Vol. XXXIII No. 4 ONE SHILLING AND SIXPENCE April, 1957

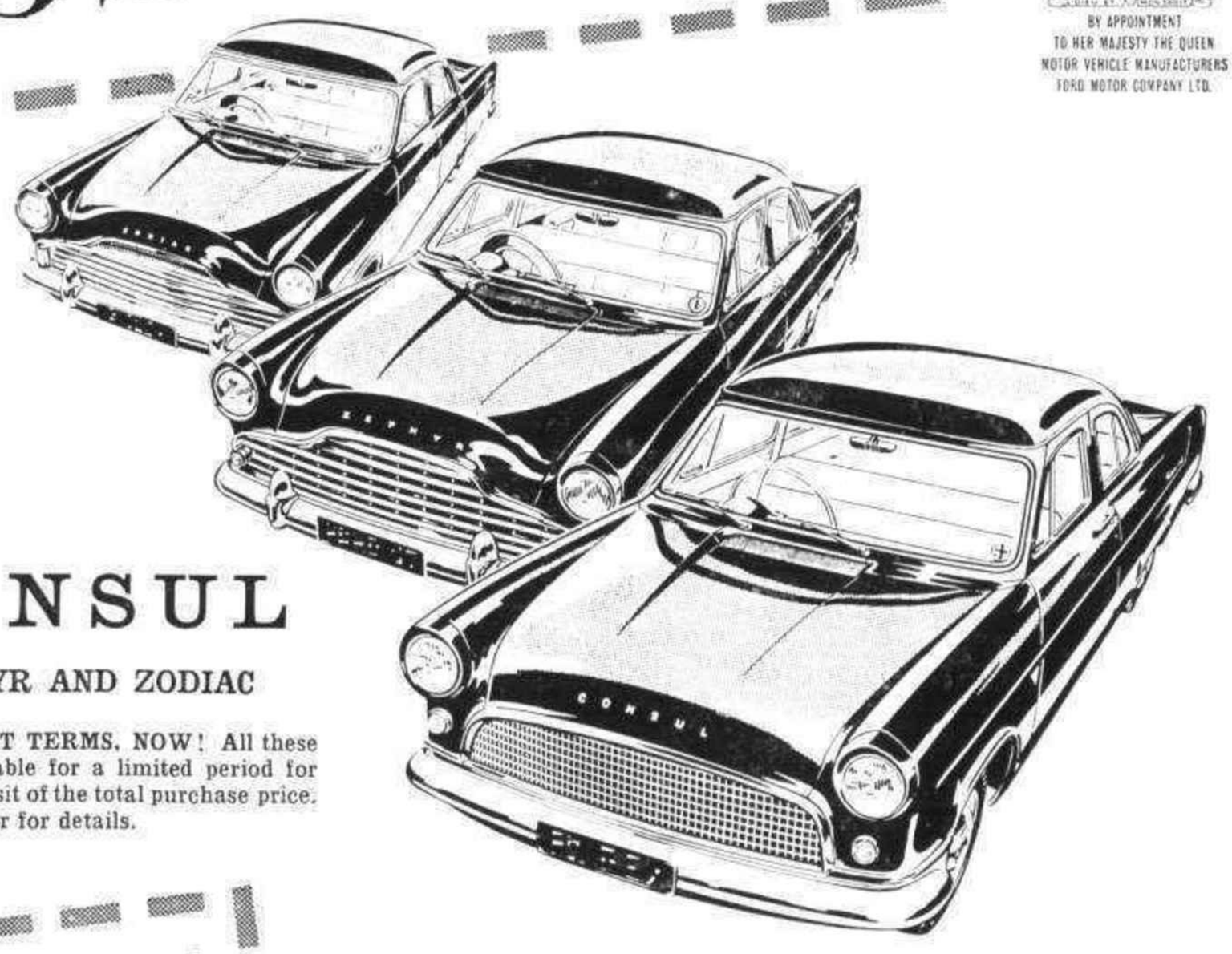
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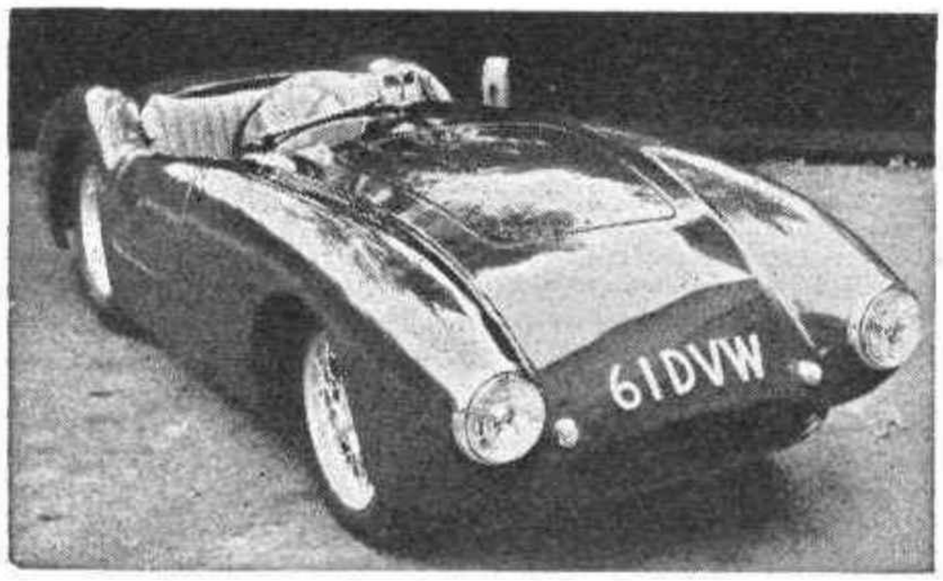
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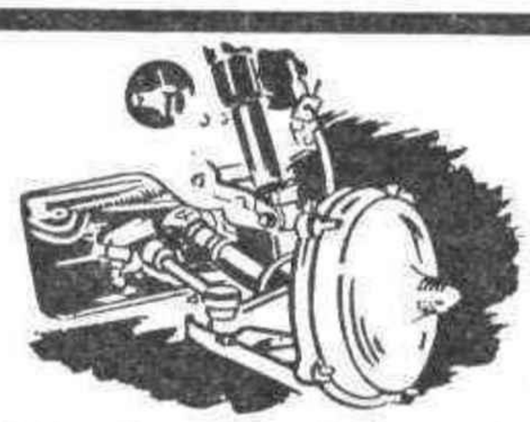
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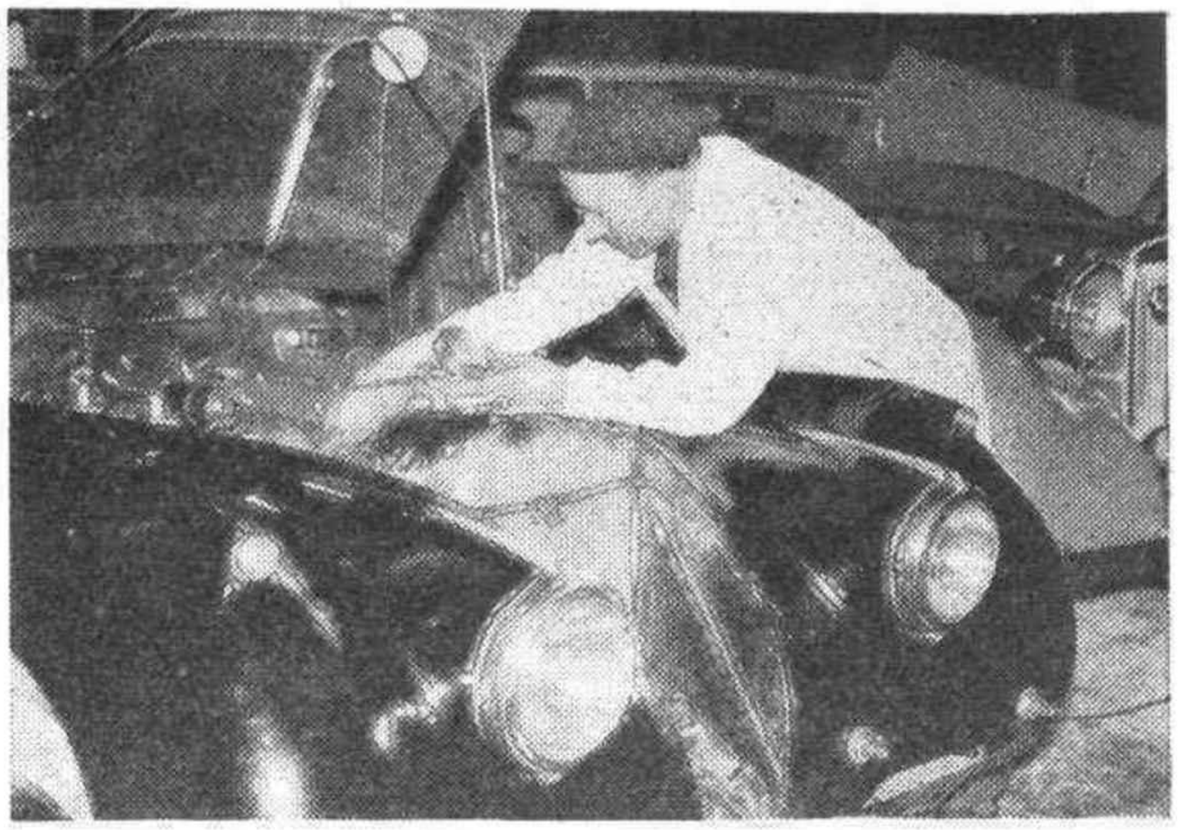
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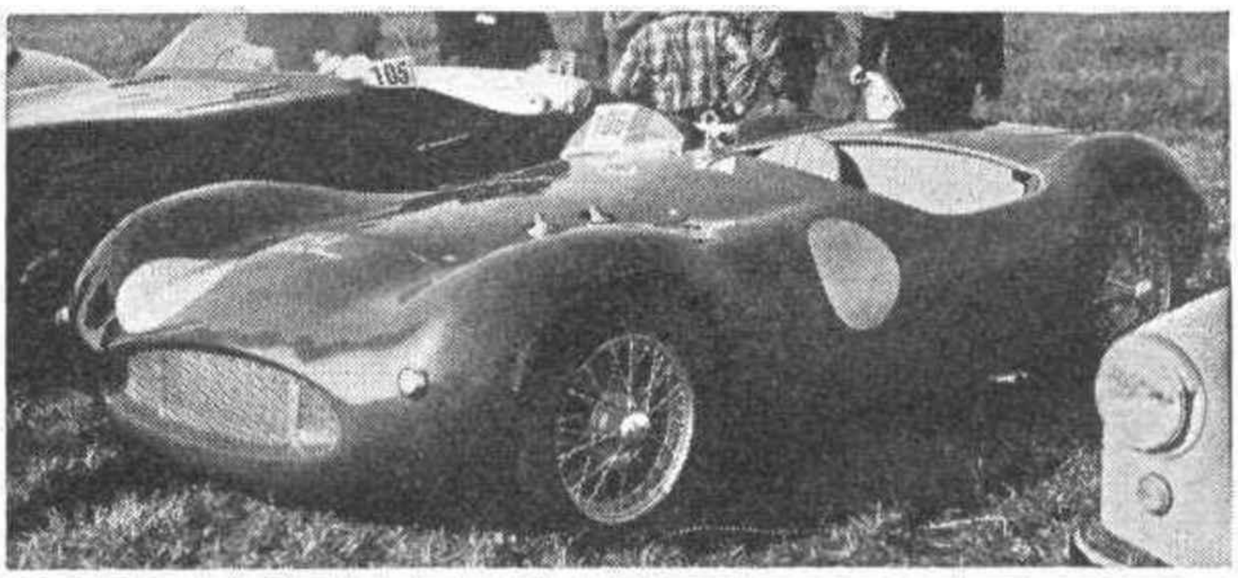
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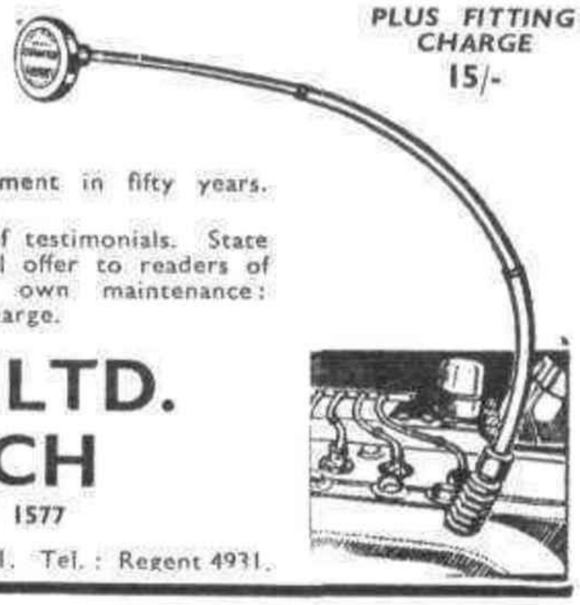
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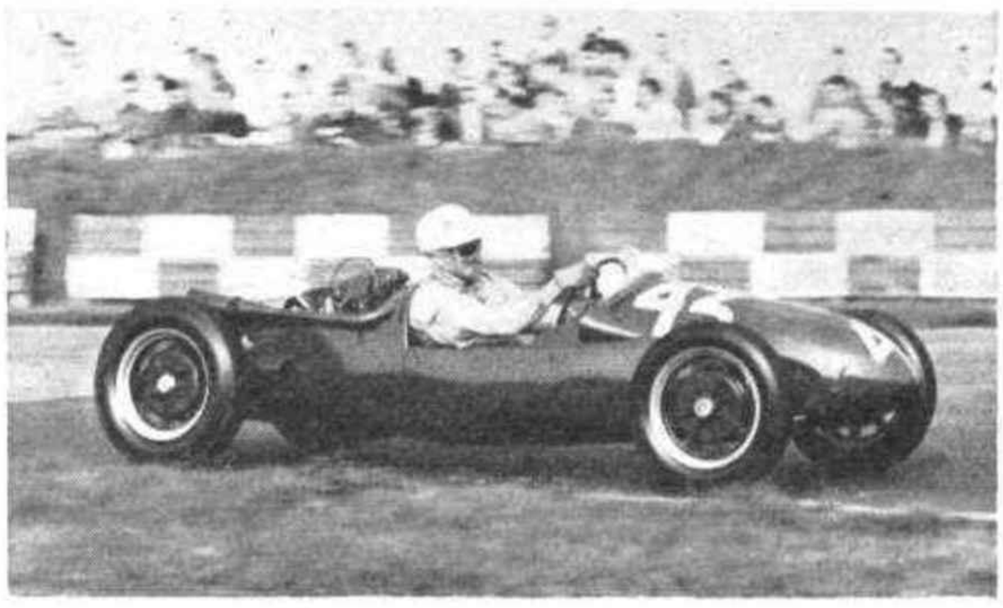
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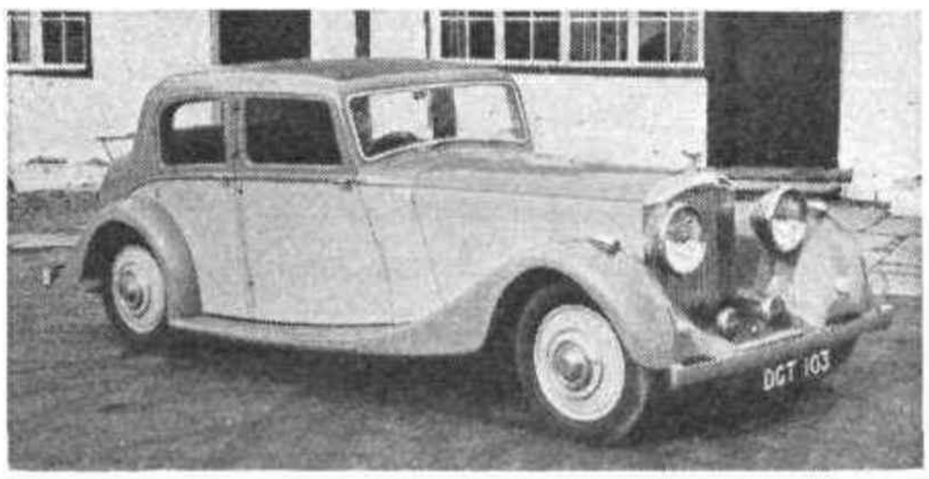
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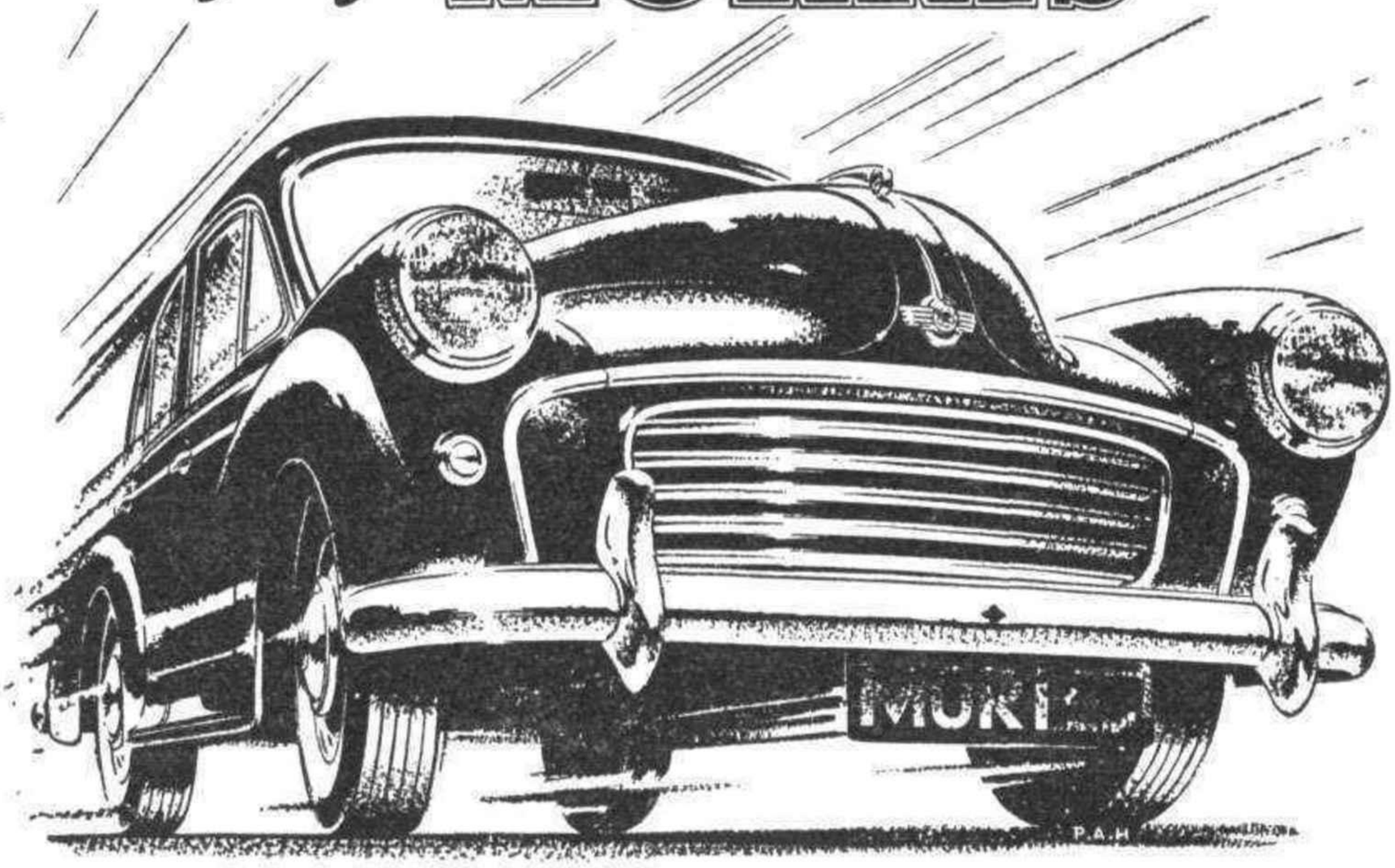
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VOL. XXXIII No. 4 A VISIT TO THREE FRENCH FACTORIES APRIL, 1957

MOTOR SPORT

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MATTERS OF MOMENT

THE PARLIAMENTARY DEBATE ON THE BRITISH MOTOR INDUSTRY

MOTOR SPORT has drawn attention on frequent occasions for the need for entirely new British cars of up-to-date design and appearance, backed by a foolproof spares service throughout the world, in order that our Motor Industry can combat the growing menace of foreign competition and the workers in Coventry, Birmingham, Luton, Oxford and Dagenham continue in full employment.

Consequently, when, on February 22nd, a debate on the Motor Car Industry opened in the House of Commons, we were interested to hear what M.P.s, as distinct from Captains of Industry and their engineers, thought of our prospects of survival.

The day's discussion, which lasted from 11.05 a.m. to 4 p.m., left a disturbing impression that the Government is far too complacent about the drop in British car exports, but it was a pleasant surprise from the point of view of the knowledge of Continental designs displayed by several members of the Opposition.

Opening the debate, Mr. James Johnson (Rugby) called upon H.M. Government to appoint an independent Commission to investigate present difficulties and future prospects in the Motor Industry, including the relevance thereto of credit and hire-purchase restrictions, and purchase tax. He spoke of the disquiet of people in Coventry and Rugby, ranging from Lord Tedder of Standards down to the lowest-paid worker on the floor, about conditions in the Industry. "There is," he said, "a feeling that manufacturers have been lazy, that they have had this lush market since 1945, have taken things too easily, and that, with the coming of the Germans, they are now getting keener competition." He viewed with concern the opening of factories in Australia, by Austin's and others, because this will mean more competition there and in China and Japan, "not by the VW or by the Fiat 600 and other Italian cars—the competition of which, incidentally, is hitting our own small cars very much—but by our own firms with English speaking workers inside a Dominion." Referring to two visits to Africa, Mr. Johnson said he had heard some pungent comments on British design and sales service "in Kenya, Somaliland and even in Senegal—let alone in Sierra Leone. Obviously, if we omit Jaguar and Morris Minor, most of our other cars are having a tough time in competition with the VW and other, particularly American, cars. I go to Liberia—a dollar market—and find the first and the only two Humber cars so far imported there. And the last injury of all was to find our Ambassador himself, doyen of the Diplomatic Corps, flying the Union Jack on an American Chevrolet." On the subject of after-sales service Mr. Johnson remarked: "I am told that the Germans did not put a single car into West Nigeria until they had, not an after-sales but an efficient pre-sales service. They had their service depots ready before they put a single VW on the quayside of Lagos harbour." The case of skilled workers losing their £16-a-week jobs and "becoming porters at main-line stations at £10 or £12 a week," was quoted. [Tips included?—ED.] Mr. Johnson quoted a warning issued by Harry Unwin, Secretary of the Coventry District Committee of the Confederation of Shipbuilding and Engineering Unions, in which he pointed out that the two American-owned companies amongst our five big manufacturers are pursuing expansion programmes costing over £100-million and that if within a short time the Big Five became the Big Three—Ford, Vauxhall and B.M.C.—a real unemployment problem would arise in Coventry.

Miss Elaine Burton (Coventry, South) followed Mr. Johnson and painted a black picture of the prospects for the Industry. She stressed the importance of exports in relation to total output and paid warm tribute to Jaguar, whose exports "reached, and have maintained for some time, the very fine figure of 75 to 80 per cent. of total production." She asked the Minister to explain how he suggests other firms should reach the excellent standard set by Jaguar. Mr. Charles Pannell (Leeds, West) continued to underline the serious position of the Industry and wound up by drawing attention to what a very poor "shop window" Britain has at International House, New Orleans, where we share the fourth floor with West India and Porto Rico, while Germany and Italy possess the best accommodation on the first floor. Commenting on British cars overseas, he said: "The most uncomfortable ride I had in West Africa was in the back seat of a Jaguar. When one compares the Jaguar or the Rover on West African roads against the Opel Capitane there is no question which one will ride in." [Yet the Opel does *not* have i.r.s.!—ED.] Mr. Pannell then praised the VW, which caused Mr. William Shepherd (Cheadle) to condemn it as "a very old-fashioned motor car, designed very long ago. [So long ago that it dispenses with rigid back axle, leaf springs, propeller shaft and even coolant!—ED.] The steering is bad [But *so* light!—ED.] and the back-seat accommodation is much more uncomfortable than the Jaguar. [Come to that, our pre-war Austin Seven wasn't as comfortable as a P. I Rolls-Royce!—ED.] It is hot and uncomfortable in summer"—here *Hansard* records an *interruption*! "In

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Front Cover Picture: DOUBLE VICTORY.—D. F. Bailey in his D.B.1 at the Kentish Border Car Club's Johnson Trial on March 10th. Bailey received a first-class award and also shared the team award with P. Barden.

Motor Sport Events for April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 2nd ...	Bristol M.C. & L.C.C.	Swan Hotel	Bristol	Film	9.00 p.m.
,, ...	Marconi A.C.	Clubroom	Chelmsford	Film Show	—
,, ...	Haslemere M.C.	St. Christopher's Hall	Haslemere	Film	7.30 p.m.
April 3rd ...	West Essex C.C.	"Three Jolly Wheelers"	Woodford Bridge	Film	8.00 p.m.
April 6th ...	Riley Register	"The Cottage"	Thorpe	"Noggin and Natter"	8.00 p.m.
,, ...	Vintage S.C.C.	Silverstone	Towcester	Race Meeting (C.)	12.45 p.m.
,, ...	Falcon M.C.	—	Stevenage	Night Trial (C.)	8.00 p.m.
April 6/7th ...	Bugatti O.C.	Prescott	Cheltenham	Hill-climb (C.)	12 noon
,, ...	A.E.R.E. M.C.	Social Club, Harwell	Didcot	Night Trial (C.)	7.30 p.m.
,, ...	Eastbourne & Dist. M.C.	Prince Albert Hotel	Eastbourne	(C.)	7.00 p.m.
April 7th ...	Harlow & Dist. A.C....	—	Epping	Scavenge Hunt	2.30 p.m.
,, ...	West Essex C.C.	High Beech	High Beech	Navigation Run	3.00 p.m.
,, ...	Darlington & Dist. M.C.	Gandale Moor	Catterick	Trial	1.30 p.m.
,, ...	Rotherham & Dist. M.C.	Listerdale Estate	Rotherham	(C.)	—
April 8th ...	Riley Register	Hotel Belgrave	Leicester	Rally (Indoor)	8.00 p.m.
April 9th ...	Riley Register	Windsor Castle Inn	Maidenhead	"Noggin and Natter"	7.30 p.m.
April 10th ...	Riley Register	"Marquis of Granby"	Esher	"Noggin and Natter"	8.00 p.m.
April 11th ...	Riley Register	"Coach & Horses"	Bristol	"Noggin and Natter"	8.00 p.m.
April 12th ...	750 M.C.	Royal Hotel	Woburn Place, W.C.1	Dance	8.00 p.m.
,, ...	North London E.C.C.	East Herts Club	London, N.W.4	Film	—
April 13th ...	Sevenoaks & Dist. M.C.	Green Street	Farnborough	Rally (C.)	8.00 p.m.
April 14th ...	Bristol M.C. & L.C.C.	Football Club	Bristol	Film	9.00 p.m.
,, ...	Riley Register	Swimming Pool	Burnham Beeches	"Coffee and Natter"	11.00 a.m.
,, ...	North London E.C.C.	Heston Aerodrome	Hounslow	Rally Tests (C.	10.30 a.m.
,, ...	Sheffield & Hallamshire M.C.	Blue Stones Hotel	Sheffield	(C.)	10.30 a.m.
,, ...	West Cumberland M.C.	Cloffocks	Workington	Rally (C.)	2.15 p.m.
,, ...	Aberdeen & Dist. M.C.	—	Aberdeen	(C.)	2.30 p.m.
,, ...	London M.C.	Harleyford	Marlow	Hill-climb (C.)	—
,, ...	Lancashire & Cheshire C.C....	The Miners' Standard Hotel	Winster	Trial	11.00 a.m.
,, ...	Nantwich & Dist. M.C.	Leopard Hotel	Nantwich	Rally	2.00 p.m.
April 16th ...	Leicestershire V.C.	The Clubhouse	Mallory Park	Film	8.00 p.m.
,, ...	Woverhampton & S. Staffs C.C.	Molineux Hotel	Wolverhampton	Ladies' Night	7.30 p.m.
,, ...	Sporting C.C. of Norfolk	The Cottage, Thunder Lane	Norwich	Indoor Navigation Rally	7.30 p.m.
April 17th ...	West Essex C.C.	"Three Jolly Wheelers"	Woodford Bridge	Nancy Mitchell Talk	8.00 p.m.
,, ...	Old Merchant Taylors' M.C.	Durrants	Croxley Green	Film	8.00 p.m.
April 18th ...	Riley Register	Holborn Empire	London, E.C.1	"Noggin and Natter"	8.00 p.m.
,, ...	Riley Register	"Red Lion," Cornwall Street	Birmingham	"Noggin and Natter"	7.00 p.m.
April 19th/20th	Bedford M.C.	—	Bedford	(C.)	2.30 p.m.
April 20th ...	M.C.C.	Luttrell Arms Hotel	Dunster	Land's End Trial	—
April 20th/21st	M.G. C.C. (N.E.)	—	Leeds	Night Rally	10.30 p.m.
April 22nd ...	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (INT.)	1.30 p.m.
,, ...	Jersey M.C. & L.C.C.	St. Owen's Bay	St. Helier	Sand Racing	2.30 p.m.
,, ...	Nottingham S.C.C.	Mallory Park	Leicestershire	Race Meeting (R.)	1.00 p.m.
April 23rd ...	Bristol M.C. & L.C.C.	The Swan Hotel	Bristol	Film	9.00 p.m.
April 24th ...	North London M.C.	Gas Board Theatre	Enfield	Film	7.45 p.m.
,, ...	West Essex C.C.	"Three Jolly Wheelers"	Woodford Bridge	"Noggin and Natter"	8.00 p.m.
April 25th ...	Riley Register	"The Swan"	Buckingham	"Noggin and Natter"	7.30 p.m.
,, ...	Riley Register	Springfield Hotel	Gateshead	"Noggin and Natter"	7.30 p.m.
April 27th ...	Caerns. & Anglesey M.C.	Bangor	—	(C.)	6.00 p.m.
April 28th ...	Marconi A.C.	Car Park	Chelmsford	Point-to-Point	2.30 p.m.
,, ...	Hagley & Dist. M.C....	Stewponey Hotel	Stourbridge	Trial	10.00 a.m.
,, ...	WEST ESSEX C.C.	GRANDSDEN AIRFIELD	ROYSTON	SPEED TRIAL (N.)	10.30 a.m.
,, ...	Cemian M.C.	Iver	London	(C.)	2.00 p.m.
April 30th ...	Aldermaston M.C.	Hinds Head Hotel	Aldermaston	Pedestrian Rally	7.30 p.m.

MATTERS OF MOMENT—continued from previous page.

fact," concluded Mr. Shepherd, "Anyone in this country who buys a VW rather than a Morris Minor qualifies for medical attention." This apparently caused Mr. Pannell to suffer a pang of conscience, because he tempered his earlier praise with the splendid remark that "if anyone bought a VW to drive here he should have his head tested" but "the fact is we are not producing cars suitable for the American climate."

Mr. Shepherd, in his turn, capitulated, praising the VW as "a robust machine which can be run 60,000 or 70,000 miles without overhaul" and which has a "very good finish." He thought the Morris Minor the finest all-round small car we have made since the war but "it is badly in need of being re-bodied now and looks antiquated." That he is, to his eternal credit, an M.P. who appreciates just how out of date British cars are, was proved when he said :

"The English manufacturers are today running round the Midlands in hordes testing out new suspensions. They ought to have been doing that a very long time ago, but because they had an excess of demand over supply and because it costs so much money to produce a new vehicle, they were content to continue with the old suspension. With their resources they should have developed new small cars, even if they could not put them into production. The development work ought to have been done years and years ago, and there is no excusing them on that account." Good for Mr. Shepherd, who later made the following statement from which our readers should derive solid satisfaction : "The question of suspension is not merely one of preference; it is of vital importance in this battle for the Continental market. Continental drivers drive their cars very differently from the way we do. The Italians, the French and the Germans have different methods of driving from the British. Hon. Members may say that the Italians and the French are mad and the Germans are bad, but they drive their cars in the way they want to drive them, and if we are to sell cars, we must offer them cars which they can drive in that way. If a driver has all-wheel independent suspension he gets better adhesion on a bad surface and on a cobbled surface; there is a very much increased adhesion compared with the fixed suspension at the back which we use." He also drew attention to the low status of chief designers and higher executives in this country, saying : "I take as an example the man who has designed the most successful engine in the years since the end of the war—the Jaguar engine. I doubt whether one person in 10,000 in this country knows his name. I assure you, Mr. Deputy-Speaker, that if he were a Continental his name would be blazoned from one end of the Continent to the other, and he would be known as a man of distinction."

In this debate which, as Mr. Shepherd said, concerned a problem that "has gone beyond the trivialities of party politics," it was pleasing to find M.P.s who had studied their subject at first hand. For example, Mr. Donald Chapman (Northfield) had spent some days at the VW factory—"the four most instructive days of 1956"—and Mr. Maurice Edelman (Coventry North) had been at the Renault plant at Flins the week before the debate opened—"Having been driven along the auto-road at literally 90 m.p.h. I can agree with the Hon. Member for Cheadle who paid a tribute to the high quality of the French motor car and the *brio* of the French driver. None the less, the point is that the French have developed a first-class car. Having seen the factory at work I am obliged, with great regret, to record the fact that the standard of technical equipment at the disposal of the French today is considerably higher in quality and more modern in development than anything we possess in Coventry.

at least." He was amazed to see the extent to which automation had been introduced, in a way which had the full acquiescence of the workers.

To these critical speeches Mr. F. J. Erroll, the Parliamentary Secretary to the Board of Trade, had no very convincing replies. He quoted the splendid showing of the British Industry after the war, failing to appreciate that the debate applied to the present and future, and not to past glories, courageous as these have been. Like a minority of MOTOR SPORT readers he tried to bury his head in the sand so as not to see the progress made in Continental car design. The frequent references to VW, Renault and Fiat upset him—"I think some Hon. Members have gone too far in advertising the VW as freely as they have done. I wish they had advertised a few British models in this Chamber and not so excessively advertised the models of our Continental competitors. I am quite certain that the advertising manager of the VW organisation will be delighted at the amount of free publicity he has received in the House today," to which Mr. Johnson replied: "Is the Hon. Gentleman objecting to the facts as they were stated or to the fact that people do make factual statements which are correct?"

This raises a point very close to our own hearts. MOTOR SPORT, like these knowledgeable M.P.s, praises Continental cars to draw attention to the stern competition Britain is facing in the Motor Industry. To throw out taunts of "unpatriotic" and demand a halt in the criticism of out-of-date British designs is to lose ground we can ill afford to lose in the battle for export sales. In fact, in spite of Mr. Erroll's censure, the excellence of British sports cars, the Jaguar in particular, and of British commercial vehicles and tractors was emphasised during the debate.

We are at our best in adversity and given a chance our designers and technicians will produce cars to beat the world. But it is ridiculous to underrate the competition we have to meet or to fail to face-up to the requirements of customers in countries to which we must export our cars. In this respect, no one could have put it more realistically and entertainingly than Mr. Shepherd, who continued to advocate all-round independent suspension in these words: "We cannot say to the Continental driver who wishes to drive within an ace of breaking his neck at almost every corner, 'You should not drive in that way.' We cannot say to him, 'This is not the way to drive a motor car.' The Continental driver does not want to be told the way to drive his motor car; he wants to buy a car in which he can go as near as possible to breaking his neck without actually breaking it. If he drives a British car on the bends and on the cobblestones as he would drive his own car, he faces certain death; and, naturally, therefore, he does not want to buy our motor cars.

"The motor car manufacturers are apt to pooh-pooh all these things, but I say to them that suspension and the adhesion which one gets from this all-wheel independent suspension is of vital importance to Continental markets, and we must produce that sort of motor car."

If the Opposition gets its way and the Commission of Inquiry is formed we can only hope it will cure the ills of our Motor Industry, about which Lord Tedder has said: "Quite frankly, unless the Government are willing to find some immediate way of relieving the burdens so as to allow the Industry to maintain a reasonable level of production and sales, one can see no prospect whatever of maintaining exports, and every prospect of the whole Industry being involved at an early date in a dangerous crisis with all that implies for its labour force and shareholders."

TUBELESS TYRES ARE SAFE

We are pleased to print the following self-explanatory letter from R. T. Byford, Esq., Secretary of the Tyre Manufacturers Conference. The Tyre Manufacturers Conference Ltd. has fifteen of the world's largest Tyre Manufacturers as its members and therefore this authoritative statement should still criticism, and encourage the waverer to make the change to the obviously progressive choice, the tubeless tyre.

Sir,

I should like to refer to the letter from Mr. Antony Hyde-East which you published in the March issue of MOTOR SPORT. He seems to be of the opinion that tubeless tyres are not as safe as the conventional tyre with tube and has now come to the conclusion that he thinks he would be very reluctant to use tubeless tyres.

Mr. Hyde-East refers to two cases where accidents have happened when a driver has taken a bend at fair speed and has been "shot off the road in consequence of deflation." I have no details of the cases to which he refers but in the opinion of the Industry the conclusions drawn by Mr. Hyde-East are not supported by long experience over many years.

A sound and inflated tubeless tyre will not leave the rim as a result of fast cornering but if the car is already sliding out of control and hits a kerb or bank, or if it is on the point of overturning, a bead may be forced off the rim shoulder and the tyre deflate. The deflation is, therefore, the result of and not the cause of the accident. If the tyre is a conventional tyre with a tube then in similar circumstances the tube would normally blow under the bead and burst, again as a result of the accident and not as a cause of it.

The tubeless tyre has called for no fundamental changes in steel wheel construction. Whether a tyre is tubeless or tubed, all rims should be properly cleaned before fitting tyres. If this is done it is not possible for any important deterioration of the taper rim shoulder, on which the bead is a wedge fit, to take place. The vertical flange does not provide the primary air seal and slight distortion due to kerbing should not affect air retention. It is, of course, necessary to ensure that the correct type of valve is fitted and is in good condition.

In conclusion, may I add that the tubeless tyre was not launched without considerable experience. The principle goes back to the earliest days of the Industry and it was purposely withheld from production until rim contours, wheel construction and tyre developments suitable for tubeless application were sufficiently established to make this type of tyre as safe and advantageous a proposition not only for new cars but for older cars as well.

I am, Yours, etc.,
for Tyre Manufacturers' Conference Ltd.
R. T. BYFORD, *Secretary*.

[At about one o'clock one very dark and wet morning some six months ago, we were travelling along a very bumpy by-road in the Lake District in a Ford Zephyr fitted with tubeless tyres, when without warning one of the tyres suddenly deflated. Changing the wheel in almost liquid mud was bad enough, but when, back at Dagenham, the tyre was inflated and we were told that there was nothing wrong with it we felt a little disgruntled and distrustful of tubeless tyres, but Mr. Byford's letter convinces us that ours was "the exception that proves the rule." Was it?—W. J. T.]

SPRINTS AT BRANDS HATCH (March 17th)

Sprint meetings are very much in evidence at the present time owing to limited fuel and difficulties in organisation. The B.R.S.C.C. carried on this theme with a short meeting at Brands Hatch on March 17th. This was one of the first real outings for 500-c.c. racing cars this season and over twenty took to the track in order to limber up a little.

Fastest time of the day was made by D. Boshier-Jones in his Cooper-J.A.P. 1,100 at 65.84 m.p.h.

Tony Marsh in his Cooper-Climax with GB plate up made best time in the up-to-1,100-c.c. open class and was just beaten by Sopwith in a similar car but with larger engine.—I. G.

Results:

Saloon Cars up to 1,100 c.c.:	B. Chapman (Standard Ten) ...	48.84	m.p.h
Saloon Cars up to 1,500 c.c.:	W. Mairhead (Ford)	49.71	,,
Saloon Cars up to 2,600 c.c.:	J. MacAndrew Uren (Jaguar 2.4) ...	50.61	,,
Saloon Cars, Unlimited:	J. Webb (Jensen 541)	52.15	,,
Open Cars up to 1,100 c.c.:	A. E. Marsh (Cooper-Climax) ...	61.49	,,
Open Cars up to 1,500 c.c.:	T. Sopwith (Cooper-Climax)	62.87	,,
Open Cars up to 2,600 c.c.:	K. N. Rudd (A.C. Ace/Bristol) ...	58.73	,,
Racing Cars up to 500 c.c.:	G. M. Jones (Cooper-Norton) ...	62.35	,,
Racing Cars up to 1,500 c.c.:	D. Boshier-Jones (Cooper-J.A.P.) ...	65.84	

TUDOR DOORSTOP

A novel spring-loaded doorstop has been introduced by Tudor Accessories, Ltd., Beaconsfield Road, Hayes. This is a very simple product in the form of a 6-in. tube with rubber foot spring-loaded to stay down and keep the door open or stay up in the folded position out of the way. It retails at 5s., and is available from leading accessory stores.

JOHNSON'S ONE-STEP CAR POLISH

We found this polish a joy to use. Having washed the car to free it of grit we put a not-too-generous quantity of Johnson's One-Step Car Polish all over a reasonable area of our D.K.W. We then started to rub, and it was then we experienced the joy for, without having to rub any harder than one would when using a liquid polish, we found that we had not only removed the stains and grease-film but had given our D.K.W. a fine bright finish and left a waxed surface which would protect it from the weather. Will it, after many such cleanings, destroy the lacquer or enamel? That we can't say yet, but Johnson's say "No," and that is good enough for us.—J. W.

NEW BRITISH CARS

Introducing the Vauxhall Victor

LATE in February a coachload of pressmen travelled to Woburn Park at the invitation of Vauxhall Motors Ltd., to try the then-hush-hush Victor and Victor Super. It had taken since 1953 to evolve this new Vauxhall, the design being the responsibility of Luton, with advice from the parent company in America; Maurice Olley, the roadholding expert, was not consulted.

Eleven of these new cars were placed at the disposal of the Press, to drive round the beautiful estate. The Victor had been described as " the most exciting motoring news for years," but clearly the publicity boys had got at it, because in reality it is quite an ordinary 1,507-c.c. four-door four-seater saloon, with, however, some appealing features, and selling at a competitive price. The specification is normal, even mediocre, with four-cylinder o.h.v. engine, a gearbox with only three forward speeds and steering-column lever, a hydraulic (but mannally-operated) clutch; i.f.s. by coil-springs and wishbones, with anti-roll bar, and a rigid (4.125-to-1) back axle on leaf-springs.

The Victor, outwardly and from the interior, resembles a scaled-down American car, its outstanding features being exceptional visibility through panoramic screen and back window and side windows with thin pillars, and enormous (10.47 cu. ft.) luggage space in the overhanging boot. A low roof-line (58 in.) is obtained by the use of small wheels shod with 5.60 by 13 Firestone tubeless tyres, and the almost-square engine gives power above the average—52 or 55 b.h.p. at 4,200 r.p.m., depending on whether 6.8 or 7.8-to-1 compression-ratio is used. A Zenith 43VN carburetter provides a fuel-consumption " approaching 40 m.p.g." and as the tank holds eight gallons the range is in the region of 300 miles. The Victor costs £728 17s. inclusive of p.t., and for the £30 extra that the Victor Super costs you get the unusual distinction of an exhaust-pipe outlet within the off-side rear-bumper porthole, more chrome, wider choice of colours, three-spoke spring steering wheel with horn-ring, doors-switch for the roof lamp, dual vizors, extra ashtray, ornaments on the front seats, and " Super " in white on the back doors so that the neighbours will know your's is the expensive model. Both models have flutes along the body sides—vestigial reminder of the pre-Velox Velox. Heater, fog-lamps, clock, etc., are extras, however.

A brief trial showed the performance to be brisk for a car approaching a kerb-weight of one ton, although the three-speed box limits maximum speed in middle gear to a speedometer 50 or 55 m.p.h., depending on which compression-ratio is selected. Top speed is in the region of 75 m.p.h. with h.c. engine. The splendid all-round visibility is most enjoyable unless you prefer back-seat privacy and the shape of the doors renders entry and egress unusually easy. The gear change is amongst the best of its kind, rather reminiscent of Ford, with a slender lever and positive action, and even bottom gear is easily selected on the all-synchromesh box. The Victor has very flexible suspension and rolls considerably when cornered fast, but the car sticks to the road and the tendency is understeer until slight roll-oversteer intrudes. The steering wheel is well back from the ornate dash; the steering is soggy, though light, and needs nearly four turns, lock-to-lock. It might be thought that the big screen and wrap-round back window, together with the thin side pillars, would result in a weak body structure, but when one of the cars went out of control during a brake test we had an impromptu demonstration that this is not the case—after hitting a fence beside the road the Victor rolled completely over and onto its wheels again, but the roof did not cave in and only one of the three occupants was slightly hurt. The luggage boot really does offer an immense capacity, in spite of the spare wheel being mounted vertically therein.



The 75-m.p.h., 30-m.p.g., four-seater Vauxhall Victor.

Vauxhall Motors Ltd. have built a new 1,500,000 sq. ft. factory in which they will concentrate passenger-car manufacture, and are confident the Victor will sell briskly in World markets. We had hoped to see a car with a rather more up-to-date specification but if in this we were disappointed, we were certainly not disappointed with Woburn Park, where the Duke of Bedford's gracious home is surrounded by 3,000 acres of beautiful parkland in which herds of deer, bison, and rare birds roam and age-old trees, smooth greensward and great lakes delight the eye. Here is an excellent objective for those on " basic "-bent in Bedfordshire; every visitor who pays the entrance fee has the satisfaction of knowing that he or she is helping to save this fine estate from our common-enemy, the Chancellor of the Exchequer.—W. B.

NEW-STYLED AUSTIN A50 BECOMES THE A55

Last month the Austin Motor Company announced the introduction of the A55 saloon, which is to replace the present A50. This new model is more powerful than its predecessor but still retains a 1½-litre power unit, now giving 51 b.h.p. on a compression-ratio of 8.3 to 1.

Principal advance in mechanical specification is the fitting as an optional extra of Manumatic transmission with overdrive, the former two-pedal control costing an additional £49. The price of the car without this transmission is £772 7s., which is unchanged from the previous model.

Slight styling alterations have been made to the rear end of the car to give larger luggage accommodation and at the same time improve the appearance by creating a lower look. The luggage boot is now truly enormous for what is still quite a small car and there are no obstructions, the spare wheel being stowed on a tray underneath and being lowered by use of the starting handle, and the tools are housed on a shelf at the forward end of the compartment. Visibility rearwards has been increased by the fitting of a larger rear window which curves round the rear quarters of the roof, eliminating any blind spots. New interior fittings have been incorporated and a safety-type dished steering wheel is now being fitted. Alterations to the interior trim are confined to washable headlining, improved seats giving more support and increased leg-room. Minor improvements include headlamp cowls, chrome flashes on the exterior of the body, restyled rear lamps and number-plate. The advantages of the Manumatic transmission as opposed to less expensive automatic transmissions are that it allows free choice of gears for the driver whereas the fully-automatic types sometimes change at inopportune moments or fail to take advantage of easier conditions. Clutch wear is also considerably reduced, engine revolutions being automatically adjusted before and after the gear change, so that no special techniques in driving are called for.

The A55 still retains the familiar name " Cambridge," which was used on the pre-war 10-h.p. models and the 1954 A50 which superseded the popular " Devon " and " Dorset " saloons.

The 1955 car had a completely new body style of larger dimensions, giving greater interior space with many other technical advancements. In 1956 an A50 was first fitted with a Borg Warner overdrive unit, enabling the car to better 40 m.p.g. on an economy run. This unit provided semi-automatic control of the gearbox and was added to the A50 specification as an extra.

Comparisons of the A50 and the A55 power units show the later model to have 4 b.h.p. more with an increase of compression-ratio from 7.2 to 8.3 to 1, a full-flow oil filter as opposed to a by-pass type, higher rear-axle ratio and larger capacity battery to cope with the higher compression-ratio engine.—I. G.

THE JAGUAR 3.4-LITRE SALOON

Another new model recently announced by a leading car manufacturer was the Jaguar 3.4-litre saloon. This car is basically the 2.4-litre chassis and body but is fitted with the larger 3½-litre power unit as fitted to the Mk. VII and XK series cars. With the 3.4-litre engine the car is said to have a maximum speed of over 120 m.p.h. It is expected that this model will be available on the home market shortly and it will be priced at £1,672, including tax.—I. G.

CARIBOO CANADIAN RALLY

The Second Annual Two-Day Cariboo Rally in Canada was won by P. Smith and H. Shap, driving a VW. Another VW was second, beating a Morris Isis, which was third. Retirements numbered seven cars, including an M.G. which ran its bearings and an Austin-Healey that holed its sump. A Landrover was fourth.

RUMBLINGS

On this April Fool's Day we would like to place on record that British automobile designers and engineers are not fools. If the Industry will give them a free hand we are confident that they are fully capable—even though their ranks have been decimated by the drift of skilled personnel to the Aircraft Industry—of meeting the menace of foreign competition which formed the subject of a recent debate in the House of Commons, to which we refer in this month's Editorial.

BRITISH DESIGNERS ARE NOT (WE HOPE) APRIL FOOLS

In the experimental departments up and down the country British engineers are perfecting long-overdue i.r.s. systems. Let us not lose sight of the fact that there are also factories on the Continent—Alfa-Romeo, B.M.W., Simca, Opel, Peugeot, Volvo, etc.—where the rigid back axle has to be banished before their cars can be considered fully up to date

It is to be hoped that our technicians will be encouraged to experiment with front-wheel drive when engines are at the front, or with rear engines with rear-wheel drive, to eliminate the propeller-shaft, and that air-cooling, the two-stroke cycle, petrol injection and gas-suspension will not be overlooked. Austin-Healey, Triumph and M.G. have shown how inexpensive sports cars can be built from the main components of family saloons and it remains for them to emulate A.C. in the adoption of i.r.s. There is scope for a simplified sports car of competitive price *that will exceed* 100 *m.p.h.*, by reason of bodywork giving a suitably low head-resistance, not necessarily fully aerodynamic.

The Morris Minor was a brilliant little car when it was introduced just after the war and the splendid handling qualities with which torsion-bar i.f.s. and a small road wheel " at each corner " endowed it, together with smooth rack-and-pinion steering, were quickly recognised by enthusiasts. However, although its performance has recently been boosted by a h.c. engine, this fine little motor car never got the flat-four engine its designer had hoped to provide for it. It would be nice to see a miniature version, using a flat-four engine of about 500 c.c. That should compete with the armies of new mini-cars which march along the autostrada, autobahn and autoroads better than some of the British mini-cars which, with primary chains and motor-cycle engines, have rather too close an affinity with those cyclecars from the dim and distant past.

At the last Earls Court Show Britain proved to be well ahead with automatic clutches and fully-automatic transmission and no doubt progress in this direction will continue. We are also following Citroën's lead in using disc brakes, which are found on Triumph TR3, Lotus and Jensen 541, and this is another development which should bring British cars to the front, for three leading brake manufacturers have suitable disc brakes ready, as we showed last month.

In the matter of family transport we need a small car possessing sufficient novel but not un-tested items of technical specification to give it sales-appeal, which also calls for modern styling. There seems no reason why the quick and pleasant gear-change and finger-light steering of the VW cannot be emulated in this country, or why British body designers shouldn't be able to make dust-proof doors and lasting finishes. Given such ability, and a development engineer who is determined that the production model will be at least 1 cwt. *lighter*, not *heavier*, than the prototype, World sales should come flooding back to us, especially if we can design a small car as handsome as the Dauphine, or the Simca Plein Ciel or VW Karmann-Ghia in a rather more expensive category.

So far as after-sales service is concerned, the motto must be that the customer may be a nuisance but he is always right. The goodwill gained by free replacement of faulty parts during the first year's ownership (longer in the case of a quality car) surely offsets the comparatively microscopic cost of such parts and labour in a vast motor-car empire!

When it comes to sports cars we should try for more speed, so that British models can at least keep the Continentals in sight.

We have the know-how amongst men like Colin Chapman, Rodney Clark, W. Heynes and others, and it is about time the Industry gave such fine engineers a chance to set their sights on Continental opposition.

In the matter of publicity, too, we must aim high. When Regie Renault wanted to lay the bogy that excessive over-steer is inevitable with rear-engine location they flew a party of International journalists to Corsica and let them thrash the then-new Dauphine over hundreds of miles of wild mountainous roads. Quite a few cars developed dents in spite of their tenacious roadholding, but there cannot be a journalist from that party who any longer condemns rear-engine location out of hand as provoking bad handling in a car.

CLOTHES MAKE THE MAN.—A crash-helmet contrasted with a Mambo trilby. (Model—R. Salvadori.)



More recently Renault invited total strangers to take away a Frégate and drive it, not round-the-block or for an afternoon, but for a week. Then, although no one was asked to complete a questionnaire, comments under various headings, when made, were noted and the proportion of favourable to unfavourable findings as to comfort, handling, economy and brakes, etc., *published in the catalogue*. Both these " stunts " could only be instituted by a manufacturer who has great confidence in his products.

More than ever is successful participation in important rallies and races essential. In the recent Sestriere Rally, won by a 750-c.c. air-cooled Dyna-Panhard, British drivers discovered that their cars were mostly too slow to compete successfully in speed tests against Continental cars of equivalent and sometimes smaller capacity. But we must go on trying to use this medium to publicise our cars. It is excellent that works teams of Aston Martins and Lotus will run at Le Mans but other manufacturers are sadly backward in coming forward. And where are the British works entries for Sebring and the Mille Miglia? In the latter race, especially, we ought to do something about the Fiats and Renaults that dominate the small-car classes; success in the 750-c.c., 1,100-c.c. and 1,500-c.c. categories is all-important at the present time and if a Berkeley could win the 500-c.c. class . . .

* * *

GET OUT THOSE SHOOTING STICKS!

The English speed season opens with a vengeance on April 6th—may the weather be spring-like. On that day the B.R.D.C. will hold the National British Empire Trophy Sports-Car Race at Oulton Park, Cheshire, run as three separate races, for 1,200-c.c., 2,000-c.c., and unlimited capacity cars, respectively. 1956 as well as 1957 models are eligible, running on petrol, and the Trophy goes to the fastest car. The bigger the gate the greater will be the reward to competitors, which may be a further incentive for you to attend. Admission will cost 5s., grand-stand seats 20s., transfer to Paddock 10s., car park 8s. Details from 29, Eastgate Row North, Chester ('phone: 26828).

On the same day there is the V.S.C.C. Silverstone Race Meeting (see page 178) and the Bugatti O.C. has its Testing Week-end at Prescott Hill, near Cheltenham, where many improvements are being made for this season.

The B.A.R.C. is going ahead with its published programme of Southern events, but the Aintree International Race Meeting billed for April 13th and the experimental evening meeting on May 24th will *not* be held. Goodwood on Easter Monday promises intense excitement, because an excellent entry has been promised, including two each of B.R.M., Connaught and Vanwall in the 75-mile Richmond F. I Race, many new F. II cars and the usual sports cars, including the Ecurie Ecosse Jaguars. Racing commences at 1 p.m. and admission will cost 7s. 6d. each to the public enclosure, with 22s. 6d. transfer to grandstands or Paddock, car parking costing 5s. or 10s.

Good spectating—and may your petrol tanks never run dry!

INCORPORATED AUCTIONEERS C.C.

On March 6th the Incorporated Auctioneers C.C. held a film show at Brown's Hotel, Albemarle Street, London, W.1. An excellent range of films was shown, including " European Holiday," a colour film available from the Rootes Group. The Secretary: J. A. Loose, 1, Grange Court, Sudbury Hill, Harrow, Middlesex.

CONTINENTAL NOTES

THE past winter has seen a surprising interest in Grand Prix cars and Grand Prix racing; this renewed interest has been most encouraging for those keen followers of Grand Prix racing and the month of April will give us plenty of opportunities to see the results of all the British Grand Prix activities. Although the 1957 Grand Prix season started in the Argentine it did not count for a great deal as only Ferrari and Maserati were present, but this month we should see all the contenders meeting at some time or other. On April 7th the Grand Prix at Syracuse takes place and apart from the Italian teams we should have two Vanwalls and three Connaughts, while the odd Gordini may yet appear on the entry list. The only absentees look like being B.R.M. and Bugatti, but in spite of this there should be a good battle between the various makes, especially as each of the top teams has a pair of top drivers. Ferrari have Collins and Musso, Hawthorn probably being allowed to give the race a miss in view of the unhappy associations he has with the Syracuse circuit, Maserati have Fangio and Behra, and Vanwall have Moss and Brooks; in addition Connaught have Fairman, Leston and Bueb.

After the Syracuse race comes Easter weekend with a Formula I event at Goodwood, which should see entries from all three British teams, and possibly an odd Maserati or two, while the same day will see a full-length Grand Prix at Pau, that is, providing the event is not cancelled at the last moment. Then the week after there is the full Grand Prix round the twisty street-circuit of Posillipo on the outskirts of Naples, and already Connaught are talking of entering, while Maserati and Ferrari are almost certain runners.

This is an excellent start to the season and I, for one, would be only too pleased to see a Grand Prix every weekend, and I only hope that the entrants do not bog up the calendar by putting too much effort into sports cars or demanding too high prices for starting money for the Grand Prix cars. In the past it has often happened that a club has planned to run a Grand Prix and tenders are put out to get the top drivers with works cars, but too much starting money is asked and the club get frightened financially and cancel the Formula I event, putting in its place a sports-car race for which little or no starting money is offered, an entry being made up of second-class drivers. At the last minute the "prima donnas" find they have no race on that particular weekend, so they crash in on the sports-car race and appear for a much smaller sum of money than they had demanded for a Formula I appearance. Last season got to such a state that outside the World Championship events there were only two other major Formula I races, and two minor ones of short duration. If Formula I exponents are not careful they will kill the goose that lays the golden eggs and no one will organise Grand Prix races. There are many clubs who used to run Grand Prix events that now run sports-car races, or nothing at all, and always the reason is that Formula I entrants demand too much money. Such circuits as Bari, Aix-les-Bains, Turin, Pescara, Caen, Chimay, Mettet and Avus would all like to organise full Formula I Grand Prix events, but cannot foot the enormous starting-money bill that is being demanded.

With the state of racing/sports cars as it is today, they are so akin to Grand Prix cars that the majority cost as much to build and run as a Grand Prix car, there seems little justification in accepting lower starting money for a sports car than for a Grand Prix car. Equally, if a firm can make an appearance with their star driver in their racing/sports car for "£X," then I do not see why he cannot appear for the same sum in the Formula I car. This problem of rising prices for Grand Prix cars and drivers has more than reached the limit, and it seems that a firm stand is being made by some of the organisers, and if this means more Grand Prix races, then I shall be most pleased. I saw this vortex of prices against ability rise up in the motor-cycle world, until it burst with a resultant acute shortage of events, and Formula I is in a similar vortex. Let us hope it is being checked in time.

There are people who prefer to see sports-car racing, even though the sports cars are thinly disguised Grand Prix cars, but I think the majority of people appreciate that Grand Prix racing is the accepted highest form of motor racing. The Grand Prix car is a peculiar vehicle, at first a simple thing to drive and, after some sports cars, a sheer joy to handle, but to drive a Grand Prix car to the absolute limit round a circuit calls for such an extra reserve of skill that a mere handful of drivers can be considered to have approached the ultimate. Even a racing/sports car has a limit of handling that makes itself felt long before the critical point is reached, whereas normal sports cars reach this point quite early. A Grand Prix car reaches this limit with very little warning, so that it requires a great deal of anticipation on the part of the driver if he is going to keep pace with the changing conditions. Talking to new drivers after their first try in a good Grand Prix car is always interesting, for they invariably enthuse over the ease with which the car responds to their every wish, and how beautifully it answers all the controls, when compared with a sports car, yet they all add the very truthful remark that with its greater power/weight ratio, higher torque, higher cornering power and quicker response, it needs to be handled gently if it is not to fly off the handle without warning. The point being, that most sports cars give you warning of approaching limits, whereas most Grand Prix cars do not, or if they do, it is at a higher cornering power, which reduces the time for reflexes to work, so that this deficiency must be made up by anticipatory reflexes, and these are at their highest value in the Fangios and Moss's of this world.

Returning to the practical side of the British Grand Prix car for this season, the Vanwall has only had to undergo minor alterations and has done some pretty extensive testing, during which its reliability factor would seem to have improved; Connaught have not made any major alterations yet awhile, apart from perfecting a fuel injection system in conjunction with S.U., but seem to be pretty happy about all aspects of the design, while B.R.M. are still modifying their cars as a result of all the lessons they learnt during their testing at the end of last season. On the face of things I can see no reason at all why Moss should not win the Syracuse race with the Vanwall, but maybe that is expecting rather too much. However, it is difficult to see that the Vanwall lacks anything at all; the only snag will be if the opposition have made vast improvements over their last year's performance figures.

Being now on the threshold of April and the European season I look forward to some thrilling Grand Prix racing, in fact, some real motor racing for 300 miles at a time, with everyone on equal terms and all the cars on the scratch mark. Grand Prix racing with no holds barred, and a front line of Fangio (Maserati), Moss (Vanwall), Salvadori (B.R.M.), Hawthorn (Lancia/Ferrari) and Scott-Brown (Connaught) with all the rest pushing along behind, should set the scene for motor racing the like of which we have not seen before.
—D. S. J.

DEATH OF CASTELLOTTI

As we close for Press, we regret to learn of the fatal accident to Eugenio Castellotti while testing a car at Modena. His death is deeply regretted especially by the Italian racing fraternity, who have lost a talented driver and an extremely popular personality. While never winning a Grand Prix, Castellotti was 1956 F.I Italian Champion and his lone drive to victory in the 1956 Mille Miglia ranks as a truly outstanding achievement. His loss will have unhappy repercussions not only for the Ferrari team but for Italian motor-racing.

SURREY SPORTING MOTOR CLUB

Many entries arrived for this event and the Paddock was as crowded as it generally is on a large club race meeting in mid-season. The competitors were scheduled to run in pairs starting at 12.30 p.m., and after a late start the Austin Seven Specials set off on the stipulated three laps, the cars being separated from each other by half a lap.

Results :

750 Formula : R. D. Lee (L.R.M.)	**3 min. 58.6 sec.**
1,172 Formula : R. N. Prior (Lotus)	**3 min. 35.2 sec.**
Up to 1,100 c.c., open : I. Raby (Cooper) ...	**3 min. 17.2 sec.**
Up to 1,100 c.c., closed : J. M. Sparrowe (M.G.)	**3 min. 45.0 sec.**
Up to 1,500 c.c., open : I. Raby (Cooper) ...	**3 min. 13.4 sec.**
Up to 1,500 c.c., closed : P. Gammon (Ford) ...	**3 min. 53.0 sec.**
Up to 2,000 c.c., open : I. Raby (Cooper) ...	**3 min. 14.6 sec.**

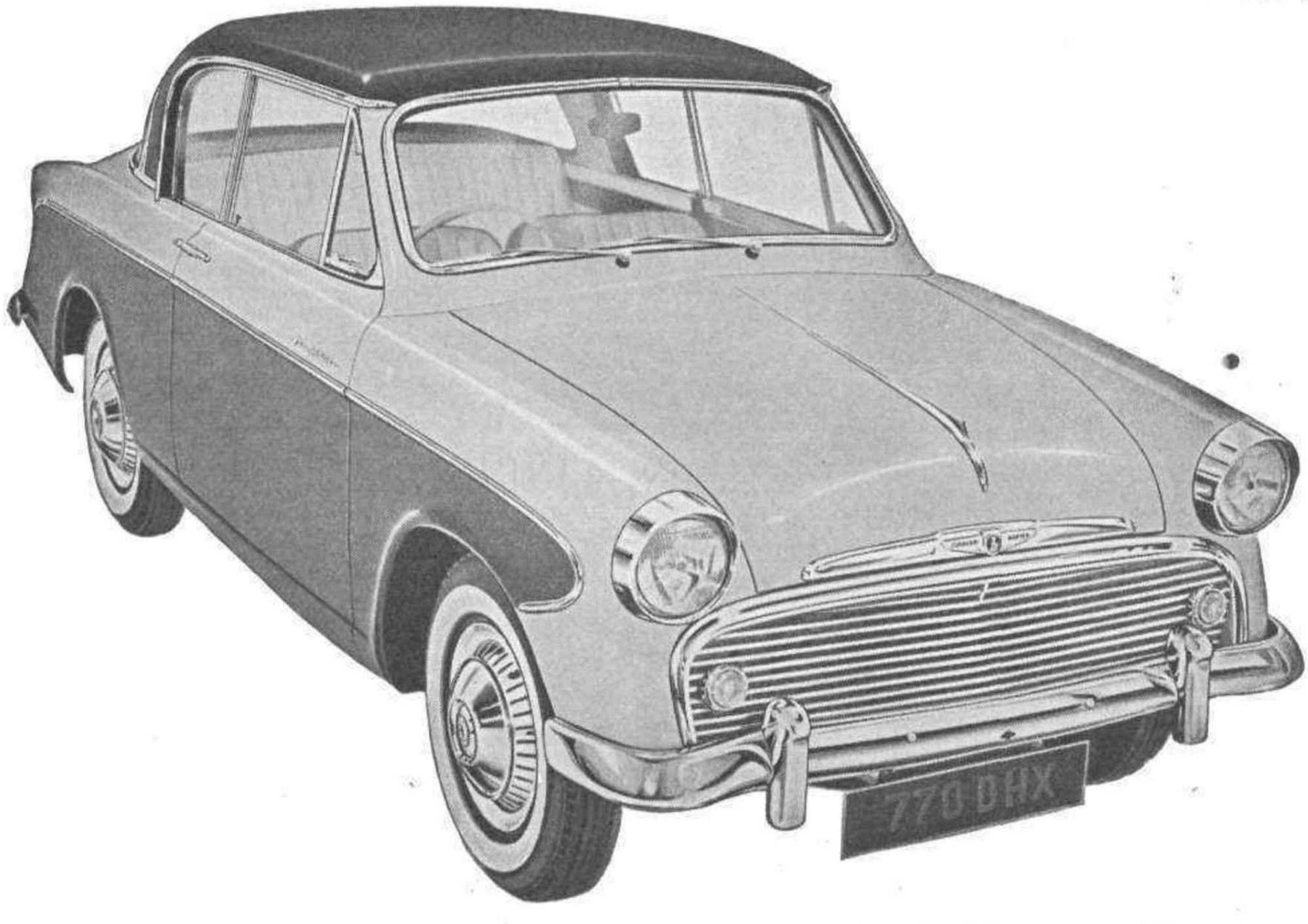
KENTISH BORDER C.C. JOHNSON TRIAL (March 10th)

Admirable spring weather heralded one of the final trials of the season, the Kentish Border C.C. Johnson Trial held near Maidstone.

K. Dadswell was the outright winner, with D. F. Bailey and P. Barden gaining the team award. Most of the trial was held in a dark pit between trees and later in the day cars were to be seen charging their way through the undergrowth in a most alarming manner. Some of the early hills proved to be really tough for most of the cars but as time went on very few failed to reach near to the summits, especially after the earlier cars had scraped away the mud and wet leaves which adorned parts of the courses in the earlier stages.

Results :

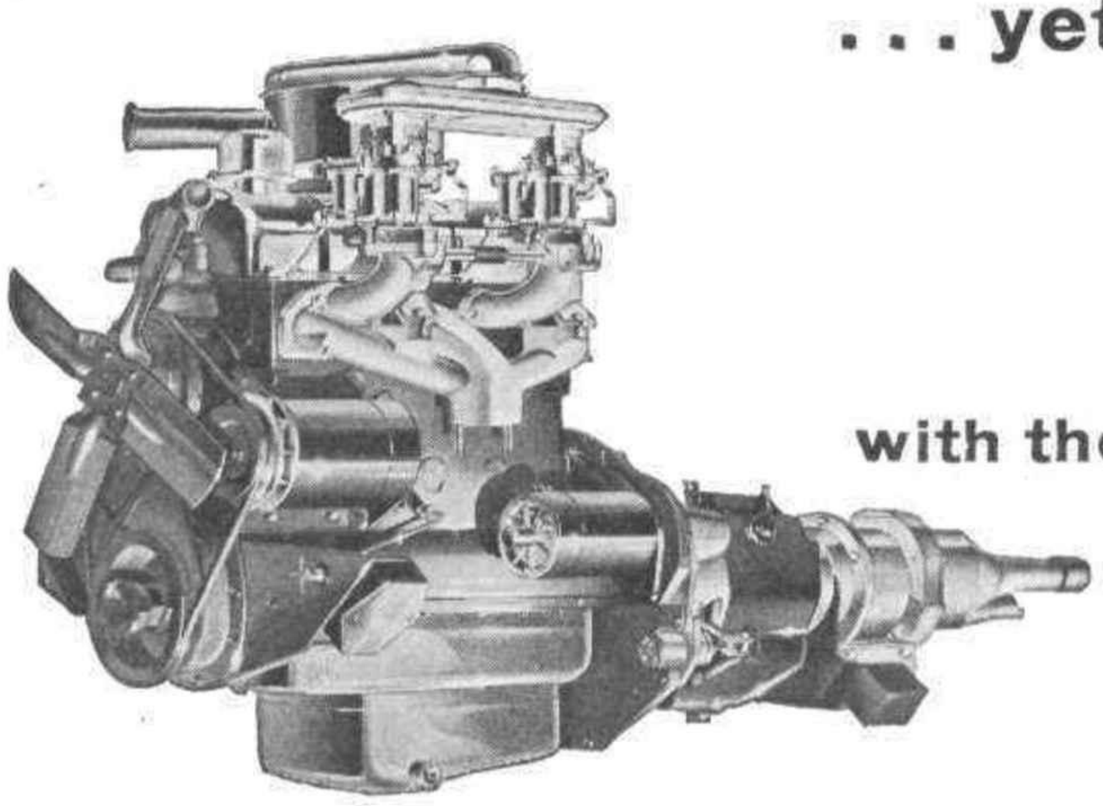
Premier Award ("J. B. Taylor" Cup) : K. Dadswell.
First-Class Award : D. Bailey.
Second-Class Award : G. J. Newman.
Best Opposite Class : H. V. Payne.
Team Award : D. F. Bailey and P. A. Barden.



MORE POWER, MORE ZIP

. . . yet with generous M.P.G

The Sunbeam Rapier has even more power and zip with the brilliant 1.4 litre 'R' Sixty-Seven engine, incorporating all the unique skill and rally-winning experience of Sunbeam's famous Competition Department.
This extra power in a car already outstanding — for performance, road-holding, all-round vision, safety, style and space — makes the Rapier a most exhilarating car to drive.



with the *'R' Sixty-Seven* engine

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

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

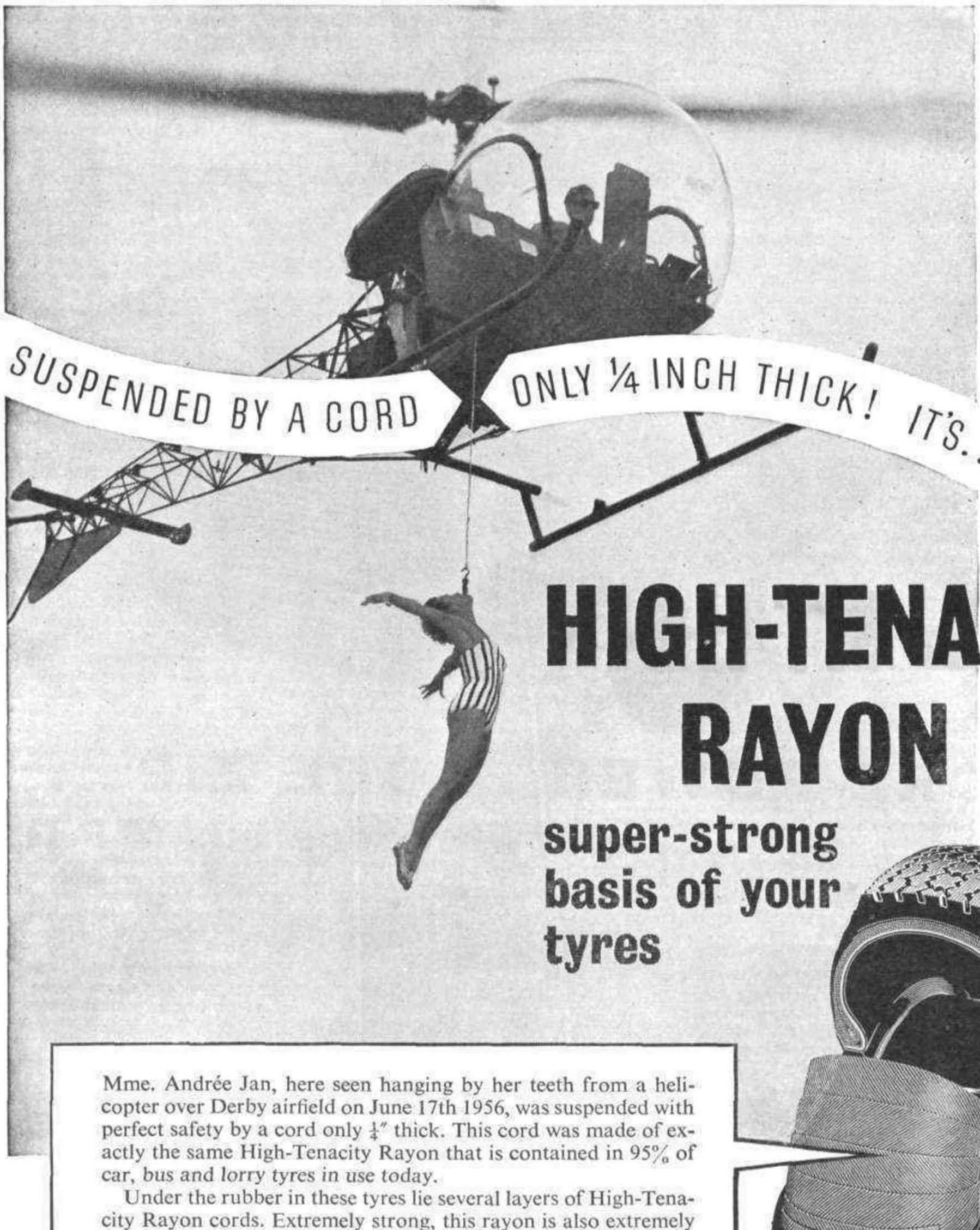
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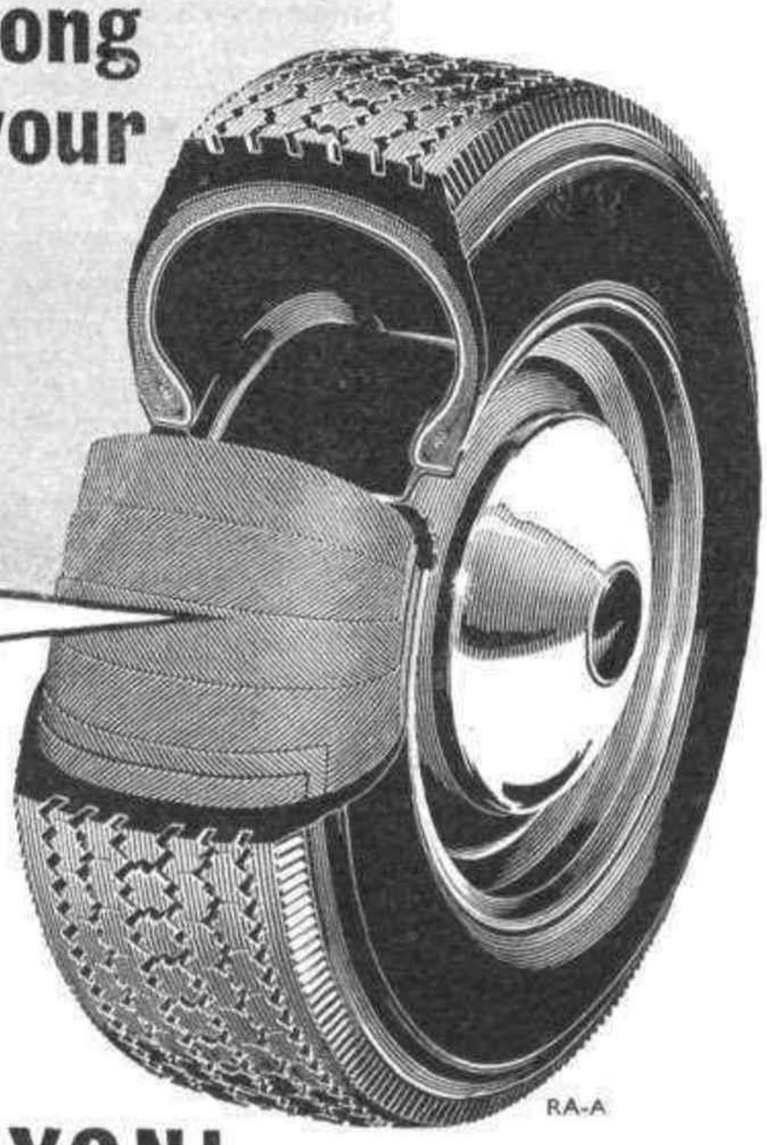
HIGH-TENACITY RAYON

super-strong basis of your tyres

Mme. Andrée Jan, here seen hanging by her teeth from a helicopter over Derby airfield on June 17th 1956, was suspended with perfect safety by a cord only ¼" thick. This cord was made of exactly the same High-Tenacity Rayon that is contained in 95% of car, bus and lorry tyres in use today.

Under the rubber in these tyres lie several layers of High-Tenacity Rayon cords. Extremely strong, this rayon is also extremely pliable, so preserving the shape of the tyre even under repeated flexing. A fast-running tyre can easily get as hot as boiling water. Under these conditions, some materials lose much of their strength —but not rayon.

Like the girl in the photograph, you can safely put your trust in High-Tenacity Rayon.



RA-A

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

"TENASCO" REG'D COURTAULDS HIGH-TENACITY RAYON

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

ALEXANDER ECONOMY AND PERFORMANCE CONVERSIONS

A FEW weeks ago the Alexander Engineering Company, of Haddenham, Bucks, held their traditional "Open Day" for motoring journalists. The purpose of this visit was to test a few examples of the ever-increasing range of new cars which benefit by "modifications" carried out by this firm.

In 1949 the Alexander Engineering Co., Ltd., was formed for the production of car spares and accessories; their specialist equipment then used for tuning the racing cars of manager Michael Christie was soon put to good use on development work for enthusiasts throughout the country. Eventually modifications were carried out on a range of popular production cars and this side of the business flourished rapidly, with the result that a new workshop and showroom have been built in the village of Haddenham, near Aylesbury, increasing the work capacity three-fold and bringing the total number of conversions to over 3,000.

Until October of last year the accent was on added performance and modifications or kits of parts were available for some of the more popular small cars, but economy conversions were a natural development, and their recent introduction has coincided well with the present petrol shortage. Both the "economy" and "added performance" kits are in production in quantity and are being exported, especially to Switzerland, to the firm's agents in Basle, and to agents in New Zealand and America.

Another new aid is the fitting, at Haddenham, of Laycock overdrives to all Rootes and B.M.C. vehicles which are not equipped with overdrives in production. Alexander Engineering recently reached an agreement whereby they may fit these units to M.G. Magnette, Hillman Minx and Singer Gazelle cars, the approximate prices for fitting being £87 10s. for the Magnette and £75 for the Minx and Gazelle.

Conversions are available for over 20 different models and may now be fitted by agents situated throughout Britain, but the overdrive units are at present only being fitted at Haddenham. Fitting can be undertaken within 48 hours of ordering and kits can be supplied for home fitting by enthusiasts. New cars can also be collected from the works for the fitting of the required parts before delivery to the customer.

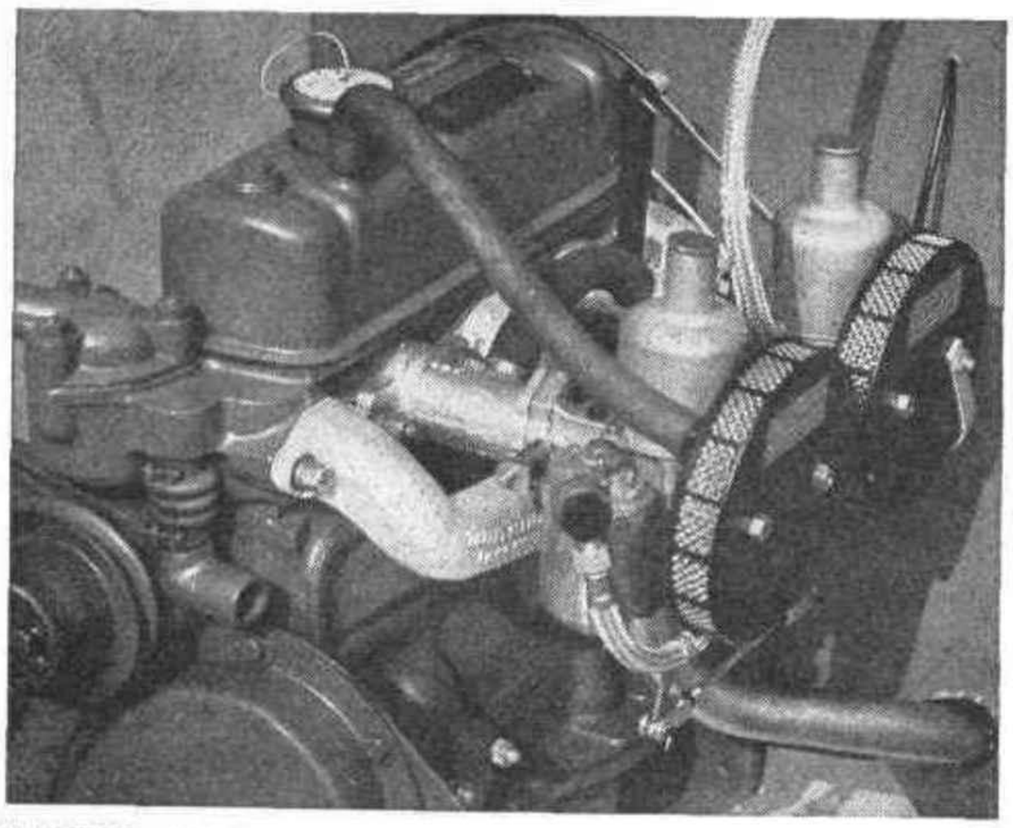
On arrival at Haddenham after a journey from London by motor coach with other journalists, we found two Hillman Minx, two Sunbeam Rapiers, an M.G. Magnette, two Morris Minors, a Zephyr II and a Standard Eight placed at our disposal for testing.

The first car which we took over was the Hillman Minx fitted with the tuned engine, floor-change gear-lever and Laycock overdrive. We drove this car twice round the circuit to get it warmed up and found that it would do 60 m.p.h. happily in normal top without effort and an easy 70 m.p.h. in overdrive. Acceleration was quite brisk in the lower gears but the engine was noisy at speeds above 50 m.p.h. unless in overdrive. The contrast was very considerable when changing over to the standard Minx, which was much smoother and quieter, and although sluggish in the lower gears was very silent at an indicated 65 m.p.h.

The standard Sunbeam Rapier was a pleasant car to handle, giving an easy 75 m.p.h. in overdrive top and a steady 65 m.p.h. in normal top on a tricky damp road with side winds, further complicated by horses and country folk in Land Rovers congregating for a hunt. The tuned Rapier lived up to its name as a fast car. Unfortunately the speedometer had given up working and we were unable to record speeds but it was very much quicker than its fellow standard model, and a quick petrol check on the M.G.A. petrol-flow meter with which all cars were fitted gave an estimate of 26 m.p.g., which was reasonable in view of some bursts of about 80 m.p.h.

Next to follow was the M.G. Magnette, which was tuned and fitted with overdrive. The pleasant central gear-change immediately became apparent on stepping into this car and we were away very briskly to an easy 70 m.p.h. in top, with 80 m.p.h. on the "clock" later. This car is a little overbodied and one is rather conscious that the engine is having to work hard all the time, but it handles well and the driving position is excellent.

Then came the Standard Eight, which proved to be a real eye-opener in the way of speed. Apparently this test car had been in the firm's possession for two years and had been repeatedly driven flat out, with the result that the steering and suspension were in a poor state, but for the engine performance there could be nothing but praise. It was silent and smooth and would accelerate very briskly to nearly 80 m.p.h. on the speedometer, at which speed it was somewhat unsteady in view of the soft suspension and gusty winds, but for a small car it really was fast. The conversion comprises a 4.55 : 1 rear axle ratio in place of the 4.875 : 1, and 8 : 1 compression-ratio, reshaped cylinder head, twin S.U. carburetters, special inlet manifold and exhaust pipes.



FASTER MORRIS.—The 803-c.c. Morris Minor engine with modified exhaust manifold, twin S.U. carburetters and 8.25 : 1 compression-ratio.

Finally came the two Morris Minors, the o.h.v. 803-c.c. and the 1,000. Both were fitted with "economy" conversions. A trial run first in the 803-c.c. model confirmed our opinions of the good roadholding and general handling characteristics of this car, 55 m.p.h. being the highest speed recorded on the five-mile road circuit. This model was fitted with normal central floor gear-change but with a compression-ratio of 8.25 : 1 and a 4.5 : 1 axle, giving over 60 m.p.g. at a steady 40 m.p.h. And so to the Minor 1,000. Fitted with an "economy" conversion, this model astounded us by having a very adequate performance combined with a most moderate thirst, a case of "having your cake and eating it." A petrol consumption of 55 m.p.g. under average conditions coupled with speeds in excess of an indicated 75 m.p.h. are not easily attained together in small family saloons. The conversion in this case consists of modified cylinder head with 8.6 : 1 compression-ratio, special valves and springs, modified carburetter, rear axle ratio changed from the original 4.5 : 1 to 4.2 : 1, and re-calibrated speedometer. Another pleasing feature of this model is the central floor gear-change, as is also now fitted to the Austin A35.

The series II Ford Zephyr unfortunately eluded us all day and we were unable to try it, but "improved performance" on this car results in a three-figure maximum speed which should be quite adequate to cover all the needs of those who buy these cars.

The steady demand for these conversions has caused the makers to look towards other makes of cars on the Continent for which added performance kits are not available or cannot be bought in this country. Cars which are being considered for modification are the Renault Dauphine, Simca Aronde and Fiat 600 and 1,100. These will be "performance" kits only, although it would be interesting to see what figures could be obtained in the way of economy on the Fiat 600 and perhaps the Renault 760!—I. G.

PERFORMANCE EQUIPMENT

The Performance Equipment Company, of 327-329, Tower Building, Water Road, Liverpool 3, have recently introduced an Exhaust Booster Unit for improved performance and economy. In contrast with many similar units put on the market during the present petrol shortage, this double-barrelled exhaust extension was developed and tested many months ago and was first put on the market soon after the Motor Show last year.

MOTOR SPORT received one of these units for test late last year and it was fitted to the Jowett Jupiter without difficulty. The results in economy have been difficult to assess in view of the very short cold-start runs on which the car is at present employed, but a slight increase in performance is noticed, together with a sharper exhaust note. The design of the unit is such that it would benefit a fast-moving high-performance car rather than a slow car, but it is sure to enhance the appearance of any car, being made of heavy-gauge metal with an aluminised finish and chrome tail-pipes. The retail price is 52s. 6d., from the above-named company.—I. G.

* *The original letters from which these extracts were taken are open to inspection.*

IVOR BUEB—

"Having now done a large mileage on the 'Road Speed' tyres, I can only say that your Research Department have excelled themselves and that in my opinion the tyre are second to none for road-holding, silent running and wearing properties; and in wet weather they can only be described as fantastic."



MIKE HAWTHORN—

"I have now covered a very considerable mileage on the 'Road Speed' tyres, mostly by way of long trips against time, and the way they have stood up to the necessarily harsh treatment under all conditions of road surface and weather has been most impressive. I am particularly satisfied by the magnificent road holding which enables me to take full advantage of the handling properties of my car. I must say your Research Department deserve full marks for this hard wearing confidence inspiring tyre: many thanks for recommending me to try them."



RAYMOND MAYS—

"Originally I drove the car round Goodwood as fast as it would go, and I was most impressed with the general road holding on the straight, but particularly with the cornering capabilities and the general grip under all conditions. Furthermore, the tyres are extremely quiet when cornering hard. On the Continent I was able to cruise the car continuously, where the roads were safe, at around 85 m.p.h. Under all conditions I was very impressed with the behaviour of the tyres, and these views apply to wet road conditions as well."



TOP MEN IN SPEED SAY THIS *NEW* TYRE IS A WINNER...

DUNLOP

"Road Speed"

for CONTROLLED speed—

on the wheels and at the wheel!

6H/148

T.R.3 versus Aeroplane



Lord Selsdon, M. O. Imray, Lord Essendon.

Extract from "The Motor", 26th September, 1956

"A £50 wager was recently laid by the Royal Aero Club and accepted by the British Automobile Racing Club, that an aeroplane would carry two people from Land's End to John o'Groats and thence to London using less petrol than a motor car carrying two people between the same points.

"The car chosen to represent the down-to-earth brigade was a Triumph T.R.3 hard top with Laycock overdrive . . . the aircraft an Auster J4 with Cirrus Minor engine. Both the aircraft and the car carried an observer from the opposite club, the second driver of the Triumph riding in a following tender car during his off-duty spells. Both car and aeroplane had similar power and maximum speed characteristics.

"The Triumph . . . covered a total 1,573·1 miles using 36·6 gallons of fuel in the process, which works out at almost precisely **43 m.p.g.** Total running time was 43 hrs. 10 mins.

"The aircraft took 61 gallons of fuel to cover 1,347 miles (22·1 m.p.g.) and thus lost the wager".

AND THE

TRIUMPH T.R.3

now!

Your Standard or Triumph car is backed by a 12 months guarantee and the world wide Stanpart spares service.

Triumph Motor Co. (1945) Ltd., Coventry, England *A subsidiary of The Standard Motor Co. Ltd.* London Showrooms: 15-17 Berkeley Sq., W.1.

CARS I HAVE OWNED

As a salute to the V.S.C.C. Expedition to the U.S.A. we present an American contribution to this series, from Robert B. Gegen of Miami.

RARE was the instance when the average American boy's first car was not a model-T Ford; especially if that boy is now in his "forties." Such was my own humble beginning toward ownership of just over one hundred motor cars in the last quarter-century.

In 1929 I purchased the first: a Topless 1921 touring car for $25.00 from a neighbour. This amazing vehicle afforded six months of trouble-free service, only to be rewarded by being exchanged for a 1926 Chevrolet roadster. During the following few years I purchased quite a few cars; trying many different makes in my youthful eagerness to know and experience ownership of as many cars as my meagre depression-day earnings would permit. Among these makes were Dodge, Essex, Oakland, Stutz, Revere, Packard and Pierce Arrow. In the case of the two latter makes there were several specimens of each; all fine quality cars of the late 'twenties and early 'thirties.

In 1937 a friend who was a confirmed Cadillac and La Salle enthusiast sold me his 1935 La Salle convertible coupé; a beautiful car but sadly lacking the qualities that had made the name respected since its advent in 1927. At that time La Salle was hardly more than a glorified Oldsmobile, as Cadillac (under whose banner La Salle was manufactured and sold) had discontinued the fine, original V8 engine after 1933 and had adopted a side-valve straight-eight engine in a generally cheapened version of the *marque*. All this was not without reason, however, as Packard had just announced its "120" Series at $995.00; a real bombshell in the automotive industry, and the cheapened La Salle was General Motor's answer to the new low-priced Packard. La Salle must not be left just hanging up there like this with an inferior motor car, so I hasten to add that by 1937 La Salle was again a fine V8-engined car enjoying the quality it shared with big-brother Cadillac. I enjoyed ownership of no less than five of these later V8 La Salles; some of them seeing me through the war years and one exceptionally fine sedan actually being in the stable until 1954.

Despite being a student and admirer of British and Continenta motor cars from boyhood, it was 1943 before I owned my first one, a 1936 S.S.I tourer. The car had been stored for several years when I came upon it, but had been properly sheltered and was in good condition. The twin R.A.G. carburetters proved a bit of bother when I got it running, as they were "frozen" at 40 m.p.h. (in top), and I did a lot of clutch-slipping and traffic-dicing in order to get it home. I replaced the R.A.G.s with a pair of small Strombergs which were completely controllable.

A year or so's experience with the S.S. and I was ready for greater(?) things: this time in the form of a huge Hibbard & Darrin Minerva convertible sedan. This monster turned out to be my first automotive mistake and I hold no fond memories for her whatsoever. Perhaps I just never found the proper Knight mechanic, but I finally gave up trying to make her run right and turned my attentions to the first of five Rolls-Royces, a Derby Phantom I owner-driver saloon. Instead of referring to R.-R.s as English or American, we over here usually say "Derby" or "Springfield."

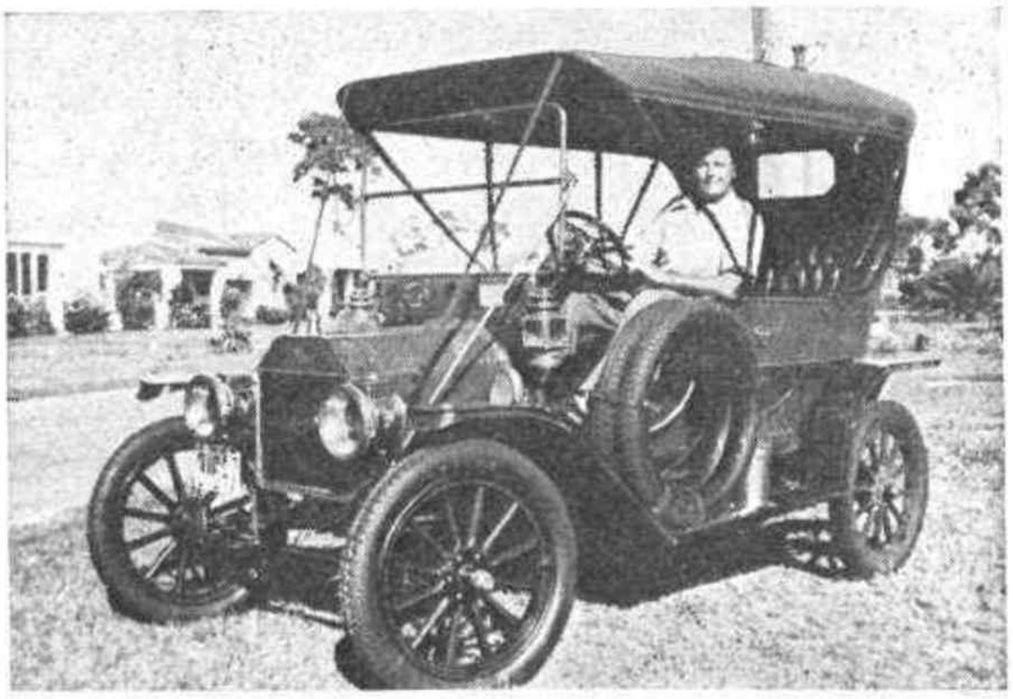
I became enamoured of Rolls-Royce and subsequently purchased two more Phantom Is, both Springfield editions this time, a "Regent" convertible coupé and a "Newmarket" convertible sedan. The names were Brewster's designations for those particular body styles. These three R.-R.s were reliable and satisfying motor cars. Before the story reaches the present time there were to be two more Rolls: a 20-h.p. with an American convertible coupé body, and a left-hand drive P.II sedanca de ville by Brewster.

During the latter war years I succumbed to the lure of antique cars and acquired a 1909 model-T Ford touring car, so here we are practically back where we started! This early "T" (No. 5574 out of 15,000,000!) was more of a quality car than the "Ts" of later years. The body was aluminum (correct American spelling) panels over an ash frame, with genuine leather upholstery tailored in the finest diamond-pleated design of the day. The car was loaded with brass parts and accessories and was a most impressive vehicle, for all its lowly birthright. I did a painstaking restoration on this one over a three-year period, completing it in 1946 just in time to set out on a 2,600-mile journey to Philadelphia, Pennsylvania, to attend the Annual Fall Meet of the Antique Automobile Club of America. My wife accompanied me, good sport that she is, and we had a safe and trouble-free journey over the entire round trip. Incidentally, we won the trophy for "longest distance travelled" without even a close second!

Moving up through the years, I naturally had to try the allied makes that made every red-blooded American's heart beat faster; Auburn and Cord. First came the Auburn, a 1936 supercharged boat-tailed Speedster that was a joy to behold, if less joyful to handle. A good feature of these cars was their "dual-ratio" two-speed axle which permitted high cruising speeds at nominal r.p.m. Each of these Speedsters carried a dash plate, like the early XK120s, stating that the car had been personally driven by Ab Jenkins, famous U.S. record setter, to "over 100 m.p.h." My plate read 100.2, which makes me think Mr. Jenkins had to try rather hard to attain the mark.

More exciting to drive, and even to look at, was the front-wheel-drive supercharged Cord convertible which I purchased while still having the Auburn. They made a striking pair. Although a heavy car, the Cord's performance was outstanding for its day. The centrifugally-blown side-valve V8 engine developed 175 h.p. and could pull her along at over 100 m.p.h. With the car doing 60 m.p.h. in top, the big engine was loafing along at 1,800 r.p.m. Notwithstanding the woes that accompanied Cord ownership, I have many fond recollections of the car and would "go" again for another as good.

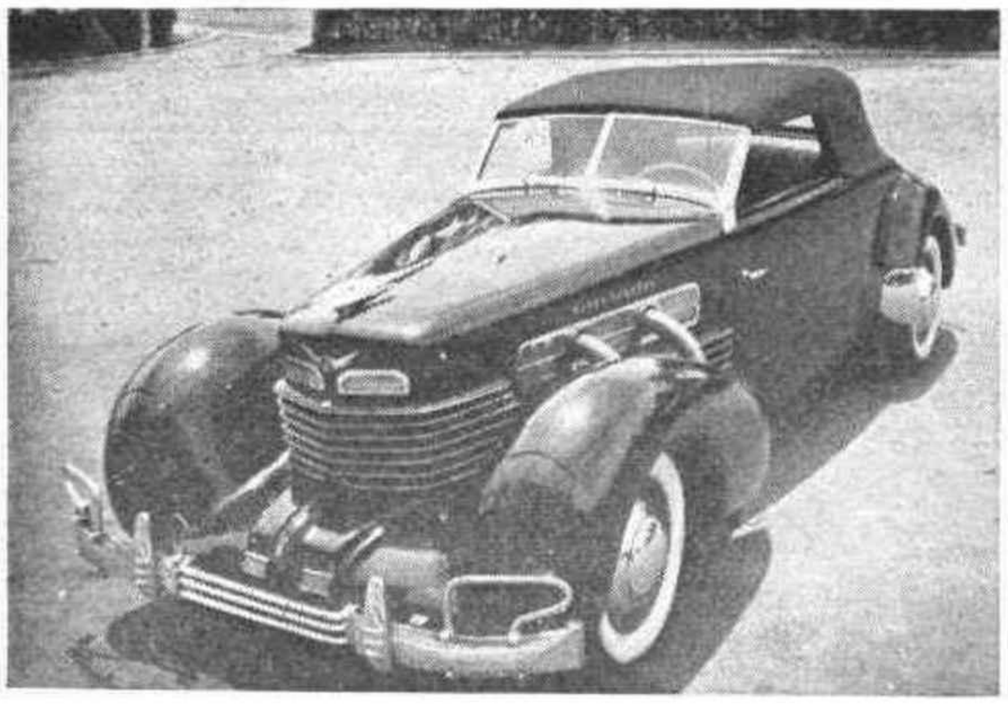
In 1948, just following the Auburn-Cord episode, I acquired a brace of Continental machines that satisfied the urge to own specimens of those fabulous makes. These were Bugatti and Talbot-Darracq. The latter did not have the word Darracq on it at all, but if I didn't add it to the Talbot mightn't it be pronounced "Tawlbutt," which is a different breed of car altogether. Pronounce it as you



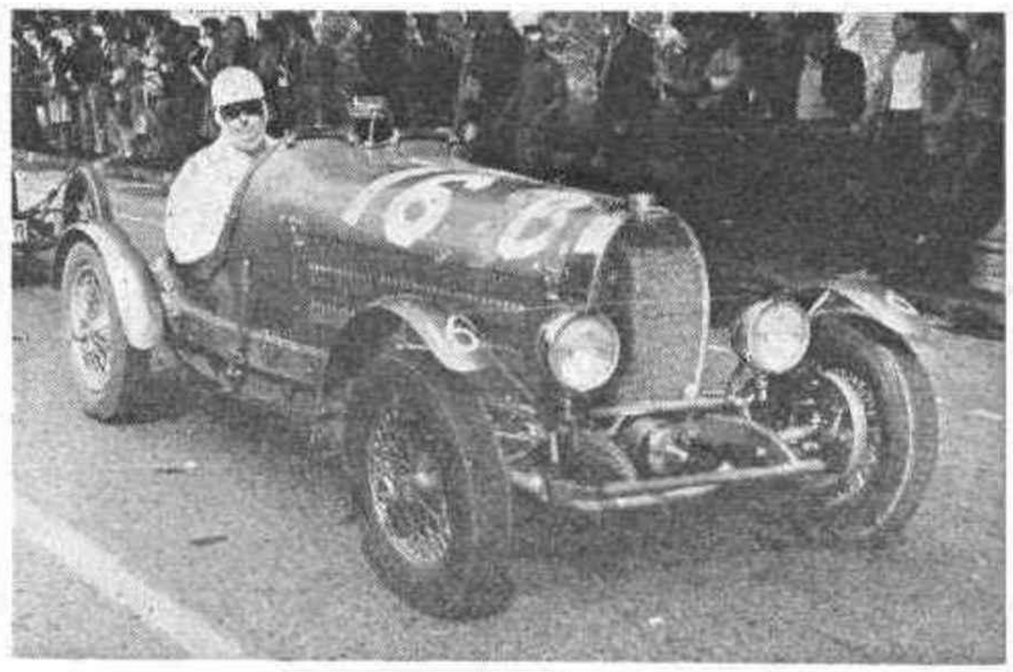
ON ITS HOME GROUND.—The author's extremely presentable 1909 Model-T Ford.



SUPERCHARGER, TWO-SPEED AXLE AND CERTIFICATE OF SPEED were part of the appeal of this 1936 Auburn Series 852 speedster. It was guaranteed by Ab. Jenkins to have attained 100.2 m.p.h.



GOOD WHEN IT WAS GOING WELL.—The 1937 F.W.D. centrifugally-supercharged Series 812 Cord phaeton-sedan.



SLIGHTLY SHAM.—The Bugatti, seemingly a Grand Prix model, as raced at Watkins Glen in 1948. It was, in fact, a converted Type 38 touring car.

will, I can assuredly state that this Figoni & Falaschi Talbot was the most exciting and beautiful car I have owned. Even the manner in which I acquired the car was exciting to me.

Seventy miles northward up the Florida coastline from Miami, where I live, lies the lush Palm Beach "Gold Coast." Immense mansions of long standing are hidden behind great walls and iron gates, much the same as your castles but on a smaller scale. I had always wondered what wonderful motor cars might lie in the vast garages of those estates. I gained admittance to one of these through a chauffeur, and saw there two cars on blocks : a 1936 "pre-Wraith" Windover limousine and the low, racy-looking Talbot. Not all that quickly, but I was able to purchase the Talbot shortly thereafter. I did not try to buy the Rolls. The Talbot was a delightful motor car in every way. It had the Wilson box, complete with the leg-breaking clutch action. An outstanding feature of the car was its steering; the nicest I had ever handled. My wife and I toured the Eastern United States in this car and it never lost a mark in anything I asked of it.

The Bugatti that joined the stable was anything but genuine, as far as being a pukka racing car is concerned. Many years before it had been a touring model Type 38, but a previous owner had made it into a Grand Prix Replica of sorts. This, then, was the machine which I entered in the Sports Car Club of America's first road race at Watkins Glen, New York, in 1948. It didn't look too bad in the company in which it ran, and it is to the old car's credit that it did finish, anyway.

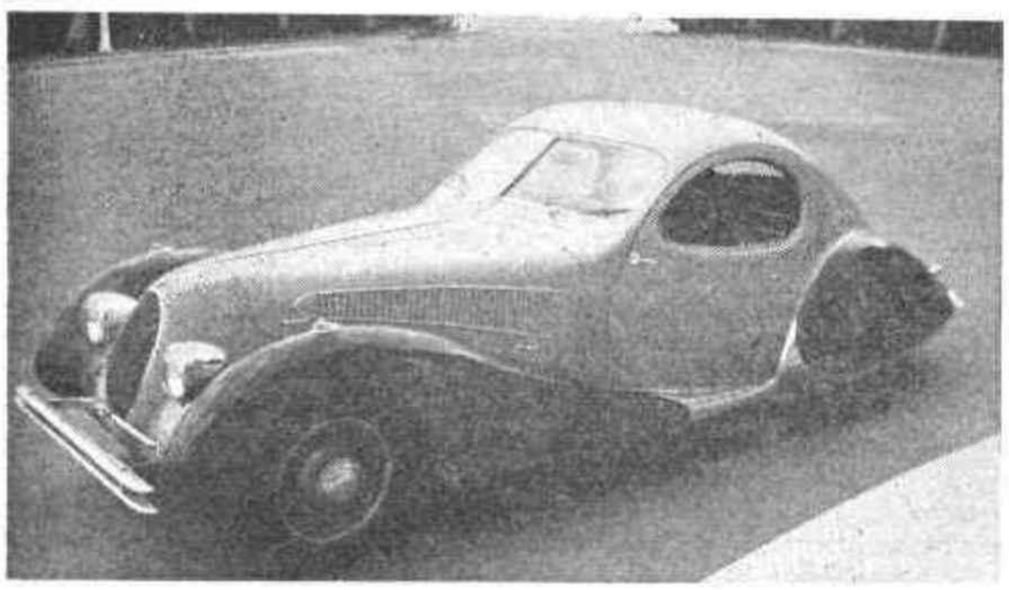
Next, in 1949, came an A.C. 16/80 two-seater. This attractive car was in good solid condition throughout with the exception of the engine, which had a gaping hole in the block where the rod had emerged. Retaining the original four-speed gearbox, a popular Yank 3½-litre six-cylinder o.h.v. unit was installed. Contrary to the usual result from the mating of such unrelated parts, the conversion was a successful one. I owned the A.C. for five years, which set some sort of record for me.

Among the A.C.'s stablemates during its tenure with me was a lovely P.II sedanca de ville, termed a "Newport," by Brewster. This was one of the AJS series of left-drive chassis that were shipped over here immediately after the demise of Rolls-Royce of America, and on which American coachwork was fitted. Of all Rolls-Royces the P.II remains my favourite. It was the last of the big sixes; the end of the era in which the radiator set back a respectable distance from the bumper.

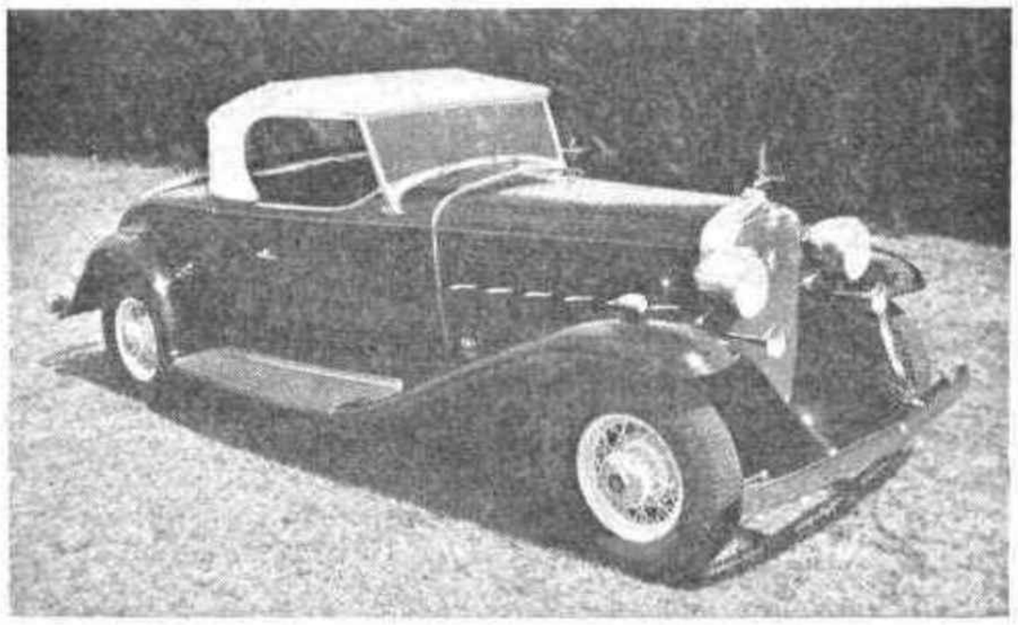
For the past four years I have turned my automotive attentions largely to a 1932 Cadillac roadster. During this era Cadillac built multi-cylindered engines of three sizes : 16, 12 and eight cylinders. Mine is of the latter type : a 355 cubic inch side-valve V-type. This car was purchased "sight unseen" from a distance of over 3,000 miles across the entire span of the United States. It had been a motion-picture "prop" car in our film capital, Hollywood, California, for many years and had only done service in occasional scenes in films dealing with its particular era. It was amazingly preserved, and other than a complete engine overhaul, re-upholstery, new top and paint, very little was necessary to return it to its original condition.

So there we have just the highlights of twenty-eight years of motor-car ownership. An accurate record has been kept of the one hundred and three cars owned over that period, and photographs are at hand for almost all of them.

In retrospect, it is only natural to lament some of the fine cars that passed across the scene and to wish that some of them were back. Perhaps the future years will present many more colourful motor cars to the list. It is certainly interesting to think about, anyway.



FROM EUROPE.—The author's 1938 Talbot-Darracq with stylish Figoni and Falaschi coupe carriagework.



OWNED AT PRESENT.—Robert Gegen's 1932 side-valve V8 Cadillac roadster, a very fine example of "classic" car eagerly sought after in America.

Science sets the Pattern FOR *Safety* when *Cornering*



Whenever a car changes direction, sudden lateral stresses are imposed on the tyre treads.
Pirelli Aerflex tyres incorporate a pentagonal tread pattern which maintains a firm grip even when these stresses are of an exceptionally high order.
Moreover this same tread pattern has been scientifically proved to give the greatest possible durability consistent with this high degree of tenacity.
It is the ideal tyre wherever safety and economy are equally important considerations.

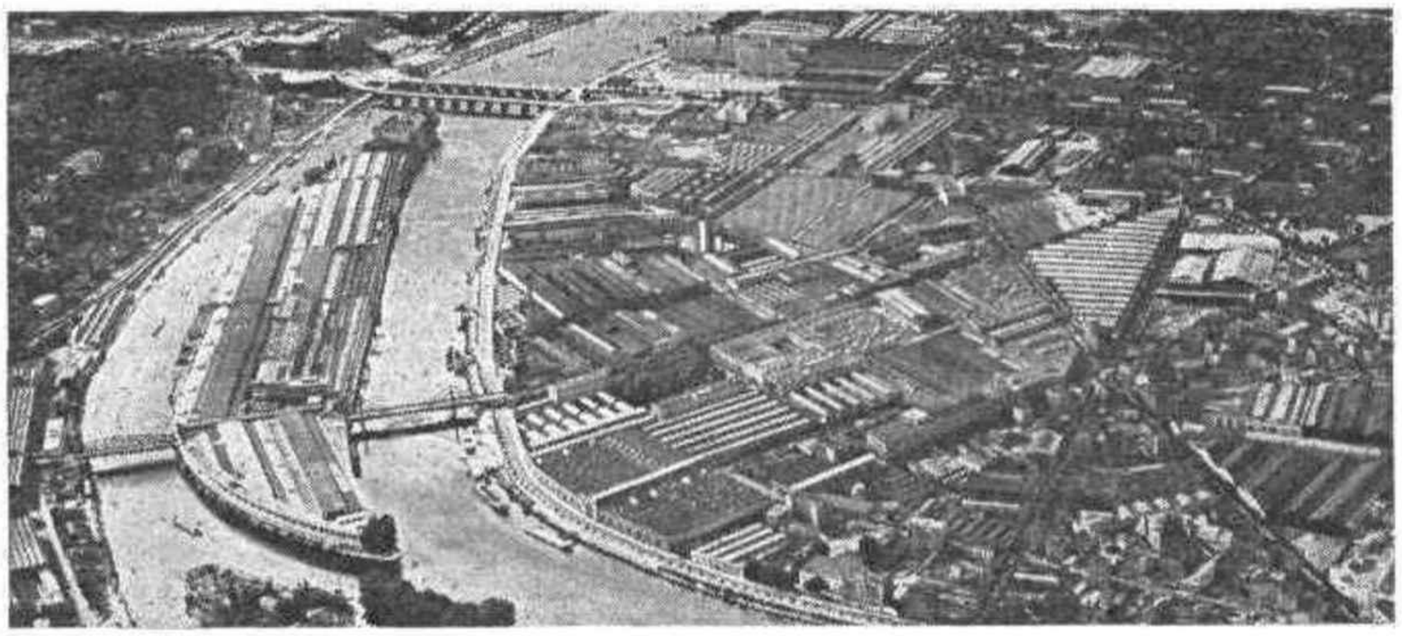
PIRELLI

WITH TUBE OR TUBELESS

The Aerflex Blue Riband has a similar pattern but its heavier construction makes it more suitable for bigger cars or more arduous operating conditions.

PARISIAN AFFAIR

"Motor Sport" Crosses the Channel to Enjoy Motoring Freedom and Visit the Renault, Simca and Lago-Talbot Factories



REGIE RENAULT's factory at Billancourt, where the first Renault car was constructed in 1898.

PETROL rationing is irksome, so on the last day of February we left England for France, where a generous allocation of petrol to tourists is going to keep the Air Bridge and the cross-Channel steamers exceedingly busy this summer.

The plot was to spend six days visiting some Parisian automobile factories, as well as putting in some long-distance motoring which we could not enjoy in England. Taking an Austin-Healey 100M, its Michelin SWS tyres the only concession to the French scene, and the current copy of *Punch* in order to maintain a sense of proportion, we flew over from Southend to Ostend by Air Charter, after a delay because the Rochford Customs Officer displayed officious interest in the case of cameras necessary on an expedition of this kind. Incidentally, customs-delays are normally negligible, and those who contemplate using Air Charter this year may care to know that several new Bristol 170 Super Freighters have recently been added to their fleet; while those who fear for the safety of themselves and their cars may be surprised to learn, as we were, that these aeroplanes can climb on one engine with an appreciable load on board.

At Ostend it was possible to fill the tank with coupon-free Esso Extra and, after crossing the frontier at Menin, to obtain from the Touring Club offices in Lille sufficient coupons for the journey to Paris. This run was completed in the dark and on the final stage a Citroën DS19 saloon passed us and, although the Austin-Healey was taken up to 3,800 r.p.m. in overdrive, equivalent to a cruising speed of 95 m.p.h., this merely kept the French saloon in sight on the straights and we were obliged to let it get away over the *pavé*, which racked the chassis of our British sports car in cruel fashion.

The next morning a visit to the Touring Club de France in the Avenue de la Grand Armée produced sufficient petrol coupons for our proposed journey almost to the German border and back with absolutely no fuss or delay, and as they allocate the quantity of 10-litre coupons by the number of days of your stay and the size of your engine as well as on your intended destination, visitors can look forward to virtually unrestricted motoring in France this summer.

A VISIT TO REGIE RENAULT

After this simple passport to freedom had been complied with, we drove through the cut-and-thrust of Paris traffic to Billancourt, where Regie Renault occupy a vast factory on the bank of the Seine as well as on an entire island in the middle of this famous river. Here Mon. Sicot, whose duty it is to entertain foreign journalists, laid on for us a visit to this factory and the new Renault plant at Flins, outside Paris. We were exceedingly fortunate to have as our guide on both these expeditions, Mon. Hoffbourg. Now 71 years of age, this gentleman, who joined Renault on the repair side in 1907, knew Szisz, winner of the first French G.P. on a Renault, as a personal friend, and who went at Mon. Renault's request to America in 1923 and again in 1948 to organise Renault service, has an encyclopaedic knowledge of all there is to see in the vast Renault factories. He conducted us along with unflagging vitality, leaving your merely middle-aged Editor panting in his wake.

On what had necessarily to be a condensed tour, we were shown first the production of 2.1-litre Entendard engines for the Frégate saloons and Domaine estate cars, as well as commercial-vehicle and industrial engines, at the Billancourt works. This factory employs 40,000 persons and is as large as the town of Chartres. Cylinder blocks are cast in the foundry at the rate of 160 an hour and into these are pressed the wet cylinder liners which have been adopted for all engines after being introduced for Renault diesel engines in 1930. Forged crankshafts are used for the diesel engines but a cast crankshaft is used for petrol power units, apart from engines raced at Le Mans, etc. After completion each block is washed and then plugged so that air can be blown through it to complete the cleaning process. The block then goes off on a roller-conveyor for the insertion of the liners and addition of components. Renault make their own centrifugally-cast liners and, incidentally, their own springs of all kinds, their ball-bearings, water pumps and thin-shell crankshaft bearings etc. They also roll their own sheet steel for the body pressings, but since 1947 they have ceased to manufacture their own dynamos and starters. The micrometer checks for accuracy of cylinder liner fit and seal are elaborate, but unskilled workers are employed for the majority of the assembly operations. Engine components are brought on overhead conveyors to the points where they are required by operatives, and when each engine is completed a metal shield is fitted over the distributor and other vulnerable components and paraffin is sprayed over the exterior for some two minutes.

Every Entendard engine is run-in at two-thirds full speed for 1 to 1½ hours on a generator plant and every fiftieth engine is given a much longer test by the inspection department. These engines produce 77 S.A.E. h.p.

Apart from the car engines Renault make some very imposing railway and industrial i.c. engines. Each 120-h.p. flat-six lorry engine, in petrol and diesel form, is run for nine hours on a water-brake, eighteen of these brakes being available in the test-shop. One or two 32-litre V12 diesel loco engines are built daily by teams of skilled engineers. These have knuckle-type big-ends and Renault cast the huge cylinder blocks in their own foundry. These imposing power units deliver 300 b.h.p. at 1,500 r.p.m. or 400 b.h.p. when boosted with an exhaust-driven supercharger. They drive *via* a disc clutch to a four-speed and separate forward-reverse gearbox, and each engine is fully tested for 20 hours on the bench, during which time temperature checks, exhaust-gas analysis, etc., are made. In the loco-engine shops we came upon an old V16 engine in for repairs and as this, too, has four valves per cylinder, in all it possesses the imposing number of 64 valves! A very nicely finished V12 engine in workshop grey, coupled to a vast generator, was destined for a French atomic-power plant. Incidentally, the extensive Renault shops are naturally-lit by glass roof panels and the presence of full-size railway sidings running into many of them simplifies the transporting away of these huge loco and industrial power plants. Oxygen gas for welding is made on the spot and conveyed to where it is required through pipe-lines, obviating carriage and stacking of gas cylinders, and it is hardly necessary to add that the factory has its own fire-station.

Reverting to the car engines, the treatment from casting to completion of the cylinder blocks is a feature of the Billancourt factory. First, held at five special attachment points, the blocks are drilled by Renault two-stage drilling machines driven by Japy electric motors. These Renault drilling machines, proudly displaying the familiar diamond badge, are numerous throughout the works but are made for this purpose only, not being available to outside concerns. The block then goes on a roller-conveyor to a remarkable transfer machine on which all the remaining drilling operations are carried out. An unskilled worker places the block on a jig at one end and the finished job is removed at the other end by a single operative. A big control panel warns by lights if a drill breaks in a hole or any snag develops, and also when each different stage is completed. The block is turned over automatically for the different operations and a single machine deals with the boring of the cylinders themselves, with one spare machine as a standby. The bores are checked for tolerance before the liners are inserted, and pressure-

tested for leaks. Neat inspection desks are used for checking at each stage. Each connecting-rod is balanced and cylinder heads are machined on twin assembly lines and then pressure-tested. Steel valve inserts are inserted at a temperature differential of 310 deg. C. by heating the head for some 20 minutes in a Ripoche oven. Every crankshaft has to pass a Magnaflux crack-detection check and each one is balanced by drilling holes in the webs; clutch and flywheel are also balanced. One thousand cylinder heads are cast daily in a foundry where modern casting methods are ousting the older system. Each head is pressure-tested both before and after machining. The foundry possesses four Bessimer converters and seven electric furnaces and prepares over 60 tons of steel daily. The iron works has 100 presses and drop hammers, producing 100,000 parts a day, the drop-forging presses ranging from 150 to 1,200 tons. The smaller parts are machined on batteries of Renault drilling machines embracing 50,000 electric motors, and gear-cutting is undertaken by Gleason cutters.

Apart from the vast Billancourt plant, of which we had time to see only a small part and nothing at all of the vast foundries and test track on the island section, Renault has works at Le Mans (where they cope with large forgings, plastics and paint production, and farm-tractor assembly), Orléans, Choisy-le-Roi and St. Denis, and steel mills at Hagondange, St. Michel-de-Maurienne and, newest of all, the Dauphine assembly factory at Flins, as well as sub-factories in Brussels and at Acton in this country. Yet, amongst this National motor-empire, employing a total of approximately 53,000 workers, there still stands the shed where the first Renault automobile was built in 1898. On our way to meet Mon. Sicot for lunch we saw a 1914/18-war Renault tank lurking on a lawn in front of the office block, in the great entrance hall of which hang huge aerial views of the Billancourt plant and where glass-topped cases of complicated parts accurately machined by Renault apprentices, such as sets of steel chessmen and a perfect sphere, etc., pay silent tribute to modern craftsmanship; as a reminder of craftsmanship of an earlier age, some veteran Renaults are stored at the Paris showrooms.

After lunch we accompanied Mon. Hoffbourg in a Renault 4 c.v. to the new plant at Flins. Strategically situated in open country with ample room for expansion, and surrounded by 580 modern flats and houses for the employees, this factory is conveniently served by river, rail and the Paris autoroad. (The last-named is taken through a hill on the outskirts of Paris by means of a wide, well-lit, one-kilometre-long tunnel, typical example of the French attitude to road-building.)

Commenced in September 1950, Flins was built above the level of the notorious Seine floods of 1910, and by January 1952 the first Renault, a Frégate, was assembled there. Today this plant is devoted to the assembly of Dauphines, the engines of which arrive by road from Billancourt.

The emphasis at Flins is on modernity. The strikingly light and spacious shops are capable of considerable adaptation, the concrete roof beams being movable so that varying numbers of assembly lines can be operated as required.

We saw the chassis/body shells spot-welded, the jig for this complicated operation rising out of the floor, travelling along as the spot-welding was undertaken, then sinking through the floor to travel back to the commencement of the operation. As the body takes form it travels on an overhead conveyor which brings it to floor level for roof and sides to be welded in place, after which it rises again and travels on to the point where the doors, etc., are fitted. Unskilled labour from the surrounding countryside copes with this electric spot-welding but the floor-cum-chassis assembly is transfer-welded on a remarkable La Soudure Electrique plant which welds 30, 68, 68, 84, 116 and 108 points, respectively, in single operations. In the press shop 30 Spiertz and Clearing presses ranging from 80 to 750 tons are fed with Renault steel sheet by two overhead cranes, and a 40-ton crane can move the smaller presses themselves if a re-arrangement of space is required.

The body parts move on chain conveyors, dispatched from bay to bay by compressed air, and at present a two-line final-assembly conveyor is working at Flins, turning out 700 Dauphines a day, which will gradually be stepped up to a target of 1,200 a day. (Other models are produced in the other Renault factories at the rate of 300 4 c.v.s, 70 Frégates and Domaines and 75 Dauphinoise (light vans) a day, apart from a daily output of over 200 of the smaller commercial vehicles.

When it is required to double back from one conveyor-line to a parallel line an electric trolley running on transverse tracks picks up the body and replants it for the continuation of its journey, which brings it eventually to the huge Carrier washing plant and 150 deg. C. drying tunnel. Primer is sprayed on and the body inspected under neon-lamps, and the undersurface of body, wings and even the seats are rust-proofed. Small parts are paint-dipped but the body shells go on three lines through the paint-shop, where the spray-tunnels are lightly-pressurised to obviate the ingress of dust. After painting, a sawdust-wash, and water spray, then drying in Carrier ovens, prepares the body for sound-proofing. The sealing compound is automatically sprayed on to the under-surface of the chassis, the conveyor operating contacts that bring the sprays into operation, but an operator reinforces this automation with hand-spraying under the wheel arches, etc.

All this assembly and painting takes place in one of a series of parallel buildings which are characteristic of the Flins factory; some idea of the area of these buildings is conveyed by remarking that from its beginning as a floor pressing welded to side plates to becoming a painted body shell, the structure travels some 2,750 yards. The hall where painting, upholstering and final assembly takes place is approximately 550 yards long by 88 yards wide, and the sheet-steel hall is nearly 470 yards in length.

The Dauphine can be obtained in a range of colours and one day's output is in one colour, the next day's in another. The painted shells are moved on hanging conveyors to the building in which chassis components meet them and are fitted. The arrival of components is controlled from a control-panel so that correct timing is maintained and the body shells come down to floor level, where fitters on wheeled trolleys move themselves along beside the conveyor, doing what is required. Neon-lighting is provided but daylight was sufficient on the day of our visit, for the sun was shining outside these clean, spacious shops.

Wheels and tyres roll down shoots to their correct stations beside the cars, which now travel on plate instead of roller-conveyors. It was here that we came upon an automatic tyre-fitter, which puts tyres, previously treated with glycerine, on to the wheels without human aid. After which the tyres were inflated automatically . . .

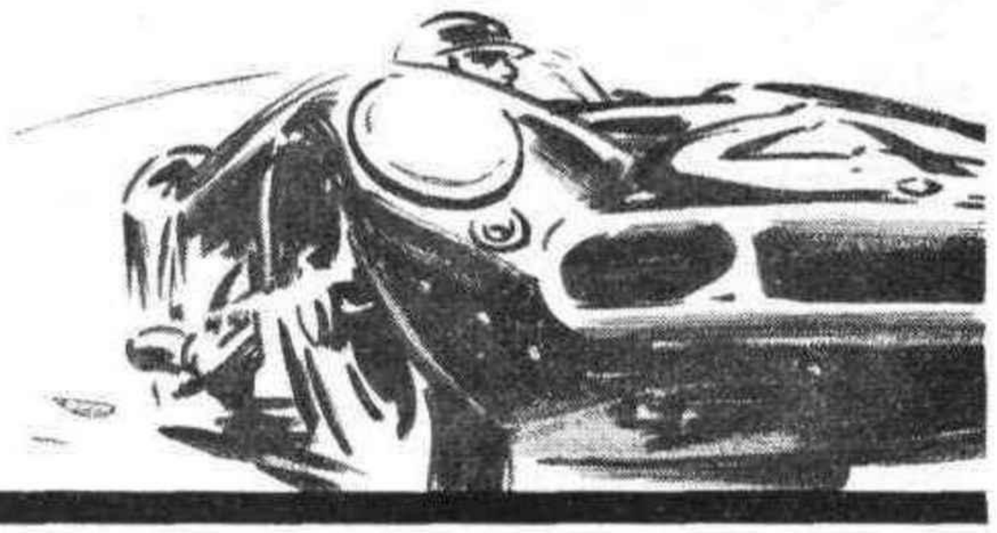
At the end of the line Dauphines for the U.S. market, with plastic upholstery, have special bumpers fitted, and we saw one with a special four-branch exhaust manifold. Renault intend to step-up sales to the U.S.A. and last year 80 Dauphines a day were exported there, total Dauphine production in 1956 being 78,007; 112,050 4 c.v.s were made but today the bulk of the output is of Dauphines, as forementioned. This year's U.S. target is 16,000-20,000 Dauphines. The usual procedure is adopted of checking headlamp beams, starting the engine, and giving the car a short run inside the factory before it is passed as fit to go out into the world and be sold for dollars, pounds or francs, etc.

To revert to the painting shop, two-colour cars are dried in an oven possessing some 2,000 infra-red lamps. Singer sewing machines help to prepare the upholstery and an overhead low-voltage electric supply enables operatives to complete and check the electrical system as the cars move towards the end of the assembly lines. Clare hoists are used for conveying small components about the factory. The normal practice of buying batteries and tyres from rival suppliers is in operation, as our guide said—" to keep quality up and prices down."

The Flins factory produces its own oxygen, has its own (coal) steam heating plant, and a converter for reducing the National 6,000-volt electricity supply to 380 and 220 volts. Fluids are conveyed underground from storage plants to supply points, a 6-ton and an 80-ton crane provide for loading and unloading river transports, and cars are removed by river, road and in two-storey railway trucks. A detached building for electrolytic chromium, nickel and cadmium plating, a pumping station for industrial water, two main sewers and a purifying station, and a store yard beside the railway siding are further amenities at this newest branch of the great Regie Renault organisation.

The workers are engaged under excellent conditions. In spite of the enormous output—as long ago as 1955 Flins produced 160 Frégates, 100 4 c.v.s and 60 7-cwt. vans a day and, now devoted entirely to Dauphine assembly, will soon turn out the millionth of these splendid little cars—they work a 48-hour by five days' shift. Each worker has his own locker, which is heated to dry wet clothes, and there are showers as well as wash-basins. Workers from the dirtier shops, such as the paint shop, are allowed 15 minutes' paid time for washing. Around the office block are the big canteens, in three tiers. The bottom one is for the use of those who bring their lunch with them. The next is the workers' canteen. Above is the staff canteen, where the only difference is small tables instead of larger communal ones—the food served, and its price, are the same. The usual first-aid and hospital facilities naturally exist, workers and staff have excellent opportunities to buy flats or houses on the instalment system and French workers now get three weeks' fully-paid annual holidays—and own, or are encouraged to own, their own cars. Incidentally, Regie Renault issue some gay catalogues of the various models, of which the Grand Pavois is the two-colour version of Frégate saloon. They make liberal use of charming girls

Ferodo



First



on disc brakes

Most manufacturers of British cars using caliper disc brakes choose Ferodo Friction Pads as initial equipment

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Mon. Picard.

to publicise their cars, instead of the precocious-looking schoolboys found in certain English catalogues.

This brief impression shows something of the efficiency and the modern methods used by Regie Renault but it is no use setting out to mass-produce a car unless that car will sell in enormous numbers. This the Renault Dauphine is doing. It is the brilliant achievement of a skilled stylist and Regie Renault's Chief Engineer Mon. Picard, who, between them, have provided a car which is more roomy and has a better performance than the 4 c.v., yet which has engine and external dimensions well suited to prevailing economic/traffic conditions and which is outstandingly well-proportioned for an inexpensive mass-produced model. In France the Dauphine sells for the equivalent of £554, compared to £399 for the cheaper version of 4 c.v.; here, the price, with p.t., is £769 7s. It can be supplied with an automatic clutch, if required.

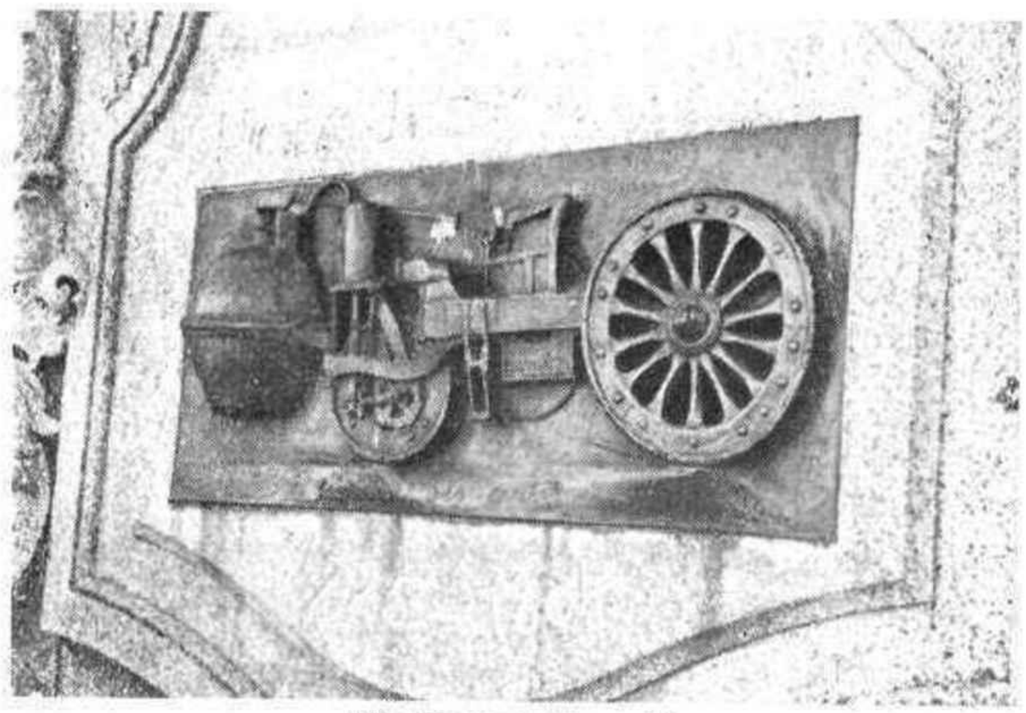
DRIVE IN A DAUPHINE

As if to display their confidence in it, Renault told us we could park our Austin-Healey and take a more economical Dauphine away at 7.30 a.m. the next morning. This we were glad to do.

The Dauphine was the subject of a full road-test report in MOTOR SPORT dated May, 1956, so there is no need to recapitulate its merits and characteristics here. Suffice it to say that it behaved impeccably, was timed to just exceed 70 m.p.h. on the level (and, remember, two of the latest British 1½-litre saloons only do about 75 m.p.h., whereas the Dauphine has but 845 c.c.), rode well over the poor road surfaces invariably found in minor French towns, and possessed a taxi-like steering lock very employable in Paris traffic. Almost continuous full-throttle driving for hours on end produced no ill-effects of any kind, in spite of the modest size of the engine.

In this Dauphine we set off down N19, covering the first clear 100 kilometres in 70 minutes and maintaining an average of 90 k.p.h. for hour after hour. That evening found us in Strasbourg, where, outside the Hotel Maison Rouge we encountered a cream Mercedes-Benz 300SL on French number-plates. Behind the seats sat two white crash helmets, yet the car looked too clean to have come from a rally or even to have been used for long on the road. We debated whether the owner felt the car to be in a category requiring crash-hats as part of the equipment or whether, in fact, he was about to take part in a competition. The mystery was never solved, because by the time we woke on the Saturday morning the car had gone.

During the drive from Paris to Strasbourg the Editor had been expounding to the photographer on how France is steeped in motor-racing history and he now proposed to demonstrate this. Inquiry revealed that the hotel hall-porter remembered the Grand Prix at Strasbourg in 1922, when Fiat won and Sunbeam competed. He told us where the circuit was situated but we could only drive along one leg of it, because an aerodrome seems to have obliterated the rest. That led us to Molsheim, where we paused to call at the Bugatti factory. As it was Saturday we could not see the Grand Prix cars but were told that in about a couple of months' time it should be possible to test the new, and so far legendary, sports Bugatti. Cheered by this news, and by the sight of a Type 57 motoring into the town, we headed the Dauphine towards Rouen,



The Cugnot Memorial.

arriving in the early afternoon at Reims, where the grandstands and pits, with the barriers and banners of the fine permanent circuit in readiness, are ever a stirring sight to enthusiasts from race-shy England. The 12-hour sports-car race followed by the G.P. de Reims are due here on July 13/14th.

Earlier in the day, in remote Toul, the Editor had caught sight of a familiar vehicle on an old monument and, sure enough, it was Cugnot's medieval steam carriage; the memorial is dedicated to Nicolas Joseph Cugnot, who apparently lived there from 1725 to 1804.

Between Reims and Rouen we had to drive through Beauvais, where the airship R101 crashed so tragically in 1930, with the loss of 48 lives. All the while the Editor kept one eye open for old cars but, apart from the usual vintage Citroëns, Peugeots, Renaults, Donnets, Mathis and Chenard-Walckers in varying stages of decrepitude, and a vintage Grand Sport Salmson with modernised grille in Lille, we saw nothing of interest, apart from a nice wire-wheeled Chenard-Walcker truck of *circa* 1925 in Paris, until, outside a garage which is the humble headquarters of the A.C. de Beauvais there stood a 1908 Brasier with open brake body. Lack of time kept us to the main roads and had we been able to wander into remote places more cars like this Brasier might have been discovered.



The day's drive had reminded us of the Dauphine's excellent roadholding qualities, which are beyond criticism even by the anti-rear-engine school, while the large numbers we saw in use endorsed the sales-success of this brilliant little saloon. Mon. Picard must feel proud of having designed a car which has put the great French *marque* of Renault once more firmly on the map.

On Sunday morning we set out for Le Mans but first of all we lapped the Rouen circuit, where this year's French G.P. will be held on July 7th. Here, as at Reims and Le Mans, the grandstands and pits flanking the public road are a stirring sight. On the pits wall is another memorial to a pioneer automobilist, this time to Edouard Delamare Debouteville and his chief mechanic, Leon Malandain, who built a car the outline of which is part of the engraving, in May,

PITS AND STANDS BESIDE PUBLIC ROADS.—Left—Reims. Centre—Rouen. Right—Le Mans.









THE HAIRPIN on the Rouen circuit will be a good vantage point for British visitors to the French Grand Prix on July 7th.

1883. This memorial was erected by public subscription three years ago. The Rouen circuit is in good order, apart from some rough patches, and should be faster than ever, this year. Contrasting with Reims it has an interesting downhill approach to the hairpin and a considerable climb away from it.

The sun had now risen and the warmth was that of an English summer's day. Across the flat, straight road towards Sees, with no other vehicle about, an aged Renault with a tiny box-like saloon body came slowly into sight and, long after the Dauphine had passed, hung, a minute, haze-enshrouded speck, on the horizon, a motoring scene unchanged in any material aspect since the days immediately following the Armistice of 1918. In the early afternoon we came to Le Mans and drove round the famous circuit, the remarkably smooth surface of which has blended well with Jaguar speed and stamina, to chalk up many British victories. This year's 24-Hour Race will take place there on June 22nd/23rd. On the Mulsanne straight we stopped to photograph another reminder that France is the cradle of motor-racing history—a memorial stone to M. Fournier and his mechanic G. Louvel, whose Corre-la-Licorne came to grief here in 1911.

The ever-willing Renault Dauphine then took us at full throttle to Tours, where we drove round the circuit over which Segrave's Sunbeam was the first and only British car ever to win a French Grand Prix. That success was gained 34 years ago, yet the scene today is much as it was then, and La Membrolle hairpin, outside Tours, where the Sunbeam signalling station was situated, remains unchanged. Encouraged, we drove into the town to glance at the hotel where Segrave celebrated that classic victory of 1923 and then returned, to spend the night at Chartres, along the road down which the Paris-Madrid competitors drove their "race of death" in 1903.



The writer is always astonished at the manner in which monuments to racing drivers in France survive the passage of the years. The natives do not scribble on them or deface them, the authorities do not remove them, the weather fails to deface them. I had further proof of this when we made a detour, on our return to Paris, to look at the stone which indicates the place where Paul Zuccarelli, winner of the G.P. de France on a Lion-Peugeot in 1912, met his end beside the ruler-straight stretch of *Route Nationale* between Evreux and Normancourt when he hit a farm cart while testing a G.P. Peugeot on June 19th, 1913. On the other side of an easily-scaled ditch stands this simple but effective monument—and the low railings that surround it are almost as intact as when they were put there nearly 44 years ago! All who motor fast can visualise such an end and as we stood in the warm sunshine under a pale blue sky, with the flat fields of France fading into the distance, it was strangely moving to read the inscription dedicated to a great French racing driver by his fellow countrymen all those long years ago.

At Billancourt we returned the Dauphine, which had covered 1,280 miles in our hands and, in spite of being hustled all the way, had given over 38 m.p.g. of petrol and had consumed only three-quarters of a pint of oil. Telling Mon. Sicot this he pulled a face, for Dauphines normally require no oil between sump-drainings and use fuel more sparingly. He reminded us that this was a hard-used works hack, with over 20,000 miles to its credit. He told us that the



ANOTHER HAIRPIN.—La Membrolle, on the Tours circuit, where Segrave's Sunbeam was the first and only British car to win the French Grand Prix. That was in 1923 and the Sunbeam team had its signalling station in a house opposite this difficult corner.

fast R1063 version of the 4 c.v. has been discontinued and there is no definite news of the Gordini-tuned Dauphine, but that tuning-kits for both engines are available from specialist firms. Renault regard races and rallies as having good prestige value, and, indeed, issue an illustrated folder about Dauphine successes in last year's Mille Miglia, Tour de France, Tour de Belgique and Tour de Corse Automobile, etc. This contains the statement: "All possible manufacturing procedures have been tested for 10 years on the implacable test-bench of racing. Only the best methods have been retained for the Dauphine and, whenever feasible, have been adopted for volume production." Mon. Sicot recalled how a U.S. representative of *Life* was so impressed with the Dauphines in the Mille Miglia that he promptly ordered one and how other well-known motoring journalists in England and abroad are using these little cars as personal transport. Cars for events like Sebring, the Mille Miglia and Le Mans are prepared in a special depot away from the main works. Mon. Sicot was responsible for organising the dramatic Press preview of the Dauphine in Corsica and he is hoping H.M. the Queen will manage to visit Flins on her forthcoming State Visit to France, in which case, we gather, she may be presented with a Dauphine—but one assembled at Acton, where they turn out some ten cars a day.

Before we left the warm hospitality of Regie Renault we had a look at the remarkable circular test-bed at Billancourt, which is as up to date as Renault's transfer drilling machines and chain spot-welding. On this, some 30 or more 4 c.v. and Dauphine "Ventoux" engines are mounted for running-in. Air, petrol and oil supplies come from the centre of the bench and plug into the appropriate places, the sump drain plugs being removed so that oil flows through the engine, which is then run for 24 minutes while readings are taken. The Ventoux engine develops 30 S.A.E. h.p. These engines are assembled in the same shop on an overhead chain-conveyor, from bare block to complete power units; one arrives every minute for testing. With all these engines running together there is a commendable absence of noise and fumes. One in every 15 or 20 engines is given a prolonged bench-test.

THE LAGO-TALBOT WORKS

Our next objective was that fascinating automobile quarter of Paris where ancient factories are clustered together on the west bank of the Seine, beyond the big Bleriot factory. Today only one of these makes private cars but the names—Berliet, Saurer, Latil, de Dion Bouton, Unic and Talbot-Darracq — carry nostalgic reminders of Edwardian vehicles, and outwardly these buildings are much as they were four or more decades ago, the de Dion brass name-plates brightly polished, the circular Georges Richard badges shining in the Unic windows.

We were shown round the Talbot works by Mr. Povey, an Englishman who has been in France with Mr. Lago since 1934 and who was formerly in charge of

Continued on page 174



MOTOR

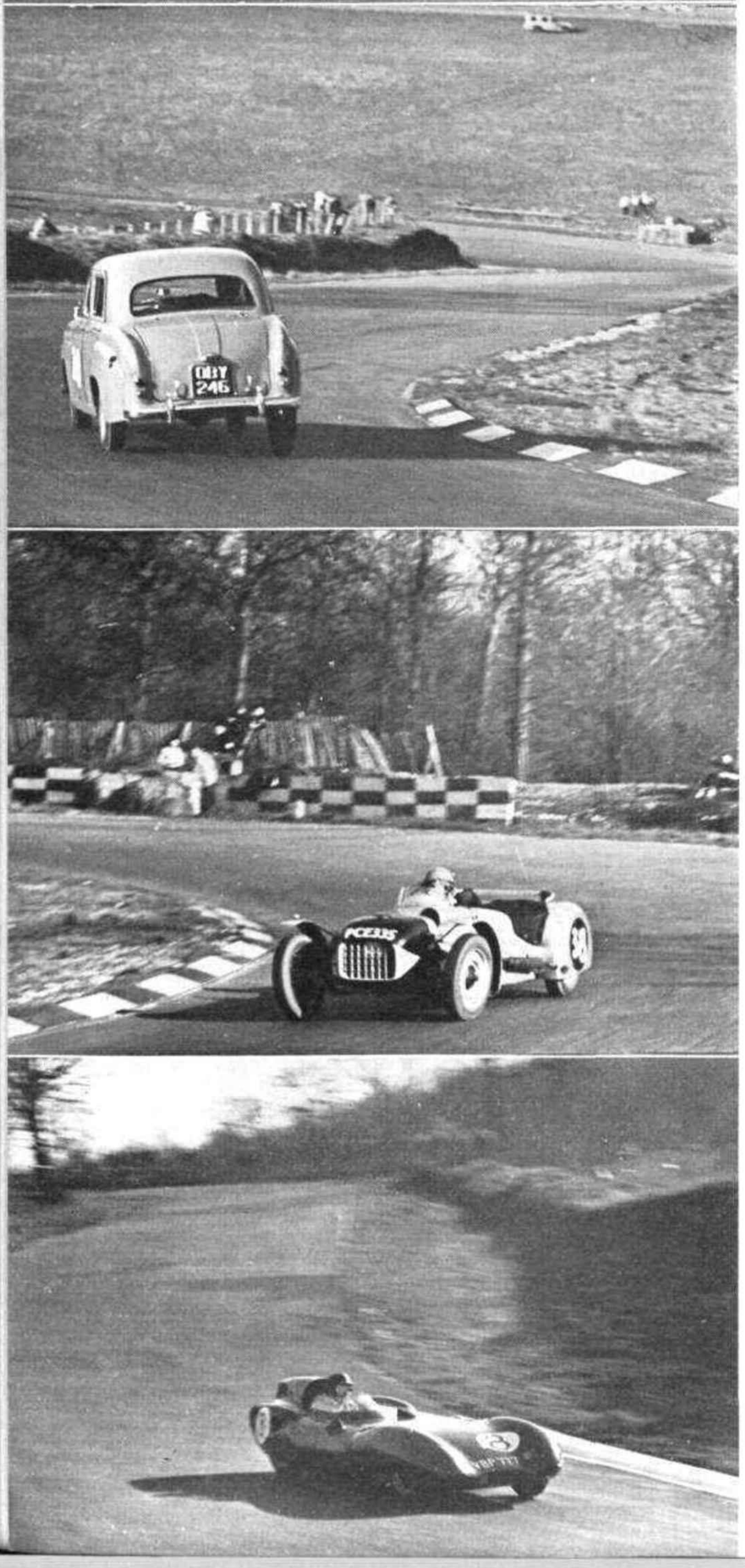
PICTORIAL

Surrey Sporting

B.R.S.C.C. Sprint K



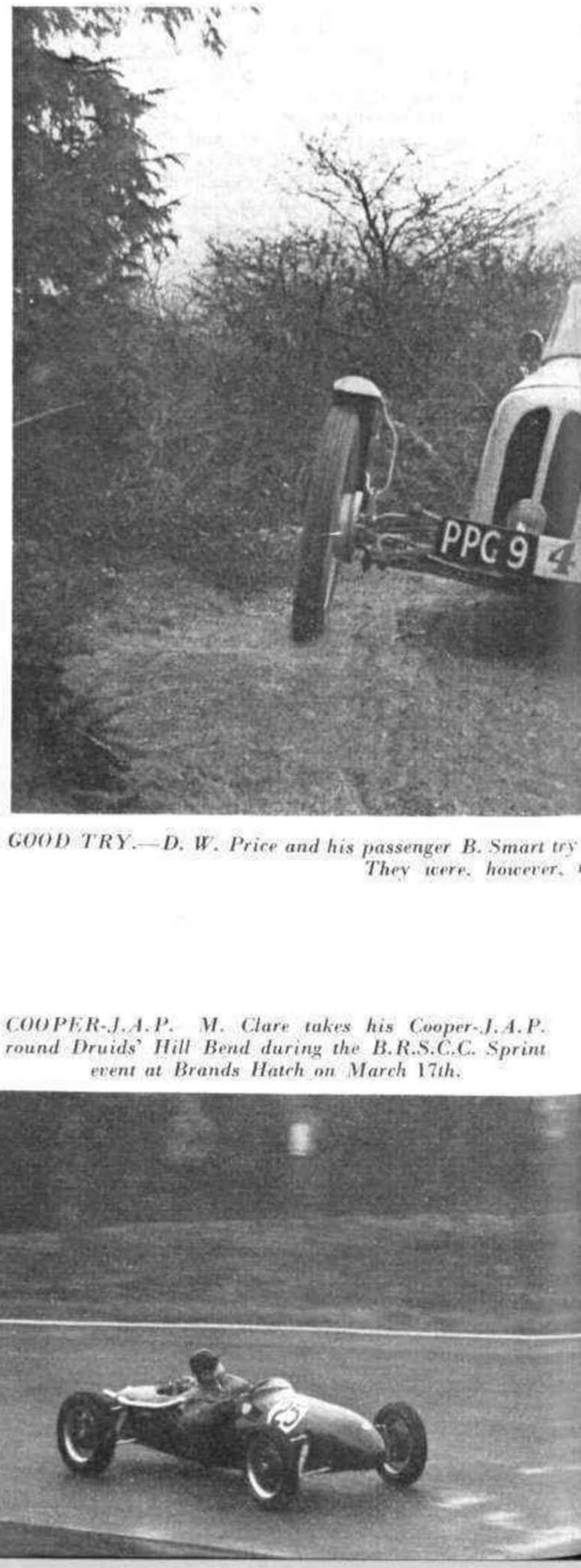
CONTINENTAL CORNER.—M. Conrad's Dauphine cornering at Druids. This car appeared to be slow but its stability belied its speed. The occasion was the Surrey Sporting C.C. Sprint at Brands Hatch.



STEADY STANDARD.—J. L. R. Sims at the wheel of his Standard Ten heads north after negotiating Druids' Corner.

LOTUS AT WORK.—P. J. C. Chapman in his Lotus keeps up a steady speed in the 1,172 Formula event during the Surrey Sporting C.C. Sprint at Brands Hatch on March 3rd.

WIDE OPEN.—Catching up on time is W. S. Frost in his Lotus at the Surrey Sporting C.C. Sprint.



GOOD TRY.—D. W. Price and his passenger B. Smart try
They were, however,

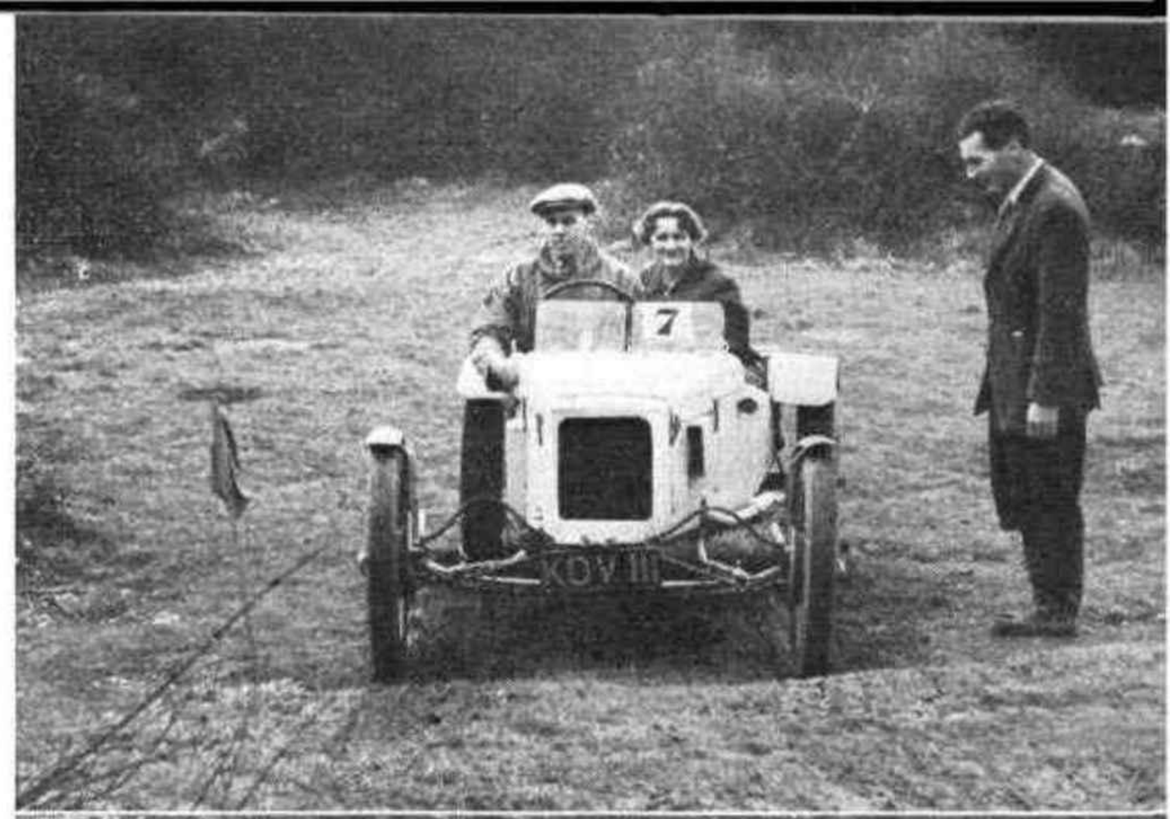
COOPER-J.A.P. M. Clare takes his Cooper-J.A.P. round Druids' Hill Bend during the B.R.S.C.C. Sprint event at Brands Hatch on March 17th.

R SPORT

AL REVIEW

g Car Club Sprint

Kentish Border C.C. Trial



READY ?—K. Dadswell waiting his turn to start a section in the Kentish Border C.C. Johnson Trial on March 10th. Dadswell was the winner of the premier award.



WAIT A MOMENT! —Winner of the best Opposite Class in the Johnson Trial, H. V. Payne pauses between sections.



their luck at one of the most strenuous sections of the Johnson Trial unplaced in the final results.



MIND HOW YOU GO! —Second-class award winner G. J. Newman tries some tricky stuff during an afternoon section of the Johnson Trial held near Maidstone on March 10th.

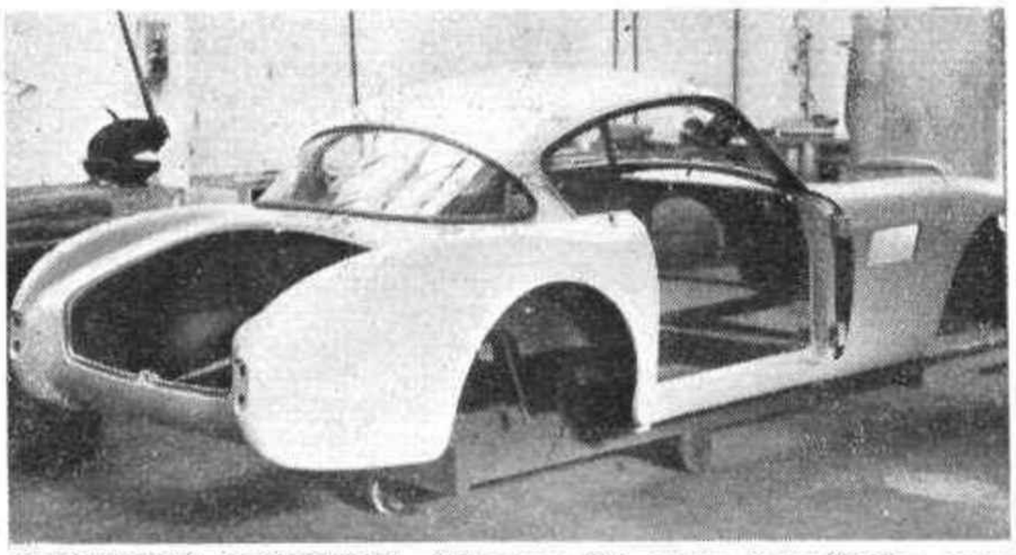
OUT OF THE WOODS.—P. Barden emerges from one of the early sections held in a spinney. Barden shared the team award with D. F. Bailey.

TRICKY CORNERS.—J. P. Cavill finds some of the corners at Brands Hatch rather tricky during the B.R.S.C.C. Sprint meeting. Slight rain reduced speeds.





PARISIAN AFFAIR—continued from page 171



FINISHING TOUCHES.—The new 2/4-seater Lago-Talbot coupe being prepared in the body shop at Suresnes.

the Lago-Talbot racing department. The offices and shops at Suresnes are virtually as Louis Coatalen and Georges Roesch knew them in the nineteen-twenties, but two shops have been let to other firms and some modern machinery now mingles with the antiquated lathes and drilling machines, driven by a veritable forest of unprotected overhead belting, in the machine-shop. In the entrance hall hang pictures of early Darracq racing cars, including the 200-h.p. V8, and George Eyston is there, commemorating one of his numerous record-attacks. Other interesting "exhibits" include one of the 4½-litre Lago-Record racing cars, a Le Mans Lago-Talbot still with a 2½-litre triple-Weber Maserati engine installed, a 1940 V12 450-h.p. tank engine, a demonstration, glass-lidded pre-war Talbot preselector gearbox prepared at Mr. Roesch's instigation, and a single-cylinder 1902 Darracq with tonneau body and Willocq Bottin brass lamps, lacking tyres but otherwise in a good state of preservation.

Lago is still building one or two cars a week. These have the 2½-litre four-cylinder five-bearing engine, which is a better engine than the earlier three-bearing job. It has inclined o.h. valves in hemispherical combustion chambers, operation being by push-rods from two base camshafts, so that separate valve covers enclose the inlet and exhaust rockers. A simple tubular chassis is used, the 80-cm. side tubes tapering towards the front, where transverse leaf-spring and wishbone i.f.s. is employed. Half-elliptic rear springs are used and the axle has a light-alloy centre casing. A four-speed ZF gearbox is used. The body is a handsome coupé, and the coachwork is made by Lago, each car being very definitely hand-assembled. About 60 or 70 of these 2½-litre coupés have been sold. For a long time right-hand steering was fitted because this was traditional for the French Talbot but this restricted sales in Europe and America, so left-hand control was adopted. There was a Show-finished chassis of this type with the historic cars in the hall.

At present Lago is working on a new 2/4-seater coupé, with wheelbase about 4 in. longer than for the two-seater coupé and a roof line about 3 in. higher. It is hoped to have this model, which will have a wheelbase of 2 m. 60 and a height of 1 m. 40, at the next Paris Salon. The engine gives 115 b.h.p. at 4,500 r.p.m. and each one is run-in for some four hours on one of the six old Heenan and Froude water-brakes before being run at full speed. Twin Zenith carburetters replace the former Webers on normal cars but the light-alloy finned brake drums are retained. It is rumoured that Lago is thinking in terms of a proprietary power unit. He has experimented with a Ford Zephyr with Raymond Mays two-carburetter head but this gave less than the hoped-for 120 b.h.p. We should not be surprised to find a 2.6-litre V8 B.M.W. engine in the new Lago-Talbot at the next Salon.

As we left this rather sad little factory where hand-built cars struggle to compete against the models from big factories, we reminded Mr. Povey that Lago competed in English trials in 1924 with a car the name of which might have come straight out of a novel. "Yes," he replied, "the Restelli. I worked on that. It had no chassis, the engine, gearbox and back axle being rigidly connected and attached to trunnions on which the road springs were mounted. It was our own engine and the steering was unique, too, having ball-and-socket pivot-pins." Thus, in the automobile quarter of Paris, facing the Seine, we added a little to our knowledge of obscure British sports cars . . .

A SIMCA FACTORY

On our last day in Paris we kept an appointment with Simca. This concern was formed about 23 years ago, to build Fiats under licence in France. Today, although Fiat and Ford have some financial interest in it, Simca is a French company, and besides cars, makes Unic commercial vehicles. The range of private cars covers the 1,290-c.c. o.h.v. Aronde in Elysée four-door saloon, De Luxe four-door saloon, Grand Large two-door saloon, Occane sports convertible, Plein Ciel sports coupé and Chatelaine estate-car forms, and the 2,351-c.c. s.v. Vedette, in Versailles four-door saloon, Trianon four-door saloon, Regence two-door saloon and Marly estate-car versions. The Aronde has the "Flash" engine developing 48 b.h.p. at 4,800 r.p.m., or the "Flash Special" engine with 7.8 instead of 6.8-to-1 compression-ratio, alloy head and larger valves, which gives 57 b.h.p. at 5,200 r.p.m., while the commercial versions use the "Flash Service" engine, which is governed to 4,900 r.p.m., at which speed it produces 45 b.h.p. Both car engines use a single Solex 32 PBICT carburetter, the Service engine a Solex 32 RBIT. The Vedette has an adaptation of the V8 Ford engine, termed the "Aquilon," which gives 80 b.h.p. at 4,400 r.p.m., with dual Zenith 32 ND IX carburetter. The Simcamatic electro-mechanical clutch is available on the Aronde.



Part of the Simca Aronde factory at Nanterre.

We spent a morning looking at part of the Nanterre factory on the outskirts of Paris, with Mon. R. Muller. This was formerly a machine-tool factory, taken over and modernised by Simca. As space is restricted they have built in storeys, but eventually Aronde and Vedette production will be concentrated at the Poissy factory and Nanterre confined to machining operations. At present the gear-cutting and press-shop is on the ground floor, bodies are welded-up on the fifth or top floor on a single-line conveyor, and are lowered on an electric hoist through to the fourth floor for painting, after which they are dropped to the third floor for upholstering and fitting of chassis components. Engines are run-in and tested on the second floor. The presses on the ground floor were bought under the Marshall Plan in 1951 and each is stencilled with its price—for example, a Bliss press stamping out axle casings cost 90 million francs. Ruskin, Clearing, Spietz and Bliss Toledo presses predominate, but little use is made of advanced automation for the movement of steel sheet or finished panels. Yale trucks scuttle about this vast shop and a 20-ton and a 30-ton gantry crane provide the lifting power.

Cylinder blocks are drilled on Natco drilling machines, also installed in 1951, vertical and horizontal drilling being done on the same machine. Monocoup boring machines and three Micromatic honing machines finish the cylinder bores, the blocks moving on a roller-conveyor through the neon-lit shops. Solex fluid-micrometers are used for checking the accuracy of cylinder and bearing diameter and the three-bearing crankshafts are finished on Somua grinding machines. Snyder drilling machines complete five operations on the con.-rods.

Simca buy their steel from an outside mill and use a single-line conveyor for spot-welding the panels and sections of the Aronde body/chassis structure. The completed body is lowered through the floor for painting with a ticket attached indicating the colour required. The main colour is first applied and the secondary colour sprayed on afterwards. Complete seats in various trims arrive on an overhead conveyor for fitting and the final assembly of lamps, etc., is accomplished by fitters who ride on the cars as they move along the chain conveyor at floor height.

Each engine is run-in for 35 minutes on a battery of a dozen electric test-beds, oil flowing freely through it and the tappets being set as it ticks-over. It is then put on one of eight Heenan & Froude water brakes, each in a separate cabin, for a power check, final setting of tappets, etc.

Working continuously in three eight-hour shifts, the output of Arondes is 600 a day, of which 20 per cent. are exported. Each car is given a short road test before going to a dealer, and the usual headlamp adjustment, check of finish under neon-lamps, etc., is carried out.



AT MONTLHERY.—The Simca Elysee which was driven for a few flat-out laps of the Paris autodrome. From left to right, the Simca tester, the Editor, Mon. P. Muller and Montlhery's Clerk-of-the-Course.

Road-test reports on the Simca Aronde, Elysée and Grand Large have appeared in MOTOR SPORT at various times within the past few years and few changes have been made to these shapely cars since, although the Grand Large and Elysée models now have Air France seats that convert into beds.

We were particularly interested in the extremely attractive Simca Plein Ciel hard-top coupé, a handsome car which, with the 57-h.p "Flash Special" engine, should possess an excellent performance. The first examples are expected at Simca's Wembley depot this month or next, export having been purposely held up until certain mild overheating troubles had been fully investigated. A new mesh radiator grille replaces the earlier bar-type opening and the Plein Ciel is ready to take its place as one of the really good-looking Continental cars. It is expected to sell in France in the region of one million francs but in England import-duty and p.t. inflates the cost of the 1,300 Elysée saloon to £889 7s. and the Grand Large to £994 7s., so the coupé will be relatively expensive.

Some people feel that they haven't seen Paris without a visit to the Folies Bergere; we feel the same about Montlhèry. In fact, we "did" both, the latter visit kindly being laid-on by Simca, who produced a smart Elysée saloon in which we were driven to the old banked autodrome by one of their head testers in French-blue overalls, who made this a break from preparing a Simca for a forthcoming attack on long-duration records. The car wasn't sufficiently fast to be exciting but we drove some laps for the fun of it at around 85 m.p.h., keeping below the line on which it is possible to maintain approximately 95 m.p.h., hands off. The smooth-running of the car and Simca's confidence in it were pleasing and it was nostalgic to chat of Eldridge, Parry Thomas, Victor Bruce, Gwenda Stewart and Freddie Dixon, etc., with Montlhèry's Clerk-of-the-Course, who has held that office for 30 years. Just as used to be the case at Brooklands, so there is always "something going on" at Montlhèry, which makes a visit well worth while, especially as you can use the track yourself for three hours on payment of about 1,000 francs. At the time of our visit a Renault 4 c.v. and a Dyna-Panhard were

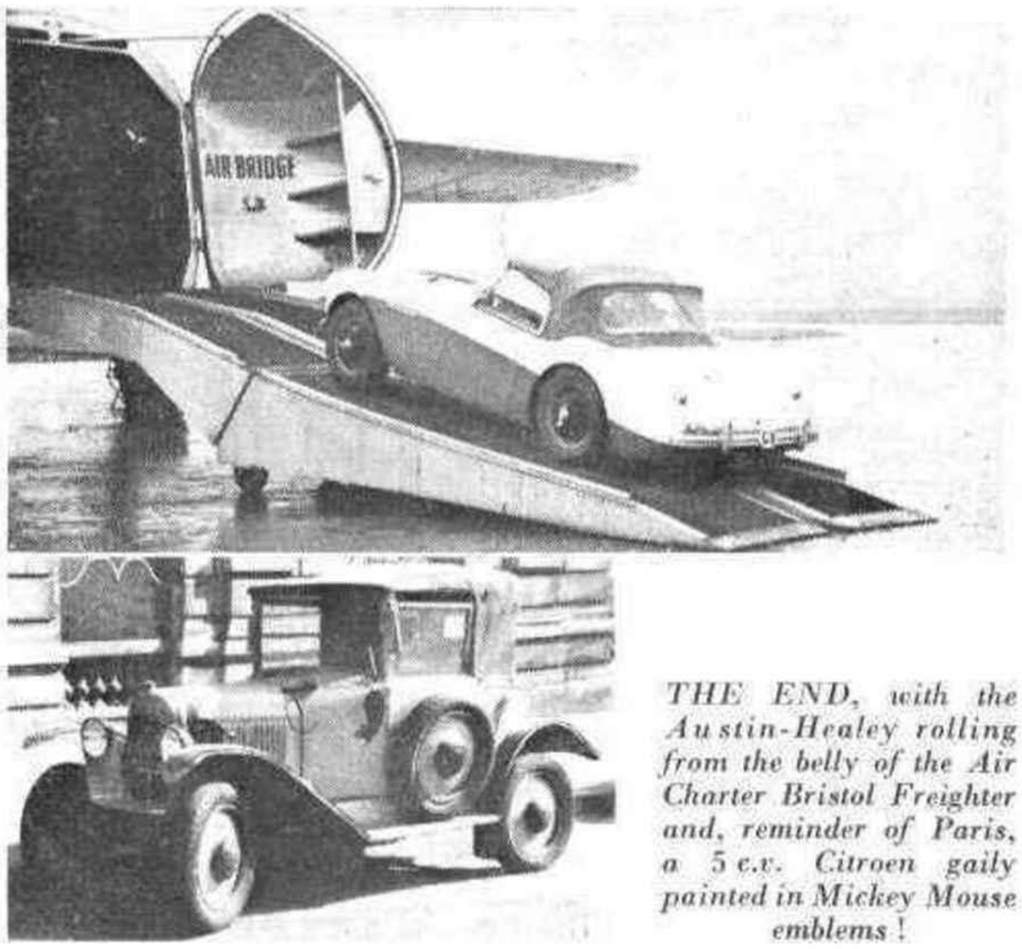


HANDSOME NEW COUPE.—The Simca Plein Ciel coupe, with 57-h.p. "Flash Special" engine, which should be available in England this month.

surging round, a Simca Vedette was doing flat-out lappery, a Citroën DS19 was in the Paddock having its compression tested on the starting handle, and a Renault Dauphine (? Gordini-version) was about to go on.

The next day the rain came and it looked more like England and we returned home. By the time we had got to Ostend we had completed some 1,800 miles, or the equivalent of nine months' "basic" motoring in England compressed into five days' driving.

W. B.



THE END, with the Austin-Healey rolling from the belly of the Air Charter Bristol Freighter and, reminder of Paris, a 5 c.v. Citroen gaily painted in Mickey Mouse emblems!

PUBLIC OPINION AND THE TIED GARAGE

Public opinion polls sponsored by the Motor Accessories Manufacturers' Association reveal a consistent opposition among motorists to the "tied garage" policy introduced by petrol companies. The most recent of three polls indicates that 82 per cent. of motorists prefer a free choice of petrol at service stations and 82 per cent. prefer a free choice of motor oils. A striking fact emerged in answer to one question in the latest poll: 58 per cent. of motorists said they would take their custom elsewhere if their usual garage ceased to stock their favourite motor oil.

A VW ROOF RACK

A collapsible roof rack for those contemplating touring in a VW, under the name of "Collaps-a-Rak," is available for £5 7s. 6d. from Colborne Garage Ltd., Ripley, Surrey. When folded the rack stows in a box measuring only 31 in. by 7 in. by 3½ in.

LANCHESTER OUT, VW IN

Having lost their Lanchester agency because this famous British car has gone out of production, the old-established firm of Stratstone Ltd. has replaced this with a Volkswagen agency.

MINIATURES-NEWS

Corgi have introduced two additional models to their range of well-finished and finely-detailed car miniatures, a Standard Vanguard III saloon and Karrier Bantam 2-tonner. Meccano have a new Morris van and a Vauxhall Cresta in their famous Dinky range.

CASTROL WINS

SESTRIERE RALLY

1ST BORGHESIO/BIANCHI
DYNA/PANHARD

2ND TURRI/COCCHETTI
ALFA-ROMEO

STANDARD TOURING CARS

750 c.c. — 1,600 c.c.

1ST TURRI/COCCHETTI
ALFA-ROMEO

Up to 750 c.c.

1ST BORGHESIO/BIANCHI
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SPECIAL TOURING CARS

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1ST GONELLA/VARESE
ABARTH

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BOOK REVIEWS

"No Excuses," by Sheila Van Damm. 238 pp. 8 in. by 5¼ in. (*G. Putnam, Ltd., 42, Great Russell Street, London, W.1.* 16*s.*)

There are now lots of books about rallies but this one stands out because it is sincere, modest, frank and tells a jolly good story. Sheila Van Damm achieved fame as an official driver in the Rootes competition team in a very short time; she is an accomplished young woman, because she can fly and manage the Windmill Theatre as well as drive fast cars fast for very long spells under rally conditions.

With Anne Hall she was the first Englishwoman to win a Coupe des Alpes and two years ago she led the team which was the first for 23 years to win the Ladies' Prize in the Monte Carlo Rally. Twice she won the Ladies' European Rally Championship. Sheila is as charming and modest as an authoress as she is in conversation. She tells how she achieved these and other rally successes, starting with not very much confidence and not a lot of driving experience, but ably tutored by Norman Garrad, Sales Manager of Sunbeam-Talbot Ltd. She made the mistakes beginners make, suffered as drivers suffer in the co-driver's seat, even had to ask Mrs. Bill Wisdom to stop within 20 minutes of starting a Monte Carlo Rally so that she could be sick. But the enthusiastic Sheila Van Damm was a good pupil, keen to learn, and very soon she was in charge of official Rootes-team rally cars and driving as fast and effectively as the best of them, not only in International rallies in this country and on the Continent but in high-speed prototype tests of the Sunbeam Alpine and in the Mille Miglia with a Sunbeam Rapier.

Her account of her competition career is laced with humour, anxiety and a few narrow escapes, but good humour predominates. Sheila is, above everything, sincere in setting it all down, and refuses to dramatise the story; although her awe at being asked to drive a modern car at 100 m.p.h. on closed straight roads may cause Kay Petre or Bill Wisdom, who drove much older machinery much faster on Brooklands, to smile, even here one feels she is merely being sincere. She puts in enough for the ordinary reader to appreciate the value of rallies to the bread-and-margarine motorist and lets them see the enormous importance of success to manufacturers, who deem an Alpine Rally success worth £1,600 per car entered. Incidentally, Sheila is warm in her praise of Nancy Mitchell's skill and astounding stamina, admitting freely to being scared silly when Nancy drove the icy sections of the 1952 Monte Carlo Rally.

If anything, Sheila writes too little rather than too much about her varied experience and the divers aspects of modern competition motoring. But this renders her book essentially enjoyable both to enthusiasts who know much of it already and to non-motorists who would tire of endless technicalities but who will wish to read "No Excuses" in order to discover how an essentially charming, anything but tough, young woman faces up to driving over sheet ice and up Alpine mountains when they are safely in their beds.

There are extremely worthwhile glimpses of Moss, Collins, Garrad and other rally personalities—glimpses of Stirling, Peter and Norman as they really are, not overlooking Stirling's technique for getting to the front row at "The Windmill" and the wolf-whistle on Peter's Aston Martin!

Apart from motoring, this book contains some interesting information about the famous Windmill Theatre owned by Sheila's father—and if this lengthens the booking-office queue that is fair enough, just as, if the Van Damm rally successes sold more Rootes' motor cars, that was the proper and natural outcome of their trust and confidence in her skill and stamina. From all angles, "No Excuses" is a book for which no excuses are required.—W. B.

"The Volkswagen Complete Owner's Handbook," by Hank Elfink. 141 pp. 8½ in. by 5½ in., soft covers. (*Floyd Clymer, 1268, So. Alvarado Street, Los Angeles 6, California.* 2 *dollars.*)

The introduction explains that this is not a Workshop Manual and is not intended to be one. But it does cover VW construction and maintenance very thoroughly, with a host of useful, practical illustrations, together with some familiar "hand-out" photographs of the Wolfsburg factory and production methods.

Elfink went to Wolfsburg and attended VW mechanics' classes before writing it. Floyd Clymer, the American publisher, also went to Wolfsburg, and the VW magic seems to have impressed him as it has others, for he writes:

"Volkswagen may well be considered a phenomenon in the automotive world. It is one of the most unconventional production cars built, with features unlike the average car. To some it is the 'ugly duckling' of all cars and yet others claim its unique design intrigues them. Year after year the appearance and basic design remain the same—a value to the owner from the depreciation angle. Volkswagen styling seems to grow on one, when one becomes accustomed to it.

"Volkswagen performance is exceptional for a car of its size, price and horsepower, so in all countries of the world the VW continues to gain in popularity. Whether it be in the Alps of Switzerland, the Mojave Desert of California, the mountains of Mexico, or the great plains of the Midwest, an ever increasing number of these little cars can now be seen.

"Volkswagen has again shattered the belief that a small car cannot be sold in quantities in the United States, for month after month sales have topped many well-known makes of domestic and foreign cars. At the time this article is written more Volkswagens are being sold in the United States than all other makes of foreign cars combined.

"When I visited the VW factory in Wolfsburg, Germany, I was amazed at the mass-production methods in use there. The plant, in the city of Wolfsburg, and the entire method of VW operation are just as unique as the car itself. Under the direction of Dr. Heinz Nordhoff, VW's practical, experienced and capable general manager, its factory continues to grow and the car gains in popularity year after year. Trained in the Opel plant (G.M.'s German factory), Dr. Nordhoff has brought to VW a wealth of 'know-how' in engineering and business administration experience."—W. B.

"Peridot Flight," by Doris Leslie. 331 pp. 8 in. by 3½ in. (*Hutchinson & Co., Ltd., 178-202, Great Portland Street, London, W.1.* 16*s.*)

It may be remembered that some time ago MOTOR SPORT published an article by the Editor on the motor car in fiction which aroused great interest and set enthusiasts searching for rare and obscure books containing references to motor cars, fictional and otherwise. In time to come such collectors will no doubt be searching for copies of "Peridot Flight," because the plot is influenced by an early car which runs a big-end on the Brighton Road and causes a lady and gentleman to spend an enforced night at a country inn. This incident is depicted on the coloured dust-jacket but its make is as much your guess as the reviewer's. There are also passing references to Renault, King George's first experience of motoring in a Daimler and a chauffeur-driven Daimler of *circa* 1910.

Enough to set collectors seeking—better still, buy the book while it is readily available. If you like an authentic novel about social life in the 'nineties and the first decade of the twentieth century, set against a background of London, Paris and Florence, you will enjoy reading it—if not, hand it to your wife or girl-friend.—W. B.

"The Difference to Me," by John Bryan. 286 pp. 7⅞ in. by 5 in. (*Faber and Faber Ltd., 24, Russell Square, London, W.C.1.* 13*s.* 6*d.*)

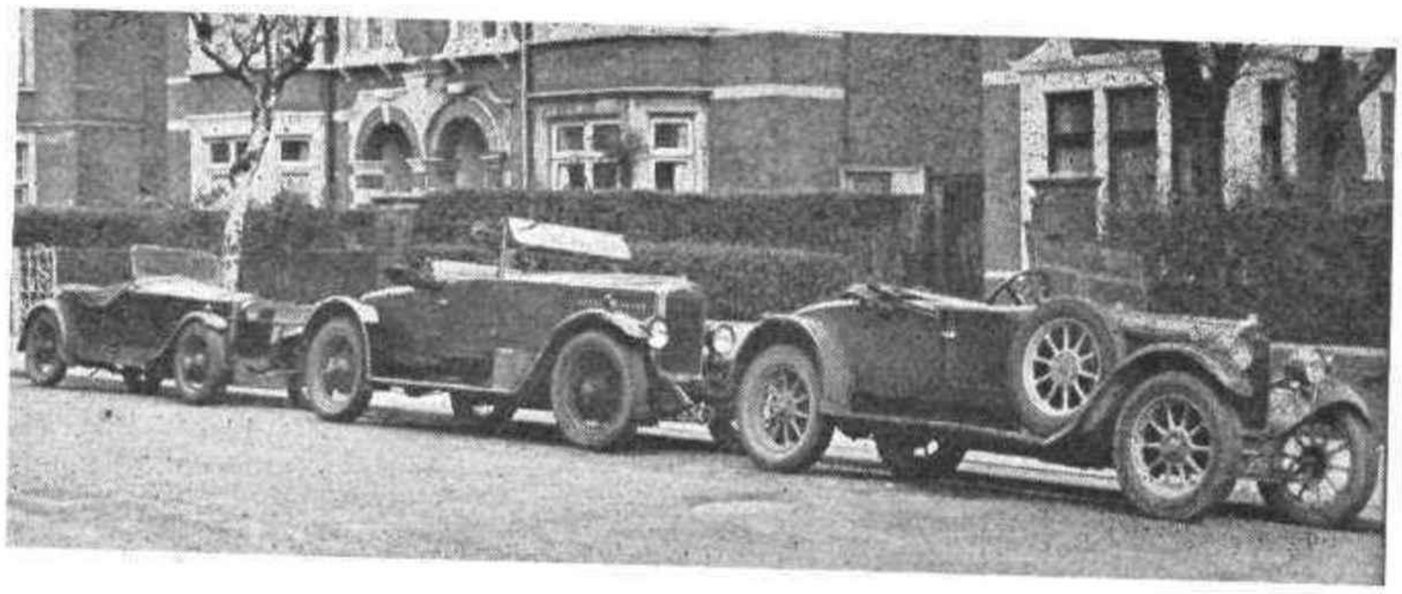
This is a mystery story in the modern manner, with plenty of sex thrown in with the blood, the murders, the language and the shooting and narrow escapes. The reason for referring to it here is that a strong motoring theme runs right through Bryan's story and, what is more, he knows his subject sufficiently not to make obvious errors. His hero, a Canadian intelligence officer on holiday, drives an Aston Martin DB2 (at least, that is what he *thinks* he has bought, even detailing it as a 2.6-litre fixed-head coupé, but astute readers will realise that apparently he was passed off with an earlier model, at all events until he had driven as far as page 278!), and the heroine a remarkably well-preserved blue blown 1934 1¾-litre Alfa-Romeo Pinin Farina drophead. She is, incidentally, a society-divorcée who used to compete not only at Brooklands and Le Mans but also in the Targa Florio(!) and is still a fine driver, although the Aston Martin catches her out: "'Nicely done,' I said. 'But,' I added, 'you almost hesitated.' 'You're observant . . . I'll tell you. I'm used to a supercharger.'" Her young sister has a hotted-up early Ford saloon, alas with "Toots" painted on the bonnet, and one of the several villains drives a Bristol 403, which is accorded due praise. Buick, Citroën, Morris Minor, Austin Seven, M.G., 4¼ Bentley and Humber figure in the story and several other makes are mentioned conversationally. Indeed, the author seems determined to display his comprehensive knowledge of cars and, if anything, overdoes it. But if you like a mystery story of this sort this one is as good as most and you will no doubt like it all the more on account of its motoring flavour.—W. B.

"Famous Racing Cars of the World," by Dennis May. 142 pp. 7½ in. by 5 in. (*Frederick Muller Ltd., 110, Fleet Street, London, E.C.4.* 8*s.* 6*d.*)

This little work in the Globe Book series is for the youngsters and describes 13 racing cars, of G.P., sports/racing, sprint and hill-climb types. There are circuit maps, some good pictures and plenty of technicalities. Errors are few, but the Railton-Mobil Land Speed Record car is confusingly called by its early title of Napier-Railton, T. & T.'s name is wrongly spelt and Collins is captioned as the late Ken Wharton in a B.R.M. picture.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-car Matters



KERBSIDE VINTAGERY.—A 10/23 Talbot, 14/40 Vauxhall and a "Chain Gang" Frazer-Nash make a pleasing picture photographed in a London suburb.

THE Vintage S.C.C. held its ordinary general meeting at Heal's Restaurant in Tottenham Court Road on March 14th. The President's and Director's report revealed that the club's subscription income is higher than ever but membership has not maintained its previous rate of increase, indicating that the club may be reaching its maximum of about 3,000 members. Despite rising costs of every kind, including increases in the salaries of Secretary and Assistant-Secretary, a profit of £39 was shown on the year's trading, in addition to entry fees of new members. The capital fund stands at £2,479. After these sordid matters were disposed of, Harry Bowler was elected as the new President. It can be said that Bowler has devoted most of his life to motoring matters, for he built and raced clockwork cars at Cambridge, evolved a Waverley-G.N. hybrid in the late-'twenties, and drove a four-seater 3-litre Bentley at Brooklands, before turning into a 4½-litre Lagonda enthusiast. Calm, unruffled, he should ably carry on the great tradition set by the earlier Presidents, Messrs. Lycett, Pomeroy, Karslake and Clutton. The 1956 trophies were presented, as follows :—

Lycett Trophy : R. E. B. Noble.
1,300 Trophy : B. E. Brown.
Seaman Historic Trophy : J. T. Stuart.
1908 G.P. Itala Trophy : A. F. Eminson.
Hill-Climb Championship Trophy : P. J. Stubberfield.
Kane Trophy : J. C. Tozer.
Thoroughbred Trophy : Dr. D. P. Harris.
Inter-Section Team Trophy : Midland section.
Proxime Accessit Trophy : G. G. McDonald.
Edwardian Trophy : S. J. Skinner.
Seaman Vintage Trophy : A. F. Eminson.
Pomeroy Memorial Trophy : L. S. Richards.
Eastern Trophy : J. W. Nix.
Light Car Trophy : J. D. Rogers.
Edwardian Racing Trophy : K. Neve.
Talbot Cup : Miss P. Stocken.
E.R.A. Trophy : J. T. Stuart.

* * *

The V.S.C.C., as usual, opens the Silverstone racing season with its meeting on April 6th. Besides 5-lap handicap and scratch races for vintage, Edwardian, p.v.t. and vintage light cars, and a 10-lap All-Comers' Scratch Race, the G.P. Itala Trophy Race will be contested over the same distance by historic racing cars, which always results in a nostalgic field and a good race. Also, the first of the MOTOR SPORT qualifying races for sports cars will be run off. Entries have closed. The 5-lap handicaps were soon oversubscribed and amongst interesting cars due to run are four blown Amilcar Sixes, the 1910 chain-drive 10-litre Fiat, Clutton's 1908 G.P. Itala, two E.R.A.s, a fantastic V16 Maserati and the very fast Bentleys of Macdonald, Burton and Maclure, etc., etc.

Racing starts at 12.45 p.m. Admission is free, by ticket only, obtainable from T. W. Carson, Brook Cottage, Bishop's Green, Newbury, Berkshire, on receipt of a stamped addressed envelope; parking costing 5s. per car. This is a meeting you shouldn't miss.

* * *

If you want to wish good luck to the British contingent in next month's contest between the V.S.C.C. and the V.M.C.C. of America, go along to the Horse Guards Parade, Whitehall, at 9.30 a.m. on April 10th, when Sir David Eccles, M.P., is due to send the cars on their long journey.

* * *

Recent reference to a Butler-Lacey car in these columns has caused much controversy. We can find no record of such a make, but one correspondent says his father recalls being shown a tourer in a Suffolk garage after the 1914/18 war which purported to be a Butler-Lacey, another letter claims that the name arose as a result of a joke played on two friends of the writer's before the first World War but may have been adopted subsequently by one of the mushroom firms that sprang up after the Armistice, while yet another correspondent, writing from Rickmansworth, says that only recently a member of his golf club asked if he knew anything about this elusive make, because this person had spent a Scottish golfing holiday in one after the Kaiser War. More concrete evidence comes from G. Oakwood, who claims that his godfather described to him a Butler-Lacey owned in Paris in the early 'twenties. Apparently many offers were made for it but the owner refused them all and as he ended his life a cripple the car probably "lies mouldering in some French backyard." Finally, another reader is very interested in purchasing one. After which we are delighted to hand over this section for readers to run themselves in—

VINTAGE POSTBAG

Sir,

Reading the paragraph on the discovery of more old cars reminds me that I too have discovered one, in a car-breaker's yard at Hanover, Germany. This one does not appear to be decaying—the only thing I could see damaged or missing was a broken lamp glass! I didn't look inside the bonnet so I can't give any details of the engine.

The body was a very huge saloon with electric lighting, *solid rubber tyres*, no front-wheel brakes, and the name BENZ in capital letters on the radiator.

As my knowledge of the German language is poor I didn't engage the attendant in conversation about it, so I pass this information to you as it may be of interest to yourself or some member of the V.C.C. who may be in a position to obtain this car.

I am, Yours, etc.,

B.A.O.R., 26. R. SAXBY.

* * *

Sir,

Perhaps I may be permitted to reply through the medium of your paper to Mr. C. H. Sutton, of Woodbridge, whose letter regarding O.M. cars was published in your January issue.

With due deference, Sir, to your own extensive knowledge in these matters, the following may be of interest to Mr. Sutton and other readers.

O.M. or, to give its full name, Societa Anonima Officene Meccaniche was founded at Brescia with the main object of producing general engineering equipment. It was in 1918 that the company started to build motor cars. The policy was to build a medium-size vehicle to the highest standards then known to the motor-car industry. The numerous successes of O.M. cars in competition and racing bore witness to the success of the company's aims. Here is a list of some of their achievements :—

1925 : O.M. won the Tripoli Grand Prix.
1926 : O.M. first, second and third in the Mille Miglia.
1926 : O.M. won the Rudge-Whitworth Bienniale Cup and another O.M. was third in the General Classification at Le Mans.
1927 : O.M. second in European Grand Prix.
1928 : O.M. second in Mille Miglia.
1929 : O.M. second in Mille Miglia.
1931 : O.M. third in Mille Miglia.

There seems to have been little doubt that but for the Axis activities in preparation for war, a great deal more of O.M. would have been seen in subsequent years. Already in 1933, when I visited the factory, car production had virtually ceased and emphasis was on military equipment. Today, O.M. forms part of the Fiat group and production is apparently only for tractors and commercial vehicles.

During the period of their car successes a number of different models were produced, but basically the theme was with emphasis on the 2-litre side-valve engine with Ricardo head. The following

models were current, of which there are still a few running in this country.

1½-litre four-cylinder s.v.
2-litre six-cylinder s.v.
2,200-c.c. six-cylinder s.v., supercharged.
2,350-c.c. six-cylinder s.v., supercharged.

A number of o.h.v. push-rod conversions were effectively carried out in this country by the British concessionaires, L. C. Rawlence & Co., Ltd. The unblown cars being capable of 80 m.p.h. and the supercharged version attaining the then greatly coveted 100 m.p.h.

If anyone is interested in further information regarding these cars I would refer them, Sir, to your own book, "Continental Sports Cars," or to an article which I wrote and which appeared in the Bulletin of the Vintage Sports Car Club, Vol. XII, No. 4.

Finally, I would be interested to learn the present whereabouts of the o.h.v. model mentioned by Mr. Sutton—registration No. CJH 222—or a similar car, UL 91, which I ran in the International Alpine Trial in 1933.

I am, Yours, etc.,
W. W. BLACKSTONE.

Maidenhead.

* * *

Sir,

Although I have been unable to find the name of the designer of O.M.s, during my search I did find some facts which may be of interest to readers.

The O.M., or more fully Officine Meccaniche of Brescia, was developed from the Züst car, which raced in the Targa Florio in the years 1907-08.

The first reference to O.M.s in racing being the 1921 Italian Voiturette G.P., when a team of three cars followed home the victorious Bugattis. When again they entered the 1922 Voiturette G.P. the entire team were non-starters. Their next racing success was in 1925, when they scored fourth and fifth places at Le Mans.

Three years later, in 1928, they were all-conquering in the Mille Miglia, O.M.s gaining first, second and third places, the winning drivers being Minoia and Morandi, at a speed of 48.27 m.p.h. In 1929 Morandi and Rosa drove an O.M. into second place.

The Mille Miglia cars were, I understand, the 15/45 model of 1,991 c.c., side valve, fitted with triple 30-mm. Zeniths and Bosch coil ignition.

In the 1930 Targa Florio Morandi drove an O.M. into sixth place at a time of 7 hr. 18 min. 31 sec.; tenth place was also taken by an O.M., driven by Minoia . . . time, 7 hr. 32 min. 13 sec. Again, in the Targa Florio of 1932, O.M. took sixth place, this time driven by Rondina in a time of 8 hr. 39 min. 38 sec.

It was shortly after 1932 that, I think, O.M. was absorbed into the Fiat organisation and production was concentrated on commercial vehicles.

I hope Mr. Sutton finds this interesting, and perhaps some other reader can add to the history of this interesting make.

Finally, I should like to congratulate MOTOR SPORT for a most welcome re-introduction of a vintage section; long may it flourish.

I am, Yours, etc.,
ROGER WAREING.

Rochdale.

* * *

Sir,

Referring to C. H. Sutton's letter in "Vintage Postbag." O.M.s discontinued car manufacture because the firm became a subsidiary of Fiats. (The Italians apparently do not subscribe to English marketing methods, otherwise the O.M. name would have been continued as a thinly-disguised Fiat).

Signor Fuscaldo was (I understand) the designer. He was also responsible for the Caproni-Fuscaldo fuel injection system, which was by solenoids instead of cams. This seemed to offer such marked advantages, and was indeed used by Alfa-Romeo to win one of the most important races of 1940, that one wonders why everyone uses cam-operated fuel injection, 16 years later. Can anyone enlighten us?

O.M.s were 1-2-3 in the first Mille Miglia of 1926.

I am, Yours, etc.,
R. RADFORD.

New Haw.

* * *

Sir,

The Deemster light car was manufactured by the Ogston Motor Company, which was founded some time before the First World War by Mr. J. N. Ogston, who was previous to this Chief Designer with D. Napier and Son, Acton, London, W.3, and a Mr. Schofield, who was the Secretary at Napier's.

During the First World War, the Ogston Motor Company was a government-controlled establishment and were contractors to the War Office, Ministry of Munitions, Admiralty and Air Ministry.

The Ogston Motor Co.'s works were attached to the Wilkinson Sword factory at Southfield Road, Acton, W.3, the grounds of which abut on to the grounds of the Napier works. Later a large piece of land was purchased at Willesden and a very grandiose scheme was drawn up, but all that went to Willesden was the office staff. A very fine office block was built facing down Horn Lane, but the rest of the works was never transferred from Southfield Road.

I remember in 1919 being on the Deemster stand at the Motor Show at Olympia when Mr. Routledge, then Chief Draughtsman at Napier's, who later went to Rolls-Royce, viewing the models then showing, remarked what a very fine job it was—very few castings, plenty of drop forgings.

There was a two-seater Standard Model (345 gns.), a cabriolet coupé (440 gns.), sports model (380 gns.), and standard four-seater (440 gns.). There was also a light delivery van. All these models were fitted with the Deemster engine, a four-cylinder mono-block, water-cooled, of 62 mm. bore by 90 mm. stroke, capacity 1,086 c.c., 10 h.p. The bodies of the car were made by the Auto Steel Metal Co., at Shepherds Bush, London. The Managing Director of which was the before-mentioned Mr. Schofield.

The Ogston Motor Co.'s machine shop was very fine and contained the latest (at that time) American machine tools, Gisholts, Fay automatic Jone & Lampson lathes, automatic milling machines, etc.

Unlike the last war when the boom lasted some 10 years or more, by the third year after the 1914-1918 war there was a slump and many famous firms went out of business. In 1921 the Ogston Motor Co. was being run by the Official Receivers. During this period Anzani engines were fitted and a very fine body was adopted; had this body been fitted earlier the Ogston Motor Co. would, I think, still be in existence today.

Mr. Ogston was an old Etonian and his father lived in Kildrummy Castle, Aberdeenshire.

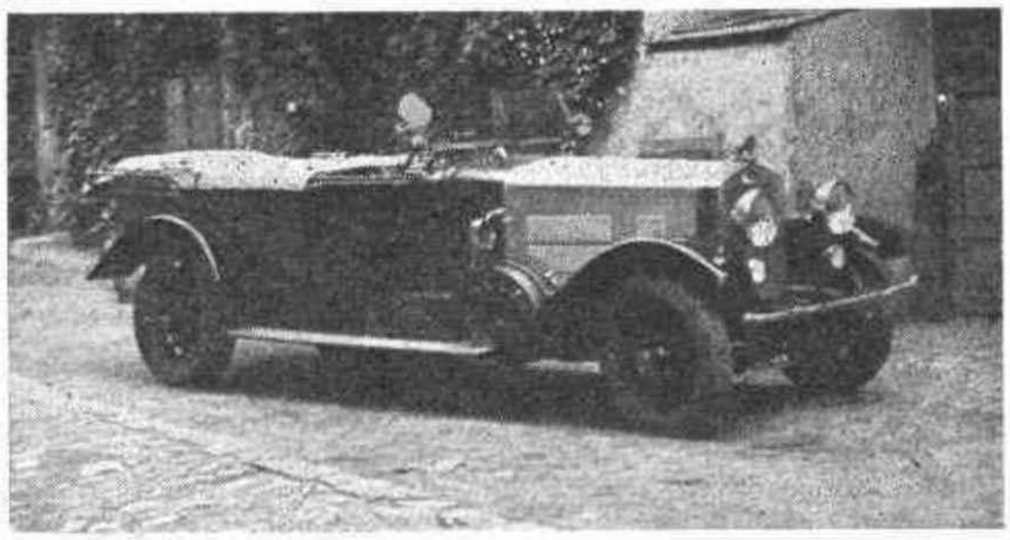
I am, Yours, etc.,
J. G. GILES.

* * *

Sir,

Mr. Robert Peaty's letter in the February issue of MOTOR SPORT, dealing with the vintage Gräf & Stift is somewhat incomplete and I may be able to supplement the information for the benefit of those connoisseurs familiar with Continental high-class machinery.

The Gräf & Stift car was certainly made in the post-1918 era and my father bought one of these cars in the early 1920s. It was then one of the most exclusive cars made on the Continent and in the Isotta-Minerva-Hispano class in terms of price. As far as I can remember they made two models and got involved in a legal battle with Rolls-Royce for the alleged infringement of R.-R. patents, and the Austrian company had to pay a heavy fine which put them out of the passenger-car business. The firm is still very much in existence today and makes high-quality lorries and most of the Austrian Post Office 'buses.



Unfortunately, I remember very little about the technical data of the car, except that the workmanship was superb, but the design rather heavy and clumsy. The engine was a six-cylinder, side-valve and slow revving, propelling the car at some 80 m.p.h. It had a special foot pedal for by-passing the exhaust silencer and this was opened with great joy on approaching a major hill. The brake shoes were cast iron without linings and rather noisy, there was a transmission brake, also a mountain brake which was a two-pronged spiked affair which dug into the road surface and was released by cable from the driver's seat. The car was fitted with an Auster windscreen and had a host of English fittings.

I am surprised Mr. Peaty did not mention the Steyr car, which has been in production for a good many years in Austria. Since World War II this firm has been producing cars under Fiat licences.

I am, Yours, etc.,
S. BENTALL.

London, N.2.

Sir,

May I add to Messrs. Cross' and Peaty's letters on Gräf & Stift and other Austrian cars?

Gräf & Stift was an old-established coachbuilders firm in Vienna, "by appointment" to the Court, who got "motorised" in the first decade of the century. They built large "quality" cars, first open carriages, later limousines. In the early 'thirties they took the Austrian licence for Citroën's "moteur flottant" (the last r.w.d. Citroën) and later made or assembled this model in Austria, still maintaining the "Gräf & Stift" *marque* but superimposing on it Citroën's inverted corporal's chevron and swan. I think they went out of business around 1936 or '37.

The best-known Austrian make is Steyr. They made passenger cars of their own up to 1939, assembled Opel at one time, and their air-cooled V8 diesel lorry was the most successful in the German Army. Steyr amalgamated with Austro-Daimler and Puch in the mid-'thirties, and Steyr and Austro-Daimler cars, as well as Puch two-stroke motor-cycles, were manufactured. The Austro-Daimlers were large, sporty "upper-income-bracket" cars of good design and performance, and their "Bergmeister" could be classed alongside such cars as the Speed Six Bentley or a later V12 Lagonda: it was a straight-eight single o.h.c. and the radiator design was similar to that of the Lagonda. Dr. Porsche was associated both with Austro-Daimlers and Steyrs—the Steyr 50 can be regarded as the Volkswagen's forerunner.

Austro-Fiat also made passenger cars before retiring into the lorry and 'bus field, and Puch made cars as well as motor-cycles. In all there were at least six independent car manufacturers — far too many for that small country.

The most popular foreign car was the Tatra—at that time an air-cooled flat twin and flat-four with tubular backbone chassis and swing axles, which does not make the Panhard Dyna or 2 c.v. Citroën particularly "modern." I.F.S. and i.r.s. were a necessity on the bad roads and cars had to be "bergfreudig"—mountain happy.

London, N.W.2. I am, Yours, etc.,
G. W. Burger.

* * *

Sir,

I should like to take to task Mr. Robert Peaty of Paris regarding one of his statements on the Gräf und Stift car, and correct him historically and geographically.

On June 28th, 1914, the Bosnian town of Sarajevo was visited by the Hapsburg Heir, the Archduke Ferdinand and his morganatical wife Sophie, riding in a flat-radiatored Mercedes tourer painted yellow with black wings and bearing the Hapsburg Eagle insignia. The car was chauffeured by Otto Mertz, who later distinguished himself by tearing mudguards off a 38/250 SSK at Le Mans.

A bomb was tossed onto the hood of the car and rolled off into the road, partly pushed by the Archduke, and exploded injuring some of the following retinue.

On being given a welcoming address at the Town Hall, Ferdinand not unnaturally made a sarcastic remark and pushed off to visit the injured, now in hospital.

The town was insufficiently policed, and Mertz was wrongly directed *en route* to the hospital. He made a wrong turn and as he engaged reverse gear, a Serbian youth, member of an anarchist movement and going by the name of Gavrilo Princep, dashed out of the crowd and opened fire with a Browning automatic pistol. Ferdinand was shot in the neck, Sophie in the abdomen and I believe Mertz was also wounded but I wouldn't swear to it. He at any rate tried to get the car clear of the crowd, but the cars behind and reverse gear hindered him and, of course, the results were fatal.

After the war, the car got into the hands of an American showman, but it brought him no luck and was I believe destroyed by a fire which bankrupt the owner.

Harlow. I am, Yours, etc.,
Peter Blackbury.

* * *

Sir,

The remarks on the Gräf und Stift in the January and February issues interested me considerably. I'm afraid the information I have is meagre, but it may be of interest to your readers.

I last travelled in one of these vehicles in Salzburg some two years ago. This, I regret, was no vintage thoroughbred, but a 'bus of the Salzburg Municipality. The 'bus was, if I remember correctly, of post-war vintage, so it would seem that the concern is still going strong. By the way, isn't it a regrettable omission that our more prosaic manufacturers have no such name as "Count and Abbey" among their ranks?

Incidentally, there is one Austrian product Mr. Peaty seems to have forgotten, the Steyr. At the moment, their output seems to be confined to diesel lorries and Fiats manufactured under licence. But pre-war Steyrs, whose appearance is, to say the least, unusual, still abound in Austria. I would be interested if any reader has any more information on the Steyr.

Middlesbrough. I am, Yours, etc.,
Alan K. Peterson.

* * *

Sir,

I received much pleasure from reading "Fifty Years of a Nobody's Motoring," by Major Mills.

One afternoon, above the noise of a machine-shop, I heard a voice ring out, "Drop everything and run." I did not know if the shop was on fire or whether the roof was falling in. I ran to where the Lt.-Col. was standing and saw a bi-plane coming towards us seemingly out of control and only a few feet from the ground. It passed between the works and the second largest gas-holder in the country; the 'plane was far below the top of the gas-holder and the sight was terrifying. Grahame White was on his way to Manchester in his quest for the £1,000 given by the *Daily Mail*.

I have a 12/60 1931 TK but I cannot get 70; perhaps the Major will let us know how it is done. I do not think the Major kept his 1915 5/6-h.p. 683-c.c. Indian long enough. There were very few of these machines in this country, but to me they were one of the finest machines built, for in 1915 they had all-chain-drive, a three-speed gearbox, a perfect clutch, the engine was bolted into the frame, the little pots were of cast iron and machined all over—even the fins—and they had a wonderful system of twist-grip control, throttle on the left, and advance and retard and an exhaust lifter all in one grip on the right. There were no cables and the controls never once let me down. The engine was the slowest-running V-twin I have ever known and caused favourable comment wherever I went; it was a lovely machine to drive. I gave £75 for it in 1920 but owing to circumstances over which I had no control I had to give it away.

I now ride a little two-stroke but often think what joy I should get from a ride on that 1915 Indian.

Wembley. I am, Yours, etc.,
W. C. Stevens.

* * *

Sir,

As one who invariably reads your "Vintage Postbag," I thought the following might possibly be of interest to fellow vintage fans.

In December last I was fortunate enough to locate, and subsequently acquire, a Ford Model-T light van, of 1916 manufacture. With the commendable help of the vendor, who had got the vehicle into good running order, and the able assistance of a fellow-enthusiast, Mr. D. E. Morse, of Norwich, the van was driven from a farm in the north of Kent to my home in just seven hours' running time; distance approx. 160 miles.

The only incident was the failure of a valve in the offside rear tube just eight miles from home; the vehicle, considering its age, putting up, to my mind, a very good show.

I hope, in course of time, to restore this van to something approaching its original condition, as it is basically very sound.

Beccles. I am, Yours, etc.,
G. M. P. Wigg.

* * *

Sir,

Mr. Bayley wishes to know what make the car is he sent a picture of. I think he will find it is a 7-h.p. Fafnir of about 1903 pattern. They were a German car, known until the outbreak of the Kaiser War, after which they seemed to disappear. They were well known too for the proprietary engines they made for other cars.

Mr. Peaty tells us that there were only two known cars of Austrian manufacture. To his two may I add the Steyr, Laurin and Klement Puch and Maja which were all well known too.

Mr. Hiam wishes for news of the Deemster car. They were known as the Wilkinson until 1912 when they sold the design and all rights to the Ogston Motor Co. of Victoria Road, Acton. Their trade mark was a black cat and later models had Anzani engines. They were good cars and were made until 1924. The company later moved to Southfield Road, Acton.

Knaresborough. I am, Yours, etc.,
G. A. Shaw.

ALFA-ROMEO REGISTER

Stuart G. Wilson, of Headley Park Farm, Headley, Surrey, is the Registrar. Geoffrey Wilson, of 60, Church Street, Littleborough, Lancs, handles the spares for these pre-war Alfa-Romeos. A bi-monthly news sheet is to be produced. Owners of cars of this make should contact Stuart Wilson for information and assistance.

LETTERS from READERS

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

A BRITISH SPRINT VELOCE?

Sir,

If anyone is wondering if there is a British equivalent to the Alfa-Romeo Giulietta Sprint coupé, there isn't!

However, I venture to suggest that a car of comparable size and performance could, with some initiative and drive, be prepared from components in this country.

The simple recipe would be a Sunbeam Rapier body-chassis (minus, of course, all that revolting and unnecessary chrome and two-tone paintwork) with modified suspension (as appears necessary from past experience), a twin overhead camshaft Coventry-Climax engine, and the latest B.M.C. gearbox as used on the M.G. and Morris Minor 1,000 with floor-mounted gear-lever. Wire wheels and bucket-seats, leather upholstered, would put the finishing touches, leaving a very potent, attractive and, with disc brakes on the front wheels (they aren't too expensive nowadays), safe four-seater sports saloon.

The price of such a vehicle would probably still be well below the Alfa's two-and-a-half thousand pounds, and as a cheaper version the car could be fitted with the present Rapier engine and wheels as supplied by Rootes.

Unfortunately, being built from components of Britain's popular-car manufacturers, the exception being the Coventry-Climax engine, the car would probably lack, like nearly all Britain's popular cars, the one thing that really makes a car sell (*e.g.*, V——n)—reliability coupled with after-sales service. You only need to witness our car sales as compared with our competitors. And don't give petrol rationing as an excuse, anyone who disagrees! Oh, well, I suppose we will just have to keep on saving up for an Alfa-Romeo!

Incidentally, may I take this opportunity to say how much I enjoy reading the only magazine which is of any real value to the reader owing to its frank truthfulness.

I am, Yours, etc.,

Heald Green. O. M. F. HORSFIELD.

[For heaven's sake don't let's encourage the British Motor Industry to embark on the building of "specials." Such hybrids seldom come up to expectations. The Alfa-Romeo Giulietta Sprint Veloce is the outcome of many years' experience of building high-speed competition cars and of developing the twin-cam engine used therein, culminating in 114 m.p.h. from a 1,390-c.c. engine.—ED.]

* * *

Sir,

I would like, through the medium of your columns, to record a recent instance of the kind of service which is all too rare these days.

Some time ago I rebuilt a 2-litre M.G., including a complete engine overhaul, on completion of which it was fitted with a set of K.L.G. F.70 plugs. In use these were not entirely satisfactory and were replaced at about 4,300 miles with a set of K.L.G. F.80s, which ended the trouble.

The original plugs were returned to the manufacturers for inspection. Within a post or two I received their report (enclosed), indicating that the plugs had been overheated . . . but enclosing a complete new set of F.80s. This, you will note, was entirely without quibble about mixture strength (the engine was tuned by S.U.'s agents) and/or other factors which might have contributed to the failure of the plugs.

In view of the mileage covered on the original plugs before I returned them, I consider this to have been extremely generous service.

In conclusion I would like to add that in twenty-seven years I have used K.L.G.s fairly consistently and this was the first occasion on which I have ever had cause to complain. I shall certainly continue to use them!

As you will note, I have no connection whatever with Messrs. K.L.G. Ltd. or any associated concern.

I am, Yours, etc.,

Wellesbourne-Mountford. D. WESTON BURGESS.

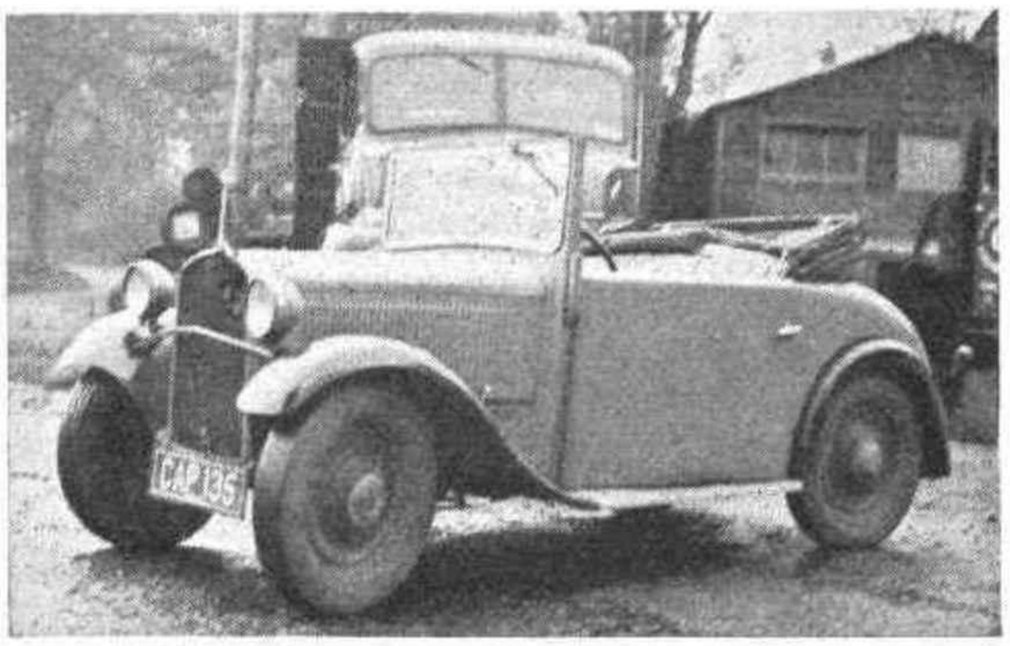
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A 1932 B.M.W.

Sir,

Perhaps some of your readers would be interested in a seemingly unusual B.M.W. which I have recently acquired.

It is a Model 300 or "Dixie" of about 1932-3. Apparently the first "Dixies" were made in Germany, under licence to the Austin



Motor Company and were almost exact replicas of the original Austin Seven.

In 1932 or thereabouts, however, an entirely new model was introduced, of which mine is one. It is a roomy two-seater tourer with a snub nose, wide doors, and a shapely curved tail end, incorporating a dickey, a quickly dropped hood, very good quality upholstery, and pressed steel wheels, all fairly conventional.

In mechanical details, however, it must have been very advanced for its day, as it has single centre-tube (box section) chassis, front and rear, employing a de Dion-type final drive, synchromesh gearbox and a 0.8-litre o.h.v. engine, which although original is still very lively.

Although complete and in running order, it is in desperate need of an overhaul, which I hope to undertake, so am wondering whether you have any owners, ex-owners or interested persons amongst your readers who would be willing to give any information.

Thanking you for "the most looked-forward-to" magazine of the month.

I am, Yours, etc.,

Kirdgord. TILDEN F. ELDRIDGE.

* * *

"FELLOW MENTALLY-DEFECTIVES . . ."

Sir,

Since I last wrote to you suggesting that you might be a little over-enthusiastic about the VW, I have had time to readjust my feelings. I have recently purchased a new 1957 De Luxe VW and find that I was unjust on all my points of criticism.

It was suggested by Viscount Bury that the VW has at last a rival in the Morris Minor 1000. Your correspondent suggests that the Minor has more luggage space than the VW, which he will find is quite incorrect if he tries a practical test with the two vehicles. The VW is most certainly a good deal more comfortable than the Minor both as regards space inside and suspension. As far as styling goes, well that is a personal matter, but for myself the VW scores again here. The VW finish in every respect is highly superior to that of any British small car.

Anyone criticising the VW as noisy can never have ridden in a recent model at an effortless, whispering 60 m.p.h. All British small cars boom like a drum when driven over rough surfaces, which brings up another aspect of the noise problem; surely it's the overall noise level that matters and not the hum of a gear or the hiss of a fan.

A small point but still worthy of note is that, try as I may, I am unable to find even one screw, washer, fastener, bit of wire, etc., lying around on the floor of my VW. I have a tin full of such articles collected from British post-war cars which I have owned.

I agree with Viscount Bury that the rearward vision of the Minor has the VW licked, and that possibly four doors are better than two, if they allow easy access, but I would also say that having been fooled into a false sense of security when an empty fuel tank registered quarter-full on the gauge, I'll stick to the reserve tap of my VW.

The first five gallons of National Benzole in my VW gave me 51 m.p.g. exactly with the car cruising at 45 m.p.h. I do not expect this as a regular thing but it shows what can be done.

Finally, after-sales service. Factory-trained engineers (not

mechanics), working with equipment that is the best in the world and with a knowledge of the car from A to Z, such is VW service (in my experience at least), and this tied to the utmost courtesy. Compare all the foregoing with the average British after-sales service.

Why are people buying VW? I think that complacency on the part of British manufacturers is one of the very good reasons why VW sales are the world's best.

To the gentlemen who dictate policy to the British Motor Industry I would say: Give the public something mechanically equal to the VW (rear engine and all-round independent suspension are musts) with contemporary lines and you're back in the world market in the small-car field.

I am sure that several thousand people like myself would really like to buy British because it's best.

I am, Yours, etc.,

Unsworth. R. SMITH.

[We were glad to receive this assurance that we are not alone in liking the VW, especially after Mr. C. Pannell's statement in the Commons that "If anyone bought a VW to drive here he should have his head tested"! Come to think of it, the VW is a very *honest* car—with the Porsche it refuses to attempt to disguise its rear-engine location by means of a false grille or motif on the nose; and Wolfsburg does not slang other makes in its catalogues, unlike a big British combine which has recently issued a brochure containing several headlines which proclaim in various ways that its recent new model is "beating the Volkswagen."—ED.]

* * *

NEW(?) BRITISH CARS

Sir,

Three of our leading motor-car manufacturers have recently announced "new" models. I suggest that in the eyes of the sophisticated Continental and American buyer, not to mention the equally sophisticated reader of MOTOR SPORT, they are not new enough.

Jaguars, who never lack courage whether it be in international racing or when dealing with a domestic disaster, have nevertheless produced a car which on analysis proves to be the result of mating an engine designed seven years ago with a chassis that first saw the light of day as recently as 1955. No doubt a good car but not a new car.

Austin have redesigned the front and back ends of the rather uninspired A50, shrunk the wheels and increased the area of glass and chromium, while Vauxhall have indeed produced a new car in so far as they themselves did not produce a similar model before.

In none of these three cars is there any real technical advance whatsoever, and yet they hope to compete abroad with such cars as Volkswagen (an advanced and beautifully-finished car designed twenty years ago), Borgward TS (a 100-m.p.h. family saloon giving 28 m.p.g.), and the really new DS19 Citroën, etc., etc., etc.

Let us hope that they will be successful!

I am, Yours, etc.,

Alverstoke. Cdr. A. DUNHILL, M.V.O., M.I.E.E., R.N.

* * *

VW *versus* MINOR 1000

Sir,

Being a regular reader of your excellent journal and gaining much enjoyment therein, I feel I should like to make myself known and write on a subject that has taken my particular interest.

In your January issue was published a letter by the Viscount Bury, discussing the merits of Volkswagen *versus* Morris Minor 1000.

I should like to defend the attitude of many of us in Kenya that for value and long life on our pot-holed and muddy roads Continental cars are the answer long before Morris Minor or other similar small British cars.

Viscount Bury gives the Minor his vote on grounds of greater comfort and he is probably right. He goes on to mention that the Volkswagen has slightly better suspension and then omits to mention the rear-placed VW engine.

Now it is these two essential points that mark the VW's supremacy over similar-sized British cars in Kenya. The suspension carrying us well over atrocious roads and the weight of the engine over the rear wheels getting us through the worst mud.

The point of my letter is to show that one make of car excels in certain conditions where another may not shine so brightly, thus making a comparison of the two makes of little value.

I should be very pleased if you publish my letter as I feel that many of us have an accusing finger pointed to us when we arrive on Home leave with our Continental cars. I am sure that anyone with experience of our Kenya roads and the use of small British cars on them will realise that we are not being unpatriotic by buying foreign.

I am, Yours, etc.,

Kenya. R. S. BESANT.

THE FAIR-SEX SPEAKS UP

Sir,

March "Rumblings" certainly caused more than a rumble here. After the customary fight to gain first possession of MOTOR SPORT, I was surprised to see the popsie-petrol-prohibition plan proposed for this season's lamentably few meetings. Frankly, the poor male enthusiast could not do without us!

Who reads the maps 'twixt home and circuit?—although HE takes no notice. Fights the vagaries of a paraffin stove at 6 a.m. to cook a breakfast—whilst HE inspects the circuit and tries "to get YOU a programme, dear!"? Keeps all-comers at bay whilst HE spends two hours in vain attempts to reach the prize machinery in the Paddock?

During the racing my lap charts are always more complete than his, although he will not admit it—because I'm only the co-spectator.

When the racing's over I relax while he drives home. But no! We've watched all the drivers and now HE attempts to emulate the best in our "heap," which couldn't aspire to the worst we've seen. And soon I'm pushing the gloating monster whilst he sits and does "the hardest part, dear"—steering the thing.

At home is it that "warm settee" for me? Oh no, not yet! Another male has just happened to come round and then ensues one of those interminable arguments about "just who did take that corner best." Although, of course, I could explain the whole thing to them I deal with that other craving in a man—his FOOD.

At last a wash and change to turn this stinky-popsie back to a slinky-popsie—"My, that perfume seems flat after the tang of methanol!"

Thank you for the most interesting monthly reading between the covers of MOTOR SPORT.

I am, Yours, etc.,

Stanstead Abbotts. ANGELA SPENCE.

[Good for you, Angela. We hoped someone would state a case for the fair-sex. And we hope you are not still eating those meals you cook for HIM standing up, which seems probable when HE reads your letter!—ED.]

* * *

AINTREE CIRCUIT CLUB

Sir,

Your "Rumblings" comment in the March issue devoted half a page to the Cooper School for Racing Drivers, and amongst other matters you mention that someone once had the bright idea of hiring out a Cooper-J.A.P. at Brands Hatch. As it would appear that you, and maybe your readers, are not aware that this is being done very successfully in the North of England, may I bring to your notice that there is at Aintree a body of enthusiasts who, over the past two years, have built up a very flourishing club of 100 or so members, and are all set to embark on what they hope will be a successful season?

This is the Aintree Circuit Club, formed originally by a Southport business man, Mr. W. Blundell, who once made the long trek down to Brands Hatch to sample 500-c.c. motoring in the shape of the aforementioned Cooper-J.A.P.

Upon his return he enlisted the aid of that northern patron of motor racing, Mrs. Topham, with the idea of doing the same sort of thing in this part of the country. Mrs. Topham co-operated very ably, and the Aintree Circuit Club was born. The Club Circuit of 1¾ miles was made available once a week in the season (April-October), and a Cooper-J.A.P. was purchased and put at the disposal of members at 5s. 6d. per lap—plus an insurance cover charge.

While the club at present cannot claim to give instruction of the type offered by the Cooper concern, it does, however, offer the opportunity for those who are interested to drive a racing car at a famous circuit. It is also hoped to purchase another car in the near future.

The club also offers facilities to members with their own cars (racing or sports) for practising, and this has been responsible for one or two members returning surprising times at B.A.R.C. Club meetings.

A Marshalling Section is being formed for the purpose of training members in all duties of marshalling, observing, etc., and it is hoped that eventually this section will be made available to the organisers of motor racing in this area. Like Cooper, we also are looking for driver talent, though on a lesser scale, and it is hoped that as the club grows these drivers will be sponsored by the club at various 500-c.c. events.

At the moment we cannot boast a blessing of great names like the late-lamented Junior Racing Drivers' Club, but Stirling Moss has consented to become our first honorary member, and whilst we cannot

hope to see very much of that extremely busy personality, he has expressed his intention of seeing us whenever he can.

For those interested, it costs £5 5s. to join the club—£2 2s. entrance fee plus £3 3s. subscription, renewable annually. Associate membership is available at £1 1s., which offers all the club facilities without driving. This is supported by those interested in marshalling timekeeping, etc.

Any of your readers who would like further information regarding the Aintree Circuit Club are asked to please write, either to the undersigned at 397, Leasowe Road, Moreton, Wirral, Cheshire, or to the Hon. Secretary, Mr. T. G. Peacock, The Three Ways Garage, Clatterbridge, Wirral, Cheshire.

I am, Yours, etc.,
S. J. BURTON,
Clatterbridge. Hon. Treasurer, Aintree Circuit Club.

* * *

A BELGIAN CENSUS

Sir,

In recent months your correspondence columns have given the results of car census carried out in several European countries. A few months ago I carried out a similar census in Belgium, which is a particularly interesting country for this type of observation, because there are no import restrictions whatsoever in this country.

My census was conducted until one hundred Volkswagens had been recorded, the idea being that the number of other individual makes would then represent a percentage of Volkswagen sales. The interesting thing was that on the morning that the census was taken, one hundred Opels were recorded before one hundred Volkswagens, but only just, and a Volkswagen soon came along to make it a tie.

The figures which I give below include the products of eight countries. Forty-two makes are represented, nine of them British. The total number of cars recorded was 718, and the totals by countries of origin, in descending order of magnitude, were as follows :

Germany		Great Britain		U.S.A.	
VW	100	Ford	53	Chevrolet	44
Opel	100	Vauxhall	27	Ford	31
Ford	47	Austin	20	Studebaker	12
Mercedes	14	Hillman	15	Chrysler	11
Borgward	13	Morris	13	Dodge	11
D.K.W.	11	Standard	10	Buick	8
Lloyd	2	Humber	3	Pontiac	6
B.M.W. Isetta	1	Triumph	2	Cadillac	5
		Rover	1	De Soto	5
				Hudson	2
				Kaiser	2
				Willys	2
				Nash	1
				Oldsmobile	1
Total	288	Total	144	Total	141

France		Italy		Czechoslovakia	
Citroën	44	Fiat	20	Skoda	8
Renault	33	Lancia	1	Tatra	2
Simca	15				
Peugeot	11				
Panhard	2				
Total	105	Total	21	Total	10

Russia		Sweden	
Moskvitch	6	Volvo	3
Total	6	Total	3

I trust that these figures may be of some interest to you.

I am, Yours, etc.,
B.F.P.O. 21. R. A. D. STEVENS, Capt., R.E.

* * *

THE COMMONS' DEBATE ON THE BRITISH MOTOR INDUSTRY

Sir,

Enclosed is a newspaper cutting giving various "facts" about our mass-production Motor Industry.

(1) Can it not be suggested that the men determined to lead it out of its present difficulties be allowed to replace the type of men at the top who say such things as "The British car is a fine product whatever our competitors say"?

(2) Is, or has, there ever been any short-time working due to sales difficulty at Volkswagen?

(3) It should be pointed out to Mr. William Shepherd that if everybody who bought a Volkswagen instead of a Morris Minor went for medical attention the Health Service (like the Motor Industry) would have an even bigger crisis on its hands than it has at present.

I'm unbiased in this letter as I run an H.R.G.

I am, Yours, etc.,
Cheshire. A. L. MILLER.

Sir,

Your leader on the "out-of-date-ness" of British design was very much to the point.

It is interesting, if peculiar, to find the motoring correspondent of the *Sunday Express* dropping such clangers when the same paper's editorial did such a fine job on Ken Wharton's sad death.

However, when it comes to championing the cause of obsolescence, our National papers must take second place to our rulers, as the attached cutting, taken from the *Daily Telegraph* a couple of weeks ago, will show; the occasion was a debate on the state of the Motor Industry.

> "Mr. Shepherd (C., Cheadle) dismissed the Volkswagen as 'very old-fashioned,' and undistinguished. It was first designed by an Englishman, who could not get it produced. Anyone in this country who bought a Volkswagen instead of a Morris Minor needed medical attention."

To my mind, the really alarming thing about this is not that one isolated M.P. should exhibit such ignorance of the facts (this in itself is not surprising) but that in all that august body there exists not one member with sufficient knowledge to correct him.

It may perhaps be rubbing it in unduly to suggest that the medical attention referred to may not be available anyway, if Government mismanagement in another obvious direction goes on much longer!

I am, Yours, etc.,
Horam. H. P. POWELL.

* * *

TAKING STOCK

Sir,

I note that you call attention in your March issue to the grossly inaccurate and misleading information published by the motoring correspondent of the *Sunday Express* regarding British design *vis a vis* foreign cars. The inaccuracies are so blatant that the author is either deliberately trying to mislead the British motoring public, or he is not competent to write on motoring matters in a paper which takes an active interest in motor racing in this country.

Secondly, your interesting article "Taking Stock" makes rather depressing reading. In an age when it is commonplace for any American six-seater saloon to be capable of well over 100 m.p.h. and Packard able to do 115, one can hardly call the 105 m.p.h. of the cheaper British sports cars inspiring. True the Americans have no brakes and cannot corner, but on Continental roads it is not satisfactory that a sports car can be passed by a leviathan carrying six people and quantities of luggage.

I agree with you that at least 110 m.p.h. should be a "must" for British sports cars, even when they sell at a low figure. Surely if Jaguar can market a small saloon capable of 120 m.p.h. in the medium-price range, it is not an impossible task.

I am, Yours, etc.,
Rye. W. M. GRAHAM (Col.).

* * *

A CURE FOR GEAR NOISE

Sir,

The remarks made by Mr. W. Bancroft regarding Ford's attitude to gear-lever noise on his Prefect de Luxe prompt me to pass on my own cure, though in my case the car was the Anglia de Luxe, my wife's property, until she saw the light and bought a Renault Dauphine.

The noise was very reminiscent of that made by the gear-lever of an old 14-h.p. Vauxhall I once owned, when I was so misguided as to fit a heavy metal knob in place of the original, lighter, rubber one. I therefore removed the Ford knob, replacing it with a smaller, much lighter one made of wood. The noise completely disappeared!

The cure being so absurdly simple, one wonders why Ford's have not adopted it? Which leads me to wonder, not for the first time, whether the higher management of so many of our British motor-manufacturing firms ever take one of their own cars from the line in order to try it out for themselves? Or, again, whether they have ever driven one of the foreign cars, such as Fiat or Renault, which bid fair to oust them from the Export and even the Home market? I shall probably be sticking my neck out when I suggest to Mr. Bancroft that the Dauphine would fit all his summarised "bests," with the exception of "best-heated" and, of course, the "biggest nerve-irritant"!

I am, Yours, etc.,
Bewdley. STANLEY W. FISHER.

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FOR SALE

RILEY 9 BIARRITZ, £25 complete. Crash box £5. Five wheels 15s. M.G. slab tank £2. M-type back axle £6. Gough, 3, Binley Road, Coventry. [1088

FOD 20 FT. CRUISER. Two-berth; Parsons engine; good sea boat. Exchange Bugatti or similar sports/racing car. Valued at approx. £475. Gibbs, Greenacres, Whitnash, Leamington Spa. [1090

HUMBER SUPER SNIPE, 1951. Complete car, damaged on roof, but repairable. Very good mechanically. Drive anywhere. No reasonable offer refused. Enquiries to Cliff Shores, 48, Finkle Street, Cottingham, E. Yorks. Tel. 45866. [1091

AUSTIN 7 SPECIAL. Lowered suspension; ignition adjustment needed. Offers or exchange small saloon. 25, Hollingbourne Road, Herne Hill, London, S.E.24. BRI 9502. [1093

BENTLEY, 1936, Park Ward Sports Saloon. Perfect condition. Overhauled. 20 m.p.g. What offers? Cooke, Old School House, Halton, Bucks. Wendover 2226. [1095

RILEY LYNX, 9 h.p., 1933. Well maintained. Original bodywork in good condition; finished black with red wheels. Mechanically sound. Good tyres and battery; complete hood and side screens; petrol coupons. £60. Telephone: Evenings or week-ends Hurley (Berks) 341. [1096

FORD-M.G. 2-seater Sports. Fast, workmanlike job. Coupons. Offers around £115. Jones, 295, Roman Road, East Ham, London, E.6. [1097

AUTO COURSE, Volumes I to V, bound. Offers. Seal, 33, Ellesmere Drive, Sanderstead, Surrey. [1098

MERCEDES BENZ 2.9 ltr., 1936, Cabriolet. Overdrive. Genuine 25 m.p.g. Excellent mechanically. Spares, radio. Must sell. All offers considered. Box No. K.099. [1099

AERO MINX 2-4 Tourer. Genuine showroom condition o/a. 30+ m.p.g. 75+ m.p.h. Accel. phenom. Spares plentiful. 1957 performance and condition, 1935 price. £200 o.n.o. Holden, 16, Sutton Court Road, Hillingdon, Middx. [1100

RILEY NINE, 4-seater tourer, 1932. Mint condition. Basic book untouched. £75. Wellend, Woodmansterne Lane, Banstead. Burgh Heath 1220. [1101

MORGAN +4, 1952. Engine converted to T.R.2. Just overhauled (bills). Special body rather stark. Fantastic performance and economy. All coupons. Ex-Gammon. £300 for quick sale. Private. Box No. K.102. [1102

SUNBEAM 16 h.p., 1929, Chassis. Complete. Would separate. Write, Green, Windy Hall, Felindre, Knighton, Radnorshire. [1103

SALISBURY REAR AXLE, complete, Healey "G" type, ratio 3.77 : 1. 12,000 non-competitive miles. Removed solely to fit higher gear. Offers. Wembley 7495 evenings. [1104

FOR AUSTIN HEALEY Hardtop, blue sliding screens. Also radiator blind. Hagley 2170. [1106

ASTON MARTIN Le Mans Short Chassis 2/4-str. Engine completely stripped and rebuilt. Late type camshaft, new oil pump, brakes relined, new cables, new headlights and wiper, excellent tyres, full weather equipment, very sound bodywork finished in red. All coupons. Taxed. £225. Consider exchange. Preston, 16, Preston Avenue, Eccles. Tel.: Eccles 1027. [1107

BLOODY MARY II now offered for sale. Much above average Singer 9 h.p. Sports 2-seater, 1934. Start haggle £70. Also sale or break 1931 24 h.p. B-type Ford Special. Details from Ratcliffe, Claremont, Dursley, Glos. Dursley 2018. [1108

1935 SINGER Le Mans Coupé. Engine good, the rest fair. Spare gearbox. £45. Maltby, 12, Rushy Lane, Risley, Nr. Derby. [1109

FOR SALE—*continued*

SINGER LE MANS, 1935, 4-seater, fitted reconditioned Ford 10 engine. Good body, tyres, hood, battery. £100. Also Le Mans engine spares. Week-ends. 20, Aberdare Gardens, Mill Hill, N.W.7. [1110

B.S.A. 3-wheeler, 1934, 4-cyl. Sound body complete with hood, s/screens. Taxed; in running order. £60. Stubbs, 13, Bridgefield Road, Sutton, Surrey. Vigilant 2500. [1112

ONE OF THE FEW remaining Austin 7 Swallows (1928) seeks a good home. She should give faithful service for many moons yet. New battery, good tyres, recent repaint and three gallons. Haggle from £60. Latter, 19, Ox Lane, Harpenden, Herts. [1113

M.G. T.B., 1939. Recon. engine, new differential, professional respray. Full vyanide tonneau. £225, or exchange saloon. 52, Thornford Gardens, Southend-on-Sea. Tel. 49352. [1115

NEW A.40 STEERING COLUMN and wheel, 50s. Girling suspension units suit lightweight special, 20s. Nearly new 7 in. Lucas passlights, 40s. Claverdon (Warwick) 463. [1116

VERY SPECIAL FORD JEEP, coach built, brake body. Heater and heaps of extras. Perfect throughout, giving equivalent of 30 m.p.g. Ideal for world tour or runabout. Price £175. Box No. K.117. [1117

18/80 M.G. Mk. 2 chassis; engine reslceved, crank reground (unassembled). £30 or separate. (Lancs.) 25, Lyddon Terrace, Leeds. [1118

ENGINES, axles, wheels, tyres, etc., for Sunbeam, Alvis Firefly, Daimler 15, Riley, Talbot. Wanted: Lagonda Rapier gearbox, E.N.V. 75. Mackay, Milton Mill, Stirling. [1119

3½ JAGUAR 100, 1939. Engineer owned. 11,000 miles since complete overhaul. Used less than dozen times last year. Aerodynamic body (Jaguar experimental). Exchange Zodiac, Zephyr, similar family car, cash adjustment. Sell £375. D. Beasley, 186, Ellesley Old Road, Coventry 2110. [1120

STONEGUARDS, heavily chromium plated, easily fitted to all Lucas sealed beam headlamps. 27s. 6d. pair. Special sizes, made to customer's requirements, including C.P. radiator stoneguards. Judge, 234, Tullibardine Road, Sheffield 11. [1121

VINTAGE BUICK, 1929, V.D.P. Landaulette. One owner; unused 16 years; exc. cond. £60. 7, Orchard Road, Andover, Hants. [1124

RILEY 9, 4-seater tourer, 1932. Mechanically sound, body fair. £45. Stapleton, CUN 3688. [1126

RILEY 9 "IMP." Garage maintained regardless of expense. Engine recond. last 2,000, incl. new block, pistons, valves, dynamo. Brand new hood, tonneau. Marchal fog. Four 19 in. wheels, two 16 in.; all tyres good. 30-35 m.p.g. £235 o.n.o. Box No. K.127. [1127

1956 FORD THAMES. Enthusiast's pet. Business commitments. Under 7,000, spare unused. Rear footwells/folding seat. Thief-proof rear-mounted tank, full 64 gallons. Blinkers, visors, mirrors, screenlamp, parking/interior lamps, windtones. Two colours, everything chromed. Unfitted new high compression head, valve springs, road/racing camshaft, close ratio gears. Sacrifice £395. Hire purchase company would accept. Glove Cottage, Dallinghoo, Woodbridge, Suffolk. [1128

SPECIMEN P.A. Completely reconditioned and newly painted. Enthusiast's car. £185. Phone: Gedge, UPL 5792. [1129

1937 F.4 MORGAN 3-wheeler. Engine needs overhauling (Ford 8). Used daily. £75. Birmingham. Box No. K.130. [1130

COLOUR TRANSPARENCIES

SET No. 2

Eight transparencies of the French G.P. at Reims. This colourful set consists of close-up shots of the streamlined and unstreamlined Maseratis and Lancia/Ferraris, the Bugatti, action shots of Juan Fangio and Peter Collins in Lancia/Ferraris, and Harry Schell in the Vanwall, which split the Ferrari team for a few laps.

Transparencies are mounted in 2" × 2" mounts with printed captions, and cost only **21/-** per set, post free.

MOTOR SPORT
15, CITY ROAD, LONDON, E.C.1

FOR SALE—*continued*

350 "AUTOCARS," 1949 to 1957. Mint condition. What offers? Buyer collects. Allen "Highwood," Ledbury, Herefordshire. [1131

1928 4½ BENTLEY, fitted mahogany utility 1946 In good condition. Recent top overhaul, and new radiator block. Offers. Tel.: Petham 288 after 4 p.m. [1132

DISMANTLING 1951 AUSTIN A.70. All parts except body. Or sell as complete chassis. Joyce Woodfield Farm, Renhold, Bedford. Tel.: Gt Barford 349. [1136

TRIUMPH DOLOMITE, 1938, 14/60 Saloon. Very good all round condition, carefully maintained 500 miles since new clutch, piston rings, etc. Good tyres. 28 m.p.g. £100 o.n.o. Edmonds, 15, Naseby Road, Rugby. [1137

HILLMAN 12.8 h.p. Tourer, 1929. Good hood and screens and excellent condition throughout. Offers around £70. A. Harris, 26, Honister Place, Stanmore, Middx. Wordsworth 3644. [1138

£100. MERCEDES BENZ, 1938/230 folding head black saloon in very good condition. Price includes seat covers and four almost new Michelin X covers. Mill Hill 1456. [1139

M.G., 1936, P.B. Black; new hood; steering box; excellent condition. £55 spent in December; bills £155 o.n.o. Phone WOR 8692. [1140

1933 RILEY NINE Saloon. Excellent condition. Plenty of petrol. £75. Sturgeon, Lantern Cottage, Lammas Lane, Esher 4893. [1142

AMERICAN AUSTIN 7, 1934. Reasonable condition. Running. £75 o.n.o. Platt, Castle Bromwich Hall, Warwickshire. [1144

FORD MERCURY ENGINES (two) for sale. One at £13. Other can be seen running, £20. Ilford 1305. [1145

1934 RILEY 9 SPARES: E.N.V. box, Scintilla starter, cylinder head, manifolds, most engine parts. O'Connor, 70, Higher Road, Hunt's Cross, Nr. Liverpool. [1146

HEALEY SILVERSTONE. H.C. pistons, C.R. gearbox; steering, brakes excellent. Professionally modified bodywork. Vynide hood. Sparkling performance; unique example. £495. Bowes Park 5871, daytime. [1148

1954 MORGAN/VANGUARD 4-seater red/black upholstery. Offers. 10, Woodlands Avenue, E.11. WAN 0682. [1152

AUSTIN NIPPY, Oct. '36. Body excellent, mechanically bit rough. 475 x 16 tyre, Marchal spot. £120. Bed 67573. [1153

£120 O.N.O. R.R. LIMOUSINE, 1932. Ideal for family car or enthusiast. Perfect bodily, mechanically. Tyres alone worth £30. Plenty of coupons. Sutton Coldfield 3418. [1154

RILEY MONACO, 1933. Body very good condition. New Solex carburettor. Tyres good. Unused since Sept. £40. Parker, Keinton Mandeville, Somerton. [1155

TWIN S.U.s and manifold for Citroen 15. £7 10s. 18 x 400 Michelin S., new, £6 10s. Talbot 110 spares. 706, Lightwood Road, Longton, Stoke-on-Trent. [1158

M.G., 1947 T.C. Immaculate condition throughout reconditioned engine 900 miles only. New battery, new front tyres, heater, flashing lights, wing mirrors; bills available. £375 o.n.o. 2 Highridge Road, Bishopsworth, Bristol. [1976

1934 ALVIS SPEED 20 Vanden Plas Tourer B.R.G. New hood, all weather equipment, telecontrol shock absorbers. P.100 headlamps. Twin spotlamps, in very good condition. £130. All coupons. Miss E. Jones, North 3636. [1176

B.S.A. SCOUT, 2/4-seater. Good hood, body, mechanics; repainted, taxed, insured, full coupons. £65. 25, Whitehill Road, Gravesend, Kent. [1178

RILEY KESTREL 9, 1935. Mechanically very good, body reasonable, interior tidy. £75. Trebarwith, Barton Lane, New Milton, Hampshire. Phone 44. [1179

£5 REWARD for information leading to each successful purchase of the following: White Steamer; R.R. Ghost tourer; R.R. P.11 or P.111 convertible; R.R. 20 tourer or convertible; Invicta 1934/35 100 m.p.h.; pre-war Grand Prix racing car; 3-litre Bentley V.D.P. tourer; Speed Six or 8-litre Bentley tourer or convertible; 1911-12 Minerva sleeve valve. News welcomed of interesting types any make or year; reward applies. Excellent condition essential but unrestored considered. Box No. L.180. [1180

BREAKING TALBOT 14/65. Following parts new or reconditioned, 7,000 miles only: Crankshaft and rods, brake shoes, steering, gearbox, c.w.p., halfshafts, valves, front springs. All other parts good condition. 74, Vernon Ave., Rugby. [1181

TRIUMPH GLORIA, cream with red-hide upholstery; Climax 12 h.p. engine giving 27+ m.p.g. Excellent tyres, batteries. Sportman's saloon at only £45. 230, Norton Lane, Earlswood, Birmingham. Smart, outstanding bargain! [1182

B.M.W. SPARES: Two halfshafts, type 45 Hirth gearbox, radiator, 4.3 diff.; also spare diff. less pinion. Tuned type 45 engine, mods include 7.5 : 1 c.r., twin S.U.s, enlarged sump, etc. Please write. Fleming, 40, Alma Road, St. Albans. [1183

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

FOR SALE—*continued*

BREAKING WOLSELEY 12 h.p. 32/3 "Hornet" Saloon. All parts in working condition. Seen North London. Enquiries, R. W. Stickland, 71, Wadham Road, Portsmouth, Hants, or Phone Portsmouth 4440. [1184

48 CITROEN LT. 15. Reconditioned engine '54, major overhaul '56. Market value £250, but continental steering restricts market. Accept £200 or h.p. Now seeking Healey Tickford, Lea-Francis 18, or Riley. Box No. L.185. [1185

SPARE-FRAMED '35 FORD 10 CHASSIS, post-war engine. £28 o.n.o. McGuire, Quarry Steps Garage, Blackboy, Bristol. Tel. 38364 (business hours). [1186

TALBOT A.X.65, 1935, aluminium d.h.c. Attractive and mechanically sound. Seen week-ends London. £85 o.n.o. Coleman, Sydenham 4552. [1187

"MOTOR SPORT" 1938 and 1939, 1946 to 1955, also 21 odd copies, mostly pre-war. "Autosport," Vol. 1, 12 copies Vol. 2. Offers, Nugent, 47, Myddleton Park, London, N.20. [1188

FORD ENGINES, ETC. 1953 10 h.p. (recond.), £30. 1936 8 h.p. engine/gearbox, £7 10s. Axles (drums, etc.), rear (new c.w. & p.), £8; front, £3. 1946 Beam only, 30s. Water Pump, 15s. Lucas fog/longerange, £2 pair. M.G. T.C. instruments (less speedo), £6. Back squab (green), £3. Spare wheel carrier, 30s. Head, valves, springs, £10 or 12V. Radio. 146, Wain Drive, Trent Vale, Stoke-on-Trent. [1189

JOWETT JAVELIN, black, '53, Series III, with works reconditioned engine fitted last August at 42,000. Town-Country tyres; brakes relined, body almost perfect. £475 or near offer. Box No. L.190. [1190

TALBOT 14/65, 1933. Sound throughout. Coach-built saloon body very clean. Bargain. £35. "Sealea," Keyhaven Road, Milford-on-Sea, Hants. [1191

MORGAN 4/4, 1936. B.R.G. Reconditioned Coventry Climax just run in. New hood, batteries, good tyres. 1952 front suspension, steering. Three enthusiast owners. Kept regardless of cost. £220. 53, Huntingtower Road, Grantham. [1193

BENTLEY 1927 speed model with Corsica body. Excellent condition. £250. Ripley, 28, Mountain Street, Mossley, Manchester. [1194

FABRIC MONACO, 1930, converted coil ignition, rear tank, S.U. pump and carb. Lively and presentable. Also 1935 Merlin, slightly tatty. £40 each, or swop 12/50. Ladhams, Castle Hill, Warwick. [1195

MODEL T FORD with most elegant coach-built sedan body. Beautiful condition. £250 or offer. Box No. L.196. [1196

1½ LITRE LE MANS SINGER. Genuine. Excellent condition, 85 m.p.h. Any reasonable offer secures. F. Grabham, 64, Cromwell Avenue, London, N.6. Tel.: Mountview 9022. [1197

TRIUMPH DOLOMITE 16.36. Sound. Engine heard running. Will break. 19, Warwick Gdns., Harringay, London. [1198

M.R.G., 1936. 1500 c.c. Meadows engine. Fine performance, good order throughout. £200 or exchange for saloon. Williams, Tilmans, Chiddingstone Hoath, Edenbridge, Kent. [1199

ALVIS 12/70, 1939, Saloon. Extremely good all round. Engine reconditioned last year. £140. Box No. L.200. [1200

BENTLEY 3½, 1936, Sports Saloon. 106,000 miles, engine rebuilt at 90,000. Mechanically perfect. Repainted October, 1956. Connaught green; unmarked. 20 m.p.g. £500. Box No. L.202. [1202

S.U. ELECTRIC PETROL PUMPS, eight 12 volt, six 6 volt. First class condition, £2 each, postage 1s. 6d.; or C.O.D. Box No. L.204. [1204

D.K.W., 1938, Master Saloon. Bottom gear chipped, otherwise sound. Good running order. Good tyres, battery. Quick sale, £57 10s., or break. Freeman, 49, Abbey Foregate, Shrewsbury. [1205

GREY GOOSE, 40 m.p.g., 1929 Humber Saloon. £60 spares. Cash invited. See Wanted, Paterson. [1206

A.7 TUBULAR SPORTS FRAME. I.F.S., Dellow coil springs, recond. rear axle, rebuilt 16in. wheels, two unused tyres. Unable to complete due to move. £50 o.n.o., or exchange three-wheeler. Numerous other A.7 spares. P. R. Line, "Weirfield Cottage," Staplegrove Road, Taunton. Please write. [1209

RILEY 9 LYNX Tourer, original unadulterated condition. First three-figure offer. Mayer, Axbridge, Som. [1210

SELL-OUT! Bentley 3 litre, rebored, reground, remetalled, but not assembled. Sell or exchange for best B.M.W. or Citroën offered. Also Austin Chummy de luxe, 1930; all as per Herbert. Daily use, cheap to enthusiast. Also cheap useful Ford Eight. Can deliver. Glebe, Bishopsteignton (203), Devon. [1211

SPORTS CAR SPARES: Dismantling Singer Le Mans, M. type M.G., Triumph Dolomite and Vitesse, S.S. 10 h.p. Most parts available for these cars. Also 2½ litre Jaguar head, wheels, diff., etc. Riley 9 h.p. wheels, gearbox, steering. Paris, 6, Fort Road, Halstead, Kent. Phone: Sevenoaks 3769, evenings and week-ends. [1212

OFFERS FOR 1934 M.G. "L" Tourer, 1926 Rolls 20 Convertible. Exchanges considered. Walsh, 20, Buscot Drive, Abingdon, Berks. [1213

1932 RILEY 9 Tourer. Going concern, or will break. Engine, back axle, magneto, clutch reconditioned. Some new tyres. 46, St. Leonard's Road, Chesham Bois, Amersham. [1214

LAGONDA ENTHUSIAST and Club member offers all spares from dismantled 4½. Also M.45 Saloon, very good mechanically, bodywork rough. Space needed for tourer. Any reasonable offers? 1, Manor Way, Whitchurch, Cardiff. Phone: Whitchurch 268. [1215

5-92 IN TOP. 1939 Humber Super Snipe, 2-door Convertible, 2-tone green, 217 m.p.month. Alloy head, heater, spots, etc. Disappearing hood, recent engine overhaul, excellent throughout. Seen Kent. £160. Box No. L.216. [1216

M.G. L-TYPE MAGNA. Cylinder head and engine spares. 23, Furneaux Avenue, West Norwood, S.E.27. [1217

ROLLS ROYCE, 1927. Owner-driver Saloon. Mulliner body. New battery, good tyres; excellent running order; 20+ m.p.g. £95. Or exchange open sports, condition immaterial, plus cash if possible, or w.h.y.? All letters answered. J. Taylor, 121, Somerset Street, Hull. Tel 37301 after 8 p.m. [1218

2.4 HEALEY A CHASSIS, fitted incomplete brake body. Mechanically sound, driveable, licensed, coupons. For sale, or might consider purchase of suitable body. Offers to, further details from, Box No. L.219. [1219

1939 D.K.W. 715 c.c. Cabriolet. Two dickey seats. 50 m.p.g. Recent major overhaul free-wheel, clutch, brakes and exhaust. Attractive and economical. 100% weatherproof. £175. Hainault 2732. [1220

M.G. 2-SEATER, £165. P.A. Good, fast, economical. Petrol available. Pyke, 12, Brim Hill, London, N.2. SPE 7251. [1221

ALVIS SP.20 ENGINE, new pistons (cost £12), £15. G/box £8. C.W.P. £6. Carbs. £2. Starter £2. Dynamo £2. Ax eshafts £2. F/spring £3. Drums £1. Also I.F.S., magneto, st/col., r/springs, wings, etc. Anderson, 2a, Park Avenue Road, Tottenham, N.17. Northumberland Park. [1222

BREAKING FOR SPARES: Alvis 12/50, Firebird, Silver Eagle, Silver Crest 17 h.p. and 20 h.p., and Speed Twenty. Alvis cars wanted for breaking. 135, St. Walburga's Road, Blackpool, Lancs. [1223

£45, MINOR SPECIAL. 70 m.p.h., 45+ m.p.g. Stark appearance; taxed, insured. Wallington 2737. [1224

ALTA-MINOR, 1953, Convertible. M.20 brakes, heater, new battery, 28,000 miles, 3,000 since conversion. Excellent throughout. Taxed year. £445. H.P. arranged. Dymond, Stockwood Lodge, London Road, Luton. Phone 2783. [1225

BENTLEY 3 LITRE, 1927, speed model. Handsome saloon body, in exceptional order. Over £300 recently spent on body, engine, brakes and steering. Virtually faultless. £225 o.n.o. Box No. L.226. [1226

PAIR C.A.V. fork mounting vintage head-lamps. Offers, Cochrane, 21, Millhams Street, Christchurch. [1227

1956 FORD TEN SPECIAL, fibreglass. Cost £300 build. Unused. Getting spliced! £175. 37, Englesfield Crescent, St. Mary's Cray, Kent, Orpington 24630. [1228

ALVIS FIREBIRD sports saloon. Exceptionally good original condition throughout. Genuine 56,600. Send for description. £185. Campbell, 1, Oakleigh Avenue, Timperley, Cheshire. [1229

LEA-FRANCIS, 1928, 14/40 Tourer. Excellent mechanical condition. £55. Rolls Royce 1931 Saloon, £125. 1925 Alvis 12/50 spares. John Lott, Fairview, Lyminge, nr. Folkestone. Tel. 87289. [1230

1936 RILEY KESTREL 9, S.66K. Good condition. £80. Dobson, 14a, Linden Road, Bedford. Tel. 67411 (day). [1231

M.G., 1933, 4-seater; 1951 engine; excellent condition. Enthusiast's model. Phone GRO 1311 between 10 a.m. and 5 p.m. (Mr. Bennett). [1232

FORD V.8 22, 1937. Running order, rough utility. £28. Also Ford 14.9 engine, £6. 56, Irwin Road, Bedford. Tel. 5606. [1233

RILEY 9 KESTREL, 1935, in exceptional condition. Brakes relined, new battery. £155. Also Merlin crank and rods, £16 10s. Twin 32 m.m. S.U. carburettors, as new, £4 10s. Pair 16 in. Rudge wheels, hardly used, £12. Lightweight alloy petrol tank with mounting cradle, 30s. 4-cyl. Scintilla Vertex magneto, £2. Square, The Gatehouse, Dagnall, Berkhamsted, Herts. [1234

SERVAIS A.40 h/e manifolding, silencer and tail pipe, complete. Somerset or earlier, using existing carburettor and linkage. As new, £10. Rapier c.w. & p., little used, £14. New dampers, telescopic, finned (current Oxford type), £5 pair. Dunlop racing covers, few thousand miles touring left, 5.25 and 5.50 x 15, pair each £2 10s., or £4 the lot. Sheppard, Cleve House, Exeter. Tel. 72967. [1247

AUSTIN ATLANTIC, 1951. Black hard top, radio, heater, screenwash, Mich X tyres. Immaculate condition. £375. Tel.: Amersham 356. [1249

38 RILEY BLUE STREAK. Overdrive. Nearest £200, or exchange sports to 14 h.p. Hunt, Norley Wood, Lymington, Hants. [1250

1932 MORRIS EIGHT, 40 m.p.g. Good goer, but body slightly rough. £32 10s. Beveridge, Little Green Street Farm, Chorleywood, Herts. [1255

M.G. M.-TYPE 1931 open two-seater. New starter, dynamo, carburettor, silencer; good hood, tyres; top overhaul; repainted. 40 m.p.g. Excellent runner. Taxed, insured, petrol. Nearest £80. McKee, Colthouse, Broadmead, Heswall Hills, Cheshire. Heswall 1276. [1257

M.G. J-TYPE blocks, heads, manifolds, etc., 10s. each. Other parts 3s. 6d. Starter £1. Collect 6th April. 11, Hall Road, Smallshaw, Ashton-under-Lyne, Lancs. [1258

SALE: VINTAGE STANDARD, 1922, touring car. £35. Morse, 32, Holls Lane, Norwich. [1259

"MOTOR SPORT," 1952, 1955, 1956. Complete. 35s. Private collection motoring/aviation books. S.A.E. list. Cox, 7, Avenue Road, Christchurch, Hants. [1260

DELLOW MK.I, 1950. Excellent condition. Green. Twin S.U.s, multi-branch exhaust, mag.-dyno., 8-head 4.7 axle. £275 o.n.o. Douglas, 2, High Street, Hitchin 4311. [1261

RILEY, 1935, 15-6 KESTREL. Very good condition mechanically and bodily. £110 o.n.o. Elphick, Acorn Cottage, Farndon, Cheshire. Tel. 348. [1262

1940 HUMBER SUPER SNIPE Sports Saloon. Enthusiast's car rebuilt regardless of cost. Complete recondtioned engine, clutch, starter, dynamo, radiator. Hydraulic master and wheel cylinders (renewed), new brake linings, tyres, carburettor, silencers. Resprayed pale blue at cost of £50. Moquette covers and new linings. All chrome replayed. C. D. Wiffen, 30, High Road, Cowley, Uxbridge, Middx. (Phone 6038.) £250 [1263

SCINTILLA VERTEX 6-cyl. anticlock, unused since recondition. £7. 19 in. Rudge wheel, ex F. Nash, and usable tyre and tube, £2. Gostling, Lincoln Hill, Ross-on-Wye. [1264

VOLKSWAGEN, 1947, L.H.D. Grey, red leather. Motors nicely; just decarbonized by Monaco. New carburettor, distributor, etc. Battery, tyres fine. Twin Marchals. £225. Or exchange T.C., Dellow. Hall-Smith, College Hall, Charterhouse Square, E.C.1. CLE 0661. [1265

"MOTOR SPORT," 1948-56, two missing, many extra. £5. Scintilla vertical magneto, 4-cyl. clockwise, £4. 26, Queen's Road, Beckenham, Kent. BEC 8305. [1266

SCOTT MOTORCYCLE, 1938, Flying Squirrel. 598 c.c. Enthusiastically maintained, with complete runner for spares. £60 the lot. Walter Honington (phone 345), Bury St. Edmunds, Suffolk (digs), or Swanage 2723 (home). [1270

RAILTON COUPE. Sound car. New tyres, battery; full basic coupons. £35. Also all spares for above. Pearce, Birchend, Wichenford, Worcs. [1271

HEALEY ELLIOT Saloon, 1949. Excellent condition. Gibson, Cropton Lane, Pickering, Yorks. Phone: Pickering 94. [1272

M.G. T.D., 1950. Black/red. Excellent condition, reconditioned engine 2,000 miles, two new tyres, new battery, tonneau, spot. All coupons. £430. F/O. Cawsey, R.A.F. Waterbeach, Cambridge. [1273

BENTLEY speed model, in excellent condition. Marchals. V.D.P. T.T. £220. De Villiers, 3, Avenue Road, N.6. MOU 2110. [1274

VOLKSWAGEN, 1952 reg., L.H.D. Two-tone green. New body and mechanics built on to 1948 chassis in 1952 by factory at cost of £325. Maintained regardless by present engineer owner 100% throughout. Price £290. Fort, 152, London Road, Bedford. Bedford 61776. [1275

RARE 1931 WOLSELEY HORNET Saloon. Specimen car in absolutely mint condition. 30+ m.p.g. £65 o.n.o. Durham, 9, Clarence Place, Gravesend, Kent. [1276

OPEL LANCIA Special. 80 m.p.h., 35 plus per gallon. Full details at Silverthorn 6971. [1277

ROVER 16 Sports Saloon, 1937. Good runner. £65 o.n.o. WORdsworth 9222. [1278

FIRST £70: 1937 1½ Riley Special. Professionally shortened chassis, with new springs, battery, tyres, king-pins, etc. Complete with uncrated fibreglass body. Manchester. Tel.: CHO 4353. [1279

M.G. J.2. 500 since Toulmin reconditioned head. New carbs., sports coil, hood, sidescreens. No oil. Good condition throughout. £95. 13, Belmont Road, Reading. [1280

"MOTOR SPORT," 1944 to date. Clean. Offers? Fry, 18, Barton Road, Sheffield. [1281

1934 M.G. TYPE P.A. Excellent condition. £180 o.n.o. Homewood, Little Jobs Cross, Rolvenden, Kent. Tel.: ROL 350. [1282

WOLSELEY HORNET. Excellent bodywork, completely rebuilt/reconditioned engine, gearbox. New front suspension. Needs little work. Offers. 14, Meadowside, Walton-on-Thames. [1283

BENTLEY 4½ short chassis, 1928. Mechanically excellent. Superb appearance. £185. Tylehurst, Vicarage Road, Egham. Tel.: 3491. [1284

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TR2. Choice two absolutely spotless late 1955 low-mileage cars in red or B.R.G. £685
M.G. TF 1,500, unmarked black with beige lthr., fitted radio, spots, etc., very little used. 1955 £675
TR2, white with red cockpit. A one-owner car with push-button radio and Michelin tyres. Dec. 1954 ... ... £595
M.G. TF 1,250 2-strs., choice two first-class examples, red or pale green, both with extras, both 1954 ... ... £545 and £565
ALFA-ROMEO 2.3-litre blown Castagna fixed-head coupe, maroon/pale blue. Superlative order throughout; unit rebuilt, needs running-in. 1935 ... ... £495
M.G. TD. Specimen example in B.R.G. with green lthr; Town and Country tyres on rear. 1953 £495
LOTUS Mk. VI. Ford unit, Buckler gears, double-choke Solex, full weather equip. Sept. 1956 £475
MORGAN Plus Four sports 2-str., attractive two-tone green. Fitted radio, new tyres and hood. 1953 ... ... £465
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M.G. TD, spotless red, 1,500 unit, stiff suspension, bucket seats, twin spares, etc. £445
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TRIUMPH 2,000 roadster, black with red lthr., twin horns and spots. 1949 ... ... £345
M.G. TC 2-strs. Choice two above-average 1947/8 cars, red or black, at £345
TRIUMPH 1,800 roadster, black with green lthr. Recent recon. unit. 1948 ... ... £335
DELLOW Mk. III 4-str. sports, red 1953 model. Fast and economical £325
MORGAN 4/4 2-str. drophead coupe, cream with red wings, fitted radio. 1948 ... ... £315
M.G. TC 2-str., black with green lthr., sound throughout. 1947 ... ... £295
BENTLEY 3-litre Red Label Vanden Plas tourer, dark green, two owners only. 1927 ... £295
MORGAN 4/4 10-h.p. sports 2-strs. choice two: 1947 green and 1948 silver. From £295
DELLOW 1,172 2-strs., choice two, both black, one blown, one unblown. 1951 ... ... £295
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M.G. TB 1,250-c.c. sports 2-str., red. Enthusiast maintained. Twin spotlamps. 1939 ... £285
JAGUAR S.S.100 3½-litre super sports 2-strs., choice two, both red, both 1939. £265 and £285
M.G. TA 10-h.p. Tickford 2-str. coupe, black with beige plastic hood. 1939 ... ... £275
SINGER 9-h.p. streamlined "special" 2-str., red, fitted radio, built 1951 ... ... £235
M.G. TA 10-h.p. sports 2-strs., choice four: one red, one green, two black; 1937/8. £215—£245
A.C. 2-litre drophead twosome, blue with black wings, new hood. One owner only ... £225
ALVIS Speed Twenty Vanden Plas tourer, silver blue with red leather, fine car. 1933 £195
SINGER 9-h.p. genuine Le Mans 2-str., sportless red, many extras. Enthusiasts' car. 1936 £195
M.G. PB 2-str., B.R.G. New plastic hood. 1935 ... ... £185
M.G. PA 8-h.p. 2-str., red, sound throughout. 1934 ... ... £175
MORRIS 8-h.p. tourer, exceptional example, black. 1938 ... ... £155
M.G. NA 12-h.p. Magnette 2-str., blue. 1935 ... ... £145
M.G. J2 8-h.p. 2-str. £46 engine overhaul. Red. 1933 ... ... £135
FIAT 500 cabriolet, blue and grey. 1937 ... ... £125
M.G. PA 8-h.p. 2-str., red. Only fair £95
VESPA 125-c.c. scooter, blue and cream. 1953 ... ... £65

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BENTLEY, 1924 3-litre drophead coupé. Recently painted, overhauled completely 3,000 miles, new hood, excellent condition throughout. Box No. L.308. [1308
1,100 FIBREGLASS SPORTS/RACING. Full road equipment. Photo on request. Rebuilt Jan. 1956. Offers. 139a, Ladbroke Rd., W.11. Bayswater 5375. [1571
BUCKLER MK. V Aquaplane stage 6 Ford Ten fibreglass body, 15 in. wheels, etc. £300. Benton, 12, Vine Street, Lincoln. [1572
ALVIS 12/50 "BEETLEBACK." Good condition. Spare engine, spares. £100 o.n.o. Warrington, 10, Butts Cottages, Hanworth, Middlesex. [1575
2-LITRE LAGONDA open tourer engine in good heart, quantity of spares. Middleton, 18, Tynedale Gardens, Stocksfield, Northumberland. Stocksfield 2328. [1576
MORRIS 8 TOURER, 1937, black, ex. condition. Reconditioned works engine, Fram, S./B. headlights. Excellent hood, screens, tyres and new tonneau. Full petrol ration. £135 o.n.o. Write A. Heath, Hampton Court Palace. [1577
SINGER NINE counterbalanced crankshaft O.H.C. engine. Recon. 5,000 miles. Complete; 4-speed remote control, 3-speed, gearboxes. Lot £15. Complete Morris "8" chassis, engine (6,000 miles), gearbox, axles, hydraulic brakes, hubs, springs, etc. £15. Ford "8" bare motor. Reconditioned. Never run. £10. Atkin, 14, Park Street, Wakefield. [1578
ALVIS 12/70 SALOON. Excellent condition throughout. Discs and rear bumpers. Engine recent 100% overhaul. Radio, heater and extras. Roof re-lined inside and out. £225. Harbord "Zig-Zag" House, Mansfield Rd., Linby, Notts. [1579
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VINTAGE M.G. MIDGET, recent extensive overhaul. £65 or haggle. 26, Vera Road, S.W.6. RENown 5141. [1582
1932 STANDARD AVON 16 h.p. 4-seater tourer. Good weather equipment, clutch relined, well shod. £75. Woodley, 37, Heather Road, S.E.12. [1583
1500 C.C. H.R.G. Aerodynamic Coupé, 1948. Very good condition. £335 o.n.o. Bateman, 18, St. David's Drive, Broxbourne, Herts. Telephone Hoddesdon 3972 (evenings or weekends). [1584
RAILTON D.H.C., 1938 Straight Eight Hudson. Well shod, good condition. Only three owners. Offers. 116, Yew Tree Gardens, Walsall, Staffordshire. [1585
CITROEN HEAD, valves, rockers, £6. Crank, clutch, Amal T.T. £10. 706, Lightwood Road, Longton, S-O-T. [1586
HANDBOOK for Talbot 95, 1938, limousine. D. Carson, Artiferral, Knockaholiet, Co. Antrim. [1588
FIAT 500 ENGINE, Derrington reconditioned unit. Delivery mileage. £45 o.n.o. Also 500 body and nylon sunroof. Seen Surrey. Ashtead 3059. [1607
1939 T.A. M.G. Recent respray, new hood, engine overhaul, 12,000 miles. £240. Phone: Watford 3619. [1608
TALBOT "75," 1934 black D.H.C., Carlton body, first class condition, 22-24 m.p.g., 30 coupons, £85 o.n.o. Box No. L.609. [1609
1939 FIAT 1100 SALOON, smart appearance, sound, good tyres, little oil. £175. E.S., 16, West St., Reigate, Surrey. REI 2089. [1610
FORD 8 SPECIAL. New engine, chassis, full enveloping body. Needs hood, windscreen, paintwork to finish. £175. Exchange 3 wheeler. 49 Atkinson Road, Sale, Cheshire. Tel.: SAL 4921. [1611
GARAGE CLEARANCE. Ford 10 radiator, all parts 8 engine, 3 horns 6/12v., 12v. and 6v. coils, 2 vacuum wiper motors, all parts 1930 20/60 Vauxhall. Stewart, White Cottage, Fearnan, Perthshire. [1612
SINGER ROADSTER, 1939. Fair condition. Owner buying new car. Brown, 3, Gray's Inn Place, W.C.1. Phone: HOLborn 2838. [1613
ROLLS-ROYCE 20/25 PARK WARD, 7 seats, 1927. Exceptional upholstery, coachwork excellent. 20 m.p.g. £125. Box No. L.614. [1614
ROVER 12 TOURER. 23.2.48. Heater, spot, oil cool, sliding screens, windiones, new hood, carpets and tonneau. Good tyres and battery. Good appearance. Mechanically original. £295 o.n.o. French, 112, Bursland, Letchworth, Herts. [1615
MORGAN 1934 SUPER SPORTS. O.H.V. water cooled J.A.P. Compression 8 to 1. Close ratio gearbox. Most other usual modifications. Has been maintained by professional engineer owner. One of the best on the road, rather fierce but very fast. Highest above or below £130. The Vicarage, Eton, near Windsor. Windsor 1026 evenings. Egham 3338 day. [1616
FIAT 500 C.C., 1939 4-seater convertible I.F.S. Good condition. £195 o.n.o. or exchange. 18, Buscot Drive, Abingdon, Berks. [1617
FRAZER-NASH/B.M.W., 1936 Type 34 saloon. Two owners only. Stable companion Bristol and Wolseley. Will only sell good home. £85. Box No. L.634. [1634

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ASTON MARTIN MK. II. Short chassis 2/4, 1934. Mileage only 89,000. Aston Martin rebuild 1944 at 59,000 miles. In last 5,000 miles resprayed B.R.G. rechromed, general overhaul, new type rods, and timing gear, new radiator block, batteries, headlamps, etc. Beautiful mechanical condition and appearance with many extras and spares. £375. Sherren, 6, Mount Park, Carshalton, Surrey. Wallington 5258. [1618

NO APRIL FOOL you if you come and see fine specimen 1927 Rolls 20.6. Rebodied to 4-door owner-driven saloon 1935, in good condition, mechanics even better. Easily make Kuwait and back for petrol. Don't get knocked down in the rush because few will resist offering £155 to Evans, 42, Penywerth Rd., London, S.W.5. FRE 4164. [1619

750 FORMULA CAR, all mods., good body, racing wheels and tyres, registered 1956, etc. Write for details and photos. Ablewhite, Reeds Farm House, Weston Corbett, Basingstoke, Hants. [1620

TRIUMPH ROADSTER 14/60, 1939. In really good all round condition, fast and smart, only two owners, full history available. A rare and very pretty model. Well worth £165. Barn Cottage, Hayes Lane, Kenley, Surrey. UPLands 8937. [1621

1927 MORRIS OXFORD, two-seater with dickey. In daily use. 50, Well Road, Otford, Kent. [1622

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ROLLS ROYCE Twenty, 1923. What offers? Thomas, Forest Glen, Burley, Hants. [1624

RILEY 12/4 1937 FALCON. Running order, wings rough. Nearest £40. Exchange Austin Seven. 2, Coniston Road, Tettenhall, Staffs. [1625

RILEY ADELPHI 16/4, 1938. Three forward gear manual box. Overdrive. Resprayed grey/red. All coupons. Excellent condition. £150. Shaw, 280, Lancaster Rd., Morecambe. [1626

ROVER SPEED 14, '35 '37 engine. New front suspension, steering, carb. Drive away. 12, Hall Road, Handsworth, B'ham. [1627

M.G. J.2 ENGINE, starter, dynamo, clutch, manifolds—crankshaft broken. £10. Wanted J.2 hood, s/screen frames. Berry, 178, Thorne Rd., Doncaster. [1628

ALVIS SPEED TWENTY TOURER, 1934. All-synchromesh gearbox; dual ignition; one-shot lubrication; I.f.s., etc. Two new tyres. Insured until Feb. 1958. £135 o.n.o. Tel.: Nottingham 79476. [1629

T.A. 1939. Bargain. £215. Mepham, 93, Nonesuch Walk, Cheam, Surrey. Ewell 3216. [1635

C. J. BENDALL

ALVIS SPEED TWENTY V.D.P. 4-seater, 1933; leatherwork and hood a bit scruffy but otherwise a particularly fine specimen of its kind. **£175.**

BENTLEY 4½-LITRE Corsica sports saloon, chassis BC46; genuine mileage under 60,000, in magnificent order. **£275.**

BENTLEY 4½ H. J. Mulliner sports saloon, 1936, GP series, really first-class chassis and extremely fine coachwork—this really is an R.-B. that requires nothing spent on it. **£450.**

CHRYSLER 62 sedan, 1927, 21 h.p. Very original and sound car; wood wheels, 18-in. tyres. **£40.**

INVICTA 4½-LITRE high-chassis sports 2/4-seater, 1928 in extremely nice order, with a spare engine and many other bits. I was co-driver on this car in the 1953 M.C.C. National Rally, so can vouch for its performance. **£245.**

LAGONDA 4½ sports saloon, 1934, reconditioned engine and in very sound condition. **£135.**

LINCOLN ZEPHYR V12 saloon, 1936; a bit shabby and using oil, but still sound and presentable. **£65.**

MARMON ROOSEVELT Straight-Eight, 24 h.p., 1929, mileage of 42,000 believed genuine; entire car in extremely good order; very fine example of vintage American sedan. **£55.**

MERCEDES-BENZ 32/90 limousine, '29 Show car, in remarkably good order. **£50.**

ROLLS-ROYCE 20/25 fixed-head 4-seater coupe by Park Ward; colour, primrose and black; 1933-4. A strikingly attractive car, in first-class condition, at a very moderate price. **£425.**

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ROLLS-ROYCE TWENTY, 1929 series, post-war estate car body by Harold Radford; £370 overhaul in 1954, nominal mileage since. A really good and practical general-purpose car. **£175.**

STANDARD 14-H.P. all-weather tourer, 1924. Most original and extremely tidy; new tyres and excellent weather equipment. **£42 10s.**

TALBOT 14/45 2/3-seater coupé, 1929; needs painting and a new hood, but has the makings of a very attractive car. **£40.**

TALBOT 75, 1938 (manual gearbox), sports saloon, average exterior, clean inside and very fair mechanically. **£65.**

VAUXHALL 20/60 Grosvenor 2/3-seater coupé, believed two owners from new. A most presentable and sound car at a very moderate price. **£75.**

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EDWARDIAN MERCEDES 36-H.P., 4-cylinder, in running order, with all lamps and instruments, with front seats and lower half of period shooting-brake body, easily adapted into a sporting roadster—offers around **£300.**

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ROLLS-ROYCE 20/25, 1936 (GXK Series) Barker Sedanca-de-Ville, fitted with heater and radio. Complete engine overhaul and other work totalling almost £1,000 during the last three years. Maintained by Rolls specialist. £375 o.v.n.o. Appointment only. Faulkner, 22, Caroline Street, Birmingham 3. Central 2139 (day), Northern 9472 (evening). [1631

ASTON MARTIN, L./C., 2-litre tourer, good condition. Tonneau cover, hood, screens. 38 units and full tank. £160. South/West. Box No. L.632. [1632

TRIUMPH DOLOMITE, 2-litre 1937 sports saloon. Excellent condition. Good tyres. £75. Box No. L.633. [1633

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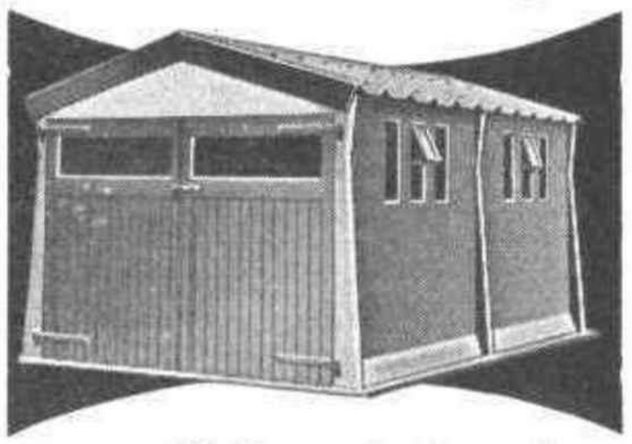
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FOR SALE—*continued*

ROLLS, two-tone grey drophead coupé. 1934/35 Phantom II. Rolls and Hooper bills for £650. Really breathtaking condition. £350. 28 galls in tank, coupons. Tylehurst, Vicarage Road, Egham. Tel. 3491. [1285

1955 FIAT 1100 Saloon. Colour green, green leather, fitted seat covers, radio, heater, glove trays, screen washers, many extras; undersealed; excellent condition throughout. Price £595 o.n.o. Tel.: CHA 4202. [1287

ABSOLUTELY NOTHING TO SPEND. 25 mile trial run, written statement of mechanical condition; full tank (18) plus untouched book (38). Cherished possession of elderly motoring enthusiast for 18 years. Mileage only 59,000. Ideal motoring for enthusiast turned family man. Beautiful 2½ litre Talbot 75, 1938 (Roesch, with synchromesh). Combines dignity with the crispness of a Roesch engine. Spares easy. No vices. A thoroughbred, in superb condition. Very handsome. Rare opportunity. £130. Alderton, Kinawley, Station Road, Leatherhead. Tel. 2982. [1288

1936 ALVIS Speed 20. Everything works. Body requires spraying. Coachwork good. New silencer required. £100. Jeffery, Marshfield, Chippenham. Tel.: Marshfield 332. [1289

BREAKING M.G. P.A. Many spares. New battery, Scintilla mag. Gregory, 86, Colin Gardens, Hendon, N.W.9. COL 3411. [1290

ALFA ROMEO, 1930, S/C 1750 2-seater D/H Coupé, James Young, Thomson Taylor maintained. £315. Box No. L.291. [1291

SINGER, 1952, 4A.B. Roadster. 32,000 miles only, faultless condition. £350. Deakin, Avenue 4321, Ext. 737. [1292

1936 JAGUAR S.S.100, 2½ litre. Reconditioned engine, 250 miles since installed. Gearbox, transmission, brakes, shockers, all renewed where necessary. Three new tyres, new hood, tonneau and side screens. Doors need attention, otherwise perfect model. Any inspection invited. Best offer over £300 accepted. P. Birtwistle, Elgin, Newchurch-in-Rossendale, Lancs. [1293

LAGONDA, 2 litre, 1928. 2 x 21 in. wheels, one tyre, petrol tank, steering column and box, three road springs, brake drums and shoes, numerous other bits. The lot, £5. 50, The Charter Road, Woodford Green, Essex. BUC 5877. [1294

FUEL INJECTION! New C.A.V. fuel pump, £20. New Zenith 36 V.I.S. carburettor, 1 7/16 bore, £6. Several S.U. carburettors, slightly used, all sizes, at 50s. each. Box No. L.295. [1295

NEW SOLEX horizontal twin choke carburettors. Two 1¾ in. bores and one 1¼ in. bores, £18 each. Cost over £30 each. Box No. L.296. [1296

THIRD PROUD OWNER of faithful 1927 Morris Cowley open 2-seater regrets that as he has fallen for new Berkeley he must part with his first love for £100, even though she is in mint condition. 11, Grangethorpe Drive, Manchester 19. [1297

VALE SPECIAL. Offers. Apply 32, Glenthorne Gardens, Ilford, Essex. Phone: CRE 1463. [1298

CAR ENGINES: Austin 7, £3 10s.; Austin 12, £5. Ford 8, £5; Morris 8, £10. Austin 7 gearbox, £3 10s. Morris 8 gearbox, £5. Scott, Industry House, Ambleside 2149. [1300

EX-DIXON, EX-HARRISON 2 LITRE RILEY. I have recently completed modifying this well known racing car for road use. It is now an interesting 2-seater machine, capable of high performance, but can easily be returned to racing form. It is for sale under certain conditions, and full particulars, including a photograph, can be obtained from T. Quayle, Martins Bank, Plymouth. [1301

M.G. J.2 ENGINE, complete carbs; dynamo, starter. 400, Mawney Road, Romford, Essex. £16. [1302

BENTLEY, 1929, Speed Six Tourer, in beautiful condition. Mechanically near perfect, this car has done negligible mileage since major overhaul in 1949. Four new tyres on 20 in. wheels. "C" box and 3.53 axle. Special tools and handbooks. £175 or near offer. Week-ends, 30, Somerset Avenue, Chessington. ELMbridge 9343. [1303

A.C. 1937 Drophead. Appearance and performance maintained at high level; trouble-free. Taxed. £120. Overton (Hants) 267. [1304

1955 TWIN CARB. SINGER 1500 Sports. £405 o.n.o. Tel.: Wiggins, PAL 4795. [1305

AUSTIN 750 Formula Special. Lowered suspension. Tuned Ulster engine with Whitehouse manifolds, etc. Neat 2-seater. Completely overhauled. Fast and reliable. Genuine reason for sale at £150. Full details from 10, Arthur Road, Horsham, Sussex. [1306

CAN'T AFFORD BIG ADVERT, so please write. Merlin bodied Monaco, £55. Fabric Monaco, £45. Both well worth hearing about. Exchange sports, special, vintage? Pickles, 2, Penfield, Yeovil, Somerset. [1307

RILEY 1½ LITRE KESTREL Saloon. Very good condition. Heater. Excellent tyres. 27 m.p.g. Box No. L.309. [1309

RILEY GAMECOCK 2-seater Sports. Just had top overhaul and been repainted green. Good runner. £30. Gates, 6, Milverton Terrace, Leamington Spa. Phone 7758. [1310

FOR SALE—*continued*

ARNOTT SUPERCHARGER with fittings, suitable for Sunbeam Alpine and Aquaplane Conversion set for Ford 100 E type engine. No reasonable offer refused. Ring Greenwich 3232, Ext. 118. [1311

AUSTIN ATLANTIC just beautifully resprayed powder blue. New Vynide hood, wide window, press-button hood, windows, carbs. (26 m.p.g., full coupons). Gearbox, back-axle recently renewed. 1950, but only 46,000. Good for same again. X tyres, radio, heater, etc. £400 o.n.o. Holborn 3691 (day). Write Bader, Wollaston Hall, Northants. [1312

RILEY 9. Armstrong pre-selector gearbox complete with bell housing. Firth, 164, Great Northway, Hendon, N.W.4. [1313

1954 DELAHAYE 135m. 3 litre 4-seater coupé by Pennock. 12,000 miles, average 24 m.p.g. Exchange T.R.2 or £750. Box No. L.203. [1203

1949 ROADSTER LEA-FRANCIS. 3,000 since engine rebuild. £325. Take H.R.G., similar, motorcycle, exchange. Cash either way. 12, New Street, Sheerness. [1318

1936 RILEY MERLIN. £40. Flat 3, 982, Garratt Lane, S.W.17. [1319

S.S.II TOURER, good condition. Many parts renewed, including hood and sidescreens. £115. Erleback, 3, Salcombe Villas, Vineyard, Richmond, Surrey. [1320

FORD 10 ENGINE and gearbox. Also wheels, halfshafts, transmission, etc. Seen Bradford. Tel.: Low Moor 1501. [1321

1935 SUNBEAM "DAWN," 12.9 h.p. Saloon. Black, green hide interior; bodywork very good, mechanically perfect apart from broken crankshaft. Offers. Halliday, Kenmure, Palnackie, Dalbeattie, Kirkcudbrightshire. [1322

ALVIS FIREFLY, excellent condition; taxed, just re-insured. £125 o.n.o. Jarratt, 128, Warden Avenue, South Harrow, Middx. Pinner 6129. [1323

SINGER LE MANS, 1934. Perfect condition. Finished ivory. Reconditioned throughout. With £50 worth of spares, including engine. £150 o.n.o. Bowditch, 87, Pickford Lane, Bexleyheath, Kent. [1324

T.A. M.G. (1938). Excellent condition. Windtones, spotlight, luggage grid. Nearly new tyres. New hood 1956. Seen Baker, 8, Rose crescent, Richmond, Yorkshire, any time, or London April. £240. [1325

BENTLEY RED LABEL, 1925. Open Vanden Plas body, with swept wings. An exceptionally fine specimen in excellent condition throughout. £375. Seen London. Box No. L.326. [1326

1929 ALVIS BEETLEBACK. Good condition. New tonneau. £125 o.n.o. D. Boughton-Thomas, Hollybank, Norton Road, Stourbridge. [1327

MORRIS BULLNOSE, 1924, 4-seater tourer. Good hood, condition. Offers to Messrs. Thring, Sheldon and Rutherford, Solicitors, 4, Queen Square, Bath. [1328

DELAGE DE LUXE D.H. Coupé. One of the most exotic 4/5-seaters ever built. Beautiful streamline lines. Four chrome outside exhausts. Whole car virtually same as Mercedes 500K. Showroom condition throughout. Cotal electric self-changing gearbox, four forward and four reverse gears. Absolute connoisseur's dream of luxury. Performance well over 100 m.p.h. New tyres. Good home wanted. Part exchange considered. No offers less than £495. G. Maude, "Thatch Cottage," Chester Road, Woodford, Cheshire. [1329

FRAZER NASH B.M.W. 326 4-door saloon. December 1938. Radio and heater. £185. 32, St. Luke's Road, Southport. [1330

LAGONDA RAPIER, 1934, open 4-seater tourer. Mechanically good. Back half body professionally rebuilt, rest fair. Best offer around £125. Smith, 200, Malvern Road, Worcester. [1331

BUY ECONOMY WITH POWER for O.H.V. Minor. Derrington copper-ised head, C.R. 8.25, complete with special valves, springs, plugs, etc. Twin S.U.s, Servais exhaust manifold, silencer and tail-pipe, sports coil, etc. Workshop Manual. Cost £63 new. Offers. Dadswell, 29, Ivy Park Road, Sheffield 10. [1332

M.G. P.A. 2-SEATER. Good all round condition. 4,000 miles since resleeve, crank grind. New hood, speedo, recent respray. £120. 60, Warren Drive, Broughton, Chester. [1333

ROOM NEEDED so offers sought around £110. 1934 Sunbeam 18 Sports Saloon. Clean and genuine. Complete to handbook. 4, Oliver Thomas, Hucclecote, Gloster 66600. [1334

VALUABLE COLLECTION veteran motoring books, published before 1917, £125. Three good secondhand 700 x 18 tyres, £7 10s. Davis, Pattenden, Gloucester Road, Burgess Hill, Sussex. Telephone: Burgess Hill 3420 day, 2038 evening. [1335

RARE RILEY NINE FALCON, similar to Kestrel. Rewired. Spare engine. £50. C/o Flackwell Heath Motors, Near High Wycombe. [1336

MK. II MARSHALL SUPERCHARGER KIT with step-up gear for camshaft drive. Perfect condition. £15. Bawden, 40, Copthorne Park, Shrewsbury. [1337

FOR SALE—*continued*

AUSTIN 10 h.p. Cabriolet. Sound, reliable, economical. £45. 30, Woodcote Avenue, Hornchurch, Essex. [1346

CITROEN 2 C.V. 1955 VAN. 21,000 miles. Powerhouse and drive guaranteed three months. Bought new 2 C.V. saloon. £275 o.n.o., or H.P. Silver, 66, Hillsborough Road, Baillieston, Lanarkshire. [1347

SPECIAL WTD. Regst. post war. Reasonable price. Full details, Tabbron, 35, The Riddings, Allestree, Derbys. [1348

TALBOT 75, 1935. Mechanical condition first class. Any offers? Phone WOO 3201. [1349

'55 A.C. ACE. Spotless. 13,000 miles. No competitions. Bumpers, Fram filter, twin pumps, Marchal spotlamp, sixth wheel and tyre; all Michelin "X" and as new. £1,050. Johns, Elgne Croft, Hampton Park, Hereford. [1350

M.G. T.D. Mk. II, 1953. One owner. Maintained impeccably. Aeros, luggage rack, etc. £495 o.n.o. Evenings, 7, Homefield Road, S.W.19. (WIM 1519.) [1351

ASTON MARTIN MARK II 1½ litre short chassis Tourer, in very good condition. B.R.G. Full history. Complete overhaul and linered to standard 2,000 miles ago. £325 o.n.o. Seen Gerrards Cross. Joel, H.M.S. Undaunted, C/o G.P.O., London. [1352

ALVIS 1947 T.A.14 Jones Bros. coachbuilt low station wagon body. Excellent road holding. 25 m.p.g., 80 m.p.h. Photographs. Beautifully maintained. Bills available inspection. Suit enthusiast for towing competition model carrying spares, camping two persons. Box No. L.353. [1353

1937 FORD 10 Saloon, fitted "Popular" axles and all major components. L.M.B./I.F.S. Enlarged valves, twin carburettors, four branch exhaust. £200 worth extras. Accept £160. 69, Bure Lane, Christchurch, Hants. [1354

A.7 ENTHUSIASTS AND SPECIAL BUILDERS. Reconditioned Speedy engine. A.7 chassis, springs and various parts. Also 1939 chassis complete with all units. Further particulars and list. J. L. Simmons-Hodge, Truthan, St. Erme, Nr. Truro, Cornwall. [1355

RILEY KESTREL SPRITE, 1937. Good condition. £195 o.n.o. Curtis, 21, Pendlestone Road, Walthamstow, London, E.17. CAN 4950. KEY 6914 evenings. [1356

HYDROPLANE, single seater. 11 ft. x 4 ft. Fitted FORD 8 motor. Also trailer. Offers. Broderick, 52, Urrdale Road, Glasgow, S.1. [1357

1935 DAIMLER FIFTEEN. Engine recently rebuilt by Burtonwood. Excellent general condition; tyres; complete coupons. £90, or reasonable offer. 21, Elmtree Road, Bredbury, Stockport. [1358

ROLLS ROYCE PHANTOM II. Short Continental Sedanca. 1930. Original. Chassis and engine 81XJ. Beautiful condition. Petrol available. £210. L. C. Poole, Elwell Manor, Rodwell, Weymouth, Dorset. Weymouth 2207. [1359

AUSTIN 750 SPECIAL, registered 1952. Lowered suspension, new battery. Fast and economical. £85 o.n.o. 2, Hunger Hills Avenue, Horsforth, Leeds. [1360

MUST SELL ONE: 1933 Phantom II Barker Sedanca. Horch, exotic cabriolet 1938 straight eight. All round idependent. £175 each, or exchange open Lagonda. What offers non-runner. 1934 A.C. Coupé? or break. Original Alvis instruction books, £1 each. Pair 5.25 x 21 tyres on Bentley wheels, £10. Jones, Wiltshire House, Bransgore, Tel. 450, Hampshire. [1361

1939 SINGER ROADSTER. Immaculate appearance, mechanically perfect. Excellent weather equipment. New tonneau. £175. Furniss, Calver Road, Baslow, Derbyshire. [1362

DELAHAYE 1938/9 135M Chapron Sports Saloon. Manual gearbox, guaranteed 50,000 miles. Good order throughout. Genuine car. Seen London. £175. Dorndorf, Tinahely, Wicklow. [1363

VANGUARD PHASE II BODY for sale, badly buckled shell, but many parts in new condition, e.g. doors, boot, glass, wiring, tank, etc. Will separate. N.C. on Tyne. Box No. L.364. [1364

FORD 8 ENGINE, good condition H.C. head, £15, with clutch. Dyno, 50s. Starter, 50s. Ford front spring as new, £2. 5¼ : 1 bevel and pinion, new, £5. Austin 7 geared starter, £3. Mag, £3. Bentley self-starter, £5. Also windscreens, steering wheels, Girling brakes, M.C.-type horns, Villiers 197, B.S.A. 250 and Albion gearboxes, three-speed and reverse; ball bearings, silent blocks, new and unused. Send for list. Wellington, "Allways," King's Lane, Wrecclesham, Farnham, Surrey. Tel.: Farnham 6461. [1365

£60. INVICTA 12 h.p. drophead foursome. Taxed. 62, Mayfield Avenue, Southend/Sea. Tel. 42538. [1366

RAPIER, 1936, D.H. Coupé. £150 spent last 3,000 miles. All coupons since December. Best offer over £100. Cartwright, Frog Lane, Lichfield. Tel. 3006 after 6 p.m. [1370

M.G. 18/80 2/3-seater. Excellent condition throughout (photo on request), together with quantity of various spares, tools and equipment. £100 the lot. Must clear, owner has new car. 6, Woodhurst Avenue, Garston, Herts. Garston 2455. [1371

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

FOR SALE—*continued*

64 "MOTOR SPORTS," 1951-6, good, 1s. each. 100 "Motors," etc. Late '40s. Fair. £1 lot. 2, Westcoombe Ave., S.W.20. WIM 4050. [1372

VETERAN AND VINTAGE LAMPS for disposal. Dispersing collection. About 100 items. Also horns; one De Dion radiator (brass). Callers preferred. 185, Crystal Palace Road, East Dulwich, London, S.E.22. Phone: Forest Hill 3220. [1373

BENTLEY ENGINE, 1926, 3 litre. Will break if demand sufficient. Also four 6.00 x 21 unused remoulds and two 7.00 x 21 part used tyres. Offers (replies guaranteed) to "Redstone," Redstone Hill, Redhill, Surrey. [1374

M.G. MAGNA, £65. Excellent condition throughout. 71, Beechen Lane, Lower Kingswood, Surrey. [1375

ALVIS FIREFLY, 1934, Coupé, 12 h.p. New tyres and batteries. Bills for more than £100 overhaul. New car forces reluctant sale at £120. Seen Yorkshire. Box No. L.376. [1376

1937 T.A. M.G., red. Engine overhauled. Five very good tyres, new hood, smart body. £210. C. M. Charity, 26, Wharf Road, Grantham. [1377

1938 170 MERCEDES Cabriolet. Engine overhauled. Good hood and tyres. Fitted twin S.U.s. 25-30 m.p.g., 80 m.p.h. £150 or offer. H.P available. 22, Hyde Road, Shanklin, I.O.W. [1378

M.G. P.B., 2/4, 70+. Buying larger car. Haggle begins £110. Box No. L.379. [1379

1934 ROVER SPEED 14. Near new 500 x 18 tyres, new hood; engine needs repair. Body poor, rest good for spares. Offers? Bourneville Works, Staff Garage, Linden Road, Birmingham 30. [1380

TALBOT 14/45, 1930, 2-seater Tourer. One of few vintage Roesche specimens. In perfect order throughout. Taxed and insured. £70 o.n.o. Dalrymple, West End Garage, Hayling Island, Hants. Tel. 77948. [1381

ALLARD, 1949, 71K 2-seater. 40,700 miles. This engine 15,000 miles. Enthusiast owned 4½ years. Zip tonneau, radio, rimbellishers, aeroscreens, screenwash. Excellent hood, sidescreens, tyres, batts. Spare unused. Recent new k/ps and bushes, shockers, etc. £230. Hogg, Dairy, Sonning-on-Thames. [1382

V.C. D.H.COUPE. 1937. Recent complete engine overhaul. 26 m.p.g. Taxed and insured. Coupons £125. 28, Highbury Road, Horfield, Bristol. [1383

1936 ALVIS SILVER EAGLE Saloon. Coachwork as new. Upholstery spotless. Mechanically perfect. Three new tyres. £140 or near offer. Berry, The Flat, Pembroke Manor, Blackboys, Sussex. [1384

FUEL INJECTION PUMP. Complete C.A.V. unit for Perkins P6 Diesel. Brand new and unused. List price £70. Offers. Box No. L.385. [1385

M.G. T.A., 1939. Cream and red. Excellent condition. Extras. £230. Francis, 34, Ashcombe Road, Weston-super-Mare. [1386

1936 BROUGH SUPERIOR D/H, 28 h.p., 20 m.p.g. Rebuilt last year at cost of £200. Perfect condition all round, many extras, radio, etc. £250 o.n.o. 1933 J.2 M.G. Swept wings; nice looker and performer. £95. N. Bontoft, Howsham, Lincoln. [1387

JAVELIN DE LUXE, 1952. B.S.A. Scout, 1938. Must sell either/both. Former 36,000 miles; engine overhaul becoming imminent. Latter 300 miles since mechanical reconditioning. Best offer. Edmiston, Bryncerdin Road, Newton, Swansea. [1388

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£260—Ford-engined Special 1,172 c.c. fibreglass 2-seater. Rebuilt 1955. Spotless blue. Tuned engine. Twin carbs, etc.

£215—M.G. 10 TA sports 2-seater. Black.

£185—Morgan 4/4 10 sports 2-seater. Red.

£160—M.G. 8 PA sports 2-seater. Red.

£150—M.G. 8 PA sports 2-seater. Green.

£135—M.G. 8 J2 sports 2-seater. Red.

£125—Wolseley Hornet Daytona 2/4-seater. Red.

£110—Riley 9 Gamecock 2-seater. Cream.

£99—B.S.A. Scout 10 2-seater. Blue.

£75—B.S.A. Scout 10 sports 4-seater. Red.

£75—M.G. 8 sports 2-seater. Red.

£35—Hillman 10 saloon. To clear.

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New replacement parts 9-h.p. : parts include crown wheel and pinions, **£7 10s.**; all bearings; twin inlet manifolds, **45/-**; brake cables, **18/6**; speedo cables, complete, **22/6**; gasket sets, **14/-**; H.C. head gaskets, **8/-**; solid copper, **17/-**; valves, **9/4**; guides, **4/-**; valve springs, **7/6** set; universal bushes, **4/11** each; king-pin and bush sets—all models, **47/6** set; track-rod assemblies, **17/9**. Exchange starters, dynamos, armatures, magnetos, hub caps. Hundreds of new and used spares all models. Carriage extra. S.A.E. please, inquiries. Prompt C.O.D. service on postal items only. At the time of going to press we are completely sold out of Riley cars, but new stock will continue to be offered at the same high standard as heretofore. An ideal car will be offered for sale this month at **£275.** 1937 **Kestrel/Sprite** 1½-litre saloon, 4-speed synchro gearbox, Andre telecontrols, radio and heater, 16-in. wheels and Ace discs, Borg and Beck clutch.

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FOR SALE—*continued*

SALE — EXCHANGE ALVIS Silver Crest, 1937, D.H.C. New hood, reasonable condition throughout. Exchange for smaller car same year or later, cash adjustment. 15, Byron Place, Bristol. [1389

ASSORTED SPARES; Pair "new" Anglia/Prefect wheels fitted town and country tyres, done 1,500 miles only, as new. £10 o.n.o. M.G. type K.2 magneto, £3. Good spotlight, £1. Ex-Morgan 16 in. wheel, £1. Morgan-Burman steering box column, 16 in. steering wheel (sprung), £3. Morgan 1951-2 front bumper, £1. Set 16 in. Ace rim bellishers with fasteners (as new), £3. New Anglia/Prefect jack, 10s. Carriage extra or collect. Townsend, Longcroft, Oxton, Notts. Tel. Oxton 275. [1390

FIAT 1100 Drop Head by Ranelagh, 1939. Black cream hide. Very modern appearance. £145. Ph.: Orpington 22993. [1391

VARIOUS SPARES: Four cycle type wings ex Bugatti, £2. G.N. back axle fitted Rudge hubs with 17 in. wheels, £6. Unused 17 in. x 4.50 tyres and tubes, £4 each. Various G.N. and 30/98 parts. Neve, Wallspit House, Stretton, Warrington. [1392

ALLARD 4-seater tourer, 1949. Reconditioned engine just fitted. Brakes relined; new hood. Maroon. One owner. £225. Terms arranged 55, Tasker Street, Walsall. Phone: Walsall 4811. [1393

FORD 1,172 ENGINE, clutch, gearbox, dynamo, starter, etc., complete. Works reconditioned 700 miles ago. £40 o.n.o. Also Ford chassis. Bell 178, Wilmslow Road, Handforth, Cheshire. [1394

1929 TALBOT 14/45 Continental Tourer. Long wheelbase, 6-seater. Manual box. Sound body. Most impressive vehicle. £40. Floyd, 119 Cranston Park Avenue, Upminster, Essex, Upminster 3579. [1395

BENTLEY 3 litre, 1926, sports tourer. Nearly new hood, screens, tonneau. Under 1,500 miles since £120 engine overhaul. Bills shown. £190 o.n.o. Naval officer posted. Wilde, Billingshurst 43, Sussex. [1396

BENTLEY 4 litre V.D.P. large tourer in really nice condition. Original in every detail. £165 o.n.o. Booth, 55, Headingley Lane, Leeds 6. Phone 54795. [1403

PARTS CLEARANCE. Ford 8 Engine, first class condition, reconditioned clutch, £16. Gearbox £6. Radiator £3. Five drilled and lightened 17 in. wheels £5. Morris 8 '39 reconditioned steering box, lengthened column and wheel, £4 10s. Pair T.D. 1¼ in. S.U. carburettors and linkage £10. Oatley, 79, Woodbridge Road East, Ipswich. [1404

DELAGE, 1925, Sports Tourer, 2/4-seater. 14 h.p. Good running order. Ideal for enthusiast. Wilson, 49, Oak Drive, Oswestry 2656. [1406

RAPIER, 1936. Fitted with neat brake body. Bills for £150 over the last five years. Photographs available. £130 o.n.o. Box No. L.407. [1407

1930 RILEY 9 BIARRITZ. Extensive overhaul two years ago. Extremely reliable, 35 m.p.g., no oil. Body sound and good looking. £60 o.n.o. 2, Chittock Mead, Basildon, Essex. [1408

AEROMINX, 1935, sports 2-seater. Cream. Hillman 10 engine reconditioned recently. King-pins, dynamo, battery, headlamps, hood renewed. Brakes lined. Neat and economical. First £90. Statham, Ffestiniog, Merioneth. [1409

SUNBEAM TALBOT 10 Saloon, 1939. Excellent bodily and mechanically. £185. Stagg, 304, Clayhall Ave., Ilford, Essex. [1410

RAILTON, 1937, Sportsman's Straight 8 Saloon. Rebuilt gearbox, excellent tyres and battery. Sound throughout. £125. 49a, Queen Street, Maidenhead. [1411

1929 DELAGE DMN, 2-seater. Mostly DMS specification. New carburettor, valves, springs; good tyres, wheels overhauled. Similar photo in January "Motor Sport." DMS/N spares available. D. Hale, "Akaroa," Tewin Hill, Welwyn, Herts. [1412

1927 LANCIA LAMBDA. Really excellent condition throughout, completely overhauled (bills available). New cylinder head. 16 gallons first period basic. £125. Conrad, Broome Quarry, Barham, Nr. Canterbury. Tel.: Barham 296. [1413

ROLLS ROYCE, 1927, Coupé just overhauled, excellent tyres. £100. 114, Gloucester Road North, Filton, Bristol. [1414

ASTON MARTIN ULSTER Specimen, £500. 6v Philco £10. Four Amals on manifold Riley 9, £8. Forty foreign car badges. Bennett, 67, Little Chell Lane, Tunstall, Stoke-on-Trent. [1415

SOUND USED CAR TYRES, 15 in. to 21 in., from 30s., carriage paid. 135, St. Walburga's Road, Blackpool, Lancs. [1416

1926 SCOTT 750 FLYING SQUIRREL. Shocking condition. Cart away £25 or haggle. Box No. L.418. [1418

"ARDUN" O.H.V. CONVERSION for Ford V.8. Incomplete, but unused. Hawkins, 313a, Alexandra Ave., South Harrow, Middx. [1419

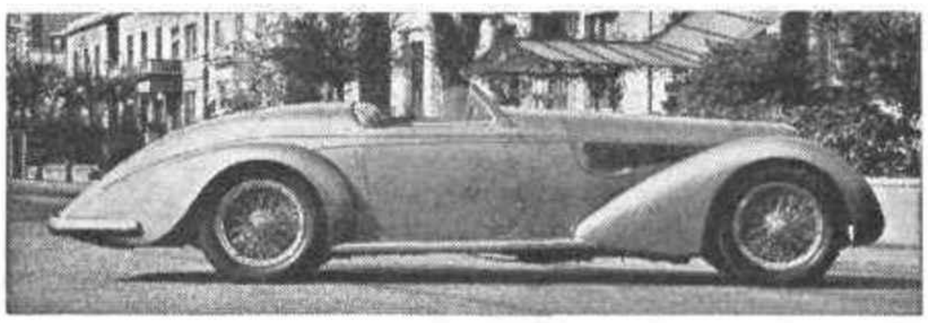
1936 LANCIA AUGUSTA, engine overhauled. Recellulosed B.R.G. Wheels rebuilt. Fast. Owner emigrating. £160. Richards, Teston, Maidstone. [1420

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

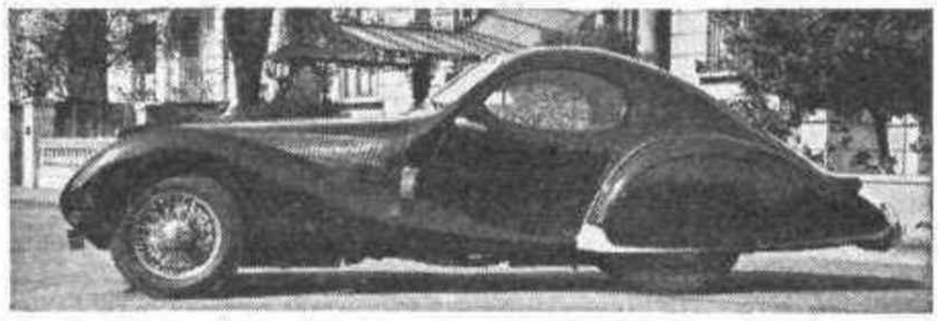
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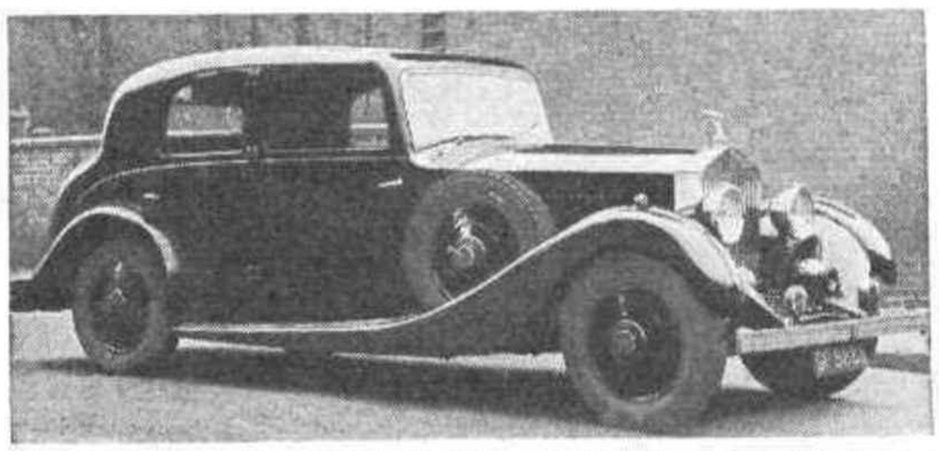
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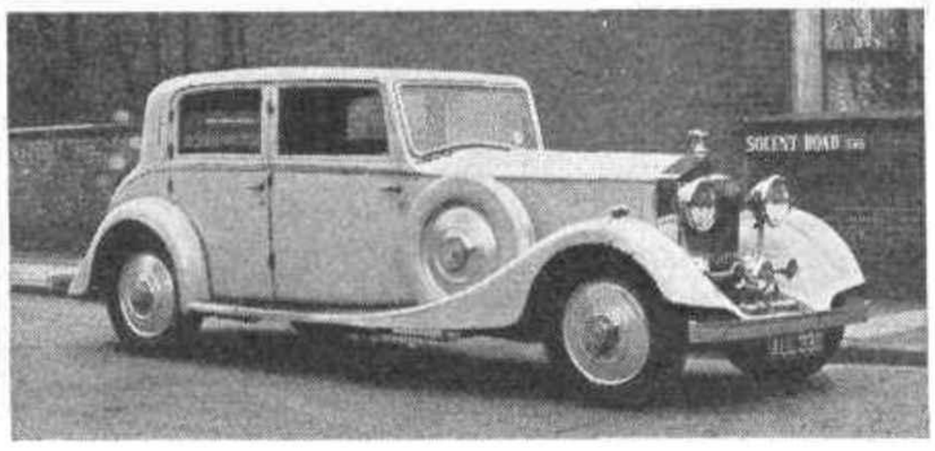
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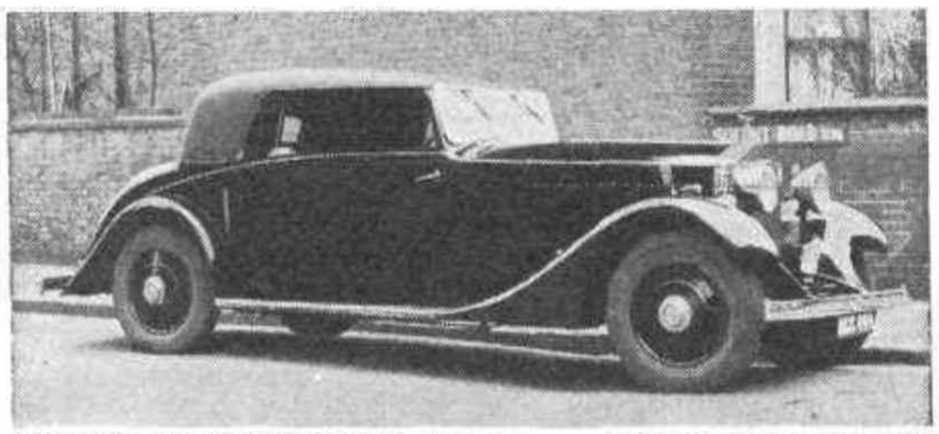
LANCIA APRILIA, 4-door pillarless Italian body, finished in grey with re' leather interior. This car was completely reconditioned 6,000 miles ago. Good tyres all round. **£235**

FRAZER-NASH-B.M.W. TYPE 328, the 2-seat Grand Prix model, finished with mid-blue upholstery, concealed hood, full weather equipment, fold-flat screen, good tyres and original instruments. Terrific performance. **£325**

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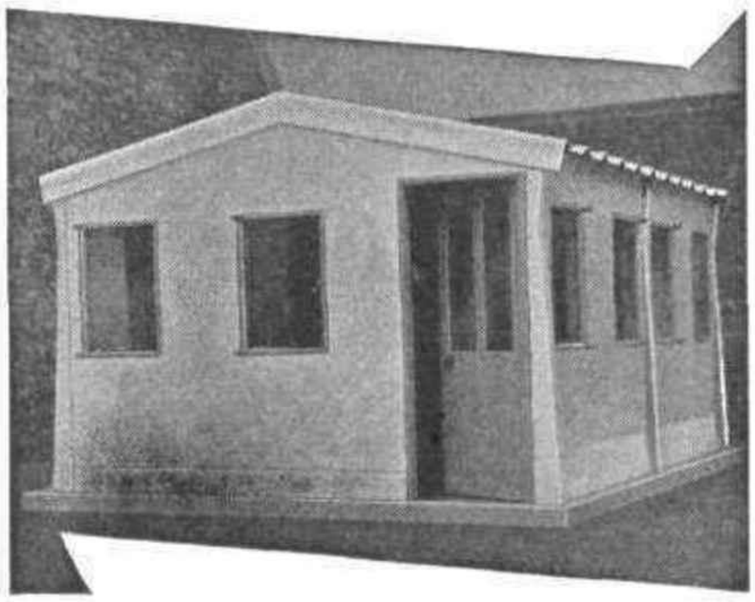
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RILEY 9, 1934, pre-selector, special bodied (cross between Monaco and Kestrel), tatty condition—come and haggle, starting about £50. Wilkinson, 4, Lord Street, Hoddesdon, Herts. [1422

ROLLS 20/25, late 1935, black limousine, face forward occasionals, good condition, with very good chassis. Illness reason for sale. No reasonable offer refused. Caterham 4242. Evenings 3980. [1423

RILEY 1½, 1937 Kestrel "Sprite" 6 light saloon. Light green, recent overhaul cost £170 (bills). Sleeved, etc., brakes relined, tyres good. Radio, very nice condition. £250. Jones, 20, Victoria Parade, Torquay. [1424

RILEY, 1937 15 h.p. Adelphi. Superb appearance. New tyres. Excellent condition. £165. Dickinson, 21, Bullhead Road, Boreham Wood, Herts. [1425

M. G. J.2 ENGINE, completely stripped, all parts. Needs new rear main. £14 the lot, o.n.o. Harpenden 3506 after 6 p.m. [1426

RILEY 12/4 FALCON, 1936. Preselector, body, chassis good. New Zenith, brakes re-lined. £110 o.n.o. Sanders, 45, Palace Road, Llandaff, Glam. [1427

LAGONDA 16-80 1934 coupé, very good, all sound. Seen Newcastle. £100. Box No. L.428. [1428

DROPHEAD SALOON, 1939 Hudson 16.9 h.p. Column change. V.G.C. Resprayed blue with red upholstery. Engine, tyres, hood good. Heater, spotlight. £80. Magee, 83, Crofton Lane, Hillhead, nr. Fareham, Hants. [1432

ALVIS 1939 Speed 25 saloon. Engine: good, no oil. Body: rough. £80. Stenhouse, Yatford, Broadway, Ilminster, Somerset. [1433

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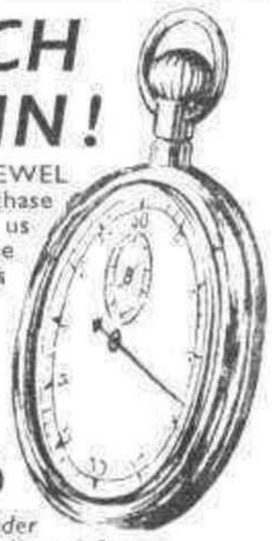
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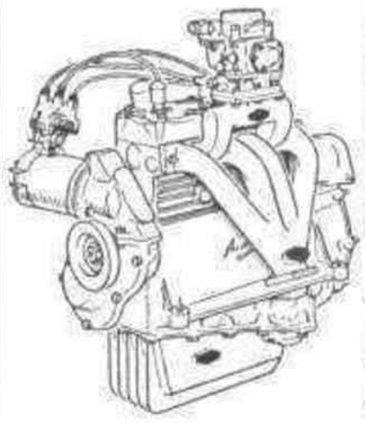
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£90. ALVIS SILVER CREST, 1939. Nice condition, outstanding roadholding and performance. Moderate fuel consumption. Vince, Wood Farm, Bawdeswell, Norfolk. Telephone 230. [1431

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HUMBER, 1926 12/25 tourer, in good original condition. Handbook, taxed, coupons (pre-April) £70. Lambert, 157, Mayfield Ave., London, N.12. HILside 9862. [1435

12/50 ALVIS TOURER. Original body, new hood and tonneau. 2 new tyres. £100. Box No. L.436. [1436

12/24 LAGONDA, 1926. 4-seater tourer partially restored. Zero miles since rebore, etc. Latest model of the three 12/24s on the Lagonda Club's records. Towable. Must be sold. Owner going abroad. £45 or best offer. Nelson, 81, North Side, Clapham Common, S.W.4. BAT 6983. [1437

MORGAN 4/4, 1939. Extensively reconditioned. Bomblike performance. £200 o.n.o. Loverock, Byron 1890. [1438

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COVETABLE ENGINE. 1949 Invicta 3-litre. Virtually unused. Light, powerful, spare head, etc. Delivered to best offer. Box, 40, Welgarth Ave., Coventry. [1440

M.G. J.2 2-str., completely stripped and rebuilt to original. Spares over £100, including new battery, instruments, tyres, springs, electrics. Wheels rebuilt. Engine overhauled. Rewired and repainted. A specimen. £200. 63, Willow Avenue, Elgbaston, B'ham. Evenings BEA 3927. [1441

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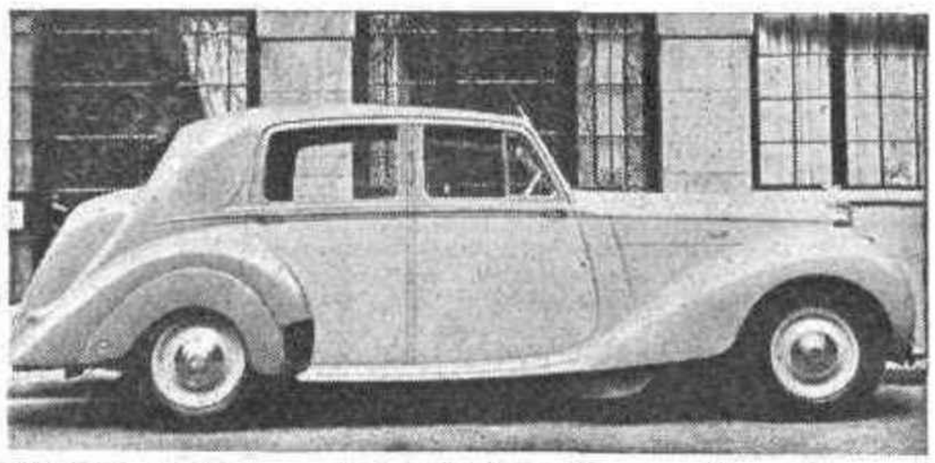
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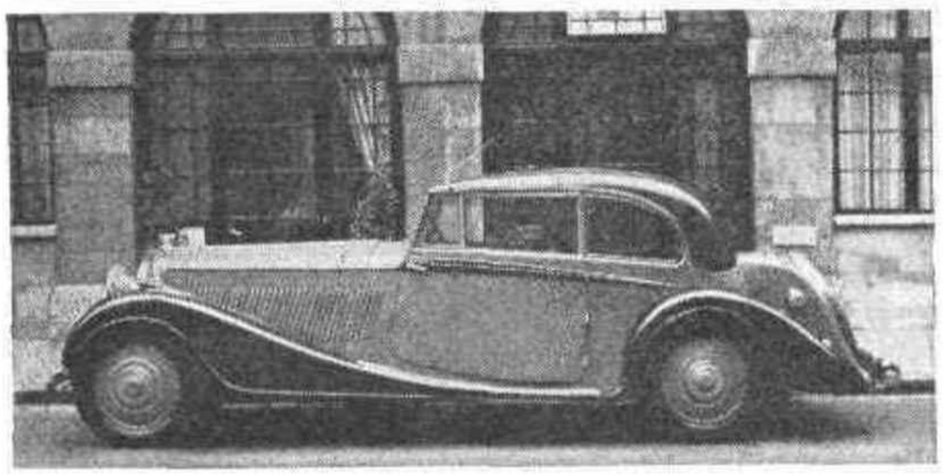
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BENTLEY (1949) Mark VI EY Chassis Series standard steel saloon. Two-tone blue, with natural pigskin trim. One owner. 51,000 miles. All Bentley specified modifications to date, including full-flow oil system. Manufacturer's history from delivery. Mint. **£1,175**

At the time of going to press a similar 1950 **Mark VI** is in stock and we are negotiating the purchase of a further 1949 model. Details and photographs upon request.



ROLLS-BENTLEY (1937) 4¼-litre 2-door sports sliding-head coupe by Vanden Plas. Black and grey, with grey trim. Radio, heater, etc. A sound chassis with comprehensive history. Works serviced to our order this month. **£475**

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SUPER PORSCHE 1,300 (1952) 2-seater convertible with rear seating for an under-nourished dwarf. Low mileage, specialist serviced. Comprehensively equipped, fitted with radio, heater, etc. Scintillating performance with remarkable economy. **£1,100**

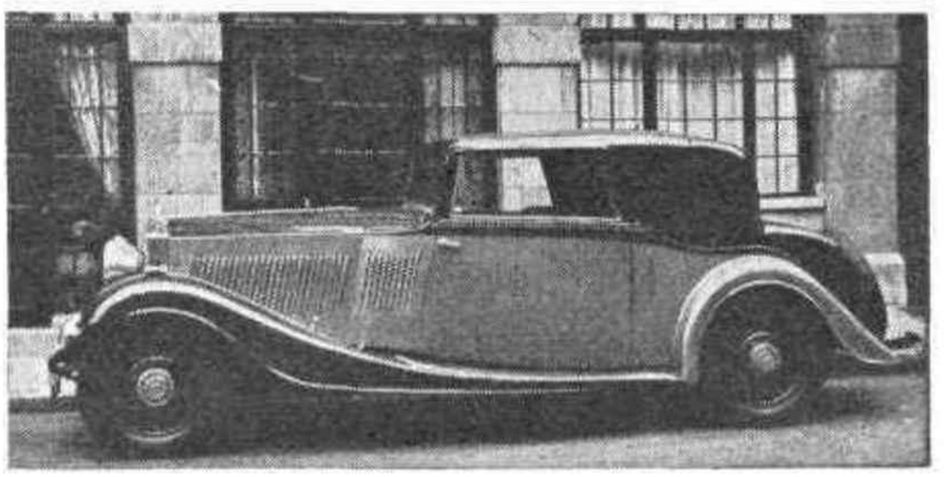
SUNBEAM-TALBOT (1953) Mark IIA convertible. Grey and blue, with two-tone grey trim. Radio, heater, etc. Low mileage. One owner. Good specimen. **£575**

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ROVER TWENTY (1939) four-light sportsman saloon. Blue, with blue trim. Recellulosed to our order this month. Carefully used and in remarkably fine condition for its year. **£285**

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At the time of going to press we are negotiating the purchase of an outstanding **Vintage 4½-litre Bentley** V.D.P. tourer *circa* 1928, a **Speed Six Vintage Bentley** tourer, a **K540 Mercedes-Benz** cabriolet " A " 2-seater drophead, and a further 1950 **Bentley Mark VI** special equipment saloon.



ROLLS-ROYCE (1933) 20/25 2-door fixed-head coupe by H. J. Mulliner. Similar but not identical to the one illustrated above. Black and tan, with tan trim. Detailed 1957 engine overhaul by R.-R. concessionaires. An attractive example. **£350**

ROLLS-ROYCE (1933) 20/25-h.p. owner-driver town saloon with sliding-head by Windover. Black, with dark red leather trim. One owner, chauffeur maintained. Authenticated R.-R. mileage 58,000 from new; 8,000 since complete R.-R. rebuild, including rebore. In the most immaculate and outstanding condition and probably the finest existing specimen of its year. **£525**

ROLLS-ROYCE (1938) 25/30-h.p. GGM Series sports saloon by Gurney Nutting. Black, with tan leather trim. Extensive R.-R. history from delivery and details of recent complete rebuild. Roomy coachwork on admirable chassis. **£585**

ROLLS-ROYCE (1934) 20/25-h.p. 2-door drophead coupe by James Young. Dark blue and black, with dark blue trim. One noble owner and extensive R.-R. history from delivery. **£385**

ROLLS-ROYCE Wraith (1939) 25/30-h.p. sports saloon by Park Ward. Dark blue, with natural hide trim. One owner. 81,000 miles and maintained by R.-R. Ltd., from delivery. Extensive history. In impeccable and faultless condition but with not particularly attractive lines. **£925**

AUSTIN Princess (1951) A135 sliding-head saloon by Vanden Plas. Dark green, with two-tone champagne trim. 47,000. One owner. New engine, brakes, clutch and tyres in January this year. Fitted radio, heater, etc. Immaculate. **£585**

ALVIS TA21, 3-litre sports saloon, 1952. Maroon and grey with maroon trim. 41,000 miles, one owner. Radio, heater. **£575**

RENAULT 750 (1955) sliding-head de luxe (*sic*) saloon. Fawn. One owner. 8,500 *miles. As new.* **£500**

ALL OVERSEAS INQUIRIES ARE WELCOME AND WILL RECEIVE INDIVIDUAL ATTENTION.

WE SHALL BE GRATEFUL FOR DETAILS OF ANY WELL-CONDITIONED MARK VI BENTLEY, ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, AND VEHICLES SIMILAR TO THOSE ADVERTISED, PREFERABLY WITH A KNOWN HISTORY, OF WHICH READERS WISH TO DISPOSE. MR. SIMMONS WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR APPOINTMENT.

AS A RESULT OF SELECTIVE BUYING WE ARE ABLE, BY ARRANGEMENT WITH A PRIVATE BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

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

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

FOR SALE—*continued*

1934 RILEY 9 KESTREL, special sports saloon. Preselector, 5 good tyres. Mechanically very sound. Coupons. £40. Whitehead, "Four Oaks," Howey Lane, Frodsham, Warrington. Tel.: Frodsham 3371. [1443

1938 ALVIS 12/70. Black saloon. Condition perfect. Guaranteed mileage 46,000. Bargain £250. Cheshire, Broomfield Road, Kidderminster. Phone 2088. [1444

B.M.W. 321, 1938. D.H. Cabriolet R.H.D. Very full equipment, masses of spares. £150. Hylton, Warrington, Lincoln. [1445

PAIR M.G. WHEELS, fitted Michelin Success tyres, tubes 600 x 16, set spring trunnions, all new. Reconditioned dynamo. Offers. 16, Valley Road, Sheldon, Birmingham. [1446

1934 ROLLS-ROYCE 20/25 Sports Saloon. Exceedingly neat lines. First class condition. £385. 1934 and 1936 dropheads. Both immaculate. £425 and 575. "Twenty" saloon with later coachwork and several modern features. £145. Elegant serviceable car. J. B. M Adams. Gidding, Huntingdon. Winwick 216. [1447

ROLLS 20/25, 1932 Windover. Sedanca de Ville, black/grey, small 6-seater, fitted trunk. £90. 1956 engine overhaul. Mascot, manual, tools, new battery. Excellent overall condition. Comfortable, elegant, delightful to drive. £295. Wanted 2cv. Capt. Price, 17, Wakefords Copse, Crookham, Hants. [1450

ALVIS 1931 T.J.12/60, drophead coupé. Good condition, very reliable, new hood, starter, battery. Daily use, taxed year, petrol coupons. £100. 36, The Fairway, Northwood, Middx. Tel.: Northwood 3320. [1451

LAGONDA 3½-LITRE TOURER. £185. Talbot 75 saloon, £85. Both 1935. Excellent condition. Good tyres. Offers considered. J. N. Gilbey, South Cadbury, Yeovil, Somerset. North Cadbury 362. [1452

STRAIGHT SWOP. 1947 1½ Jaguar saloon, special equipment model, excellent condition; for post-war 3/4-seater drophead up to 2 litres, or sell. £325. 80, Ordnance Road, Enfield, Middx. [1453

FORD 10 H.P. Sports special. Rebuilt 1956, new engine, Rochdale fibreglass body. £250 o.n.o. £325. 80, Ordnance Road, Enfield, Middx. [1453

RILEY 2½-LITRE DROPHEAD, 1951. Black, extremely rare 5-seater body. Immaculate, mechanically perfect. Over £350 repairs Riley Motors, inc. new engine. £70 extras. £490. Collins, 28, Duchy Drive, Heaton, Bradford. Phone 44205. [1455

BENTLEY, 1929 4½-litre V.D.P. black fabric 2/4 tourer. Completely restored over last three years, and in excellent condition mechanically and bodily. £400. 25, Church Lane, Wistaston, Crewe. Tel.: 7501. [1456

MORGAN PLUS FOUR, Dec. 1951, T.R.2 engine mods., excellent performance, 30 m.p.g. Reasonable all-round condition, new tonneau and side-screens. £415 or offer. Lanes, Box No. L.457. [1457

M.G., 1947 T.C. B.R.G. £300. Terms arranged. Phone: Seven Kings 6043. [1460

50+ M.P.G. and quite smart: Austin 7 Special, registered 1956. £75, no offers. The Forge Garage Cottage, Codstone, Surrey. Godstone 208. [1461

LANCHESTER 10 (1933). Almost immaculate. Second owner. F./W. and G./B. excellent. £90. Wanted, Rolls 20/25. Bush, Ashwell, Herts. [1462

HOTCHKISS, 1939 Gran Sport; 3½-litre coupé Faultless performance, lovely lines. £175. Conyers, 154, Amery Gardens, Gidea Park, Romford, Essex. Romford 6767. [1463

TALBOT 65. 1933 saloon. 4 new tyres and tubes and 2 batteries. Hide upholstery. Pre-selector gear box. Engine and body tip-top condition. £55. Reynolds, 76, Langthorne Street, London, S.W.6. Phone: FULham 2478 after 6 p.m. [1464

1952 MORRIS MINOR. Part exchange for Jupiter or good Special, cash adjustment, or sell £360. Write, Warner, 9, Cravens Rough, Ulverscroft Lane, Markfield, Leicester. [1465

1936 L.G.45 4½ LAGONDA SALOON. Black, excellent condition externally, tyres good, engine first rate. Spare gear box. Fitted professionally made caravan towing hitch. On leave 3rd to 23rd April. Reid, 5, Trenchard Square, Feltwell, nr Thetford, Norfolk. [1466

M.G. MAGNETTE. K.1 4-seater. 4,000 miles since rebore, crank grind, etc. Hood and bodywork excellent. £115 o.n.o. Flack, 127, Hammersmith Grove, W.6. [1468

10 H.P. RAILTON COUPE. Beautiful example of this distinctive and economical model. Looks like miniature Bentley. £250 o.n.o. Quest, Cubert, Newquay, Cornwall. [1469

A.7 SPECIAL, lively engine, twin S.U.s, h.c. head, new hood, tyres, tranmission couplings. Recently re-wired. £40 o.n.o. Burgh Heath 3780 after April 8th. [1470

1931 STANDARD BIG NINE. New roof, repainted, excellent engine, body, 5 tyres. £45. Story, 21, Bramblys Close, Basingstoke. [1471

1937 RILEY MONACO. Rear wings require attention. £25. 37, Inglis Road, Ealing, W.5. ACOrn 1977. [1472

FOR SALE—*continued*

BREAKING 1928 6-cyl. FIAT 16. Fox, "West View," Adderbury, Oxon. [1467

B.S.A. SCOUT, 1939. Red 2-seater sports. Immaculate condition, £100 recondition December 1956. Photo. £250 o.n.o. Box No. L.473. [1473

M.G. P.A., 1934. 2-seater sports. Red. Enthusiast maintained. Hydraulics excellent condition. £175. Robinson, 67, Station Road, Burnham-on-Crouch, Essex. Phone 2238. [1474

S.U. CARBURETTORS and linkage. Ex-T.D. 1¼ in. Offers. Oatley, 79, Woodbridge Road East, Ipswich. [1405

M.G. J.2, 33. Red. Tyres, battery good, engine overhauled. 37 m.p.g. Detachable hardtop, spare blocks, one relined; head, cams, carbs., etc. Ring Alderley Edge (Cheshire) 3269. [1496

ROOM NEEDED for vintage monster. Must sell 1934 Wolseley Hornet. Well shod, new electrics, taxed. £75. 36, Argyle Gdns., Upminster. Phone 3989. [1498

M.G. J.2 GEARBOX, £7 o.n.o. Excellent condition. Evenings or week-ends. 99, Langley Way, West Wickham, Kent. [1499

SPORTS-RACING RILEY 9 2-seater. Big crank, Lockheeds; regd. '57. £120. C. Arnold, 8, Homestead Way, Northampton. [1501

1930 MORRIS COWLEY Saloon in good condition. New battery, excellent tyres. Full book and tank. Taxed and insured. With another identical car (towable) for spares: Russell, 160, Harcourt Avenue, Sidcup. FOO 5813. [1502

M.G. T.A. Carefully maintained. Requires new hood, otherwise smart and mechanically sound. Extras include windtones, "Brooklands" steering wheel, telescopic dampers, tonneau. £240. Box No. L.503. [1503

WOLSELEY HORNET, 1933. D/H Coupé. Excellent condition. £50. Barhatch Cottage, Cranleigh, Surrey. Cranleigh 496. [1504

MORRIS 12, '27, Cowley Saloon. New tyres. 50 years of more motoring here at 30 m.p.g. £29; bargain! MAC 7061. [1505

AUSTIN 7 Saloon, 1933. Four-speed. £35. Ford 10 engine, £15. Austin 7 engine, incomplete, £7. H. Hatch, 331, Kingston Road, Ewell, Surrey. [1506

M.G., 1940, Sports Saloon, 2.6 litre. Beautiful condition. Genuine 23 m.p.g. and 90 m.p.h. without effort. Private H.P. terms possible. £40 deposit. PRI 6245. [1507

TRIUMPH DOLOMITE sports saloon, 1937. 16 h.p. Attractive and fast. Good engine and body, needs new tyres and spare. £65. PRI 5738. [1508

EARLY TINY BABY AUSTIN in excellent mechanical condition and good body. £35. PRI 5738. [1508

ALVIS SPEED TWENTY Charlesworth Saloon, 1933 (i.f.s.). Last 5,000 engine sleeved, head reconditioned, king-pins, steering ends. Batteries August '56. Remainder good, except windscreen. About £70. Lt.-Cdr. Meek, 88, Farlington Ave., Portsmouth. [1509

SINGER LE MANS, 1935. 2-seater. Black, twin spares, slab tank. £90. 21, Furze Road, Thornton Heath, Surrey. [1510

1947 JAGUAR 1½ litre special equipment saloon. Interior and exterior showroom condition. Colour green. Engine 5,000 miles since rebore, new pistons, crankshaft reground. Oldhams battery new six months ago. Top and clutch overhaul last month. Owner now posted abroad. £350 o.n.o. Full ration available. Thackrey, Monk's Retreat, Chapel Street, Bicester, Oxon. [1511

TRITON AMONG THE MINNOWS. Lesser-Turisimo fixed head coupé Morris Minor, 1930, in unusually fine condition and armed with huffed upon o.h.c. movement. Original condition, styled by unknown sarcophagus designer, a staunch disciple of Herod. For disposal with almost complete spare movement, at about seven shillings per cubit foot. Collyn James-Rivers, 40, Alma Road, St. Albans, Herts. [1512

FRAZER-NASH/B.M.W., 1938 type, 320, 2 litre, 4-seater cabriolet. Engine reconditioned. £175 or offer. Cooper, 1, Priory Road, Bicknacre, Essex. Danbury 400 after 6 p.m. [1513

ALVIS SPEED TWENTY saloon, first registered Oct, 1932. One owner since 1936. Reconditioned by Alvis 1947 at cost of over £400; overhauled by Alvis 1955. New radiator and rewired recently. Petrol consumption 18.20 m.p.g., 200 miles per pint oil cruising at 60. Car's general condition exceptional. Price £180. Apply J. C. Harrison, Haynford, Norwich. Tel.: St. Faiths 230. [1514

FIAT 1100 T.V., 1955. Factory maintained, one owner. Stridor claxon, selected crank, rev. counter, Farina grill, seat covers, screen washers. Excellent condition. £695. BAL 2098 evenings. [1515

WOLSELEY 18/85 Saloon, November 1947. Good condition throughout. Haggle starts £225. 10, Bungalow Road, South Norwood, S.E.25. [1517

RILEY 9, 1934, 2-seater. Resleeved, new bearings, high compression head, new S.U.s. Coupons. £45. Also all spares. 5, St. James Gardens, W.11. Park 6745. [1518

1950 RENAULT 760. l.h. drive. Many extras. £250 o.n.o. Tel.: Ridgewell 338. [1523

1930 RILEY MONACO, in daily use. Spare engine. £25. "Kenleigh," Shaw, Nr. Swindon. Phone: Purton 454. [1524

FOR SALE—*continued*

327/80 B.M.W. 2/4 convertible, 1939. Ivory 328 engine fitted. High compression Bristol pistons, std. bore. Bristol c.w. & pinion. Radio. Good tyres. Modernised headlamps, badge bar, fog and flamethrower. 25 m.p.g., 95 m.p.h. Only reason for sale owner bought 401. Would trade for something more suitable for 21 year daughter. M.G. or T.R.2. Cash either way. 3, Blackpool Gdns., Hayes, Middx. HAYes 1593 after 8 p.m. [1516

F.N.-B.M.W. 327/80 coupé. Big-valve works competition head. Alfin brakes, very good order £350 o.n.o. Stott, 7a, Primrose Mansions, S.W.11 [1519

FORD 8, 1933, in quite exceptional condition. £50. Hadekel, 36, Evelyn Gardens, S.W.7. KEN 8036. [1520

ROLLS ROYCE 20-25 Saloon, 1931. £125. 2 litre Lagonda, 1927. Good engine, suitable for spares. Towable. £25. Fiat 509 engine and gearbox, £7 10s. Aero Morgan, 1930, o.h.v. water-cooled JAP. Ideal for rebuild. £30. Early Frazer Nash chassis, less engine, £17 10s. All open to offers. Must be cleared. John Lott, Fairview, Lyminge, Folkestone. Tel. 87289. [1521

TALBOT 75, 1937, Sportsman's Saloon. Beautiful condition, mech. perfect. Taxed. £85. Also Talbot 75, 1934, Saloon, pre-selector. Good condition. £35. 25, Albert Avenue, Chingford, E.4. Evenings and week-ends Tel.: Silverthorne 4006. [1522

M.G. T.A. Turquoise. First class condition. Twin windtones and fogs. £230. Bell, POPesgrove 8593 or office: AVEnue 4321, Extension 325. [1525

ONE MUST GO! Fiat 500, just professionally fitted Ford 10 engine, gearbox. Harry Spicer shaft, Servais silencer, telescopic shockers. Phenomenal performance, road-holding, but too noisy for wife. £140. Or Austin 8 van, 1946. Absolutely sound throughout. Fatuously reliable, nippy. 50 m.p.g. £75. 229, Bedonwell Road, Bexleyheath, Erith 5477. [1526

AUSTIN SEVEN SPARES. Ulster front spring (new), 4.9 axle complete, steering boxes, radiator, various other parts. "Fingle Bridge," Leslie Road, Chobham, Surrey. [1527

M.G. OIL SEALS, new double action type, keep your dynamo dry. Will fit Toulmin modification 23s. C.O.D. Clark, 52, Bromley Street, Stepney, London. [1528

WOLSELEY DAYTONA Sports. Good condition. Also Reflex camera, cost £34. Wanted Special, part completed? Gray, 50, Eaton Road, Southcourt, Aylesbury. [1530

1936 P.B. M.G. ENGINE, complete with carburettors, starter, etc., gearbox, less remote control. Also Zoller supercharger complete for above. The lot, £30 o.n.o. Jacques, Cragside, Cowling, Keighley, Yorks. [1531

ALVIS SPEED 25 Drophead, 1939. Immaculate. £275. Alexander, 13, Avon Road, Devizes, Wilts. Tel. 828. [1532

M.G. T.A. CYLINDER HEAD, complete valves, springs, etc., good condition. £15. Flat 1, Whissendine House, Whissendine, Oakham, Rutland. [1533

FORD 10 BITS, very interesting to 1172 builders and owners. Now building bigger specials. S.A.E., Box No. L.534. [1534

RILEY LIYNX, 1933. Rebored, new wind/side screens. Well shod. Excellent condition. Bond 1, High Street, Margate. [1535

B.S.A. SCOUT. £80. Exceptionally well cared for but outgrown by family. WOOdley 2329 (Manchester). [1536

AUSTIN 7, 1932, Saloon. Reasonable appearance, reliable runner, everything works. Bores o.k., mains worn. £35. 28, St. Paul's Place, Canonbury, N.1. CAN 2612. [1537

1935 MODEL TALBOT 14/65. Very good throughout. £60. Box No. L.538. [1538

1934 MODEL TALBOT 18/75, excellent condition throughout. £50 o.n.o. Seen Kent. Box No. L.539. [1539

LANCHESTER 10, 1935. Two Ford engines, 1939. 52. Ford V.12 distributor. The Forge, Green Lane, Hanworth, Middlesex. [1540

RILEY MERLIN 12 Sunshine Saloon. Resprayed light blue. In very good condition throughout. £135 o.n.o. 239, Queen Edith's Way, Cambridge 88812. [1541

8 GALLON CRATED PETROL TANKS, complete with gauge unit, £1, plus 12s. 6d. carriage. Austin-Healey, A.70, etc., complete oil filter assys. 15s. each post paid. Bentley Mk. VI and R-type standard steel bodies, complete with wings, etc., £150 each, sound condition. Jaguar Mk. VII, dismantling two cars for spares. Callers by appointment. Hardwick House, Studley Warks. Studley 521. [1542

P.A. M.G., above average condition throughout. Engine overhauled, crank reground; good tyres, weather equipment and body. £175. Pratt, 4, Albert Road, Wilmslow, Cheshire. [1543

H.R.G. 1500, 1949. Green. Andre telecontrols, high ratio axle, new hood, brakes, radiator, steering, front suspension. Marchals, windtones. Cromards, diesel bearings. Comprehensive spares. Four wheels, two Town and Country, etc. Genuine car and sale. £385. Offers. Box No. L.544. [1544

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

FOR SALE—*continued*

1955 TURNER-M.G. Highly tuned T.C. engine. All independent suspension, adjustable shock absorbers, windscreen, hood, taxed. Terrific performance. 29+ m.p.g. £375, or exchange Minor, cash either way. Freeman, 49, Abbey Foregate, Shrewsbury, Salop. [1545

M.G., 1934, 12 h.p. N.A. Magnette. B.R.G. Nice condition, especially body. Taxed, insured. Offers around £85. Seen Midlands. [1546

SPORT RACING LEONARD M.G. 1500 engine. 11 in. 2.L.S. Lockheeds in Alfin drums; fibreglass "Ace" style body. Stripped, ready for rebuilding. Offers. Clapham, Ashlea, High Spring Gardens, Keighley. [1547

FOR SALE: 1927 RENAULT, 8.3 h.p., 2-seater dickey-type body. Original paint. Good running order. Also spare engine. H. J. Moore, Smea Cottage, East Ruston, Stalham, Norfolk. [1548

WHEELS; Two Porsche 15 in. fitted Michelin X 155 x 15 (155 x 380) Tyres and Tubes. Approx. mileage 5,000. For sale at £15. Phone: Fleet, Hants, 1142. [1549

RILEY "12" FALCON, 1936. £90 o.n.o. Sorson, 57, Little Grove Field, Harlow, Essex. [1550



DELAGE D8 120, 1938, 8-cyl. sports saloon, sliding head. Just cellulosed blue and silver, grey leather; 4 horns, 2 spot lights; all fittings rechromed. Genuine 37,000 miles. Cost £1,500, offered at **£595.**

1939 BENTLEY 4¼ MX chassis with overdrive Van den Plas foursome d/h coupe. Just recellulosed black and mushroom, fawn upholstery; hood just re-covered. Engine thoroughly reconditioned by Bentley specialists, chassis thoroughly serviced. Fitted twin horns, spot light and heater. In immaculate condition throughout. Offered at **£1,050.**



VAUXHALL VELOX, 1924. 30/98 OE series. Original open 4-seater body. Just repainted silver grey, reupholstered blue, polished aluminium bonnet. Fitted self-starter dynamo lighting; new radiator block. All lamps and fittings just rechromed. Restored to original condition. Offered at **£495.**

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FOR SALE—*continued*

BREAKING: Kestrel, Falcon, Firefly, Dolomite, Siddeley 14, Standard 12 and Wolseley 25. Offers? Wanted: Spares for Riley 14.2 h.p. Stelvig. Consider complete car. K. M. MacLennan, 125, Bruce Gardens, Inverness. [1552

ROLLS 20 h.p., 1929, with very pretty 1933 Park Ward 4-light sports saloon body. Boot, mascot, discs. Dark blue with grey side panels, body and paintwork exceptional; new chrome, heater, interior excellent. Brakes relined, car completely rewired, dynamo rewound; gleaming engine. Whole car enthusiast maintained. Full coupons. £325. Flt-Lt. Sheppard, R.A.F. Church Fenton, Tadcaster, Yorks. Phone: Tadcaster 3176. [1553

MORRIS COWLEY 12/4 Saloon, 1934. Original and sound throughout. First £75. Atkinson, Woodacre Cres., Bardsey, Leeds. [1554

GOING CHEAP: ALVIS 20 Saloon (1934). Smart, well maintained. Bambet, 7, Lumley Avenue, Skegness, Lincs. Tel. 1463. [1555

M.G. J.2, late 1933. Good condition. Engine—Ford 10. £70. Billericay 181. [1556

JAGUAR 1½ litre, 1939. General overhaul (bills £120) 5,000 miles ago, including new engine and differential. Interior and chrome excellent. Ivory cellulose fair. £195 o.n.o. Wilkinson, 15, Clintons Green, Bracknell, Berks. [1557

1932 ALVIS T.L. 12/60 Sports Saloon. Excellent brakes, steering, battery, outstandingly sound bodywork. Full instruments, trafficators, screenwash. Genuine 30 m.p.g. from new twin S.U.s Quiet axle, excellent gearbox, original instruction book. Engine noisy but utterly reliable and not an oil burner. £55 o.n.o. 16, Preston Avenue, Eccles. Tel. 1027. [1558

D.K.W. 4-seater D/Head, 1938. Green. New hood and lining. Complete engine overhaul. Good tyres. 45 m.p.g., 60 m.p.h. Nearly enough spares to build another (and spare chassis). £145. C. Crosthwaite, Daledene, Lewes Road, East Grinstead 3999, Sussex. [1559

FIAT 508S BALILLA, 1936. Mechanically sound, body rough. £50, or would break. The Haven Cottage, The Haven, Billingshurst, Sussex. Tel.: Rudgwick 218. [1560

RILEY GAMECOCK, 1932, open 2-seater. B.R.G. Good runner. £85. Please ring Museum 3759 between 9 a.m. and 7 p.m. [1561

POTENT 2-SEATER SPORTS TRIUMPH Southern Cross, fitted 14 h.p. engine, gearbox, high ratio axle. Smart, fast. All coupons. £95 o.n.o. CRO 2278 evenings, week-ends. [1562

S.S. JAGUAR, 1937, 12 h.p., breaking for spares. Morris 8 van, 1940, e/clean wheels, Lockheed brakes. £20. Ideal special. Gadebrook 2930. 10, Liverpool Road, Watford. [1563

LAGONDA 16/80, 1933, Saloon. Well looked after. Wilson gearbox. Taxed quarter. £95. Box No. L.564. [1564

ENGINES: Morris Series M, o.h.v., used, £12 10s. Hillman, s.v., unused, recon., £45. Torque wrenches, 0-100 lb., 45s. Brake and clutch linings for many pre-and post-war cars at less than half list price. Send S.A.E. for further details to Dutson, 1214, Greenford Road, Greenford, Middx. [1565

D.K.W's.

Fixed-head saloon, new crankshaft, block and pistons, nice runner **£135**

Fixed-head saloon, completely rebuilt, resprayed pale blue, white roof, red interior; a most beautiful car; guaranteed six months.

Cabriolet rebuilt completely last year, exceptional condition, finished red, red interior; etc.

B. & M. GARAGES, LTD., for D.K.W. cars, spares, repairs and overhauls; terms, exchanges, etc. 42a, St. Michael St., Paddington. PAD 6877

FOR SALE—*continued*

S.U. ELECTRIC PETROL PUMPS, 12 volt; excellent condition; £1 10s. each, postage 1s. 6d.; or C.O.D. Box No. L.566. [1566

ALVIS 12/60 FRONT AXLE assembly, complete, £5. Gearbox, road springs, etc., Firefly and Silver Eagle rear axle centres and halfshafts, perfect condition. Excellent 20 in. tyres cheap. Box No. L.567. [1567

FOR SALE, Morris Minor, 1933, good engine and tyres. Alloy body, car suitable for trials. £60 o.n.o. Bale, Eastanton, Andover, Hants. [1568

A.C. SALOON, maroon, 1937. Very good condition throughout. £125 o.n.o. PER 9036. [1569

SINGER LE MANS, 1933, 2-str. Spares in good condition. Phone: Molesey 3356. [1570

M.G. J.2 CRANKSHAFT, hood frame, radiator shell, fully floating conn. rods and many spares. Box No. L.572. [1572

1938 MORRIS 8, Ser II 4-seater tourer. Engine ovhld. New hood, tyres, perspex sidescreens. Mechanics and bodywork excellent, 6 months coupons. £130 or exchange late 500 c.c. A.M.C. Twin, cash adj. Seen N.W. London. ENT 7593. [1573

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THE RILEY CENTRE

We offer a wide selection of pre-war Rileys only, including the following carefully chosen cars :—

Continental 2½-litre, 1938. Very similar both mechanically and in appearance to the post-war models. Manual gearbox with overdrive, giving 25 m.p.g. on the open road. A beautiful car to drive with plenty of performance and all the usual excellent handling qualities found on the genuine Rileys. **£245.**

Kestrel 1½-litre, 1938. Six-light saloon with reconditioned engine just fitted. Unmarked dark grey cellulose, all chrome renewed this year, and interior in showroom condition. Many extras, including radio and heater. **£295.**

Adelphi 1½-litre, 1938. An attractive and roomy saloon in very sound condition throughout. Very clean appearance inside and out. **£225.**

Falcon 1½-litre, 1937. Just resprayed, and rechromed. Very good mechanically, well shod, and original. **£245.**

Kestrel 9-h.p., 1935. Exceptionally good in all respects. Recent complete mechanical overhaul. Good paint and chrome, five new tyres, new carpets, and many extras. **£165.**

Merlin 1½-litre, 1936. The cheapest 1½-litre Riley that we have ever offered. Mechanically sound, and of good appearance, but the roof lining has been whitewashed. **£145.**

By the time that this appears we shall have several other Rileys to choose from. We deal only in the pre-war models and we have the largest stock in the country.

We will always buy a first-class Riley from you

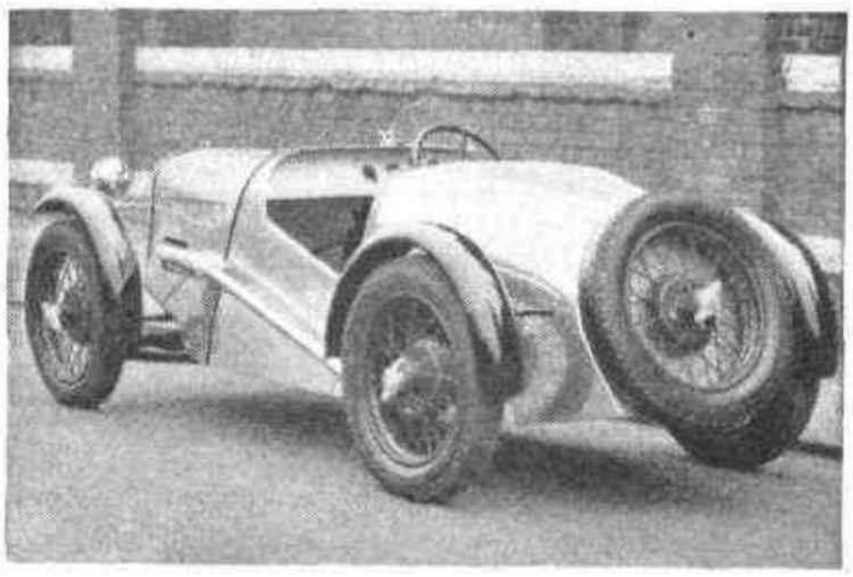
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FOR SALE—*continued*

ENVELOPING 2-SEATER alloy body shell. 7 ft. 6 in. wheelbase, unused. £18 o.n.o. RAV 4774. [1637

RILEY IMP, 1935. Excellent example of this rare model. Uses no 10w/30 oil, pressure 60 lbs. hot. Genuine reason for sale. £295. Box No. L.638. [1638

AERO MORGAN SPARES, engine, gearbox, radiator, chassis, and wheels. Saturdays 3-5 p.m. Jervis, 10 Sea View, Stamshaw, Portsmouth, Hants. [1639

H.R.G. 1500 C.C. Twin Cam O.H.V. Newton front suspension. All enveloping sports two-seater body, tonneau cover. Dunlop racing tyres, good condition and sound order for road or racing. Complete with spares £500. Bluebelle Gibbs, Penn, Bucks. Penn 2115. [1640

1949 10 H.P. B.S.A. SCOUT sports saloon. Good condition. 2 new tyres. Coupons. £110. Beresford, 18, Norwood Ave., Highlane, Stockport. [1641

ALVIS FIREFLY, 1934, 12 h.p. £100 overhaul, bill. Best £65. Wordsworth 1655. [1642

1946/7 T.C. M.G. Works reconditioned engine, carbs., road springs, shock absorbers, steering box, king pins, tyres, hood, sidescreens, etc., fitted within last 4,000 miles. £335 o.n.o. (private sale, terms can be arranged). Tel.: Marple (nr. Stockport) 706 evenings. [1643

1928 BENTLEY 4½-3, very good condition. Engine rebuilt 6,000 miles ago. 21 m.p.g. 4-seater tourer, body recovered and resprayed B.R.G. Chrome new, tyres good. Andre tele-control shockers. P.100s. £250. Emigrating. Garrett, Smalldale Hall, Bradwell, Derbyshire, near Sheffield. [1645

ALVIS SPEED 20, 1934, mechanically very good, breaking or sell complete. Standard Flying 20, 1936, two previous owners, showroom condition. £110. Also spares for 1934 9 h.p. S.S. Mill House, Ottery St. Mary, Devon. [1646

MARMADUKE: 1934 Morris Minor 2-seater tourer, reliable, economical, weatherproof. Haggle around £45. 62, Ackworth Road, Pontefract, Yorkshire. [1647

1932 RILEY NINE. Clearance sale. Wheels, tyres, axles, radiator, starter motor, gearbox, lots of bits and pieces. Ashtead (Surrey) 3961. [1648

ALVIS SPEED 25 Charlesworth saloon. Superb quality car, 1937. Reliable, economical, everything works. £160. Richardson, 49, The Avenue, St. Margarets, Middlesex. POPesgrove 6465. [1649

PERFORMANCE WITH ECONOMY, 1950 Morgan F.4, recon. Ford 10 engine, new carb., vyanide hood, sidescreens, many extras, spares. £295. Details, photo, Riley, 81, Central Avenue, Enfield, Middx. [1650

DELAGE ENGINE D.I.S., 1928. Reconditioned. Slightly cracked block, repairable. £22 10s. Hall, 1, Temple Rd., Croydon 8989. [1651

ROLLS-ROYCE 43.3 H.P. Phantom Tourer, 1928. Fixed head, winding windows. £90. HOL 6124. [1652

M.G. T.C., Dec. '46. Excellent condition, paint and chrome as new. Twin spots, winkers, new hood and tonneau, well shod. H.P. available. Nearest offer £325. Uxbridge 3529. [1653

ASTON MARTIN LE MANS, full 4-seater. Rebored, new oversize valves, racing magneto, perfect steering, brakes. New hood, excellent chrome, good tyres, bodywork, B.R.G. Bargain. £225. "Hermes Hill," Leigh Road, Worsley, Lancashire. [1655

ALVIS SPEED 20 SPARES. 2 std. bore cylinder blocks, gearbox, prop. shafts, most engine parts except head. Crested eagle leather seats. Excellent condition. Busridge, "The Orchard," Wooburn Green, High Wycombe. [1656

UNIQUE MORRIS 8 four-seater tourer, excellent mechanical condition, many extras. Enthusiast maintained. Photo available. £175. Norman, 15, Latton Green, Harlow, Essex. [1657

JENSEN SPORTS SALOON, V.8 engine. 20 m.p.g. No oil, body and chrome work excellent. 1937 model, spare engine, gearbox and sundries all in. £145 o.n.o. EMBerbrook 5760. [1658

RILEY 14, 1932. Wide chassis saloon. Good mechanically. Reasonable offers. Would make special. Smith, 15, Waldenhurst Rd., Orpington, Tel. 26715. [1659

1940 RILEY 1½-LITRE. Body and interior in reasonable condition, engine requires reboring. New battery, clutch and tyres. £110 o.n.o. Asquith, 30, Carshalton Rd., Blackpool. [1660

1914 HUMBER, V.C.C. dated, excellent original condition. £250. Stotherts, Atherton, Manchester or phone: Warrington 4086. [1661

1928 ALVIS 12/50 saloon in quite outstanding original condition. Known history. Two owners. Possibly finest in captivity. £130. Photograph, details, Bolam, St. John's House, Knaresborough 3475. [1663

ALVIS SPEED MODEL BARGAIN, 2511 c.c. saloon just overhauled, including rebore, crank grind, clutch, brakes relined. Dynamo, starter, steering reconditioned, etc. P.100s. Twin horns, spot, matched 6 in. instruments. Full 20 gallon tank, coupons. Must be sold far below cost for quick sale. £120 or offer. Includes many spares. 20, Ennismore Gardens, Nottingham. Phone 74692. [1664

FOR SALE—*continued*

ALVIS T.J. 12/50, 1932 saloon. Excellent tyres. Clean, reliable. £55 o.n.o. 10, Sandy Rise, Wigston, Leicester. [1662

1934 M.G. "L" MAGNA F.H. Coupé. £90 o.n.o. 1932 O.H.C. Morris Minor chassis. 10 in. hydraulics. Lowered rad., R.C., etc. Offers. Also 1937 350 c.c. Excelsior Manxman. £20. Hobbin, Low Road, Barrowby, Grantham. [1667

TRIUMPH GLORIA SALOON, '35. 10.8 engine U.S. 4 months coupons. £45. Morley, 7, Archers Ride, Welwyn Garden City. Welwyn Garden 6101. [1668

1936 2½-LITRE JAGUAR, breaking for spares. S.A.E. please. Mason, 66, Royal Avenue, Scarborough. [1669

RILEY IMP. Special E.N.V. preselector gearbox, reconditioned engine and back axle. £55. Riley 9 engine and all-Helical gearbox. £25. Phone: Kings Langley (Herts.) 2343. [1670

£60. ORIGINAL HUMBER SNIPE 24 h.p. saloon with boot, 1932. Running order, with spare engine, gearbox, differential, etc. Coupons. Ideal for touring caravan. Osborne, Nethermoor, Wingerworth, Chesterfield. [1671

J.2 M.G. Engine, gearbox, crankshaft, dynamo, starter, wheels, axles, halfshafts, hubs, knockons, new Rotoflow conversion, radiator 1172 converted, "T.C." tank and wheelcarrier adapted "J." Buckler shortened Ford torque/shaft. S.A.E. offers. Harold Proctor, 48, Cavendish Road, Hull. Tel.: 32121 after seven. [1672

BREAKING FOR SPARES. 1935 Sunbeam 21 h.p. Good engine. 135, St. Walburga's Road, Blackpool, Lancs. [1673

1938 RILEY 1½-litre saloon, very good condition. £145. 135, St. Walburga's Road, Blackpool, Lancs. [1674

AUSTIN 7, 1932. Recent renewals and replacements of parts. £5. Tel.: WIM 4396. [1675

LANCIA AUGUSTA. Special Swiss 4-str. D./H. body. K.O. wire wheels, new hood, trim, wiring, carb., battery, tyres, respray, chrome. Plus £60 engine overhaul. Spent over £300 recently. First taxed 1939. Manual. Very sound car. Genuine offer. Sacrifice £275 o.n.o. Walton, Promonade, Arnside, Westmorland. [1676

D.K.W. SPECIAL COUPE, peacock blue, beige vinehide hardtop, red upholstery, H.L. engine, special exhaust, ex-works car. Winner 1955 production race, Silverstone. Lap speed 68 m.p.h. 0-50 m.p.h. 12½ secs., 85 m.p.h., the equal of any 2½-lt. saloon, reconditioned engine by A.F.N. £550 o.n.o. Trial runs a pleasure. I half hope nobody wants it. Murray, "Oakdene," Prescot Rd., Aughton, Liverpool. Aughton Green 2380. [1677

LAGONDA RAPIER, 1936 D.H.C. Engine completely overhauled. Tyres, brakes, electrics good. Completely weatherproof. £130. Box No. L.678. [1678

BABY BENTLEY FOR £28 10s.! Vintage Riley Nine Special with thoroughly sound engine and chassis, body somewhat unfortunate. Ideal basis for cheap vintage sports/racing car suit student or similar maniac. Fishwick, 23, Battlefield Road, St. Albans. 1679

ONE MUST BE SOLD. 1947 Triumph 1800 Roadster. Twin spots, demisters, radio, heater. £315. Or 1947 Riley 1½-litre sports saloon. Exceptional condition throughout. £348. Both cars taxed and with coupons. 6, Station Path, Staines, Middx. [1680

ALVIS FIREBIRD, 1935. 27.4 m.p.g. long trips; new batteries; electric radiator fan for hardknot and similar; ball bearing throttle control; superficially filthy but hot performer; £100 o.n.o. Barraud, Saddlegate, Wollaton, Nottingham. [1681

REMNANTS of the late Freddie Dixon's Riley spares for sale at £15 lot. Ardverness, Wray Common Road, Reigate. [1682

ROLLS-ROYCE PHANTOM II Landaulette, 1930. Excellent condition. Body by Thrupp and Maberly. Well shod. Handbook, etc. Best offer nr. £100. Macintyre-Cathles, Cedar House, Fenstanton, Huntingdon. [1683

RILEY MONACO, 1933. Black. Sound and reliable. £50. Watts, 5, Easthill Road, Houghton Regis, Beds. [1684

VOLKSWAGEN, 1955. Immaculate, well shod, sensible extras, all coupons. "Woodnook," Fernhill Road, Farnborough, Hampshire. [1685

ATALANTA, 1951. Genuine 17,000 miles, 100 m.p.h., 20 m.p.g. V.8 Pilot engine; independent suspension all round. Mechanically perfect. Unique light touring body, unmarked. Many chassis spares and alternative ratio. C.W. & P. Towing attachment. A wonderful all-rounder with exceptional performance, an absolute snip at £350. Tel.: POP 5855. [1686

FAST A.C. 16/80 coupé, 1937. Engine immaculate, steering overhauled, brakes relined, drums skimmed/relined, new springs, new plastic hood, two new tyres, triple S.U.s. Tank full. Radio. Offers around £170. GIPsy Hill 6077 evenings. [1689

SPORTS RACING ALVIS. Sale £375 or exchange. 4.3 engine. 150 b.h.p. 3.8-1 axle. 8.25-1 c.r. Standing ¼m. 15.85. Triple D.D. Solex. Smart, polished allibody G.P. style. Genuine 18 m.p.g. untuned. First registered 1954. Phone: MOU 7919 after 6.15. [1690

FOR SALE—*continued*

SPECIAL? SPARES? 1934 M.G. "L" Type. Nobody, rest sound, towable. Will break, but too good really. £27 10s. 22, Arcade, Colchester. Day 4100. Night 4962. [1687

ALVIS 1935 SPEED 20, less body (most body parts available). Engine, gearbox, 3 carbs. Petrol pump and dynamo for 1933 Alvis Speed 20. One Scintilla Magneto. Five tyres various sizes for above. Offers wanted for any or all of above. Box No. L.688. [1688

LAGONDA 16/80 V.D.P. type tourer. Good tyres, mechanically sound. Body sound but shabby. New hood and screens. £120. 8, Sunbury Ave., Mill Hill, N.W.7. Phone: MIL 6375 week ends only. [1691

JAVELIN CRANKSHAFT. Almost new, 1949-50. £7 10s. Bryden, 12, Armley Grange Drive, Leeds 12. Tel. 638625. [1692

CITROEN 12.8 h.p. F.W.D. saloon. Almost completely rebuilt during last two years. £125. Boxmoor 4807 (Hemel Hempstead). [1693

1939 DOLOMITE ROADSTER. Engine o.h., springs resent, new hood and tonneau. £130. Byron 4222. [1694

AUSTIN SPECIALS, two 16-in. wheels, 550 x 16 tyres. Richardson, 38, Clay St., Burton-on-Trent. [1695

SUNBEAM TALBOT 10 h.p. 1939 D.H.C. 40 m.p.g. Rotoflow shockers, new springs, tyres. £190. 26, Fairfax Rd., Teddington, Middx. [1696

RILEY NINE 1937 SALOON. Excellent condition throughout. Purchased 1½ so must sell. First £135. Full details, Upminster 2978. [1697

EX SPEED SIX SALE. Autovac, dynamo & cover, block, three throw drive complete, Servo motor, road springs, 21 in. wheels, clutch and flywheel. Wanted, 3-litre inlet manifold. Phone: Snaresbrook 3175. London area. [1698

IMMACULATE SPECIMEN 1934 14/65 Talbot Darracq saloon, original cellulose, new forts, 3,000 miles since reconditioned engine and gearbox, all Talbot Special tools. Part list, and Handbook. Present owner 21 years. £120 or near offer. "Elmwood," Oldfield Road, Hampton, Middlesex. [1699

RILEY 12/4 FALCON, 1936. Clean appearance and mechanically perfect. Recent £40 overhaul. Economy tuned carburetters. £95 or will haggle. F. E. Drake-Briscoe, The Old Shunt House, Bubbenhall, Coventry. [1700

HEALEY TICKFORD SALOON, 1951. Grey, red upholstery. Radio, heater. New transmission, batteries. Good condition, taxed December. £495. Lee, Aldham, Colchester. [1701

S.S. AIRLINE SPORTS SALOON, 1936. Striking appearance. 20-25 m.p.g., 80 m.p.h. Good all round condition. £75. 36, Bracken Drive, Chigwell, Essex. Hainault 6258. [1702

GOOD RILEY MONACO, 1931. Balanced crank M.C. pistons. 37 m.p.g. Sound bodywork, many spares. Dec.-Apr. coupons. £40 o.n.o. Seen Brighton. Write, 35, St. Peter's Avenue, Ongar. [1703

ROESCH TALBOT 110. Four-seater tourer. £148. Most satisfying car in really excellent order throughout. High performance with remarkable economy for 3½ litres. Rose, 67, Church St. Tewkesbury. [1704

SELLING OR BREAKING T.C. M.G., Lanchester 10, Morris 8. Tasker, Thurstonfield, Carlisle. [1705

TWO 3-LITRE LAGONDAS (1930 Vintage Tourer, 1931 Saloon), first class mechanical order, spares for a lifetime; 4 months Petrol for Saloon. 20 m.p.g. £275 the lot.—Mumford, Priors Hatch Farm, Forest Row (Telephone 252). [1706

FRASER NASH/B.M.W., 1937 1½-litre saloon. Coupons. £100 o.n.o. Bemister, 27, Park Rd., Burgess Hill, Sussex. [1707

CITROEN BIG FIFTEEN SALOON, 1940. 30 m.p.g. Beautiful condition and very reliable. Offers. Box No. L.708. [1708

1933 ALVIS FIREFLY 12 h.p. saloon; good tyres, batteries; reliable. £37 10s. Wilson gearbox, £3 10s. 20 x 5.00 tyre tube, 30s. Riley 9 steering complete, 20s. 168, Western Road, Hurstpierpoint, Sussex. [1709

1934 AUSTIN 12-4. Beige-black, grey cord upholstery. Recent overhaul. New tyres. Immaculate condition. 40,000 miles since new. Taxed. Bates, "Uplyme," Bell Lane, Shootersway, Berkhampsted. [1710

FORD 8 ENGINE, gearbox, accessories—£20 offers, or separate. 1172 copperised 8:1 head—£4. Early axles, tank, instruments—cheap. 44 Fifth Avenue, Chelmsford 3448. [1711

WOLSELEY SPORTS. 2-door 4-seater, 1932. Abbey body. Good runner, very smart, knockon wheels, single carburetter. Good tyres. £47½. Howard 4306. [1712

MORRIS MINOR with Alexander Laystall conversion. 1955 de luxe saloon, mileage 18,000, heater, foglamp, flamethrower, extra performance with great economy. £480. Rogers, 32, Keswick Road, London, S.W.15, City 4444, ext. 23 (office). [1714

RILEY FALCON 12. Mechanically sound and perfectly reliable, body would benefit with attention, weatherproof. £55. Also quantity Kestrel 9 spares. Chassis frame, axles, etc. J. F. Gillham, 9, Fir's Road, Milnthorpe, Westmorland. Milnthorpe 3199 after 7 p.m. [1713]

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

FOR SALE—*continued*

ALLOY HEAD. Derrington " Silvertop " for S.V. Minor. £5 or exchange accessories. 4, Piecewood Rd., Leeds 16. Tel. 671614. [1713

LARGE TOURER. 1934 Morris 25 h.p., green, P.100s., good battery, drawbar. Reliable. £55 o.n.o. Sutcliffe, Finstock Vicarage, Oxford (Ramsden: 36). [1715

RILEY 9. Special Series Merlin. Excellent condition, high performance engine. Twin Solex, polished ports, modified exhaust, etc. New differential, battery. Four good tyres, twin spares. Many extras. Enthusiasts car, two previous owners. Enquiries and offers around £150 to, Alan Currey, East Ord, Berwick/Tweed. [1716

ALVIS 4.3, Dec. 1936, Charlesworth saloon. Excellent body, twin horns and spots, P.100s. 5 good tyres. First rate mechanically. Have had 90 with ridiculous ease. Must regretfully sell. Would like £200 but could haggle for less. Alternatively exchange for open sports in similar condition. Phone: Wembley 4949. [1734

SPARES. S.U. carbs., 1¼ in. bore, as new, pair. M.G. Magna Dif./Ass., pinion u./s. Tonneau cover. Riley C.W. & P. Alvis 20 cylinder head, speedo head. Tyres: 500 x 18 good, 32 x 4½ retreadable. Spot lamp new. Sports coils. '39 Ford 8. Mechanically excellent. £40. 29, High St., Green St. Green, Farnborough, Kent. [1735

TRIUMPH DOLOMITE, 1938, 2 litre drop head by Salmons. Magnificent car, wonderful condition. Fast, reliable. £150. Eggleton, 45, Mayfair Avenue, Worcester Park, Surrey. DERwent 1947. [1736

RILEY 9 " KESTREL." 1934. Really good, original condition. Riley 9 Biarritz, 1930. Fabric needs attention. 525, 550 x 18, also 19 in. new remoulds. Also Lancia Augusta spares. " Sunroyd House." Northgate, Horbury. [1737

'37 RILEY KESTREL 1½. Bodywork and interior v.g. New car del'd. Quick sale. £185. Will haggle. Cook, 230a, North Circular Road, N.W.10. WIL 3339. [1739

RILEY 9 MONACO, 1932. All metal body and mechanics in very good order. Brakes relined. Coil ignition. £55 or offer. Standing, 67, Hatherley Road, Sidcup, Kent. Footscray 6829. [1740

RARE RILEY TOURER. FREE, if guaranteeing rebuild. Car Eton, engines Bordon. Sole charge, £10, for new side screens. Windsor 3051. [1741

T.C. M.G., 1946. Extremely good condition, well shod. New vyanide weather equipment. All petrol coupons available. £280 o.n.o. Hitchen, 1, Craithie Road, Doncaster. Tel. 4595. [1742

£37 O.N.O. ALVIS T.J. 12/50 Saloon, 1932. Robinson, 2, Newcombe Road, Bristol 9. Bristol 628058. [1743

M.G. P.B. Excellent condition. B.R.G. Hydraulics. Hood, screens, tonneau. Four good tyres. Serviceable spare. £165. 114, Pitman Road, Cheltenham. [1744

AERODYNAMIC RILEY-ENGINED Special. Mistral body, A/Healey screen, wire wheels, tonneau. £195. 112, Friars Walk, Southgate, N.14. ENT 4047. [1745

IMMACULATE FORD 14 h.p. Model 18 Coupé. New vyanide hood; recent £35 engine overhaul; repainted. Reason for sale? Monetary! £70 o.n.o. Arnold. MOU 2424, or 105, Stapleton Hall Road, London, N.4. [1746

RILEY 9. Mechanically reasonable, body not. £30 o.n.o. with spares. Riley 9 Spares, block relinered to standard, etc. Immaculate Austin 7, 4-seat tourer. Reconditioned 39 engine, new hood. Respray, etc. Offers. S. D. C. Wallace, 5, Saint James's Gardens, London, W.11. [1747

RILEY 1½ KESTREL, 1935/6. Exceptional condition. £85. " Marton," Tylers Cross, Roydon, Essex. [1748

FASTEST JAVELIN? 1952 Series 3 engine, Arnott blower, special crankshaft, fitted by Thompson & Taylor, not yet run in. High ratio rear axle. Tyres, battery and whole car excellent condition. Reluctantly obliged to sell. Highest offer over £450. Feltham 2185, evenings. [1749

1931 ASTON MARTIN International 1½ litre, attractive saloon coachwork. Good condition throughout. £85. Box No. L.750. [1750

ROLLS ROYCE, 1933, 20/25, owner-driver 6-light H. J. Mulliner saloon. Excellent condition. 20 m.p.g., no oil. Nearest offer £250. 174, Shelford Road, Trumpington, Cambridge. [1751

T.C., 1948. Good condition. Black. New hood, screens, steering overhauled; extras. £320. Baynham, The Cross, Drybrook, Gloucestershire. [1753

£100 C.C. LAGONDA RAPIER Drophead Coupé. 1936. Pre-selector gearbox. Good condition. £175 o.n.o. 11, Grosvenor Road, Middlesbrough. Tel. 88272. [1754

SINGER LE MANS, 1933, Sports Saloon. Cheap spares, including chassis, new crown wheel and pinion, body panels, doors, leaf springs, rear shockers, radiator, pair Zenith carbs, manifold and many others. Offers. Toms, 21, Glover Street, Redditch, Worcs. [1756

1936 SINGER LE MANS 4-seater, 9 h.p. Reconditioned diff., gearbox, new hood, repainted red. Excellent general condition. Coupons. Spares. Reluctant sale. £110. H.P. available. Evenings, week-ends. McAleese, 32a, Alexandra Cresc., Bromley, Kent. [1757

FOR SALE—*continued*

FORD 8 ENGINE and gearbox. Recently reconditioned. £15. Southward, 19, Harley Street, W.1. [1755

1929 RILEY 9 ENGINE, gearbox, carb., starter, magneto. £6 10s. Dynamo, £1 10s. Andersons, 2a, Park Avenue Road (Northumberland Park Station), Tottenham, N.17. [1758

1933-34 J.2 M.G. Enthusiast's car, polychromatic blue. Well cared for mechanically. Good body, hood weary. Phone weekdays 9-5 East Horsley 3107. [1759

SCRAPPING 1930 LEA-FRANCIS 12/40. All parts including two almost unused and three part worn 500 x 19 tyres. Roberts, Ramornie, Kington, Herefordshire. [1760

M.G. 2 litre Drophead Coupé, 1938. £80. Smith, 9, Hayslan Ave., Malvern, Worcs. [1762

BENTLEY WHEELS, 20 in., £7; 18 in., new, £10 each. 62 mm. hubs and locking rings, £4 each. Bosch magneto GF6A RS16, reconditioned, £12. Batten, Warbleton, Heathfield. [1763

SUNBEAM 1930 Limousine, 25 h.p., partition. Tyres as new, original paint; instruction manuals, etc., splendid condition. To good home £30. 600 x 21 tyres, tubes, £5 each. Villiers supercharger, AD80, mint, £10 o.n.o. Hedingham 2068. Danaher, Swan Street, Sible Hedingham, Essex. [1764

M.G. V.A., 1939, 4-seater tourer. Good condition. £175. 10, Fairfield Avenue, Staines. Phone 116. [1765

MINX SPORTS, 2/4-seater. Rebuilt 1956, new tonneau, trimming, windtones, spot, easy cleans, fold-flat screen. Lively performance. 35 m.p.g. Nice condition throughout. Taxed and insured. £145 o.n.o. Webb, Ashford, Ludlow, Salop. Phone: Richards Castle 230. [1766

G.P. SALMSON SPARES for two cars, twin o.h.c. and four push rods. P. J. A. Evans, Stoneygate, Highfield Ave., Sale 3701. [1767

1938 B.S.A. SCOUT 2-seater Sports in excellent all round condition. Sell at £100 or exchange for something bigger. 17, Kingsway, Woking, Surrey. Phone 783 after 7. [1768

J.2 M.G. Resprayed, leather seats, reconditioned engine, hydraulics. £120. Halfshafts 30s. Manifolds 17s. 6d. Clutch, blocks, etc. Highbury 2677. [1769

SET LOCKHEED BRAKES for J.2 M.G. £5. Whitcher, East Woodhay, Newbury, Berks. [1770

ROLLS ROYCE. 1933, Phantom II 66MY Touring limousine by Thrupp. Good condition. Taxed. £125. Wright, 537, Green Lane, Birmingham 9. [1771

1172 YEATS SPECIAL 2-seater Sports Saloon. Highly tuned, fast and in excellent condition. Engine just reconditioned. £300 o.n.o. Details on request. Hawkins, Square Acre, Rowley Lane, Littleover, Derby. [1772

A.C. 2 LITRE 4/5-seater Drophead, 1940. Excellent condition. £165. 1, Post Office Cottages, Ollerton, Knutsford, Cheshire. [1773

RILEY 12/6 LYNX, 1934. (Not water-cooled centre main.) Recent £70 bills, engine bored (first time), new valves, exhaust, etc. Excellent body-panels undented. 70 m.p.h. or 26 m.p.g. £130. Full details, Tapp, 5, Newton Hall, Dunmow, Essex. (Phone: 331 evenings.) View London most week-ends. [1774

ROOTS TYPE CABIN BLOWER, unused. £10. Pair Lotus VI rear spring/dampers, £5. Laverton, Brantham Place, Manningtree. [1775

F. SUPER MORGAN 3-wheeler, 1952. 75 m.p.h., 45 m.p.g. Ford 10. Excellent bodywork, hood and side screens. H.P. available. PARk 4834. [1776

VINTAGE LAMPS, horn, literature. Also Natek. S.A.E. list. Demaus, Tenbury, Worcs. [1777

BUGATTI TYPE 46 aluminium James Young D.H. Coupé. Original chrome-plated tools. Beautiful lines, aluminium wheels, hydraulic brakes. £365. Fairweather, Springfield, Newick, Sussex. [1778

VOLKSWAGEN, 1956, Standard Saloon. 11,000 miles. Extras. £560. Sanderstead 3881. [1779

ROLLS ROYCE SPARES: 20/25 h.p. 1931 radiator, engine, gearbox, r/axle, dynamo, mag., starter, battery, speedometer, windscreen, wheels, tyres, seats, etc. S.A.E. to Boreham, 96, Haydon Park Road, Wimbledon, S.W.19. [1780

RILEY FALCON, 1935. Heater. Good condition, £70 o.n.o. Tame, 44, Cranbourne Close, Slough. [1781

LAGONDA 4½ M.45, 1934, tourer. 22 m.p.g. Very fast. Excellent condition throughout. Matrimonial ties necessitate great sacrifice. £198 o.n.o. Box No. L.782. [1782

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1951	**Morgan 4/4** tourer, green, green leather, fast car	£295
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1953	**Morris Minor** 2-door saloon, heater, black	£385
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1939	**M.G. 2-litre** d/h. foursome, black, above-average	£195
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1949	**Riley 2½-litre** 3-seater roadster, black and red	£395
1949	**Riley 2½-litre** sports saloon, black, exceptional car	£355
1948	**Riley 1½-litre** roadster, red, impressive car	£395
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WOLSELEY 8 ENGINE, 1946-8, in sound condition, also two 5.25 x 15 in. wheels for Ford Ten Special. 28, Stanton Road, Ilkeston. [1580

WANTED: MORGAN with Ford engine and four wheels. 6, Clifton Gdns., Chiswick 0984. [1594

WANTED—*continued*

HELP! HELP! HELP! Suez almost open and still no radiator for my International Aston Martin. Colin Carnie, Kirklee Circus, Glasgow, W.2 [1585

2 LITRE SPORTING TOURER required by enthusiast. Untidy or scruffy cars with "rattling" good bodywork not entertained. Prefer Lancia or Lagonda. Realistic Prices and photos, please. 41, Longden Ave., Beaumont Park, Huddersfield. Milnsbridge 820 after 6.30 p.m. [1586

ALFA ROMEO, 1750, supercharged Zagato. Must be in first class condition throughout. Mountfield Vicarage, Robertsbridge, Sussex. Robertsbridge 38. [1590

COMPLETE HOOD for S.S.1 tourer. Twin carburettor manifold. Starting handle. Dickson, 11, The Avenue, Hatch End, Middlesex. [1591

I REQUIRE various carburettors for experimenting with special. Make/condition unimportant, but price is. Derry, 15, Arlington Drive, Ruislip, Middlesex. [1592

LAGONDA 14 m/m cylinder head for 2 litre engine. Shaw, Horsegrove, Rotherfield, Sussex. Tel. 338. [1593

CASH OFFERED for good r.h.d. Volkswagen, pre-1953. J. Ford, Wreningham, Norwich. [1595

M.G. J.2 DYNAMO and twin S.U. carburettors. Box No. L.572. [1572

SPECIAL TRIUMPH preferred but any considered. All letters, replies to Box No. L.606. [1606

ALVIS D.H.C, FIREFLY, Firebird or 12/70. Must be in good condition. Doyle, 27, Lower Fold, Marple Bridge, Ches. Tel.: MAR 706. [1644

ROLLS 20/25 WANTED, about £125. Expect mechanically good, body tidying acceptable. Photo, rough sketch. Box No. L.654. [1654

LANCIA APRILIA. Spares, crashed or cheap complete car. W.H.Y. Box No. L.665. [1665

BENTLEY THREE-LITRE WANTED. Four-str. tourer in original condition. About £125. Shrimpton, "Little Garth," Hilton, Lichfield, Staffs. Telephone: Shenstone 394. [1717

FIBREGLASS FORD 10 SPECIAL. Hardtop or with full weather equipment. Details and price please. Box No. L.718. [1718

LANCIA AUGUSTA CYLINDER HEAD please. Details to: 104, Station Road, Herne Bay. [1719

WANTED: 37-39 M.G. V.A. 12 h.p. engine and gearbox, complete with auxiliaries or complete car if cheap enough. No cracked blocks. Luke, Ritz Buildings, Seaford, Sussex. [1720

BULLNOSE COWLEY/OXFORD, preferably 2-seater in running order or Vauxhall 14/40. C. Turner, c/o Maclachlan, 48, Marchmont Rd., Edinburgh. [1721

1936 10 H.P. LAGONDA. Set of sprocket wheels, new or used. Box No. L.722. [1722

H.R.G. 1½-litre, in good condition. Kerry, 230, Bradway Road, Sheffield. [1723

BENTLEY 3-LITRE. Preferably of later period. Approx. £200 of which up to one-third in cash. Box No. L.724. [1724

DIATTO 1925-7, information regarding spares, also handbook or other literature wanted. Reply Powell, 6, York Road, Edgbaston, Birmingham 16. [1725

S.S.100 REQUIRED cheap for rebuilding. Condition unimportant. 34, Lily Lane, Moston, Manchester, 9. [1726

CYLINDER BLOCK and connecting rod for 1938 Riley 16/4 or complete engine. Box No. L.727. [1727

CLOSE RATIO GEARS, 4.7 C.W./P. suitable Ford 10 Special. Also O.H.I.V. conversion.—Higgs, 288a, Hagden Lane, Watford. Phone: Gadebrook 4952. [1782

WANTED: M.G. T.C. Details and price. 46, Farnham Rd., Welling, Kent. [1729

MISCELLANEOUS

MARSHALL-NORDEC SUPERCHARGER, 1950, for M.G., T.D., c./w. manifold, S.U. carb, and fittings. £30. Kent, "The Lodge," Longcause, Totnes, Devon. [1246

QUIET, REASONABLE HOLIDAY QUARTERS required V.S.C.C. member, wife, child. Week, ten days, late August. Near Coast. Box No. L.253. [1253

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MISCELLANEOUS—*continued*

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ROLLS ROYCE. Wide range of spares for 20 and 25 models. J. B. M. Adams, Gidding, Huntingdon. Winwick 216. [1448

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CARBURETTORS, most makes, most models, new and reconditioned. Your own overhauled. Prompt service. S.A.E. your requirements. B.H.S., 322, Field End Road, Eastcote, Middx. [1604

H.P. ARRANGED on private deals. Westminster Credit, 110, Cannon Street, E.C.4. (Phone MAN 0841 till 10 p.m.) [1605

FILMS FOR CLUB SECRETARIES—details of over two hundred films on roads, bridges, road transport, road safety, town planning, traffic control, etc., from Scientific Film Review, February Issue, 1957, 3s. 9d., post free, 164, Shaftesbury Avenue, London, W.C.2. [1636

ZODIAC CYLINDER HEAD, inlet and exhaust manifolds, carburetter, etc. no reasonable offers refused. Dobbin, 74, Chester Road, Winsford, Cheshire. Winsford 2353. [1730

FOR SALE: Volkswagen speedo. 1,200 miles. Nearest £5. 23, Adlard Road, Doncaster. [1731

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1938 LANCIA APRILIA, beautiful condition, many extras: heater, spots, etc. New tyres. 35+ m.p.g. Sell £285 or consider exchange estate car, Mercedes, anything interesting. 50, Cambridge Road, Kesgrave, Ipswich. [1339

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ROLLS ROYCE. Offers or exchange 1937 25/30 limousine, 1937 semi-razoredge P.III saloon, 1932 limousine. J. B. M. Adams, Gidding, Huntingdon. [1449

2½ JAGUAR Concours winner. Photo. Exchange Rosch Talbot "75" or "105," o.n.o. £125. Also Talbot "65" £35. Garton, Bramble Cottage, Pevensey. Phone: Westham (Sussex) 377. [1492

EXCELLENT 1935 ROVER 10 Saloon, for w.h.y.? Something sporty preferred. Surrey area. Box No. L.493. [1493

1933 ALVIS Silver Crest chassis. I.F.S., preselector, complete. Good running order. No body. Can easily be made into Special/Utility. For outboard motor or £35. May break. Box No. L.596. [1596

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COACHBUILT ROVER 14, 1935. Reliable, economical, freewheel, Lockheeds. Unusual model. Exchange sports Talbot, Morgan, or £100. 10, Fonblanque Road, Sheerness. [1598

1949 LLOYD 650 Sports. Good condition. 60 m.p.g. £125 or something faster reqd. Dickinson, 65, London Road, Carlisle. [1599

1952 (LATE) RENAULT 750 in excellent condition for Austin Healey with cash adjustment, or sell £340. Box No. L.600. [1600

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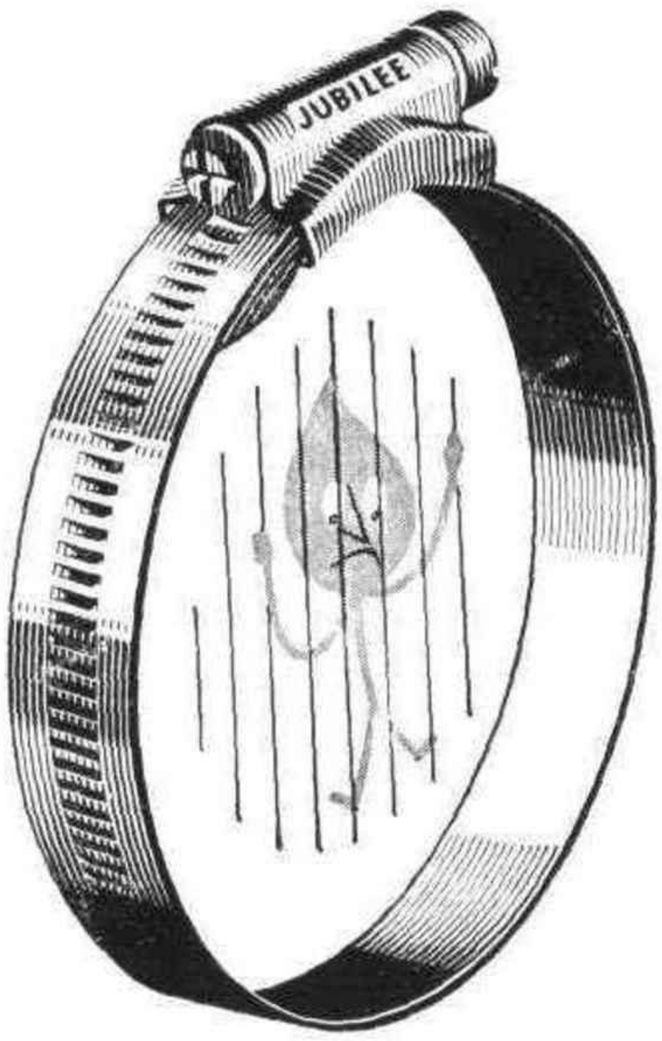
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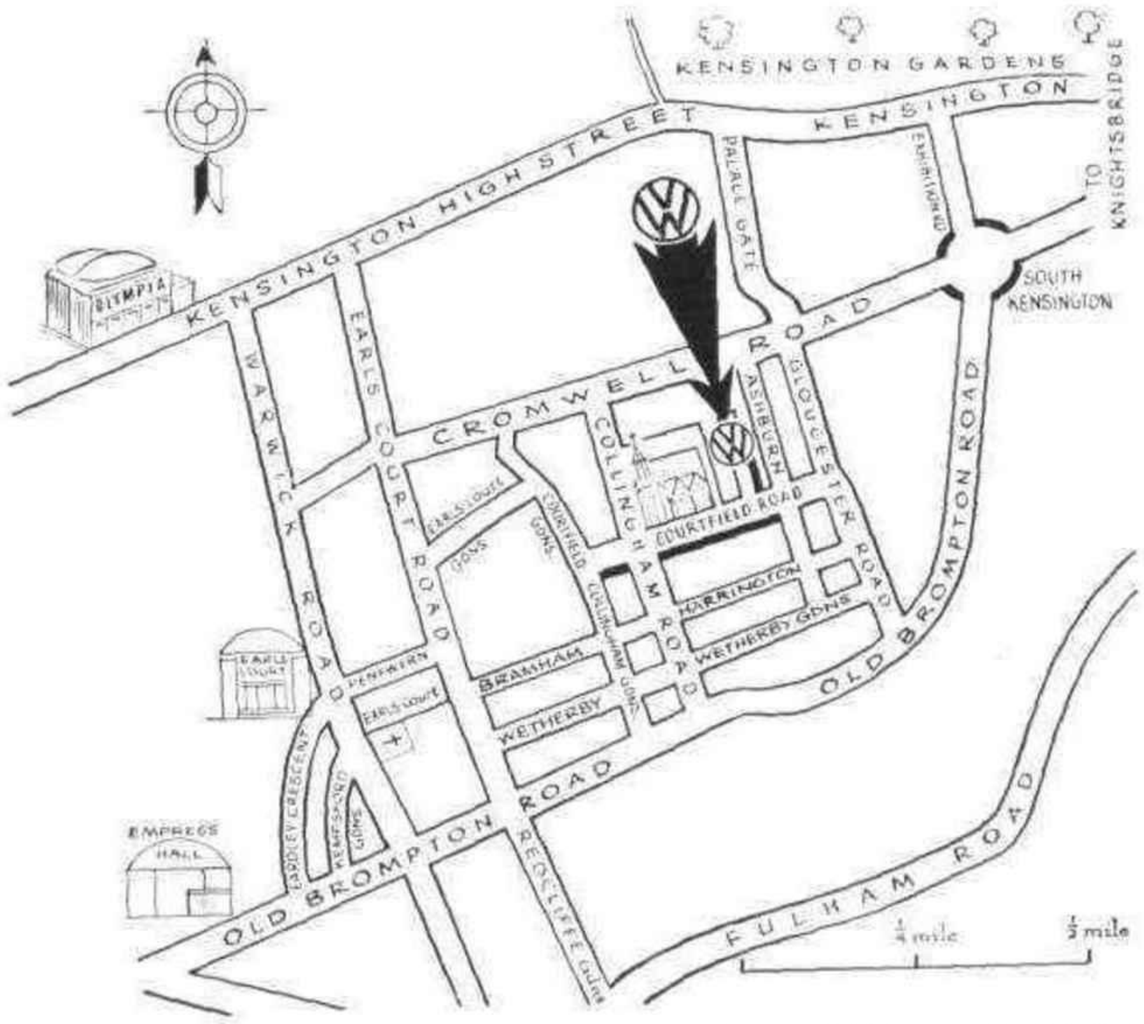
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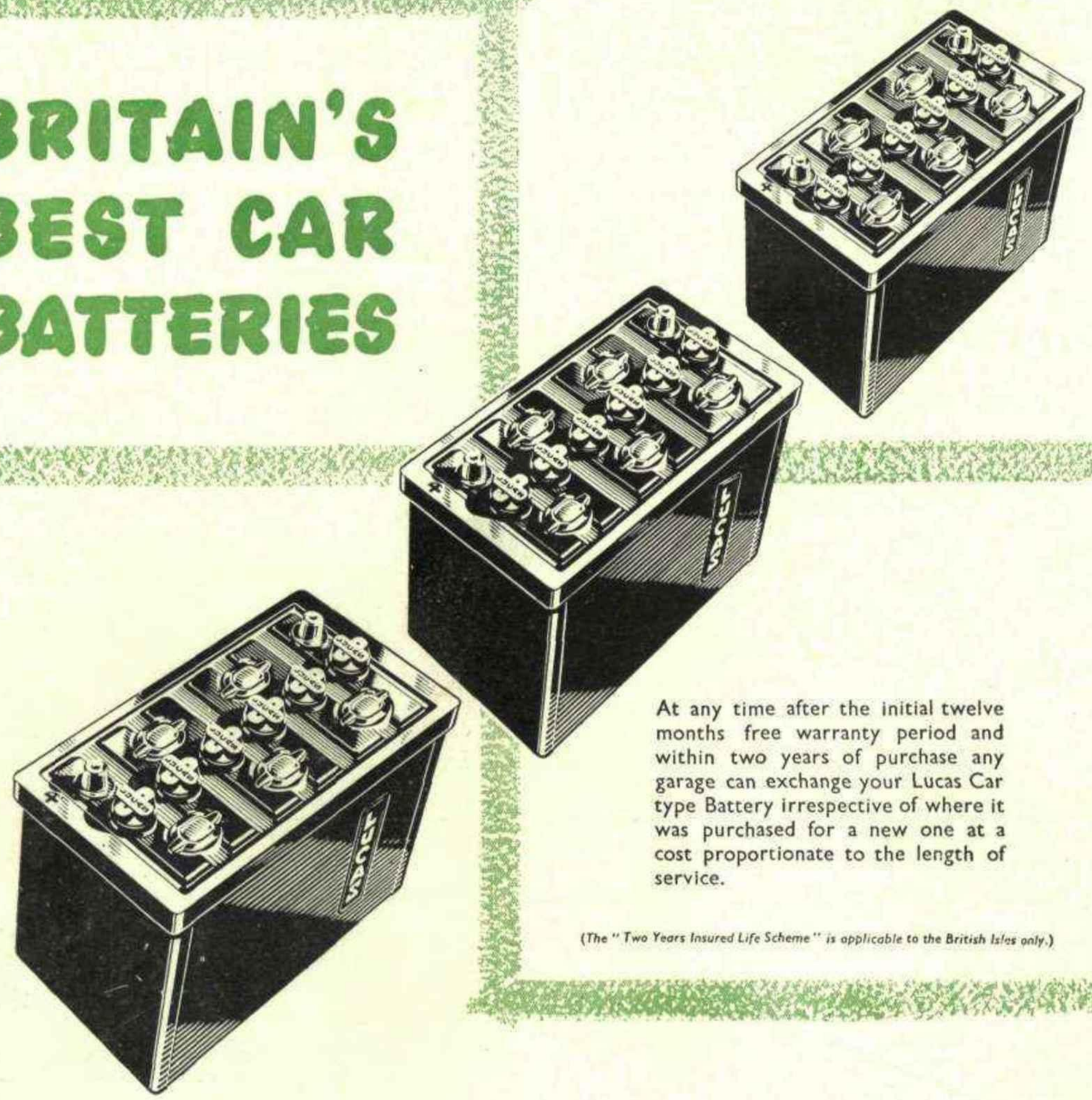
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