE, 1932**, 4-seater tourer. Good throughout. £95. Davis, 40, Fir Tree Road, Banstead. Tel.: Burgh Heath 2038. [877]

**AUSTIN SEVEN, 1928**, breaking for spares. Engine recently rebored. Fishbourne, 12, Queensway, Didcot, Berks. [878]

**AUSTIN SEVEN, 1935**. Engine, gearbox (4-speed), dynamo, starter motor, distributor, new carburetter, petrol pump. All assembled ready to drop in. Any inspection. £25. Tel.: Livingstone 1138. [879]

**V8 OPEN SPECIAL**. Regd. 1951. 25 m.p.g. 80 m.p.h. Nearest £140. 44, Corporation Road, Redcar, Yorks. [880]

**O.M., 1926**, 2-seater sports, £65, or willing to haggle. Also 1,098-c.c. Laystall Ford engine, unused. Polished and balanced crankshaft and flywheel, polished con-rods, lightened flywheel, oversized polished ports, h.c. polished cylinder head. £35. M. B. Dimmick, Orsett Garage House, Orsett, Essex. Tel.: Orsett 257. [881]

**M-TYPE M.G.** Requires some attention to engine, tyres, Remote box. £35, o.n.o. Wright, 52, Lagham Road, South Godstone, Surrey. [882]

**1936 SINGER 9-H.P.** 4-seater sports. Good condition, engine overhauled. Nearest £145. 28, Longspring, Watford. Tel.: 6845. [883]

**MORGAN, 1933**, 2-seat 3-wheeler. J.A.P., 1,000 c.c., s.v., w.-c. New hood, screens. 3+r. gears. Red. Rapid, reliable. Body sound. Battery, tyres, good. Photos. £105, o.n.o. Milton, 8, Dale Road, Luton, Beds. [884]

**1938 V12 LAGONDA** sports 4-door saloon. Complete overhaul and modification to engine March, 1948, at cost of £726 by Lagonda. Immaculate condition throughout. Fitted radio, demisters, twin "Mel-lowtone" horns, twin wing mirrors, fog-lamp, pass-lamp and long-range driving lamp. Top speed over 120 m.p.h. Finished in attractive silver grey with interior to match. Box No. W885, MOTOR SPORT, 15, City Road, E.C.1. [885]

**30/98 OE VAUXHALL**, 2-seater, twin S.U.s, Delage axle, hydraulic brakes, high-pressure lubrication. Rebuild details too numerous to advertise. See "T.O.S.C." *Autocar*, November, 1951. Gosport, 18,47 sec.: High-speed Trial award V.S.C.C. Expert examination welcomed. Host of spares. Also magnificent 4½-litre 1928 Bentley. Specially-bodied sports coupé, rebuilt chrome radiator, Bosch equipment. Super car, winner B.D.C. Closed Class Sprint, 1949. Taxed year. Highest offer secures, consider part exchange small car. R. N. Wellington, "Always," King's Lane, Wrexlesham, Farnham, Surrey. Tel.: Farnham 6461, day. [886]

**12/50 ALVIS, 1929**, Big Port "Beetleback," fitted with Firebird all-synchromesh gearbox. £60. Hardy, 2, Clorane Gardens, N.W.3. Tel.: Hampstead 4263. [888]

**FOR SALE—continued**

**TALBOT 65** sports saloon, 1934. Taxed, insured. Owner going overseas. Nearest offer £90. Scutt, Meadows, Clay Lane, Chichester. [889]

**ALMOST FINISHED**: Treen Riley, new tubular chassis, torsion-bar rear suspension, reconditioned Special Series engine, steering, etc., hydraulic brakes, body frame, four unused tyres—all fitted. Needs: dynamo, rear shockers, body panels. £150, o.n.o. Pollen, The Mint, Liss, Hants. [890]

**A.C., 1939, 16/90 s/c** 2-seater roadster. In immaculate condition, having had one owner since new. 30,000 miles only. Price £365. Alfa-Romeo, 1933, 1,750-c.c. s/c. Zagato 2-seater. Completely overhauled 4,000 miles ago. Italian racing red with red leather upholstery. Price £2525. Austin, 1951, A40 sports. Ivory, with black upholstery. Fitted H.M.V. radio and heater, with loose covers. In very exceptional condition. Price £595. Hungerford Motors Ltd., 201-203, Upper Richmond Road, Putney, S.W.15. [891]

**1936 BENTLEY 4½-LITRE** saloon, HK series, first registered Oct., 1936. Rebores and sleeved March, 1953. Very modern-looking bodywork by Thrupp and Maberley, finished in black, with brown hide. Fitted heater, excellent tyres. Really sound value at £800. Drophead coupé or open 4-seater accepted in part exchange. Garage Service Company, Limited, 1013, Finchley Road, Golders Green, N.W.11. Tel.: Speedwell 7008. [892]

**APRILIA** drophead, 1937 car maintained in 100 per cent. mechanical condition by enthusiast, including recent renewals of rear universals and front end. Written guarantee, oil negligible. Now being resprayed cream. H.P. could be arranged. Nearest £300. Box No. W893, MOTOR SPORT, 15, City Road, E.C.1. [893]

**TALBOT 105**. One of the great competition team cars of 1930, GO 54. In excellent working condition throughout. Crown-wheel and pinion, batteries, electricals, etc., recently renewed. To be seen London or Hampshire. £200, o.n.o. Tel.: Tate Gallery 1684. Box No. W894, MOTOR SPORT, 15, City Road, E.C.1. [894]

**LANCIA AUGUSTA**. Green drophead coupé, 1,196 c.c. Recent factory replacements include new cylinder block, pistons, cylinder head, carburetter, brake linings and battery. Mechanical and body condition first class. An economical car of character. Owner going abroad. £200. Tel.: Folkestone 78682. [895]

**ALVIS 12/50, 1931, TJ** model, Cross and Ellis 4-seater tourer, black. Faultless throughout. Excellent hood, sidescreens and tonneau. £200 or near offer. Saul, The Green, Houghton, Carlisle. Tel.: 26020, [898]

**THREE-POINT HYDROPLANE—15 ft. 0 in.** by 6 ft. 9 in. Special dry sump. 3½-litre Rolls-Royce engine. Speed approx. 50 m.p.h. Hull and engine perfect. Will accept £225 or nearest offer, or will exchange sports car. Full particulars: Wm. Gardner & Co., Ltd., Byron Road, Morecambe, Lancs. [900]

**UNUSED SERVAIS** straight-through silencer for 2-in. pipe, £2 10s. One set Girling piston-type shock-absorbers from Ford Ten, hardly used. £4. Wm. Gardner & Co., Ltd., Byron Road, Morecambe. [901]

**1934 TALBOT 75 (18 H.P.)**, preslector gearbox with top gear faulty. Any offer considered. Box No. W904, MOTOR SPORT, 15, City Road, E.C.1. [904]

**PROBABLY THE FINEST** Alvis Mayfair Speed Twenty, 1935, sports saloon in the country. Approximately £600 has been spent on this car since 1952, including complete engine overhaul and balancing, new back axle, with 4-3.1 ratio, new Serck radiator, new S.U. carburetters and pumps, new tyres, shock-absorbers, etc., etc. Complete record of the work carried out is known at Finchley Road Service Station. Open to any reasonable expert examination. Offers to Tel.: Stonegrove 8177. Edgware, Middlesex. [905]

**RILEY NINE KESTREL, 1935** model, fitted special Imp engine and manual gearbox, knock-on wheels, nearly all new tyres and battery, 10-in. headlamps, windtone horns. Interior very original and clean, exterior recellulosing just completed. Taxed. Extremely rare model at realistic price. Price £155

**RILEY 1½ KESTREL 6-Light, 4-cylinder, 1936**. Interior red hide. Tyres good, Ace discs. No major defects. Taxed. This car has only just come in, so am including in this month's list, in response to numerous inquiries from Riley fans for a Six-Light Kestrel that can be brought up to standard with a little loving care. Price £135

**RILEY 1½-LITRE 4-CYLINDER FALCON DE LUXE** sun saloon. Choice of two, both immaculate and perfect. Knock-on wheels, new tyres. Both are above average in performance and condition. Both just recellulosed black—one green, and other blue interior—and both head-linings are as new. Price £137 10s.

**RILEY 1½ FALCON**. A similar car to above. Regd. July, 1936. Original paint on body. No major defects. Ready to drive away. Worst feature are tyres, which could do with renewing, although quite roadworthy.

This car, similarly to Kestrel, will be offered to potential restorer or titivator at £79 10s.

**RILEY BIG FOUR, 1938**, saloon—my own car. Must be one of best in country. At present engine is being refitted after sleeving to standard (Chromards); crank reground; all new parts, oil pump, rocker gear, etc. I shall not put price on car as I shall not have all invoices to hand in time. Six months' written guarantee will be given.

**CITROEN LIGHT FIFTEEN, 1,100 c.c., 1952**, registered in England by doctor who purchased car new in Switzerland. Customs and Excise written permission for sale included. This is the genuine product of the Andre Citroen Paris factory. All electrics by Scintilla. Special two-colour trim interior. Complete special luggage rack, snow equipment. All tools. Unrepeatable opportunity to purchase virtually new car at half list price and completely free of purchase tax. Sold with written warranty. Price £375

**I WILL BUY YOUR RILEY OR QUICKLY SELL FOR SMALL COMMISSION. THIS APPLIES TO 1935 ONWARDS ONLY.**

**H. MIDDLETON, (AUTOMOBILE ENGINEER), 13, TICKHILL ROAD, BALBY, DONCASTER. Tel.: DON 53901**



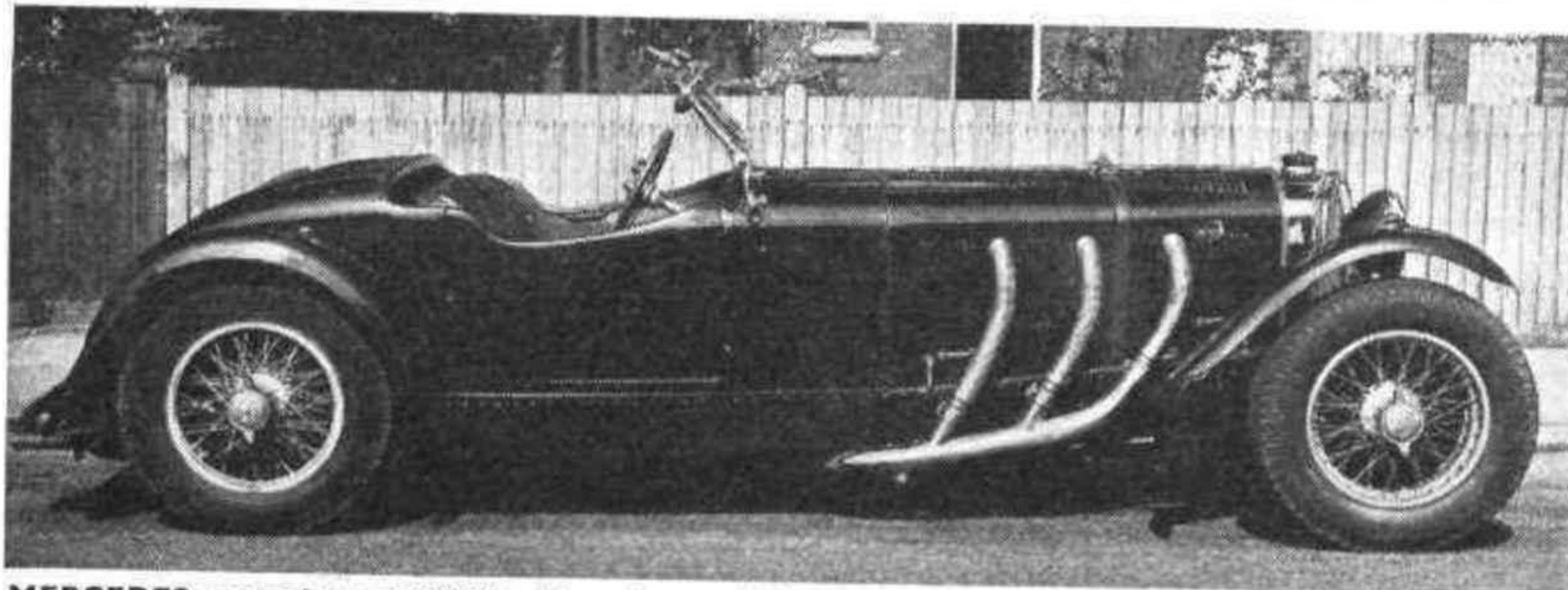


# Vintage Autos of England



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**MERCEDES supercharged 36/220.** I have been privileged to purchase this well-known car from Mr. E. Mayer, who has in the past refused many fabulous offers for this wonderful carriage. The engine has recently been rebuilt and some £700 spent on its beautification. This car will only be sold to a genuine enthusiast who will look after its well-being like its previous well-known owner has done for so many years ... .. £450

#### £50 AND UNDER :

- \***MORRIS Ten**, 1934, tourer. Reputed recent engine rebuild, good tyres, etc. ... .. £45
- \***MORRIS Minor**, 1933, 2-seater ... .. £45
- \***BUICK** roadster drophead coupe, 1929. Reputedly used as staff car at the Battle of Waterloo ... .. £25
- FORD Eight** van, 1937. Fitted reconditioned engine, excellent tyres ... .. £45
- \***FIAT 501 10-h.p.** 2/4-seater roadster. One owner until three years ago. Very clean and complete with loads of spares and instruction book ... .. £45

#### £100 AND UNDER :

- A.C.** drophead coupe, 1934. Fitted new hood and batteries. Excellent tyres ... .. £95
- CADILLAC V8**, 1936/37, fixed-head coupe, ex-Maharajah of Mitcham. Fitted built-in radio. A very fast and impressive carriage ... .. £95
- SINGER 2-litre**, 1934, saloon. Original paintwork, excellent tyres and new springs. 72,000 miles ... .. £95
- \***RILEY Nine** saloon, 1932. Just resprayed and fitted new roofing. Exceptionally quiet engine and very clean car ... .. £95
- \***JOWETT**, 1934, 7-h.p. 2/4-seater. Very clean and economical little car and will go from London to Brighton on one gallon of petrol ... .. £85
- \***M.G. 8-h.p.** 2-seater. Rebuilt with slab tank, etc. Recent £35 engine overhaul. Fitted new hood, etc. ... .. £95
- WOLSELEY Hornet Special** drophead coupe, 1936. Excellent tyres ... .. £85
- WOLSELEY Hornet Special** 4-seater tourer. Excellent mechanically. Good hood and side-curtains ... .. £100
- \***SINGER Nine**, 1934, sports fixed-head coupe. Very clean coachwork ... .. £100

- \***ALVIS Twelve Firefly**, 1933, drophead coupe. Just fitted new hood ... .. £100
- \***HUMBER Twelve**, 1934, drophead coupe. Just completed a 7,000-mile trouble-free Continental tour. New hood, etc. ... .. £100
- \***TALBOT 75**, 1935, streamlined sports saloon. Just resprayed. Reputedly used by Russian Rose in Moscow. One iron curtain given free with this car ... .. £100
- \***SUNBEAM Sixteen**, 1931, 2/4-seater roadster. New hood, tyres, etc. ... .. £75
- ALVIS 12/50** 2/4-seater roadster. Engine recently rebuilt ... .. £75
- HUMBER Super Snipe**, 1935, saloon. Fast and plenty of room for long journeys ... .. £85
- DELAGE D6**, 1932, sports saloon. Goes like the girl friend being chased by a bull ... .. £85

#### £200 AND UNDER :

- \***AUSTIN Big Seven**, 1938, saloon. Ideal transport for Mum, Dad, Grandma and the seven kids ... .. £135
- \***HILLMAN Twenty**, 1938, 4-door drophead coupe. Ideal all-weather car ... .. £125
- \***RILEY Nine**, 1934, saloon. Recent engine rebuild, resprayed, new battery, etc. ... .. £125
- \***DELAGE D.I.S.S. 14-h.p.** 4-seater tourer in really beautiful original condition ... .. £145
- ALVIS Speed Twenty**, 1935. Recently fitted new 4-seater touring coachwork, new batteries ... .. £195
- ALVIS Speed Twenty**, 1934, saloon. Recent engine overhaul, new tyres and batteries. Goes like a romantic half-hour ... .. £165
- JAGUAR 2½-litre**, 1937, sportsman saloon. New timing gear just fitted ... .. £145
- HUDSON Twenty-two**, 1936/7. Fitted very attractive English foursome drophead coupe coachwork. Very clean and 20 m.p.g. ... .. £185

- LAGONDA 16/80**, 1934. Fitted new 2/4-seater drophead coupe coachwork ... .. £165
- LAGONDA 3½-litre**, 1934, 4-seater tourer ... .. £200
- TALBOT 1934, 105 Special**. Fitted attractive drophead coupe coachwork by Young of Bromley. 69,000 miles and one owner most of its life ... .. £165
- CITROEN Thirteen**, 1937, 2/3 special fixed-head coupe. Fitted reconditioned engine ... .. £135
- MORRIS 10/6, 1935, Cunard special sports 4-seater** tourer. Just resprayed Alfa red and fitted new hood and side-curtains. Fitted radio and excellent tyres ... .. £175
- SINGER Nine Le Mans**, 1934, 2-seater. Goes like a flying flea ... .. £145
- WOLSELEY Fourteen**, 1936, saloon. Very clean and roomy ... .. £145
- ALFA-ROMEO**, 1932, 17/50 drophead coupe. Fast, excellent tyres ... .. £200
- ASTON MARTIN 1½-litre** 4-seater tourer. New hood ... .. £200
- M.G. J2**, 1933. One owner since 1938, 9,000 miles since complete overhaul. Sounds like a small B.R.M. ... .. £165

#### £300 AND UNDER :

- ROLLS Twenty** 4-door drophead coupe. Excellent all-round condition ... .. £225
- ROVER Speed Twenty**, 1935, special sports tourer. Recently resprayed and interior retrimmed. Fitted disappearing hood, excellent, fold-flat screen, side-curtains and new tyres ... .. £245
- M.G. NA 12-h.p.**, 1936, 4-seater tourer. Exceptionally clean coachwork, excellent hood and tonneau cover. We have just rebuilt the engine (rebore, new pistons, etc.), and it has done no mileage since. A very smart and clean car ... .. £265
- M.G. J4 8-h.p.** supercharged 2-seater. Fitted R-type straight-cut back axle, new Marshall headlamps. One of nine specially built. A very potent little car ... .. £225
- M.G. J2 2-seater**. Very clean and in above-average condition ... .. £155
- LAGONDA 2-litre**, 1931, supercharged low-chassis 4-seater tourer. This Lag. is in superb original condition and must be one of the best of its type in existence, and is a great credit to its previous owners. An excellent chassis and as exciting as Marilyn Monroe ... .. £245
- HUDSON Sixteen**, 1939, Club coupe. Very clean and recently overhauled ... .. £245
- HILLMAN Ten**, 1939, drophead coupe. New hood now being fitted ... .. £235
- DAIMLER Fifteen** sports fixed-head coupe. Some £900 has recently been spent on its complete rebuild and is, naturally, now like a new car. All bills, etc. ... .. £245
- BENTLEY 3-litre Red Label** 4-seater tourer. Many fantastic modifications have been carried out on this car and are too numerous to mention. Fitted late-type coachwork ... .. £250
- RENAULT**, 1911, 2-seater, in beautiful original condition. Recent £40 overhaul at makers ... .. £225

- ★ All cars marked with price, year, history, etc.
- ★ As my stock is constantly changing, by the time you read this advertisement I will have many more interesting cars for sale.
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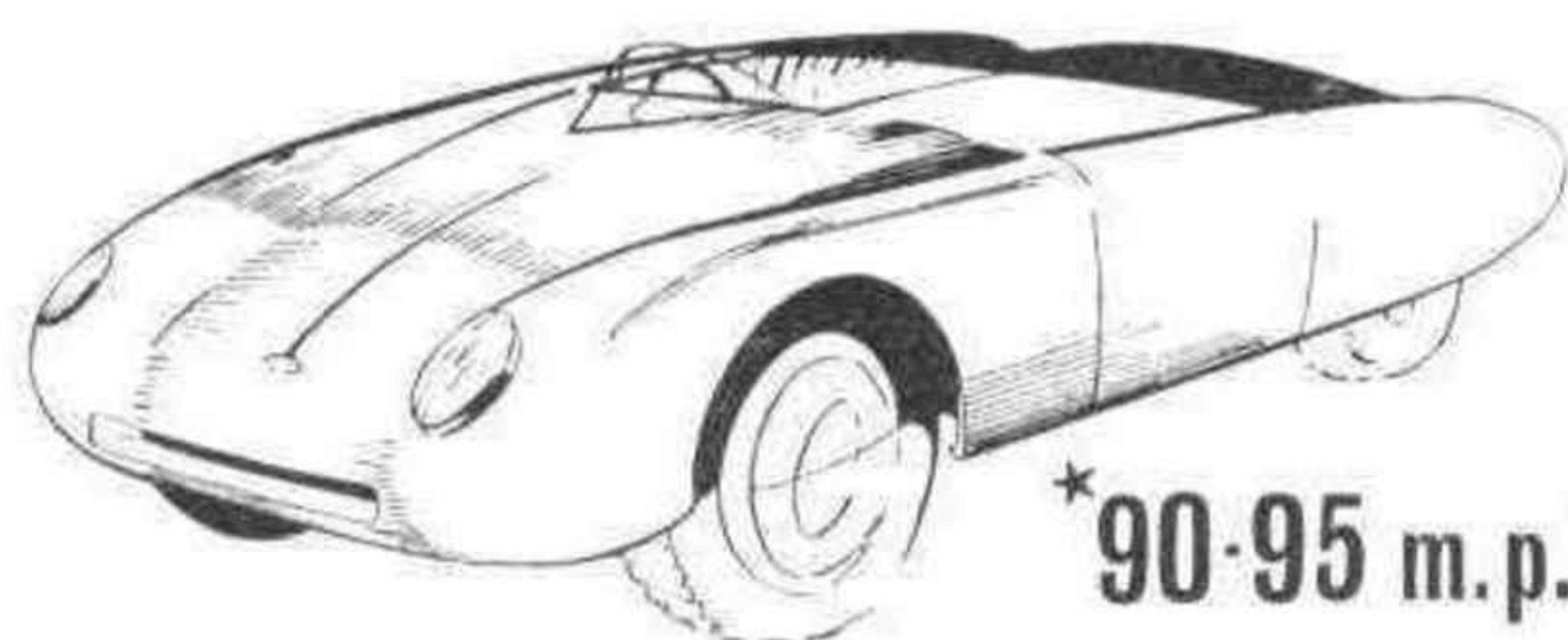
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\*90-95 m.p.h.

75 m.p.h. in Second Gear—30-40 m.p.g.—0-60 in 12 seconds—Amazing Stability—Grand Prix Car Handling—No Pitch—No Roll—Hands-Off Steering—One-Piece Feel—Lightweight—Modern Appearance

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

Buy a Buckler Ninety and build your own Buckler Special. Tuned in accordance with our recommendations the above performance is obtainable with comfort, which is a revelation to pre-war sports-car owners. Where else can you obtain a sports car which will give real racing-car handling at even lower running costs than a baby saloon? A car in which you can successfully enter Club Races, Hill-climbs, Sprints and Rallies, etc., at weekends and at the same time obtain 30-40 m.p.g. on your daily journey. Bucklers were first in 1947 to offer multi-tubular frames for the home constructor. In the following six years firms large and small have found it essential for success to base their really fast racing and sports cars on multi-tubular frames—AS EVER

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- 3rd SNETTERTON, 1,500-c.c. race (Mr. W. G. Marriott)—April 3rd.
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- 1st Also B.T.D., AUTOCROSS, Scotland (Mr. N. Kennedy)—March 13th.
- 1st in class, LOTHIAN C.C. AUTOCROSS (Mr. N. Kennedy)—March 28th.
- 2nd M.G. C.C. AUTOCROSS; also 2nd B.T.D. (Mr. C. Bulmer)—March 21st.
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### FOR SALE—continued

- 1937 ALVIS 3½-LITRE CRESTED EAGLE saloon. 20,000 miles only. Perfect condition. £225. Colbourne, Manesty, Chestnut Avenue, Summersdale, Chichester. Tel.: Chichester 7224. [1283]
- ALVIS FIREFLY saloon, 1934. Good runner. New tyres. £125. Railway Inn, Goods Station Road, Tunbridge Wells. Tel.: 822. [1284]
- BENTLEY 6½-LITRE, 1928. Reboled, overhauled, good tyres, etc. Offers invited, or would exchange. Box No. W285, Motor Sport, 15, City Road, E.C.1. [1285]
- 1935 LE MANS MANIFOLD and carbs, dynamo, starter, 1935 Singer Nine camshaft. Electric paint, spray complete. Thompson, "Wendover," Hill Top, West Ardsley, Wakefield. [1286]
- BENTLEY 8-LITRE. £250. Bailey & Noyce, Ichebor, near Chichester. Tel.: Birdham 374. [1287]
- BENTLEY LATE 3-LITRE. Rebuilt, rebodied completely 1952. Cost £700, excluding labour. £375, o.n.o. Details and photo: 53, Monkseaton Drive, Whitley, Northumberland. [1288]
- DISMANTLING LANCHESTER TEN, 1933-34 for spares. Letters to: Hanscomb, 6, Hillmead, Taplow, Bucks. [1289]
- ASTON MARTIN International tourer, 1932. Good condition. New hood. £225, o.n.o. Also Citroën spares. 96, Green Oak Road, Totley, Sheffield. [1290]
- 1951 SPORTS 12-H.P. SPECIAL. 30 m.p.g. Excellent condition. Weekends: 56, Cambridge Road, St. Albans, Herts. [1292]
- FRAZER-NASH, 1935, "Shelsley" type 12-h.p. A nice example of a rare car. Laid-up war years. £200, or near. Tel.: Leeds 54795. [1293]
- 1939 SINGER ROADSTER. Top overhaul just completed. £335. 27, Berwyn Avenue, Keresley, Coventry. [1294]
- LAGONDA. One of the finest looking 2-litres in country. Some expenditure on the engine to bring it up to the very high standard of the bodywork, etc. Will make a motor of exceptional merit. Impending marriage forces sale. £225. No offers. Gibbins, Penta-Acre, Homefarm Road, Rickmansworth, Herts. [1295]
- FREE! 1927-28 Invicta 3-litre. Wonderful hill-climber. Excellent condition; 20 m.p.g. To first purchaser of its 1947 Corsica-built aluminium 4-seater sports body including P.100s, for £125. Bayley, 49, Princes Square, W.2. [1296]
- LAGONDA 3-LITRE SPORTS saloon, 1932. Excellent condition. Nearest £135. Would accept terms. "Glencree," Lausdown Road, Cheltenham. Tel.: 52802. [1297]

### FOR SALE—continued

- ALFA-ROMEO 1,750 drophead coupé, 1934. Blown. First-class condition, including respray, new plastic hood, complete engine overhaul; 1,200 miles only since. Good history. £375, or exchange car more suitable for business. Could arrange "never-never!" 12, Oak Tree Drive, London, N.20. [1298]
- WHAT OFFERS? M.G. 1½-litre VA, 1938. Bent chassis. Engine and body in very good condition. Box No. W300, Motor Sport, 15, City Road, E.C.1. [1300]
- CONSUL BLOCK, £10. Four Turner 15-in. elektron wheels, £30. All new. Pair S.U. carburetters, 1½ in. Suitable M.G., etc. New condition, £12. 15, Morris Gardens, West Hill Road, S.W.18. [1301]
- 9-H.P. B.S.A. SCOUT 2-seater. Recently reconditioned engine, radiator, dynamo, transmission, etc. £110, or offer. Call weekends, or write: Moss, 30, Beechcroft Avenue, New Malden, Surrey. [1302]
- 2½-LITRE S.S.100, 1937. Works reconditioned engine 2,000 miles. Large inlets, polished ports, dual exhausts, 3.8 axle. Newtons all round. New wings. £360. All parts 1936 Sprite, engine to racing specification reconditioned 3,000 miles ago, four carburetters, dual exhaust, gearbox £50 overhaul. Further details on request. Ashton, 1, Chapel Street, Uxbridge. [1303]
- BENTLEY ENGINE SPARES. Cross-shaft drive crankshaft, camshaft, con-rods, bearings, hubs, etc. Box No. W304, Motor Sport, 15, City Road, E.C.1. [1304]
- NOVEMBER, 1929, INVICTA 4½-litre coupé. N.L.C. chassis, in running order. Overhauled in 1947 and little used since. Four excellent heavy-duty tyres. Taxed. £85. Bridger, 22, Lynbrook Drive, Romford. Tel.: Romford 8127. [1305]
- £85. PHILANTHROPIST offers 1934 Rover Fourteen sportsman saloon, 50 miles only since rebore and new clutch plate. Taxed, insured year. Wurr, Wrenningham, near Norwich. Tel.: Fimdenhall 262. [1306]
- D.K.W. WITH ALUMINIUM 2-seater body. B.R.G. Genuine 45 m.p.g. and 60 m.p.h. Exceptional condition. Good tyres, weather equipment. £120. Available mid-June. Seen evenings. Aikman, Darley Dale, Flackwell Heath, Bucks. [1307]
- SELL/EXCHANGE Alvis 16.9 sports saloon. Good condition, 8, Stonefall Drive, Harrogate. [1308]
- VOLKSWAGEN. Registered, 1943. Sound in wind and limb, well shod: just resprayed. £300, or near offer. Tel.: Downland 3992, evenings. [1312]

### FOR SALE—continued

- 1932 TALBOT FOURTEEN saloon. £37 10s. Peters, 48, The Meads, Burnt Oak, Edgware. [1309]
- 1932 TRIUMPH SEVEN roadster. £37 10s. Taxed. June. Sheppard, 53, Lupus Street, S.W.1. [1310]
- ROVER TWELVE TOURER, 1936. Engine complete overhaul last summer. New hood, tonneau cover. Rechromed throughout. Luggage grid. £200. 19, West Avenue, Pinner. Tel.: Pinner 8598, after 6. [1311]
- FIAT 500, 1935. Laystall overhaul. New tyres, relined. Lively, reliable. £225. Dowden, Jealotts Hill, Bracknell. [1313]
- 1936 M.G. PB 2-seater. New Tourmin head and seals. New battery, oil coil and speedo. "Brooklands" four-spoke sprung steering wheel. Newly shod. Spot, stoplights and Windtones. Good condition all round. Blue. £165 or nearest. Hodgson, 17, Parkfield Crescent, Wolverhampton, Staffs. [1314]
- 1939 SINGER ROADSTER. Green. Good condition. £195, o.n.o. Tel.: Wilmslow 2199 (evenings). [1316]
- FORD TEN ENGINE, £25; starter, £5; gearbox, £10; Austin Seven Engine, £15; Morris dynamo, £7 10s. Hatch, 331, Kingston Road, Ewell, Surrey. [1317]
- MORGAN 4/4, 1947, 2-seater sports. Black. Red leather. Engine rebored one thousand miles ago. Total mileage to date 35,000. Showroom condition. £320, o.n.o. J. Gilbert, Gretton Road, Winchcomb, Glos. [1318]
- 1928 LEA-FRANCIS. Excellent fabric saloon body by Weymann. Meadows 4ED engine in good condition. Freewheel, giving 30 m.p.g. Good tyres. Taxed year. £90. Hankey. Tel.: Shrivensham (Berks) 220. [1320]
- TALBOT 14 45. Breaking. All spares available. Kennedy, 26, Edgebrook Road, Sheffield 7. [1321]
- £28. 1927 AUSTIN HEAVY TWELVE. Mechanically sound. Reconditioned magneto, dynamo. Tourer body. Meads, 78, Stanhope Road, Gippingham, Slough. [1322]
- SINGER LE MANS, 1934 chassis, less crown-wheel. Will break. Any offers. 43, St. Mary's Road, Ealing, London, W.5. [1323]
- SUNBEAM DAWN, 1934, £110; Singer 12-h.p., 1937, £95; Morris 8-h.p., 1939, £195; Humber Hawk, 1948, £425. Pike's, Tel.: Shaftesbury 2117. [1325]
- AUSTIN SEVEN, 1934. Chassis and engine. Dismantling. Gilmour, 75, Montpallier Park, Edinburgh. [1327]



# PERFORMANCE CARS

Proprietor: H. J. GOLDSCHMIDT, B.Sc.(Eng.), A.C.G.I., M.Inst.B.E.

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1950 Allard 9IP sports saloon. Radio, heater. (illus.)	£445	1939 Morgan 4/4 drophead 2-seaters. Choice of two	At £295
1949 Allard 7IK drophead foursome	£345	1936 Morgan 4/4 2-seater. Above average condition	£225
1948 Allard 7IL sports saloon	£275	1951 M.G. TD 2-seater. Specimen throughout	£545
1948 Allard 7IL 4-seater tourer	£315	1949 M.G. TC 2-seaters. Choice of four. (illus.)	From £395
1938 Alvis Speed Twenty-five drophead foursome	£295	1946/7 M.G. TC 2-seaters. Choice of three	From £345
1938 Alvis 17-h.p. Silver Eagle sports saloon	£195	1938 M.G. TA Tickford coupe. Exceptional condition	£315
1935 Alvis Speed Twenty drophead foursome	£255	1937/8/9 M.G. TA 2-seaters. Choice of four	From £265
1935 Alvis Speed Twenty sports saloon	£225	1934 M.G. PA 2 and 4-seaters. Choice of four	From £155
1935 Alvis 14-h.p. Firebird drophead coupe. Exceptional	£195	1935 M.G. PB 2 and 4-seaters. Choice of three	From £175
1936 Alvis 3-litre sports saloon by A. Mulliner	£295	1932/4 M.G. J2 2-seaters. Choice of five	From £125
1939 Aston Martin 2-litre d/h. 2-str. Exceptional thr'out. (illus.)	£395	1938/9 M.G. VA 1 1/2-litre tourer and saloon	At £255
1938 Aston Martin 2-litre 2/4-seater	£365	1934 M.G. K3 Magnette 2-seater. Ex-works car	£295
1938 Aston Martin 2-litre sports saloon	£365	1937/8 M.G. 2-litre sports saloon. Choice of three	From £195
1937 Aston Martin 2-litre sports saloon. Above average.	£345	1939 M.G. 2.6-litre drophead foursome	From £175
1936 Aston Martin 2-litre Speed Model. Ex-Horsfell	£595	1938 Mercedes-Benz 540K, Type B, cabriolet	£495
1935 Aston Martin 1 1/2-litre, Mk. II, l/c. tourer	£255	1937 Mercedes-Benz 500K, Type B, cabriolet	£395
1933 Aston Martin 1 1/2-litre Le Mans 2/4-seater	£275	1938 Raiton straight-eight drophead foursome	£245
1934 Alfa-Romeo 17/50 s/c. Castagna d/h. coupe. Specimen	£395	1938 Riley 16-h.p. Big Four Kestrel saloon	£345
1932 Alfa-Romeo 17/50 4-seater tourer	£175	1938 Riley 16-h.p. Big Four Continental sports saloon	£295
1930 Alfa-Romeo 17/50 drophead foursome	£195	1937 Riley 1 1/2-litre Kestrel saloon	£265
1934 Bentley 3 1/2-litre d/h. foursome by A. Mulliner. (illus.)	£495	1937 Riley 9-h.p. Monaco saloon. Above average condition	£245
1930 Bentley 6 1/2-litre drophead coupe	£225	1935 Riley 9-h.p. Imp 2-seater	£295
1928 Bentley 4 1/2-litre tourer. Ex Le Mans practice car	£250	1933 Riley 9-h.p. Lynx tourer	£165
1928 Bentley 4 1/2-litre Black Label tourer	£195	1935 Rolls-Royce 20/25 Hooper limousine. Specimen	£445
1926 Bentley 3-litre drophead foursome	£275	1934 Rolls-Royce 20/25 drophead foursome by Park Ward	£575
1925 Bentley 3-litre/4 1/2 engine V.D.P. tourer	£245	1933 Rolls-Royce 20/25 Salmons cabriolet	£275
1952 Bugler, Ford Ten engine. Close-ratio gearbox	£415	1928 Rolls-Royce Twenty Park Ward fixed-head coupe	£195
1929 Bugatti 3.3-litre sports 2-seater	£225	1935/6 Singer Nine Le Mans 2 and 4-strs. Choice of four	From £145
1946 Citroen Light Fifteen sports saloon	£395	1947 Volkswagen Standard saloon. Choice of two	From £265
1938 Delage D6/70 drophead foursome	£395		
1952 Frazer-Nash Mille Miglia. Low mileage. Specimen	£1,495		
1937 Frazer-Nash-B.M.W. 329/45 4-seater cabriolet	£265		
1934 Frazer-Nash "Chain Gang" Meadows 4ED 2-str. One owner	£260		
1940 Fiat 1,100 sports saloon	£225		
1937 Fiat 500 cabriolet. Above average condition	£205		
1948 Jaguar 3 1/2-litre drophead foursome. Specimen	£445		
1939 Jaguar 2 1/2-litre drophead foursome	£295		
1937/8 Jaguar 100 2 1/2-litre 2-seaters. Choice of two	From £385		
1937 Jaguar 2 1/2-litre sports saloon	£165		
1951 Jowett Jupiter 1 1/2-litre. Many extras. (illus.)	£555		
1938 Lagonda V12 Park Ward sedanca-de-ville saloon. Electric division. Radio. Specimen throughout. (illus.)	£545		
1937 Lagonda LG45 drophead foursome. Specimen	£375		
1934 Lagonda M45 4 1/2-litre V.D.P. tourer	£195		
1935 Lagonda 10-h.p. Rapier tourer	£215		
1949 Maserati San Remo 4CLT 1 1/2-litre, s/c. Ex-Parnell	£995		
1948 (Rebuilt) Maserati 2.9-litre 2-seater. Ex-Tim Birkin	£645		
1950 Morris Minor convertibles. Choice of two	From £375		

#### Selection from ANNEXE stock of 100 cars:

1934 Alvis Speed Twenty Charlesworth saloon	£95
1934 Alvis Speed Twenty V.D.P. tourer	£115
1932 Alvis 12/60 2/3-seater	£75
1927 Bentley 3-litre Blue Label V.D.P. tourer	£145
1925 Bentley 3-litre Red Label 2-seater	£95
1932 Delage 4-litre 2/4-seater	£85
1937 Ford 10-h.p. 4-seater tourer	£135
1940 Graham 26-h.p. 4-door saloon	£95
1931 Hotchkiss 24-h.p. Tickford coupe	£75
1934 Lagonda M45 4 1/2-litre sports saloon	£125
1929 Lagonda 3-litre V.D.P. tourer	£145
1939 Morgan, Ford Eight engine, 3-wheeler	£95
1935 Morris 8-h.p. 4-seater tourer	£145
1937 M.G. 2-litre drophead foursome	£145

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

Make of car..... H.P..... Model..... Coachwork..... Price required.....

Name and Address..... Year..... Tel. No.....



**FOR SALE—continued**

**RILEY 12/4 ADELPHI, 1938.** Pres-selector. Good condition. £215. 21, Pendlestone Road, London, E.17. Tel.: KEY 6914. [902]

**D.K.W. cabriolet de luxe:** £275, o.n.o. Rebuilt. Repainted. Relined. Recarpeted. Rewired. New crankshaft, clutch, gears, carburetter, Exide Double Life battery, twin chrome windtones, Notek spotlight, radiator mascot, etc. Independent suspension all round. Wire wheels. 50 m.p.g., 60 m.p.h. Taxed. Comprehensively insured. Photograph on request. Corrick, 16, Cote Park, Bristol 9. [907]

**1948 MODEL ALLARD 2-seater sports.** Good condition. Any trial. Very sporty. £370. 40, Broadwater Avenue, Letchworth, Herts. [908]

**1939 FRAZER-NASH-B.M.W., TYPE 328,** 2-seater roadster, finished cream. Capable of speeds in excess of 100 m.p.h.; three carburetters. This is the model eventually developed into the post-war Bristol; a genuine example of this fast and economical model. Recent complete engine overhaul. Taxed. £525. Terms, exchanges. Loddon Bridge Motors Ltd., Earley, near Reading, Berks. Tel.: Reading 61602. [909]

**ALVIS SPEED TWENTY, 1933,** 4-seater tourer. Taxed. Sound, well shod, oil negligible. Economical. Feeds on Austin A90s, Vanguards, Ford Zephyrs, etc. £120 spent on engine, clutch, back axle, batteries. Will exchange any saloon or sell, £140. Adams, The Little Croft, The Nab, Whalley, Lancs, or Tel.: Samlesbury (near Preston) 204. [910]

**1939 MODEL ROVER SIXTEEN sportsman's saloon.** Special model, fitted three S.U. carburetters. Engine recently reconditioned and complete new rear axle fitted; unused since brakes relined. Excellent tyres. Whole car in outstanding condition. £310. The Rocket Motor Co., Queens Drive, Broadgreen, Liverpool 13. Tel.: Stoneycroft 6424/5. [911]

**LANCIA LAMBDA, 1930,** tourer. Taxed, insured. £75 spent 3,000 miles ago; new battery, back tyres. Good fronts and spare fair. Weather equipment good. £85 or nearest. Goes well. Col. Sawyer, 37, Roedean Road, Worthing. Tel.: Swandean 35. [912]

**FRAZER-NASH, 1927, ANZANI "chain-gang,"** good condition. Owner, National Service. Last four years £250 spent. Will haggle slightly at £110. Thirlby, Warwick Road, Hale, Cheshire. [915]

**LEA-FRANCIS, 1947, 14-H.P. saloon.** Re-bodied special 2/4-seater open ivory body, red wheels (twin spares). Beautiful condition and incredibly potent. Reason, owner off road compulsorily. £250. Crossings Works, Stockport Road, Altrincham. Tel.: 4921. [916]

**LAGONDA, 1933, 2-LITRE sports saloon.** Fast and smart. £125 or near offer. Tel.: Wembley 1329. [917]

**TOURERS: 30/98, OE 294, 1927, £275.** Fiat 501, 1925, £50. Rover Nine, 1925, £20. Whittle, Bloxham, Oxon. [918]

**RILEY NINE, 1930 model.** Good running order. £30. Trentham Garage, Longton Road, Trentham, Stoke-on-Trent, Staffs. [920]

**SURPLUS SPARES:** Riley 12/6 cylinder head, with valves and springs, £6. Alfa Monza radiator cowl, £4. Unused Borg & Beck clutch for Le Mans Aston, 30s. Wilton, Barleyhill Road, Garforth, Leeds. [921]

**J.A.P., 500 C.C. New, unused.** Alfin barrel. £55, o.n.o. Fowler, 26, Northumberland Road, Sheffield 10. [922]

**LEAF, 1935, "Ace of Spades."** Efficient, good-looking, sports tourer. Many refinements. Reasonable price to enthusiast. Box No. W923, Motor Sport, 15, City Road, E.C.1. [923]

**RILEY NINE MARCH SPECIAL.** Enthusiast maintained, recent overhaul. B.R.G. Knock-on wheels. Spare engine and gearbox. £130. Hardy, Rose Cottage, Bruntingthorpe, near Rugby. [925]

**1929 (DEC., 1928) 4½-LITRE BENTLEY drophead coupé.** Original condition. Engine overhauled, rebored 30 oversize. Fitted Specialoids. 8,000 miles since. £175 for quick sale. "Tresco," Claremont Drive, Timperley, Cheshire. Tel.: Sale 4460. [926]

**LEAF P-TYPE 12/40 tourer, 1928.** Body roughish but modified to flat floor and loose seats. Radiator and bonnet recently dented by brewer's dray but mobility unimpaired. £60. Miller, 16, The College, Keele, Staffs. Tel.: Keele Park 263. [927]

**A.C., 1936, 16/70 D.H.C.** Brakes relined, new road springs, radiator; rewired. 30 m.p.g. £150 or offer. Ashmead, 9, Narrow Path, Woburn Sands, Bucks. [928]

**1939 M.G. TA Tickford drophead coupé.** Black, with beige leather. 16-in. rear and extras. Dennis Clements, Shipham, Som. Tel.: Winscombe 3203. [929]

**AUSTIN NIPPY, overhauled, perfect condition.** Rewired, good tyres, full weather equipment. £105, o.n.o. Chichester. Box No. W930, Motor Sport, 15, City Road, E.C.1. [930]

**FOR SALE—continued**

**DISMANTLING 9-H.P. RILEY MONACO, 1930** (recent new rear axle), all spares available. Austin Heavy 12-h.p. rear axle, sound order; 10-h.p. half-shafts, crown-wheel, cylinder head, 1936 block, shaft; 7-h.p. 2 and 3-bearing engines, Girling rear axle, etc., etc. Black, Dalehouse, Farnley, Corbridge: Tel. 167. [932]

**RILEY 12/6, 1934,** block, head, sump, rods, crank, etc. Offers. Box No. W933, Motor Sport, 15, City Road, E.C.1. [933]

**MINOR, O.H.C. Rebores.** Lockheeds. Enveloping body, 16-in. wheels, twin screens. No hood. £95 or part exchange 3-litre Bentley. 33, Belmont Road, Gatley, Cheshire. [934]

**£20—FORD TEN engine,** including starter, carburetter, manifolds, spare head, t/chain, con-rod, valves, etc. Tel.: Bookham 2598. [935]

**WOLSELEY HORNET saloon, 1933.** Taxed to year end. Also all engine spares except block, one piston, con-rod, big-end from completely reconditioned engine. Many new parts. £90, o.n.o. 74, Stainbeck Road, Leeds 7, Yorkshire. [936]

**FORD EIGHT: 10-h.p. engine (10,000).** New gearbox, clutch (100); 1934 model, as new, in original black cellulose. Sliding roof. Green leather (hardly used). Fitted twin S.U.s, electric pump, Dellow high ratio, Servais, stabiliser, telecontrols, hand ignition, Notek headlights, heater, corrected Smith's, two horns, large rear tyres. Fifty in second. Cost £500. Rather alarming to observe complete demoralisation of 1954 clots. £220 please. Seen between London and Brighton. Box No. W937, Motor Sport, 15, City Road, E.C.1. [937]

**BENTLEY RED LABEL short-chassis V.D.P. tourer,** 1926. Mackenzie overhaul. Original and unspoiled. Excellent condition. Open expert examination. Used second car 13 years. Seven good tyres. Sound battery and all-weather equipment. Taxed year. £250. Might exchange smaller car more suited Devon lanes. Proctor, Westfield, Little Haldon, Teignmouth, Devon. Tel.: 339. [938]

**M.G. TC, 1947.** Maintained by one expert mechanic since new. Recent complete overhaul. Extras. Exceptional. Genuine reason for selling. £365. Allen, "Highwood," Ledbury, Herefordshire. [939]

**CROSSLEY 15.7-H.P. saloon, 1932.** Good sound clean car. £65 or offer. Seen weekends. Graham, "Halliford Manor," Halliford Road, Shepperton, or, weekdays, Schwepes Depot, Farnham. [940]

**RILEY NINE, 1930, 2/4-seater tourer.** Lively and reliable engine. Rewired, new battery, dynamo overhauled, good tyres. Full information and inspection facilities to genuine inquirer. £65, o.n.o. Tel.: Holborn 7138 (day), Imperial 2031 (after 7). [941]

**MORGAN 4/4, 1937.** Only 200 miles since engine completely rebuilt. Excellent condition throughout. Any trial. Seen weekends. £265, o.n.o. Fletcher, Old Mill House, Plumpton, Sussex. Tel.: 240. [942]

**SUPERCHARGER EQUIPMENT complete for Austin A90,** used for only 1,000 miles. Perfect condition and ready for installing to car—£95. Blower, etc., could be adapted to fit any 2½-litre car. Carburettors Ltd., Grange Road, N.W.10. Tel.: Willesden 5501. [943]

**EXCEPTIONAL MORRIS 12-H.P. station wagon.** Entirely rebuilt regardless of expense to provide roomy, reliable family vehicle for work, caravan towing and camping. £250, o.n.o., or would consider Riley Nine about 1933. Box No. W944, Motor Sport, 15, City Road, E.C.1. [944]

**1937 ALVIS 4.3-LITRE saloon, 1939 spec.** High-lift cam, high-compression engine. Dual exhausts. Shattering performance. Bozenham Cottage, Ashton, Northampton. [945]

**RILEYS: 1935 1½-litre Kestrel, coachwork above average,** mechanically very good, £180. 1934 9-h.p. Kestrel, coachwork shabby but not mutilated, mechanically excellent, manual gearbox, two S.U.s, Vertex, £100. 1929 Mk. IV tourer, towable, £25. Offers considered. Box No. W946, Motor Sport, 15, City Road, E.C.1. [946]

**TWO LAMBDA'S.** Seventh engine, completely overhauled, everything mechanically sound, requires work on body. Eighth complete, damaged off-side suspension, many spares. Whole at £90, will not separate. Vintage men only. Moving house. Jackson, Royston Chase Hotel, Byfleet, Surrey. [947]

**ALVIS SPEED TWENTY, 1935,** tourer. Excellent performance. Cycle and standard wings. Spares include complete engine. Must sell quickly, going abroad. Offers. Kelliher, June Cottage, Eflingham Road, Copthorne, Sussex. Tel.: Copthorne 70. [948]

**ALVIS, 1932, 12/50 D.H. coupé.** Mechanically good, body fair condition. £45, o.n.o. "Tucker," The Meadows, Selsfield, East Grinstead. Tel.: Ardingly 281. [949]

**SINGER LE MANS, 1936,** foursome. Excellent, new hood. £145. 15, Carlisle Road, London, N.W.6. Tel.: Ladbroke 1237. [951]

**RILEY MARCH SPECIAL tourer.** New twin S.U. carburetters recently fitted. £110. Hawkesworth, H.M.S. Royal Arthur, Corsham, Wilts. [952]

**FOR SALE—continued**

**DISMANTLING: ROVER 20-H.P. sports saloon.** Travers, "Sunnyside," Hookley Lane, Elstead, Surrey. Tel.: 2149 (evenings). [953]

**MORGAN S.S.-MATCHLESS TWIN, 1939.** Air-cooled. Impeccable condition. £200, o.n.o. Private terms. Box No. W954, Motor Sport, 15, City Road, E.C.1. [954]

**£90—1934 HILLMAN AERO sports, 10 h.p.** Scintilla magneto. Radio. Tel.: Elmbridge (Surrey) 3214. [955]

**FOREIGN CAR CLUB BADGES.** Enthusiast's large collection for sale. Send s.a.e. for list. Box No. W957, Motor Sport, 15, City Road, London, E.C.1. [957]

**ROLLS TWENTY, 1924.** More recent handsome 4-seater drophead body by Park Ward, with boot. No f.w.b. Excellent running order. In reliable daily use, but economy forces sale at about £150, or exchange something smaller. Ford, Inholmes Lodge, Hartley Wintney, Hampshire. [959]

**ALVIS SPEED TWENTY Charlesworth saloon,** 1935, odd spares and towbar. £125, or best offer. 155, Brunswick Road, Ealing, W.5. Tel.: Perivale 8555. [961]

**2-LITRE LAGONDA, 1930,** low-chassis Speed model, steel-bodied tourer. New hood, tonneau, prop-shaft, valves, guides, battery. £160. 5, St. Thomas's Mansions, Stangate, S.E.1. Tel.: WAT 7471. [962]

**ALVIS 12/50.** Set unused valve guides, £2. 500 by 21 cover, smooth, 25s. 50, The Charter Road, Woodford Green, Essex. [963]

**1929 20.9 TALBOT 2-seater,** running order. Early Swift engine parts. 1924 Oxford main units, 1932 Morris Minor all parts. Two 400 by 19 Michelin covers, almost new. Various Austin Seven, Morris and Sunbeam 21-in. wheels. Must clear, space needed. J. Lott, Fairview, Lymington, Kent. Tel.: 87289. [965]

**1933 ALVIS SPEED TWENTY coupé.** Engine overhaul just completed, new rings, valves, guides, springs, etc. Spare gearbox, new condition. Body needs attention. £145. No offers. Bugatti chassis, gearbox, front and rear axles less c.w. and pinion, five wheels and tyres. Fitted 2½-litre sports Darraque engine, 12 volt h.d. battery. £65, or near. Box No. W967, Motor Sport, 15, City Road, E.C.1. [967]

**LAGONDA 3-LITRE SALOON, 1931.** Excellent condition. A.A. inspection invited. £75, o.n.o. Box No. W968, Motor Sport, 15, City Road, E.C.1. [968]

**RILEY NINE vintage competition 2-seater special** on Mk. IV tourer chassis; 85 m.p.h.; 4 Amals. Spares, twin S.U.s and manifold, L.C. head, pistons. Good tyres, battery, no hood. £50. Haythornthwaite, Caravan, Mill Farm, Kirkby, near Liverpool. [971]

**VOLKSWAGEN, 1948.** R.H.D. Polychromatic grey. Loose covers. Good condition generally. Many serviceable spares. £260, o.n.o. Burke, Old Barley Mow, Betchworth, Surrey. Tel.: Betchworth 2123. [973]

**LANCHESTER 21-H.P. TOURER, 1926,** 6-seater. Two owners only from new. 4-wheel brakes, mechanically perfect, two spare wheels, two new tyres, four good; bright parts chromium-plated, stoneguard and bumpers; one-man hood, complete sidescreens, and glass rear screen. Licensed two months annually since 1934. Stored during war. Maroon leather upholstery perfect condition; paintwork two shades of blue. Mileage 54,000. Original registration books. Bargain. £230. Collins, Wyecliffe House, Breinton, Hereford. [974]

**BROUGH SUPERIOR D/H, 1936.** Excellent condition. £265, o.n.o. Tel.: Caterham 3781. [975]

**1954 FORD TEN Special.** New professionally-built 2-seater body. Suitable everyday use, autocross, sprints, £190, o.n.o. J. Phipps & Co., The Ham, Brentford. Tel.: Ealing 5579. [976]

**AUSTIN SEVEN SPECIAL.** Basically 1929, but not used since 1939. The car has now been rebuilt with aluminium 2-seater body on M.G. lines with fold-flat screen, remote control gear lever, cut-away doors, etc. It has not quite been completed however, and is an ideal opportunity for the impecunious enthusiast at £30. Garaged London. For appointment contact Fosse Garage, Lower Slaughter, Glos. Tel.: Bourton-on-Water 527. [977]

**MORGAN THREE-WHEELER, 1,100-c.c. J.A.P.,** o.h.v., w.-c., 3-speed. Resprayed, rechromed exhausts, etc. New sliding axles, driving spindle clutch, gears, rings, springs, coil, lights, wiring, mudguards. Never rebored or resleeved. Oil consumption virtually nil. Petrol 50 m.p.g. £137, o.n.o. Coombs, 7, The Glade, Woodford Wells, Essex. Tel.: BUC 3834. [979]

**ONE MUST GO Avon Special 4-seater Twelve,** 1936 model. Paintwork immaculate. Clean interior, leather upholstery; 33 m.p.g. New gearbox, differential and battery. £90, o.n.o. 1936 Austin Ten Sherborne. Reconditioned engine. Very clean car. Thoroughly reliable. £105, o.n.o. Harrison, 113, Henfold Road, Tyldesley, Manchester. Tel.: East 2536. [980]

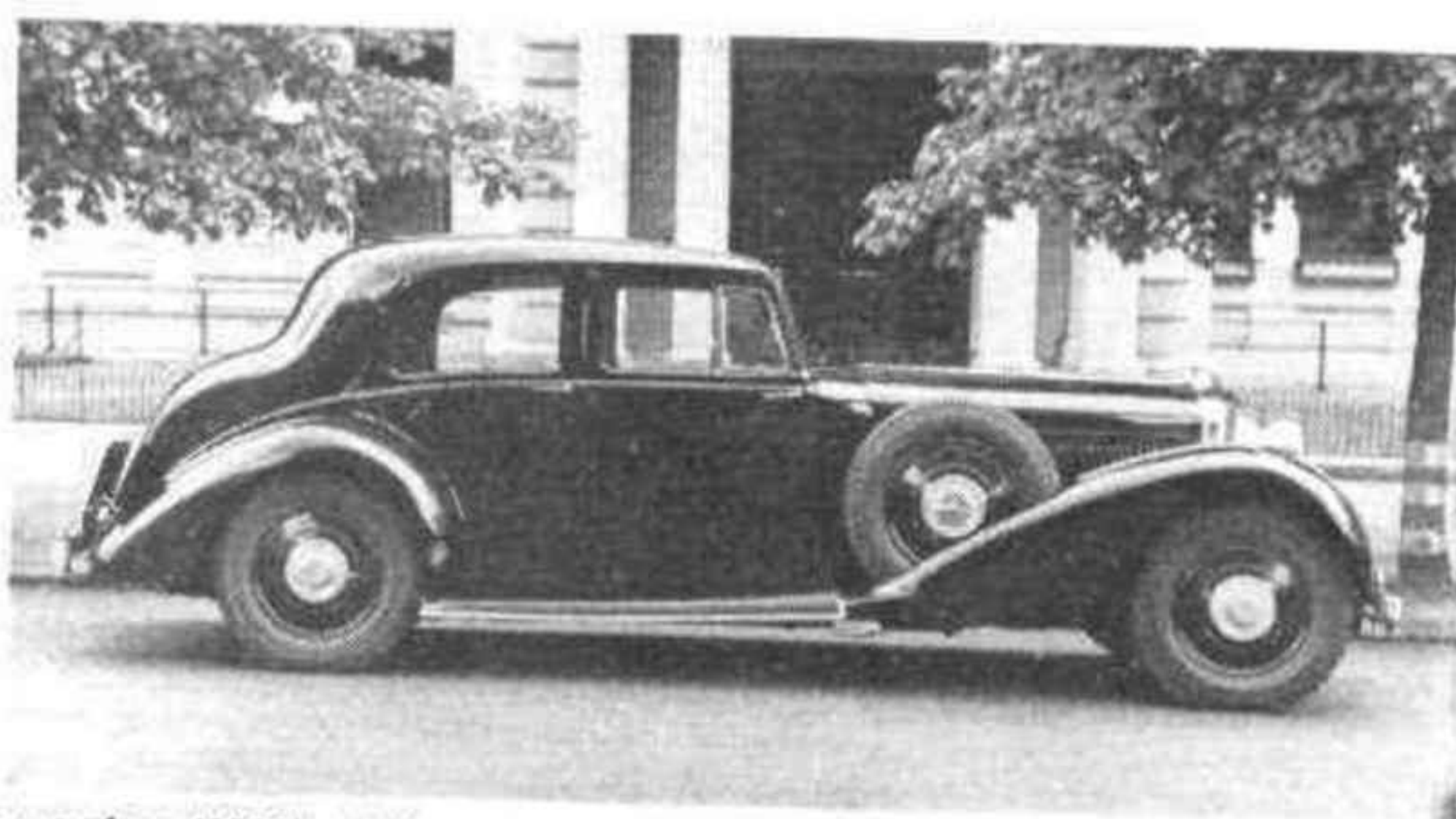
**1938 F.N.-B.M.W. 319 cabriolet.** Smart. Excellent order. Sell or exchange roomier car 10/12 h.p. Seen Hants/Wilts. Box No. W981, Motor Sport, 15, City Road, E.C.1. [981]

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# SIMMONS

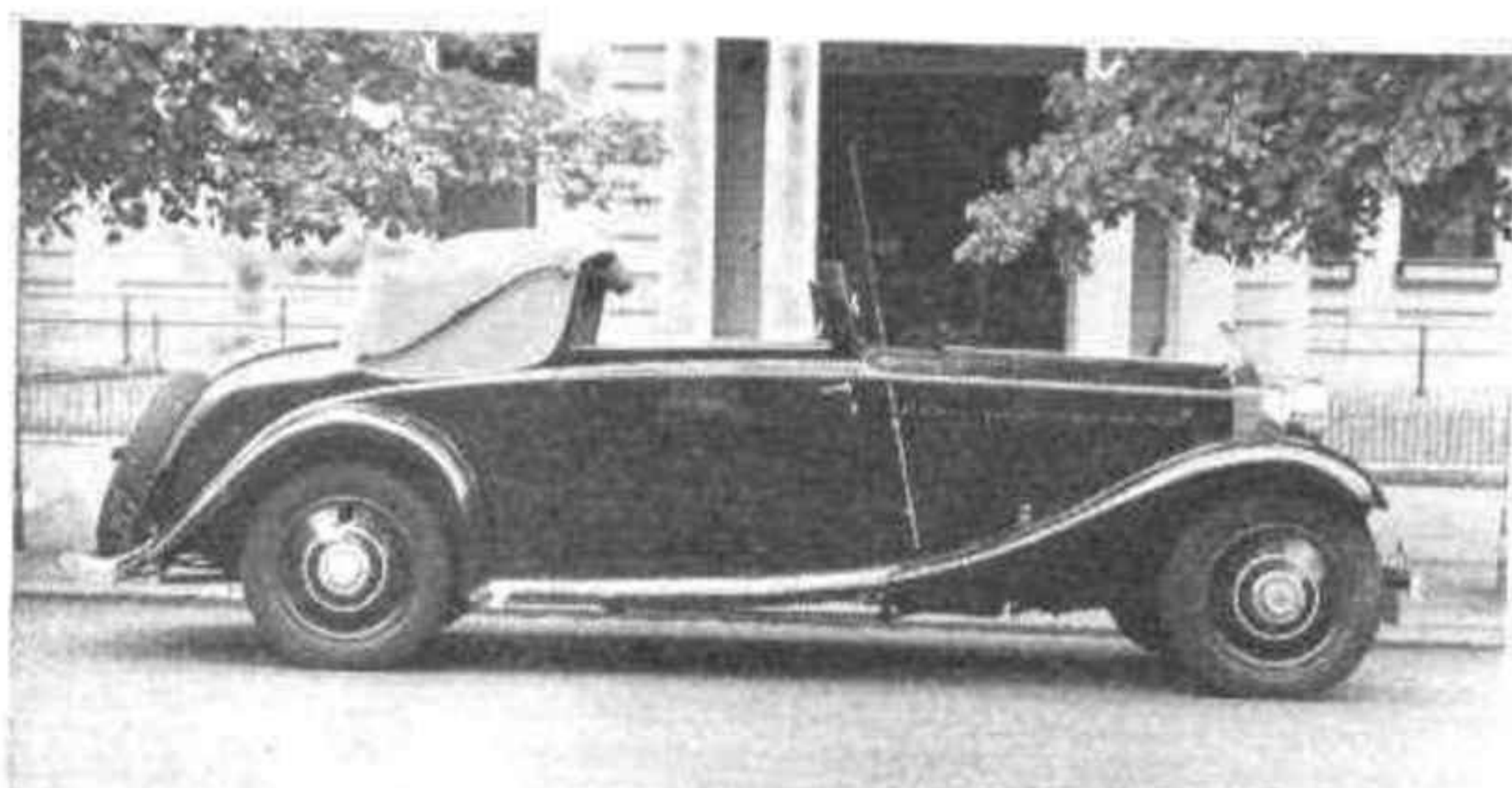
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offers from a constantly varying stock of individual Rolls Royce and other sports carriages



**ROLLS-BENTLEY, November (1939), 4½-litre OVERDRIVE model.** Ch. No. B 133 MX. Sportsman's saloon coachwork by Messrs. Park Ward. One owner from delivery. Black, with red interior. Radio, heater, etc. Reborn and extensively overhauled by Messrs. Bentley Motors Ltd., in 1949, at a cost of £560 15s. 8d. Comprehensive and current maintenance history to date. One of the finest-handling and fastest "sports carrosserie" yet built—even by Bentleys—"In toto excelsis."

**£1,150**



**ROLLS-ROYCE 20/25 (1934).** Ch. No. GLB 15. Coupe-de-ville by Rannah. Black, with maroon interior. History obscure but evidently exceptionally well maintained by Rolls-Royce concessionaires in Scotland from whence we purchased it. We are at present awaiting details of an overhaul in 1952. Fitted radio, heater, etc. A nicely conditioned and thoroughly sound 20/25 coupe.

**£525**

**ROLLS-BENTLEY (1936) 4½-litre.** Ch. No. B 232 GA. Sportsman's saloon by Messrs. Park Ward. Black, with grey interior. One owner from delivery. Detailed and contemporary history from Messrs. Bentley Motors Ltd., including major overhaul. Clean, sound and from the same stable as the OVERDRIVE illustrated.

**£650**

**BENTLEY (1924) 3-litre.** Reg. No. XT 260, Ch. No. 431, Eng. 441. Thought to be one of the team chassis—mainly because it is a short- (i.e., Red Label) chassis and was registered as early as 1924. However, we could be wrong. No doubt some of the more knowledgeable will speedily and rudely enlighten us if we are. Subjected to the very expert attentions of Mr. McKenzie in 1949/50, this 3-litre was then expertly and expensively stored, and remained so until serviced and collected by ourselves late in May. A late-type single Zenith has replaced the "slopers" and the camshaft is not an "1800." The coachwork, although in very reasonable fettle, is inclined to be somewhat agricultural in design. The mechanical condition is practically faultless.

**£185**

**ROLLS-ROYCE Phantom I models, 1926/28.** Should any interested person require one or two of these models in excellent condition, or another for spare parts we will be pleased to forward details of three models which we have recently acquired.

Approximately **£100** each as and where standing.

IN OFFERING THE ABOVE SELECTION OF SPORTS CARRIAGES WE ARE, IN A SMALL WAY—WE ARE NOT A VERY LARGE CONCERN—ENDEAVOURING TO MEET THE STEADILY INCREASING DEMAND OF THE DISCERNING ENTHUSIAST FOR ROLLS-ROYCE AND BENTLEY MODELS WITH A KNOWN AND SUBSTANTIATED HISTORY, AND IT MAY BE READILY UNDERSTOOD THAT THESE MODELS ARE NOT EASILY ACQUIRED. WE DO HAVE A CONSISTENT AND UNVARYING DEMAND FOR OWNER-DRIVER MODELS OF EITHER MARQUE FROM ALL PARTS OF THE WORLD, AND WOULD, CONSEQUENTLY, GREATLY APPRECIATE DETAILS OF ANY WELL-CONDITIONED ROLLS-ROYCE OR BENTLEY MODELS WITH A KNOWN HISTORY WHICH ARE CURRENTLY ON OFFER. MR. SIMMONS WILL ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT, AND WITHOUT ANY OBLIGATION WHATSOEVER.

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Engineers' Reports and Examinations.

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FOR SALE—continued

**RILEY NINE, 1932, MONACO.** In first-rate order throughout. £120. Cartwright, Frog Lane, Lichfield, Staffs. [1233]

**CORD, 1937, SUPERCHARGED** saloon. Black. Magnificent condition. Fitted with special Solex carburetter, radio and Goodyear Lifeguards. Fantastic performance. £325. Hudson Terraplane, 1938, 22-h.p. 6-seater drophead coupé. Grey and black. Tip-top condition. Radio/heater, Cotal box and manual. £275. Packard Six 25.4-h.p. 3-seater drophead coupé with dickey. Ivory and black. This car is in beautiful condition and has been maintained regardless of cost. £355. Union Motors, Scotts Road, Stourbridge, Worcestershire. Tel.: Stourbridge 57809 (day); 57089 (night). [1234]

**LAGONDA V12** short chassis drophead coupé. Acc discs. H.M.V. radio. Black with fawn hood and red leather upholstery. Very beautiful car. Price £650. G. M. Crozier, 40e, Queen's Gardens, London, W.2. Tel.: Paddington 7348. [1235]

**BENTLEY, 1926 RED LABEL** Vanden Plas tourer. Major components have been stripped, inspected and overhauled as necessary. Recellulosed, new hood and sidescreens, excellent tyres. All bills available for inspection. Price £350, o.n.o. Major Crozier, c/o Armitage Motor Co., Wilton Mews, London, S.W.1. Tel.: Sloane 5112. [1236]

**ALFA-ROMEO 1,500** twin-cam with occasional 3-seater Zagato body. This Alfa has been rebuilt to original specification and is in showroom condition both mechanically and in appearance. To genuine inquirers full details of work carried out and photographs. Open to inspection and road test. Price £360, o.n.o., or would consider rough M-type Lagonda in part exchange. Douglas White, Dudley Garages, Dudley Road, Portsmouth. Tel.: 2643. [1237]

**BRITISH SALMSON** sports saloon, 1935. £50. Noisy rear axle. Taxed. Austin Seven tourer, late property Aero engineer, 1928. £37 10s. Lagonda 3-litre, 1929-30. Sound block. £7 10s. Crank shaft and rods, £7 10s. Starter, £4 10s. Steering column, £3 10s. Petrol tank, £2 10s. Cylinder head and valves, £5. Wheels, £2 10s. each. Indian super tyre, as new, £3 10s. Front axle comp., £3 10s. Rear springs, each, £2 10s. Austin Seven chassis, 1936, £7 10s. Set van wheels 18-in. 3-stud, £3. Smith, 10a, Widmore Road, Bromley. Tel.: RAV 3503. [1238]

**1932 RILEY NINE** tourer; 4-seater, doors. Good condition throughout. Decarbonising. £110, o.n.o. Photograph. Oekenden, 12, Landsdown Crescent, Cheltenham. [1240]

**ALVIS SPEED TWENTY, 1933.** In daily use. Mechanically sound, body tatty. £70. Reader, Dashmonden, Biddenden, Kent. Tel.: 262. [1239]

**LAGONDA RAPIER 10-h.p.** Excellent condition and appearance. Rebores, new fixed head. Good tyres, battery; year's insurance. Many other improvements. Bills shown. £235. After 7 p.m.: Hill, Bridle Path Stores, Beddington, Surrey. Tel.: CROYdon 1483. [1242]

**1937 TRIUMPH 2-litre.** Engine, twin carburetters, generator, starter. Less sump and distributor. Seen Walsall. £40, o.n.o. Box No. W244, MORON SPORT, 15, City Road, E.C.1. [1244]

**1110. SMART CHRYSLER RICHMOND, 1935.** Mechanically reconditioned. 21 m.p.g. Exchange. Anything open. Hodgkinson, Raylands Farm, Southwater, Horsham. [1245]

**ALVIS 17-H.P. SPORTS** saloon, late 1936. Fast, economical. Reconditioned throughout this year. Going cheap. Owner has two Alvis cars, is now obliged to dispose of one. Write: 15, Southside, Dalmeny Avenue, London, N.7. Tel.: North 3434. [1246]

**SINGER JUNIOR, 1932.** In process of rehabilitation. New camshaft, pistons, crown wheel and pinion, reground crankshaft. Brakes, shock-absorbers and clutch relined. Wheels shot-blasted and sprayed. Well shod. Aluminium body fitted. In excellent running order, but needs refinements. What offers? Hay. Tel.: Uplands 9669. [1247]

**ALVIS SPEED TWENTY V.D.P.** tourer. First-class order throughout. New brake linings, drums, cables and rear springs. Reconditioned fuel pump and carbs, rebores. Cheap at £250, o.n.o. Must be sold. Jones, 21, Radnor Mews, London, W.2. Tel.: PAD 2715. [1248]

**1938 9.8-H.P. B.S.A. SCOUT 2-seater** coupé. Cream. 40 m.p.g. Incredibly reliable, mechanically perfect. New interior, poorly shod. Two enthusiastic owners. Specification, photo on request. Around 198 gns. Box No. W249, MORON SPORT, 15, City Road, E.C.1. [1249]

**1½-LITRE LE MANS SINGER 4-seater.** Just being run-in after complete rebuild. Resprayed ivory and red. Exceptional throughout. Any trial. £195, o.n.o. Pierce, 6, Victoria Road, Golden Green, Tonbridge. [1250]

**TRIUMPH GLORIA 10-h.p. 4-seater** tourer. Green. Overhauled engine running-in. Bodywork excellent, good hood and sidescreens, new battery. £110. Trailer, £10. Richards, 106, Wood Lane, London, N.W.9. Tel.: COL 5322. [1254]

**ULSTER AUSTIN.** Cambridge head, downdraught carb., electric pump, tonneau. £75. Tel.: HAM 9057. [1256]

FOR SALE—continued

**NOW COMES E.D.A.\*!** See under miscellaneous on last page (\*Elegant, distinctive, additive.) [1252]

**M.G. TWO TA** con-rods, ultra-low 1st and 2nd TA gears, back-rest cushions (blue). Offers. Carlisle, South Parade, Bramhall, Stockport, Cheshire. Tel.: Bramhall 122. [1255]

**M.G. PA 8-h.p., 1935, 2-seater.** Above average condition. Five good tyres. Lucas "700" headlamps. Fitted reconditioned head. In competition trim. £160. The Grange, Otham, Maidstone, Kent. Tel.: Otham 84143. [1257]

**ALVIS 4.3 S/CHASSIS VANDEN PLAS** tourer. 41,000 only. Immaculate original condition. Undoubtedly finest in country. £575. Tel.: Western 7814. [1258]

**M.G., 1939 MODEL TB.** Green. £230. Tel.: Brentwood (Essex) 1563. [1259]

**AUSTIN SEVEN ENGINE** with forward starter, new Solex carburetter, 4-speed gearbox and spare rear main. £16, o.n.o. Wheels with tyres 16s, lamps, instruments, springs, track-rod, hubs, brake parts, etc. Dirt cheap. Could deliver. Youldon, Willowbank, Green Street, Chorleywood, Herts. [1261]

**IMPECUNIOUS ENTHUSIASTS.** 1933 Austin Seven, mostly rebuilt, tourer. Excellent runner. Taxed. Insured. Going abroad, available June 19th. £55. 2, Marlborough Avenue, Reading. Tel.: 81234. [1262]

**RAPIER, 1936 D.H.C.** Complete rebuild. Rewired. New hood. Body timbers renewed. Blown or with single S.U. conversion. £250, o.n.o. Spare engine available. Full particulars: "Westwood," Bournemouth Road, Ferndown, Dorset. Tel.: Ferndown 378. [1264]

**ASTON MARTIN 1½-litre Le Mans 2/4** short chassis. In good condition throughout. Accept £265. Hewitt, Nanhoran, Claremont Lane, Esher, Surrey. Tel.: Claygate 5096. [1265]

**1937 SINGER NINE LE MANS 4-seater.** Overhauled. Excellent throughout. Reason—marriage. £150, o.n.o. Lambert, 54, Lammas Way, Letchworth. [1266]

**ASTON MARTIN MK. II.** One of the five foursome dropheads made. One previous owner. Any inspection invited. Will take F3 chassis in part exchange. Seen weekends. Lee, Red Lodge, Oxton Hill, Southwell, Notts. [1267]

**ENTHUSIASTS.** Meadows 4ED Standard engine. S8II chassis, axles, knock-on wheels. First reasonable offer secures. Box No. W268, MORON SPORT, 15, City Road, E.C.1. [1268]

**1922 MORRIS COWLEY.** Going order. Instruction books. £25, o.n.o. Hodgkinson, Coombe Abbey, Binley, Coventry. [1269]

**1952 FORD SPECIAL** professional sports 2-seater body. Hood, screens, etc. Twin S.U.s. Fast, economical, comfortable. Numerous extras. £275, o.n.o. Tel.: CUN 3541. Box No. W270, MORON SPORT, 15, City Road, E.C.1. [1270]

**PA M.G. 4-seater, 1934.** In excellent all round condition. Hood, tonneau, etc. £175, or offers. Wanted: tourer body Alvis Speed Twenty. Moynihan, 37, Thorold Road, N.22. Tel.: Bowes Park 7438. [1271]

**BENTLEY 3 AND 4½-LITRE:** several engines and all chassis parts available, including D box, 4.23, 3.53 axles. Box No. W272, MORON SPORT, 15, City Road, E.C.1. [1272]

**AUSTIN SEVEN 2/4-seater** sports tourer, 1932 origin. Modified and rebuilt 1947 and since. Rewired completely and recellulosed. Many extras. Good all-weather equipment and tonneau cover. Taxed and insured. £70. Seen Sundays, or by appointment. D. W. Taylor, "Sunnyside," Warton, near Tamworth, Staffs. Tel.: Poleworth 335. [1273]

**1930 STANDARD TEN** fabric saloon. Reconditioned engine. Good runner. £25. Rolls P.I. 20-21-in. wheels. Cheap. 56, Irwin Road, Bedford. Tel.: 5606. [1275]

**1937 DOLOMITE 14-h.p. coupé.** Everything good but engine cracked block. £50, o.n.o. "Mossgeil," Regent Road, Altrincham. [1276]

**FRAZER-NASH 1½-litre, 1931, 2/4-seater.** Genuinely excellent in every respect. Completely overhauled, recellulosed and new weather equipment. Fuller details, photographs, inspection, trials. £245, o.n.o. Box No. W277, MORON SPORT, 15, City Road, E.C.1. [1277]

**1210, O.N.O.** Frazer-Nash-B.M.W., 1937 Type 319/45. Mechanical rebuild. Bill for £81 shown. Also resprayed. Fitted new drophead, carpets, windtones, head and spotlights. Specimen thoroughbred. Elliot, The Chase, Sible Hedingham, Essex. Tel.: HED 104. [1278]

**TWO RILEY ENGINES.** Rebores and resleeved 1932 and 1933. Front axle, new king-pins, etc. B.T.H. magneto. Many other spares. Inquiries to Mrs. Clarke, 9, Brooke Terrace, Sible Hedingham, Halstead. Tel.: Cowlin, Hedingham 222. [1279]

**1938 M.G. 2-LITRE** saloon. Beautifully maintained. Push-button radio, Lucas spot and Windtones. New batteries, brakes relined, engine rebores. £245. 339, Alexandra Avenue, Harrow, Middlesex. Tel.: Pinner 6679. [1281]

**ALVIS SPEED TWENTY** sports saloon. Good throughout. Twin spares, Fram, etc. £85. Box No. W280, MORON SPORT, 15, City Road, E.C.1. [1280]

FOR SALE—continued

**ASTON MARTIN 2-litre 1½** saloon, 1938. Two owners. Good condition. East. £345. Mann, Terregles, Thicket Corner, Maidenhead. Tel.: 4 [1282]

**SUPERCHARGER BARGAINS** for any car from 500 c.c. to 4½ litres. Mostly new condition from £15 to £30. Special offer brand new boost gauges with capillary tube, luminous calibration dash/column fitting - 8-8 lb. - 24-8 lb. optional, 12s. 6d. New Speedos, clocks, lamps, vertical magnetos, etc. Gift prices. Carriage paid C.W.O. Parkes Autos, Buckholt, near Monmouth. [1206]

**1947 M.G. TC.** Black. Really exceptional condition. New hood, five tyres, last month. Offers around £400. Box No. W329, MORON SPORT, 15, City Road, E.C.1. [1329]

**HISPANO-SUIZA 37.2,** striking and beautiful coupé de ville, serviced by Mr. Briand 1,000 miles ago. £300. Curry, Dartington, Totnes. [1330]

**RILEY NINE 4-seater** sports tourer, professional body fitted 1947, just resprayed red; new hood and curtains. Fitted 5-50 by 16-in. wheels. Mechanically fair. £125. P. Clay, Hallings Mills, Sowerby Bridge, Yorks. [1331]

**125—1930 TRIUMPH 7-H.P. 4-seater.** Body rough. Taxed. Runner. Thursley, Leatherhead Road, Great Bookham, Surrey. Tel.: Bookham 3283. [1332]

**DELAGE D.I.S. 2-LITRE, 2/4-seater.** New radiator, magneto and battery. General condition good. £70, o.n.o. Tel.: Hampstead 4725, after 6 p.m. [1333]

**130—BRITISH SALMSON** chassis, 1935, 12 h.p. Complete. Running, or break for spares. Also rear axle, £6. "Sunnyside," Stoke Aldermoor Gardens, Coventry. [1334]

**175—VINTAGE ROVER 16/60 F.H. coupé,** with dickey, 1927. This car had one previous owner from 1927 to last year, and is in its perfect original condition, unmarked and ready for a *concours d'elegance*. Excellent tyres and a really comfortable ride, cruising 45/50. Lampitt, Talbot Inn, Cirencester. Tel.: 760. [1337]

**ALVIS SILVER EAGLE, 1933.** Recent £180 engine overhaul by Laystall. Body rough outside but good in. In London frequently. Dr. Blowers, General Hospital, Middlesbrough. [1338]

**1937 ROVER, 16 H.P.** Engine and accessories, excluding carburetter, £40. Ditto, gearbox, £15; ditto, back axle, excluding brakes, £15. Ford 8-h.p. engine, £8. Box No. W339, MORON SPORT, 15, City Road, E.C.1. [1339]

**1947 (LATE) RILEY 1½-LITRE** shooting-brake. Metal body. Final coat to complete repaint and lining required. Mechanically good. £385. Box No. W340, MORON SPORT, 15, City Road, E.C.1. [1340]

**E.N.V. CLOSE-RATIO GEARBOX, J4 M.G.** Offers. Mills, 65, Westbourne Road, Penarth, Glam. [1341]

**GEARBOX, remote control; marked "BIL,"** possibly Humber. Four forward, reverse; unworn. Blueprint from Proctor, Blackberry Lane, Halesowen. [1342]

**THE "AUTOCAR" and Motor, 1946-1953, complete;** all in perfect condition. *Light Car*, 1946-1952, 65 copies. *M.G. Magazine*, 1934-1939, *Iota*, 1947-1950, 30 copies. *The Motor Cycle*, 133 copies. Offers for lot. Box No. W343, MORON SPORT, 15, City Road, E.C.1. [1343]

**A.C., 1926, 2-LITRE 3-seater** tourer; 30 m.p.g. Fast. Completely rebuilt 1951. Owned eight years. £75 or exchange 4-seater saloon. Seen Manchester. S.A.E., Box No. W344, MORON SPORT, 15, City Road, E.C.1. [1344]

**AUSTIN SEVEN, 1½-in. crank, £2; ditto, 4-speed** box, £4. Jeep rear axle, minus shafts, £5. Morris Eight wire wheel, £1. 6v. Auto Pulse, £1. "98" Villiers engine, ex-lawn mower, complete, £4. Eversure hydro jack, £1. Lucas 4 VRA magneto, anticlock, £5. B.M.W. r.h. hub cap, 12s. 6d. Bagguley, Tudor Garage, Aston-on-Trent, Derby. Tel.: Shardlow 356. [1345]

**SUNBEAM, 1933, 18-H.P. close-coupled** foursome saloon. Good condition. £130, o.n.o. Tel.: POL 6525 (London). [1346]

**SUPER STEYR, 1939, l.h.d. 4-seater** drophead coupé. Immaculate condition throughout. Any trial or examination. £275. Box No. W349, MORON SPORT, 15, City Road, E.C.1. [1349]

**TYRES AND TUBES, 17 by 45, part-worn, cheap.** Giles, Catton Grange, Norwich. [1350]

**LAGONDA 4½-LITRE** pillarless saloon, 1934. Excellent chassis, reconditioned body. Any trial. £165. Box No. W351, MORON SPORT, 15, City Road, E.C.1. [1351]

**ROLLS-ROYCE SILVER GHOST,** hearse, in excellent condition. Good tyres. £70. Cann, Blackhill Bungalow, Woodbury, Exeter. Tel.: Exmouth 2883. [1352]

**1936 3½-LITRE BENTLEY** saloon. Very good order. Martin's Garage, Guildford. Tel.: Guildford 62540. [1353]

**LAGONDA 16/80** sports saloon. Recent engine overhaul. Well shod. Good condition. Midlands. £150. Box No. W354, MORON SPORT, 15, City Road, E.C.1. [1354]

**1936 ALVIS FIREBIRD** saloon. Engine reconditioned. Whole car excellent condition. £190, o.n.o. Finch, Spye Park, Chippenham. Tel.: Lacock 291. [1355]

**FOR SALE—continued**

**DISMANTLING:** Lancia Kappa, Morris Cowley. All spares. Austin Seven wheels, tyres, etc. Box No. W984, MOTOR SPORT, 15, City Road, E.C.1. [984]

**LAGONDA 4-LITRE,** 1934, foursome drophead coupé. Freestone-Webb coachwork, very handsome and unmarked. Green with black wings and green leather. New tyres, radio and heater, screen washers, extra lamps and horns, etc. Extensive overhaul of engine and chassis, including crankshaft reground. Tremendous performance with ease and comfort. £285. Beverley, Buntingford (Tel.: 281), Herts. [985]

**£250. BLACK LABEL CHASSIS,** 1936, Corsica tourer body. Bills, history. New PA M.G. front brake cables. Wanted: good XPAG engine/gearbox, Ford axle assemblies, Lotus components, pair 600 by 21 tyres, tube. Wright, Pembroke College, Oxford. [986]

**MORRIS EIGHT** tourer, 1935, 2-seater. Good body. Two new tyres and hood. Twin wipers and stop lights. £115, o.n.o. Macfarlane, 44a, Claverton Street, S.W.1. [989]

**1938 MORRIS EIGHT** saloon. Resprayed, new running boards, new tyres, heater, radio. Taxed. Exchange for sound 3-litre Red Label open Bentley. Clifford, Bentmoor, Low Bentham, near Lancaster. [990]

**ALLARD D.H.C.,** 1949. Nice condition. Heater, demister. Brand new hood with large window. Modest mileage: 3.5 axle. 285 guineas. Barlow Tanglewood, Little Baddow, Chelmsford. Tel.: Danbury 394. [991]

**1934 SINGER NINE** sports coupé. Not immaculate, but running well. Offers. 174, Cardinal's Walk, Leicester. [992]

**M.G. PB 2-seater.** In immaculate condition throughout. Complete mechanical overhaul. New TC pattern hood, new upholstery, chrome and paintwork spotless. Many extras. An enthusiast's car with first-class performance. £260. Write: Rich, c/o the Y.M.C.A., Cheltenham. [993]

**VAUXHALL 20/60** saloon. Body poor. £25. Matthews, Netley House, Merchants Road, Bristol 8. [994]

**MORRIS MINOR CONVERTIBLE,** 1952. Virtually as new throughout. Write: Jolly, Edmondsham, Dorset. [995]

**1937 SINGER NINE** Le Mans coupé. Overhauled. New tyres. £130. Photo and details: Coker, 161, Woodford Road, Bramhall, Cheshire. [996]

**M.G. TB/TC/TD SPARES.** Four 12 to 1 compression ratio pistons, little used. £6. Marshall-type supercharger, good condition, £10. Pots and pistons for S.U. 532 needles and jets, £2. Clutch plate, carbon and springs, 30s. Lucas B.R.12 coil, new, £2. Runbaken oil coil, new, £2. Crypton trickle charger, good condition, £3. Goods sent on receipt of cash. Edwards, 84, Oak Road, Redcar. [997]

**ASTON MARTIN** Le Mans, 1934, long chassis. £200, o.n.o. Box No. W998, MOTOR SPORT, 15, City Road, E.C.1. [998]

**1934 J2 M.G.** Flared wings. Complete engine overhaul (reground, rebore, etc.). Maker's oil pressure. Almost new oversize Michelins, battery, hood, sidescreens. Faster than most. 35 m.p.g. £120. Crack-tested crankshaft. Any offers? 16, Arnos Road, N.11. Tel.: ENT 1926. [999]

**SCINTILLA VERTEX** N.V.4 anti-clock. Suit P M.G. £5 10s. 36, Marshall Drive, Bramcote, Nottingham. [1000]

**BENTLEY 3-LITRE RED LABEL.** Unique open 3/4-seater Gurney-Nutting pointed tail body. Completely reconditioned and superlative throughout. Late-type engine. H.C. pistons. Just decarbonised. "A" box. New battery. History from new. One of the finest, most original, in the country. Present owner six years. £295. Bentley spares for sale. 19, The Avenue, Clifton, Bristol 8. [1001]

**HEALEY A CHASSIS** with Duncan open sports body, windscreen and hood. £60. Riley 2½ engine, complete less starter, dynamo distributor. £150. The Garage, Edgar Rise, Nottingham. [1002]

**1935 LAGONDA RAPIER** tourer. largely rebuilt, low mileage since new engine. £200. Box No. W003, MOTOR SPORT, 15, City Road, E.C.1. [1003]

**ASTON MARTIN INTERNATIONAL.** Good order. £185, o.n.o. Bray, "Sawkins Farm," Theydon Mount, Epping, Essex. Tel.: Epping 2022. [1004]

**18/80 M.G. SALOON.** Registered 1948. Reconditioned Mk. I engine just fitted. Spare Mk. III engine, gearbox. Body clean and sound. Offers, or exchange Riley Nine. Merrilees, 174a, Stratford High Road, S.W.16. [1005]

**FIAT 500** chassis, front suspension, hubs, steering, gearbox. Volkswagen front suspension. C.R./M.C. gearbox. Bedford 6-rwt. chassis. B.S.A. Scout dismantled. H. Rumbold, Bucklebury Slade, Berks. [1006]

**RILEY NINE MONACO,** 1933: 1,000 miles since rebored, new pistons, rings, crank ground, bearings metallised, new batteries, resprayed, rechromed; body good. 35 m.p.g. £65. Seen London/Rugby. Owner sailing. Box No. W007, MOTOR SPORT, 15, City Road, E.C.1. [1007]

**FIAT**

*The ECONOMICAL little thoroughbred*



Small car upkeep, BIG car comfort and performance. Takes two six-footers plus children or luggage. Plentiful low-cost spares. Complete service facilities. Used pre- and post-war 500's, 1100's and 1500's, also fully reconditioned 500's—all guaranteed! Largest Fiat selection in the country. Write for illustrated literature and price list.

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**WILLIAMS MOTORS**

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Service — A.C. — Spares

Most A.C. spares in stock, including numerous secondhand parts for pre-1930 cars.

Also new clutch couplings, king-pin sets, shackles, etc. Exchange reconditioned springs and brake drums. Exchange relined clutch plates and brake shoes. Wire wheels loaned whilst yours are rebuilt. Numerous "52" knock-on wheels, 19, 20 and 21 in.

**Cheap to clear:** Two pairs vintage headlamps. One pair Stephen Grapple headlamps. Two pairs Lucas P100 headlamps. Odd headlamp stoneguards, quick-filler caps, etc. One pair XK120 E.N.V. half-shafts.

**Rolls-Royce P.1** limousine, 1928. Fitted Bedford 28-h.p. engine, giving 20 m.p.g. and over 75 m.p.h. Offers.

**S.S.I.,** 1934, sports saloon. Black. £65.

17, RADLEY MEWS,  
STRATFORD ROAD, W.8

Tel.: WES 7420

**FOR SALE—continued**

**M-TYPE M.G.** New hood, battery, tyres (six months), rewired. Write first, please. £55, o.n.o. Hall, 163, Eden Park Avenue, Beckenham. [1008]

**AUSTIN SPECIAL.** Basically 1933, 37 axle/brakes. Bowden operation. Stiffened frame, lightweight wheels. Good tyres. Two-door body, slab tank, remote lever. Special manifold, Ford carb., oil coil. £110, o.n.o. Tel.: BUC 3344 (evenings). [1009]

**BENTLEY, 1925, 3-LITRE.** Special chassis; twin S.U. carburetters; engine and bodywork, excellent condition; five very good tyres; new hood and tonneau cover. Taxed and insured. £225. Stone, Pengilfach, Crickhowell. [1010]

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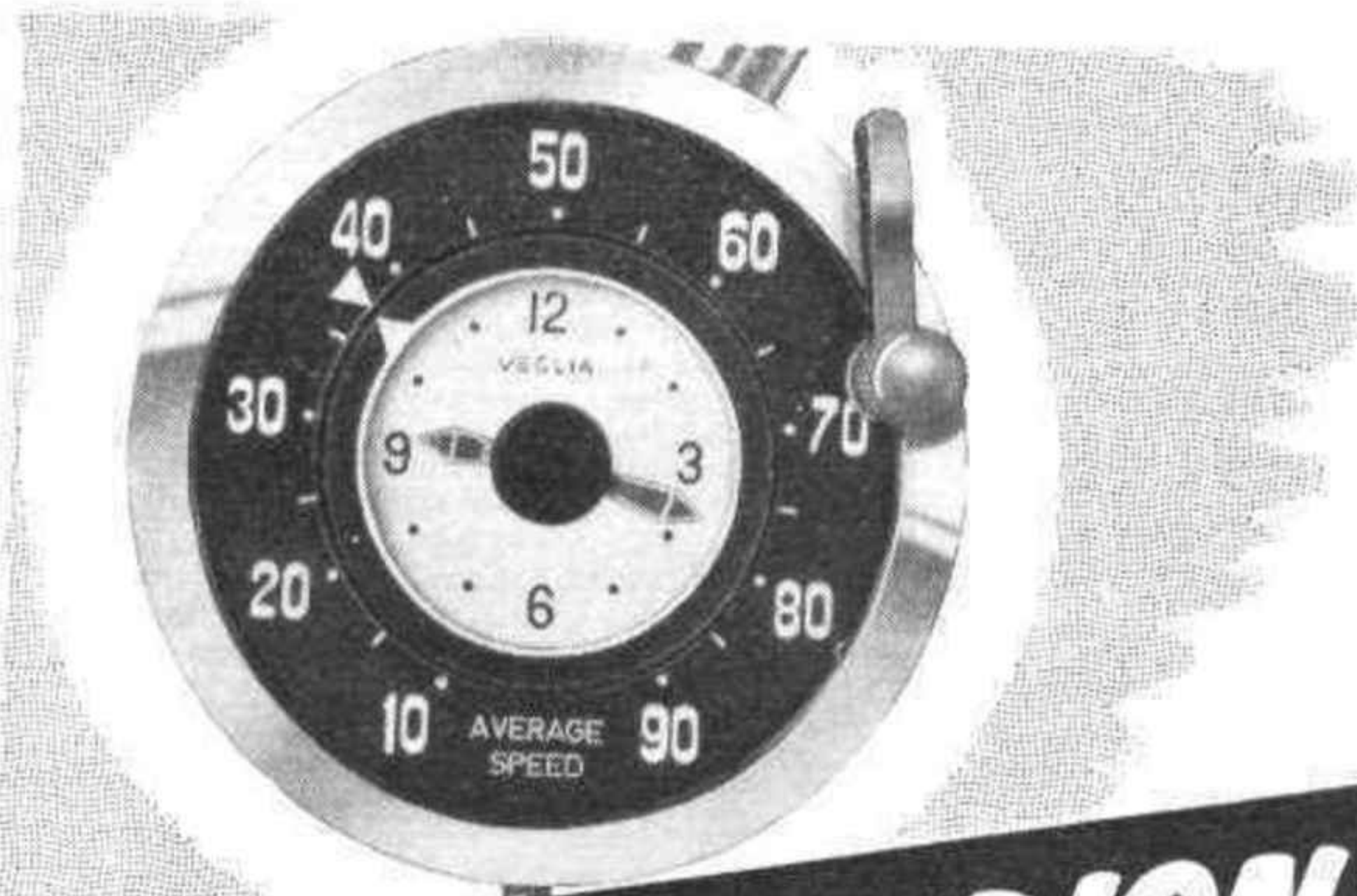
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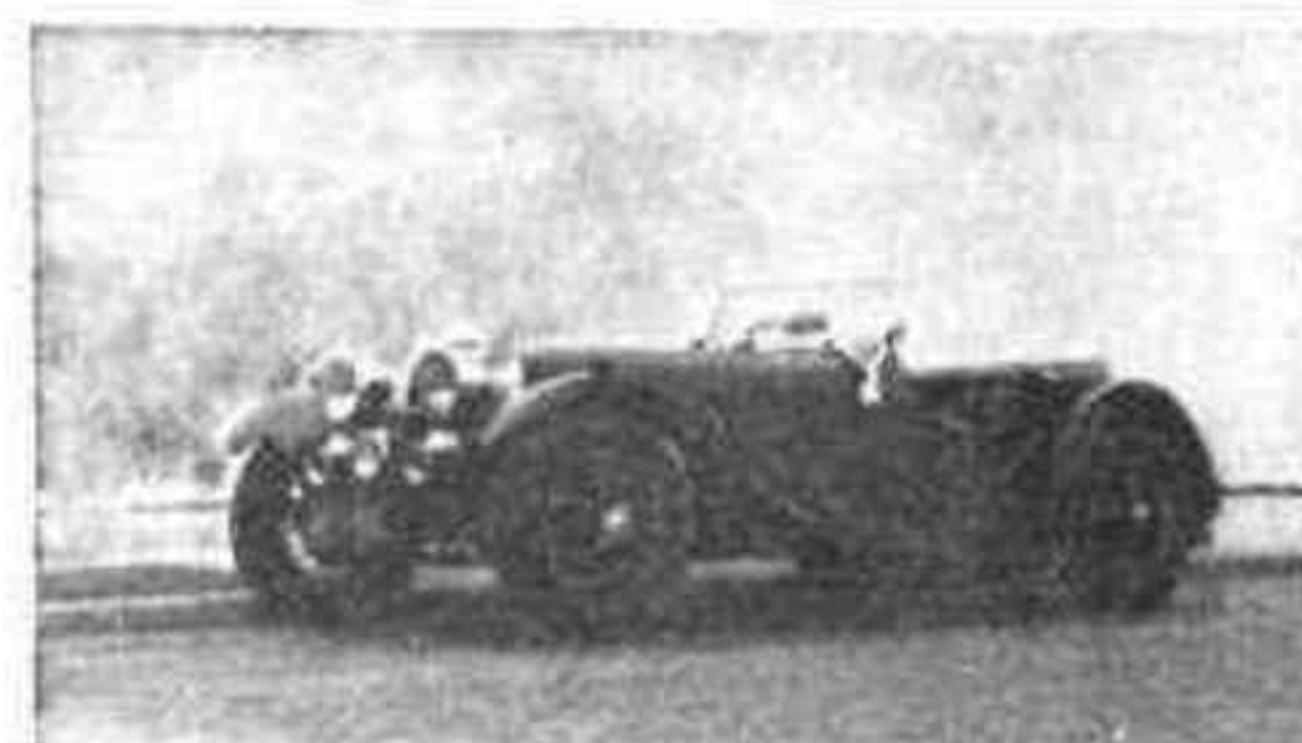
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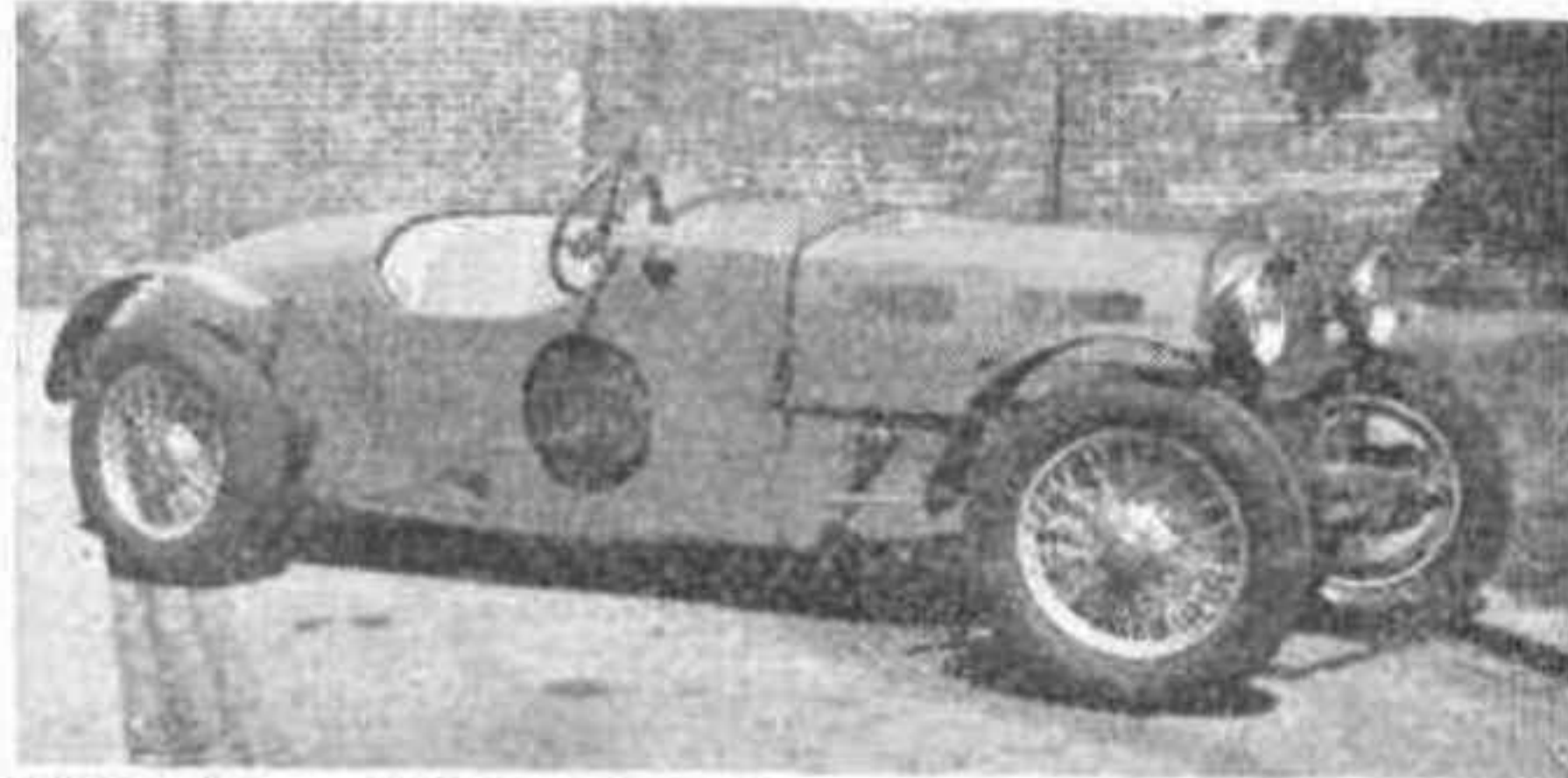
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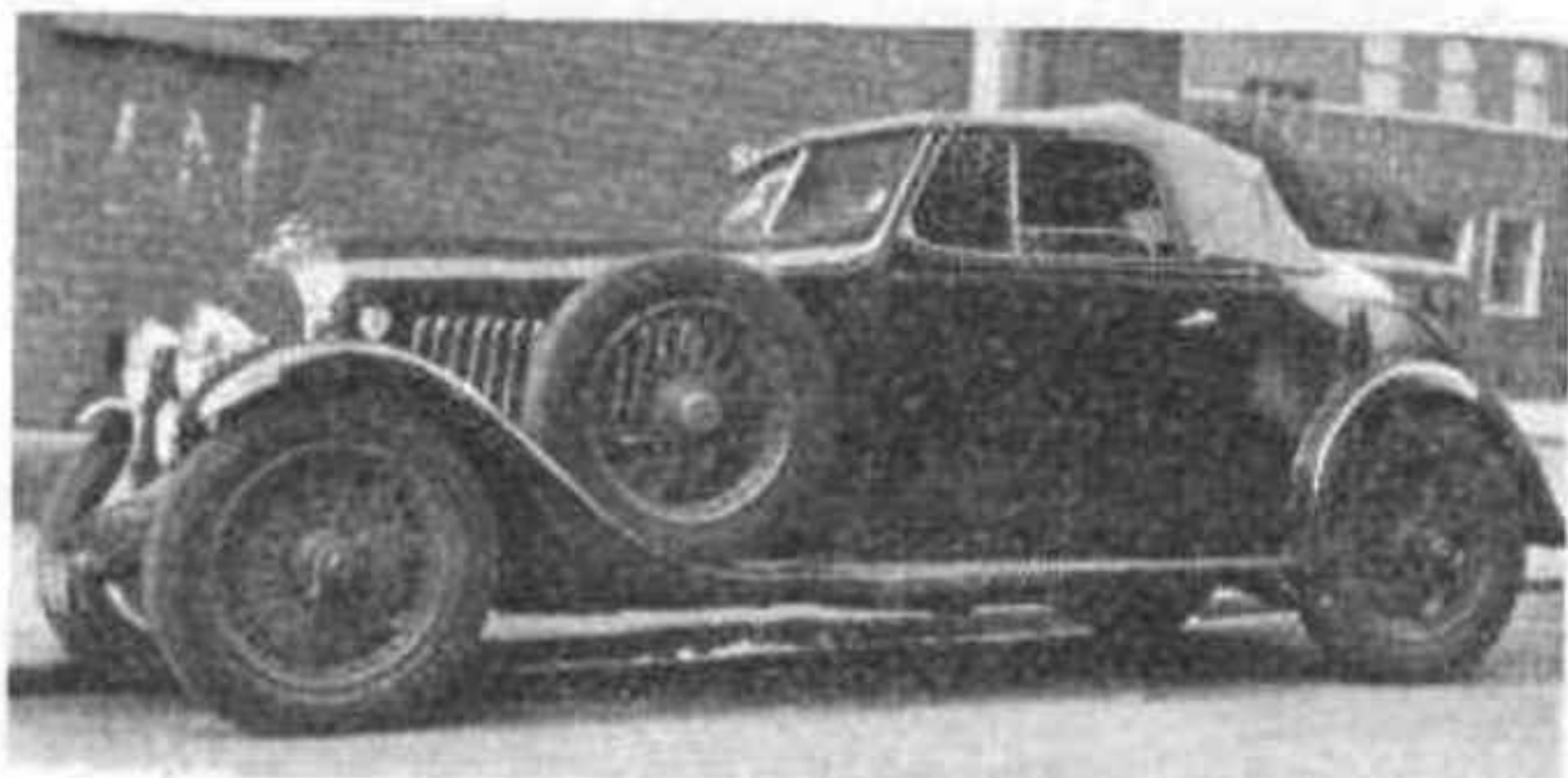
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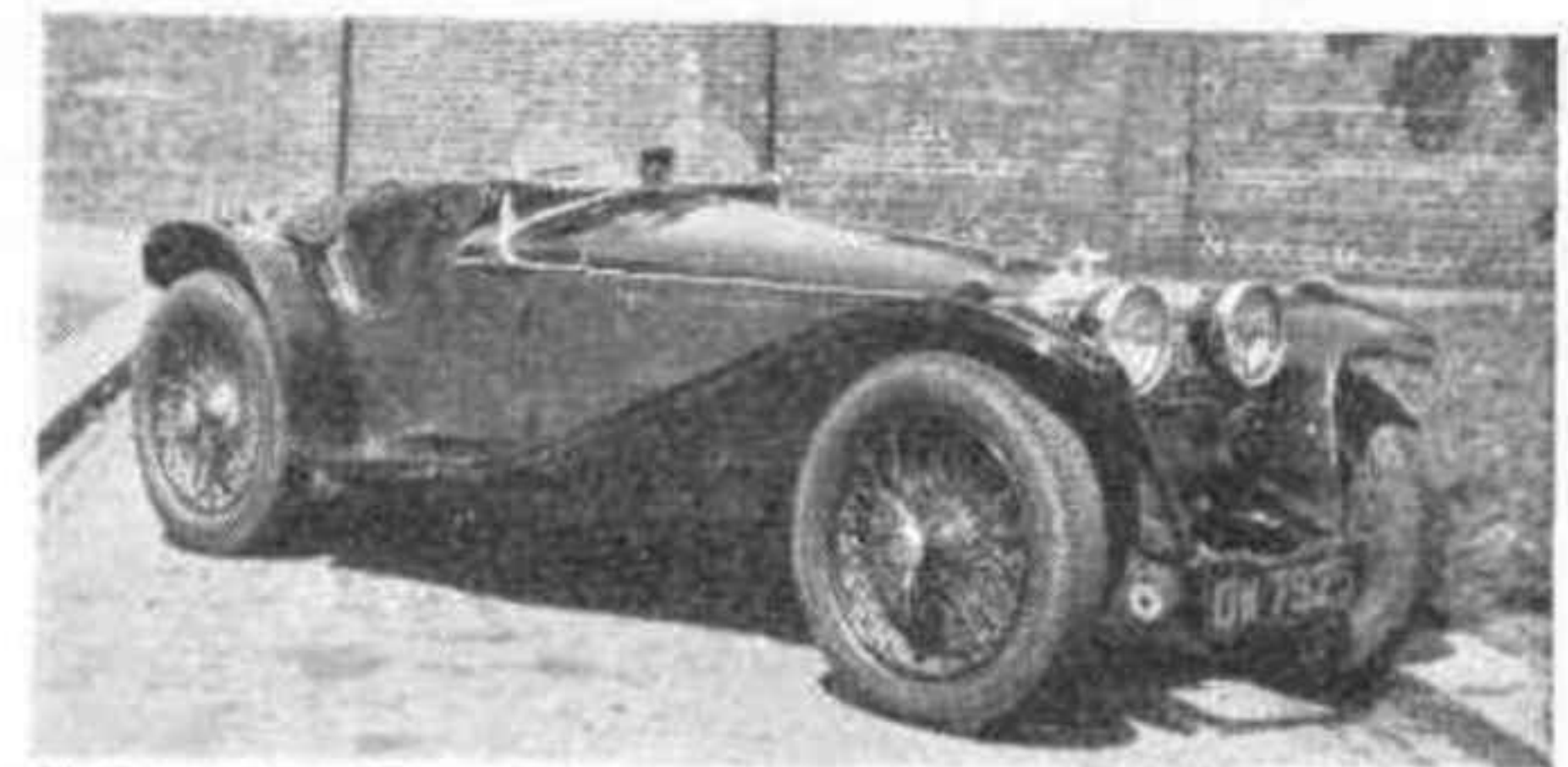
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**RILEY M.P.H.** One of these rare, fast 2-seaters, with a lovely body finished in red, 6-cylinder, 3-carburettor engine, forerunner of successful E.R.A.s. Full weather equipment, including zipped tonneau almost new. Taxed. **£360**

**ALFA-ROMEO 2.3 Supercharged Superleggera,** with a very beautiful 2-seater sports body by Nigel. We believe that this car is well known to followers of the sport. Full weather equipment, racing Dunlops. Taxed. **£550**

**MERCEDES-BENZ, TYPE 170, 1.h. drive,** with de luxe saloon body, 1939. This car is in excellent condition throughout; the engine has had a recent overhaul. Independent suspension all round. **£295**

**ROLLS-ROYCE P. I,** fitted Replica Continental sports touring saloon by Lancefield in black, with brown hide interior. Full set tools, excellent tyres. Very good mechanical condition. Taxed. **£145**

**AUSTIN SPECIAL.** Very low Maserati-type body with attractive lines, modified steering and brakes, twin screens; no weather equipment; paintwork poor; good tyres. Taxed. £95. Another "special," a blown Ulster, at £125, taxed.

**TRIUMPH GLORIA 4-seater sports tourer** with 13/6 engine. Bills for recent work are available. Good all-weather equipment. Tyres all fair. A good buy for the impecunious. **£85**



**TALBOT 3-LITRE,** fitted very nice sports saloon, in Cambridge blue. The engine is a Rootes 6-cylinder s.v. with manual box; the interior and chrome are exceedingly good. It is taxed for the year. **£265**



**FOR SALE—continued**

**MAREDAZ SPECIAL** saloon, 1934. Excellent condition; handsome sports car. £125. Terms and exchanges. Oliver Autos, 100, Peckham Rye, London, S.E.15. Tel.: NEW Cross 2563. [1223]

**RILEY AUTOVIA** saloon, 1938, 24-h.p. Lovely condition; well maintained; engine and gearbox recent overhaul. £195. Terms and exchanges. Oliver Autos, 100, Peckham Rye, London, S.E.15. Tel.: NEW Cross 2563. [1225]

**RILEY SPRITE** 1936 model. Crash box, high compression, pistons, twin S.U.s, large sump; recently bored and sleeved, brakes relined. Excellent condition throughout. Price £385. Brooklands racing petrol tank—Monaco Nine chassis frame. Wanted; Genuine racing Brooklands cylinder head and four Amal induction manifold. Cresswell, 26, Gillhurst Road, Birmingham 17. Tel.: HARBORNE 2871 or SMETHWICK 0391. [1226]

**M.G., 1938 SA F/head.** Major engine overhaul, brakes. Very good tyres. Good condition throughout. Radio, spotlight. Exchange T-type, similar or offers. Davis, 41, Westcroft Square, W.6. [1227]

**LANCIA APRILIA SPARES.** Dismantling 1937 saloon and most parts available. T. P. Breen, Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [1228]

**ALVIS SPEED TWENTY BODY.** Drophead coupé complete with rear wings. Excellent condition. £50. T. P. Breen, Ltd., High Road, Whetstone, N.20. Tel.: Hillside 2393. [1229]

**T. P. BREEN, LTD.** Dismantling Alvis, 16/80 Lagonda, Bentley, Lancia Augusta, Hornet Special and most popular makes. High Road, Whetstone, N.20. Tel.: Hillside 2393. [1230]

**NEW AUSTIN HEALEY** available owing to cancelled order. Kingsway Motors, Hoylelake. [1231]

**ARMSTRONG-SIDDELEY SPECIAL (1935).** Engine in excellent condition. Light alloy block and head with bronze valve inserts, hydraulic tappets, etc. Brakes relined, new tyres fitted. Body in immaculate condition, just resprayed and interior retrimmed. New walnut facings to dash panel and doors. All parts rechromed, new wind-tone horns, two new batteries. Two new P.100 headlamps. This car has been renovated regardless of cost. Now available at the bargain price of £275, o.n.o. Hodson Engineering, Reading Street, Broadstairs, Kent. [1232]

**WOLSELEY HORNET SPECIAL** 2/3-seater sports. First-class condition; twin carbs, new bearings, big-ends, rings, etc. Recently resprayed, rechromed, rewired. Car for the enthusiast. £140, o.n.o. 69, Offington Avenue, Worthing. Tel.: Swandean 765. [1241]

**WANTED**

**CAREFUL DRIVER** wishes to hire private sports or touring, two or four-seater, two middle weeks September. Capable touring Scotland. First-class condition essential. Please state particulars and terms: Patrick Freeman, 98, Askew Road, London, W.12. [737]

**MUSICAL HORN.** Any type. State model, voltage, condition and price. Harris, 93, Wardour Street, W.1. [740]

**AUSTIN NIPPY, 1936-37.** Around £110. No specials. Hutchings, 94, Elmshott Lane, Cippenham, Slough. [754]

**HEATER FOR 1951 MINOR,** also Windtones. Taylor, 63, Dorchester Court, S.E.24. [760]

**ORIGINAL FRAZER-NASH T.T. REPLICA.** Mechanical excellence imperative. Condition hood, upholstery, paintwork unimportant. Midlands preferred. Trial run required early in June. Details, price, photo (returnable) to: D. H. Pearce, c/o Merz and McLellan, 8, Mourouzi Street, Athens, Greece. [761]

**ALVIS 12/50 BEETLEBACK** or wide 2-seater. Preferably big port. Box No. W769, MOTOR SPORT, 15, City Road, E.C.1. [769]

**SINGER CRANKSHAFT.** Two bearing, counter-balanced, uncounterbalanced, or complete engine. Williams, 35, Royston Park Road, Hatch End, Middlesex. [780]

**WANTED—continued**

**ALVIS 12/70, 1938 or 1939** saloon in good condition throughout. Box No. W778, MOTOR SPORT, 15, City Road, E.C.1. [778]

**POST-WAR MORRIS MINOR.** Any condition. Engine and gearbox not required. State price. Box No. W783, MOTOR SPORT, 15, City Road, E.C.1. [783]

**TONNEAU COVER, HOOD BAG,** for 1936 4-seater Morris Eight. Box No. W784, MOTOR SPORT, 15, City Road, E.C.1. [784]

**ALVIS 12/50 2-seater.** Mechanically sound. Aluminium body, k.o. wheels. Not before 1930, and not too much over £60, if over at all. 26, Evesham Place, Stratford-on-Avon, Warwickshire. [789]

**WATER PUMP** for 1929 twin-cam 3-litre Sunbeam. Also instruction manual. Gavin, 50, The Drive, Sevenoaks. [790]

**TWIN-CARBURETTOR MANIFOLD** for Riley Nine. Smyth, 25, Woodgrange Avenue, London, W.5. [793]

**REAR WINDSCREEN** for 1926 heavy Twelve Austin. Also hood cover. Harris, 4, Crawford Road, Wolverhampton. [796]

**D.K.W. ENGINE** in good condition urgently required. Lewis, Annandale, Pennard, Swansea. [728]

**BODY SHELL** for Austin 2-seater needed. Either ex-Ulster, Nippy, Aero-Morgan, etc., or home-made. Complete or half-finished. Box No. W804, MOTOR SPORT, 15, City Road, E.C.1. [804]

**AUTO-UNION AUDI, TYPE 220, 1937,** f.w.d. handbook and any information; also spares. Proctor, Wykeham, Spalding. [816]

**RILEY NINE,** post-1932, saloon or open. Manual box. K.O. wheels preferred. Not scrap, but cheap for cash. Bell, Edenhall, Penrith. [822]

**ALVIS FIREFLY WHEELS** wanted. Write/phone. Wittridge, 102, Stanley Road, Hinckley, Leics. [824]

**GLORIA/MORGAN 4/4 or W.H.Y.?** Two-seater only. 138, Glenny Road, Barking, Essex. [825]

**FRONT AXLE** and shock-absorbers for 1930/34 Frazer-Nash; also G.N. or F.N. bevel box. Sgt. St. John, 10 Command W/sp. R.E.M.E., Mill Hill, N.W.7. [828]

**LIGHT STRONG CHASSIS,** i.f.s. and de Dion or swing axle, to take 2-seater body and 1,500-c.c. engine. Reply to Box No. W834, MOTOR SPORT, 15, City Road, E.C.1. [834]

**SINGER NINE LE MANS,** open or coupé, wanted in good condition. Box No. W840, MOTOR SPORT, 15, City Road, E.C.1. [840]

**TWO CARS** wanted, please! Drophead coupé or roadster, also late Prefect or Morris Minor. Cash or 1950 Citroën Light Fifteen offered in exchange. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [847]

**M.G. 2-LITRE SA engine,** must be in first-class condition. Box No. W861, MOTOR SPORT, 15, City Road, E.C.1. [861]

**TALBOT:** Crown-wheel and pinion, any model. State ratio and price. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [864]

**M.G. TA or Morgan 4/4, 1939.** Good condition. London area. Best offer around £200. Box No. W871, MOTOR SPORT, 15, City Road, E.C.1. [871]

**MEADOWS NASH BITS** wanted, particularly sprockets 1½ axle. Box No. W887, MOTOR SPORT, 15, City Road, E.C.1. [887]

**CYLINDER HEAD** for 1938-39 Alvis Speed Twenty-Five. Good condition. All replies answered. State price. Hayle, 25, Liverpool Road, Chester. [899]

**URGENTLY WANTED.** Instruction manual for 1938-39 A.C. competition 2-seater. Good price paid. Hailey, 276, Green Lanes, Palmers Green, N.13. [906]

**SOUND CYLINDER BLOCK** for 1934 Alvis Firefly 12/70. Box No. W913, MOTOR SPORT, 15, City Road, E.C.1. [913]

**MERCEDES-BENZ 540K** instruction book. Tew, Wolverton Road, Newport Pagnell, Bucks. [914]

**FORD 8-H.P. ENGINE.** Must be in first-class order. Reasonable price. Write: Box No. W950, MOTOR SPORT, 15, City Road, E.C.1. [950]

**WANTED—continued**

**RENAULT 750 saloon** in good condition. Would exchange for 1947 Ford Prefect (good throughout) and cash. Box No. W924, MOTOR SPORT, 15, City Road, E.C.1. [924]

**750 AUSTIN OR 1,172 FORD SPECIAL** required. Must be potent. Welton. Tel.: Gerrards Cross 3765. [956]

**FIAT 500** prop. shaft and 12v oil coil required 16, Onibury Road, Southampton. [958]

**ALVIS SPEED TWENTY-FIVE** or "4.3" in really good condition wanted by enthusiast. Can offer £70 down plus £100-£220 (according condition) over eighteen months. Private or trade offers invited. Box No. W964, MOTOR SPORT, 15, City Road, E.C.1. [964]

**REV.-COUNTER DRIVE** for Alvis Firebird. Horner, 93a, Watcombe Circus, Sherwood, Nottingham. [966]

**VOLKSWAGEN.** Up to £250 cash. Haythornthwaite, Caravan, Mill Farm, Kirkby, near Liverpool. [972]

**AUSTIN SEVEN, 1933-4,** 4-seater tourer. Original condition and mechanically perfect. All letters answered. Coombs, 7, The Glade, Woodford Wells, Essex. [978]

**GENTLEMAN DRIVER,** fifteen years' unblemished record, desires hire month, August, thoroughbred tourer or drophead. Birmingham area. References, guarantees provided. Payment in advance. Box No. W983, MOTOR SPORT, 15, City Road, E.C.1. [983]

**M.G. 18/80** or similar vintage 4-seater, original coachwork essential. Heyne, 20, Gainsborough Road, Sudbury, Suffolk. Tel.: 2511. [987]

**E.N.V. PRESELECTOR GEARBOX** for 11-h.p. Crossley. Yates, Brightmet Leather Works, Bolton. [988]

**PRIVATE BUYER REQUIRES** Riley Nine Lynx; would consider fair-priced Kestrel. Reliable and sound bodywork important. Walter, 6, Crowther Road, Erdington, Birmingham. [1029]

**2/3-LITRE LAGONDA,** Daytona Wolseley, or similar, up to £150. Westminster Garage, Westborough Road, Westcliff-on-Sea. Tel.: Southend 44157. [1035]

**RILEY NINE LYNX** in good all-round condition, or similar car of equal economy. Good home assured. Cheshire area. Box No. W037, MOTOR SPORT, 15, City Road, E.C.1. [1037]

**LOW HORSEPOWER SPORTS,** privately. Box No. W046, MOTOR SPORT, 15, City Road, E.C.1. [1046]

**ROLLS-BENTLEY, 3½ or 4½.** Pay cash for sound car. Tel.: Uxbridge 2062. [1050]

**ESSEX tourer, 1921,** has pinion stripped beyond repair. Complete back axle assembly accepted if available. Heywood, Shellingford, Faringdon, Berks. [1052]

**VINTAGE BUGATTI—cheap.** Preferably with original body. Palumbo, Tetworth, Ascot, Berks. [1053]

**ASTON MARTIN 1½ S/C. LE MANS** or International. Bailey, 83, Middleton Hall Road, Birmingham 30. [1054]

**1934 RILEY NINE KESTREL:** E.N.V. preselector gearbox required. Mayfield Cottage, Graigwen, Pontypridd. [1058]

**JOWETT SEVEN** or Ten 2-seater, or saloon. 1933 onwards. Postle, Attleborough. [1063]

**ALVIS 12/70 or TA14 (post-war)** engine and gearbox assemblies, preferably complete with all auxiliaries. Must be sound but condition otherwise immaterial. Complete write-off with sound power unit considered. All details please. Wetherell, 45, Nethervale Avenue, Glasgow, S.4. [1066]

**V8 MERCURY SPECIAL/crashed** Allard for cash. Rose, Dark Lane, Whitley, Warrington. [1067]

**FOR EARLY SERIES LAMBDA L.C. tourer:** windscreen, doors, hood and sidescrims. Box No. W770, MOTOR SPORT, 15, City Road, E.C.1. [770]

**1950-51 JOWETT JAVELIN ENGINE** and gearbox. Fair price for a fair unit paid. 166, The Broadway, Southall, Middlesex. Tel.: SOU 3593; Hayes 1593 after 7.30 p.m. [1077]

**TALBOT 95 or 105,** condition immaterial if sound and reasonably priced. Watson, Longatowe, Cambridgeshire. [1078]

**BROOKLANDS ENGINEERING CO. LTD.**

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**MARTLET PISTONS AND KE965 HAND-FORGED VALVES**

## WANTED—continued

**MORGAN 4/4** (1936/7) bits and pieces: engine, radiator, windscreen, hood, etc. W.H.Y.? Box No. W080, MOTOR SPORT, 15, City Road, E.C.1. [1080]

**FOR CASH:** Triumph Gloria Ten or Rover Ten, 1935 onwards. Full particulars, price. Lamb, 9a, Station Road, Ashford, Middlesex. [1091]

**REALISTICALLY-PRICED TOURER** or D.H.C. 4-seater—good Lagonda 2-litre or smaller. Fullest details. Box No. W093, MOTOR SPORT, 15, City Road, E.C.1. [1093]

**OPEN BODY**, suit chassis 3 ft. 9 in. rear track. H.R.G. preferred. Also 4.7 c.w. and p. for Ford. Tel.: Harrow 4628. [1102]

**CAMSHAFT**, racing or standard, for J2 M.G. 218, King Street, Norwich, Norfolk. [1116]

**ALVIS 12/50 SMALL-PORT MANIFOLD**. Also good open 12/50 or Austin Nippy. Masser, 14, Waterden Road, Guildford. [1121]

**AUTOVIA CRANKSHAFT** and con-rods. Would buy complete engine. Give details and price required to Box No. W136, MOTOR SPORT, 15, City Road, E.C.1. [1136]

**BROOKLANDS RILEY**, M-type M.G. body, radiator. Moran, 130, Purley Oaks Road, Sanderstead. [1154]

**INSTRUCTION MANUAL** for 1938 Fiat 1,100. Jays, 38, Marlow Court, Willesden Lane, N.W.6. [1156]

**RILEY, 1938, 2½-LITRE**, Model BX38, gearbox required. Box No. W157, MOTOR SPORT, 15, City Road, E.C.1. [1157]

**WINDSCREEN** for Alvis Speed Twenty tourer, with hood fittings. Price and condition. Box No. W160, MOTOR SPORT, 15, City Road, E.C.1. [1160]

**1932 HORNET CHAIN-DRIVE CAMSHAFT** in good condition. Roe, Pembroke College, Oxford. [1164]

**M.G. J2 BARE CHASSIS FRAME** and front axle beam. Clines, Lower Broadheath, near Worcester. [1171]

**MORGAN 4/4** or M.G., about 1938. All letters answered. 15, Woodland Road, Worcester. [1172]

**1948 ALLARD** saloon or convertible, sound throughout but engine condition immaterial. Sensible prices please. Box No. W175, MOTOR SPORT, 15, City Road, E.C.1. [1175]

**FOUR-SEATER**, maximum 12 h.p. Not earlier 1930. Price below £50. Allen, 23, West Cromwell Road, S.W.5. [1192]

**ENTHUSIAST CAN OFFER** good home to reliable Silver Ghost open 2-seater or tourer. Details, price and, if possible, photographs, via air mail, to Capt. John Stowe-Barker, 778, Wildomar, Pacific Palisades, California, U.S.A. [1203]

**EXCELLENT 12/50 ALVIS** tourer. Exhaustive data, please. Inspection and terms required. Banker's order offered. London area. Box No. W204, MOTOR SPORT, 15, City Road, E.C.1. [1204]

**APRILIA EARLY-TYPE WHEELS**. Easdale, 25, East Heath Road, Hampstead, N.W.3. [1205]

**PRIVATE BUYER REQUIRES** 1938-39 Lagonda L.G. 6 D.H. coupé preferred. Fullest particulars, including price must be given, and car chosen will require to undergo A.A. examination. Box No. W220, MOTOR SPORT, 15, City Road, E.C.1. [1220]

**CRANKSHAFT FOR 1936 FIAT BALILLA**. Box No. W243, MOTOR SPORT, 15, City Road, E.C.1. [1243]

**FOR RILEY 12/4 LYNX**. Front n/s and rear o/s siderscreens. Wells, 187, Langley Way, West Wickham, Kent. [1251]

**CYLINDER HEAD** for 1933 Alvis Firefly 12-h.p. or complete engine or car. 139, St. James Road, Shirley, Southampton. Tel.: 71186. [1260]

**RILEY KESTREL NINE**. Good condition. Details. Ip, Coombe Abbey, Binley, Coventry. [1263]

**FORD TEN SPECIAL**, such as Buckler with all-enveloping body. Good condition, please! J. Gmach, Cherry Trees, Woodgreen, Fording-bridge, Hants. Tel.: Breamore 206. [1274]

**FIAT 1,100 BALILLA** 508c. chassis. Damaged or incomplete vehicle considered. Pair 7.50-16 tyres. Box No. W291, MOTOR SPORT, 15, City Road, E.C.1. [1291]

**FIAT 1,100**, 1939, blower and high-ratio c.w.p. Bailey, 38, Marine Parade West, Lee-on-Solent. [1299]

**ALVIS 12/60**, 1932 dynamo. Please state price also smaller car in exchange for above saloon. Campion Close, Cheselbourne, Dorchester, Dorset. [1319]

**RILEY TOURER 9** or 1½ in good condition. Watkins, 23, Ensor Mews, S.W.7. Tel.: KEN 7873. [1328]

**SILENT-THIRD GEARBOX** and manual clutch, complete, for Riley Nine. Ashton, 12, Jordan's Yard, Cambridge. [1336]

**FORD MODEL T TOURER** complete. Condition unimportant. Giles, Catton Grange, Norwich. [1347]

**VINTAGE ENTHUSIAST** requires Rolls, Bentley, Mercedes, Lagonda, Lancia, Alvis or similar. Box No. W348, MOTOR SPORT, 15, City Road, E.C.1. [1348]

**NA MAGNETTE**. Flywheel housing, instruments, seat, various oddments. All letters answered. 79, Willingham Road, Knaith Park, Gainsborough, Lincs. [1365]

**INTERESTING 4-SEATER** sports car. 12 h.p. max. Sound. All replies answered. Hope, 8, Norland Road, Kensington, W.11. [1361]

## EXCHANGES

**WOLSELEY HORNET**, 1932, good condition. Sale, or exchange Morgan 3-wheeler. Coxall, 36, Belmont Street, Worcester. [1033]

**WOLSELEY HORNET 2-seater**. Good condition, 30 m.p.g. plus. Exchange 4-seater saloon similar condition. Seen London. Box No. W064, MOTOR SPORT, 15, City Road, E.C.1. [1064]

**LAGONDA 3-LITRE**. Good order. A.A. inspection invited. (Value £100.) Exchange: M.G., motorcycle, W.H.Y.? Box No. W969, MOTOR SPORT, 15, City Road, E.C.1. [969]

**TAXED, INSURED** 1932 Austin 12/6 saloon. Exchange older or younger 4-seater coupé. Tel.: Molesey 3771. [960]

**JAGUAR 3½ SALOON**, 1946, in really fine condition, offered privately for exchange, or part exchange, smaller 4-seater saloon. Box No. W903, MOTOR SPORT, 15, City Road, E.C.1. [903]

**38-FT. EX-N.N.L.I. WATSON TYPE** sailing lifeboat, ketch rig, all gear, not converted, survey welcome. £250, or consider exchange for pre-war thoroughbred car. Lewis, The Rectory, Buckland St. Mary, Somerset. [741]

**LEVEL SWOP**. Norton Dominator, 1950, motor cycle. Overhauled by Norton's last month. Exceptionally fast, mechanically superb. For Morgan 4/4. Breeden Greenleas, Roestock Lane, Colney Heath, Hertfordshire. Tel.: Colney Heath 391. [750]

**RILEY NINE MONACO-BASED 2-seater**, body home-built but sound; new hood; excellent mechanically; entirely rebuilt 3,000 miles ago. Exchange for "nine" saloon, preferably Kestrel, in similar mechanical condition; body less important. Weekends only. 36, Perry Park Road, Blackheath, Birmingham. [1174]

**£50 AND** an excellent 1932 Riley Nine Plus Ultra saloon for a 1933 Riley Nine Lynx or 1932 Alvis 12/60 4-seater in equal condition. Higson, Merrial Street, Newcastle, Staffs. [1082]

**WOLSELEY HORNET 2-seater**, fitted Riley Nine engine and gearbox, for saloon car or sale, £80. Sale: J2 camshaft; new pistons, plus .020; offers, cheap. 16, Enfield Street, Hyson Green, Nottingham. [1103]

**1927 DAIMLER 20/70** tourer, sound, for saloon in equal condition. Lancia, Citroën, or ?. Would sell. Roberts, 59, Bathurst Walk, Iver. Tel.: 362. [1106]

**1932 ALFA-ROMEO, 1,750-C.C.**, twin-cam, unblown open 2/4-seater; all-weather equipment; well shod, 6.50 by 16 rears, twin spares; usual colour; taxed. Exchange saloon, or sell £195. Pike, New Cottages, Backfields, Rochester. [1185]

**ARMSTRONG HURRICANE**, 1947, unmarked condition. Exchange saloon, similar value. 433, Alcester Road, Wythall, near Birmingham. Tel.: Wythall 3243. [1193]

**ALVIS**. A particularly attractive open Speed Twenty, very clean, well maintained, good tyres and batteries. Exchange for good shooting-brake or would sell. 130, Highbury Grove, Clapham, Bedford. [832]

**1933 RILEY MARCH SPECIAL**, Scintilla, twin carburettors. Exchange Riley saloon or £90. Away June 5th-10th. 74a, Silver Crescent, London, W.4. [846]

**TRIALS SPECIAL** wanted, exchange 3-litre Bentley, 1927, latest h.c. engine, modern brake body, 25 m.p.g. Sharp, Ulverley Green, Birmingham 27. [854]

**4.50 BY 19 DUNLOP**, 40 miles only, and two bald 3.00 by 19 for 4.00 by 19. J2 M.G. near-side rear hub for off side. Secker, J.C.C., Netheravon, Wilts. [858]

**1936 FORD TEN** saloon. Excellent condition. Value £140. For 1936-37 Riley 1½ saloon. Good condition. Cash adjustment. Box No. W315, MOTOR SPORT, 15, City Road, E.C.1. [1315]

**WANTED A GOOD 2-SEATER** sports car. Dellow, Special, Morgan, etc., in exchange for 1935 Rover 14-h.p. saloon. Engine just overhauled. New clutch and silencer. Or will sell for £125, or nearest offer. Wells, 284, Court Lane, Erdington, Birmingham. [1324]

**1932 TD M.G.** Perfect condition throughout. Part exchange reliable car of less value. Box No. W326, MOTOR SPORT, 15, City Road E.C.1. [1326]

## SITUATIONS WANTED

**CANADA AND AMERICA**. Emigrating motor engineer, 38, experienced garage management, overhaul and maintenance of English vintage, pre- and post-war cars, wishes to hear of a position where ability and knowledge counts. R. Mitchell, 109, New Street, Ashford, Kent, England. [1117]

## MISCELLANEOUS

**HYDRAMATIC GEARBOX** and fluid flywheel. £30, o.n.o. Two water-injector carburettors, suitable V8, 30s. each. Monk, 72, Reedley Road, Bristol 9. [982]

**BENTLEY MANUALS**, 1921-31! For 3-litre, 6s.; 4½-litre, 10s. Also unique "gen"-packed data tables covering complete marque, 7s. 6d. Details supplied. Box No. W040, MOTOR SPORT, 15, City Road, E.C.1. [1040]

**CYCLE WINGS** (domed and beaded), steel 5 in., 6 in. and 7 in., 10s each, fronts; 12s. 6d. rears. Packing and carriage 3s. 6d. pairs; 5s. sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [896]

## MISCELLANEOUS—continued

**SPEEDOMETERS**. R.C.s, reconditioned. 16s. to 30s. Guaranteed six months. Bradshaw, 62, Kenmore Drive, Bristol 7. [736]

**HOODS RENEWED** in plastic or double duck hooding from £6. Siderscreens 30s. each front, 25s. each rear. The Croydon Trimming Co., 101, Southbridge Road, Croydon, Surrey. Tel.: CRO 3954. [897]

**998 J.A.P. 50° TWIN**. A/C., S/V., C.I. pistons. Adga, magneto, M/C gearbox. Seen Croydon or Birmingham. Offers over £7 10s. Bird, 79, Holme Hill Road, Birmingham 34. [931]

**TYRES, TUBES**. We carry large comprehensive stocks of new, remoulds, used. Also obsolete and beaded edge specially selected for vintage and veteran cars. Tyres are our business. We can supply most sizes for all vehicles, 1904 to 1954. Express service to anywhere in U.K. Hamiltons (M.S.), 22/4, Vicarage Street, Yeovil. Tel.: 927. [833]

**LEARN TO FLY**. Within 12 miles Marble Arch. Ministry approved course for private pilot's licence. Trial lesson only 35s. Full bar and catering facilities. Full details from Chief Instructor, Elstree Flying Club, Elstree Aerodrome, Herts. [839]

**"PHOTO-MECA"**. We specialise in good cheap photographs of unusual motor cars or motor-cycles within a ten mile radius of Portsmouth. We may also be able to assist in any technical motoring problem—drop us a line. P. A. Downes, 41, Marmion Road, Southsea, Hants. [845]

**YOUR OPPORTUNITY** to drive a Formula III racing car. Membership £5 5s. S.A.E. for details Premier Motor Racing Club, Hosey Common, Westerham, Kent. [862]

**WOULD WEALTHY SPORTING PERSON** offer sports car to young man at £2 per week. Details to Box No. W756, MOTOR SPORT, 15, City Road, E.C.1. [756]

**YOUNG MAN** proposes motor tour in England first two weeks July. Wishes hear from congenial companion, either sex, to share car expenses. N.W. London. Box No. W112, MOTOR SPORT, 15, City Road, E.C.1. [1112]

**VOLKSWAGEN SERVICE**. Early-type engines reconditioned. Exchange units available. Exchange cylinder heads, oil coolers, crankshafts, etc. Tel.: Mirfield 2106. Write, 124, Knowle Road, Mirfield. [1088]

**COLES RADIATORS** invite Midland enthusiasts to note their new address for radiator repairs and rebuffs, fuel tanks and silencers: Geach Street, Birmingham 19. Tel.: Aston Cross 3417. [1132]

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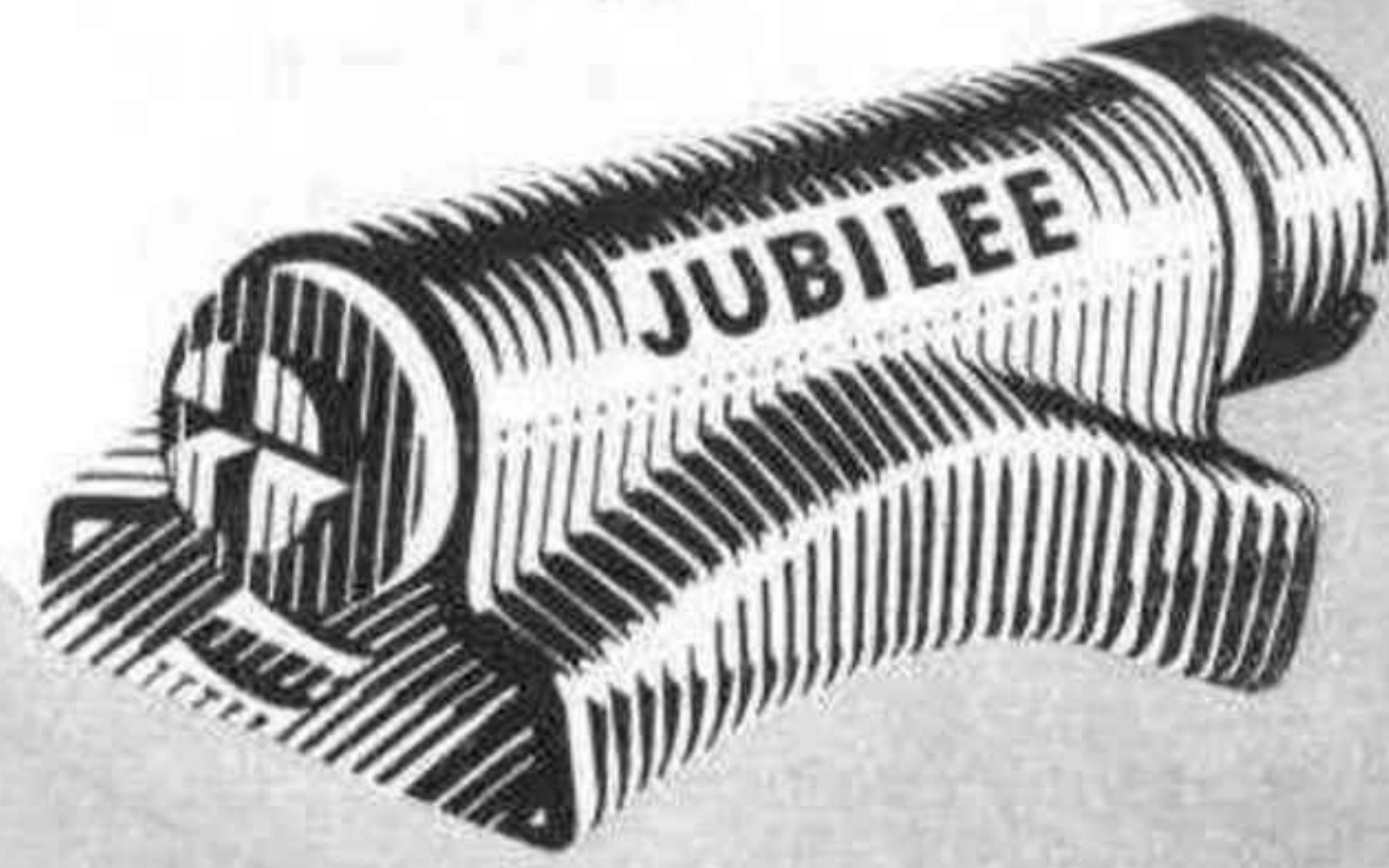
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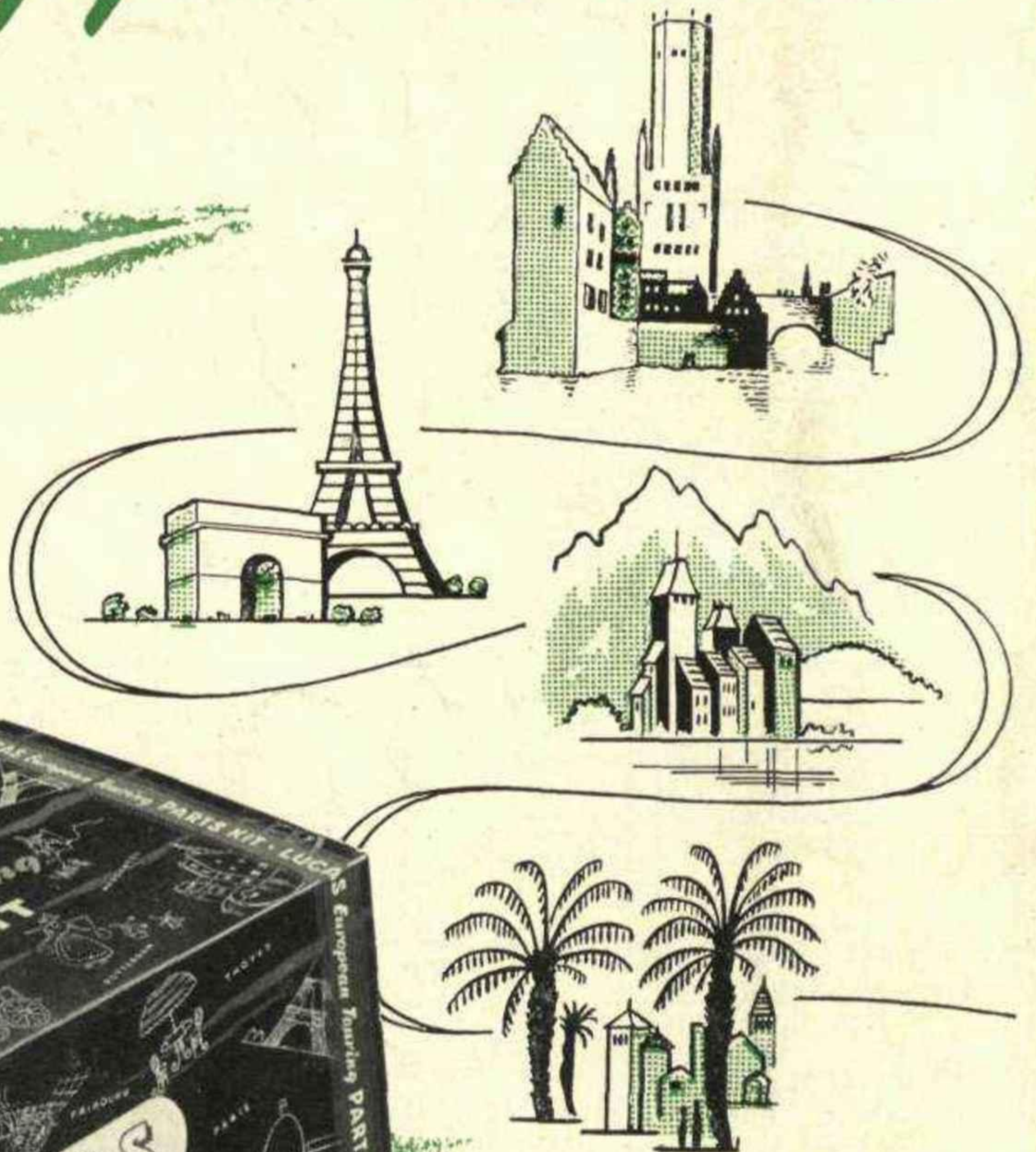
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