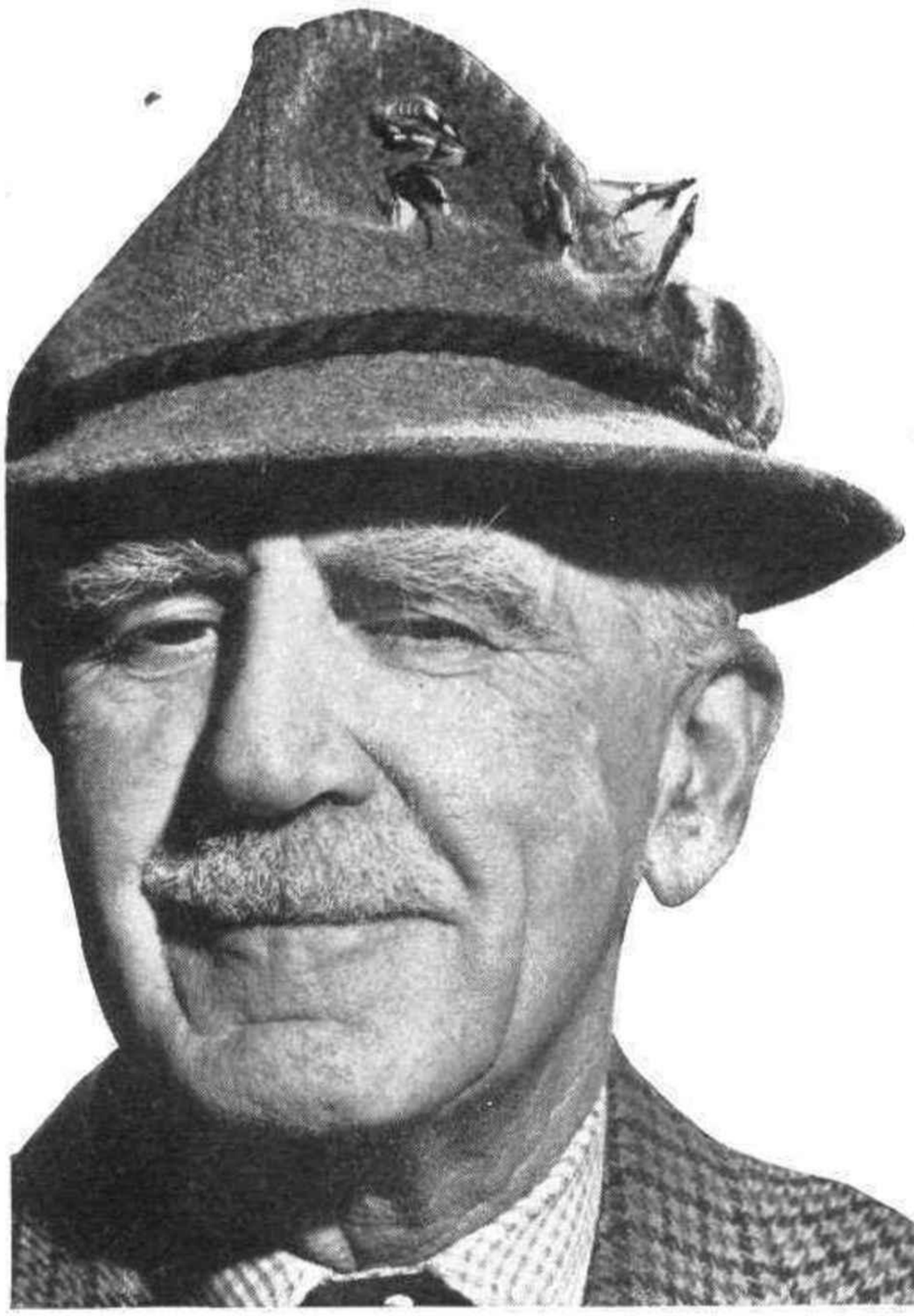
Vol. XXXIII No. 7 ONE SHILLING AND SIXPENCE July, 1957

MOTOR SPORT

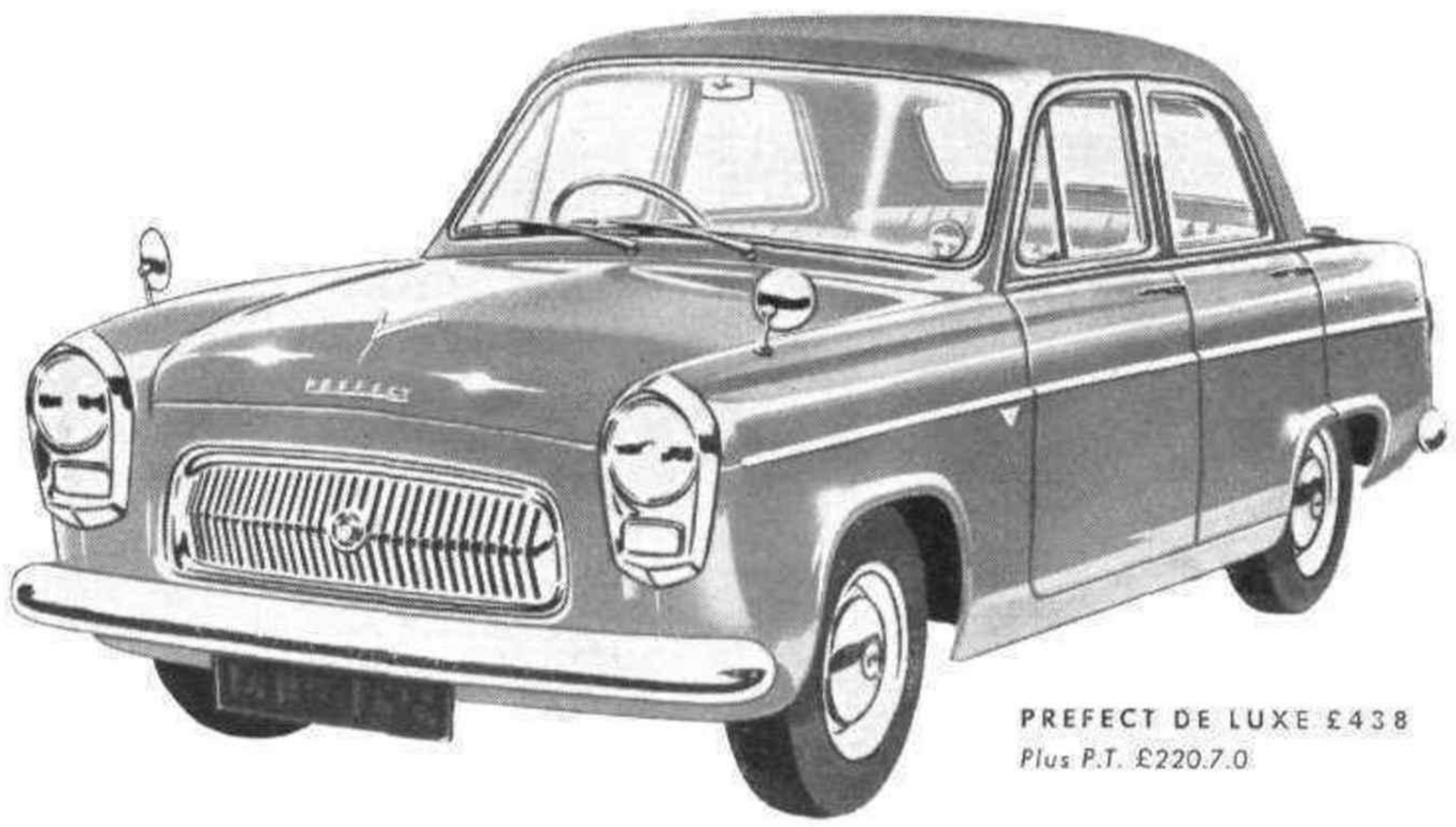
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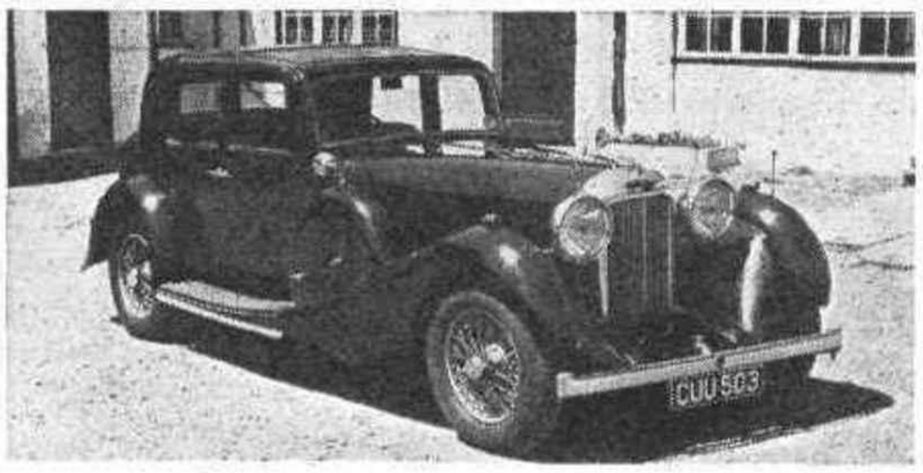
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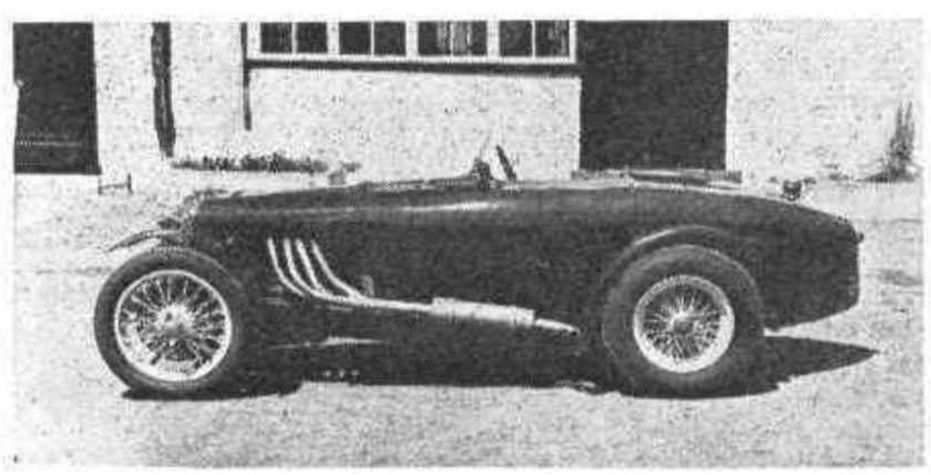
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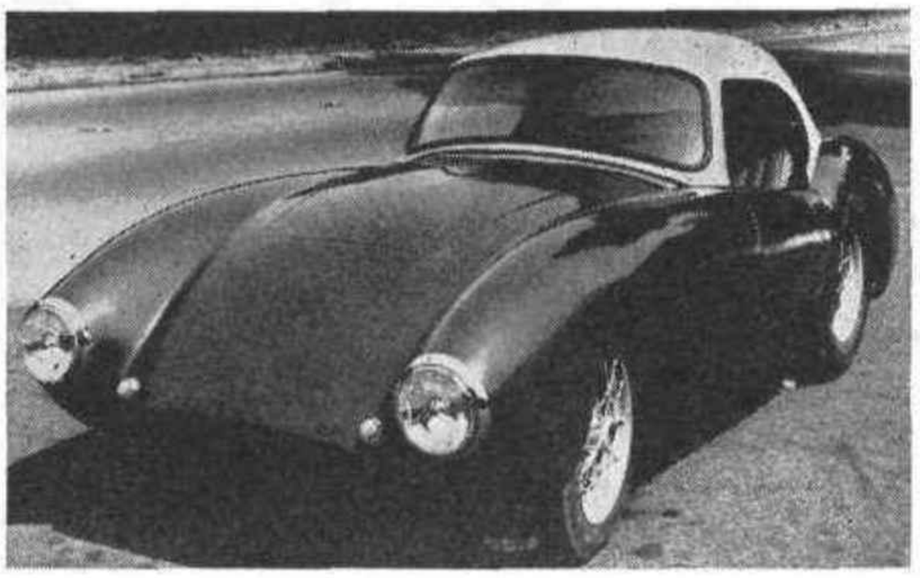


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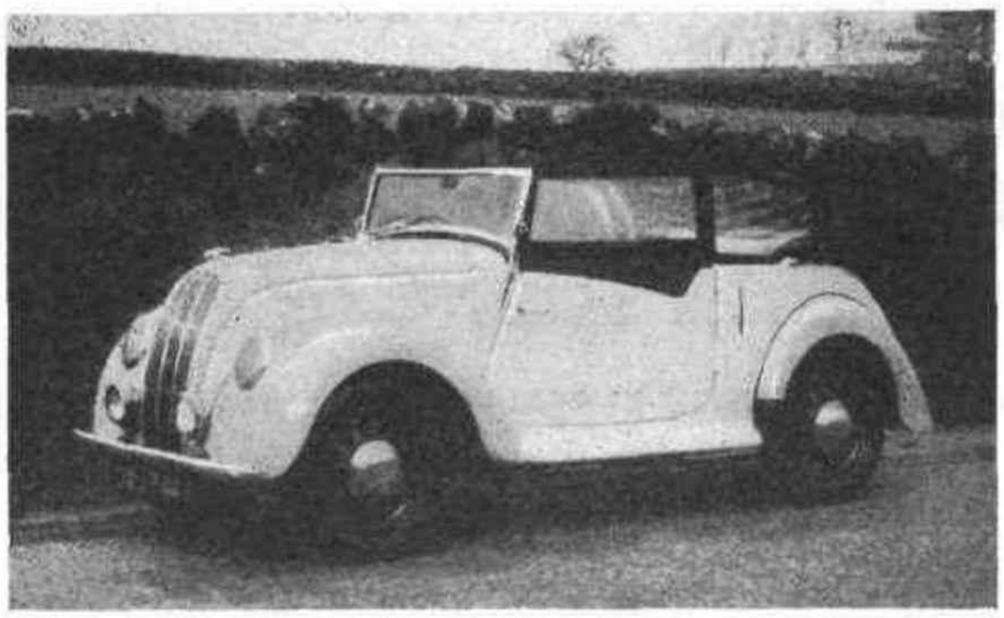
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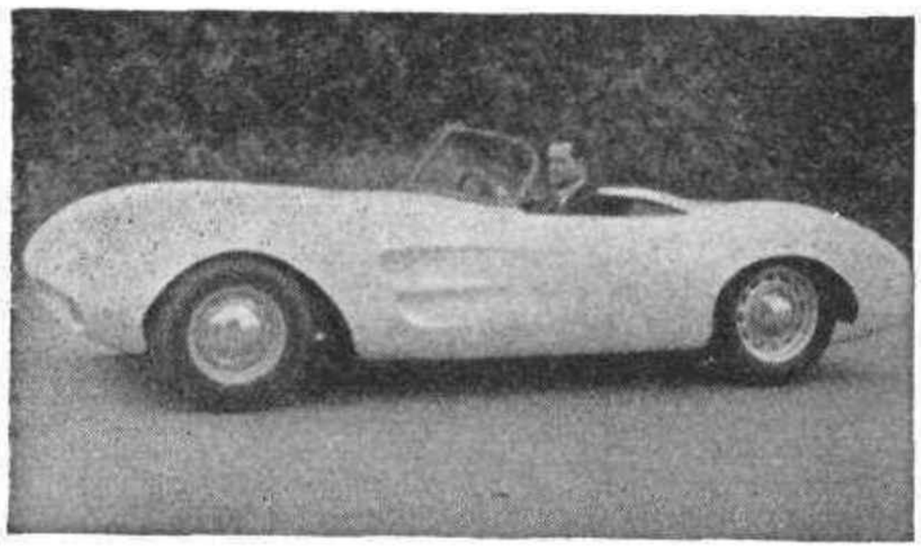
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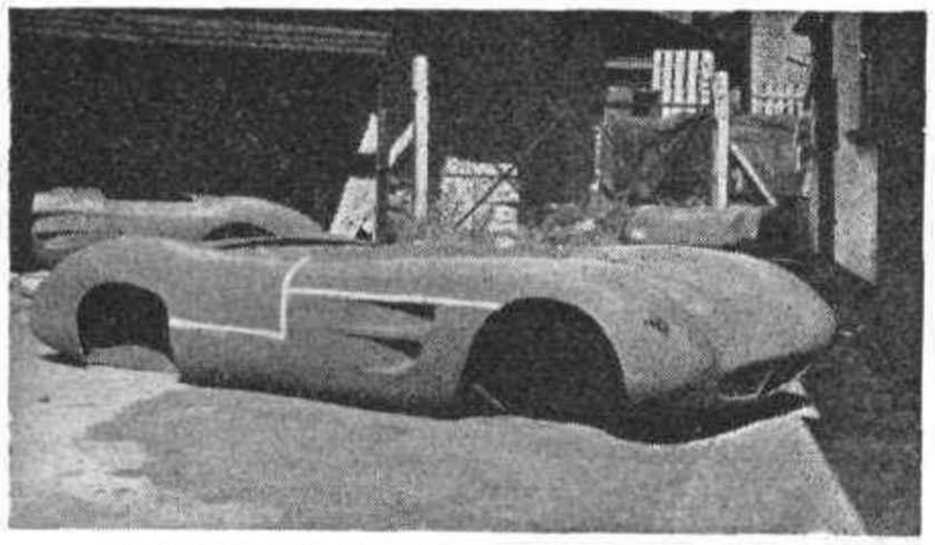
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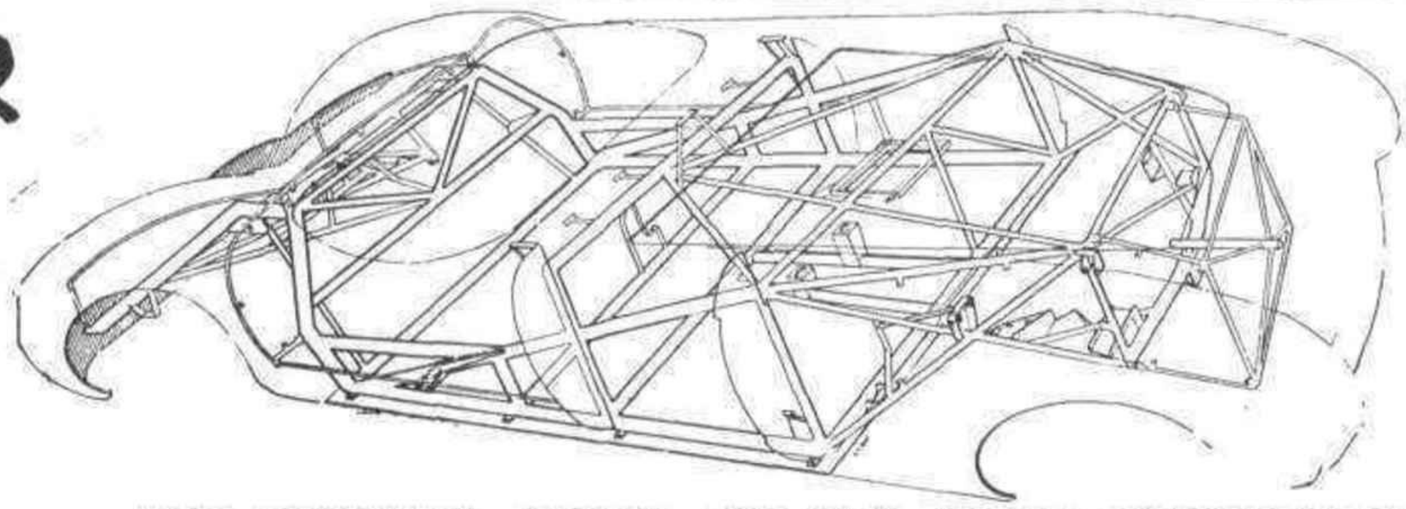
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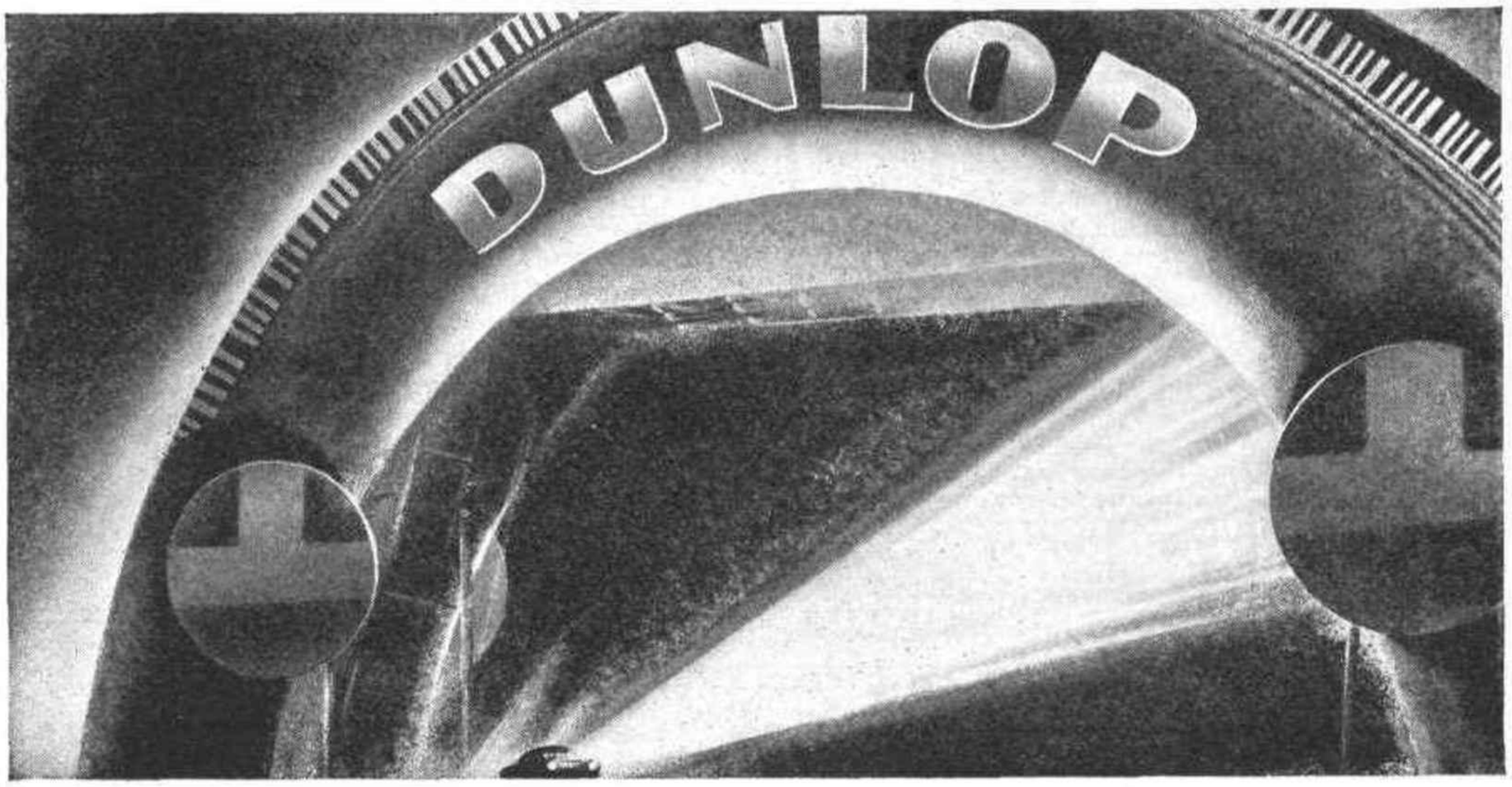
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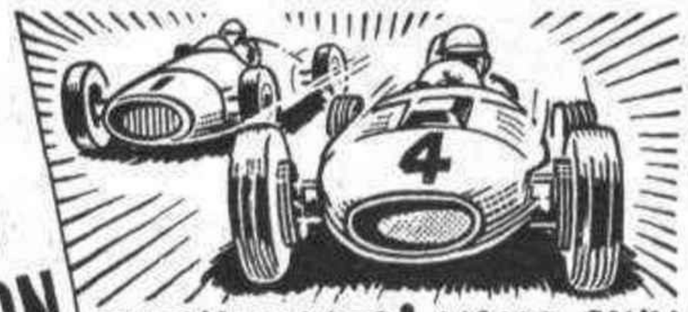


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52	**Leicester-M.G.** 1,500, 10 to 1 comp. 100+	£479
50	**M.G.,** "Y" type, 4-seater sports, immaculate	£469
52	**M.G.,** 1½ saloon in satin bronze	£479
	Choice of 35 **M.G.s** in stock.	
51	**Alvis** 3-litre sports 2-seater, white	£589
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54	**Alpine,** 1 titled owner, 14,000 miles	£739
54	**Dellow,** red, superb example	£439
50	**Morgan** 4/4 d/head, hosts extras	£459
56	**Powerdrive,** 4,000 miles, as new	£329
51	**Riley** 2½ saloon, r./htr., immaculate	£529
47	**Riley** 1½ saloon, htr., specimen car	£299
47	**Riley** 1½ saloon, black/red, hosts extras	£419
46	**Singer** Sports Tourer, immaculate	£259
36	**Singer,** Le Mans sports, excellent condition	£99
50	**S/Talbot** 90, very fine order	£439
47	**S/Talbot** convertible, beautiful little car	£379
51	**Morris Minor** convertible, good condition	£359
55	**Zephyr** convertible, blue/blue, 22,000 miles	£689
55	**Zephyr** convertible, power blue, r./htr., 1 owner	£679
52	**Humber** S/Snipe, black/red leather, 1 owner	£479

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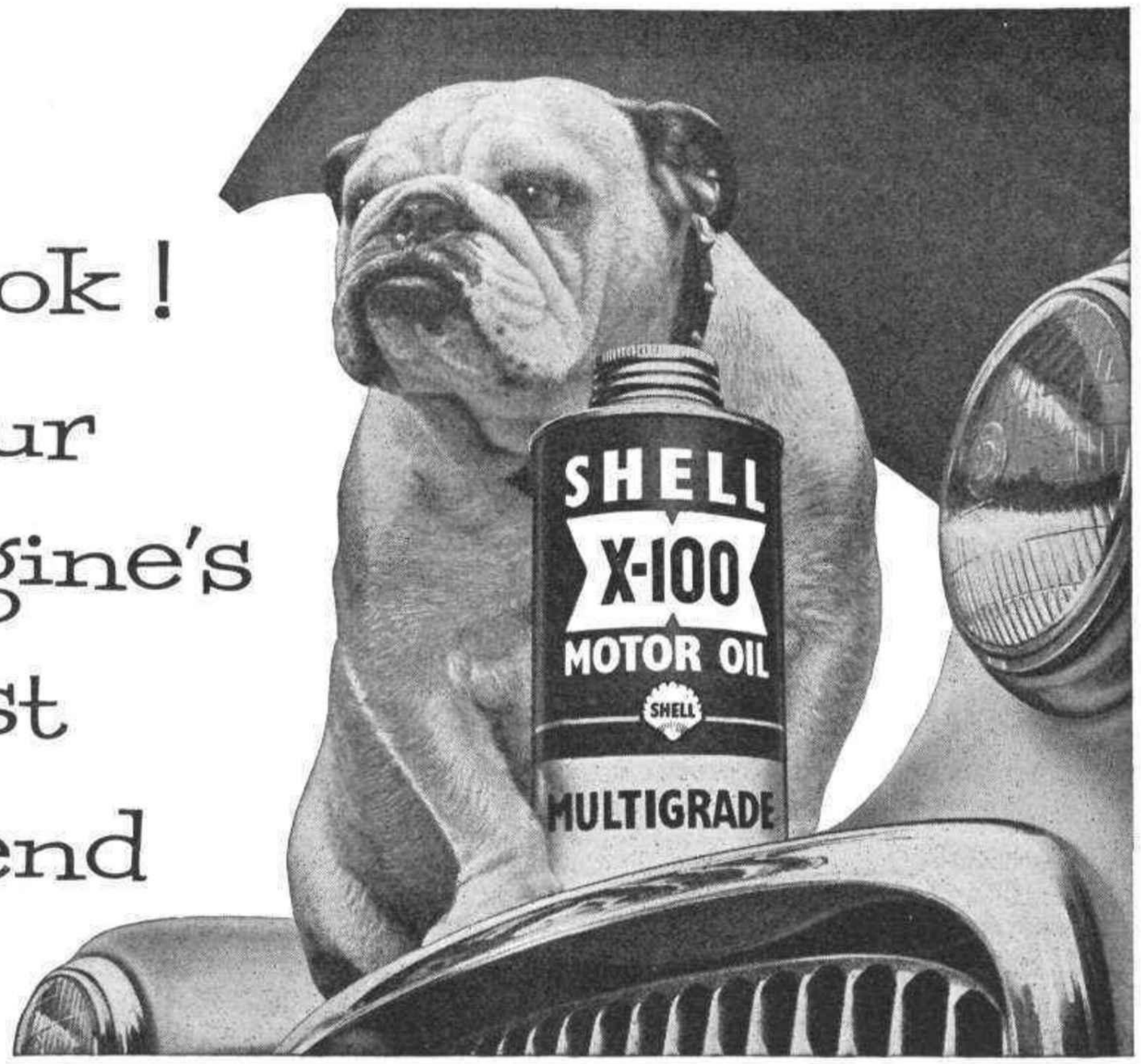
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VOL. XXXIII No. 7 ROAD TESTS OF MORRIS MINOR 1000 & TRIUMPH TR3 JULY, 1957

MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

RACING DRIVERS ON STRIKE

The strike of professional racing drivers over starting-money terms is distinctly unpalatable. Whatever the rights and wrongs of the matter, which is discussed in this issue on pages 385/6 under the heading "Continental Notes," it seems a great pity for motor racing to be curtailed when, for once, panic safety measures, petrol rationing and politics have not prevented it from taking place.

As we write there is still doubt as to whether the European drivers will start against the Americans in the Monza 500, although it is almost certain that the Italian teams will be at Aintree on July 20th for the European G.P. for which 7,000 guineas prize money is offered, as well as the required starting-money.

If the professionals are acting like professionals it is gratifying to see a high degree of enthusiasm amongst amateur racing drivers. At Silverstone, Goodwood and other circuits club meetings are extremely well attended and vast entries contest fiercely-fought races in which the standard of driving skill has improved enormously in the last half-decade. Vintage and veteran motoring is in full swing and altogether the barometer of amateur motor sport is "set fair."

Professional racing, on the other hand, suffers not only the set-back of a drivers' union but the sad demise of our Connaught G.P. team. It is a thousand pities that financial strain has rent asunder and destroyed this British team. It is to be hoped that Vanwall and B.R.M., if the latter's road holding deficiencies can be overcome, will remain, to "wear the green" in G.P. races. As it is, it would be invidious for the Connaught Supporters' Club to try to support non-team Connaughts and this ill-fated organisation, which got out badges, stamps, a magazine and so forth, but to date has handed none of its members' contributions to Connaught, should be wound up. After these funds have paid for Connaughts' appearance at Monaco, as promised, those who contributed have every reason to request the return of the balance of their money.

The demise of Connaught is a heavy blow to British motor-racing prospects. To somewhat alleviate this set-back we have had those resounding victories in sports-car races at Spa and Nurburgring by the Aston Martin DBR1, which has placed this make third at the time of writing in the World's Sports-Car Championship. Let us hope that by the time this is in print they will have put Le Mans in the David Brown bag.

That leading British driver, Brooks, drove the winning car at Spa and was partnered by Cunningham-Reid at Nurburgring. Another British driver, S. Lewis-Evans, has graduated from the Connaught to the Ferrari team.

So things are not too bleak in British racing, especially as the B.R.D.C./*Daily Express* Race Meeting at Silverstone is announced for September 14th and the big Oulton Park Race Meeting for October 5th.

So far as ordinary motoring is concerned a few notable new models, like the Wolseley 1,500 and disc-brake Jaguar XK150, point the way to really new British cars at Earls Court in 1958, if not this year. When the little Berkeley was introduced MOTOR SPORT remarked that sales-success would follow competition successes. It has so far appeared mostly at Goodwood, where it has retired rather frequently, but successful participation in competition events is the surest way to publicise a car and we hope that the Wolseley, Jaguar and other new models will be seen in future rallies and races. Meanwhile, as the page overleaf shows, there is an excellent selection of fixtures awaiting your presence as competitor, spectator or official during the pleasant month of July. Amateur motor sport certainly flourishes.

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Front cover picture: CHAPMAN TO THE FORE.—But not for long. Faced with stiff opposition from team mate Keith Hall, Colin Chapman in his Lotus only gained the lead for a brief spell during this, the Anerley Trophy race at Crystal Palace on June 10th. Hall made a new 1,100-c.c. class record with a speed of 77.22 m.p.h.

BROOKLANDS' GOLDEN JUBILEE

If Brooklands has been built on and desecrated it hasn't been forgotten. In its Golden Jubilee year we have had a B.B.C. Television programme devoted to it, publication of Boddy's comprehensive history on the 50th anniversary of the opening of the famous Motor Course, and on July 6th Vickers-Armstrongs are to celebrate the 50th anniversary of the first race meeting at Brooklands by asking the Rt. Hon. Lord Brabazon of Tara, G.B.E., M.C., P.C., to unveil a memorial (suggested originally by Whitney Straight) and afterwards lead a parade of many ex-Brooklands cars round the hallowed ground in a 1908 G.P. Austin. This parade, and later individual runs, promise to be memorable. Most of the great Edwardian cars will be present, including the 21-litre Benz, Dr. Pinkerton's 10-litre Fiat, the 1908 Hutton, Clutton's 1908 Itala, the 1912 15-litre Lorraine-Dietrich "Vieux Charles Trois," Pomeroy's 1914 "Prince Henry" Vauxhall, and the 1913 chain-drive Bugatti "Black Bess." In addition many other famous Brooklands cars, such as the lap-record Napier-Railton, the 19-litre Chitty-Bang-Bang II, Don's Sunbeams, etc., etc., will perform before a distinguished assembly of several thousand guests, including many famous Brooklands drivers. To date more than 40 cars are expected, apart from ex-Brooklands motor-cycles and early aeroplanes. Unfortunately the public cannot be admitted, as Charles Gardner explains in a letter on page 388, but those who happen to be in the Brooklands Road on that day may see some exciting cars arriving and departing.

Motor Sport Events for July

★ **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*
July 4th ...	Kentish Border C.C.	Greenwich	—	River Cruise	8.00 p.m.
July 5th ...	Dowty S.C.C.	Clifford Manor	Newent	Barbecue-Dance	8.00 p.m.
" ...	Caerns & Anglesey M.C.	" Look Out "	Upper Bangor	(*C.*)	—
July 6th ...	Riley Register	Cottage Inn	Thorpe	" Noggin and Natter "	8.00 p.m.
" ...	Bristol M.C. & L.C.C.	Messrs. Rumsey, Ltd.	Bristol	Veteran Rally	2.00 p.m.
" ...	Marconi A.C.	Marconi Car Park	Chelmsford	Rally (*C.*)	—
" ...	B.R.S.C.C.	MALLORY PARK	LEICESTER	RACE MEETING (*N.*)	3.30 p.m.
" ...	M.G. C.C. (Scot.)	Dreghorn	Edinburgh	Grass Hill-Climb	2.30 p.m.
" ...	Harrow C.C.	" Green Man "	Rickmansworth	Rally (*C.*)	10.00 p.m.
" ...	Mid-Cheshire C.C.	Oulton Park	Warrington	Race Meeting (*C.*)	Noon
July 6th/7th	B.A.R.C. (N.W.)	Victor Horsman, Ltd.	Queensferry	(*R.*)	11.01 p.m.
"	Tunbridge Wells M.C.	High Rocks Hotel	Tunbridge Wells	(*R.*)	9.00 p.m.
July 7th ...	Evesham A.C.	Long Marston Aerodrome	Stratford-on-Avon	Sprint	2.30 p.m.
" ...	Riley Register	Riley Works	Coventry	Rally (*C.*)	10.30 a.m.
" ...	Severn Valley M.C.	Shrewsbury	—	(*C.*)	—
" ...	East Anglian M.C.	Snetterton	Norwich	Sprint (*R.*)	11.00 a.m.
" ...	Cumberland S.C.C.	Hardwick Circus	Carlisle	Rally (*C.*)	1.30 p.m.
" ...	M.G. C.C. (S.E.)	Brands Hatch	Farningham	Sprint (*C.*)	1.00 p.m.
" ...	Oxford M.C.	Kidlington Airport	Oxford	Driving Tests (*C.*)	2.00 p.m.
" ...	County C.C.	Burnaston Airport	Derby	(*C.*)	2.30 p.m.
" ...	Swansea M.C.	Fairwood Aerodrome	Swansea	(*C.*)	2.30 p.m.
" ...	North Cornwall M.C.	Exeter Airport	Exeter	Driving Tests (*C.*)	2.30 p.m.
" ...	De Lacy M.C., Pontefract	Clubhouse	Pontefract	Photo Rally	2.30 p.m.
" ...	Kentish Border C.C.	Hayes	—	Treasure Hunt	2.30 p.m.
July 8th ...	Riley Register	Hotel Belgrave	Leicester	" Noggin and Natter "	8.00 p.m.
July 9th ...	Larne M.C.	Bryantang	Ballynure	(*C.*)	7.00 p.m.
July 10th ...	Riley Register	" Marquis of Granby "	Esher	" Noggin and Natter "	8.00 p.m.
July 11th ...	Riley Register	" Coach and Horses "	Bristol	" Noggin and Natter "	8.00 p.m.
July 13th ...	Aston Martin O.C.	Silverstone	Towcester	Race Meeting	11.30 a.m.
" ...	Mercedes-Benz Club	Great Fosters	Egham	Concours	2.45 p.m.
" ...	Knowldale C.C.	Rochdale	—	Concours	—
July 13th/14th	Sussex C.C.	Shoreham	—	Night Trial	11.00 p.m.
"	Romford E.C.C.	" White Hart "	Romford	Night Rally (*C.*)	9.00 p.m.
July 14th ...	Kentish Border C.C.	Detting Aerodrome	Maidstone	Driving Tests	11.00 a.m.
" ...	Morley C.C.	" British Oak "	Westerton	Treasure Hunt	2.00 p.m.
" ...	East Yorks C.C.	Leconfield Aerodrome	Beverley	Driving Tests	2.00 p.m.
" ...	North London E.C.C.	Heston Aerodrome	—	Driving Tests (*C.*)	11.30 p.m.
" ...	Southsea M.C.	Southsea Common	Southsea	Concours	2.00 p.m.
" ...	Veteran C.C.	—	—	Coventry Run	10.00 a.m.
" ...	Midlands M.E.C.	Honeybourne	Evesham	(*C.*)	2.30 p.m.
" ...	Renault O.C.	Heston Aerodrome	Hounslow	(*C.*)	3.00 p.m.
" ...	Riley Register	Swimming Pool	Burnham Beeches	Coffee	11.00 p.m.
July 17th ...	Marconi A.C.	Marconi Car Park	Chelmsford	Treasure Hunt (*C.*)	—
July 18th ...	Riley Register	Holborn Empire	London, E.C.1	" Noggin and Natter "	8.00 p.m.
" ...	Riley Register	" Red Lion "	Birmingham	" Noggin and Natter "	7.00 p.m.
July 20th ...	B.A.R.C.	AINTREE	LIVERPOOL	BRITISH GRAND PRIX (*INT.*)	12 noon
July 20th/21st	Bristol M.C. & L.C.C.	Somerset Area	Bristol	Night Rally (*C.*)	10.00 p.m.
"	Thames Estuary A.C.	Three-point start	—	Southend Rally (*R.*)	8.30 p.m.
"	Harlow A.C.	Edinburgh Way	Harlow	Night Rally	7.00 p.m.
July 21st ...	B.A.R.C. (E. Sussex)	Ovingdean	Brighton	Driving Tests	11.30 a.m.
" ...	B.A.R.C. (S.W.)	Barton Stacey Camp	Andover	(*C.*)	2.00 p.m.
" ...	Forces' M.C.	Army School	Bordon	Driving Tests	2.00 p.m.
" ...	West of England M.C.	Three-point start	—	Rally (*R.*)	10.00 a.m.
" ...	Guildford M.C.	Guildford	—	Driving Tests (*R.*)	2.30 p.m.
" ...	Birmingham Y.C.C.	Person & Clerk, Ltd.	Sutton Coldfield	Concours	2.30 p.m.
" ...	Shenstone & Dist. M.C.	Livborough	Lichfield	Driving Tests (*C.*)	2.15 p.m.
" ...	Southsea M.C.	Thorney Island	Emsworth	Sprint	11.00 a.m.
" ...	M.G. C.C. (N.W.)	" Dixon Arms "	Chelford	Gymkhana	2.00 p.m.
July 22nd ...	Riley Register	Hotel Belgrave	Leicester	" Noggin and Natter "	8.00 p.m.
July 25th ...	Riley Register	Swan Inn	Great Horwood	" Noggin and Natter "	7.30 p.m.
July 27th ...	B.R.S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	1.00 p.m.
" ...	King's Lynn M.C.	King's Lynn	—	Rally (*C.*)	4.00 p.m.
July 27th/28th	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*R.*)	1.30 p.m.
July 28th ...	Veteran C.C.	Blenheim Palace	Woodstock	(*C.*)	10.30 a.m.
" ...	Berwick & Dist. M.C.	Crichness	Duns	(*C.*)	2.30 p.m.
" ...	Cemian M.C.	North London	—	(*C.*)	10.30 a.m.
" ...	Sunbeam S.T.D. Register	" Whyte Hart "	Godstone	Treasure Hunt	2.00 p.m.
July 30th ...	West Hants & Dorset C.C.	Roke Down	Wareham	Autocross	1.15 p.m.

CAERNS & ANGLESEY M.C.

This year the C. & A. Motor Club's annual Motor Gymkhana was held at the " Oval," Caernarvon, not as in previous years on the " Green " at Beaumaris.

Run as a part of Caernarvon's " Dairy-Carnival," it provided a closing climax to a very good day's entertainment.

A large crowd saw cars as far apart as 1930 Austin Sevens and Jaguar XK140s fighting it out in the Wiggle Woggles, Potato Races and Obstacle Races. The winner on aggregate being Mr. J. C. Jones, Ford Ten Special, of Bangor, other placings being :—

2nd : Mr. T. H. Jones, TR3, of Criccieth.
3rd : Mr. W. H. Blunt, Austin Seven, of Llanllechid.
4th : Mr. J. D. Williams, XK140, of Amlwch.

Fastest Lap : J. C. Jones, and W. H. Blunt, 54.4 sec.

LAGONDA CLUB (SOUTHERN RALLY)

Premier Award : D. H. Coates.

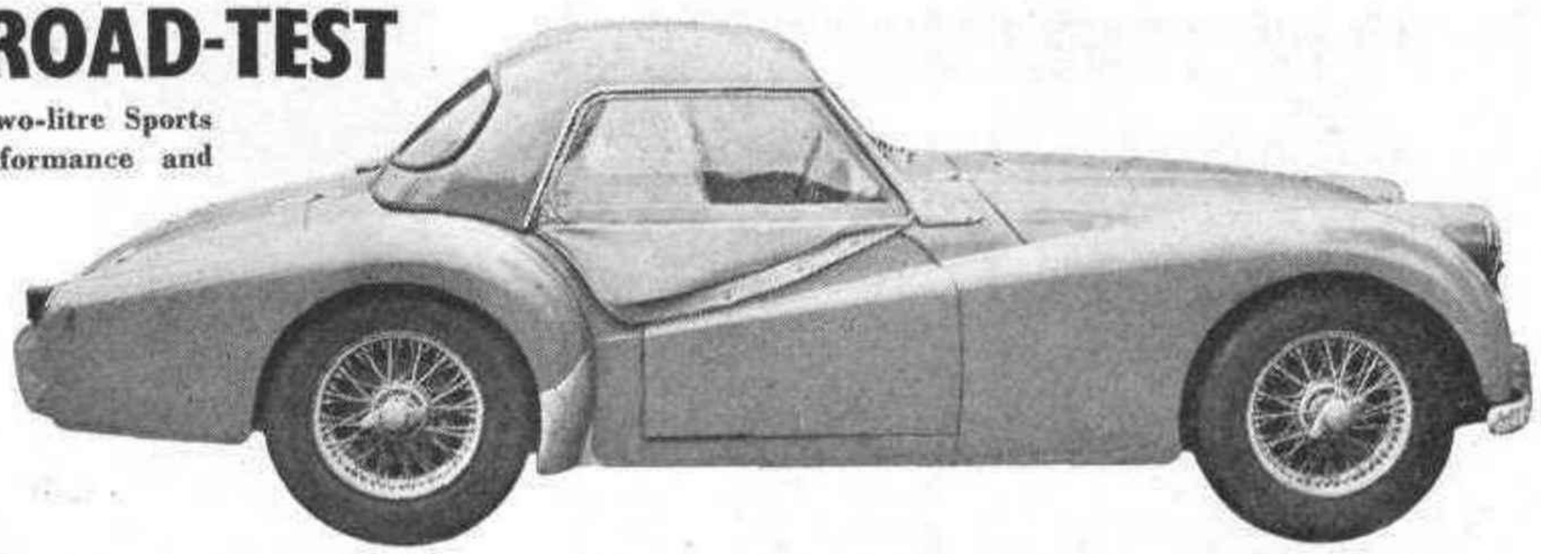
Class I : R. Newman. *Award of Merit :* H. Gostling.
" **II :** J. C. Bugler. " " " J. Branson.
" **III :** P. A. Hunt. " " " G. Standley.

THE 1957 COUPE DES ALPES

The **Coupe des Alpes**—the Alpine Rally renamed—takes place from July 6-11th, starting and finishing at Marseilles. Let us hope that British cars will head several classes in this tough, exacting contest.

TRIUMPH TR3 ROAD-TEST

Latest Version of a Popular British two-litre Sports Model has Commendably High Performance and Excellent Brakes.



FAST HARD-TOP.— The Triumph TR3 has more power and space than the TR2 and possesses the truly excellent Girling disc front-wheel brakes. As tested the total price is £1,219 19s.

AS regular readers of MOTOR SPORT may remember, we published a full road-test report on the Triumph TR2 sports two-seater in the issue dated February, 1955. Since that time the TR3 has made its appearance, with an engine giving ten more b.h.p., with a well behind the seats and Girling disc brakes on the front wheels. We recently put a TR3 hard-top through its paces and were impressed by this well-known sports car's twin abilities, to go and to stop!

In specification and arrangement the TR3 differs little from the TR2. There is the same short, rigid remote central gear-lever for changing gear as rapidly as the driver wishes and the sensibly-placed fly-off hand brake with big grip set between propeller-shaft tunnel and his left leg. The facia has a 120 m.p.h. speedometer and 6,000 r.p.m. tachometer, both by Jaeger (the former embodying trip and total mileage recorders and headlamps full-beam warning light), before the driver, supplemented by a neat central panel containing—refreshing, this—clear dials indicating fuel amounts, dynamo charge, oil pressure (80 lb./sq. in. at 3,000 r.p.m.) and water temperature (normally 140 deg. F.). Left of this panel is a large lined cubby-hole, irritating because its lid can be opened and closed only with a key. Lettered refined knobs spaced about the facia control lamps, panel lighting, choke and wipers (self-parking), and there is a separate ignition key and push-in starter knob. Before the driver further knobs look after the screen-washers, Lucas fog lamp, Lucas long-range spot lamp and heater, while the flip-switch controlling the Laycock de Normanville electrically-selected overdrive (an optional extra) is very conveniently located for operation by the right hand. The T-spoke-sprung steering wheel calls for 2½ turns, lock to lock. A recessed button in its centre operates blatant twin-tone horns. Too bright indicator lights on the facia warn of direction indicators in use or ignition on. The indicators are self-cancelling, actuated by a control on the steering-wheel boss.

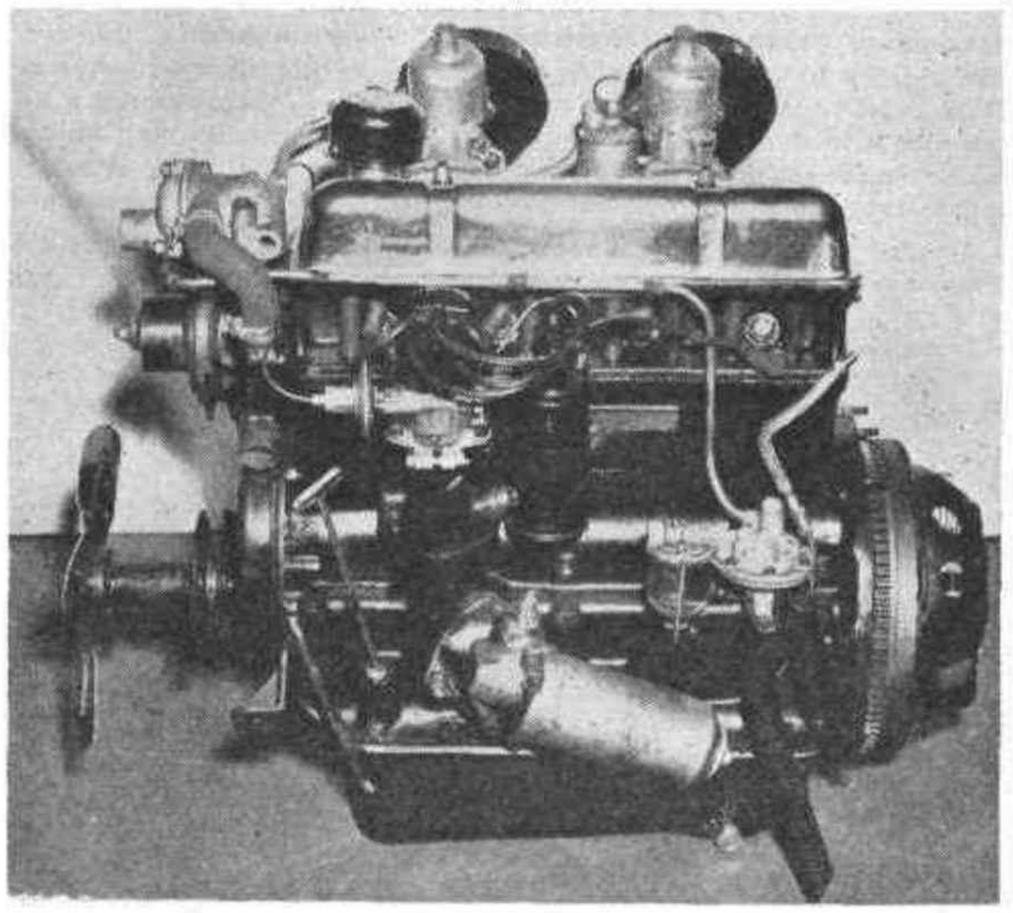
The bucket seats are not particularly comfortable; both slide easily and the squab of the passenger's seat folds forward to induce into the well behind the seats any person or animal sufficiently misguided to occupy it for more than a very brief distance. As the floor of this space slopes downwards it does not readily accommodate luggage and it is difficult to see why provision was made for it, although a proper seat, of restricted dimensions, can be obtained to special order. The trailing doors have catches released by pulling interior leather-cords, sliding Perspex windows in the side-screens enabling this to be done when all is "buttoned-up." The lined hard-top is securely bolted in place and the aforesaid side pieces peg into sockets on the doors, rendering the car weatherproof when the signalling flaps have been done up. There is a big grab-handle before the passenger. After 10,000 miles rust was forming on the fittings and the driver had to be careful not to hurt his right elbow on the rear metal strut of the off-side side-screen. The doors were not particularly easy either to open or shut; each has a deep rigid pocket, in which small objects can enjoy a distinct elusiveness. They are wide doors, providing an easy exit.

There is a reasonable-sized, quick-action fuel filler on the centre line of the tail and the unobstructed boot is of commendable capacity, its heavy lid needing to be propped open and calling for a carriage-key as well as an ordinary key to unlock it. The spare wheel is properly accommodated in a separate compartment, but jack and starting handle remain to savage my lady's suitcases.

Visibility is good, the hard-top possessing a large back window, the screen pillars being thin and both headlamps and front wings visible to a driver of average height. The pendant pedals are rather far from the floor and easy heel-and-toe gear changes are not possible. However, there is decent accommodation for the clutch foot and the foot-operated lamps-dipper is well placed. The body is free from rattles, nor do the side-screens contribute any.

When parking the driver finds the steering exceedingly heavy but it becomes almost too light at speed. It transmits little road shock or vibration, while there is mild castor-action. It is, however, rather "dead" steering, lacking in immediate response. The TR3 rides well for a sports car, although on rough roads there is a good deal of up-and-down movement (but no pitching), for the rigid back axle calls for stiff springs to locate and damp it. In enterprising cornering roll is virtually absent. Front suspension is by wishbones and coil-springs. Corners can be taken fast, but a tendency to dart about spoils absolute precision, which vagueness of the steering does nothing to mitigate. If provoked the back wheels will break away in a conventional tail slide.

In normal driving this Triumph goes round corners safely at high speeds and it is only when trying hard that a certain uncertainty and untidiness intrude. Even then, the TR3 is an exceptionally quick A to B motor car, because the performance is of no mean order for a value-for-money 2-litre. The rev.-counter has a red mark at 5,000 r.p.m., equal to maxima of approximately 15 m.p.h. in first, 45 m.p.h. in second, 55 m.p.h. in overdrive-second, 75 m.p.h. in third, 90 m.p.h. in overdrive-third and 105 m.p.h. in top. Translated into through-the-gears acceleration, we did a s.s. ¼-mile, two-up, in 18.6 sec., finishing at 75 m.p.h. in normal-third gear. The speedometer needle keeps steady at set readings but surged too much for us to record acceleration figures at intermediate speeds, and there is an optimism of 1.8 m.p.h. at 30 m.p.h. and 3.7 m.p.h. at 60 m.p.h. to be taken into account. The mileage recorder was 3½ per cent. too optimistic. The needles of speedometer and rev.-counter move in the same plane.



RUGGED POWER.—The 2-litre engine of the TR3, developed from the Standard Vanguard power unit, has "wet" liners and, as can be seen, twin S.U. carburetters, etc.



FAMILIAR FRONTAL ASPECT of the Triumph TR3 hardtop, showing the re-located grille, Lucas head and spot-lamps, the flat screen and sliding side windows which also have signalling flaps.



ANOTHER VIEW of the Triumph TR3, familiar to drivers of less potent cars, showing the large boot, spare-wheel compartment and wrap-round back window.

From the foregoing it will be appreciated that the latest Triumph sports car will attain a maximum of about 110 m.p.h. given a reasonable run and in this country the speedometer goes quickly to over 100 m.p.h. along normal straight roads.

In normal-third over 70 m.p.h. is available, and a flick into o/d third allows the speed to creep up to 80 or more m.p.h. The possession of overdrive on all three of the higher gear ratios is thoroughly worthwhile to a driver willing to make full use of the indirect ratios because he is thus able to fit seven forward speeds to the requirements of the moment. Bottom gear is for emergency use only, which puts normal-second on the low side. Not only is acceleration from a standstill most impressive but it is exceptionally well maintained, even from 80 to 100 m.p.h. in top gear, for instance.

To match the performance of this 110 m.p.h. car there are superlative brakes, Girling disc on the front wheels. These stop the Triumph without anxiety with a mere caress of the pedal and the only indication of the hard work they undertake so uncomplainingly is a smell of hot-pad after frequent or heavy applications. These disc brakes are foolproof and fade-free and constitute a major attraction of the TR3. The wheels can easily be locked, causing tyre protest, but in fast cornering the Dunlops do not make undue noise. The steering lock is good (turning circle approx. 32 ft.).

The action of the clutch is reasonably light and smooth but the pedal travel is too long; the excellent placing of the little remote gear-lever has been commented on, but it earns a black mark because the knob feels unpleasant to handle. The gear change is apt to be harsh as the synchromesh is beaten; considerable vibration is transmitted by the lever. Over rough roads the scuttle vibrates very mildly but this is scarcely conveyed to the steering column. There is less wind noise than would be expected, although the wind past the side-screens is reminiscent of an aeroplane, and no objectionable exhaust noise, but a good deal of mechanical noise intrudes and the test car had an unpleasant tap in the engine, the breather of which could be heard breathing at idling speed. The Triumph commenced promptly with a minimum of choke and did not exhibit any tendency to " pink " or to run-on after spells of hard motoring. The choke control can now be locked in various positions.

Apart from providing notable speed and acceleration the well-tried wet-liner four-cylinder engine of the TR3 works commendably within itself, 3,000 r.p.m. in top gear sufficing for a cruising speed of over a mile-a-minute, while the same engine speed in overdrive-top equals nearly 74 m.p.h. Driven thus, baby-car petrol economy is obtained and at the more probable habitual cruising speed of 80 m.p.h. the engine is called upon to run at only 3,250 r.p.m. in overdrive-top gear. In fast main-road driving we recorded a fuel consumption of 25.4 m.p.g. of Shell and B.P. Super, or 24.6 m.p.g. after milometer correction. After 625 miles scarcely any oil had been consumed. The brake stop-lights were inoperative on the test car.

The bonnet top is unusual in that it is secured by Dzus fasteners that require a carriage-key to release them. It is heavy, has to be propped up, and didn't shut absolutely flush. Engine accessibility is excellent, as is that of the Lucas battery and the electrical fuses, etc., and it is pleasing to find rod-linkage between accelerator and the twin S.U. carburetters with their A.C. air cleaners. The dip-stick is particularly well located, on the near side. The valve cover is polished on the TR3 engine. There are air vents at the back of the bonnet top to direct hot air on to the windscreen, apart from demisting vents on the scuttle behind the screen. The screen washer has a glass, not plastic, John Sydney water container. A knob on the facia sill opens a ventilator flap in the scuttle to provide the TR3's occupants with cool air, and no fumes reach the interior.

To sum up, the Triumph offers good performance and possesses superb brakes for a car which, although its basic price has risen from £886 to £1,021 since we tested it in TR2 form (the price of the TR3 hard-top being £1,073 7s. inclusive of p.t. in standard form and £1,219 19s. with the extras. including wire wheels, as tested) is still definitely in the value-for-money class. It is selling splendidly in dollar-markets and should continue to do so for a long time to come, especially if it could be re-styled, because proven reliability and economy allied to potency are qualities sought after in all parts of the world.—W. B.

THE TRIUMPH TR3 HARD-TOP

Engine : Four cylinders, 83 by 92 mm. (1,991 c.c.). Push-rod-operated o.h. valves. 8.5 to 1 compression-ratio. 100 b.h.p. at 4,800 r.p.m.
Gear ratios : First, 12.5 to 1; second, 7.4 to 1; overdrive second, 6.07 to 1; third, 4.9 to 1; overdrive third, 4.02 to 1; top, 3.7 to 1; overdrive top, 3.03 to 1.
Tyres : 5.50 by 15 Dunlop on centre-lock wire wheels.
Weight : 19 cwt. 2 qr. 0 lb. (without occupants but ready for the road, with approximately one gallon of petrol).
Fuel capacity : 12½ gallons. Range approximately 307½ miles.
Wheelbase : 7 ft. 4 in.
Track : Front, 3 ft. 9 in.; rear, 3 ft. 9½ in.
Dimensions : 12 ft. 5 in. by 4 ft. 7½ in. by 4 ft. 2 in. (high).
Price (with extras as tested : £1,219 19s. (inclusive of p.t.).
Makers : Triumph Motor Co. (1945) Ltd., Coventry, England.

A CONVINCING SIMCA HIGH-SPEED RUN

When we described a visit to the Simca factory in the April issue we remarked that a Simca Aronde Elysee saloon would soon be attacking records at Montlhéry. This attack has since successfully concluded. The Simca ran for 36 days, averaging 70.2 m.p.h. for well over 62,000 miles, inclusive of all stops—the convincing sort of long-distance test! Subject to confirmation, 14 World's and 27 International Class records were broken—most of them, we believe, belonged to Citroën, but were established many years ago.

RECENT RESULTS

RHYL & DIST. M.C. MID-SUMMER RALLY

Experts :

Blomfield Trophy : E. Edwards (VW) ... ... "Clean sheet."
Jaguar Trophy (navigator's award) : Mrs. Edwards.
First-Class Awards : J. H. N. Wood (VW) (navigator, J. B. Auld), Dr. J. Cox (VW) (navigator, Keith Leckie), and J. D. Romain (1938 Wolseley) (navigator, Capt. M. Tasker)—all with "clean sheets."

Novices :

Trehearn Cup : M. Kaye (M.G. Magnette) ... ... "Clean sheet."
M. P. Rutt Trophy (navigator's award) : Miss A. Jones.
First Class Awards : S. M. Lamb (Standard) (navigator, W. E. Sinclair), lost 30 points; W. Waine (Renault) (navigator, J. Glynne Jones), lost 85 points; and Lt. J. Smith (Land Rover) (navigator, Lt. P. Amos), lost 130 points.

CEMIAN M.C. SOCIAL RUN (May 26th)

Winner : Brian Norman (Austin A40).
Runner-up : Ken Gregory (Hillman Rapier).

B.A.R.C. FIRLE HILL-CLIMB (June 2nd)

Class A (Saloons up to 1,300 c.c.) : R. Shaw (Abarth/Fiat)	38.08	sec.
Class B (Saloons up to 1,600 c.c.) : R. P. Heatley (Ford)	36.40	,,
Class C (Saloons up to 2,000 c.c.) : No entry.		
Class D (Saloons up to 2,600 c.c.) : E. M. Wadsworth (Healey) ...	34.40	,,
Class E (Saloons over 2,600 c.c.) : B. P. Odoni (Ford)	33.44	,,
Class F (Sports Cars up to 1,300 c.c.) : F. W. Marriott (Lotus) ...	28.07	,,
Class G (Sports Cars up to 1,600 c.c.) : M. Hughes (Porsche)	31.91	,,
Class H (Sports Cars up to 2,000 c.c.) : J. R. Rudd (Frazer-Nash) ...	28.61	,,
Class J (Sports Cars up to 2,600 c.c.) : M. Salmon (Jaguar)	28.41	,,
Class K (Bentley Cars up to 3,500 c.c.) : No entry.		
Class L (Bentley Cars up to 5,000 c.c.) : G. H. G. Burton (Bentley) ...	29.29	,,
Class O (Racing Cars, any capacity) : R. Truscott (Cooper)	26.82	,,
Fastest Time of Day : G. Parker (Jaguara)	26.73	,,

Ladies' Award : Mrs. Walton-Jones.

MARCONI A.C. DRIVING TESTS (June 16th)

The Marconi A.C. held a "closed" driving-test event on Sunday, June 16th, at Rivenhall Airfield. A special award for the novice who made the best time of the day was won by R. J. Matthews driving a Triumph TR2. The best performance of the day was put up by E. J. Hatchett driving a Standard Eight.

Class Winners : Class I : B. Foreman (Morris Minor).
Class II : N. Cohen (Hillman Minx).
Class III : R. C. Ridout (Ford Consul).
Class IV : J. E. Cole (Ford Zephyr).
Class V : C. W. Vigar (M.G.).
Class VI : B. Foreman (Triumph TR2).
Class VII : Miss D. Freeman (Wilson Ford Special).

Team Award : Team No. 5, "The Greenhorns"—F. H. Steele (Ford Anglia), J. Armstrong (TR2) and M. I. Akehurst (TR2).

NORTH LONDON E.C.C. RADCAP RALLY

Best Performance : L. de Meza (Ford Zephyr II).
Best Navigator : D. M. Pratt.
Best Open : R. Randall (F. A. Freeman) (M.G. MGA).
Best Closed : P. F. Steiner (P. M. Treadgold) (Fiat TV).
First-Class Awards : A. K. Hirst (D. Hayes) (Standard Ten), R. A. Brightman (F. Lee) (Jaguar Mk. VII) and T. H. Neilson (E. E. Neilson) (Standard Vanguard).
Second-Class Awards : J. Stokes (Ford), E. L. Hine (Triumph TR2) and P. D. Sapsed (Jaguar 2.4).
Best Team : L. de Meza and P. F. Steiner.

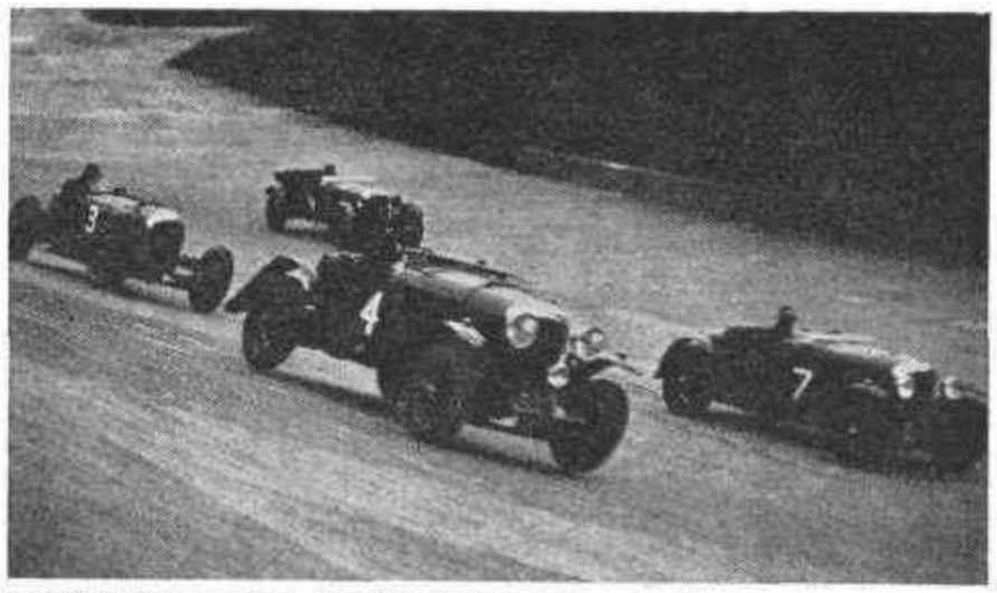
HAGLEY AND D.L.C.C.

The Hagley and District Light Car Club have acquired the lease of a new sprint course on land at the Chateau Impney, near Droitwich, and will hold their first meeting, for racing and sports cars, on Sunday, September 29th.

Set in the beautiful parkland surrounding the Chateau Impney, the 800-yd. long course will have excellent spectator facilities. Club officials estimate that 20,000 people will be able to watch the racing in comfort, the majority of them being accommodated on high ground overlooking a major portion of the course.

The course itself will be a grand test of both driver and machine. After an initial straight of about 100 yd. there is a fast left-hander which swiftly comes into a natural chicane over a stone bridge. Another short straight is followed by another sweeping left-hand bend and just before the finishing line there is a 90 deg. right-hander.

At the start of the course, just off the main Droitwich-Bromsgrove road, about a mile from Droitwich, there will be ample parking space and a large paddock. There will be two public entrances and admittance will be free. However, a charge will be made for car parking. Secretary of the club is G. I. Tucker, 115, Bewdley Hill, Kidderminster, Worcs.

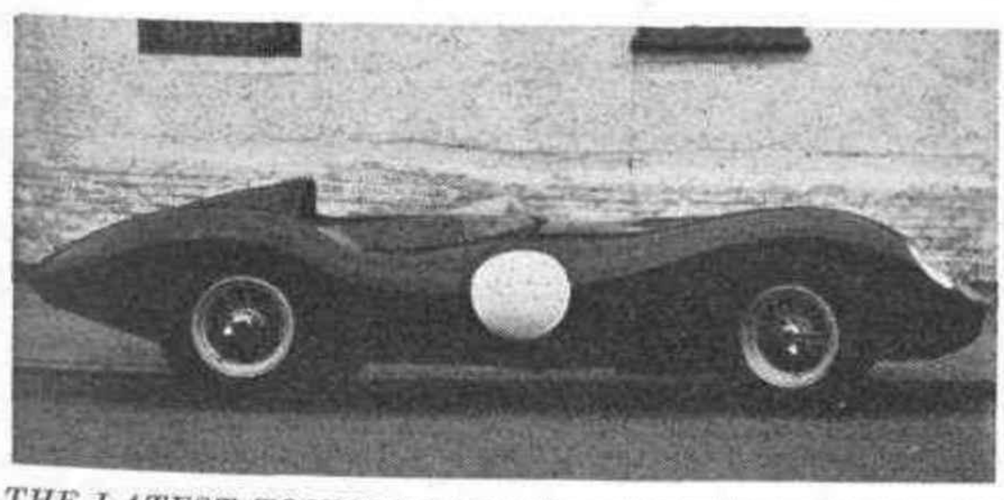


BENTLEY RACE AT GOODWOOD.—At the Goodwood Whitsun Meeting there was a "Bentley 21st Handicap" to commemorate a similar B.D.C. race held at Brooklands in 1936. Here is a scene from the latter event. No. 7 is Forrest Lycett's 4½-litre, which did a lap at 97.46 m.p.h., about to be overtaken by No. 4, Pelmore's 4½-litre, which finished second after a lap at 99.41 m.p.h. having been overtaken by, No. 3, Baker-Carr's 4½-litre, which won by 5.2 sec. at 99.56 m.p.h., having made fastest lap, at 104.19 m.p.h. Low down the Members' banking is the late L. C. McKenzie's 4½-litre, which lapped at 91.05 m.p.h.—his son is now a B.O.A.C. pilot and keen MOTOR SPORT *reader. Prize money at Brooklands was £14, £9 and £4 and Brooklands ash-trays, and the race was contested by four 3-litres, nine 4½-litres and one 6½-litre Bentley.*

SOUTHPORT M.C.

The Southport Motor Club held a navigation rally on Sunday, June 2nd, over a course of 90 miles. Map references which were used nearly throughout the rally took competitors round Parbold, Chorley, Longridge and Preston. The event, which started from Kew Woods, Southport, finished at Hoole, near Preston.

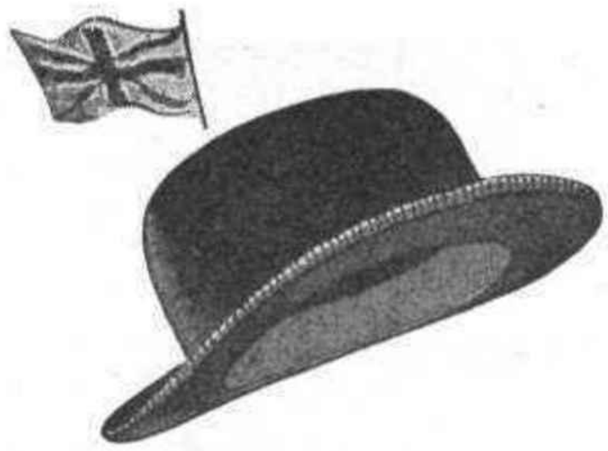
1st : J. Anderson (Austin A40).
2nd : B. Parr (M.G. TA).



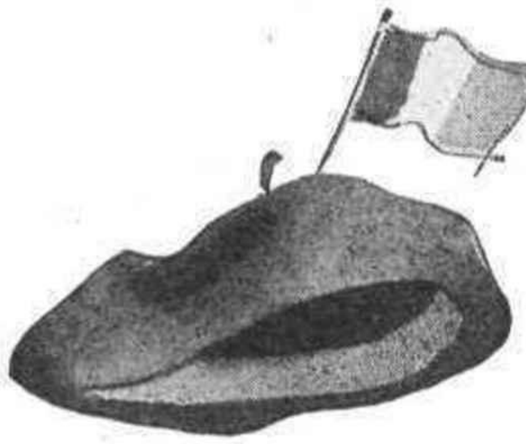
THE LATEST TOJEIRO-JAGUAR.—A full side view of the 1957 Tojeiro-Jaguar, which has a multi-tube space-frame, de Dion back axle, coil-spring suspension and Girling disc brakes. The power is supplied by a Jaguar C/D engine.



HOW A MINICAR SHOULD LOOK.— The 293-c.c. Goggomobil TS300 coupe, which gives 17 b.h.p. at 6,000 r.p.m. and is said to be 5 m.p.h. faster than the saloon. It has a Getrag-Selectromat four-speed and reverse electro-magnetic preselector gearbox and costs £625 7s. Alas, like the right-hand-drive Simca Plein Ceil coupe, right-hand-drive VW Karman Ghia coupe and other delectable Continental cars it has not yet come to this country.

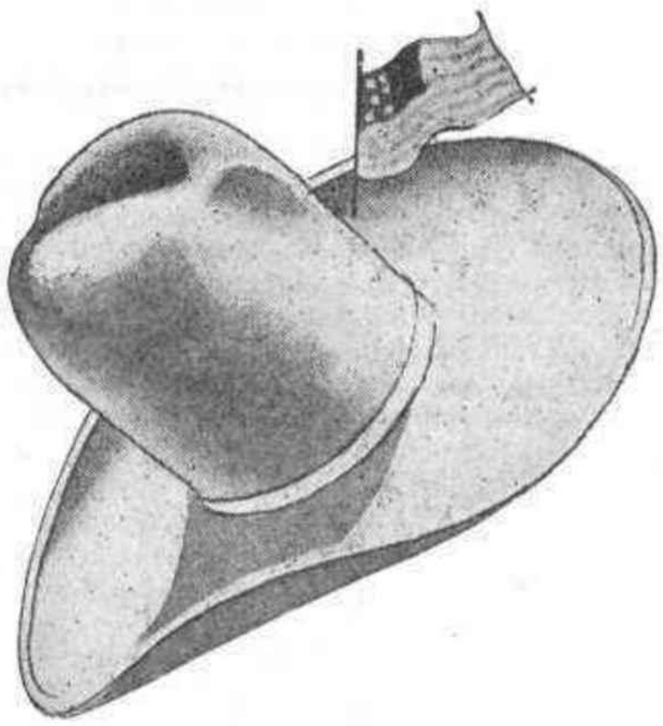


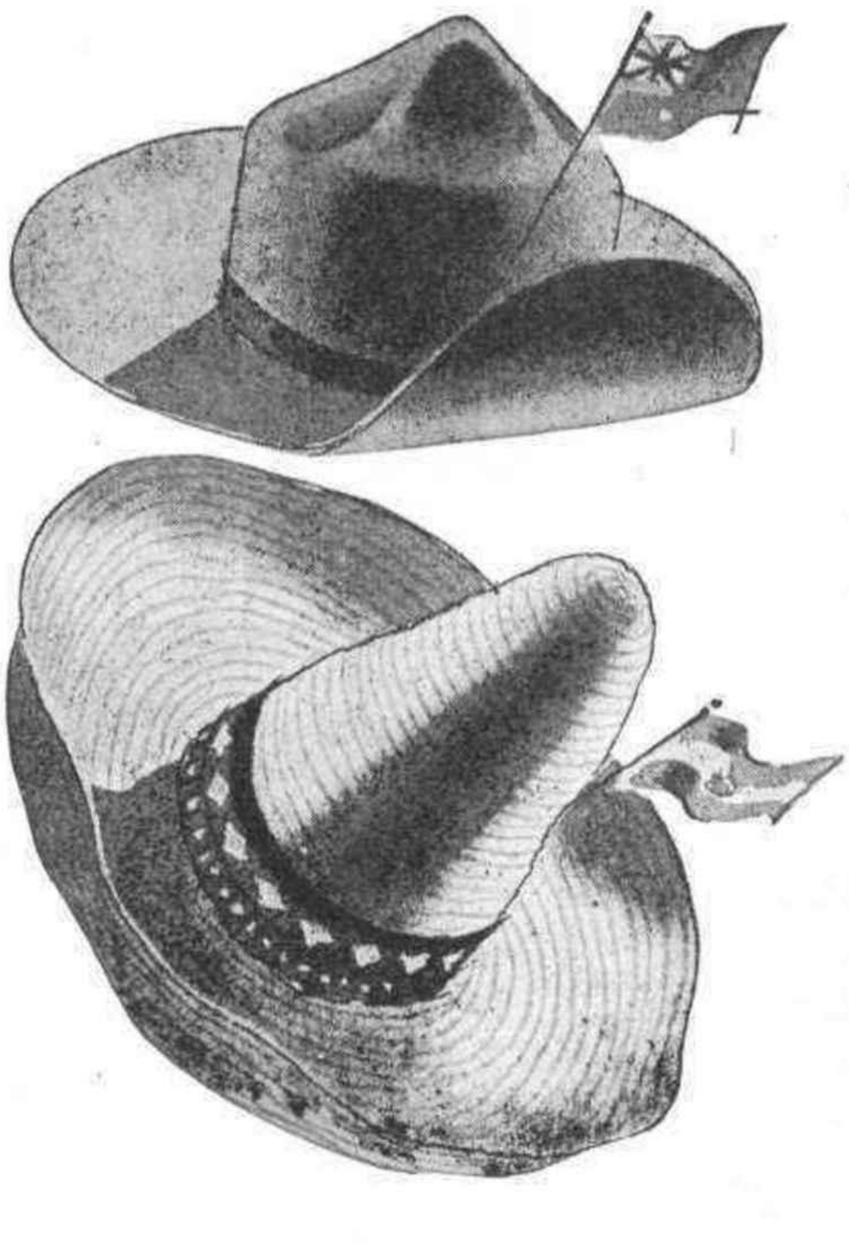
They've proved it here



They've proved it there

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30,000 MILES WITH A D.K.W. IN SOUTH AFRICA

THERE can be few countries where motoring may be more freely enjoyed, at present, than in South Africa.

Petrol is unrationed and costs 2s. 10d. per gallon at the coast. An Austin A50 sells for £730, a D.K.W. for £693 and a Volkswagen for £569. There are thousands of miles of excellent, uncrowded roads where the tourist may potter at ease, or the enthusiast savour the full performance of his car, unhampered by petty speed limits and restrictions between towns, which are seldom less than 30 or 40 miles apart. At this juncture I feel I must apologise to our British motorist friends if the foregoing notes seem a bit like twisting the knife in the wound!

Perhaps my reasons for the choice of a D.K.W. 3—6 may be of interest. By 1952 my ever-faithful 1937 Pontiac had completed 100,000 miles and I surveyed the uninspiring post-war light cars without enthusiasm. Their owners confirmed my suspicions with their unending chronicles of woe.

May, 1955, and the Pontiac's mileage was 142,000 and its first rebore seemed imminent, a set of rings and gudgeons at 100,000 miles having been the only major engine replacements to date. All the light cars were quite familiar to me by then as I drove them fairly often and knew their good and bad points.

The B.M.C. cars would never have merited consideration even if they had been excellent, due to the fatal lack of spare parts and poor service facilities. Replacements which owners of my acquaintance have failed to obtain include pistons, bearings, water-pumps, oil-seals, gearbox parts and most body parts. Poor cornering ability, the dreadful gear shift and short mileage between decarbonisings (6,000 to 10,000) plus chronic oil leaks and squealing brakes condemned this marque anyway.

The Hillman with side valves had by now earned a reputation for going up to 40,000 miles without requiring decarbonising and for being mechanically reliable. Over a wavy tarmac road, however, I found that speed had to be reduced to 35 m.p.h. to avoid severe bottoming front and rear, with my wife and two young children as passengers. The D.K.W. or Volkswagen takes this same road in its stride at 60 m.p.h. or more with four up and luggage. The bodywork on the locally assembled Hillman too was poor, draughts and rattles being much in evidence. Performance, also, was very moderate, but the gear-change was good, as were steering and brakes.

Vanguard and Standard Ten repelled me by their unattractive appearance.

Friends who owned the former model all complained of very heavy fuel consumption—as bad as 17 m.p.g. and at best 23 m.p.g. with heavy maintenance costs too. Resale value was poor.

The Consul failed to appeal, its tiny wheels and high waistline giving it an ugly dumpy appearance. The engine was very noisy at the higher speeds, when fuel consumption was heavy too, down to about 22 m.p.g. Differential troubles were common, and I found the continual diff. moan annoying. There seemed little to recommend the Zephyr as one would have American-car running-costs with " 12-h.p. " bodywork! Resale value of these models was good.

The most attractive British car up to my price limit of about £800 seemed to me to be the Vauxhall with its well-tried Chevrolet-type o.h.v. engine and good performance. Points that made me pause were the excessive tyre squeal at low cornering speeds and the lack of rigidity in the monocoque body which caused rear doors and boot lid to fly open when the suspension was bottomed. A friend lost two suitcases before he discovered this disconcerting failing in his new Vauxhall!

I considered the Continental cars. Citroën was good, but obviously obsolescent, and petrol m.p.g. not too good at 60 m.p.h. The Peugeot 203 handled well and performed well, but was rather high-priced at nearly £800, the narrow gutted body was obsolescent, finish poor and resale value extremely low.

The very attractive Renault Fregate had by now appeared, and charmed all with its good looks. Two of my friends had purchased examples. I thought my search had ended, but I was disillusioned during my first trick at the wheel, one disappointment being the board-hard bench seat. The handling qualities of the car left little to be desired, but the dismally poor gear-change mechanism with the weird movement from third to fourth speeds was quite unacceptable. Subsequent gearbox failures in these cars was, I feel, due largely to this bad linkage. One of my two friends has just been quoted well over £100 for a gearbox overhaul at 28,000 miles. Depreciation on this make too is heavy; a 1954 model in good condition, with radio,



sells for £375, the present new price being £890. A VW by contrast sells for its new price after two years' use, and the waiting list is enormous.

Two years previously I had tried out a VW and had been completely captivated by this quite superlative little car so obviously in a class by itself. Unfortunately the instruments of my calling demand a lockable boot where they do not tempt the car-pilferers who abound in Cape Town. Regretfully I had to turn it down for this lack alone.

In the meantime I had been studying a number of overseas road-tests of the D.K.W. They were all pretty enthusiastic about the handling characteristics, the performance, fuel economy and finish of this car and this seemed to be the answer to my quest.

This make had achieved a legendary reputation before the war in South Africa for its extreme longevity, reliability, fuel economy and ability to survive on the worst roads.

Thousands of them are still to be seen in everyday use and they usually exact fanatical loyalty from their owners!

MOTOR SPORT, whose road-tests I have always found to be absolutely fair, objective and fearless, gave it a favourable review and I decided to buy subject to a personal inspection and demonstration run. When the first D.K.W. arrived in Cape Town I examined it carefully.

The high quality of the baked enamel paintwork and chrome was apparent at a glance and the finish near perfect. The interior appointments were strikingly superior to anything else under about twice its price. The perfectly fitting rubber mats on the flat floor for example are $\frac{3}{16}$ in. thick! The sturdy box-section chassis, high mounted transverse springs with sea-legged telescopic shock-absorbers, rack and pinion steering and duplex hydraulic brakes showed whence it derived its sporting characteristics. The neat and business-like layout under the bonnet was impressive in all respects.

One noted the heavy glossy plastic-covered electric cables clipped along meticulous routes, to bulkhead and side panels, away from oil and acid, a pleasant change from the untidy tangle of cotton-braided wires so haphazardly disposed about the engine rooms of some competitors! The cast aluminium multi-bladed fan of true aerofoil section, making a water pump unnecessary, was noted with approval, also the accessible fuse-box with no less than a dozen fuses protecting the various circuits. It was a pleasure to find finely engineered ball-jointed gear and throttle linkages with neoprene seals, after the crazy, punched, flat-iron strips and bent wire and split-pin contraptions now current. The road springs were protected by neat gaiters. Perfect simplicity was apparent in the triple coils and contact breakers, rendering a distributor superfluous.

The tie rods and half-shafts were of impressively large diameter. The liberal use of aluminium alloy in the transmission housing, etc., told of careful and costly weight saving.

A demonstration run served to amply confirm the eulogistic reports on the car's behaviour. A soft comfortable bucket seat with perfect, well-raked wheel location; plain, clearly-visible circular instruments placed straight ahead of the driver, and well-spaced large pedals gave me a feeling of self-confidence at once. A ten-minute run convinced me that this was the car for me. The engine was quiet and lively at speed, the gears went in like the proverbial hot knife through butter, the synchromesh as unbeatable as the VW's. The car hugged the verges easily when cornered at speeds that would have capsized several family hacks of my acquaintance, and roll was quite negligible. The brakes were unbelievably light—50 lb. for maximum deceleration. Vision fore and aft was first-rate, the minor controls all within easy reach without stretching and the powerful functional handbrake lever between the seats locked the wheels with ease while travelling fast. (What a relief after the universally abhorred umbrella-handle contrivance!)

The only points that displeased were the distortion in the centre of the windscreen and the strain of controlling the extremely light

accelerator pedal without support. This I overcame later by fitting a side foot-rest of the excellent Ford-type. On returning to the showroom I could hardly sign the order quickly enough. Three weeks later I took delivery of my car. The running-in bore was obviated by the makers' instructions—not to exceed 55 m.p.h. for the first 300 miles, thereafter go as fast as you like!

In my two years of ownership the mileage recorded is 30,000, and the little car has proved one of the best of the thirty odd cars I have owned in the last thirty years. Total cost of repairs and replacements to date is £3 10s. for brake linings fitted by the agents. The hitherto unused spare tyre was fitted at 26,000 miles and one new tyre bought for the other front wheel—cost £4 10s.

No adjustments have been necessary to a thing, not even to the low-speed breakers, and in spite of the makers' instructions to renew every 6,000 miles, the original Bosch plugs still spark evenly *and start the engine instantly.* (*I replaced these standard 175 plugs* with the cooler 225s before long high-speed journeys.)

The D.K.W. really comes into its own on long, fast journeys with four up and luggage, with curves welcomed, to enjoy its superb cornering qualities. For example, on the beautifully-engineered du Toits Kloof mountain pass (height 2,700 ft.) I swept around the fast bends dropping down towards Worcester with the speedometer steady on 75 m.p.h. at 2 a.m. recently, while my three passengers slept peacefully!

A trip of 900 miles from Johannesburg to Cape Town accompanied by my family, with luggage for a month's holiday, was accomplished at the following speeds:

Johannesburg to Bloemfontein, 261 miles between breakfast and lunchtime in 3 hr. 51 min., average speed 67.8 m.p.h. Bloemfontein to Beaufort West, 360 miles at an average of 64 m.p.h. in 5 hr. 37 min. The final 300 miles to Cape Town were completed in 4 hr. 40 min. at 64.2 m.p.h. During the 2,000 miles we were passed by no other car, while passing hundreds of others.

On two occasions I have taken my family to holiday on the farm of relatives in the Orange Free State on the Basutoland border. The 724 miles was easily completed in under 12 hours' running, leaving after an early breakfast and arriving for dinner on each of the four runs. When we arrived home at 8 p.m. from the last trip, my wife even did some sewing until 11 o'clock, she felt so fresh!

Here are some of the best average speeds recorded over short distances: 71 miles at 77 m.p.h.; 17 miles at 78.5 m.p.h.; 74 miles at 72 m.p.h.

Eighty-eight m.p.h., indicated, is the absolute maximum it seems. I have on numerous occasions watched the needle stop there, but even on a long downhill stretch it can't be coaxed beyond this point! The engine is barely audible and quite vibrationless when cruising at 70 m.p.h. and there is no transmission noise—this contributes greatly to one's unfatigued and relaxed state after covering over 700 miles in a day.

Petrol consumption varies, naturally, according to road and traffic conditions and speeds maintained. The worst figure I get is 35 m.p.g. in city driving and the best 42 m.p.g. on a long easy run.

On a recent 600-mile round trip with four up, and luggage for a week-end with five fairly steep mountain passes to surmount, the consumption was 42.2 m.p.g. with an average speed of 56 m.p.h. At 60 m.p.h. the consumption rises to 40 m.p.g. These figures are for premium fuel.

Another much appreciated feature of the D.K.W. is its ability to slog up a 5,000-ft. pass with a hot following wind in the blazing sun of mid-summer without any sign of overheating. This must surely impress the dozens of less fortunate motorists I pass, pulled up off *the road with bonnets a-gape and blowing off clouds of steam!* Starting at temperatures far below freezing is instantaneous. The only points of criticism are:

1. Bad vibration period at 1,600 r.p.m., *i.e.*, approximately 27 m.p.h. in fourth gear, which shouldn't be used anyway at this low speed!
2. The hooter is nearly inaudible to other motorists at high speed.
3. Slight brake squeal at certain speeds. (I intend trying Ferodo linings at the next relining.)
4. Passenger seat not adjustable while occupied.
5. Gearbox lube level would be more easily checked by dip stick than present level-plug in casing.
6. Rear handbrake cables are slung rather too low, making them vulnerable on rough rocky tracks. Ground clearance at $7\frac{3}{4}$ in., however, is still above average.
7. Wiper speed should be higher for torrential South African rain, and the blades judder badly on the screen in light rain.
8. The rear red reflectors are very vulnerably placed below rear mudguards. Both cracked within first month.
9. Steering wheel too slippery. Driving gloves almost essential in hot weather.
10. The usual flimsy ineffectual continental bumpers.
11. Considerable wind noise at higher speeds.
12. Forward opening doors.
13. Rear windows should be capable of being slightly opened for better ventilation.

Using a big side-lever grease gun I do the chassis lubrication myself and find it an easy operation. Oil is poured into the fuel tank first—one pint to four gallons of petrol, mixing being automatic. I stop for petrol at between 300 and 350 miles on long trips.

Outstanding testimony to the rigidity and general ruggedness of the D.K.W. I think is the fact that after 30,000 miles of every sort of motoring, including several thousands over very rough tracks and open veld, there is not the slightest squeak or rattle in the body or elsewhere, and no tightening of bolts or other attention has been necessary. I cannot honestly imagine any chassis-less vehicle being *able to withstand such a hammering.*

The highest mileage achieved by an owner of my acquaintance is 87,000. No work on the car had been done except routine attention such as decarbonising. Parts used were brake linings, points and plugs.

The agents provide good service, and carry huge stocks of every conceivable spare part. The factory honours its guarantee punctiliously and jealously guards its good name.

A gearbox part which failed on my car at 22,000 miles was replaced and charged, with labour, to the factory.—M. v. HOLDT.

[Reading "30,000 Miles with a D.K.W. in South Africa" reminds us that very little has been said about the D.K.W.s which have served MOTOR SPORT.

Our present three-cylinder two-stroke front-wheel-drive little marvel is the four-door saloon and is the third which it has been our good fortune to own.

The first Sonderklasse was of 1952 vintage. Its life was cut short at about 7,000 miles by an elderly Jaguar which came over a "Halt" sign and hit the poor little thing with three occupants some twenty yards down the road and finished spectacularly by knocking down a lamp-post. In spite of the elaborate fuse-box a short-circuit on the wrong side of it started a fire which, with the help of an "eficient" fire brigade, not only destroyed the car but created a considerable blaze for yards all round it. Up to that point, apart from three plugs, and a set of points, the car had been faultless, having been driven really hard all the time. Its successor had a trouble-free life for and a set of points, the car had been faultless, having been driven 36,000 miles before it became a victim of circumstances. The engine end of the water thermometer was located in the hose joining the engine to the top of the radiator. One unhappy day it left its seat in the hose and found a resting place on the top of the quickly overheating engine. Driving very hard on an arterial road, the engine having been cleaned only a few days before and the thermometer showing a normal temperature, a set of circumstances was created which lulled the driver into a sense of false security and finally a heavy bill for a complete engine overhaul. On the new models the business end of the thermometer is located in the cylinder head itself, so it is possible we were not the only ones to suffer from a bit of bad design.

Apart from that unfortunate occurrence this D.K.W. completed well over 50,000 miles, the only replacements being points, plugs and tyres.

Now 10,000 miles is already showing on the mileometer of the present four-door D.K.W., which we feel is not quite so exciting as the two-door to drive but is very much easier for our older and larger clients to get in and out of the back seats.

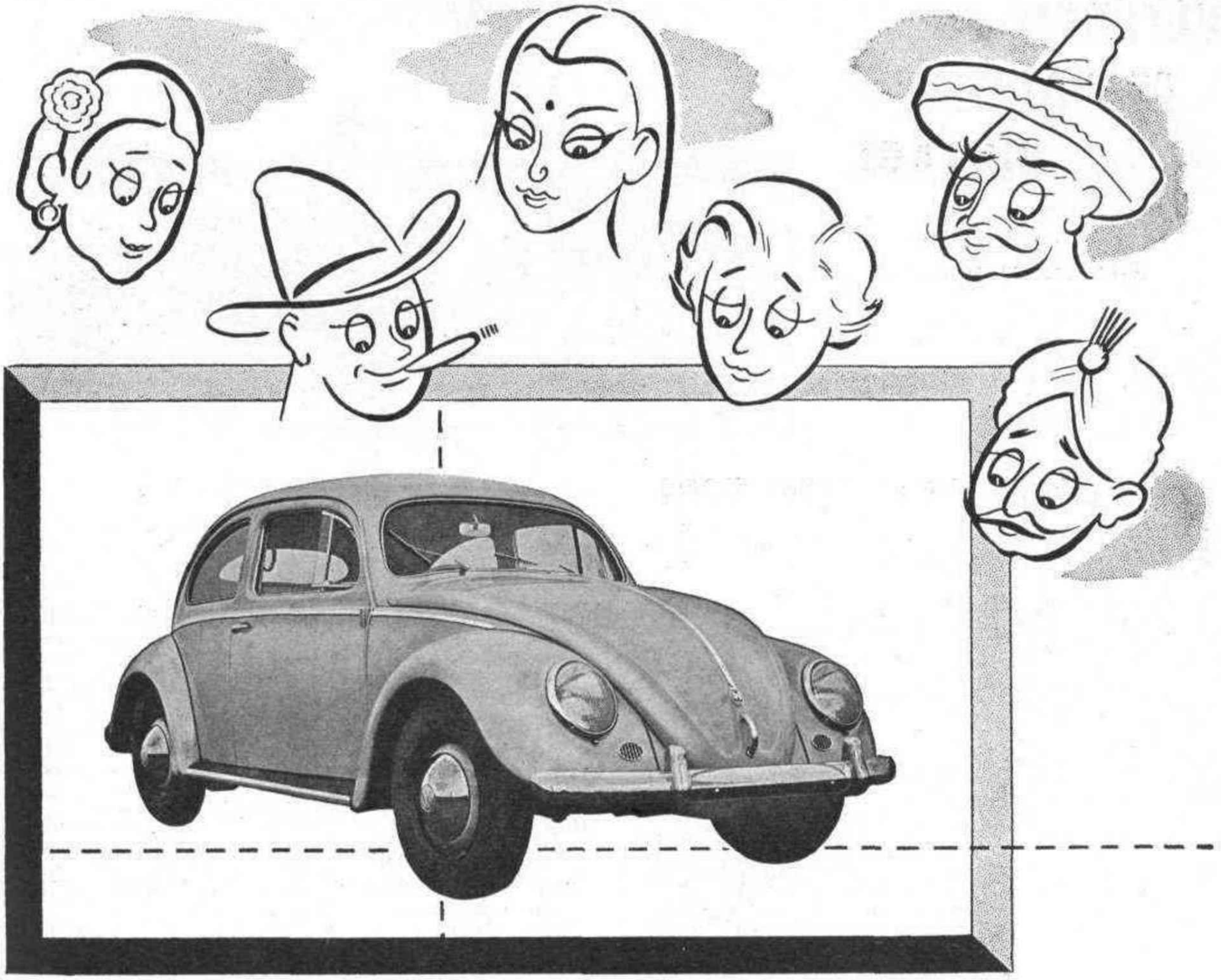
All these D.K.W.s have good acceleration, and it is done with virtually no undue wear, no ultra-skilled tuning and on low-grade petrol. The guaranteed oil consumption is one pint to about every 180 miles, and no sump to drain and refill.

We have never driven a car in South Africa, neither have we driven a D.K.W. on an autobahn but we are quite prepared to accept these incredibly good figures mentioned by M. v. Holdt, for on many occasions we have put 67 miles into one hour without being a menace or a danger to ourselves or to others on British roads, and with such ease that many a sports-car driver has given up after an hour's "scrap."

We enjoy driving these exciting and unusual cars, and whilst we are conscious of the fact that they are too pricy for many (do not forget that a cheaper car with a heavy repair bill can prove more costly in the long run), we sincerely hope that for the sake of the British Motor Industry no one exposes us to a dose of European Free Trade.—J. W.]

MINIATURES NEWS

Apart from their Austin-Healey and Triumph TR2 replicas, Corgi Toys have introduced a very good M.G. MGA two-seater miniature, priced at 3s. and available in green and yellow or in a striking red and cream finish. This model has gear-lever, facia panel, divided seats, etc. Other additions to the Corgi range include a dropside trailer (3s.) for towing with the Commer lorry and a Bedford A.A. road-service van (3s. 6d.). They are introducing racing-car models, commencing with a realistic Vanwall, complete with wrap-round screen. Details from Playcraft Toys Ltd., 120, Moorgate, London, E.C.2.



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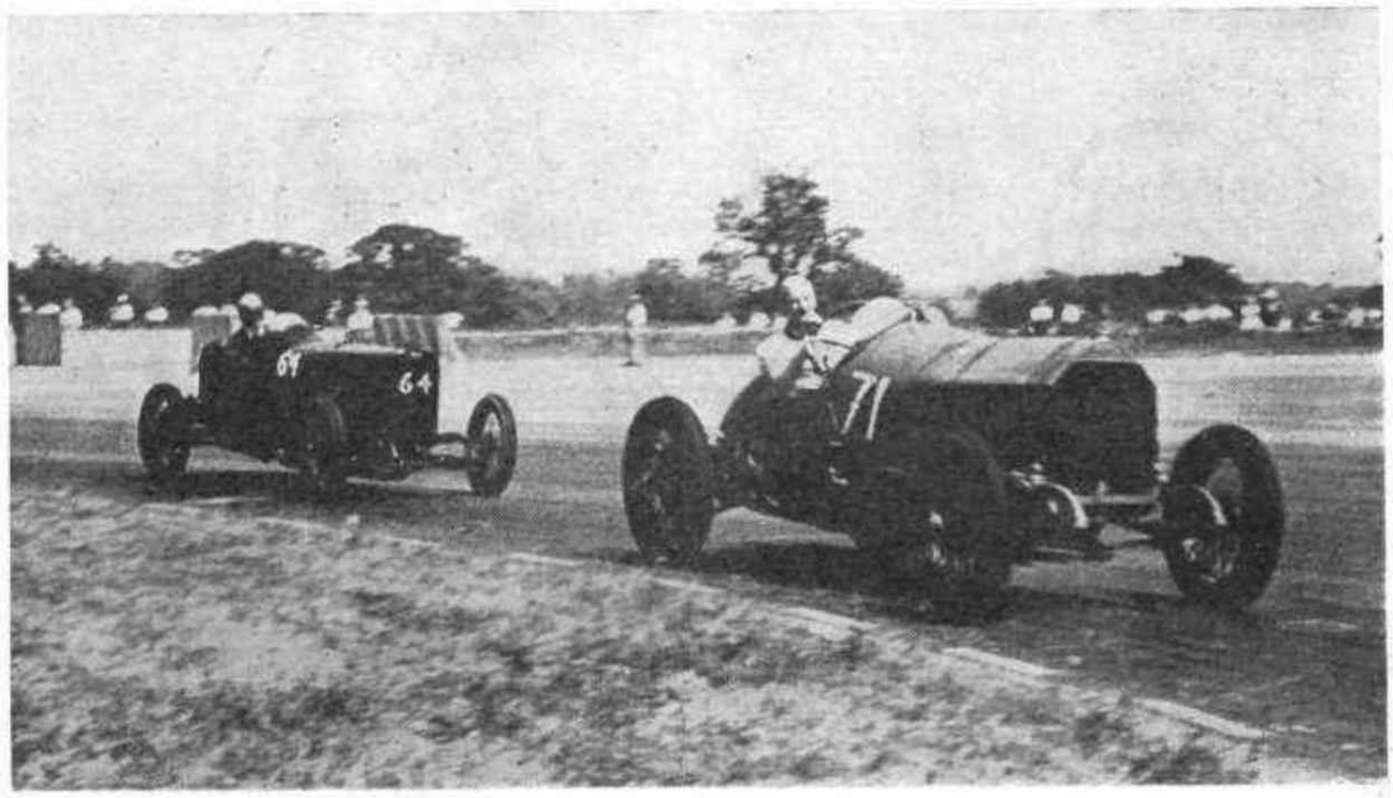
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Service and Spares Department:

233 PLAISTOW ROAD, LONDON, E.15 *TEL: MARYLAND 7661/5*

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



There was an excellent field of seven Edwardians for their race at the V.S.C.C. Silverstone. Here Dr. Pinkerton's 1910 Fiat comes in, followed by E. E. Sears in the 1914 Sunbeam, after finishing third.

THE SECOND V.S.C.C. SILVERSTONE

THE Vintage S.C.C. held its second Silverstone Race Meeting of the year on June 15th. It could be termed " sun-top Silverstone " and in spite of exciting racing was completed without mishap.

Racing opened with a 5-lap Handicap in which Freeman's 1951 Mille Miglia Aston Martin came through on the last lap to win at 69.95 m.p.h. from Mallalieu's 1932 2.3 G.P. Bugatti and Mudd's Monza Alfa-Romeo. Burton's Bentley lapped at 73.28 m.p.h. Ormrod's low-chassis Invicta became inflammatory and Bradley's Bentley and Noble's Alvis retired. The next race of this sort saw Barber's long-tailed Frazer-Nash stay ahead of Arnold-Forster's beautifully rebuilt Anzani-Frazer-Nash with silica polished aluminium body, to win at 55.96 m.p.h. Noble's Alvis was third, using grass and making fastest lap at 62.79 m.p.h. Murray's 1933 Mercedes saloon drew attention to its i.r.s. by astonishing wheel patter, Berrisford's Manxed M-type M.G. smote the Woodcote inner bank without harm and Mrs. Moizer gained support by holding the side of her Amilcar, 500 c.c. fashion, at the corners.

The 5-lap Vintage Scratch Race was a fierce affair, Burton's 4½ Bentley leading all the way to win at 70.94 m.p.h., with a lap at 72.54 m.p.h. McDonald's 4½ Bentley just took second place from Melville's impressively-rapid and unspoilt 30/98 Vauxhall. Elwell-Smith had " moments " in his Aston Martin. Binns' Riley won the 1,100 c.c. class, Skirrow's Frazer-Nash the 1½-litre category and Allen's A.C.-Nash the 3-litre section.

Another 5-lap Handicap resulted in another victory for Barber, at 56.55 m.p.h., Beavis' ex-van Brooklands-engined Riley second, Arnold-Forster third. Le Clair's Frazer-Nash was pressing on, lapping at 65.48 m.p.h. The three-lap Edwardian Handicap was splendidly supported by eight cars, only FitzPatrick's monster Metallurgique non-starting, due to transmission tremors. For two laps Brooke's Prince Henry Vauxhall led, then the field swept down on it in a bunch, to a grand finish, Neve's 1914 T.T. Humber just winning, at 59.11 m.p.h., from Clutton's 1908 12-litre Itala and Dr. Pinkerton's 1910 10-litre Fiat. Jack Sears, from scratch, lapped at 64.18 m.p.h. in the ex-Segrave 1914 G.P. Opel, on modern tyres. The Edwardians slide the corners so cleanly and sound magnificent—would that we could hear them again at *sustained* high speed, as on Brooklands! All were driven to Silverstone, except for the Fiat, which was Sapphire-towed.

The big race, the 50-km. All Comers' Scratch Race, had a fine field of historic racing cars and developed into a gigantic tussle between Spero's ex-Bira Maserati and Moss' E.R.A. Moss led for four laps, Spero for the next couple, Moss passed, Spero re-passed, on lap nine Moss led again, from laps 11-14 Spero was ahead, the E.R.A. grabbed a length lead for two laps, then the 3-litre Maserati drew ahead for the last three, to win a fine race at 76.49 m.p.h. Wilkinson's E.R.A. was third, ahead of Mudd's Alfa-Romeo, and Tozer's fine little Amilcar Six was first-vintage, at 69.6 m.p.h. Spero made fastest lap of the day, at 79.08 m.p.h.

Race seven was a five-lap Handicap, Marsh's low-chassis Invicta, which shed a wheel in practice, back again. Hollis' fast 3-litre Bentley two-seater came up from scratch on the last lap to pip Batho's Riley Nine tourer on the post, winning at 68.04 m.p.h. with a lap at 69.75 m.p.h. and Durdin's ex-Binns' 30/98 also got by between Woodcote and the finish. Sowman then led for four of five laps in the All Comers' Scratch Race, the Spero Maserati winning at 73.61 m.p.h., lapping at 76.37 m.p.h., while Vessey got the *monoposto* 2.9 Alfa-Romeo past Terry Carson in Wilkinson's E.R.A. on lap four, to hold second place. Lyne crashed his Amilcar without hurt. The Maserati now has a roller-bearing crankshaft, installed by T. A. S. O. Mathieson's old mechanic.

Lt.-Col. Archdale's funny-looking Frazer-Nash won the next five-lap Handicap at 62.38 m.p.h. from Freeman's effective Aston Martin and Ormrod's Invicta, the A.M. making fastest lap, at 70.77 m.p.h.

The Inter-Section Handicap was won by Lisle's s.v. Amilcar at 52.27 m.p.h. for the Northern Section, Halkyard's Austin Chummy which recently got its picture in glorious technicolour in the *Austin Magazine* second, Hollis third. Burton lapped at 71.82 m.p.h.

It was first-class racing promising well for the V.S.C.C. Oulton Park races on August 5th. The vintage atmosphere persisted on the run home, when we came upon a Wallis & Steevens traction engine rattling down the straight into Henley on iron wheels, bound for Maidenhead. " Jenks " said the heat must have brought it out. It stopped in Henley, with police permission, to take on water from the Thames before puffing manfully on up the slope and over the bridge. For some hours afterwards we wanted nothing so much as to take the road in our own steam traction engine, steering from a high perch behind the flywheel with strings of cars waiting patiently behind for an opportunity to pass, without hooting.—W. B.

SILVERSTONE SHORTS

Well, not only shorts but sun-tops! Which reminds us that a vintage artillery-wheeled A.C. two-seater in the officials' car park attracted much attention. Was this due to the rarity of the model or the splendid sun-tan displayed by the young lady owner?

* * *

A solid-tyred Dennis fire-engine complete with ladder and bell was another attraction.

* * *

For the first time J. S. French's Austin Seven " Simplicity " experienced expensive engine failure.

* * *

When Jack Williamson was driving the 1908 Itala it shed a rear tyre. It stopped safely and was soon driveable again.

On August Bank Holiday Monday, the Vintage S.C.C. is holding its Oulton Park Race Meeting. We refer to it in this issue because entries close on July 15th. The races will include the Richard Seaman Memorial Trophies Race over 100 km. for vintage and historic racing cars and there is to be another Grand Parade of vintage vehicles, which proved such fun last year and which may be televised this time. Marshals are required. Details from T. W. Carson, Brook Cottage, Bishops Green, Newbury, Berkshire.

* * *

Classes for veteran, Edwardian and vintage cars are included in the Rochdale Cavalcade of Motoring, which embraces a six-mile parade starting at 2 p.m. on July 13th after cars have been inspected by the Mayor and Mayoress. There may also be aquatests! Details from: N. Jedson, Duke Street Garage, Rochdale, Lancs.

The Sunbeam S.T.D. Register announces a Surrey Navigational Run-cum-Treasure Hunt on July 28th and its annual Wolverhampton Rally over the week-end of August 17/18th. It is combining with the 12/50 Alvis, Fiat and Humber Registers in holding a team contest within events organised by these four one-make organisations, the Humber Register Northern Rally on August 4th, and driving tests at Wolverhampton on August 17th to count. Details from the Hon. Registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire (Fleet 831).

* * *

For decorating home or office Heals of Tottenham Court Road are offering 48-in. printed cotton depicting in picture and caption the history of the Grand Prix racing car, from 1906 to the present day.

* * *

Those who feel that as old-car enthusiast usually take pains to restore their cars to original condition they should appreciate vintage-car events based on original routes and regulations will be glad to know that the Humber Register is holding its annual Midland Rally on August 4th, embracing hills used in the 'twenties for the Colmore and Victory Cup Tria's. It aslo has a rally at Wicksteed Park, Kettering, this month.

* * *

Nice to see, and also to hear, a Type 40 Bugatti making a daily appearance along A 30 out of Staines on those mornings when we drive to the office along that road.

* * *

Serving as light lorries are an Austin Heavy Twelve and Rover 10/25 encountered recently.

* * *

A small town in Hampshire still employs horizontal gas-engines burning sewage-gas at its pumping station. Spotlessly clean, they employ l.t. ignition and the only make of magneto that stands up to their requirements is—Bosch.

* * *

Two one-make rallies took place in Hampshire on May 25th, 36 members of the Sunbeam S.T.D. Register congregating at the Registrar's home in Fleet for a bun-fight in Sunbeam, Talbot and Darracq cars, while that evening over two dozen Alvis cars, including one f.w.d., congregated at the " Phoenix," Hartley Wintney, for the annual drinking party of the 12/50 Alvis Register. The Lagonda Club had held a rally at Heston earlier that afternoon; that an Alvis savaged a 2-litre Lagonda outside the " Phoenix " must be put down to confusion rather than antagonism, under the circumstances!

* * *

" Cassandra," in the *Daily Mirror* of May 21st, told a humorous story around a 1928 Sunbeam, which he described as " a stately vehicle which was built with the solidity of a heavy freight locomotive."

* * *

On a country road near Chobham recently an early baby Austin was " on location." Which film will it appear in? Your guess is as good as ours!

* * *

An intriguing cutting has reached us from a reader. It comes from the *Christian Science Monitor* of April 8th, and tells of how a photograph was found in an old box in a cabin at Alaska, purporting to be of the first motor vehicle to penetrate into the Arctic. The story is that *Figaro* and *The Klondyke Review* sent the car by steamer and train and under its own power 12,000 miles to the gold fields. The driver was E. J. de Lemare and after arriving at Skagway from Paris he drove " over the ice for several thousand miles," towing gasoline and spares on a sled. We are told that melting ice put the " burner " almost continually in water. When repairs had to be made it was " impossible to turn the machine over," so a hole was cut in the ice for the mechanic to lie in. This sounds improbable, because although the make isn't quoted, from the reproduced picture, this adventurer of 1900 was almost certainly a Leon-Bollée tricycle, and they weren't exactly heavy!

* * *

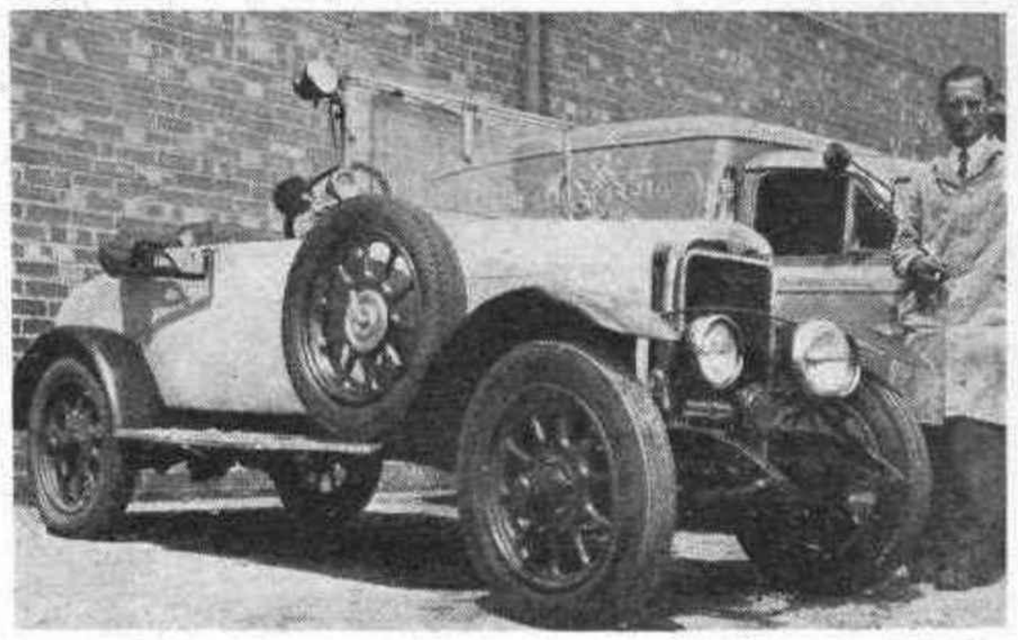
A garage in Hanger Lane uses a vintage Chrysler 70 as a break-down vehicle.

* * *

Still they come! In dismantling a mansion in Hertfordshire a side-valve Straight-Eight Mercedes-Benz, possibly just vintage, came to light and a gentleman of 80, living in Buckinghamshire, has recently given up driving his 1929 35-h.p. Minerva, which seeks a new home.

FRAGMENTS ON FORGOTTEN MAKES

No. 2—The Cluley



A 1924 Cluley photographed two years ago outside the present-day premises of the makers, after travelling from Bournemouth to Kenilworth in five hours at 32 m.p.g.

CLULEY light cars were made by Clarke, Cluley & Co., then of Coventry but today a well-known engineering firm in Kenilworth. The firm was founded in 1890 as textile machinists but the post-World-War-I slump turned the attention of the brothers C. J. and N. F. Cluley to bicycles and cars.

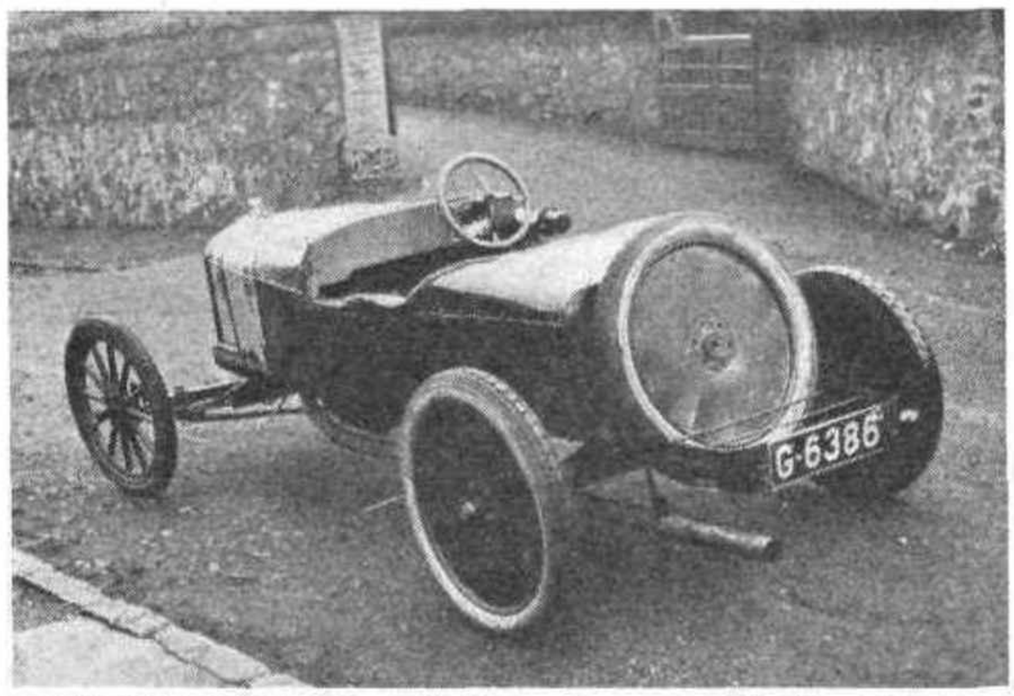
The present General Manager, Mr. J. H. Squire, was then selling chassis frames for John Thompson of Wolverhampton and had to convince the Cluleys that a pressed-steel chassis was better than the hand-hammered frames they were then using. Incidentally, when we chatted to him recently of the " gay-twenties " he recalled that they were not so gay for some of the motor companies, for many of them were badly in debt and he used to accept cars in lieu of payment. There was the show-model Waverley that he acquired for his firm in this way, the drive from Willesden to Wolverhampton being memorable because previously he had only driven a model-T Ford! Even Standards had to pay-off with several Nines at one time!

Cluley decided on a 10-h.p. car in 1921 and A. Alderson came from Calcott to design it for them. Jackman of Bradford became an agent and N. F. Cluley went out to get orders. Most of the parts were made in one or other of the Coventry factories successively occupied by Clarke, Cluley & Co., one of which had previously been the M.L. magneto works. In 1927 E. Farbrother, who had designed the Windsor car, came to Cluley and planned the 2-litre 14/30 model, with Meadows engine. 1928, when the firm became a limited company, was the last year of car production; the 14/50 was announced that year, of the same 13.9 h.p. rating as the 14/30 but with a stroke of 120 mm. instead of 110 mm., giving a swept volume of 2,120 c.c. Moreover, front brakes were specified on this model, which was priced at £350 as a special tourer, and £400 in saloon form, Triplex glass £23 extra. In all some 3,000 Cluleys were sold from 1922 to 1928, but the competition from Morris and Clyno had become too keen and with a revival in the textile industry car production was dropped.

Mr. Squire told us that in 1934 the firm started sub-contracting work for Rolls-Royce and during World War II was the only firm making camshaft brackets for the Merlin engine, the Kenilworth factory being expanded for this purpose. Today they manufacture parts for textile machinery and do work for Rolls-Royce, Westland, Rotol self-change gears, etc.

The original Cluley, of which half-a-dozen, probably more, still exist, was on the heavy side and it was not a very attractive-looking light car (the bodies were made by an outside firm) but there are still people in Kenilworth who remember this make, with its prominent radiator bearing a big oval blue badge, as a satisfactory small car in its day. Mr. Squire is now a keen Rover owner and the Cluley directors also favour Rover and Jaguar cars.—W. B.

The Sunbeam Club's Veteran and Vintage Rally goes to Eastbourne this year, the up-to-100 mile journey there, followed by an afternoon time-trial, taking place on September 8th. The entry list is now open, closes with 150 entries or on August 20th, whichever happens first, and regulations are available from S. W. White, 16, Whitford Gdns., Mitcham, Surrey.



VINTAGE SPECIAL.—All down the years enthusiasts have converted normal cars into something which either looked, or went, faster, sometimes both. The model-T Ford was a popular subject for such experiments in vintage times, although not developed so far in this country as in the States. For a description of what was done to this 1914 example, see pages 359-360.

VINTAGE POSTBAG

Sir,

Two letters in the May issue of MOTOR SPORT interested me very much. You, perhaps others, may be interested to know why?

Mr. Peaty on page 241 wonders if anyone now has ever heard of a Valveless, Sizaire, and Straker-Squire and Mr. Biggs recalls Mr. R. F. Oats of O.M. fame.

Well, they are all well-loved and unforgettable names to me; I owned a Sizaire and an O.M. and drove Valveless and Straker-Squire cars regularly.

About 1900 my father, on returning to China, arranged a Pupilship for me at Johnson & Phillips', in Charlton. "Digs" were found for me in Blackheath, in which a co-lodger was a young car-enthusiast, Ralph Lucas, who spent all his days and most nights at his small works nearby making his Valveless cars, with a truly valveless engine, a two-stroke.

That this engine appeared a close relation of the American pump-engine his father had installed in his house in Forest Row was unimportant, for it was before Lloyd George introduced legislation which prevented a valid British Patent being granted to an applicant, not the original Patentee, in England for a Foreign Patent unapplied for here. As a budding engineer I was glad of the God-sent opportunity to help work on a real car, for Lucas and I soon became close friends and I, too, soon spent most of my free time in the little Valveless works. In fact I became a sort of unofficial draughtsman at a moderate remuneration—a most welcome addition to my regular 23s. per week pay at his father's works where I had meanwhile been offered a job, which I kept for over 30 years.

Of the several designs experimented with was one with a double-ended cylinder in which horizontally-opposed pistons through rockers and helically-toothed synchronised sprockets revolved the cranks in opposite directions and in due course reached the transmission. I read recently a description of a "new" engine designed by one of the big organisations—it seemed to me very much like Lucas'.

In an early design declutching was effected by pushing the hinged steering column and wheel forward, away from the driver in a sort of protective gesture in anticipation of a head-on collision.

We usually tested by driving various most primitive soap-box seated embryo cars down to Forest Row, and on the way of course all sorts of things happened. The early Valveless were masterpieces of fun, particularly the ignition, which by careful manipulation could produce violent back-fires, most useful on dark nights, and which usually ensured a free passage ahead.

Another feature, or more correctly the lack of it, in the earlier models was the complete lack of an orthodox gearbox and reverse gear. Here, again, the ignition came into its own so that by even more skilful manipulation of it, the direction of the engine could be reversed at will, *i.e.* if you were a bit of an expert. Unfortunately, not all those to whom cars were sold were experts, and they must have found it very trying never to be quite sure of which way their cars would take them with consequent frequent encounters with other traffic or those fashionable "In" and "Out" gates.

On one of my first visits to Mr. Lucas' house at Forest Row, I was introduced to his mustard-coloured dog-cart seated, belt-driven Benz, and which he had decided to dispose of. The secondhand car market had not yet entered upon its remunerative career, so he chose to lose it in one of these country hollows usually full of old prams and rusty kettles.

One Saturday then, the whole Lucas family and their young week-end guests set out in an imposing convoy of cars, headed by the Benz, followed by Mrs. Lucas' single-cylinder, tiller-steered Oldsmobile (which I had the loan of many times), a steam car in which one sat over the boiler, in which were some 2,000 lb./sq in. pressure, and of course a Valveless.

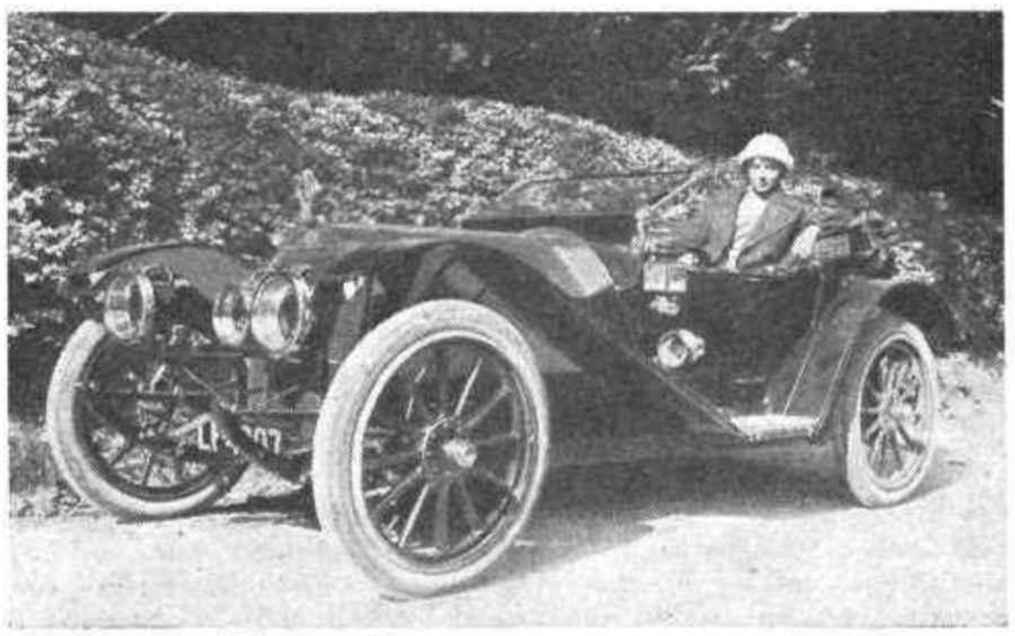
A suitable hollow being found, the Benz was promptly pushed into it, and, it was hoped, lost. At Sunday lunch, however, our demolition of a magnificent joint of roast beef was interrupted by the parlourmaid engaging our hostess in a whispered conversation. Seeing his wife's worried look Mr. Lucas asked the reason. He was told "Farmer X has just called to say he saw the Benz in the hollow, and fearing we'd had an accident, he put his horses to drag it out, and has brought it home here!"

I think it was about 1910 that Ralph Lucas sold his Valveless interest to, I believe, the Dodge Company, but one of his original cars, to which a gearbox and reverse had been fitted, was still about, and going strong, some time after the 1914-18 war.

My first, personally owned, car was a Sizaire-Naudin sports two-seater in 1911. It was lots of fun but had a very annoying habit of dying on me at irregular intervals for no apparent reason. As in those days a frequent cause of failure was the magneto rocker-arm sticking, I would begin by looking for trouble there, but seeing nothing wrong would replace the cover-cap, and to my delight restart for another run of indefinite length before the next failure, when the process of removing, and replacing, the cover-cap was repeated with successful result. An annoying but simple remedy. After having been let down several times by small stones being kicked up by leading traffic, and finding their way into the mesh of the unprotected timing gear, I sold it, and for a while drove a Straker-Squire lent me by a friend. Very sporty and for the time a fast car.

In 1912 I bought an American R.M.C. (Regal Manufacturing Co., Detroit). That was a beautiful car and to my mind the loveliest of all the cars I have owned. It was reliable, comfortable, fast, and it had "IT." I had to sell it because the small house I began married life in could not house it, and I changed to a G.W.K., a nasty little bone and brain-shaking affair with a variable friction-disc-cum-clutch arrangement that always slipped. I soon got rid of that, in 1914, and having moved to a bigger house had two consecutive, then modern, Darracqs with Clegg engines which served me well until in 1926 I bought a six-cylinder O.M.

Although Mr. R. F. Oats mentioned by your correspondent Mr. Biggs was not a personal friend in the proper sense, he was a real friend in need. The O.M. was a lovely car except for its highly complicated Bosch equipment and wiring which gave me a lot of trouble—including a broken wrist. Where Mr. Oats came in was when some small trouble arose mechanically. Being an Italian car, spares were not always available at the depot in Lower Marsh, so if anything was wanted quickly Oats usually said "Take it off my car, I'm not racing for a while." That may have accounted for his own car being always in new condition.



The R.M.C. once owned by Mr. Berner.



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LONDON TROPHY RACE

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And record lap at 80.19 m.p.h.

2nd ROY SALVADORI *Cooper-Climax*

NORBURY TROPHY RACE

1st COLIN CHAPMAN *Lotus-Climax 72.14 m.p.h.*

ANERLEY TROPHY RACE

1st KEITH HALL *Lotus-Climax 75.21 m.p.h.*

and all using Golden Esso Extra

(Subject to official confirmation)



The O.M. gave way, in 1936, to a Riley Kestrel, a Riley Adelphi in 1946, and this in 1954 to a Wolseley 4/44.

One old friend I must refer to is the film-star Genevieve's half-sister, lent me by its owner. This Darracq had tricks all as good as any seen in the film, and not intended to be funny—though they were.

On a run to Sevenoaks the radiator fell off completely in the High Street but with the aid of plenty of string and bits of garden hose it was soon restored in place. It had a most primitive steering-crank mechanism, which on turning a corner a little more sharply than 90 deg. would toggle itself so that instead of straightening up, it went further round and landed one on the path. Most embarrassing.

I hope I have not bored you by these reminiscences, but they are of events quite beyond the ken of the modern motorist, who starts his car to get somewhere, does so (nearly) always, but misses (maybe deliberately) all the fun and friendship-making on the road by the help given to, or received from, fellow travellers to whom mishaps on long runs almost invariably happened, and always had to be reckoned with in the timing of any outing or journey.

While on the subject of wayside help, where now has this roadside courtesy gone ?

This Easter my son, an old-car enthusiast, suggested a run in his newly acquired, I think 1924, Austin. The day was beautiful and the roads crowded with cars, mostly these ghastly American pantechnicons with dollar-grin radiators and stablising fins, and taking up more than their fair share of most British roads. We ran out of petrol—the old gauge had let us down—so my son walked on ahead to borrow some petrol from a friend known to live some way further. Meanwhile my daughter-in-law and I decided to push the old car on a bit, which we did, assisted by my two grandsons, aged 8 and 10, with reasonable success until we met a slight rise in the road.

As we struggled on, dozens of these American monstrosities, overfilled with humanity of all ages and sexes, passed us while the occupants stared and grinned with delight at this wonderfully funny sight of a woman, two very small children, and an obviously ageing man (I cannot hide all the signs of my 76 years) pushing an old car up a gradient.

Did any one of them so much as slow up or give the slightest sign of a proposed offer of help ? Not they !

And now I appeal to anyone who has read this—please help me find a 1911 R.M.C. or, as I believe, now referred to as a Regal—and I will be eternally grateful. Look at my photo of it and you will know why I was proud to own one.

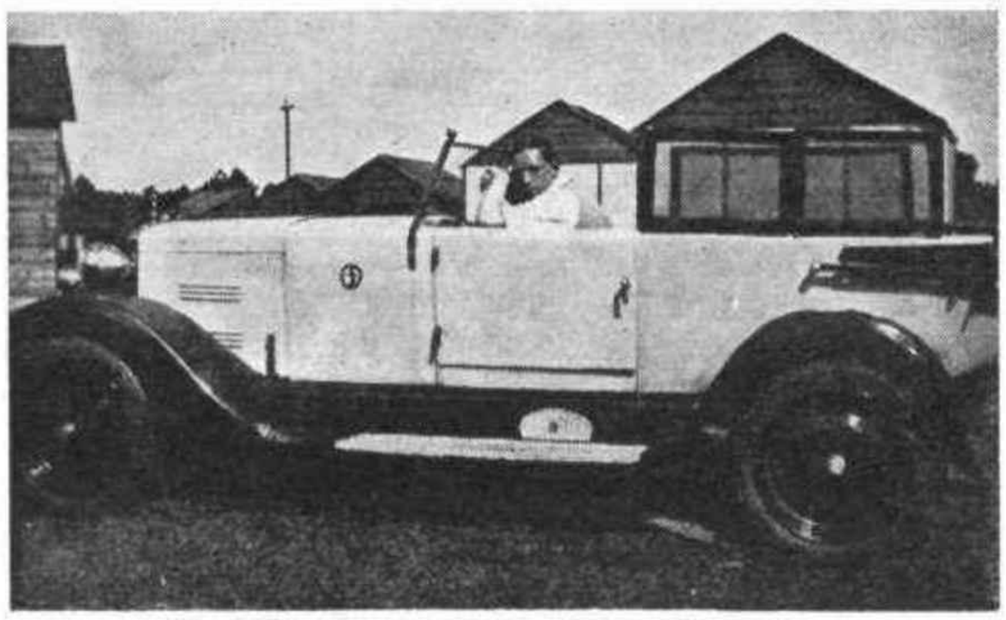
I am, Yours, etc.,

Hasketon. C. BERNER.

* * *

Sir,

In the vintage postbag of the June issue, I couldn't believe my eyes when I saw the photograph of the vintage Rover accompanying Mr. Sweet-Escott's letter for I have been seeking the details and whereabouts of a very similar car. This being my father's 1924 Rover Ten pictured on the accompanying photograph. This car was bought in 1929 for £75 and unfortunately sacrificed some years later for £12 10s. and an Austin Seven which was in turn sold the same day for £13 10s. At times, eight people were transported in this vehicle, with the aid of a shoe-horn and it used to travel regularly between Colchester and St. Albans, a distance of about 60 miles, in 1¾ hours which, for a 10 h.p. engine and over those roads which are far from straight, wasn't too bad. We have never done the journey in much under that in " soft suspensioned modern tin," still traffic conditions have altered slightly. There were many



The 1924 Rover Ten referred to by Mr. Welton.

advantageous fitments on the car, one being the large spotlight which, being on an extendable lead, could be removed and used for illuminating such things as the mending of punctures.

Does anyone know any more details or better still where there is one in any condition, especially if it is for sale ?

I am, Yours, etc.

St. Albans. ROBERT W. WELTON.

* * *

Sir,

In the January issue of your excellent magazine you reported that an A.B.C. light car had been found in the Shetland Isles. Here in another island, the Island of Harris, I have obtained a 1922 A.B.C. which I hope to restore this summer. Unfortunately however I am at a loss for literature concerning this car.

If any reader could supply me with any I would be very grateful.

I am, Yours, etc.,

Isle of Harris. W. D. CAMERON.

* * *

Sir,

After reading the article, " The Star," I felt I must send you a photograph of my 1923 11.9 Star tourer together with a bit about the car and her history as far as I know it.

The car had one owner until the end of the war (1949); the old gentleman then being 93 a court suspended his driving licence, and although he had a chauffeur he said that if he couldn't drive her his chauffeur wasn't to and he would do without a car. His solicitor was given the car and used her occasionally to take his family to the seaside; it was then lent to their farm bailiff who used her roughly and spoilt the upholstery. I found her in a cart shed piled high with faggots. The engine was seized solid; you could jump up and down on the starting handle, but we took the head off and with plenty of penetrating oil and a little brute force moved the pistons. The bores were undamaged, we did a bit to the valves, etc., got a new gasket (£3 7s.), put it all together and she went. Mechanically she is very fair and woodwork and bodywork good. Tyres (30 by 3½ Dunlop cords) are good. The engine is a four-cylinder side-valve, the block a labyrinth of breathing passages from the carb. bolted straight on to the block on near side to the valve ports on the off side; ignition is by a Watford mag. driven by a train of



gears from the crankshaft, also the dynamo on near side. All the sump, bell house casing and gearbox are massive aluminium castings. Thermo water system five gallons and gravity-fed petrol tank under scuttle.

Three-speed gearbox very widely spaced apart, foot throttle between the brake and clutch pedals.

Rear wheel brakes, hand brake contracting band, foot expanding shoes on the same 10 in. drum, not bad for all their limitations. 12-volt Brolt electrics. Half-elliptic springs with snubbers, and she is a most comfortable car to ride in.

I think my main impression of the car is extreme simplicity coupled with really first-rate material and workmanship.

By the way, the cockerel on the radiator has been in our family since 1929 when we bought the show model 20.9 Crossley saloon and that was a magnificent car.

I am, Yours, etc.,

Crawley. R. J. BARKER.

CARS I HAVE OWNED

With Special Reference to a "Hotted up" Model-T Ford



By Ian S. Ross, of Perth, seen here in this particular Ford.

IT was in 1914 that my father decided to dispense with the pony-carriage which had served as family transport throughout our schooldays; in its place he installed our first car, a brand-new five-seater Ford model-T "de luxe," price £135. (The standard type cost £125—what was left out to meet the £10 reduction I cannot now remember nor imagine.) To my great delight I was appointed chauffeur; I'd already had a few driving lessons on a similar car and took on my new responsibilities with enthusiasm, which, however, waned somewhat when I was made to realise that they did not entitle me to take the car out as and when I pleased. So I badgered the old man until he provided me with one of my very own—a secondhand 1913 air-cooled Humberette, bought for £50. This, incidentally, was the only secondhand car I have ever acquired. While it gave me much joy to be a motorist in my own right, so to speak, the vehicle itself proved unable to cope with our rough country roads. Perhaps my inexperience had something to do with it; at any rate, it was forever giving trouble. Indeed, it celebrated its arrival by shearing the cotter pin by which the drive was transmitted from the axle shaft to one of the rear wheels; it also succeeded, during my first effort to start it up, in setting on fire the petrol from an over-flooded carburetter. It had a maddening trick of dropping the rear end of the cardan shaft on to the roadway at most inopportune moments. It did about 50 m.p.g. and about the same of oil; its maximum speed was 32 m.p.h. I sold it afte$_r$ enlisting in the—as it then was—Mechanical Transport section of the Army Service Corps. The Ford was left to the mercies of our handyman, who in a fit of alcoholic exuberation drove it through a hedge into a field where it rolled right over and back on to its wheels. After repairs and renovations my sister took charge of the driving until my return as an ex-Serviceman, complete with gratuity and an enhanced though debased vocabulary.

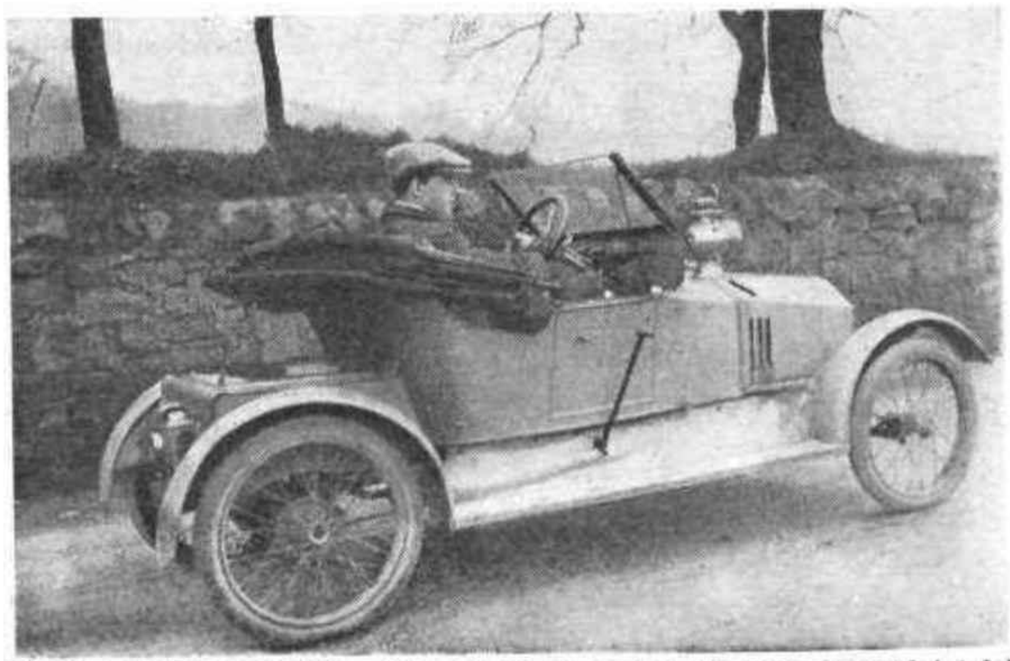
In the Army I drove various vehicles. Amongst these was a three-ton Daimler ammunition lorry which had solid tyres and, as was common in those days, no electrical equipment beyond the magneto; it had a sleeve-valve engine which ran like a dream but was a nightmare to start, by hand, of course, after it had been standing in the open all night. There was also a Crossley wagon of the type used by the Royal Flying Corps—all right for running about on aerodromes and main roads, but far too low slung for the hazards of the Middle East. Out there, my old friend the model-T Ford justified its existence; these cars proved that provided you could keep them running, they would take you almost anywhere, road or no road. The difficulty was to get spares. It was not unknown for us to travel on tyres stuffed with grass to replace inner tubes damaged beyond repair, or with the contact points on the coil make-and-break renewed with blobs of melted-down rupees—short-lived expedients which got you at least part of the way back to base.

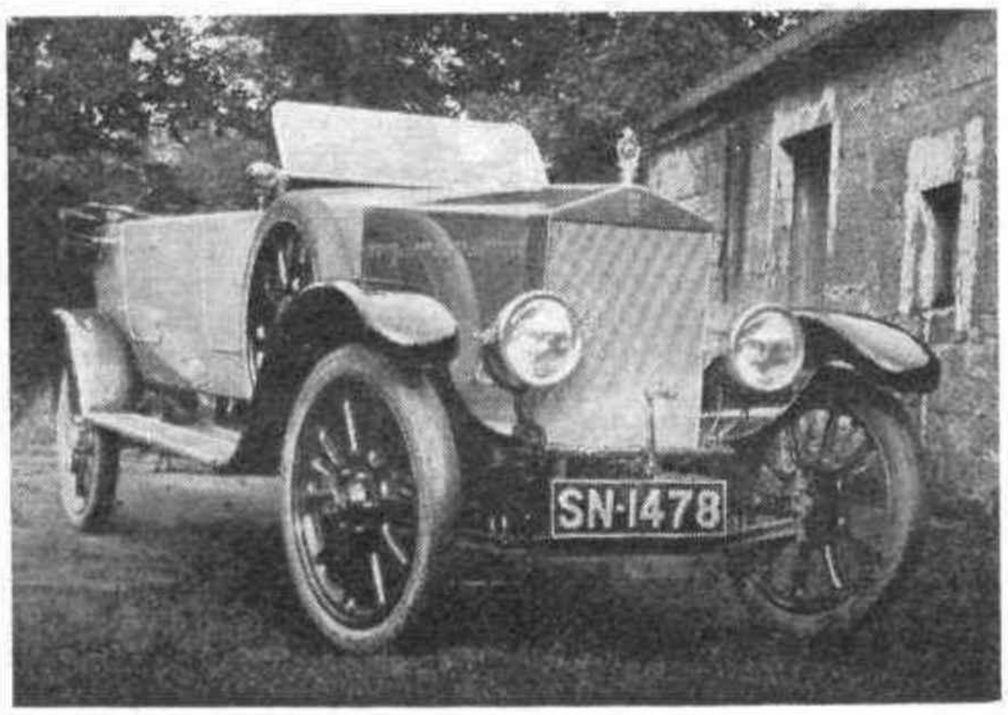
Our next automobile, which was to take over from the family Ford, was an Albert, an open four-seater of 11 h.p., an attractive-looking post-war production costing over £600; when we sold it, less than two years later, it fetched only £140. We said goodbye to it without a tear, for it had been a disastrous investment. It had fundamental weaknesses of design and material in chassis and body that resulted in continual repair work. Some faults, such as intermittent steering wobble and the failure of the doors to remain closed for any length of time when the rear seats were occupied, couldn't be cured at all. And that, for my father, was the end of his car-owning career, save for an almost equally unhappy part-share in a Chalmers "Hot Spot." I did one tour in it, to John o' Groats, during which it lived up to its name by burning out four of its six exhaust valves; new ones were unobtainable so far north and the cylinder head had to be replaced with these valves still *in situ*—the return journey can be imagined.

When the Albert first arrived, I was given the Ford, I think as a reward for not having allowed myself to be "bumped-off" during the war. I spent a memorable year or more, and all my available cash, converting it into a sports runabout, doing single-handed all the work of lowering the chassis, hotting-up the engine—which included fitting a special 16-overhead-valve cylinder head—and building the body.

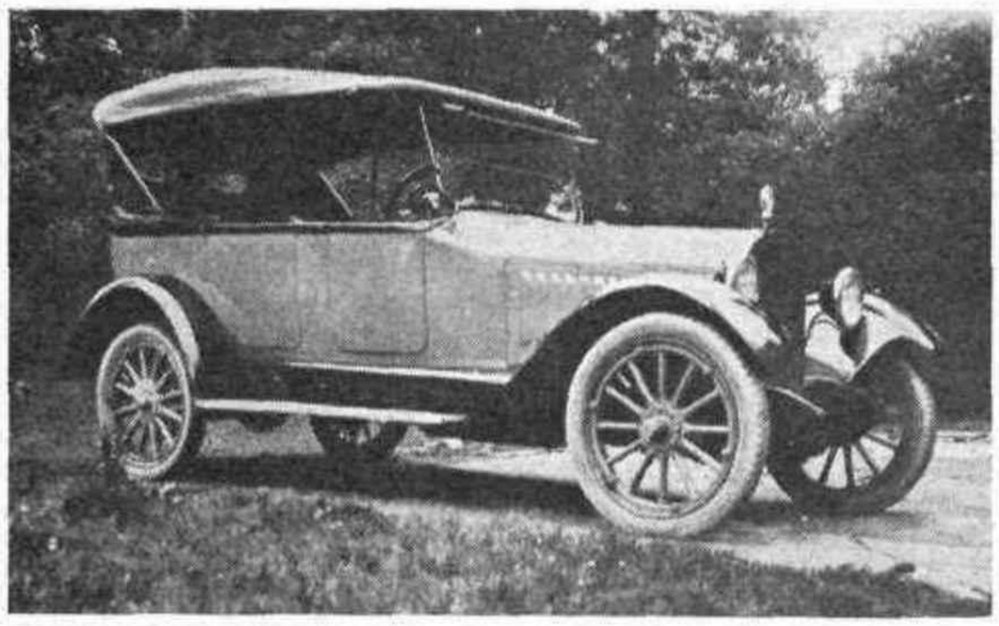
I'd known for some time that this car would be mine some day and during the waiting period had occupied myself making plans for carrying out the transformation. I knew what I wanted, I thought I knew how to achieve it—now, at last, I could go ahead and put my ideas into practice.

Have you ever tried to remove, single-handed and without block and tackle, indeed with little more thau a hammer and a set of tyre levers, a five-seater car body from its parent chassis? I hadn't, anyway. I did it by first unscrewing everything unscrewable—yes, I did have a spanner or two—and then, after ripping out the up-





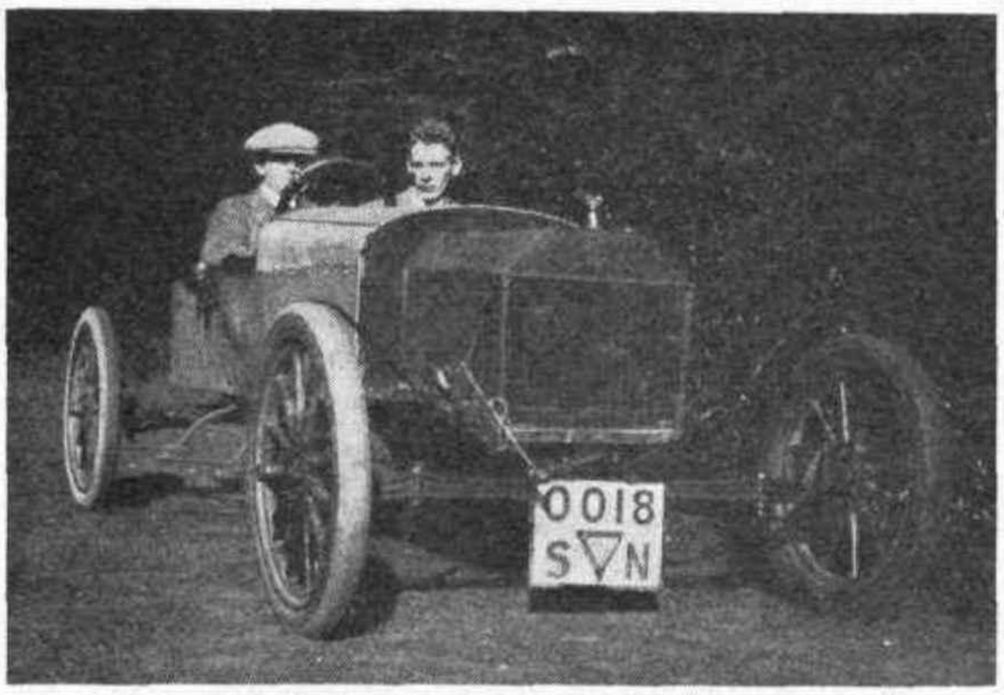
TWO EARLY ONES.—The 1913 air-cooled Humberette and (right) the post-Armistice Albert, with which the author and his family gained unwelcome motoring experience!



MAXWELL-BUILT.—The Chalmers "Hot-Spot," so called on account of its "ram's-horn" heated inlet manifold. Unfortunately, this one lived up to its name!

holstery, I demolished the rest of the bodywork panel by panel, until it was all in bits, all of which went on the scrap heap.

At that time, there were on the American market numerous gadgets for the enthusiast who wished to "improve" his standard model-T. I made a selection of these and had them imported by an agent. The most impressive—and expensive—of these was the 16-overhead-valve cylinder head; others were a crown wheel and bevel giving a 3 to 1 top-gear ratio, brackets to undersling the chassis, and an outsize carburetter. A set of aluminium pistons replaced the original cast-iron ones. The 1914 radiator was rejected in favour of an up-to-date one—of 1916 design!

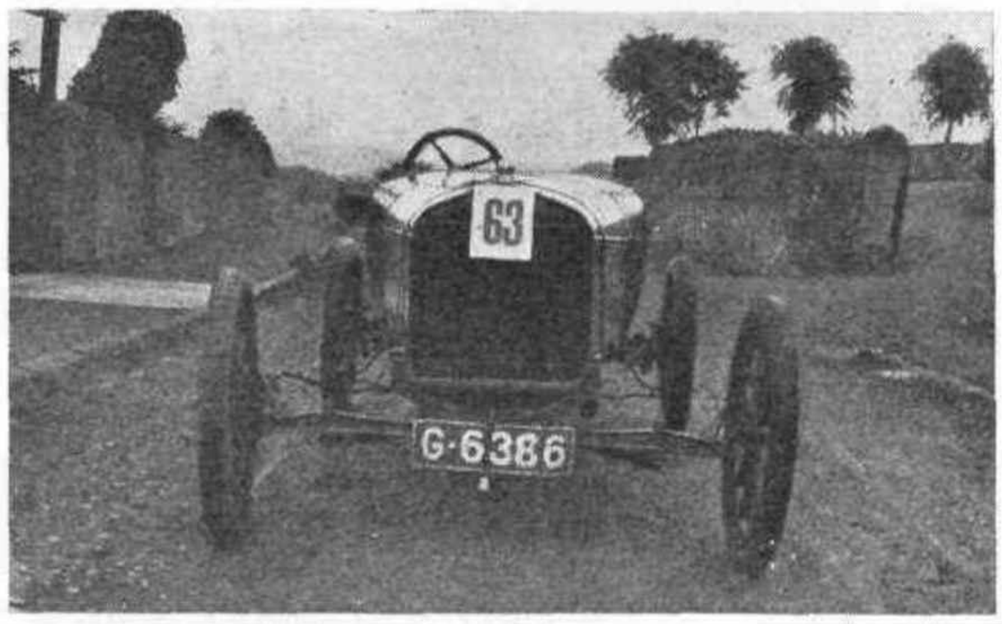


The "hotted-up" model-T Ford before—

Lowering the chassis involved cutting right through the two main side-members, telescoping them 6 in. and bolting them together; for this I had to acquire a hacksaw and a brace and bits. It was a frightening job but turned out all right. To fit the new pistons the cylinders had to be rebored. This was done for me free of charge by the local Ford agent, who by this time was displaying a cynical interest in my activities.

The steering column was raked to a more appropriate angle; this necessitated a couple of special steel wedges which were made for me by an engineer friend who has since become much more famous as a golfer than I ever did as a sporting motorist. The petrol tank I moved from its position under where the front seat had been, to the rear of the chassis where the boot would be when I got the body built. The chassis was then ready for a try-out, an exciting moment but as the licence had expired and wouldn't be renewed until the car was completed, the tests had to be restricted to a quarter-mile stretch of private road, conveniently adjacent. Later, I borrowed trade plates for trials on the public highway, during which I had to suffer much derisive comment from the local urchins who gathered round every time the car came to a standstill.

The body I made of three-ply wood, with an aluminium bonnet. The latter was of the type later to be known as "crocodile"; the cutting of the top panel to exact shape gave me a few headaches.



STRIPPED FOR SPEED.—The special model-T Ford ready to compete in a Scottish sprint event.

It was moulded to the required curvature with the aid of the old-fashioned family mangle! Mudguards I had to have made specially, and the hood also.

Much of the work was done at nights, with little or no assistance, in a disused unheated coach-house, lit by one solitary paraffin-oil stable lamp. Night after night, when my day's work was done, I got into my dungarees and went out to carry on alone with my self-imposed task—a labour of love, really. And so in time the dream became reality. The whole job took well over a year of my spare time.

Speeds of 70 m.p.h. were attained, not, I may say, in any great comfort, for roadholding was not one of its marked characteristics. The biggest thrills were derived from its acceleration in the lower ranges, between 30 m.p.h. and 50 m.p.h., and in its top-gear hill-climbing abilities, which, for those days, were remarkable.

I entered it in one of two local events. In one of these it did a standing-start half-mile in 35 seconds, gaining second place to an enormous Indianapolis Sunbeam. It was not so fortunate in a hill climb held at Cairn o' Mount in Perthshire. After crossing the finishing line ahead of a competitor who had started one minute before me—the climb was over a mile long—I found I had been disqualified for not carrying a spare wheel (R.S.A.C. "Touring" regulation). It had fallen off on one of the steeper stretches, being merely slung loose in a grid at the back of the boot. After a brief existence in this form, during which it gave me quite a bit of fun, I had to part with this Ford, chiefly on account of the new £1 per H.P. tax, which, at £23 per annum, I could not afford.

An 11.4 h.p. Standard tourer followed, a much more appropriate mount in view of my increasing domestic responsibilities. It lasted for six years, during which it served me well enough, covering the length and breadth of Britain more than a few times, suffering nothing more serious than an occasional broken spring, due perhaps to overloading. This was the car to which I fitted a home-made set of trafficators—and winkable at that—which were so much before their time that nobody, except me, knew what they were for, so I had soon to abandon this attempt at pioneering.

continued on page 384

—and after treatment.



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THE A.D.A.C. 1,000-KILOMETRE RACE—NURBURGRING

Aston Martin's Greatest Victory

ADENAU, *May 26th.*

WITH a race of the nature of the 1,000-kilometres at Nurburgring the practice periods are more in the nature of proving and testing periods than practice as applied to a Grand Prix race. The Nurburgring, with its 22.81 kilometres of twists and turns, demands the utmost from drivers and cars, and a race over 1,000 kilometres requires careful attention to such things as suitability of car, pairing of drivers, tyre and fuel consumptions, pit work and general long-distance race tactics. In consequence there were two and a half days of training before the race, and though many people put great store on lap times recorded, they bore little or no relationship to the ultimate structure of the race. While a very fast lap showed the prowess of the driver and the performance of the car, it was continuous lap speeds that were of more interest to the team managers. With the race counting towards the Manufacturers' Championship and all the big works teams competing, it was rather a waste of time following the detailed movements of any particular team, for what happened in practice, in many cases, bore no resemblance to the activities or arrangements for the actual race.

On paper the race looked to be a walk-over for Maserati, with Fangio and Moss teamed together in one of the fabulous 4.5-litre V8 cars, and though there was opposition from Ferrari, Aston Martin, Jaguar and Porsche, none seemed likely to be able to challenge the Scuderia Maserati. During training Fangio twice recorded laps in 9 min. 43 sec., a bare two seconds off the Formula I lap record, while Moss was content to lap around 9 min. 50 sec. The real eye-opener was the new Aston Martin DBR1/300 which Brooks took round in an effortless 9 min. 48 sec., a seemingly impossible speed for any Aston Martin, even the new one. Apart from Brooks' superb driving and uncanny natural ability, the new chassis seemed ideally suited to the Nurburgring and the 240 b.h.p. was just enough, so that it could be used all the time. In contrast, the big Maserati with its 400 b.h.p. meant that the drivers were being continually troubled with too much power for the circuit, especially on the twisty parts. The works Ferraris were also having this trouble, and it was found that most of their drivers were little slower in an experimental car fitted with a relatively woolly Gran Turismo engine.

It was interesting to note during training how the various teams tackled the problems of letting their drivers learn the difficult circuit, adjust their cars to conditions, sort out the best combinations of drivers and cars, and generally tackle the innumerable problems that must be solved before setting off to race for 1,000 kilometres. The Scuderia Maserati had two 4.5-litre cars, the ill-fated Moss car that did only 12 kilometres in the Mille Miglia, the original 1957 one that Behra crashed before the Mille Miglia, now completely rebuilt, the experimental V12-cylinder 3.5-litre that Herrmann drove in the Mille Miglia, the 300S 3-litre with brakes from a 4.5-litre car, that Scarlatti drove into fourth place in the Italian race, and a standard 3-litre belonging to the Spaniard Godia. The drivers for this assorted array of powerful machinery were Fangio, Moss, Schell, Herrmann, Bonnier, Scarlatti, Godia and Gould. The Scuderia Ferrari replied with two V12-cylinder Mille Miglia cars, one a 4.1-litre and the other a 3.8-litre, the works 250 G.T. Europa that Gendebien has been driving so well just lately, and a new car. This latter was in the nature of an experiment, having a chassis based on a cross between the production Testa Rosa 2-litre and the works V12 cars, but fitted with an engine and gearbox unit from a Gran Turismo Europa 3-litre V12. The rear of this car was new in that it was de Dion following normal Ferrari design, but the gearbox was not in unit with the differential unit but mounted on the rear of the engine. The chassis frame was lighter than previous Ferrari models, and the *whole car was small and compact for a 3-litre. Front suspension* was the normal double-wishbones and coil-springs, as used on all Ferrari sports cars, while a transverse leaf-spring controlled the de Dion rear layout. Lined up to drive the Maranello cars were Hawthorn, Collins, von Trips, Trintignant, Gendebien, Gregory, and Morolli, the last named being from the Osca team. The Aston Martin team were fresh from their victorious outing at Spa and had the same two DBR1/300 models, these having a chassis layout based on the experimental 2½-litre car that ran at Le Mans last year, using dry-sump 3-litre engines. The chassis frame was a small-diameter tube space-frame, front suspension by trailing arms and torsion bars, rear suspension by de Dion with a Watt-link location for the de Dion tube, and the five-speed gearbox in unit with the differential/rear axle assembly. There was also one of last year's *DB3S works cars fitted with an experimental front suspension* utilising double-wishbones and coil-springs, a system tried out on a saloon last winter. As a spare and practice car there was a further 1956 works DB3S which was quite standard, and the team of drivers were Brooks, Salvadori, Leston, Cunningham-Reid and the Whiteheads, P. N. and A. G. With no official Jaguar team competing this year Coventry hopes were in the capable hands of the Ecurie Ecosse, using two of the long-nose 1956 works D-types and their own 1956 Le Mans-winning car. Their list of drivers read: Flockhart, Sanderson, Lawrence, Fairman, Bueb and Steed. Also with a D-type Jaguar were H. C. Taylor and Scott-Brown, these two being entered by Murkett Brothers, who own the car. To complete this imposing array of large-capacity sports cars were two privately-owned Ferraris, one a 3-litre Monza and the other a 2-litre Testa Rosa, but though this lot provided more than enough competitors to make an exciting race, there were many more smaller cars and a vast list of Gran Turismo cars, for the A.D.A.C. continue the dangerous practice of mixing relatively slow production G.T. saloons with works racing/sports cars. The 1,500-c.c. sports group contained two works Porsches, two Fitzwilliam alloy-bodied M.G.s, private Porsche Spyders and three Loti, as well as two Oscas and a Maserati. The big Gran Turismo group was dominated by a row of 300SL Mercedes-Benz, while the medium-sized class contained innumerable Porsche Carreras and two standard M.G. MGAs from the Fitzwilliam team, while the small group was dominated by Alfa-Romeo Giulietta Sprint Veloces.

Training on the Nurburgring at any time is guaranteed to find trouble in the best cars, so that it was not surprising that two and a half days' training and some 70 competing cars saw drivers in the ditches, others bouncing off banks, gearboxes wrecked, engines blown up, chassis breakages, suspension troubles and continuous work going on in the well-equipped Paddock and trade workshops. The Ferrari team found that their Gran Turismo car was nearly one minute faster than the best of the 300SL cars and decided to let it run in the race, with von Trips and Gendebien as drivers. On Saturday morning von Trips set off to do some laps in the car and promptly went through the hedge, bending the front of the car and putting himself out of racing for some time with an injured spine. It appeared that the Gran Turismo car has a normal pedal layout, being in production, with the accelerator on the right, while the factory racing/sports cars all have the accelerator in the middle, and the young German got his feet muddled up when approaching Breidscheid Bridge. The Ecurie Ecosse Jaguars were running regularly but not fast, the fastest Jaguar lap being made by Scott-Brown with the private one. This was his first appearance on the Nurburgring and he made all the other Jaguar drivers, experienced and inexperienced, look rather amateurish, while his companion Taylor did the same, though not as fast as Scott-Brown. They unfortunately broke a half-shaft during training, but David Murray very sportingly lent them a spare from the Ecosse stock of spares. The whole Aston Martin team were put very severely in their place by the unbelievable Brooks, and no one was more embarrassed about it than Brooks himself, but he just cannot help being a superb driver and even when not trying he is faster than most, so that when he does "have a go" he shakes the very top of the tree, and it will not be long before some of the accepted stars will have to come tumbling down. All the Maserati cars proved to be remarkably reliable and there was very little anxiety in their team, but though they were ready to race by mid-afternoon on Saturday, there was still a lot of activity in their garages, which made the closed doors of the Aston Martin team all the more noticeable. The Feltham *team were never more confident of putting up the best possible per*formance that they could, and even after the form shown in training it was difficult to imagine that any team could be so well prepared.

The factory Porsche team were anything but happy, for their new car, which is lower and lighter and has the oil cooler built into the top of the front lid of the body, had given trouble in training and they were relying on two works-prepared production 1,500 RS models. The Lotus boys were welding up bits that had broken, or trying to stop suspensions bottoming and wheels rubbing the bodies, and the general atmosphere of string-and-wire that surrounds Hornsey racing activities was rife. Poor Karl Kling, acting as *Rennleiter* for the 300SL drivers, was going even greyer for none of the private owners were going as fast as he did before he retired. The Giulietta contingent were having fun explaining their troubles

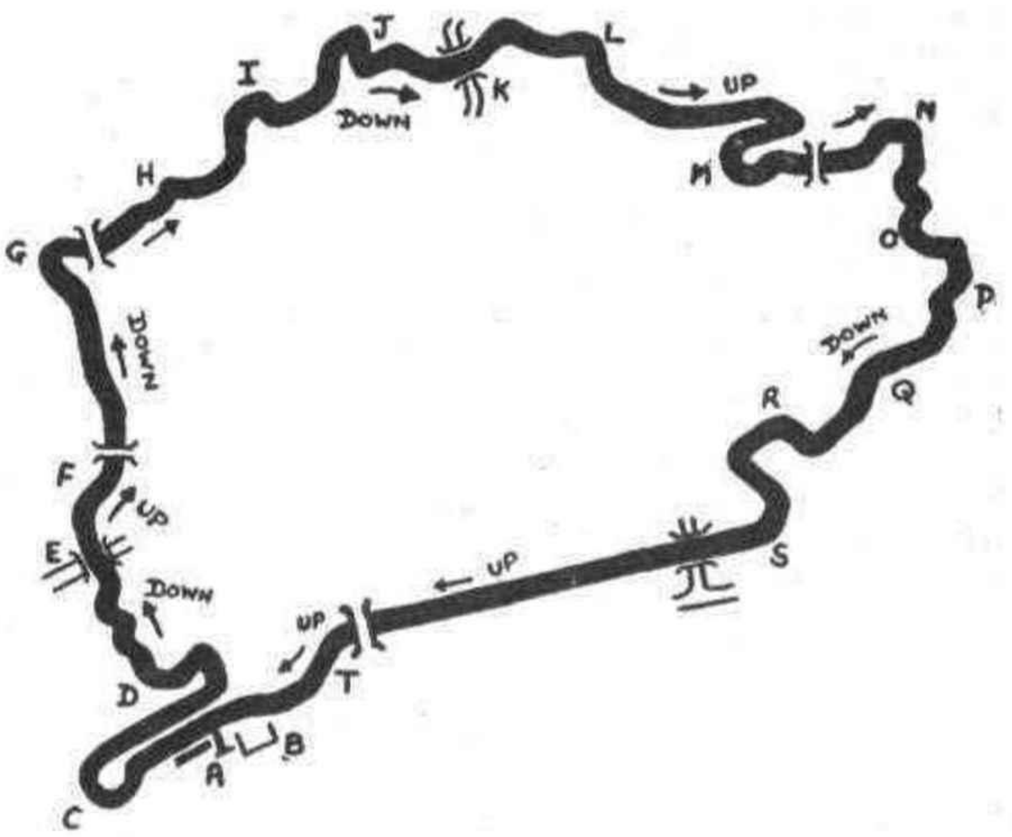
to the service team from the factory, using every known language for the Sprint Veloce is raced by drivers from all over the world. So the atmosphere of the 1,000-kilometres built up over three days, culminating in the flow of spectators beginning in earnest on Saturday evening, and everyone connected with the race trying to get to bed early for the proceedings were due to start on Sunday at 7.45 a.m.

As with all big sports-car races, Press arrangements were chaotic, for as fast as official lists of pairs of drivers were printed, team managers altered their plans, and as the rules allowed any pair of nominated drivers to be changed to another car during the race, even if a driver said he was starting with a certain car you could almost guarantee that he would finish in an entirely different one. By 9 p.m. on Saturday the organisers were convinced that they had the pairings of drivers correct, but as the cars lined up for the Le Mans-type start on Sunday morning things had been altered again. The only safe bet was to identify the drivers personally as they ran across the road at flag-fall and to see which cars they got into. This sort of chaotic arrangement was heightened by lining the cars in echelon against the pit counters in order of practice times for the individual car : thus, No. 2 Maserati was at the head of the line, with Schell running for the wheel, when in fact Fangio had driven it in training when it made the fastest lap. The second car in the row was Maserati No. 1, also due to a time recorded by Fangio, while running for it was Moss, and third in line was No. 14 Aston Martin with Brooks on the run, though he had made second fastest training lap. So the chaos went on, the three Scottish Jaguars spread about in the line of cars even though all six drivers were convinced they had made the fastest lap of the team.

The start was given at 9 a.m., under clear skies and a cool breeze, and almost before the patter of feet had died away a green car shot off into the lead. It was Brooks " doing a Moss," while the " maestro of run-and-jump " was left prodding at the starter button. Altogether 66 cars left the line, and almost last was Hawthorn with the 3.8-litre Ferrari, it being very reluctant to get under way. On the opening lap Brooks left everyone behind and gave Aston Martin a commanding lead in this 44-lap race, which not only gave him a clear run for three laps but demoralised all his competitors. At the end of the opening lap the order of the " big boys " was Brooks, Schell (4.5-litre Maserati), Collins (4.1-litre Ferrari), Salvadori (Aston Martin DBR1/300), Moss (4.5-litre Maserati), Gregory (3-litre V12 Ferrari), Bonnier (3-litre Maserati), Godia (3-litre Maserati), Taylor (Jaguar), Bueb and Flockhart (Jaguars), with Hawthorn in mid-field thundering his way through the small-fry. By the end of the third lap Brooks was lapping the tail of the field and the positions had settled a bit, so that one could survey the categories as well as the open race. The first four were Brooks, Schell, Collins and Moss, with the rest already dropping back. Maglioli was leading the 1½-litres and lying in ninth place, just behind Hawthorn, the first 300SL was in 19th place, Goetze was in 27th position leading the Porsche Carreras and Mahle was 32nd in the first of the Giuliettas. Already Mackay-Fraser had retired with Margulies' 1,100 Lotus due to a broken de Dion tube, and the general pace of the race was obviously going to be fast, for not only was Brooks setting a high standard, but Moss was going all he knew how to make up for his poer start, as was Hawthorn. After five laps the order was still the same, with spaces of 23 sec., 29 sec. and 36 sec. between the leading quartet, after which came a dull pause of 2 min. 12 sec. before Gregory, Salvadori and Bonnier arrived in close formation, followed by Hawthorn and Maglioli, the last named in a works Porsche leading all the Jaguars. After heading the complete Ecosse team Taylor " lost " his yellow Jaguar and disappeared into the bushes, so that Scott-Brown did not get a drive, and the class leaders remained unchanged.

Moss was using all of the Maserati's 400 b.h.p. and in one lap got past Collins and Schell, gaining 12 sec. a lap on Brooks, so that the end of lap eight saw the big Maserati in the lead. By now, Frankenberg in the second works Porsche had got into his stride, and passed all the Jaguars, and Hawthorn was in fifth place. Brooks was not to be disturbed at being overtaken by Moss and continued to go round in his smooth, steady style, content to hold on to a very firm second place, ahead of Schell and Collins. Piper went off the road in his 1,100 Lotus, but managed to struggle back to the pits, and Anthony, driving Frost's 1,500 Lotus, was being badly baulked by a group of 300SLs. On the 10th lap Moss was still building up a commanding lead, for Maserati were a bit worried about the appetite for tyres of their " four-five," but the end of that lap saw Brooks come by the pits in the lead once more, and there was no sign of Moss. The Maserati had broken a rear hub-shaft and hub, wheel and brake-drum had parted company from the car, leaving Moss spinning helplessly out of control. More by luck than judgment, the car did not make contact with anything and slid to rest just near the Schwalbenschwanz bridge, and Moss thumbed a lift back to the pits. Lap 11 saw the beginning of routine pit stops for fuel and driver changes, and first Schell brought his 4.5-litre Maserati in, but instead of handing over to Herrmann, his team mate, Fangio took over the car, and though the stop was short Collins and Hawthorn went by while the Maserati was stationary. Peter Whitehead handed over the wishbone-suspended Aston Martin DB3S to Graham, and Anthony came into the pits, having fought his way past three Mercedes-Benz.

By lap 14 Brooks had lapped all the Jaguars and neither Collins, nor Hawthorn, could make any impression on the Aston Martin, while Fangio was clearly losing ground to the green car. Bonnier handed the works 3-litre Maserati over to Scarlatti after it had been refuelled and this let Maglioli into seventh position, behind Gregory and Salvadori, but the next lap saw the Porsche stopping for fuel and the ex-A.W.E. driver Edgar Barth take over. Pit work was now going on fast and furiously, Flockhart changed with Fairman, Godia handed to Gould, and Collins to Gendebien. Then Bueb to Lawrence, and at the end of lap 16 Brooks and Hawthorn stopped, they being first and second at the time, due to the others having already stopped. In 1 min. 27 sec. Brooks handed over to Cunningham-Reid, and in 1 min. 16 sec. Hawthorn handed over to Trintignant, but the Aston Martin had over two minutes' lead, so that it could afford a few seconds difference at the pits. Now the order was Brooks/Cunningham-Reid (Aston Martin), Hawthorn/Trintignant (Ferrari), Schell/Fangio (Maserati), Collins/Gendebien (Ferrari), but no sooner had the pits stops and driver changes been sorted out than Fangio stopped with the second " four-five " Maserati for the oil tank had come adrift. It took two whole laps to effect a repair, and then Moss got into the car and set off in 17th position. Meanwhile Cunningham-Reid was setting about the difficult task of taking over the leading car with remarkable calm, and instead of Trintignant and Gendebien in the two Ferraris closing the gap, the reverse happened and the green Aston Martin increased its lead to nearly 4 min. by lap 22, or half-distance. This was almost more than anyone could stand, and the opposition became completely demoralised : first of all Brooks ran away from all the number-one drivers and now a real " new boy " was running away from all the number-two drivers. With the second big Maserati delayed and the inexperienced Morelli taking over from Gregory, when the Ferrari was in fourth place, Leston galloped the Salvadori Aston Martin DBR1/300 past the Italian. No sooner had he done this than he was moved back a place as Barth went by in the little 1,500-c.c. Porsche, thus taking



NURBURGRING

Length : 22.810 kilometres.

A. *Start and finish of pit area.*
B. *Paddock.*
C. " *Sudkerve.*"
D. " *Hatzenbach.*"
E. " *Quiddelbacher-Hohe.*"
F. " *Flugplatz.*"
G. " *Aremberg.*"
H. " *Fuchsrohre.*"
I. " *Kallenhard.*"
J. " *Wehrseifen.*"
K. " *Breidscheid.*"
L. " *Bergwerk.*"
M. " *Karussel.*"
N. " *Hohe-Acht.*"
O. " *Essbach.*"
P. " *Brunnchen.*"
Q. " *Pflatzengarten.*"
R. " *Schwalbenschwanz.*"
S. " *Dottinger-Hohe.*"
T. " *Tiergarten.*"

fourth place overall, behind Cunningham-Reid, Trintignant and Gendebien. It was not a Maserati day, for while the second " four-five " was having its lengthy pit stop Scarlatti brought the 3-litre into the pits with a broken rear shock-absorber, and after it had been removed completely Bonnier set off again. Moss did only one lap with the Schell/Fangio 4.5-litre car and was back in the pits, the oil-tank trouble being irreparable, and the car was withdrawn. Surveying the situation, Maserati found that the only car left in serviceable condition was Godia's 3-litre, now being held in 10th place by Gould, so the burly Bristolian was promptly called in and Moss set off for his third try.

It seemed that nothing would stop the new Aston Martin, and Cunningham-Reid was lapping regularly and safely, all the time keeping nearly 4 min. ahead of the Ferraris, even though Gendebien had passed Trintignant and taken second place. After 28 laps the order was Cunningham-Reid, Gendebien, Trintignant, Barth, these all being on the same lap, then came Salvadori having taken back from Leston, Gregory having taken back from Morolli, the Porsche of Frankenberg now in the hands of a promising newcomer, Schulze, then Moss in the 3-litre Maserati, followed by Lawrence, Whitehead, Fairman, Herrmann in the sick 3-litre Maserati, and Steed co-driving with Sanderson. So complex were the movements of the sports cars that the Gran Turismo cars faded into the distant background, while the two works Porsches made it appear that there were no other 1,500-c.c. cars running. At the end of lap 29 the leading Aston Martin stopped for a mere 38 sec. while it was refuelled and Brooks took over, whereas the next lap saw Gendebien hand back to Collins, but the Ferrari was stationary for 1 min. 15 sec. as it needed the rear tyres replacing. For a brief moment this let Trintignant into second place but after lap 32 it was his turn to stop and hand over to Hawthorn. As this second Ferrari pit stop took 1 min. 10 sec., during which time the brakes were adjusted, the situation was put back to where it was before the changes, namely, Brooks (Aston Martin) 3 min. 47 sec. ahead of Collins (Ferrari) and Hawthorn (Ferrari), these three being the only ones on the same lap. In fourth place came Maglioli, back in the leading works Porsche, 1 min. 18 sec. ahead of Salvadori in the second of the new Aston Martins, followed by Moss still galloping hard in the 3-litre Maserati. Then came Gregory (Ferrari), Frankenberg taking the last spell in the second works Porsche, Whitehead (Aston Martin), and Flockhart, Bueb and Sanderson in the Scottish Jaguars. As Salvadori and Moss started their 35th lap the gap between them was 58 sec., and by the end of it Moss had passed the Aston Martin, thus getting into fifth place, but he then had to stop for fuel and tyres and hand over to Fangio, so that the World Champion restarted in sixth place, but it was only a matter of time before he regained the position that Moss had fought for. There was one more change in the Maserati team, when Herrmann brought the works 3-litre in for fuel and Schell took over, running at a very reduced speed due to having no rear shock-absorber on one side.

Of the 66 starters there were still 42 of them running, which was a remarkably high number in view of the pace of the leaders and the severity of the circuit, so that those people who had been lapping quietly and consistently, hoping to move up a place every time one of the fast cars fell out, were sadly disappointed. The complete teams of Aston Martin, Ferrari, Porsche and Jaguar were still racing, and the imperturbable Brooks swept remorselessly on making " the great " look rather small. As if it was not enough that the giants of sports-car racing should be thoroughly beaten by the new Aston Martin, the little 1,500RS Porsche driven by Maglioli/Barth was firmly in fourth place and showed no signs of easing up. The last four laps were reeled off with great regularity, the Aston Martin sounding just as crisp as it did at the start, and Brooks looking as calm and relaxed as ever. This victory by Aston Martin with a new car was as convincing and praiseworthy as one could wish for and it was not a hollow victory, nor was it handed to them on a plate. It had been achieved against full teams from all the big sports-car factories, driven by the best drivers in the world, so that David Brown could feel justifiably proud of the Aston Martin team that he has backed all these years. Any victory on the Nurburgring can be considered a victory well deserved, but one fought against the opposition that was running in the 1,000-kilometre race must rank as outstanding.—D. S. J.

Results :

1,000-KILOMETRE RACE—Nurburgring—44 Laps—Warm and Dry

1st : C. A. S. Brooks/N. Cunningham-Reid (Aston Martin DBR1/300)—7 hr. 33 min. 38.2 sec.—132.6 k.p.h. (*new race record*)
2nd : P. Collins/O. Gendebien (Ferrari 4.1-litre) ... 7 hr. 37 min. 51.9 sec.
3rd : J. M. Hawthorn/M. Trintignant (Ferrari 3.8-litre) 7 hr. 39 min. 27.2 sec.
4th : U. Maglioli/E. Barth (Porsche 1.5-litre) ... ... 7 hr. 47 min. 17.2 sec.
5th : F. Godia/H. Gould/S. Moss/J. M. Fangio (Maserati 300S), 1 lap behind.
6th : R. Salvadori/L. Leston (Aston Martin DBR1/300), 1 lap behind.
7th : R. von Frankenberg/E. Schulze (Porsche 1.5-litre).
8th : R. Flockhart/J. E. G. Fairman (Jaguar D-type).
9th : P. N. Whitehead/A. G. Whitehead (Aston Martin DB3S).
10th : M. Gregory/C. Morolli (Ferrari 3-litre V12).
11th : I. Bueb/J. Lawrence (Jaguar D-Type).
12th : H. Schiller/A. Heuberger (Porsche Spyder).
13th : G. Koechert/H. Bauer (Ferrari 500TRC).
14th : G. de Beaufort/S. Liebl (Porsche Spyder).
15th : J. Bonnier/G. Scarlatti/H. Schell/H. Herrmann (Maserati 300S).

Fastest lap : S. Moss (Maserati 4.5-litre), 9 min. 49.9 sec.—139.1 k.p.h.

Total number of finishers : 42.

First 300SL, F. Riess/W. Shock, placed 16th overall; first Porsche Carrera, P. Strahle/P. Denk, placed 21st overall; first Alfa-Romeo Giulietta S.V., E. Mahle/E. Graf, placed 31st overall; first M.G., R. Fitzwilliam/P. Simpson, placed 35th overall.

Manufacturers' Team Prize : Aston Martin in 1st, 6th and 9th places.
Private Team Prize : Ecurie Ecosse in 8th, 11th and 20th places.

NURBURGRING NATTERS

Of the four Fitzwilliam M.G.s only two finished. Miss Bloxham in the standard car had a broken oil-pump drive, and Carnegie/Hogg dropped a valve in the alloy-bodied disc-brake car.

Anthony went off the road in the 1,500 Lotus and bent the de Dion tube, while Hicks (1,100 Lotus) was delayed by fuel-feed troubles, and though still running at the end did not qualify as a finisher.

Sanderson became ill towards the end of the race and went off the road into a field, losing a whole lap while he extricated the Scottish Jaguar.

Sergio Mantovani, who lost a leg in the Turin Grand Prix 1955, was driving a 1,500-c.c. Osca, but it blew up just after the start. His ability to work the pedals with his wooden leg was more than proven in the training period. Likewise, Scott-Brown proved to the Continental world his ability, which is a by-word in Great Britain. Though he did not drive in the actual race, due to Taylor crashing their Jaguar, his practice lap in 10 min. 23 sec. was only four seconds slower than Hawthorn's best lap in 1956 with a works Jaguar.

Having made a corner in drivers at the beginning of the season, the Scuderia Ferrari is now getting extremely short-handed.

Menditeguy was entered on a works Maserati, but instead he drove a Giulietta S.V. with Isabelle Haskell; she hooked bumpers with another car and looped-the-loop, fortunately without personal damage.

Goetze and Vogel were driving the specially prepared Porsche Speedster Carrera that recently took long-distance records at Monza.

Mahle, a comparative newcomer with a Giulietta, knocked some seven seconds off the Sprint Veloce record for the Nurburgring, held by Bonnier.

During practice training was allowed with a private car, carrying a team number followed by the letter T. Among the touring-car traffic seen during training were Lancia Aurelia, Lancia Spyder, Porsche coupé, M.G. Magnette saloon, 2.4 Jaguar, Sprint Veloce Alfa-Romeo, Peugeot 403, Simca Aronde and Maserati A6G coupé.

A RETINUE OF APPROPRIATE CARS

It seems to have become a pleasant habit to have a retinue of vintage and older cars following in the wake of the engines at traction-engine rallies that are now so popular. So it was at the N.T.E.C. Rally at Bridge Farm, Appleford, on June 8th. The cars which assembled to parade and gain reward-plaques on this occasion were a 1912 Renault d.h. coupé (very smooth-running but why do people always paint old cars yellow?), a 1913 Swift, the flat-twin A.B.F. two-seater, a 1923 s.v. Aston Martin, Duce's beautiful 12/50 Alvis two-seater, a 1923 10.8 Riley tourer from Brighton owned since new by the driver, who carries a ladder and bicycle on the side for bird-watching expeditions, a Salmson chancing its twin-cam engine to the elements, being minus bonnet, a 1927 P. I Rolls-Royce brake, a nice 1927 3-litre Bentley two-seater owned by G. J. Shipman, Hon. Membership Sec. of the National Traction Engine Club, H. F. Grey's smart 1932 Talbot 75 saloon, while a 1930 14/45 Talbot turned up later.

These cars made a gay and appropriate retinue to the 19 steam vehicles present, which included most of the old favourites from A. C. Napper's 1902 Marshall to G. Howell's 1932 Foden " Mighty Atom," with P. G. C. Barber's exceedingly fine 1922 Burrell Showmon's Road Locomotive " The Prince of Wales " and a very fine 1929 Foden steam lorry owned by T. T. Broughton and Sons, Ltd. —W. B.

A T.T. TRAY

Décoramics Ltd., 11b, Liverpool Terrace, Worthing, can supply a coffee tray framed in Sussex oak, the tiles of which list the 108 winners, with machines and speeds, of the motor-cycle T.T. races, together with a motif of Trophy and chequered flag to commemorate the 50th anniversary of the T.T. motor-cycle races. The price is £3 3s.



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TRIAL OF THE MORRIS MINOR 1,000

The Editor Returns—Temporarily—To a Car with Water-Radiator, Back Axle and Propeller Shaft and Enjoys Exceptional Performance and Road holding.

IT was with considerable interest that I went to Cowley to collect for test a Morris Minor 1000 four-door saloon, because, possessing outstanding handling qualities for a British car in 1948, these remain today sufficiently advanced for the Minor, endowed with a more powerful 948-c.c. engine and close-ratio gearbox, to take on the guise of an attractive small sporting car.

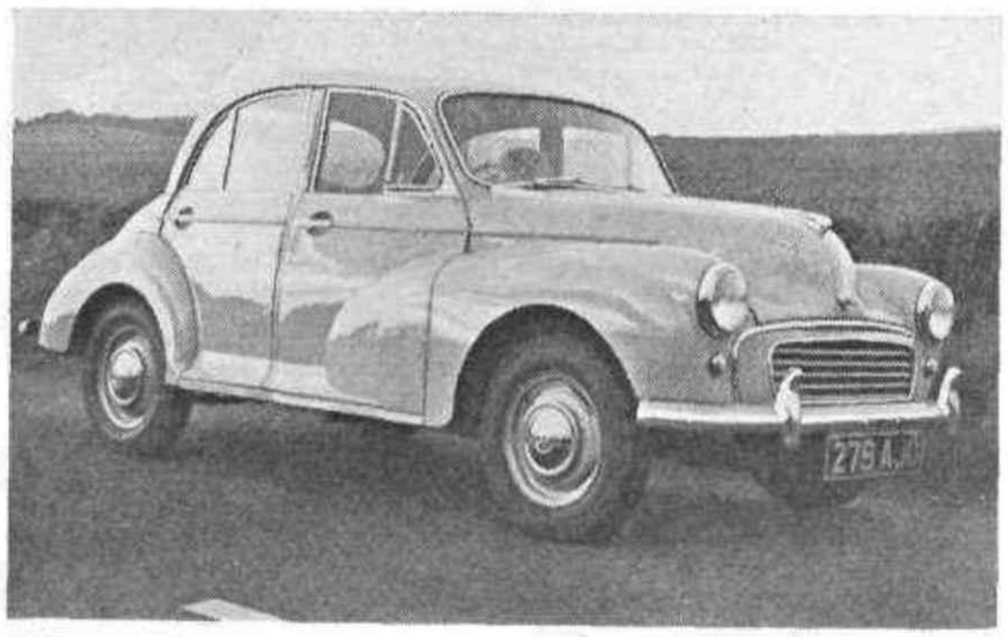
It is not a refined or even a particularly well-finished vehicle but it does get along exceedingly well for an economy-style saloon of modest engine capacity. This noteworthy performance, coupled with much-above-average handling characteristics, render the smallest Morris a car of great appeal to those drivers who do not mind a fairly high noise level if urge is supplied as well.

After endowing the Issigonis-designed Minor with a 948-c.c. side-valve and an 803-c.c. o.h.v. engine the B.M.C. engineers have settled for the present 63 by 76mm., 948-c.c. push-rod o.h.v. unit with a compression-ratio of 8·3 to 1, which is quite high even by sports-car standards. It responds to the throttle like a racing unit. This results in an output of 37 b.h.p. at 4,800 r.p.m., which propels the 15½ cwt. saloon at over 70 m.p.h. and enables it to reach 60 m.p.h. from rest in a fraction over 31 sec.—or in 28 sec. with a well-tuned example *vide* current B.M.C. advertisements. Such acceleration, 50 m.p.h. coming up in just over 18 sec., is achieved by allowing the engine to rev. freely, upward gear changes being made at 21, 33 and 58 m.p.h., respectively. The surge of firm, willing power which results is good to feel and the engine seems " unburstable," the only effect being the intrusion of valve-crash as peak r.p.m. come up in each gear.

This acceleration, together with maxima of 33 m.p.h. in second and 60 in third gear, converts pleasantly into high average road speeds, aided by the compact dimensions and quick steering of the Minor. An indicated cruising speed of 70 m.p.h. is quite usual in the latest Minor. There is a good deal of engine noise when driving in this fashion and an exhaust burble on the over-run, but regarded as a sporting car these are not objectionable characteristics.

The handling qualities are not so rare today as when the modern Minor was first introduced, but they remain an exceedingly attractive feature of the little car's make-up. The rack-and-pinion steering is light and smooth and quickly responsive for rapid changes of direction. An irritating amount of high-frequency kick-back is experienced on all save very smooth roads, rather as on a pre-war Lancia, only less consistently. This is less severe at low speed but braking accentuates it. The dished wheel is rather large and set at an inconvenient angle, while, although only 2½ turns are required from one full lock to the other the turning circle is so small (33 ft.) that on tight corners a slightly higher ratio would be appreciated. There is general body tremor rather than column judder. Mild castor action is provided.

The Morris Minor can be cornered as enthusiasts like to corner and only at really high speeds do the rear wheels slide or the body lean over slightly. The tendency is oversteer but to only a slight degree devoid of excessive rolling or vicious lurching, so that it becomes habitual to throw the car round open curves and corners to the accompaniment of some embarrassing protests from the 14 in. Dunlops on the sharper ones. Severe rear wheel tramp occurs when driving on the absolute limit. The rear suspension is fairly hard, having been stiffened in the present Minor, and over roughish surfaces noticeable tremor is conveyed to the body shell, mainly in the region of the parcels-shelf, while undulating surfaces taken fast result in considerable up-and-down movement, with a tendency to wallow. The back-seat occupants, in particular, notice the hard ride. To the question, is i.r.s. necessary ? it can be remarked that bad roads cause the rigid cart-sprung back axle to tramp, probably accentuating the up-and-down motion, and there is that wheel tramp when cornering really fast. This is not to suggest that the car cannot be placed and cornered very accurately—it can, and this



OUTSTANDING.—The Morris Minor 1000 handles and performs admirably, its weight distribution, rigid frame and torsion-bar i.f.s. adding up to cornering abilities to charm the enthusiast. An open touring version is available.

accuracy of handling, lightness of steering and " flat " cornering form, with the notably brisk performance, the major appeal of the Minor 1000. In the same category is the excellence of the gear change. The rigid central remote lever swops the cogs as rapidly as it can be moved if you don't mind over-riding the synchromesh and the light precise action and short movements are a joy. A midge in the otherwise clear ointment is that the lever could with advantage be a few inches longer, but as a proprietory extension can be purchased for a few shillings this isn't serious. Nor is the flexibly-secured knot more than unusual to handle. In brief, an admirable gear change. From rest, first and second gears were sometimes difficult to engage.

The clutch is light, but some care is required to avoid a jerky start, partly because the engine opens up so willingly and partly because the clutch pedal travel is quite short, with considerable free-movement. There is not much room to park the left foot and all three pedals are of a rather mean size. The gearbox is commendably quiet, except for occasional vibration from the lever.

The Lockheed brakes are adequate without being outstandingly powerful, firm pressure being called for in emergencies but they are absolutely vice-free. The hand brake lies horizontally between the seats and could hardly be better placed, its action and effectiveness being equally praiseworthy.

Forward visibility is reasonably good although only the offside wing can be seen. The big back window is appreciated, along with the new undivided wrap-round (Triplex toughened glass) screen, and the big central mirror affords a fine view. The self-parking screen-wipers only function with the ignition circuit and the blades have the unhappy shortcoming of moving in opposition.

The interior appointments and finish of the body are not inspiring. The shape has changed little since the car was introduced some ten years ago, apart from a fairly recent face-lift.

The front seats are of bucket-type, well padded, comfortable and with squabs that hold the occupants securely; only the driver's seat slides, and is stiff to move. I was not very pleased when I caught my ankle on the crude metal adjuster lever protruding from under the seat, and became really cross when, removing a notebook from the under-facia shelf, I cut my hand on a straggle of wire.

The facia treatment is exceedingly simple. The metal expanse contains a central 80-m.p.h. speedometer with total mileage recorder (no trip), and in this are warning lights for ignition, oil, headlamps beam and direction indicators. Four pull-out black knobs with white lettering look after choke, wipers, lamps and starter and the ignition-key, which also locks doors and luggage boot, is separate. A stalk protruding very conveniently from the right of the steering column operates the non-self-cancelling direction-indicators and its extremity the horn. This is a commendable attempt to follow Continental practice but the horn button is far too stiff; it can be operated by the right index finger with the hand still on the wheel but one is apt to move the lever. The note is not such as to make a sensitive driver want to blow the horn, but is usefully penetrating. The switch for panel lighting is below the facia.

There are no door pockets and although a full-width parcels-shelf is provided under the facia this is set too far forward for easy access and small objects placed at the driver's side soon by-pass the centrally-located heater and park themselves out of his reach. The

edge of the shelf is crash-padded but as it is recessed this constitutes a nonsense. There is a shallow parcels space behind the back seat.

The back seat holds three if need be and its squab folds down to form a useful luggage platform, access to which is either through the back doors or by folding forward the front-seat squabs. All four doors trail and have pull-out external handles. There is a lock in the driver's door. The front doors incorporate ¼-windows with rather crude (and not thief-proof) but easy-to-operate catches. These are matched by fixed ¼-lights in the back doors. The front window handles call for only 2¼ turns, up-to-down, the rear ones just under 2¾ turns. The doors shut "tinnily" but the body is well sealed, judging by the reluctance of a door to shut with all the windows closed. Egress from the front compartment would be much improved if the front doors were made to open more than 45 deg. Each door has a simple leather "pull."

Reverting to the facia, there is a lidded, lined but not lockable cubby hole of generous dimensions on each side of the speedometer, the lid of the off-side one somewhat obstructed by the steering column. Alas, the lids have crude flanges with sharp edges. A roof lamp is provided, within reach of the front occupants only; it does not light up when the doors are opened. There is a swivel-out ash-tray on the facia and another rather crude one on the floor for the back-seat passengers. Below the speedometer is the fuel gauge.

As the car tested was the de luxe version there were twin anti-dazzle visors (but these are not transparent nor has the passengers' visor an inset morror), over-riders on the bumpers, the heater, and leather-covered seats, which increases the price by £30. Normal upholstery is Vynide, with pile carpets, the latter secured only at the front.

The lockable lid of the luggage boot lifts (and requires propping-up) to reveal a generous space for baggage on a shelf above the tools and spare wheel, an admirable arrangement. There is ample space for a large suitcase, smaller cases and the inevitable odds and ends. The base-depth is 29 in. but there is no bulkhead, so with the seat-squab folded down bulky objects can be accommodated laterally.

The bonnet is released by pulling a bent wire handle under the facia and releasing the usual safety catch, and it props open automatically. High praise must be bestowed on the accessibility of junction box, fuses, the Lucas battery, Champion plugs, distributor and inclined S.U. carburetter with A.C. air cleaner. The dipstick is mildly obstructed by the plug leads and is close to the block.

The engine starts easily and with very little choke and soon warms up. In spite of the high compression-ratio no "pinking" is evident, using good quality petrol, nor is there any running-on after the ignition has been cut. Indeed, it is possible to treat the Minor 1000 as a top-gear vehicle, the engine pulling away very reasonably from 20 m.p.h. in the 4.55 to 1 top gear. It has a very purposeful way of running which creates the impression that it will go on for ever and it is a commendably smooth power unit with very little of that unpleasant suggestion that it is flexibly mounted. On the car tested a five-gallon tank was fitted, so that after about 170 miles the gauge read zero and you sought a filling station. The capacity has since been increased to 6½-gallons. Driving fairly hard the consumption came out at 38.3 m.p.g. Really fast driving did not increase this to below about 37 m.p.g. and a gallon of Cleveland Discol lasted for just over 42 miles, negotiating heavy main road traffic.

I drove the Minor 1000 for a total of over 760 miles in less than a week, adding no water and just over a pint of oil. The headlamps are adequate (but required adjustment) and the foot-dipper switch conveniently placed. The tiny fuel filler will not accept full-speed delivery from a pump without blow-back. After 10,000 miles the body was generally free from rattles but there were a few in the region of the facia, including an untraceable but irritating tinkling, and the exhaust pipe sounded as if it fouled the chassis. Not a trace of free-movement had developed in the steering.

Those who seek a refined small car may find the noise-level, and steering-wheel tremors tiring on long journeys but the enthusiast will not be troubled by these things. Wind-noise, moreover, is commendably low.

To keen drivers the performance of the Morris Minor 1000 makes a strong appeal and with the availability of twin-carburetter conversions by Alexander-Laystall, etc., this little car, which is still in the economy class, is definitely one for your short-list of desirable possessions. A decently-tuned example will accelerate through the gears from a standstill, to 30 m.p.h. in 7.2 sec.. to 40 in 12.2 sec., to 50 in just over 18 sec. and to 60 in a shade over 31 sec. and the mid-range pick-up is also very good, 10-30 m.p.h. in third gear occupying 8.3 sec., 20-40 m.p.h. 9 sec. and 30-50 m.p.h. a matter of 11¼ sec., while in top gear you can get from 10-30 in just over 13 sec., 20-40 in 13.1 sec., 30-50 in 15.4 sec. and 40-60 in 22.3 sec.

THE MORRIS MINOR 1000 DE LUXE FOUR-DOOR SALOON

Engine : Four cylinders, 63 by 76 mm. (948 c.c.). Push-rod-operated o.h. valves. 8.3-to-1 compression-ratio. 37 b.h.p. at 4,800 r.p.m.

Gear ratios : First, 16.47 to 1; second, 10.80 to 1; third, 6.415 to 1; top, 4.55 to 1.

Tyres : 5.00 by 14 Dunlop tubeless, on bolt-on steel disc wheels.

Weight : 15 cwt. 2 qr. 14 lb. (without occupants, but ready for the road, with approximately half a gallon of petrol).

Fuel capacity : Five gallons. Range approximately 191 miles (but see text).

Wheelbase : 7 ft. 2 in.

Track : Front, 4 ft. 2⅝ in.; rear, 4 ft. 2 5/16 in.

Dimensions : 12 ft. 4 in. by 5 ft. 1 in. by 5 ft. 0 in. (high).

Price : £462 (£694 7s. inclusive of purchase tax).

Makers : Morris Motors Limited, Cowley, Oxford, England.

Those who seek a conventional small car and are forced to consider first cost and fuel economy but who do not wish to put up with mediocre performance because of these morbid financial intrusions will find the Morris Minor 1000 the answer to their requirements. It performs as well as many far bigger, thirstier vehicles and its appeal increases the faster you drive it. It really is outstandingly safe and fast for its size and price. The price of the de luxe four-door saloon is £694 7s., the ordinary two-door version is available for £625 7s., both inclusive of p.t.—W. B.

PUBLICATIONS

Iliffe & Sons, Dorset Hse., Stamford Street, S.E.1, have reprinted from *The Autocar* a series of articles, "**Methods of the Experts,**" covering many aspects of the art of driving (30 pp., 11⅜ in. by 8⅛ in., soft covers, 2s. 6d.).

* * *

National Benzole Company Ltd. have issued No. 4 of their series, "**Our National Heritage.**" This is a particularly interesting edition covering in words and pleasing pictures the few remaining skilled trades operating in this country. Copies are obtainable from Wellington Hse., Buckingham Gate, London, S.W.1, on mentioning MOTOR SPORT.

* * *

The **Michelin Guide** to the French Riviera, or Côte d'Azur, which covers comprehensively almost every aspect of its subject, maps included, plus some delightful illustrations, can now be obtained in an English edition, from the *News Chronicle* Book Department, 12-22, Bouverie Street, E.C.4, at 12s. 6d.

* * *

Anyone who makes considerable use of Dover for departure to the Continent and those who do so only occasionally will want to read "**The Gateway of England,**" by Rivers Scott or, if they do not care for history, will enjoy the very many excellent pictures the book contains of the harbour and the ships that use it. You might get a copy from the General Manager, Harbour House, Dover—if you mention this mention.

FORD PRICE REDUCTION

As a result of the increasing popularity of the Zodiac and Zephyr cars fitted with automatic transmission, the Ford Motor Company Ltd. recently announced a reduction of £10 in the basic price of this optional equipment. The new prices are as follows :—

Zephyr saloon with automatic transmission : £725, plus P.T. £363 17s.; total £1,088 17s.

Zodiac saloon with automatic transmission : £790, plus P.T. £396 7s.; total £1,186 7s.

MOTOR RACING GRAMOPHONE RECORDS

Motor-racing enthusiasts will be pleased to learn that gramophone records are now available of some of the classical events of the motoring calendar. The first releases are "The Diamond Jubilee Brighton Run," with commentary by Raymond Baxter, and "The British Grands Prix of 1955/6," with commentary by Nevil Lloyd. The cost of each long-playing record is 17s. 6d., from Stanley Schofield Productions, Ltd., 6-8, Old Bond Street, London, W.1.

RUMBLINGS

* * *

THE NEW M.G. RECORD CAR

The M.G. in which Moss will attempt to beat Gardner's Class F f.s. mile and km. records at Utah during the middle of August is still to some extent " hush-hush " or off-the-record but we are able to reveal the following facts about it.

Brain-child of Syd Enever, the streamlining reduces wind-drag by 37 per cent. over that of Gardner's EX135, so that 240 h.p. should produce 240 m.p.h. Indeed, half-throttle may suffice to lift the records to Abingdon's self-imposed target of four-miles-a-minute.

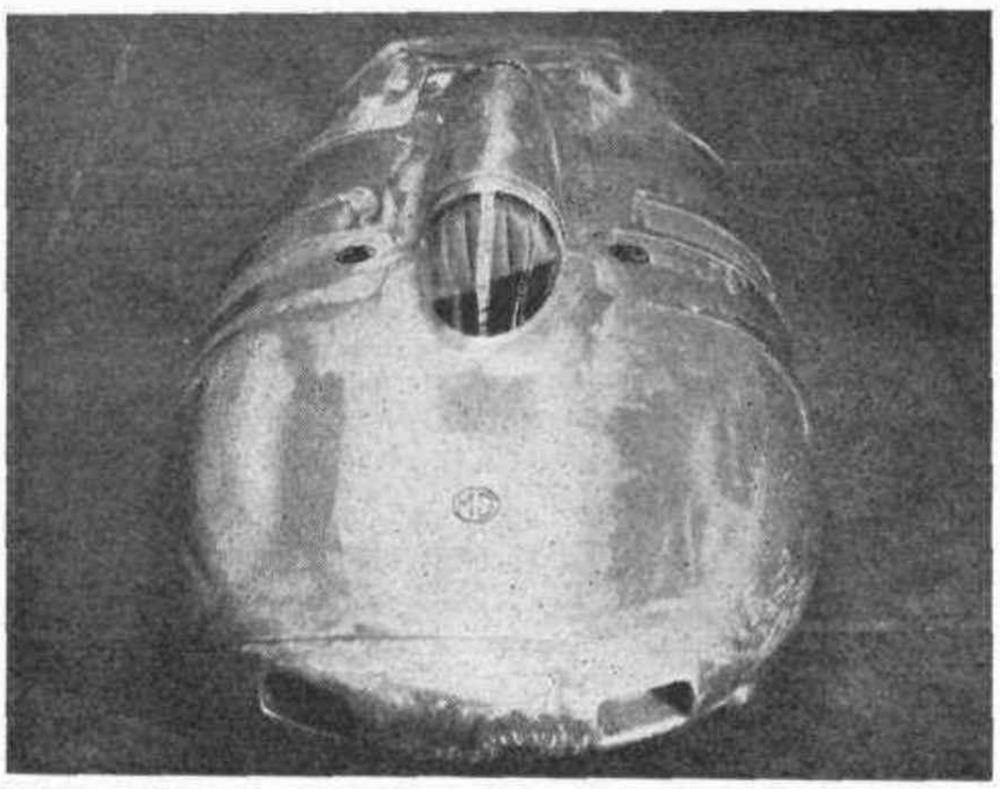
The car is of teardrop form, with the driver right out in the nose, in front of the centrally mounted engine, the effect being a scaled-down version of Railton-Mobil, the car which holds the absolute speed record at 314.2 m.p.h. The finish is dark metallic blue below, lighter blue above. What John Thornley of M.G. calls " the shed " encloses the driver's head and the engine and tapers away into the broad tail. A flap in this fairing opens as the brake pedal is applied to divert a stream of cooling air onto the brakes.

The frame consists of two large-diameter alloy steel tubes braced by tubular and girder cross-members. These side tubes taper sharply behind the cockpit. The B-series B.M.C. 1½-litre four-cylinder engine will have a Shorrocks vane-type supercharger drawing from two big S.U. carburetters, and a twin-cam cylinder head. Late in May tests of this engine were held up because the supercharger seized-up, and only about 110 b.h.p. had been obtained. Cooling is by two radiators, set one on each side adjacent to the reinforced head-fairing behind the cockpit. Air reaches them from ducts leading from the nose and extractor outlets are situated behind the radiators.

The engine drives *via* a 1½-litre Riley gearbox and an extremely short propeller-shaft to a de Dion back axle of very pronounced crab-track. Rear suspension is by splayed, trailing very short and stiff ¼-elliptic leaf-springs damped by lever-type hydraulic shock-absorbers. Inboard Dunlop disc brakes are used and these are the only means of stopping the little projectile, no front brakes being fitted. The final-drive ratio is approximately 2 to 1.

Front suspension is by familiar-looking B.M.C. coil-springs and wishbones, damped by the same type shock-absorbers as at the back. Steering is by standard Morris rack-and-pinion in a light alloy casing, the geometry being arranged to persuade the car to keep a straight course without much attention from Stirling. Bolt-on disc wheels of standard M.G. dimensions but stronger material will be used, shod with special smooth-tread tyres made by Dunlop to withstand a wheel-speed of 3,000 r.p.m. with a 5 per cent. safety margin.

Moss will recline in a hammock-type bucket seat, a drilled cross-member carrying the steering column, which moves forward to facilitate access and detaches completely for the same reason. The column is nearly upright, 'bus fashion, a large Bluemels wood-rimmed 4X-spoke steering wheel surmounting it. The gear-change will be left-hand, linked by considerable ingenuity to the Riley gearbox. A fuel tank holding about seven gallons of fuel is set beside the engine on the near side, and there is a small coolant header-tank immediately behind the cockpit bulkhead. The pedals are conventional, mounted on a drilled cross-member right in the nose.



FOR MOSS.—The frontal aspect of the new 1½-litre M.G. record car.

The International Class F f.s. mile record at present belongs to EX135 at 203.9 m.p.h. Moss's car will leave England for Utah in the *Queen Mary* on July 10th, accompanied by Capt. George Eyston who is in charge of the attempt. The body shape, which enables a speed of 240 m.p.h. or more to be confidently anticipated, was finalised in the Armstrong-Whitworth wind tunnel. Five weeks before the new record car, EX181, was due to sail it was incomplete and had only a mock-up power unit. All the more credit, therefore, to John Thornley, Syd Enever, George Eyston and the intrepid Stirling Moss if it lifts the record to the desired level. This would be a nice advertisement for the B-series B.M.C. engine and M.G.

* * *

VW versus MINOR 1000

So many readers have asked for a comparison of the German beetle and the British blancmange that, having at last tested the Morris Minor 1000 we have set about comparing performance figures. Taking official British performance figures for a 1956 Volkswagen, we find that the Morris beats the VW by 0.3 sec. up to 60 but that the VW is fractionally quicker to 50, is 0.4 sec. quicker to 40 and 0.3 sec. better to 30 m.p.h. In mid-range the Minor is 0.2 sec. quicker from 10-30 m.p.h. in third, from 20-40 the Minor gains 1.4 sec. in top but is 0.4 sec. slower in third; while from 30-50 m.p.h. in top the Morris gains 1.6 sec., but in third gear the VW leads by 0.4 sec. From 40-60 m.p.h. in top the British car scores, by 0.6 sec. In other words, there is precious little in it. In the gears there is little to choose, the VW being perhaps 12 m.p.h. faster in second (this ratio is rather too low on the Minor) but a couple of m.p.h. or so slower in top gear. Both cars can just about reach 60 in third, the VW at lower revs. When braking, for an equivalent pedal pressure the VW stops in 12 ft. less from 30 m.p.h. We hope this, and the foregoing comments, will satisfy those readers who have been anxious for us to compare these two cars, although, of course, much depends on the tune of individual examples, nor must it be overlooked that the Morris Minor 1000 costs nearly £46 less in this country.

DIESEL LAND ROVER

The Rover Company has, after two years' development and research, brought out a diesel engine for the Land Rover. The engine, a four-cylinder, 2-litre high-speed diesel, gives 52 b.h.p. at 3,500 r.p.m.

Mr. L. G. T. Farmer, Joint Managing Director of the Rover Company, who announced the engine at a formal luncheon at the Mayfair Hotel, said in his speech that it had been the aim of his company to produce a diesel engine which would give the same high performance as the present petrol engine, and this they have done with a claimed 50 per cent. increase in miles per gallon.

The diesel Land Rover will cost £100 more than the petrol-driven version.

RECENT CONTINENTAL EVENTS

May 30th : 2-Hour Sports-Car Race at Ste. Ettienne, near Lyon; held under rainy conditions and unfortunately marred by a crash in which P. Carini and B. Barreto were killed.

1st : R. Flockhart (Jaguar D-type), 145.858 k.p.h.
2nd : J. Lawrence (Jaguar D-type).
3rd : J. D. Hamilton (Jaguar D-type).
Fastest lap : J. Lawrence (Jaguar), in 2 min. 11 sec.—156.360 k.p.h. (*new record*).

June 9th : Grand Prix des Frontieres—Chimay; the annual 20-lap Whitsuntide meeting in southern Belgium run on a very unspoilt road-circuit.

1st : F. Bordoni (Maserati 2-litre), 1 hr. 21 min. 30.4 sec.—161.8 k.p.h.
2nd : J. Fast (Osca 1½-litre).
3rd : P. Tassin (Porsche 1½-litre).
Fastest lap : B. Naylor (Lotus-Maserati), 3 min. 46.6 sec.

June 9th : Grand Prix of Portugal, for sports cars, held on tricky circuit just outside Lisbon over 55 laps.

1st : J. M. Fangio (Maserati 300S), 2 hr. 8 min. 23 sec.
2nd : M. Gregory (Ferrari 3.5-litre).
3rd : C. Menditeguy (Maserati 300S).
Fastest lap : M. Gregory (Ferrari), 2 min. 16.1 sec.

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and the season's only 3 months old!

1st BRITISH EMPIRE TROPHY

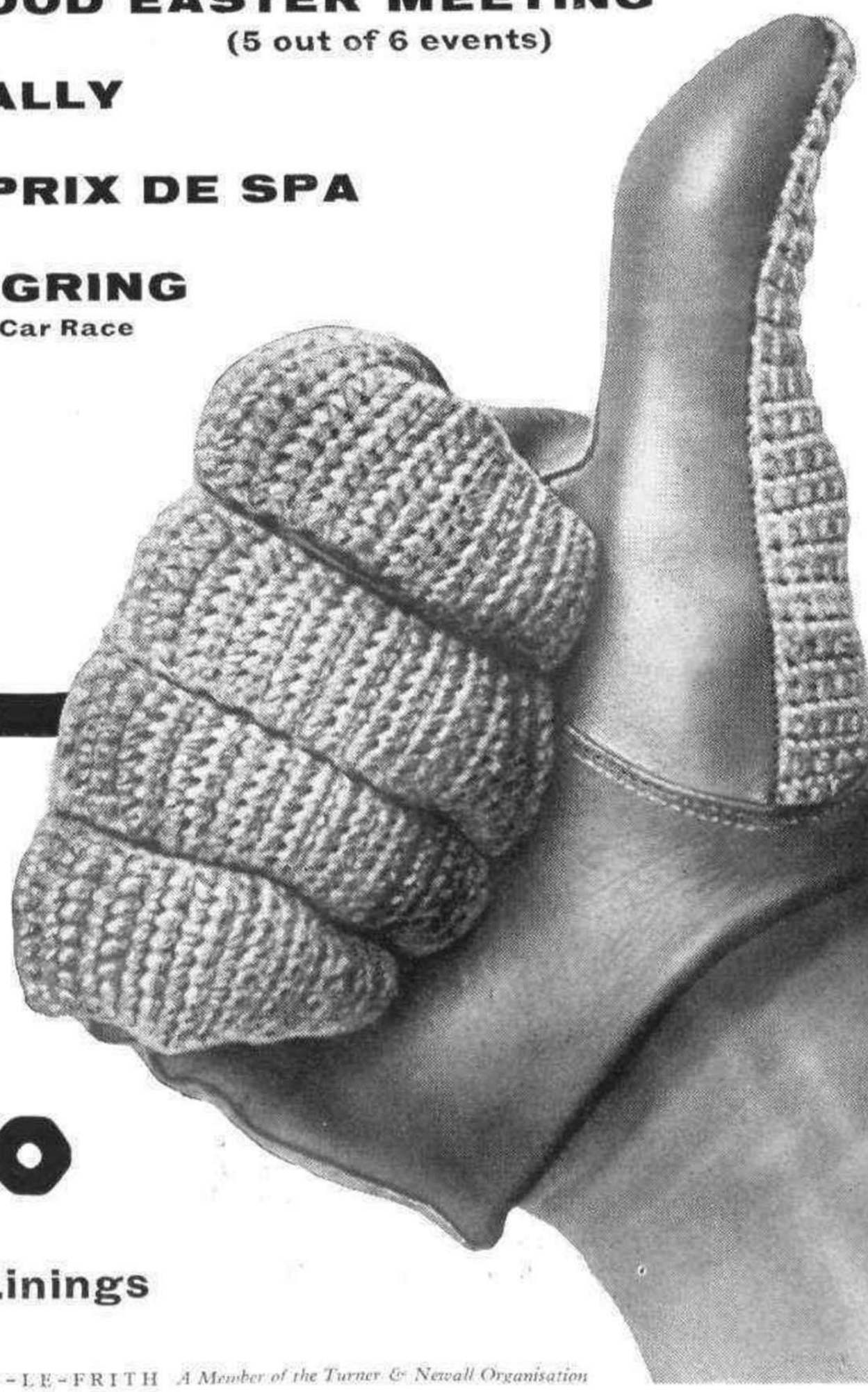
1st GOODWOOD EASTER MEETING
(5 out of 6 events)

1st TULIP RALLY

1st GRAND PRIX DE SPA

1st NÜRBURGRING
1,000 km Sports Car Race

Results subject to official confirmation



fit

race-proved

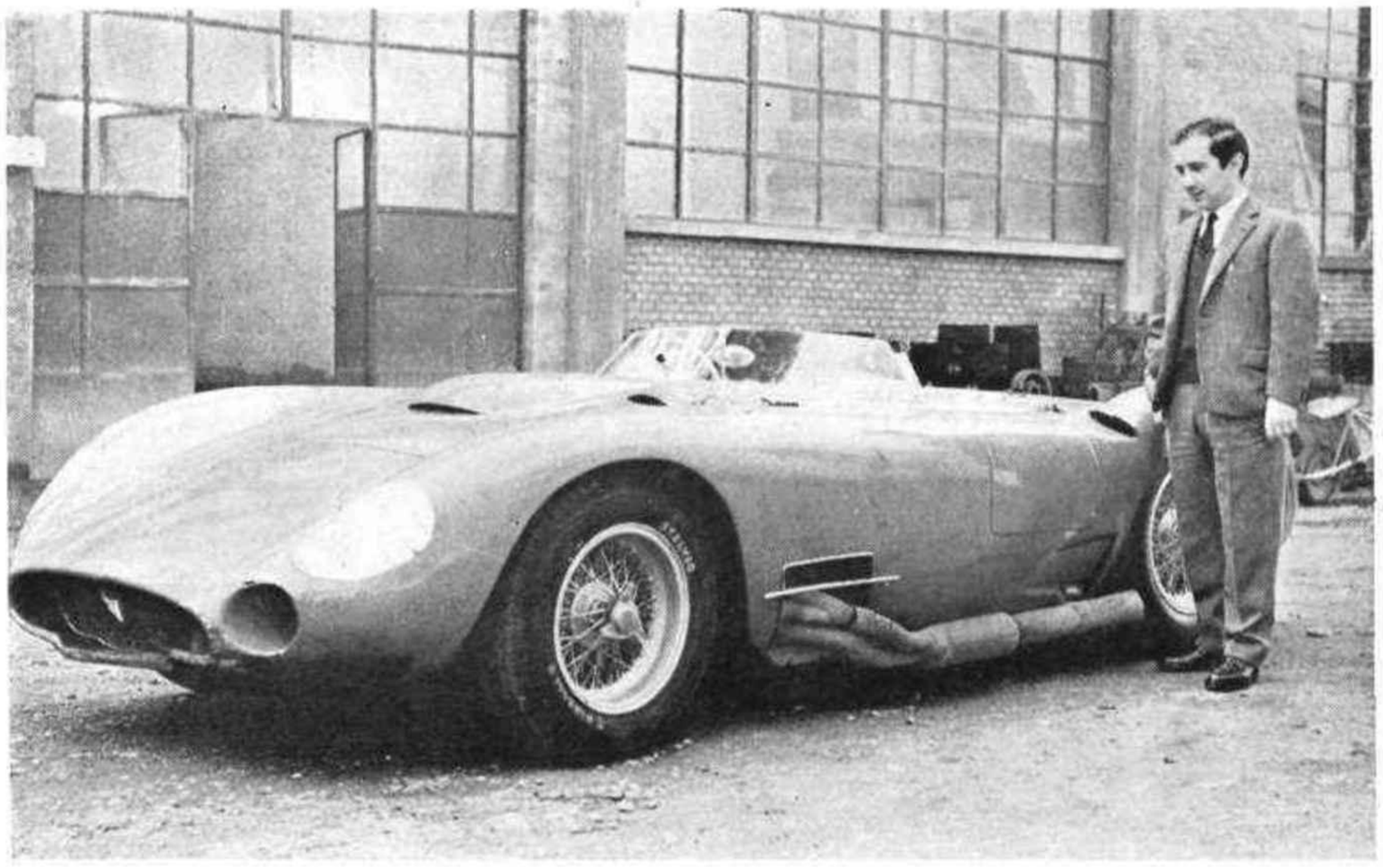
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The Unfortunate "Four-Five"

Some Notes on the 4.5-litre V8 Maserati Sports Car



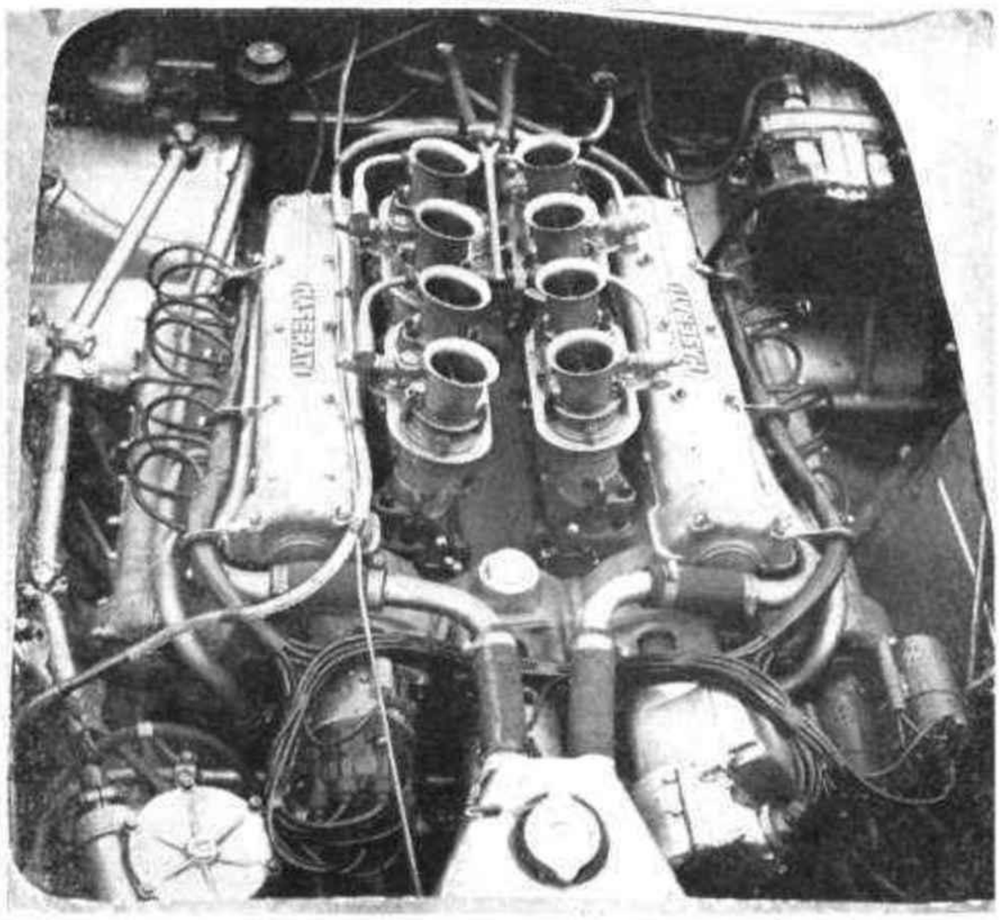
The well tested and much used prototype works 4.5-litre Maserati seen during Mille Miglia practice, after its return from winning at Sebring. Alongside is Ing. Colotti who is responsible for much of the Maserati chassis design work.

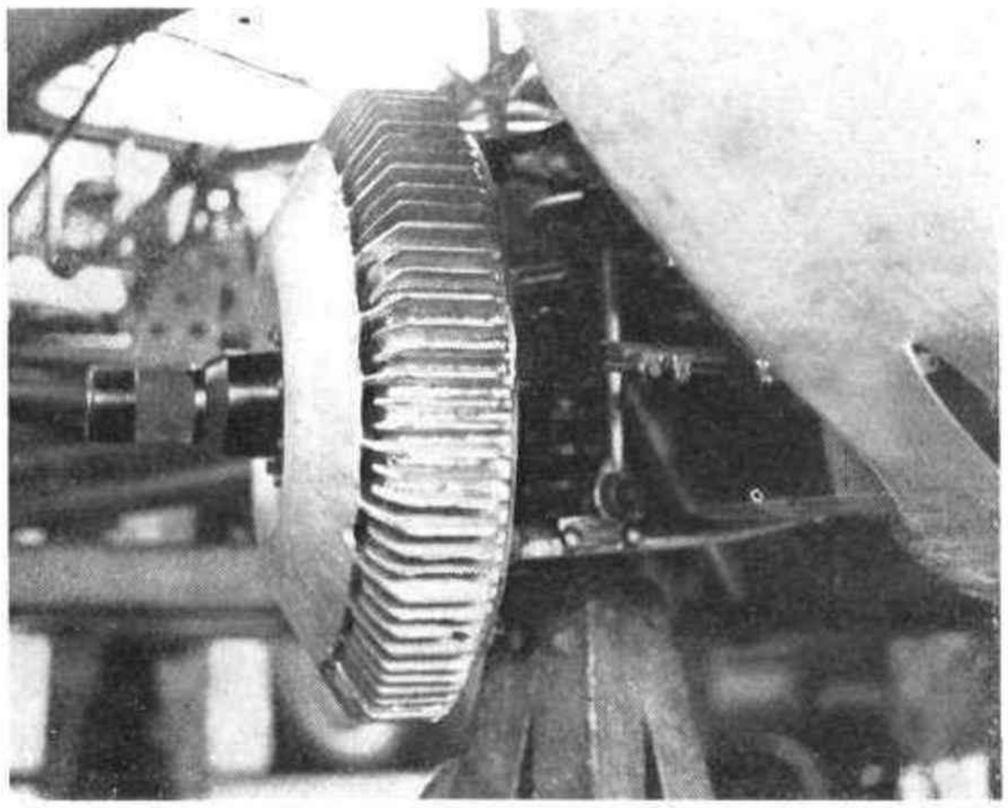
IN the 4.5-litre V8 Maserati sports car the Modena firm would appear to have a world beater, and on all four occasions that this model has been raced it has not only been hot favourite, it has been a certain winner; yet of the four races it has only once crossed the finishing line, and on that occasion it won. It would seem that if the "four-five" can finish a race it will be the winner, but like many good cars it is let down by small things. There is little doubt that it is the most powerful and potent sports car ever built, far greater than the 300 SLR Mercedes-Benz, certainly greater than any Ferrari sports car, or Jaguar D-type. In view of this it would seem opportune to review the events and happenings that led up to this monster, and to look into its brief and chequered career to date (prior to Le Mans).

In 1955 Maserati had developed the 3-litre six-cylinder sports car to a fine degree and it was proving to be an excellent all-round sports/racing car, but the power was a bare 260 b.h.p. and against Jaguar, Ferrari and Mercedes-Benz it was found wanting in performance. In order to keep their position in sports-car racing Maserati started a dual development programme with the aim of replacing the 3-litre 300S by bigger and better machinery. The first engine project was a fairly simple and quick job, which was to build a 3½-litre six-cylinder using much of the knowledge gained with the 3-litre, but nevertheless designing this new engine from scratch, rather than merely increasing the bore and stroke of the existing six cylinder. The other project was a complete breakaway from regular Maserati-Orsi design lines, and that was to design the V8 engine of 4.5-litre capacity. Even though the twin-cam head on each of the four-cylinder blocks owed much of its design parentage to the 2-litre four-cylinder sports-car engine, this V8 unit was a fairly lengthy job to tackle. Concurrent with these engine developments a chassis development programme was undertaken at the same time and the first signs of all the drawing office work to appear in the workshops was the new chassis frame. The front suspension and general layout of the chassis tubes was not far removed from the 300S but the rear of the chassis was an entirely new venture. Whereas the 300S used a four-speed gearbox/differential unit that was identical with the Grand Prix cars, having the gearbox shafts mounted transversely to the axis of the car, and the whole unit on the right-hand side of the differential unit, this new chassis bore no resemblance at all to previous practice. The gearbox was a full five-speed unit, with the shafts in line with the axis of the car and the complete gearbox mounted in front of the differential, but still in unit with it. On the previous de Dion rear ends the de Dion tube ran across the chassis in front of the rear axle unit, but on this new chassis it ran behind the axle and instead of being located by a guide on the final-drive casing, it was now located in a guide fixed to the chassis frame. The suspension was still by a high-mounted transverse leaf spring and double radius rods to each hub located the rear-axle assembly. Half-shafts, hubs, chassis tubes, shock-absorbers and so on, were all very much bigger and stronger than the old 300S and though this chassis was first of all fitted with the 3½-litre six-cylinder engine it was obvious that it was intended for a much more powerful unit. In time for the 1956 Mille Miglia two of these new chassis were built, both having 3½-litre six-cylinder engines fitted and it was intended that Taruffi and Moss should drive them in the race, but the Italian driver preferred to use an old 300S so only one of the new cars was completed. The steering and roadholding proved far from right, and apart from these defects the extra power of the 3½-litre engine over the 3-litre, was not enough to make up for the added weight of the new chassis, the result being that the car was not as fast as a good 3-litre.

At that time, May, 1956, the first castings for the V8 were leaving the foundry and work was started on building the first of the 4½-litre engines, for which the new heavier chassis was really intended. The first of the Mille Miglia cars was finally completed and bought by Luigi Piotti, and though it ran in numerous races throughout 1956 it was never successful. The other car was crashed in the race and when returned to the factory the front end was chopped off and the geometry and layout of the double-wishbone/coil spring i.f.s. was completely redesigned. With a full season of Grand Prix racing to tackle, development work on the 4.5-litre engine was slow

The 4.5-litre 400 b.h.p. V8 Maserati engine showing the four double-choke Weber carburetters, the magneto and distributor behind the radiator header tank and the many universal joints in the steering column on the left of the photograph.



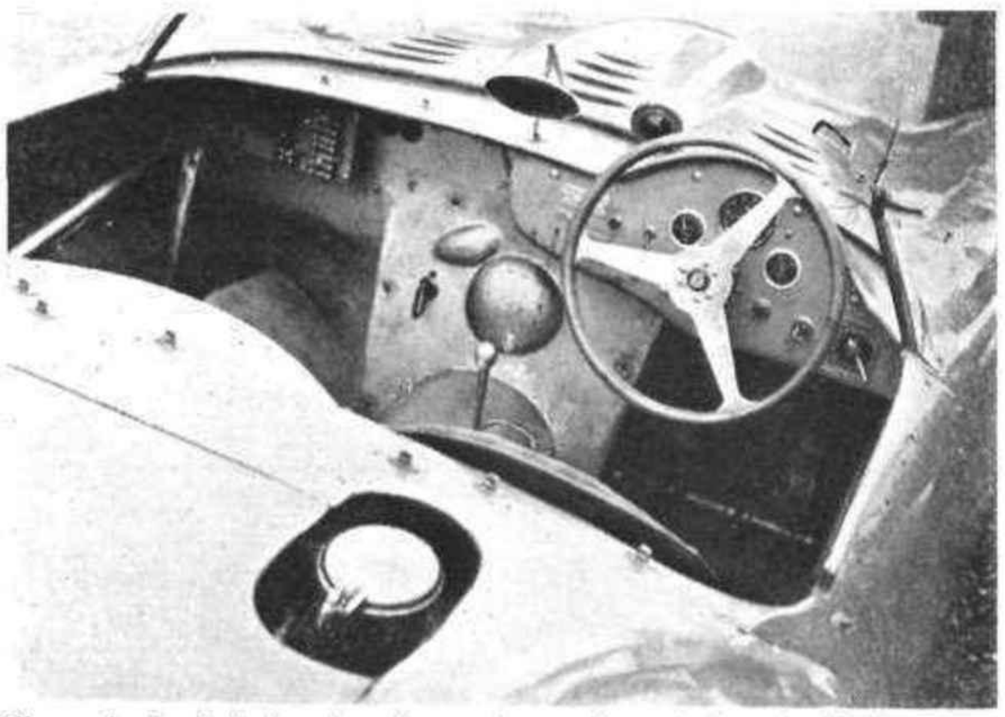


The enormous ribbed drum of the front offside brake on the 4.5-litre Maserati. The brake is a conventional two-leading-shoe hydraulic type with an alloy drum and steel liner.

by Italian standards and it was not until mid-summer 1956 that the V8 engine was bench-tested. In August of that year it was fitted into the modified chassis, No. 2 of this new series, and the car appeared for practice at the Swedish Grand Prix. The engine proved to be enormously powerful, and though it made the car rush along, the brakes, which were virtually 300S brakes, were quite incapable of stopping it, due not only to the extra speed but also the extra weight. Some further high-pressure development work on the Grand Prix cars precluded any more experiments with the 4.5-litre V8 until the season was finished. Then work proceeded at very high speed, and before the end of the year the whole project was finalised and tidied up into a very raceworthy sports car. The old experimental chassis was thrown on the scrap heap and the general design of the frame was cleaned up, some new, very large and powerful brakes were built, and the engine underwent steady development until it was giving 400 b.h.p. No. 3 car of this series was finished before the end of the year and was sold to Tony Parravano the " Italian in California " along with three V8 engines, two having a reduced stroke to bring the capacity down to 4.2-litre as they were intended for an Indianapolis project. Having finalised the general design of the car, and being well satisfied with the road holding, steering, braking and general handling of the car, a fourth one was completed for use by the factory team. This car went to the Argentine for the 1,000-kilometre sports-car race, to be driven by Fangio and Moss. With very little effort it was able to outstrip all its rivals and was comfortably leading when the clutch-operating mechanism broke. Fangio was driving at the time and he continued to lead the race, changing gear without the clutch, but eventually the gearbox could stand this no longer and broke. Throughout practice and the race the engine had proved as reliable as any touring-car unit, and subsequently this engine reliability was to surprise Maserati more than anyone.

Following the Argentine races came the Sebring 12-hour race, and the same car was this time driven by Fangio and Behra and once more the opposition paled into insignificance beside the performance of the 400 b.h.p. V8. Without ever stressing the engine, chassis or brakes, it cantered home the winner of the Sebring race and left everyone aghast at the leisurely way it dealt with the opposition. By now Maserati were quite certain that they had a winner for the Manufacturers Sports Car Championship, but not content to rest on their laurels they started a programme of testing and development with the next two big sports-car races in mind, these being the Mille Miglia and the Nurburgring 1,000 kilometres. When the car returned to Modena from Sebring, the only work needed was to change the rear-axle ratio ready for practice for the Mille Miglia and Behra then gave the car a thrashing over the mountains to Siena and back, deliberately trying to break it, but to no avail. With the Mille Miglia fast approaching a fifth chassis was nearing completion, while the eighth engine had been assembled, three being in America and five at Modena. Just after Easter the Sebring car covered 300 miles round the Monza Autodrome road circuit, again with Behra driving, and then it was taken to Nurburgring and given a thorough testing round that exacting circuit, lapping at speeds that would have done credit to a Grand Prix car. Returning to Modena a week before the Mille Miglia Behra set off with the car to do a lap of the Mille Miglia route, but after some 400 miles the centre locating bolt on the rear transverse leaf spring sheared and the spring slid sideways and tore into the tyre and brake drum. This was the first mechanical breakage on the car since it had been prepared for Sebring, and all this time the engine had never been touched, nor had the brakes had anything more than adjustment. After making a roadside repair Behra returned to the factory and the spring location was modified to obviate any further breakages. At the same time a new device was fitted to the car and Moss took it out into the mountains beyond Bologna to test it. This device was a two-speed gearbox mounted between the clutch and the normal five-speed gearbox. The clutch is mounted on the back of the engine and behind it are mounted a pair of reduction gears which lower the propeller-shaft line and in turn allow the gearbox/final drive unit to be lower. This new modification was designed expressly for the Mille Miglia, and the two-speed gearbox was fitted in place of the normal reduction gears. Operated by a separate lever it allowed for a set of high ratios or a set of low ratios, the idea being the high set, with a maximum of 185 m.p.h. could be employed from Brescia to Pescara, then the low set with a maximum of 160 m.p.h. could be used for the mountains, and so on, the driver or passenger selecting the high or low position of the two-speed box to suit the approaching section of the course. In practice it was found that it could also be used as a sixth gear, going through the five-speeds in the rear gearbox and then changing up into high on the two-speed gearbox. This resulted in the most phenomenal acceleration from zero right up to 160 m.p.h. reached in low fifth, and then the subsequent surge forward when changing into high fifth was more than the designers ever anticipated. This new arrangement having proven itself in testing a second one was made and fitted to the fifth car which was rapidly nearing completion. At long last, after a thorough all-round testing the No. 4 car was taken apart and the engine put on the test-bed, whereupon it was still capable of developing 340 b.h.p. A new engine was fitted and the car prepared for Behra to drive in the Mille Miglia, and meanwhile the fifth car was finished and Moss took it out on test. With the performance of a full 400 b.h.p. engine, plus the mountain descents it was found that the brakes were showing signs of overheating, so large " nostrils " were fitted to the nose to scoop air to the front brakes, and on each side of the body scoops gathered air which was then fed along large bore flexible pipes down to the rear brakes.

With two such fantastic cars in the Mille Miglia and both of them placed at the end of the list of starters, Maserati hopes for a victory were justifiably higher than ever before. However, the 1957 Mille Miglia was not a Maserati day, and the first setback occurred on the Friday before the race when Behra took the rebuilt No. 4 car out on test. While doing nearly 150 m.p.h. a large lorry blocked his path and there just was not room to stop or squeeze past, the result being that Behra suffered an injured wrist and severe cuts and bruises, and the front of the Maserati was written off. All hopes for a Mille Miglia victory rested with Moss, and when he left Brescia at 5.37 a.m. it seemed certain that he would win. A mere seven miles away from the start the brake pedal broke off at the root and though



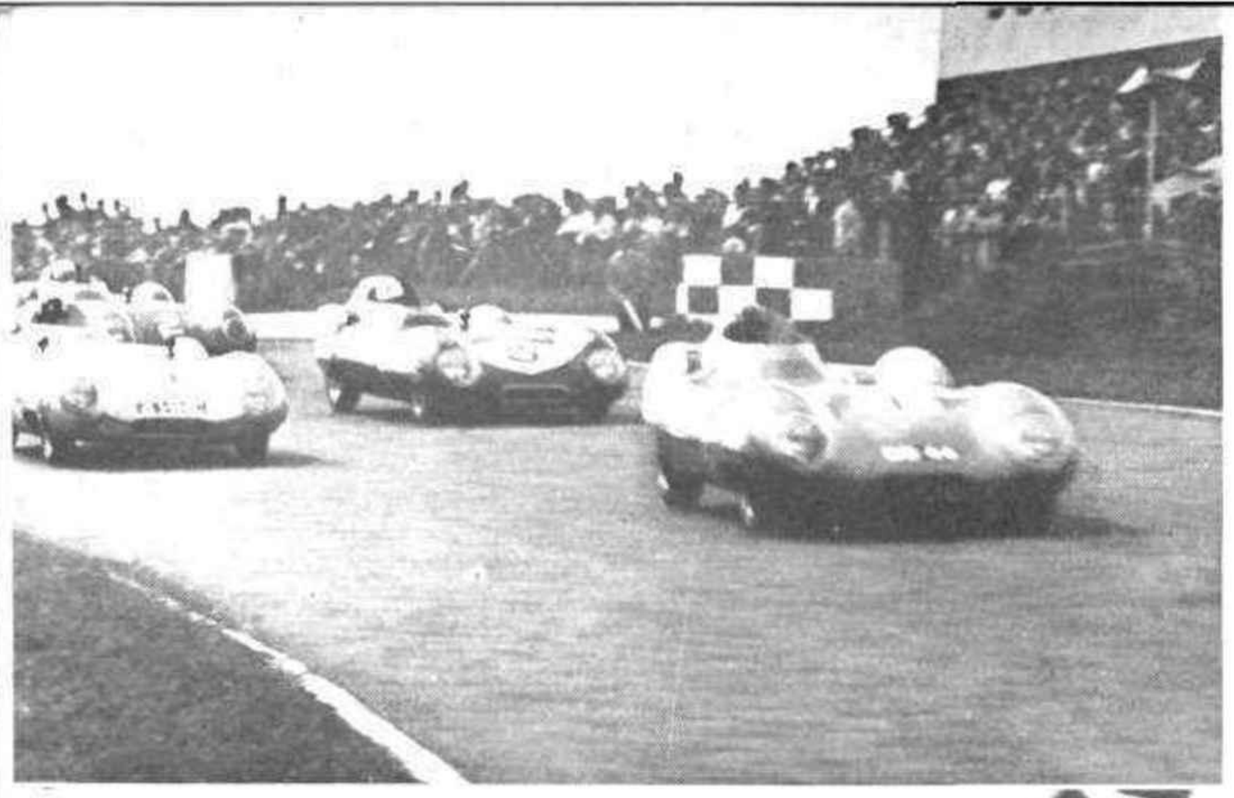
The cockpit of the hard-used practice and test " four-five," the 5-speed gearbox being controlled by the central lever and the auxiliary 2-speed box by a push-pull control protruding from the bulkhead.

PICTORIA

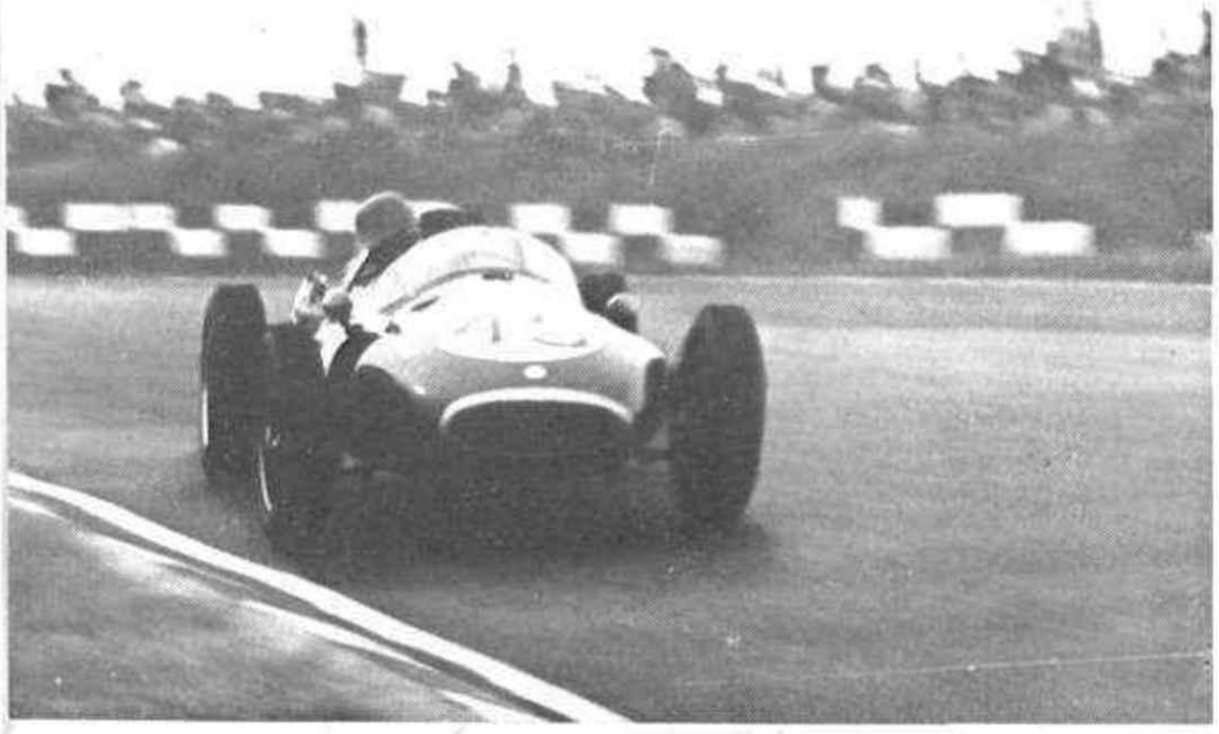
B.R.S.C.C. Brands Hatch.

B.A.R.C. Goodwood.

V.S.C.C



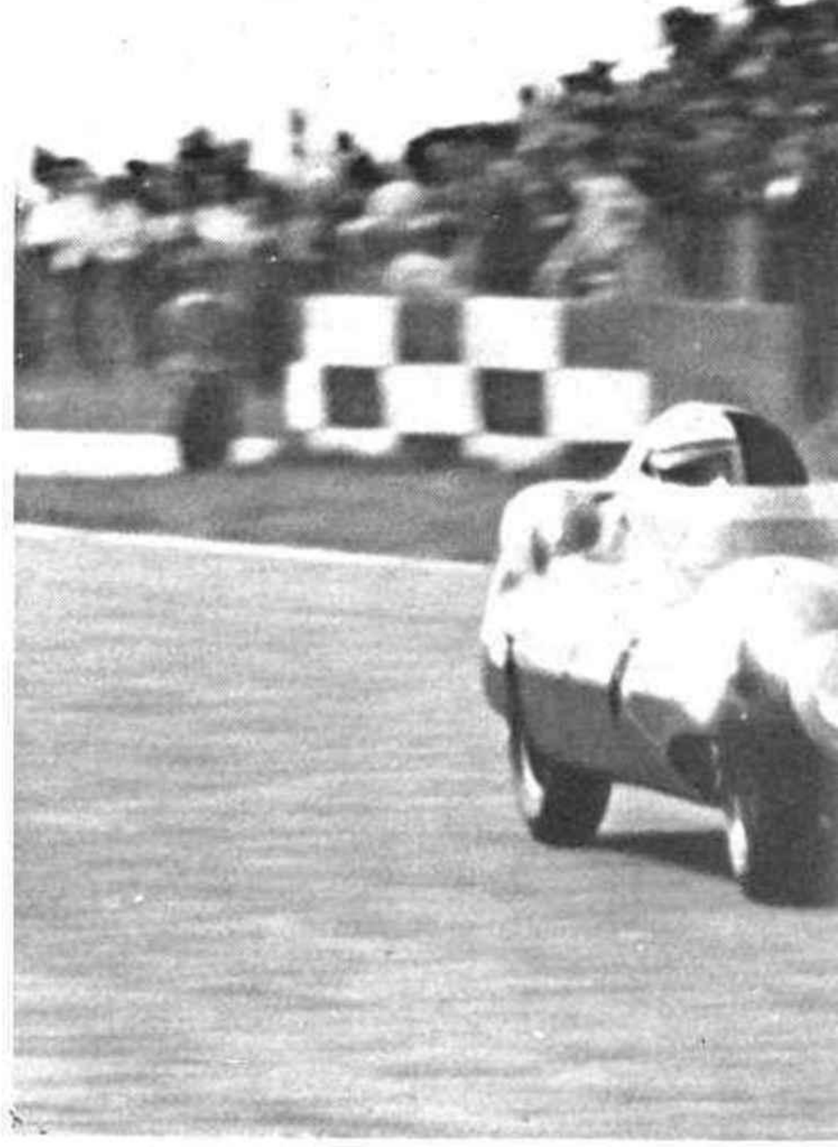
BRANDS HATCH TRIO!—Keith Hall in a Lotus is followed by Ashdown and Graham Hill in similar cars during one of the 1,100-c.c. sports-car events held at this circuit on Whit. Sunday.



WITH BRABHAM TO VICTORY.—Jack Brabham, driving one of the new twin-cam Climax-engined Coopers, comes round Paddock bend on his way to victory in the Formula II event at Brands Hatch.



RAPID BENTLEY.—G. G. McDonald driving his modified 1927/30 4½-litre Bentley fast from scratch during the "Bentley 21st" race at Goodwood on June 10th.

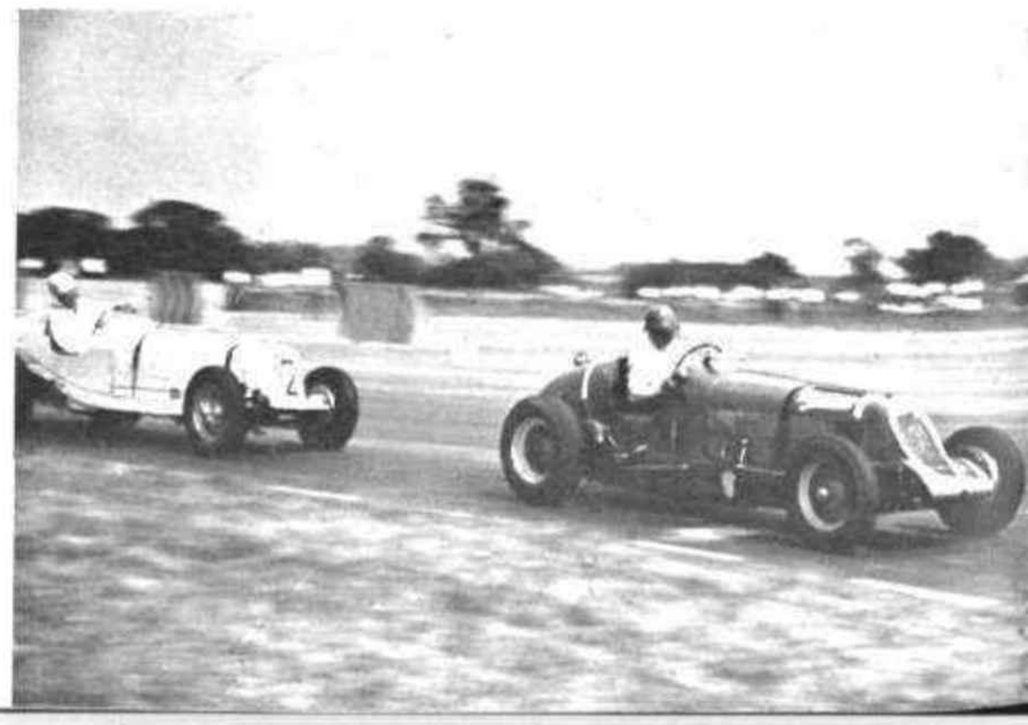


TEAM LOTUS AT BRANDS HATCH.—Stacey drivi race, in which he came third

LE MANS IN SUSSEX.—R. Carnegie bringing the Fitzwilliam Racing Team's Le Mans M.G. MGA into third place in the Goodwood Marque Scratch Race. It won the 1½-litre class.

HURRY UP.—W. F. Moss in the E.R.A. closes in on Spero in the Maserati during the ding-dong battle which took place between these two drivers during the 19-lap scratch race for all types of cars. The photo was taken at Beckett's corner during the V.S.C.C. Silverstone meeting.



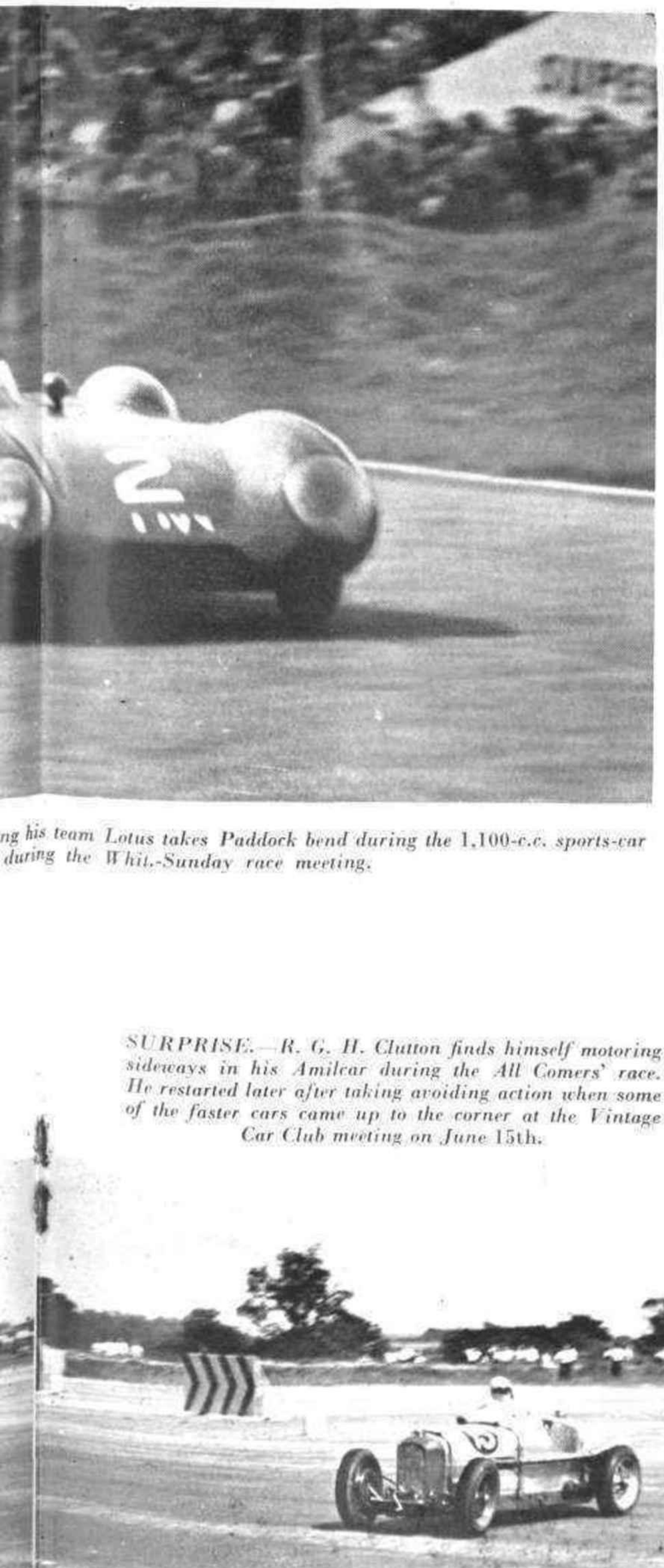


AL REVIEW

B.R.S.C.C. Crystal Palace.

Eight Clubs Silverstone.

Silverstone.



ng his team Lotus takes Paddock bend during the 1,100-c.c. sports-car during the Whit.-Sunday race meeting.

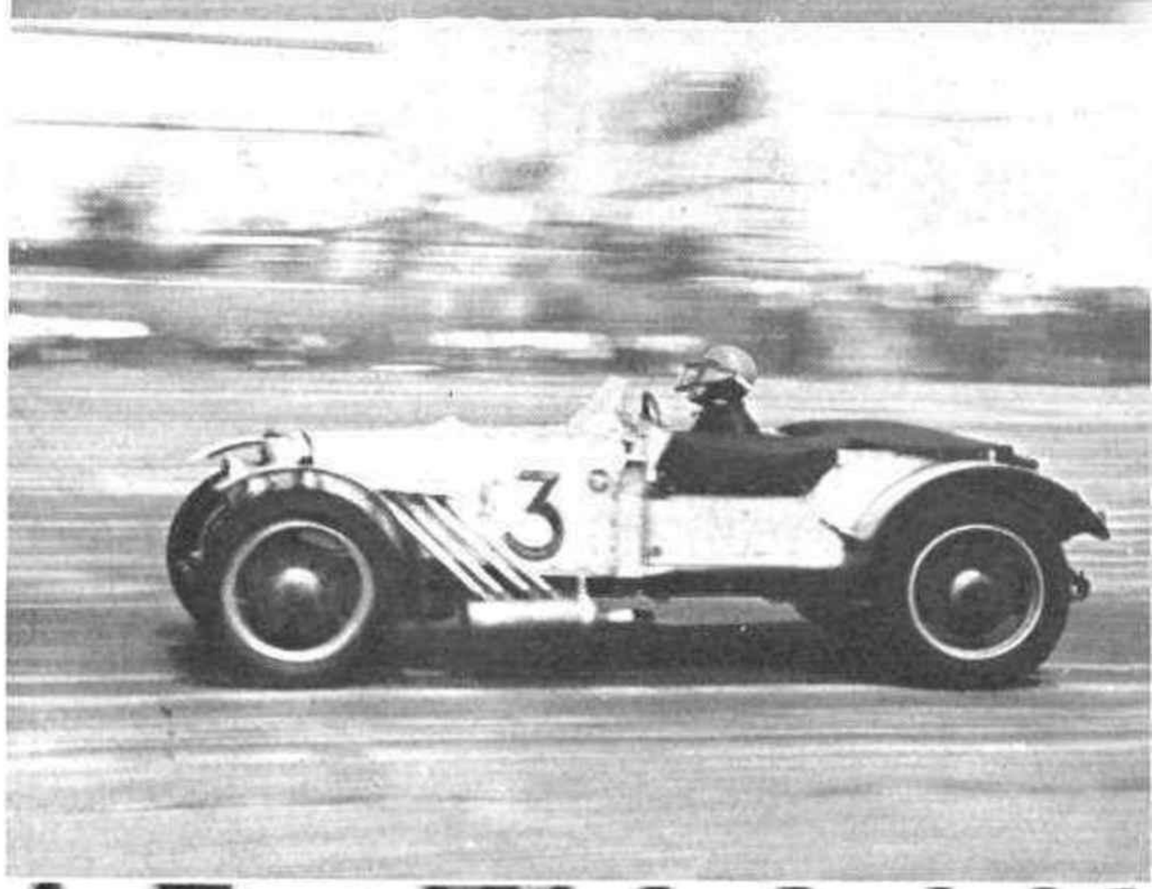
RAPID RAPIER.—P. H. Threadgold in his Sunbeam Rapier is here seen rounding Woodcote during the closing lap of the MOTOR SPORT *handicap qualifying race at the Eight Clubs meeting. The Rapier was the first car to finish in this event.*



EXTINCT SPECIES.—A. Thomas driving his R4 Jowett, one of the very few made, during one of the five-lap sports car races, which he won, during the Eight Clubs race meeting held at Silverstone on June 1st.



LAGONDA LADY.—Mrs. Naylor approaches Woodcote during the five-lap Lagonda race which she won at 59.29 m.p.h. in the special-bodied Rapier model. She was also second in the MOTOR SPORT *race.*



LOLA AT BECKETT'S.—F. H. Broadley approaches Beckett's corner at speed during one of the last scratch races. Driving the 1,172 c.c. Lola-Ford, Broadley won the event at 70.08 m.p.h.

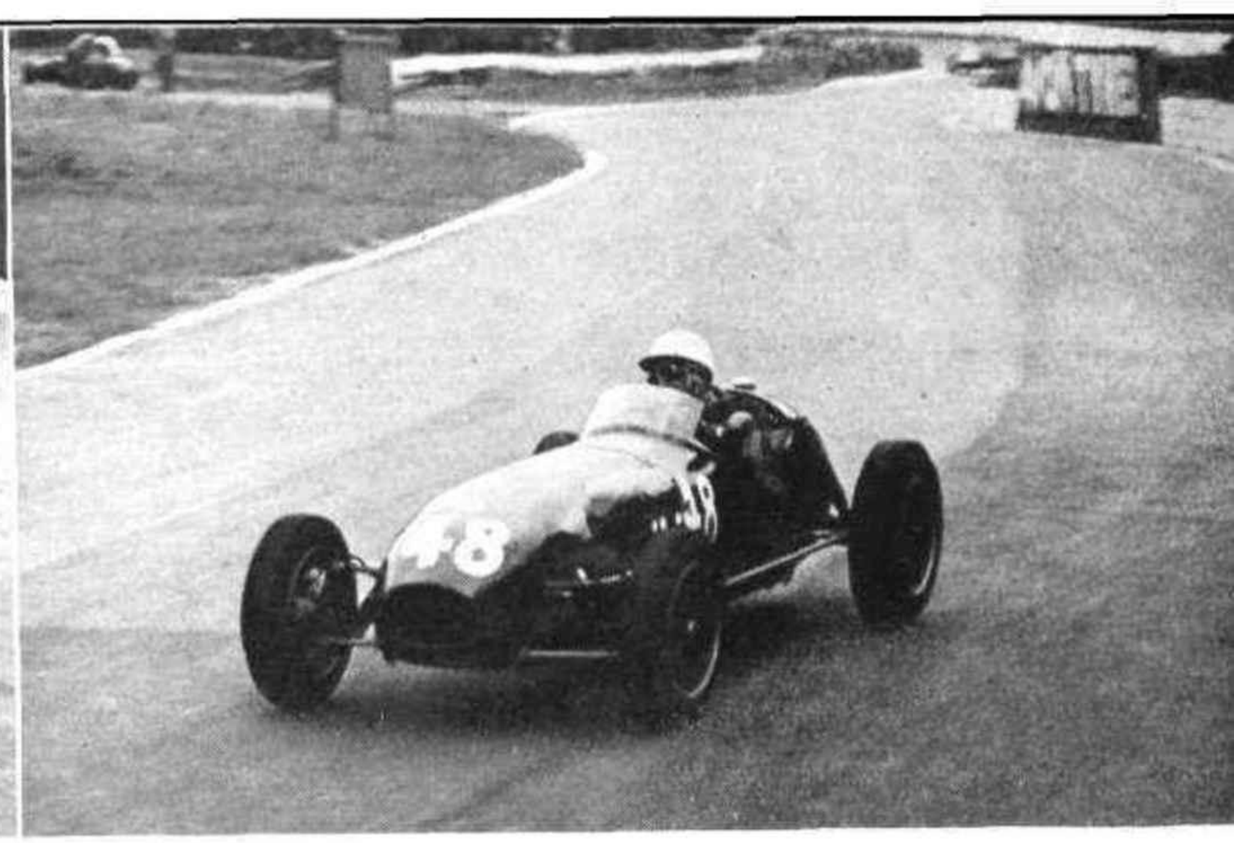
SURPRISE.—R. G. H. Clutton finds himself motoring sideways in his Amilcar during the All Comers' race. He restarted later after taking avoiding action when some of the faster cars came up to the corner at the Vintage Car Club meeting on June 15th.

LE MANS

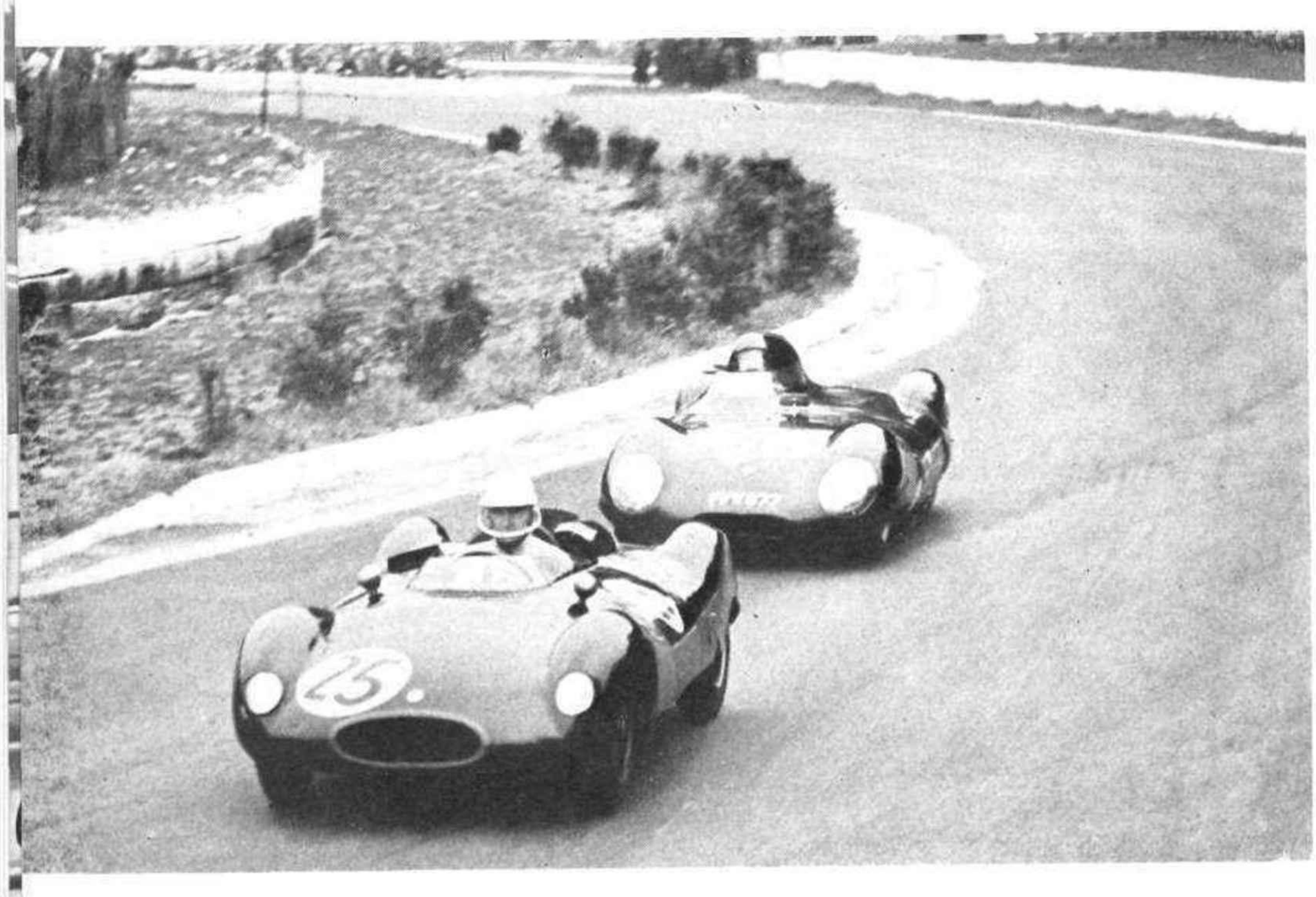




ARCHIE THE WINNER.—The unlimited sports-car race was won by Archie Scott-Brown after a magnificent drive at the Crystal Palace circuit in the very fast Lister-Jaguar at an average speed of 73.50 m.p.h.



TEAM LOTUS.—H. Mackay-Frazer is here seen at the wheel of one of the team Lotus cars. Unfortunately the car spun early on in this, the second part of the London Trophy race at Crystal Palace and was unplaced.

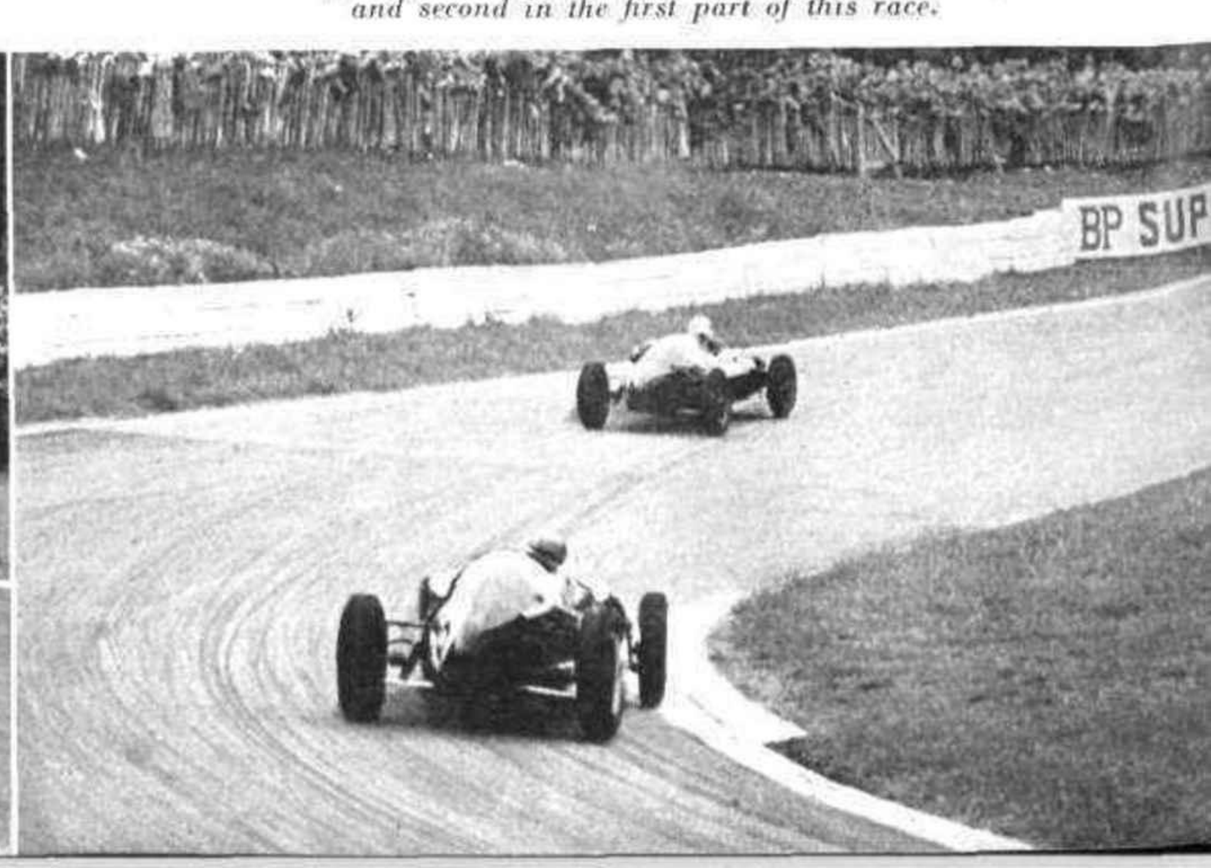


THE RIVALS.—Colin Chapman in a Lotus follows hard on the heels of Roy Salvadori in a Cooper during the 1,500-c.c. sports-car race. The Lotus won by a short head as Colin overtook Roy only a few yards from the finish.

FORWARD THE 1,100s.—The start of the 1,100-c.c. sports-car race at Crystal Palace on June 10th. Chapman and Hall are in the lead in Lotus models, with Hill, Raby, Bueb and Scott-Brown following in their wake. Hall and Chapman were first and second respectively.

COOPER DICE.—Jack Brabham chases Roy Salvadori in the Formula II London Trophy race. Both were driving twin-cam Cooper-Climax cars which finished first and second in the first part of this race.





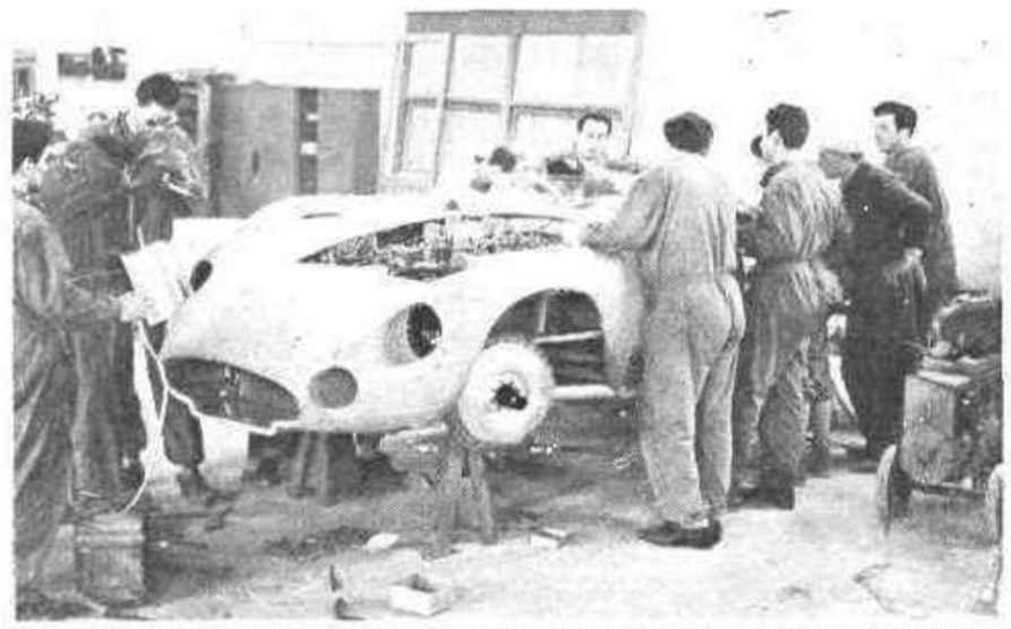
he avoided a crash, the car was out of the race, and all Maserati hopes were dashed to the ground. The whole of the factory were practically speechless with amazement that such a thing could happen, especially after all the testing the prototype car had undergone, but racing does not allow for crying-over-spilt-milk, so with heavy hearts and grey faces they worked on preparing for the Nurburgring race. The Moss Mille Miglia car was naturally "as new" so all it needed was a change of axle ratio, while the Behra car had the damaged front end cut off and a new one welded in place, the engine being undamaged.

Once again victory seemed a certainty, for during practice at Nurburgring, Fangio twice recorded 9 min. 43 sec. once with the No. 5 car and once with the rebuilt No. 4 car. The nearest opposition was one Aston Martin driver with 9 min. 48 sec., and only Hawthorn of the complete Ferrari team could get below 10 min. It seemed that Fangio and Moss on the No. 4 Maserati would merely tour round and win. However, once again fortune did not favour the "four-five" even though neither car gave the slightest bother in practice. First of all Moss had difficulty starting his car, and, then having gained the lead, the left-hand rear hub-shaft broke between the ball races, and the wheel, hub, brake drum and broken shaft parted company from the car, leaving Moss spinning helplessly out of control, coming to rest shaken but unhurt. The second of the "four-five" cars had been running comfortably in third position, but then the oil-tank mounting broke, and though a repair was effected it did not last and the car had to be withdrawn.

Four races, three retirements and one win, does not make impressive reading, yet the car itself is impressive, for when it goes it has no equal. If fundamental things like crankshafts, rods, propeller-shafts, gearboxes or axles broke, the Maserati engineers would have something to get to work on, but always the car breaks things that have stood the test of time over years of Maserati development. The major components of the car are beyond reproach, both in the way they function and their reliability, and because of this there can be no question of abandoning the project of the "four-five," but it does seem to be a car with a hoodoo on it. By the time these words are read the 24-hour race at Le Mans will have been run and won, but whether the "four-five" will be the winner I would not care to prophesy. For the high-speed endurance race on the Sarthe a seventh car has been built, the sixth being a normal open 4.5-litre destined for the American millionaire Jim Kimberley. The seventh chassis has been fitted with an all-enveloping coupe body designed by Frank Costin, of Lotus and Vanwall fame, and before this article was published the results of his labours will be known.

Having dealt with the development story behind the 4.5-litre V8 sports Maserati, or 450S/Type 54 as it is officially known, let us now record a few details of the model. It is known affectionately by all at Maserati and most of Modena, as the "quattro mezzo" and the sound of its thunderous exhaust note as it is run on the test-bed causes most of Modena to give knowing smiles for it is many years since 400 b.h.p. have been absorbed by the German-built water-dynamometer used at Maserati. The 90 deg. V8 engine has a bore and stroke of 94mm. by 81mm., giving a capacity of 4,500 c.c. and develops maximum power at 6,800 r.p.m. It is well capable of going to 7,200 r.p.m. but at 6,800 it reaches the limit of the dynamometer, so that Maserati can only make an estimate of the ultimate power for at 6,800 there is no sign of the power curve falling off. Watching one of these engines undergoing a test-bed run is a most impressive happening, for the whole building and concrete floor vibrate while the noise is such that it is physically impossible to stand within six feet of the engine without wearing ear-plugs. Watching a power curve being taken for one of these engines, the figures came out to 388 b.h.p. at 6,800 r.p.m. before correcting for standard temperature and barometric pressure, the subsequent corrected reading being 400 b.h.p. From 5,500 to 6,500 r.p.m. the uncorrected reading was an almost constant 355 b.h.p. and at a mere 2,500 r.p.m. the uncorrected reading was 101 b.h.p. All this was on normal high-grade pump fuel, from an unsupercharged 4.5-litre engine, so that looking back over the past 20 years we can see just how progress in power development has been achieved.

Each bank of cylinders has a double camshaft cylinder head, these camshafts being driven by a gear train from the front of the crankshaft. Two sparking plugs per cylinder are used, one set being fired by a magneto driven from the left-hand bank gear train, the other by a pair of coils and a distributor, driven from the right-hand gear train. The reason for using one magneto and one coil system is to obviate any possibility of breakdown, the chances of trouble in both systems occurring during a race being less than trouble in one type of ignition system. The inlet ports are in the centre of the vee of the engine and fed by four double-choke down-draught Weber carburetters, one choke to one cylinder, while the exhaust pipes feed in a double tail pipe on each side of the car, followed by a small expansion box and a large bore exit just in front of each rear wheel.



The fifth of the Type 54 Maseratis being built just prior to the Mille Miglia. On the nose can be seen the upper holes for headlamps and the lower ones for scooping air to the front brakes.

Fuel for this fairly thirsty engine is carried in a large tank in the tail, supplemented by another on the left of the gearbox/axle unit, while on the right of this unit is the oil tank for the dry sump system, a finned oil cooler being attached to the inside of the curved tail of the bodywork. The body itself is all-enveloping and conforms to present-day two-seater shapes, there being slots cut in the rear wheel arches to allow air to blow on the tyres and also to allow driver and passenger to view the tyre treads. As to the ultimate maximum speed of this 4.5-litre car, it is a matter of conjecture, not unconnected with gear-ratio of the rear axle, but during the testing of the No. 4 car it was driven flat-out on Mille Miglia gearing and was timed at 293 k.p.h. (approximately 181 m.p.h.). Getaway from standstill on a high bottom gear, with a rather fierce clutch, is anything but easy and is rather slow, but once the clutch is home and the revs build up black lines appear on the road behind the rear wheels, starting at a soft grey colour and turning jet black as the engine gets up around 5,500. Even with this sort of standing start it is possible to do 0-100 m.p.h. in an easy 11 sec., but the real surge of acceleration is in the 80 m.p.h. to 170 m.p.h. range.

Enough has been said to indicate that this 1957 sports Maserati is a real monster, and is far more potent than most Grand Prix cars, yet the F.I.A. look upon it benevolently, classify it as a sports car because it complies with all the regulations regarding windscreen, hood, doors, starter, dynamo lights and so on, yet six years ago, in 1951, it would have been a very serious challenger for Formula I honours, competing against the V12 Ferrari, the 159 Alfa Romeo or the V16 B.R.M. Viewed as such it will be appreciated that sports car racing of this type is rather farcical, for such vehicles are out-and-out Grand Prix type vehicles with two seats. To get a ride in one of these fabulous racing/sports cars is an experience that bears no relationship with normal fast motoring, and I am more than happy that I have been able to do this, but for racing on circuits I would like to see such cars as single-seaters and have a return to Formula Libre Grand Prix racing. D.S.J.

Some Further Notes on Maserati Experimental Work

Apart from development work on the 4.5-litre sports Maserati there is a great deal more experimental work going on at the Modena works, and by some careful design planning a very full programme combining sports cars and Grand Prix cars is being carried along in the same workshops. At the end of 1955 it was fairly obvious that the six-cylinder Grand Prix car was in need of revision, and for any serious long-term policy a new engine would be required for Grand Prix racing. 1956 saw a lot of drawing office work in progress and the beginning of 1957 has seen the results of the labours. First of all a V12 cylinder 2½-litre Grand Prix engine was designed and built, and this was arranged so that it would fit into the existing single-seater chassis in place of the six-cylinder engine. This new unit was tried out at Syracuse, and later at Monaco, though never actually raced, and on both occasions it was fitted to one of last year's works 250F chassis frames. Bearing in mind that the near future is likely to see Grand Prix events insisting on the use of straight petrol instead of alcohol fuels, it was obviously time to start

Continued on page 377

CASTROL WINS

MIDNIGHT SUN RALLY OUTRIGHT WINNER

JANSSON (VOLVO)

CLASS 1 **1ST** CARSTEDT (FORD FAIRLANE)

CLASS 2 **1ST** JANSSON (VOLVO)

CLASS 4 **1ST** ADIELS (D.K.W.)

CLASS 5 **1ST** SKOGH (SAAB)

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8 CLUBS AT SILVERSTONE

(JUNE 1st)

THE annual race meeting of the 8-Clubs organisation was, as usual, a great success, 13 five-lap races and two ½-hour High-Speed Trials being run off most commendably to time-table. Handicapping was in the capable mind of Charles Bulmer and the considerable crowd which attended must have gone home feeling that if G.P. drivers were on strike the non-professionals at least were having a jolly good go! The entry exceeded 150, and a good commentary was sent out by Kenneth Best and Barclay Inglis, *via* the Antoneary.

The High Speed Trials were fun—each lasted half-an-hour, during which some pit-stops had to be made to enliven matters for spectators and pit personnel and the qualifying speeds were such that the boys had to hurry.

Most people elected to change plugs rather than wheels, which delayed Mitchell's Sunbeam Rapier in particular a long, long time. Denison was wild in a Peugeot 403, Marsh's Austin Seven retired, and a Lotus shed a wheel, causing its driver a brief sojourn in hospital.

Star turn of the second trial was Pope, who weaved a way through the field in his Mk. VI Lotus-Ford to the great delight of the crowd. Mitford spun his Lotus X at Woodcote but soon got the hang of it, some of the cars smoked after the compulsory addition of oil at the pit-stop and Herbert's Riley retired, as did Bridges' TR3.

Racing commenced with the 750 Formula scratch event, in which Lee showed the outstanding superiority of his L.R.M. and won at 59.61 m.p.h. from Harris and Abbott. Mixed Lagondas then had a race, Mrs. Naylor's well-known and "breathed-on" Rapier leaving the field far, far away, to win at 58.29 m.p.h., Hare's 1937 LG45 4½-litre d.h.c. second and Page's 1931 blown 2-litre tourer third. Then it was the turn of the A.C.s, Fletcher's modest-looking 1937 saloon foxing the handicapper into another runaway victory, at 52.93 m.p.h. from Inwood's 1936 tourer and Kemp at the head of a gaggle of Aces.

The first of a series of five-lap scratch races was won by Brierley's Jupiter, at 60.25 m.p.h., Newman's nice 3-litre Lagonda tourer with ever-increasing clean tail slides, just pipping Inwood's A.C. into second place. Nancy Mitchell's M.G. Magnette had a hard task to keep ahead of Copeman's smaller, sliding D.K.W. 3-6. The Naylor Rapier broke a petrol pipe.

Venn's Austin-Healey won the first five-lap handicap at 67.25 m.p.h. from Prior's Lotus and Lawry's Lotus, both Ford-propelled Mk. XIs. Sgt. Cornish had his Tojeiro-Climax well wound up, but White's Austin-Healey retired. The next handicap was won by Cramer's remarkably staid-*looking* closed Wolseley-Hornet, at 54.98 m.p.h., Copeman's astonishingly rapid D.K.W. saloon just beating Brierley's Jupiter on the run-in.

Two scratch races followed, Sir G. Baillie, Bt., winning the first, at 75.22 m.p.h., in Tommy Sopwith's C-type Jaguar in a photo-finish with Len Gibbs' gleaming Lotus-Climax, and Thomas' rare Jupiter R4 going and handling splendidly to win the second at 65.22 m.p.h. from Mrs. Scott-Moncrieff, who was driving her Lotus-M.G. with real and unexpected fire. Tomei's TD M.G. was third and Mason's 4½ Bentley was a fine sight chasing Overy's red 4½ Lagonda. Sir Baillie made fastest lap of the day, at 78.87 m.p.h.

Two more handicaps produced wins, respectively, for Anstice Brown (Lotus IX), at 68.69 m.p.h. and Denisen (limit Peugeot 403) at 59.19 m.p.h. The 1,172 Formula scratch race was a reminder that this is no longer poor men's racing, but it was very stirring! Broadley's Lola-Ford put it across Prior's Lotus XI Ford as they braked into Woodcote, to win at 70.08 m.p.h. Lawry's Lotus XI finished third. Prior made fastest lap, at 73.09 m.p.h., whereas fastest in the 750 race for the less affluent had been Lee's 61.32 m.p.h. B. de la Porte's Ace-Bristol won the final scratch race, at 69.88 m.p.h. from North's TR2 and Seagrove's Lotus-M.G.

Seven-and-a-half hours' sport concluded with the chaps trying really hard in the MOTOR SPORT Handicap, which Threadgold's absolutely standard Sunbeam Rapier (even to its jets) rolled round to win at 59.75 m.p.h. from Mrs. Naylor in the Lagonda Rapier (which may soon get petrol injection) and Prior's Lotus-Ford. Hurrell (TR3), Tearle (Standard 10) and Webb (Jensen) also qualified. Copeland's D.K.W. decided it had had enough of cornering on three wheels and shed a back one in mid-track at Beckett's, the shaft having shorn off after much racing, which put out many yellow flags and may have slowed the faster stuff too much for the back-markers to come into the picture. But Thomas' Lotus XI lapped at 75.37 m.p.h.—W. B.

THE UNFORTUNATE "FOUR-FIVE"—

continued from page 375

developing a Grand Prix engine to run on petrol. Combining the development with sports car racing, a 3½-litre version of the V12 cylinder Grand Prix engine was built, this having a bigger bore and stroke, though the outside dimensions of the engine were unaltered. Running on normal high-grade pump fuel this new engine developed 330 b.h.p. and was fitted to a modified 300S chassis frame. At the same time it was realised that the V12 Grand Prix engine was badly in need of a 5-speed gearbox in which all the ratios could be used. The original Grand Prix gearbox was a 4-speed and in 1955 this was modified to a 5-speed, with bottom gear used only for starting from rest. By May of this year a completely new gearbox had been built in which the first of the five speeds could be used at any time. The layout was exactly as used on all the Grand Prix cars and the 300S, which is to say that the gearbox was part of the rear axle/final-drive unit, but extending out to the righthand side of the differential unit. The new 5-speed gearbox meant that the V12 engine would be able to maintain its full r.p.m. under all conditions, for the working range of the 2½-litre engine is 6-7,000 r.p.m. up to 9,700 r.p.m.

As an initial test for this new unit it was fitted to the modified 300S chassis into which the 3½-litre V12 engine was fitted, and Hans Herrmann drove it in the Mille Miglia. Due to the driver knocking a hole in the sump on a solid object the car did not get far, but it was enough to make it worth while fitting the new 5-speed gearbox into the V12 Grand Prix car and taking it to Monaco for practice. The 3½-litre sports car was again used, for practice at the Nurburgring before the 1,000 kilometres and so it can be seen that Maserati experimental work on Grand Prix cars for 1957 and the future is running hand-in-hand with experimental work for sports car racing. In addition the very large brakes built for the 4.5-litre sports car can be fitted to the normal 300S sports car, or to the experimental 3½-litre car. The knowledge gained from running the 3½-litre V12 engine on straight petrol can obviously be put to advantage if the Grand Prix engine has to use straight petrol, and also in the testing stage is a 2½-litre four-cylinder engine, for use in sports cars or Grand Prix cars, using straight petrol.

In steady but limited production are the two Gran Turismo Maserati models, the A6G200 which is the six-cylinder 2-litre fitted with various coupé bodies by Allemano, Zagato or Frua, and the new 3½-litre six-cylinder Gran Turismo car described in the May issue of MOTOR SPORT. It will be appreciated from the foregoing that Officine Maserati have a pretty full development programme in hand, and though at times their activities may seem chaotic, beneath it all is some pretty careful planning and long-term development.

For the record the V12 cylinder Grand Prix engine has a bore and stroke of 68.5mm. by 56mm. giving a capacity of 2,500 c.c. and develops 310 b.h.p. at 9,700 r.p.m.; the experimental sports car 12-cylinder engine has dimensions of 73.8mm. by 68mm., giving 3,500-c.c. capacity and develops 330 b.h.p. at 7,700 r.p.m. and having seen both these engines on the test-bed developing these powers I can assure readers that they look and sound as impressive as they read. D.S.J.



The experimental 300S Maserati modified to take the 3½-litre V12 unit and also to test the new 5-speed gearbox. It is fitted with front brakes from a 4.5-litre sports car and is seen at Nurburgring where it was only used for practice.

BOOK REVIEWS

"On the Starting Grid," by Paul Frére. 224 pp., 8¾ in. by 5½ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1. 25s.*)

After a series of standardised textbooks on vintage, Edwardian and racing cars, Batsford have branched out into publishing this racing driver's autobiography. And a very excellent account of Paul Frére's experiences "On the Starting Grid" proves to be.

It is not so much how he writes, although his uncomplicated confident style carries the reader along easily, as the number of interesting experiences the author has to recount that makes this one of the worthwhile books about modern motor racing. The cheerful Belgian has driven in a lot of important races since he gained his first victory in a motoring competition at the wheel of a vintage Amilcar borrowed from his mother at the age of 18. Moreover, he has driven an interesting variety of vehicles, ranging from an out-dated but very "game" special-bodied PB M.G., through vast American saloons driven fast in Belgian Production Car Races, to the "real thing" in the form of H.W.M., Gordini and Ferrari Grand Prix cars.

Much of the pleasure of reading Frére, in this able translation by Louis Klementaski, is of coming again and again on races within recent memory and of discovering how they appeared to the driver of a works team car, often an Aston Martin or Jaguar from this country. As Frére is a professional motoring journalist with a rare ability to analyse the handling characteristics of the cars he drives in mechanical terms, his accounts of driving some of the leading saloon, sports and racing cars of our time are particularly interesting. We agree with Frére that eyesight is a vital factor in racing—Moss has exceptional sight. Frére devotes an intelligent chapter to how to drive a racing car and is amusing on the subject of motor-race reporting.

"On the Starting Grid" will be read with equal relish by those who, as Frére did, yearn somehow or other to become racing drivers, those who see small prospect of this tantalising dream materialising and those of us who know that there is no longer any hope in this direction. He is quite modest, describing without a trace of the trappings of popular journalism, how he crashed a 3-litre Monza Ferrari in practice at Kristiansted in 1955, breaking a leg, and how his mistake on the first lap at Le Mans last year lost Jaguar's works team the race. This is another book which can be regarded as complete, inasmuch as Frère professes to have given up serious motor-racing due to family responsibilities.

Most of the great drivers of recent times figure in Frére's autobiography and there are some excellent illustrations of many of them. There is, perhaps, unconscious humour in the account of Bira's accident at Le Mans in 1954, inasmuch as if Bira was "very pale" after going off the road in an Aston Martin DB3S, he must have been frightened indeed! But mistakes are as the proverbial needle in the proverbial haystack, even if Aston Martin is incorrectly hyphenated, while it is sufficient to remark that the book is published by Batsford to imply the high standard of production and indexing. The dust-jacket is a pleasing wrap-round view from the back of the grid of the start of the 1955 Belgian Grand Prix at Spa, in which the author drove a Ferrari Super Squalo into fourth place behind the Mercedes-Benz of Fangio and Moss and his team-mate Farina.—W. B.

"London General—The Story of the London 'Bus, 1856-1956." 70 pp., 9 ⅛ in. by 7 in., soft covers. (*London Transport, 55, Broadway, London, S.W.1. 5s.*)

This publication will delight historians, and coming from London Transport it has the stamp of authenticity. It covers one hundred years of London's omnibuses and is illustrated with some rare and pleasing pictures of early horse-drawn and motor 'buses. Maps of the 23 services operating in 1911, of early tickets, the first 'bus garages, details of routes and of many types of London General 'buses from the earliest times to the present day add to the fascination of the story—we like particularly the full-page picture of Oxford Circus in the "B era."—W. B.

"The Vanishing Litres," by Rex Hays. 191 pp., 8¾ in. by 5⅝ in. (*Macgibbon and Kee, 50, Margaret Street, London, W.1. 25s.*)

This is the year of anniversaries and in "The Vanishing Litres" Rex Hays sets out to tell the story of 50 years of Grand Prix road racing in text, picture and scale diagram. Such a subject deserves more than 190 pages and the various races are described but briefly, although much of interest emerges and the pictures reproduced are a nice collection, indifferently reproduced. Many, of course, have been seen before. We could excuse Piccard-Pictet rendered as Piccaro-Pictet if this did not appear also in the index, suggesting that someone doesn't know.

The author brings powerful criticism to bear on the denunciation of G.P. racing by Sir William Morris (now Lord Nuffield) in 1931 and in this and other ways manages to bring fresh views to bear on a subject already very fully written-up. If somewhat superficial, this is nevertheless an enjoyable book; the many line drawings of cars are great fun. A pity Hays' blueprint-inserts of classic G.P. cars are inconsistently captioned and drawn, apparently being borrowed unchanged from other sources, and that his circuit maps are so pathetic, and that both are incomplete.—W. B.

"The Cord Front-Drive," by Roger Huntington, S.A.E. 224 pp., 8½ in. by 5½ in., soft covers. (*Floyd Clymer Publications, 1268, So. Alvarado Street, Los Angeles 6, California. 3 dollars.*)

Maybe you don't own a Cord but if you do this book, reproduced in typical Clymer fashion, will undoubtedly become part of your very existence. That it is by Huntington ensures authenticity and good writing. It covers the evolution, history, and specification of the fabulous L29 and 810-812 Cord automobiles, even to reproductions of the respective service manuals, maintenance hints and owners' comments, etc. This is a comprehensive and remarkable contribution to one-make publications and of consequent interest to historians as well as Cord maniacs.—W. B.

"Indianapolis 500 Mile Race Year Book—1956." 108 pp., 11 in. by 8½ in., soft covers. (*Floyd Clymer Publications, 1268, So. Alvarado Street, Los Angeles 6, California. 1 dollar 50 cents.*)

This is now an eagerly-awaited annual covering practically every aspect of the 500-mile Indianapolis Race and lavishly illustrated. Of more interest to American than European students, it is nevertheless a useful contribution to motor-racing history—and vastly entertaining, too.—W. B.

"Value-for-Money Motoring," by John R. Davey. 120 pp., 7½ in. by 4⅝ in. (*Iliffe & Sons Ltd., Dorset Hse., Stamford Street, London, S.E.1. 7s. 6d.*)

For the newcomer to motoring rather than the expert, this little book appeals because its self-evident task is accomplished clearly and entertainingly, with unusual and well-picked photographic accompaniments.—W. B.

"Twenty-Four Hours at Le Mans," by J. A. Grégoire. 199 pp., 8 1/16 in. by 5⅜ in. (*Cassell & Co. Ltd., 37-38, St. Andrew's Hill, Queen Victoria Street, London, E.C.4. 15s.*)

This is a novel, translated from the French by Bryen Gentry, although from the title it could be mistaken for history. It is surely unique for an engineer who has produced a turbine car to be, in addition, a novelist. We did not have time to read M. Grégoire's book but the lady who did so found the technical details tedious but the racing descriptions enthralling and she thought the story exciting but the romance unconvincing. If you went to Le Mans last month you will want to read this book.—W. B.

"The World's Automobiles—1880-1955," by G. R. Doyle. 165 pp, 8¾ in. by 5⅝ in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.1. 15s.*)

Here, in a slim volume due to be much-thumbed, is a proper edition of that fascinating list of the world's automobile manufacturers, with addresses and approximate periods when they were in business, which G. R. Doyle started and expanded many years ago as a hobby.

Temple Press have brought this remarkable work, covering 75 years of the world's automobiles, up to date, and here it is between stiff covers, with interesting preliminary chapters and those comprehensive lists of makes, many amplified by little footnotes of absorbing interest to those who live in the past.

We were, however, disappointed to discover that the book does not appear to have been completely revised, insamuch as a spot-check on two makes, D.K.W. and Jaguar, discloses old addresses for the former and no mention of the latter except in a general note added to Chapter "J," as "past misnomer and future name for S.S. Ltd."

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THE B.A.R.C. GOODWOOD WHITSUN MEETING

HEAVY rain in the morning and a programme confined to sports-car races produced only thin support on Bank Holiday Monday. The seven-lap Closed Car Handicap saw saloons really pressing on. A system of time and credit-lap handicapping made this race difficult to follow but it transpired that Sprinzel's special Austin A35 had won at 62.65 m.p.h., after a close fight with Bell's hood-up Morris Minor tourer, Wright's Minor—both were 943-c.c. cars—third. Goddard-Watts got his Berkeley hard-top round at 58.62 m.p.h. before it retired, Adler's big Austin also retired, and Taylor's Riley Pathfinder parked itself neatly at the end of a gyration at Madgwick Corner. On the very first lap Draper rolled his Ford over many times at Woodcote. Steadiest, safest-looking car was Calvert's Alfa-Romeo Sprint Veloce—for instance, it passed Gillett's Jaguar Mk. VII on the *outside* round Madgwick. But Jean Bloxham (Aston Martin DB2) made fastest lap, at 76.6 m.p.h.

The 100-kilometre 1,100-c.c. sports-car scratch race followed, the field composed entirely of Climax-engined vehicles. After six of the 26 laps the race settled down into a procession, Ireland's Lotus leading Stacey's team-Lotus, after Ashdown's team-Lotus, with F.II wheels, had retired, while Greene tried hard in third place in his father's Cooper-Climax. Stacey could make no impression on the imperturbable Ireland but on the very last lap the latter suffered wretched misfortune—engine trouble eliminated him, giving the race to Stacey, at 83.18 m.p.h., with Greene second and Hewitt's well-driven Lotus third. Ireland set fastest lap, at 84.87 m.p.h. Hicks (Lotus) escaped from a nasty sideways swipe into the bank at St. Mary's, and Mrs. Gibbs (Cooper) varied a gentle tour with a spin at Fordwater and retirement.

To mark the 21st anniversary of a Bentley Handicap at Brooklands the B.D.C. now fielded a dozen aged Bentleys in a seven-lap handicap. All save Mason's well-known 1930 open 4½-litre and Batten's 8-litre had chopped-about bodywork and most used modified engines, McDonald's 4½ having Jaguar carburetters, Day's 3-litre an exhaust system rivalling the pulse-jet, Bradley's 4½ claiming 170 b.h.p. and Batten's 8-litre 220 b.h.p., while Pacey's 3-litre had upright S.U.s. Only Burton really went racing, his 1927 4½-litre lapping at 77 m.p.h. The race was won at 65.11 m.p.h. by Day's 3-litre, from Bradley's 1923/28 3-litre and Chaffey's 1925/28 9 ft. 9 in. wheelbase T.T. replica 3-litre. Alas, after finishing Bradley's car savaged the bank at Madgwick, the driver unhurt and unruffled but the overturned Bentley extensively damaged.

After an ear-splitting couple of demonstration laps by Meikle's Cooper-S.N.E.C.M.A. pulse-jet "Slug" came the best race of a rather dull afternoon. This was the 100-kilometre big sports-car scratch race, with Le Mans start. Taylor's Jaguar D led for three intense laps, then fell back with a blown head gasket, letting Blond in Atkins's disc-brake Aston Martin DB3S into the lead. Head in his Cooper-Jaguar was moving up fast and after six of the 26 laps was third, behind Blond and Charles' Jaguar D. He took second place on lap 10 and there was now a stirring battle between the leading Aston Martin, Head, Charles, and Fairman in Broadhead's Jaguar D, who couldn't get past new-boy Charles. Stacey drove his 1,100 Lotus in solitary state behind, and further back Greene did all he could to pass Sir G. Baillie's Jaguar D, without avail. On lap 15 Head passed Blond but the race remained exciting to the end, especially as on the last lap but one Blond hit the chicane wall and finished with a sagging front wheel. Head won at 85.58 m.p.h., 5.8 sec. ahead of the Aston Martin, and he also made fastest lap, at 87.63 m.p.h. on a clean fast drive. Stacey won the 2-litre class from Greene, Flockhart's and Ashdown's Loti having retired. Mrs. Hardy presented Col. Head with the Hardy Trophy.

Only six girls contested the five-lap Ladies' Handicap. Avril Scott-Moncrieff displayed the new-found speed we saw at Silverstone the week before, winning at 68.27 m.p.h., but she pressed her Lotus-M.G. too hard, for it subsided with a clattering engine after the finish. Rosemary Seers was second in the Cooper-Zephyr and Jean Bloxham's Aston Martin third, making fastest lap, at 77.14 m.p.h. Patsy Burt's Cooper being tired she drove a Fitzwilliam M.G.-A, finishing last. Avril, Rosemary and Jean should smell nice these days, because they won Parfums Revillon perfumes.

The last race was a seven-lap Marque Scratch Race, contested between M.G.-A, Triumph TR, Morgan Plus Four, A.C. Ace and Austin-Healey 100. It was intended to display standard models but why Ace-Bristols and Austin-Healey 100S were barred when two disc-brake alloy-bodied Le Mans M.G.-As ran is difficult to comprehend. Many drivers diced close to the accident. Fletcher's A.C. Ace won at 75.62 m.p.h. from Looker's Morgan and Carnegie's M.G.-A, the class winners being Carnegie, Fletcher and Norman's Austin-Healey. Fletcher out-sped the lot with a lap at 76.46 m.p.h.

During the meeting the American amateur, B. Sadler, tried out his very compact Sadler Special, which has a wide tubular frame, a 4.6-litre tuned Chevrolet V8 engine with twin 4-choke Rochester carburetters, a preselector E.N.V. gearbox in unit with the 1940 Ford 3.7 to 1 final drive, low-pivot swing-axle rear suspension with underslung transverse leaf-spring and strut dampers, wishbone and transverse leaf-spring i.f.s. and Austin-Healey brakes, inboard at the rear, the whole enveloped by a fibreglass body, with twin fuel tanks ahead of the swing axles.—W. B.

FOR A CHANGE—

An Air Display

JUST as a change from motor-racing, and because crowded roads may induce people to combine motoring with flying, we went to the grass aerodrome at Elstree on May 25th, for Elstree Flying Club's Air Display. It equalled those we used to enjoy before the war in everything save variety of aeroplanes. It really was a creditable show, enhanced by a straightforward, well-informed commentary.

Although a strong wind caused the delayed parachute drop and ladies' high-speed demonstration to be cancelled, there was plenty to see, and an intrepid police pilot of a Slingsby sailplane elected to be towed off behind an Auster Autocrat in spite of the dangerous conditions. One couldn't blame the parachutist for abstaining, because Elstree aerodrome is flanked not only by a lake but by the now-inevitable overhead cables.

After Messrs. Ogilvy, Bailey and Miss Windle had displayed, respectively, Auster Autocrat, D.H. Chipmunk and Miles Hawk club aeroplanes, the Chipmunk doing a wind-behind fly-past at some 150 m.p.h., members of the enthusiastic Tiger Club gave a racing demonstration (the word "race" is *verboten*!), led by a Tiger Moth with canopy over its front cockpit.

Next came a comic turn in which an old fool fooling with a Chipmunk turned out to be Bill Bailey doing 100 per cent. accurate low-flying, loops and stall turns in spite of the wind. Four Elstree instructors, including Miss Windle, contested a three-lap "pylon racing demonstration" in Miles Hawks, finishing with only 5 sec. between the lot, with Bailey home first in a "photo finish." A U.S.A.F. pilot demonstrated a Cessna 172 tricycle highwing monoplane, a clean quiet machine with a 20,000-ft. ceiling, 800-mile range, and a top speed of 140 m.p.h., described by the vintage-loving commentator as "a modern metal monstrosity"! The vintage demonstration lacked the 1932 Hawker Tomtit which had lubrication trouble, but Ogilvy took a 1932 Comper Swift (Pobjoy Niagara) out of six-months' hibernation and gleefully threw it about the blustery sky. It was once owned by Roger Frogley, of dirt-track fame. Mr. Whitehead next flew away in the A.A.'s Auster Alpine (Gipsy X) to report by radio on local traffic conditions to an A.A. motor-cycle patrol in the public enclosure, round whom the crowd congregated. This yellow Auster is appropriately registered G-APAA and uses three radio sets, by Pye. Incidentally, Mr. Whitehead, who is also an A.A. engineer, is a keen Renault man and makes his own contribution towards reducing road congestion by using a small car—a Dauphine.

A first-class exhibition was put on by C. A. N. Bishop, C.F.I. of the Tiger Club, who looped, slow rolled, half-rolled out of a loop, did hesitation rolls and flew inverted, both engine-off and on a special petrol supply with engine-on, in conditions which had turned the birds into pedestrians. A flapping locker-lid on his Tiger Moth added additional suspense. The newest crop-spraying Percival EP9 six-seater was demonstrated and then five Tiger Moths, a Chipmunk and four Hawks indulged in heart-stopping formation flying of a high order, peeling away at the end in real Hendon style. A three-lap "racing demmo." between Tigers and Hawks was dealt with too leniently by the handicapper (the first Tiger had 48 sec. start) but the tight turns were splendid to behold. After the Slingsby had returned and done many graceful manoeuvres this three-hour display ended with joy-rides for the spectators in an Auster. A good show—if you missed Elstree's At-Home this time make sure you go next year!—W. B.

A HISTORY OF THE SIZAIRE-BERWICK — 1913-1925

By G. R. G. Berwick

IN 1912 a chassis by the French engineer Sizaire was fitted with a body by F. W. Berwick & Company in London; the first Sizaire-Berwick had been made. The Sizaire brothers, Maurice and George, were already well known from their partnership with the Naudin brothers in the production of the Sizaire-Naudin car. By a convenient division of labour Maurice designed cars and George drove them. The early Sizaire-Naudin was an amazingly unorthodox car. It had a single cylinder of massive size with a very long stroke, the " change-speed gear " was integral with the rear axle, and there was a gallant attempt at independent front suspension, using a single transverse spring. The Sizaire-Naudin, however, was not merely unorthodox; it was also successful, and won many events, including the 1906 Coupe des Voiturettes and the 1907 Targa Florio.

The prototype Sizaire-Berwick had a four-cylinder engine with 80 by 150 mm. bore and stroke, and a four-speed gearbox. Fitted with a light open body, this car underwent considerable testing at Brooklands and on the roads. A wager between Keiller, a director of the firm, and Berwick provided an interesting long-distance test. Keiller wagered £25 that the Sizaire-Berwick could not go from London to Edinburgh in less than twelve hours, a journey he often made in that time in his " Prince Henry " Austro-Daimler. At 7.30 one morning a two-seater Sizaire-Berwick, with a rough mock-up body without wings or windscreen, left Hyde Park with Berwick at the wheel. At 6.20 that evening the car drew up outside the Central Hotel, Edinburgh, completing the 400-odd miles in under eleven hours—no mean feat in 1912.

It was in 1913 that the Sizaire-Berwick went into production with an engine of 90 by 160 mm., none of the 18-h.p. 80 by 150-mm.-engined cars having been released. The chassis were made at Courbevoie, Paris, and then driven to the coast to be shipped to England, where at Highgate the coachwork was fitted. The 20-h.p. Sizaire-Berwick made its public debut in October 1913 at the Paris Salon, although cars were probably sold before the show, from the Berkeley Street showroom in London.

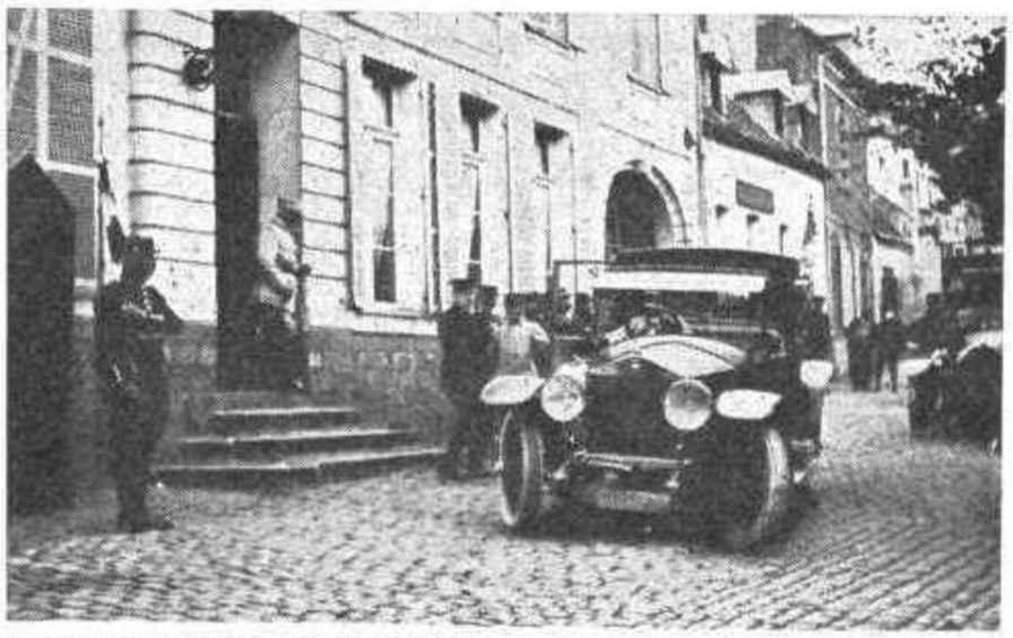
The 20-h.p. Sizaire-Berwick had a four-cylinder side-valve engine in a fine *en bloc* casting, with a capacity of 4,070 c.c.; the engine and gearbox being carried on a sub-frame in the chassis. Basically conventional, the car had many interesting refinements, some of which will be briefly mentioned. The specially designed Smith's carburetter had four jets and was hot-water jacketted from the cylinder jackets. Engine lubrication by forced feed was carefully attended to, and the large-diameter crankshaft ran in three long bearings. The cylinders were set *désaxé*, or out of line with the crankshaft, in order to lessen the side thrust of the pistons and obtain easy running. Drive was taken from the camshaft for the oil pump, rev.-counter and water pump. The cooling being thermo-syphon assisted by the pump. Drive was *via* a multi-plate clutch and four-speed gearbox of the gate type. The open propeller shaft had beautifully made ball-bearing universal joints at each end, the final drive being through Citroën herring-bone bevel. Suspension was by long and flexible semi-elliptic springs all round.

The steering gear, one of the interesting Sizaire-Berwick patents, consisted of a pin, with two independent conical rollers on ball-bearings, fitting into the threads of the worm. The worm had two tracks, an outer one with which the larger roller engaged, and an inner one for the smaller roller. The conical rollers were pressed into the thread by a spring, which took up the backlash; the wear in the worm also being taken up automatically. The steering-column itself was adjustable to five positions. Throughout the chassis considerable use was made of aluminium; the crankcase, sump, and casings of the clutch and differential gear being some instances of this use. The chassis attracted a great deal of attention at the Paris show not merely on account of the interesting mechanical refinements, but also by virtue of the high standard of finish and attention to detail. The dashboard was an example of this, all the instruments being fitted flush in the aluminium dash. This was virtually unheard of in 1913, when the typical instrument panel presented a picture of exposed wires and instruments as graceless protruding lumps. The aluminium alloy brake shoes were also a great source of interest, the makers claiming that this was the first car in the world to fit them. Braking was by large-diameter drums on the rear wheels and a very large transmission brake of the expanding type at the rear of the gearbox.

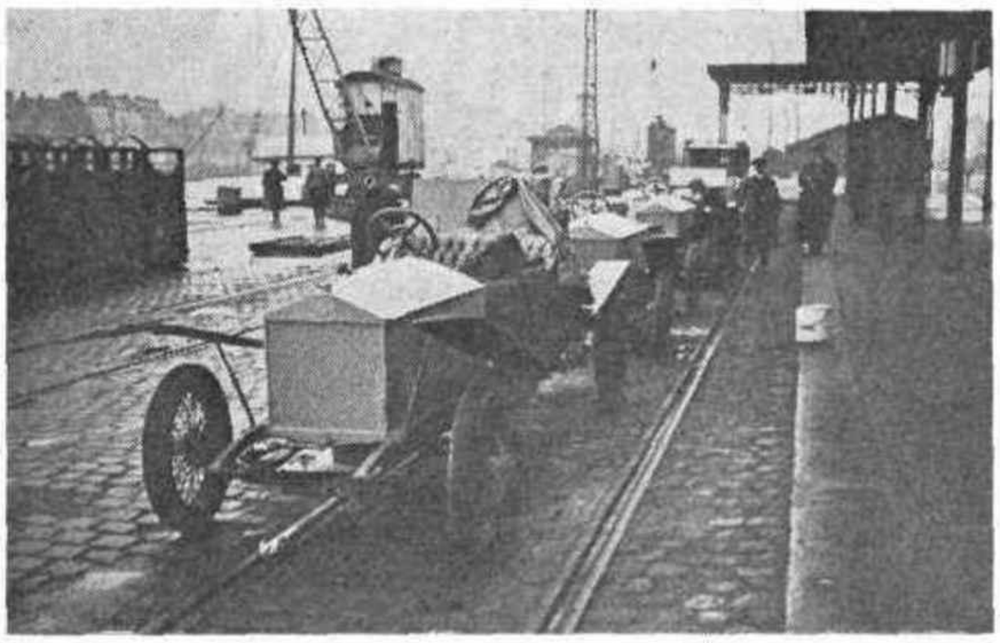
Early 1914 saw the chassis coming over to be fitted with the high-quality coachwork. There were a number of standard bodies, such as the Chiltern and Malvern torpedoes, Chelsea landaulette, Eaton limousine and the Chelmsford cabriolet, but individual requirements in special bodies were always met. Some chassis were used by other coachbuilders, H. J. Mulliner & Co. building a special demonstration torpedo on one, and a Miss M. Dunkels had chassis number 138 fitted with an " interior driving three-quarter cabriolet " body by the same firm. I think she must have been very pleased with the result painted lavender grey throughout and upholstered in heliotrope grey cloth. The chassis price in 1914 was £475, the complete Malvern torpedo and Eaton saloon, upholstered and painted in colours to choice, costing, respectively, £745 and £860. By 1914 the Sizaire-Berwick had already gained a considerable reputation as a high-grade car, and typical of the comments of the contemporary press is the following taken from *The Field* : " The most fastidious could not desire a better or more luxurious car for its power—nine out of ten motorists riding in it would accept it, with a sealed bonnet, as a six-cylinder car. Nor does it suffer by comparison when inspected or dissected."

The start of the " War to end all Wars " upset the plans of most firms, certainly those of an Anglo-French car firm supplied with chassis from Paris. The works at Courbevoie were taken over by the government and the last few chassis were hastily driven to the coast. One driver prominent in this operation was Jack Waters, later chief tester of Sizaire-Berwick, but better known today as a star of all the entertainment mediums—Jack Warner. These last chassis were fitted with bodies, often for use as field cars in the war, and then the Highgate works swung over to wartime production. On various chassis of other makes, mainly heavy Leylands, were built such vehicles as living wagons for anti-aircraft gun crews, machine-gun and searchlight lorries, travelling photographic dark-rooms, telephone exchanges, workshops, and caravans which were almost miniature hotels on wheels. Bigger things, however, were in store, for in 1915 F. W. Berwick acquired a site at Park Royal in North London, and work started on a factory at which large government contracts for aero engines and 'planes would be carried out. Work on the factory continued almost without a break from 1915 until well after the war, and it grew to very large proportions indeed, covering some 16 acres of buildings, plus a four-acre sports field, and employing some 5,800 people at the peak of the war.

It will be interesting to mention in passing the main work of this war period. Le Rhône engines were built in quantities as well as DH4 'planes. The DH4s were produced at a price around £1,200 each excluding the engine. DH9s, DH9As and later some DH10s (twin-engined bombers) were also made, and repair work was carried



RELIABILITY ACCEPTED.—A former President of France, M. Poincare, seen about to enter a Sizaire-Berwick driven by George Sizaire during military activities in the 1914/18 war.



IMPORTS.—Sizaire-Berwick chassis photographed in 1915 en route *for London.*

out on Gnome and Clerget engines, while at the very end of the war A.B.C. Dragonfly 'planes were made. During the war the factory was honoured with a visit from Queen Alexandra. When at last the end of the war came, and shortly after that the completion of the last aircraft contracts by the firm, the way was then clear for the production of the post-war Sizaire-Berwick.

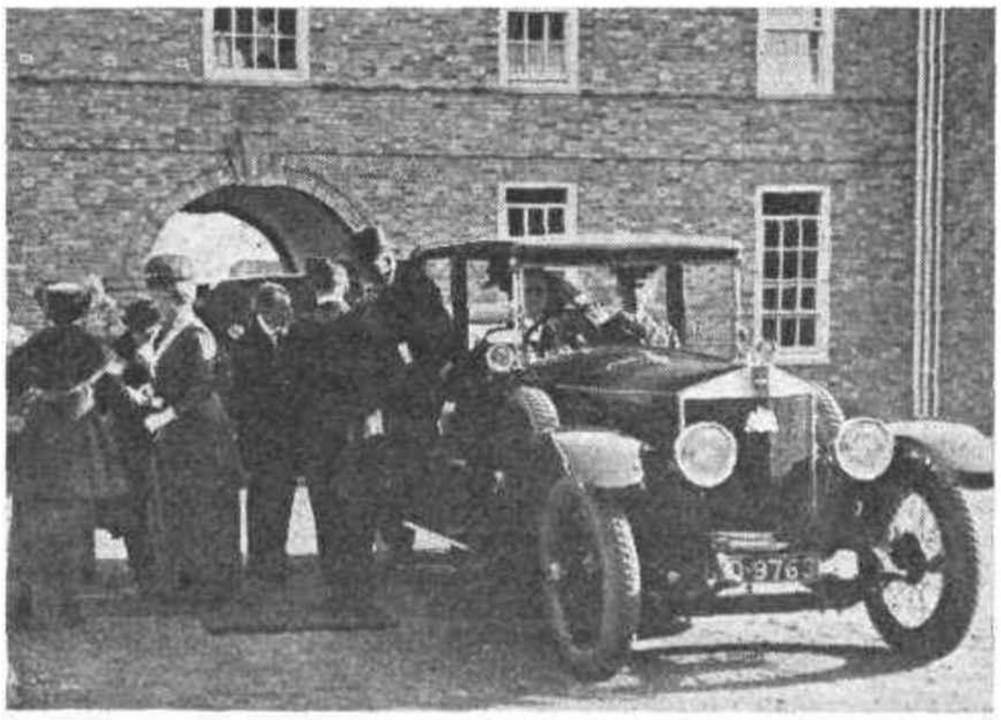
The post-war car was to be built entirely at Park Royal by the newly-formed Sizaire-Berwick Company, the works having also been designed with a view to the production of motor-car chassis, engines, and bodywork. It must indeed have been one of the most modern car factories in Europe, and even today photographs of it are extremely impressive. The new model, known as the 25-50 h.p., was rather the refined and perfected 20 h.p. than a completely new car. Valuable experience had been gained in the war under all manner of conditions. In fact, at the 1919 Paris Salon, besides the new chassis, a 1915 20-h.p. car belonging to Mr. Edward White was shown, which had completed nearly 110,000 miles in the four years. Certainly a sensible method of showing the ability of a car to stand up to strenuous testing. It was, incidentally, a Sizaire-Berwick saloon, with George Sizaire as driver, that had carried President Poincaré of France at the front throughout the whole of the 1914-18 war.

The most obvious external change in the post-war Sizaire-Berwick, apart from the more modern body stylings, was the handsome new radiator design, with slightly angled front and a narrow flat strip down the centre line. At the beginning of the war the Rolls-Royce Company objected to the registered design of the radiator and a settlement was concluded, hence the new design. The 25/50 (4,536 c.c.) had a four-cylinder side-valve engine now 95 by 160 mm., and with aluminium slipper-type pistons replacing the pre-war steel ones, a direct result of experience in aero-engine work. The crankshaft now ran in five bearings, and many minor refinements had been carried out on the engine. A single-plate clutch was now fitted and the final drive was by Gleason spiral bevel. Automatic lubrication of the springs was achieved by merely turning a small knob on the side of the chassis, and engine lubrication and filtration also received special attention. Two easily removable filters were used in the engine; first a closely-packed gauze one on the pressure side of the oil pump, and also one above this through which the oil passed when filling the engine. In addition there was a large gauze screen across the sump above the pump level. The wheelbase and track were increased slightly to 11 ft. 9 in. and 4 ft. 9 in., respectively, and the wheel size increased to 895 by 135 mm. Driver comforts were not neglected and on the well-equipped dashboard a petrol-level gauge appeared, replacing the pre-war gauge actually on the tank. The fuel feed to the carburetter was by Weymann vacuum tank, from the main tank at the rear; this replaced the 20-h.p. model's pressure-feed system, using an engine-driven air pump. There was also an oil gauge with two needles, showing oil pressure by one needle and oil level in the sump by the other. As in the pre-war model all the instruments could be illuminated from the rear at night, and electric starting, previously an optional extra, was now standardised. In fact, the 25/50 was built to deserve the description accorded to it by a motoring journal as one of Britain's foremost cars.

This 25/50 chassis (with but minor changes) was to be the basis of all Sizaire-Berwick cars up to the end of 1922. It would be difficult and pointless to attempt to describe all the types of bodies built on the chassis in these years, suffice it to say that there were many varieties of graceful bodies, both open and closed. Special bodies were also built and the very high standard of coachwork on Sizaire-Berwick cars was widely appreciated. It is interesting to note that with F. W. Berwick & Co. at Park Royal were such names as Park and Ward, now well-known coachbuilders (and, incidentally, owned by Rolls-Royce), and also Webb, later of the equally well-known Freestone and Webb. Although the Sizaire-Berwick was a car built primarily for luxurious travel, it had a chassis that was equally suitable as the basis for a more sporting vehicle. The pre-war 20-h.p. had gained a reputation as a powerful car with good handling characteristics. The following extract from *The Autocar* of November 1914 said of the car on the Hog's Back near Guildford: "... about two miles of the dead-straight portion of the "Back" was absolutely clear of man, beast or vehicle, and then—well, then its speed, its smoothness of running, and the comfort it afforded forced on us the conviction that if this was not the best car of its calibre we had ever driven, then it was hard to find a better. A purer delight than the handling of this Sizaire-Berwick at speed, no practised and experienced motorist, attuned to realise all the best points of a car, could possibly desire." The 4½-litre 25/50 inherited these characteristics, but it also had more power than its predecessor. The engine, with an R.A.C. rating of 22.4 h.p., developed 30 b.h.p. at 1,000 r.p.m. and over 65 b.h.p. at 2,200 r.p.m., hence there was considerable power in reserve. Though inefficient by modern standards, the large slow-revving engine combined smooth powerful running with exceptional long life.

The Sizaire-Berwick was an expensive car. In 1920 the chassis fitted with an open body would cost around £1,500, and with a closed body £1,700, placing it in an approximate price class with such cars as the Bentley, Delage and Hotchkiss. As examples of high-grade British cars it was not surprising that Sizaire-Berwicks were owned by many well-known people, not least among these being Royal owners and numerous Indian princes.

The end of 1922 marked a turning point for Sizaire-Berwick cars. In actual fact both Sizaire and Berwick had already left the company; M. Sizaire in the next year producing the Sizaire Frères car, while F. W. Berwick was later concerned with the Windsor car and associated with British Salmson for many years. Still active and in good health, F. W. Berwick lives today in Devon. In October of 1922 a new range of Sizaire-Berwick cars was introduced with, to quote a contemporary report, "entirely new chassis designed by Sir Herbert Austin." Two Austin directors joined the Sizaire-Berwick board, and the cars were now sold through Austin agents. The three new models were known as the 13/26, 23/46, and 26/52, but, in view of its success, the 25/50 was continued unchanged. The new Sizaire-Berwick cars were, however, merely built on Austin chassis; the 13/26 using the Austin Twelve chassis, the 23/46 using the Austin Twenty chassis, both these Austin cars having been introduced the year before. The 26/52 used a chassis with a 3-litre six-cylinder engine (81.5 by 102 mm.) rated at 25.3 h.p., and fitted with a three-speed gearbox. This chassis was also certainly of Austin origin, but had no counterpart in the actual Austin range,



ROYAL PASSENGERS.—H.R.H. King George V and Queen Mary arriving in Sizaire-Berwick landaulettes at a social function in the early nineteen-twenties. Compare the post-war radiator with those of the cars in the upper picture.

No. 3 IN A SERIES OF TESTS SPECIALLY CONDUCTED BY COURTAULDS LIMITED

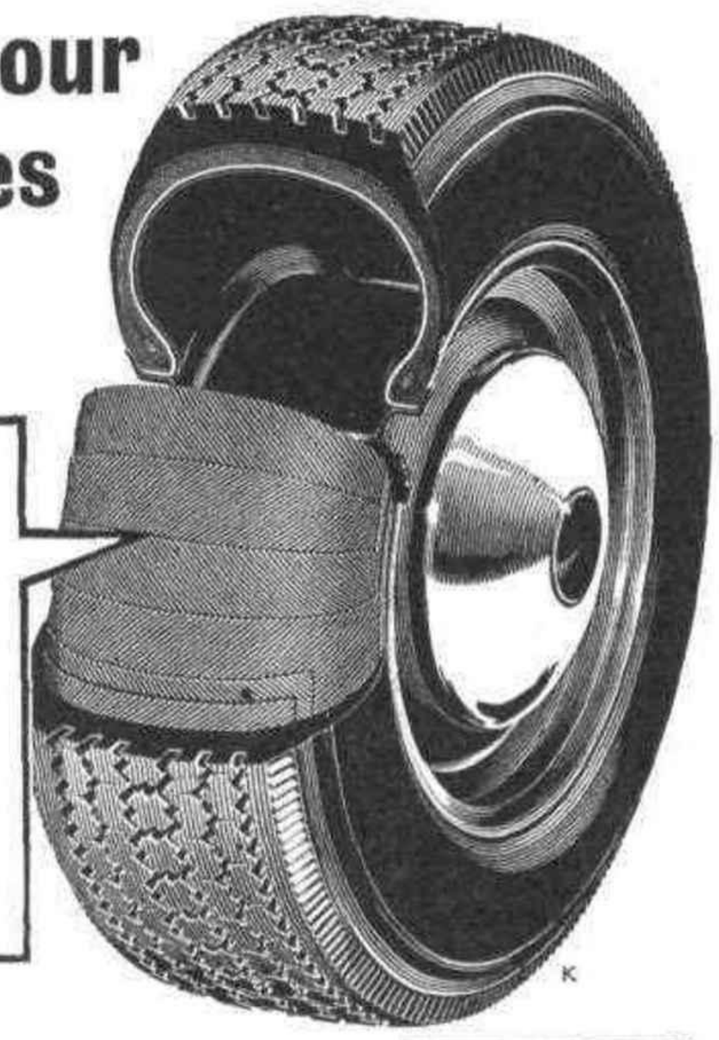
BIRMA *and* MANYA, *two of Billy Smart's ten circus elephants, photographed at York on April 18th 1957 pulling on a rope made of High-Tenacity Rayon—the same material that gives strength to your tyres. The rope was only ½" thick, but Birma and Manya failed to break it!*

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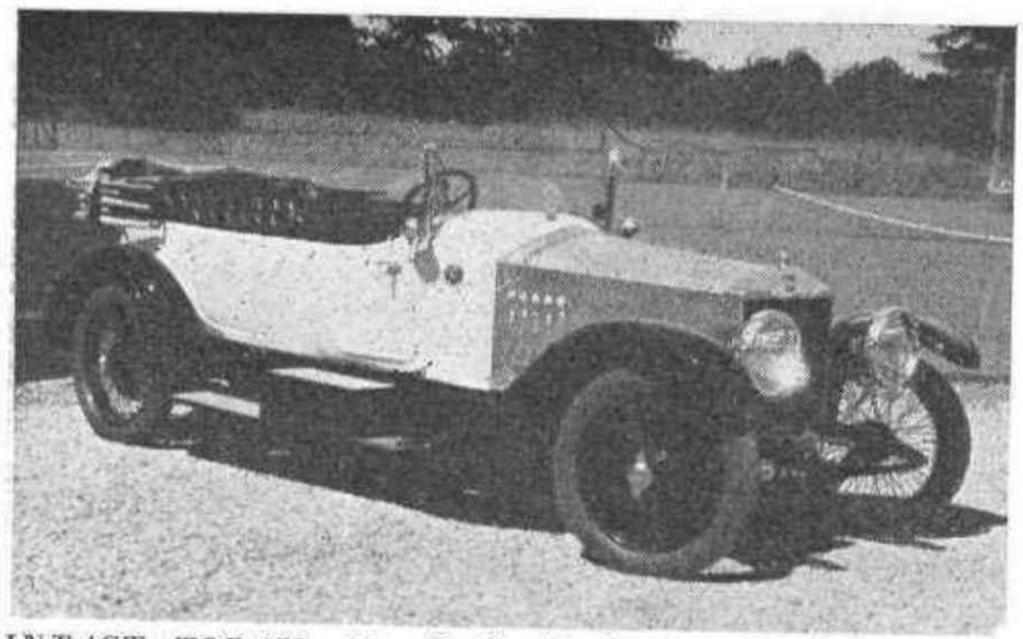
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COURTAULDS HIGH-TENACITY RAYON—THE WORLD'S LEADING TYRE CORD



INTACT TODAY.—Mr. J. G. Hutt's beautifully-restored 1914 *20-h.p. Sizaire-Berwick " Malvern " torpedo tourer.*

who apparently did not make a six-cylinder car between 1913 and 1927. For this reason the 26/52 has a rather mysterious background. An approach to the Austin Motor Company in this connection met with little interest, unfortunately, and did not clarify the matter.

However worthy in their own class, the Austin chassis fitted with a coachbuilt body and a Sizaire-Berwick radiator did not make a Sizaire-Berwick car, a fact which the motoring public quickly appreciated. In any case the 13/26 must have been a very dull car, for it was grossly underpowered, and the 23/46 was a very far cry from the 25/50. At the 1923 Olympia Show only three Sizaire-Berwick models were shown, the 26/52 having been dropped. During 1923 the 25/50 had sold in standard open touring form for £1,225, the Bentley costing the same and the 30/98 Vauxhall £5 less. However, all was far from well in 1924, and at the end of the year all the Sizaire-Berwick models, including the 25/50, were dropped and plans made for one new car. The 1925 model, called the 15-h.p. Sizaire-Berwick but actually rated at 13.9 h.p., had an engine 76 by 110 mm. and a three-speed gearbox. It sold at between £695 and £835 according to the body, but it seems unlikely that very many were ever sold, and no report or road test appears to exist. So during 1925 the Sizaire-Berwick story ended.

Today, thanks to a few vintage enthusiasts, there are still some very fine Sizaire-Berwick cars in existence. Mr. J. G. Hutt has a 1914 20-h.p. model, which he has restored to its present immaculate condition, while Mr. W. A. Matthew is soon to start restoring an even earlier 20-h.p. built in 1913. His is certainly an unusual find for he traced the car to a bonded whisky warehouse, where it had been since 1922, having undergone a very full overhaul shortly before disappearing for its 35-year rest. M. Lefranc, in France, has a 1916 20-h.p. model, which is apparently in perfect condition. In the United States there is a fine 1919 25/50 tourer in the possession of Mr. H. L. Cook, a keen member of the V.M.C.C.A., and in Australia a 1922 25/50 belonging to Mr. H. Batten, besides another Sizaire-Berwick of doubtful vintage. In Britain again there is an excellent 25/50 torpedo and a saloon, which is at present undergoing restoration after mutilation into a station-wagon. Both these cars are 1923 models. As far as is known, none of the Austin-based cars have survived.



EXOTIC.—A 25/50 *Sizaire-Berwick open torpedo owned for a time a few years ago by D. Scott-Moncrieff.*

Having brought the story up-to-date, it would be interesting to have the views of a present-day owner of a Sizaire-Berwick, and no one is better able to do this than David Scott-Moncrieff, until recently the owner of a 25/50, to whom I am indebted for the following impressions : " If I were shown a Sizaire-Berwick 25/50 for the first time I would, almost certainly, imagine it to be a four-cylinder prototype built, but never put into production, by the Rolls-Royce Company. So much is so very similar in design that it seems to confirm definitely the oft-repeated story that two of the best Rolls-Royce draughtsmen left to join F. W. Berwick. (I have found no grounds for this story, but it does appear likely that some draughtsmen left Sizaire-Berwick after the war to work for Rolls-Royce !—G. B.)

" My own 25/50, not to be confused with the later model, a much inferior job, built up largely of Austin parts, had a performance approximately equal to an average Silver Ghost of the same year, 1923. This is particularly creditable when you consider the Rolls has a cubic capacity of nearly three litres more than the Sizaire-Berwick. Funnily enough, in spite of the outward similarity, it doesn't really *feel* like a Rolls to drive. It's difficult to define exactly what it does feel like, possibly a Napier of its own era is about as near as I can get.

" The great charm of the 25/50 Sizaire-Berwick lies, like so many other luxury cars of its day and age, in its slow-turning engine pulling a very high gear. This is particularly accentuated by the incredible smoothness of the 4½-litre Sizaire power unit. I don't recall any other engine of four cylinders quite so silken smooth, although, if it was modified to run more efficiently, much of this smoothness might well disappear.

" To my mind the three great delights of this car are its beautiful finish in every detail, its wonderfully effortless cruising speed at forty-five miles an hour and the marine-engine tick-over of 200 r.p.m."

Finally, I should like to thank the many enthusiasts who have written to me concerning the Sizaire-Berwick, and also MOTOR SPORT for printing my initial appeal for information. Today, the Sizaire-Berwick is among the rarest of vintage names, and if this brief history has given a clearer picture of this fine car it will have served its purpose.

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CONTINENTAL NOTES

ONLY last April I was writing about the growing interest in Grand Prix racing and how Formula I events were filling the calendar thick and fast. I pointed out how the Classic events were assured and were being supported by races such as Syracuse, Pau and Naples. Now, after the first of the European World Championship events in Grand Prix, held at Monaco on May 19th, there has been a complete cessation of Formula I activities due entirely to the sordid question of finance. Organisers have not been prepared to offer as much as previous years, manufacturers and entrants want as much as before, if not more, and a rather unofficial gathering held last winter in Brussels between organisers and certain National Club representatives, resulted in an open battle between the Grand Prix promoters and the firms of Maserati and Ferrari. As a result of all the bickering and money-grabbing there has been NO BELGIAN GRAND PRIX and NO DUTCH GRAND PRIX. The Zandvoort organisers were at least straightforward and said a long time ago that if entrants were going to need as much starting-money as they received in 1955 then the Dutch were not interested in trying to hold a Grand Prix race, and that was that. The Belgians, however, wanted to hold a Grand Prix race, but were not prepared to pay as much money as the Italian firms considered necessary, and after a lot of last-minute panics the whole thing was called off.

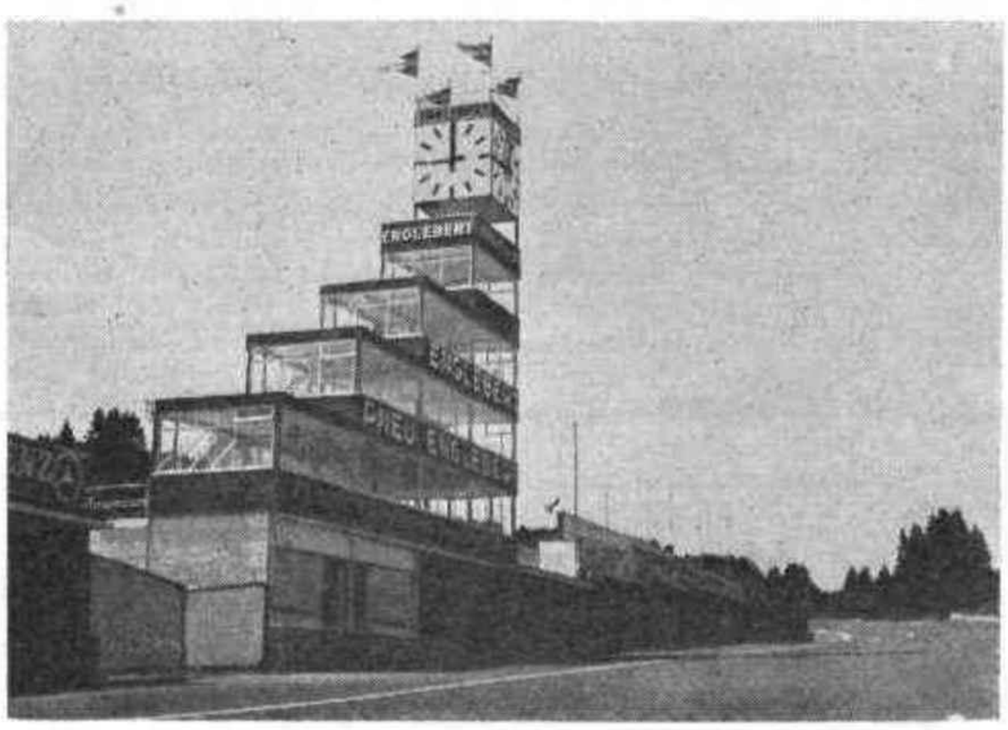
Much has been written and a lot more spoken about starting money and many and lurid have been the tales going around the circuits. Starting money itself is simple enough. Mr. Ferrari or any other racing-car owner says he wants X number of pounds per car to take his team from Maranello to a given circuit, and to employ the best driver he can find for them. If the organiser thinks that Mr. Ferrari's cars with the "best drivers" are worth X pounds to appear on the circuit, then he pays up and has to reimburse himself from the money taken from the public and the trade supporters of racing. If he does not agree to Mr. Ferrari's demands he barters and haggles, and in the past both sides have come to an amicable agreement. Amicable agreements between the Belgians and Italians now seems to have ended and after much back-chat the Belgians said "We won't have a race" and the Italians said "We were not going to come anyway" and the result was deadlock and no Grand Prix racing.

Most racing-car owners are pretty reasonable people and they reckon to ask for sufficient starting or appearance money to cover running costs, which is to say, transport, mechanics, accommodation, insurance and last but by no means least the cost of hiring a good driver, in order that the car might have a chance of winning some prize money. Costs have been rising steadily over the years and starting money demands have increased accordingly. until this year the whole affair has blown sky-high. It will be recalled that last April, on this page, I suggested that the "private-owner" might kill his own golden-goose, and now the manufacturer teams have done it for him. In all the writings and discussions that have been going on about this subject one important point has been overlooked. It has been said that a top-line Italian Grand Prix car, with a potential World Champion as driver demands as much as £1,200 starting money (and the back-garden Special builder has remarked that it ought to be possible to build a Grand Prix car for that amount). This sum of £1,200, or maybe it is only £1,000 or even £900, but whatever it is, would seemingly go to the team-owner, but that is where most people have overlooked an important detail. All the top-grade Grand Prix drivers reckon to work on a contract of 50 per cent. of the starting money allotted their car. That is they expect £600 for themselves if the manufacturer gets £1,200 for the car. This, of course, leaves Mr. Ferrari and Mr. Maserati, and all the others, with only £600 per car. If the organisers only offer £500 per car then driver and owner get £250 each.

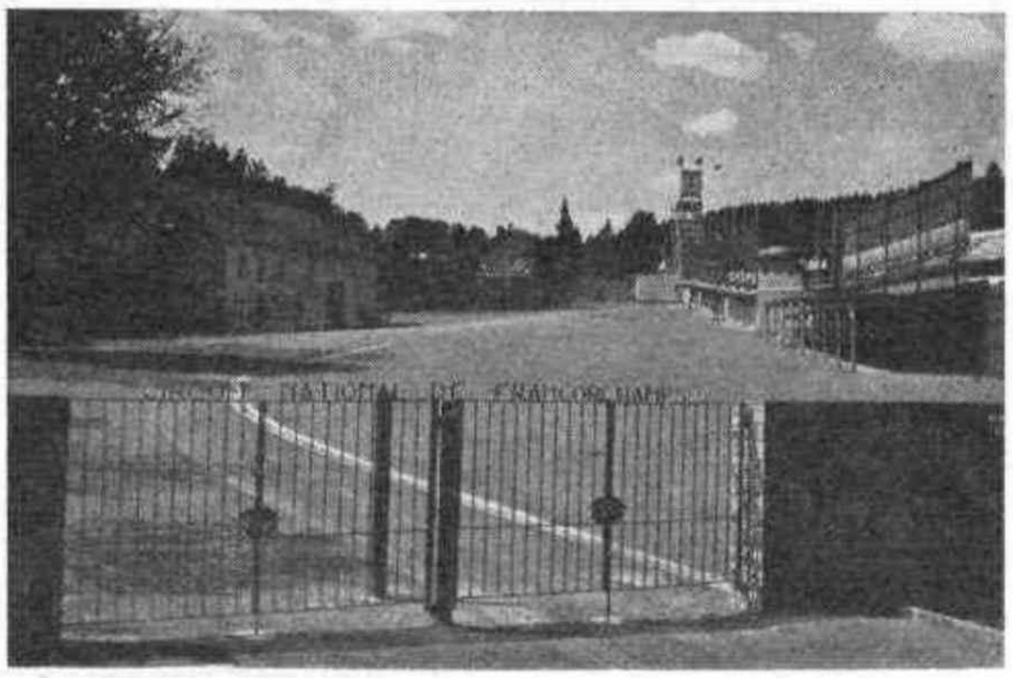
Now I am not going to say that men like Fangio, Moss, Collins, Hawthorn, Behra and so on, are not worth £600 to drive a Grand Prix car, that is purely a matter of opinion, and if they can get that sort of money for an afternoon's work then jolly good luck to them. What is more important, there is every possibility that they will be dead before the end of the afternoon's work, so while they can keep alive they deserve 50 per cent. of the starting money, but ONLY IF IT IS AVAILABLE. If the works drivers had offered to drive for less money, the Italian teams could have accepted the Belgians monetary offer; what would have been left for the manufacturer after paying his drivers, say 20 per cent., would have covered the expenses of running the cars, AND WE SHOULD HAVE HAD A BELGIAN GRAND PRIX. When financial problems go spiralling up and up, someone must give way or the whole system will explode and my contention is that drivers should give a little, as well as organisers and manufacturers.

* * *

Apart from the mere fact of there not being a Belgian Grand Prix, the greatest pity about the whole affair is that the Belgians spent a great deal of money on the pit area at Spa and along the stretch from Stavelot to La Source hairpin. New pits were built, the starting area resurfaced and widened and a wonderful new paddock built, as well as a control tower on top of the pits. The paddock is now truly enormous and surfaced with asphalt, and as the construction involved buying and erasing a farm it can be imagined how much money was spent. All along the fast return leg from Stavelot to La Source hairpin the edges of the road have been lined with flush-fitting kerbs and the banks and hedges cut back many feet, and in some places the banks are more than 15 feet in height. The Spa circuit is one of the finest in the world, and as true a Grand Prix circuit as one could wish for, being very fast and calling for the highest skill in a driver to take a Grand Prix car round in just four minutes at an average approaching 125 m.p.h. There is no driver, who can claim to be a racing driver, who does not like driving



Part of the line of new stone-built pits on the Spa-Francorchamps circuit in Belgium, showing also the glass-sided control tower. After all this work it is regrettable that the Grand Prix could not be held.



By clearing away a complete farm the Belgian club built this beautiful asphalt-surfaced paddock behind the new pits on the Spa-Francorchamps circuit. The whole area is neatly bricked in, with access gates at top and bottom of this paddock.

round the Spa circuit, and now that the latest improvements to the pits and paddock have been completed it is deplorable that there should be no Belgian Grand Prix.

* * *

On the subject of the Association formed by the leading Grand Prix drivers of today I will refrain from commenting in detail. If any of the top six or eight Grand Prix drivers consider that they are not important enough as individuals to be taken heed of if they want to say something, then they must have a pretty poor idea of what racing means to those who organise it and follow it. To have to get together behind the screen of an Association makes them look like rather ridiculous schoolboys, in my humble opinion. It would be nicer if they tried practising a little more " sport " and a little less " business." The " hoo-ha " they caused over the matter of racing round the Monza banked track will have been settled by the time these words are in print, so that readers will know for themselves which drivers stuck to their " Association agreement to refuse to drive " and those who climbed down. Enzo Ferrari was very short with his " stars " when he heard of the proposed refusal to race on the banking, and pointed out very firmly that they were bound by contract to drive as and when he wished. I would not have blamed him if he'd sacked them all on the spot.

If Fangio, Moss or any of the others have the courage to say point blank " I am personally too frightened to race on the Monza banking" then I will raise my soft-peaked-cap to him for his honesty, but nothing more. To gather together behind the screen of an Association, is not only childish, it lacks guts. I have been challenged by the reply " Would *you* race round the banking ?"—a fatuous reply, for I do not profess to be a racing driver, nor do I parade myself in front of the world as such. It seems to my rather purist mind, and maybe old-fashioned at that, that the present-day driver is becoming more like a film-star than a racing driver, and last month's " stamping of feet and bursts of temperament " and refusals to have a try at another form of motor racing, make me very sick in the stomach.

Everyone keeps crying out for " Safety, more safety " in motor racing and yet everyday man-made machines are being used for social purposes and reeking death and destruction all over the world. If man dabbles with a dangerous machine he must pay the consequences, NO ONE HAS EVER BEEN FORCED TO WATCH A MOTOR RACE, nor have any of the drivers BEEN FORCED TO BECOME RACING DRIVERS, so why all the pandemonium ? Every year racing becomes more and more " milk and water " and real he-man motor-racing is practically extinct, so that in the end one can foresee everyone wrapped in cotton wool, and then I hope they all choke to death in their own safety.—D. S. J.

BEXLEY L.C.C.

The Night Navigational Rally held on June 8th-9th, the winner of which received the Nocturnal Trophy, was won by L. Warren (Vauxhall) with 900 penalty marks; second N. M. Lobley (A 35) with 1,540 penalty marks; third J. Chitty (M.G.) with 2,580 penalty marks. This event covered approximately 200 miles of Kentish roads and was observed by the R.A.C. with a view to obtaining a restricted licence for the future.

A further social fixture is on July 1st—Table Top Rally at the clubroom.

MOTOR RACING MARSHALS CLUB

A Committee of representatives of some of the leading sporting motor clubs in the country has met many times to discuss Motor Racing Marshals Club business. The Committee at present consists of twelve members.

Club Secretaries may be interested to know that the above organisation is now " open for business," and in this connection one of its aims is to assist upon request any club responsible for running an R.A.C. or A.C.U. permitted event.

The Register of Members records each member's classification according to his or her experience in various duties at each class of event, and lists include ambulance drivers, commentators, course marshals, doctors, observers, paddock marshals, fire marshals, flag marshals, interpreters (French, Belgian and German), lap scorers, photographers, pit marshals, radio operators, runners, scoreboard operators, scrutineers, sector marshals, start area marshals, telephonists, timekeepers, etc., all with race experience which varies from Grand Prix to Closed Club events.

In addition the club has a limited number of " novice volunteers " of the right types, who are prepared to carry out any suitable duty allocated to them, but who will not be placed on " trackside " duties until suitably trained and qualified.

Membership is open to all those who perform official duties at motor sporting events in the United Kingdom and a limited number of novice volunteers can be accepted. These latter must be prepared, for a season or two, to accept any duty allocated to them—as are all our members—and to work in company with one of our senior officials.

Club Secretaries, Chief Marshals and intending members should apply for full information to J. D. Bannister, Hon. Organising Secretary, The British Motor Racing Marshals Club, " Beechwood," Alsager, Stoke-on-Trent.

AMERICAN VINTAGE SPORTS CAR CLUB FORMED

The formation of the American Vintage Sports Car Club was announced recently after a series of preliminary meetings in New York. This club has been formed to fill an existing gap in the organisations of old automobile enthusiasts by providing a sponsoring group for competition with vintage sports cars.

The club will hold events for cars in the following categories : Class 1, sports cars up to 1915; Class 2, sports cars from 1916 to 1930; Class 3, sports cars from 1931 to 1942; Class 4, race cars over 15 years old.

The inspiration of this club was in the Anglo-American Vintage Car Rallies held in England in 1954 and in the United States in April of 1957, when teams of British and American vintage sports cars competed for a trophy offered by the Royal Automobile Club and for other awards. The address of the club is : American Vintage Sports Car Club, 184, East 93rd Street, New York, N.Y.

ALVIS DAY, HESTON (June 16th)

Alvis Day organised by the Alvis Owner Club in conjunction with the Alvis Register had a record crowd this year. More than 200 car owners and a total of over 400 people, from far and near, attended. Members came from places as remote as Leeds and Blackburn, and even one member from Sierra Leone was present !

A record number of over 180 Alvis cars, from the oldest to the latest models, were on display. Prizes in the competitive events were presented by Mr. S. C. H. Davis, Patron of the club, the winners being as follows :

Concours :
Pre-1933 Models : W. Edgar (1932 12/60).
1933-1940 Models : G. Barfoot Care (1938 Speed Twenty-five).
Post-war Models : D. Andrews-Roberts (1949 TA14).

Driving Tests :
Pre-1933 Models : W. Edgar (1932 12/60).
1933-1940 Models : A. James (1937 Speed Twenty-five) and N. Routledge (1933 Speed Twenty Special)—tie.
Post-war Models : R. Brearley (1952 3-litre).

WEST ESSEX C.C.

The West Essex Car Club will hold film shows on July 3rd and 8th with Noggin and Natter sessions on July 10th and 24th at the " Three Jolly Wheelers," Woodford Bridge, and at Abridge Aerodrome on July 17th there will be a general meeting of the club. The Secretary of the club is J. M. A. Edmondson of 59, Spareleaze Hill, Loughton, Essex.

DECORATIVE TABLE MATS

In the May issue we referred to some excellent mirrored table mats depicting vintage cars. These are now available in a new set of six, illustrating in colour six cars of distinction, *i.e.*, 30/98 Vauxhall, Peugeot 403, Austin Seven Swallow saloon, 1897 Riley, 1912 Morris-Oxford and Le Mans 3-litre Bentley. They are available for your table or bar-counter from Kirby, Squibb and Simpson, Ltd., Westergate Works, Fontwell, Sussex, on mentioning MOTOR SPORT.

LIGHTERS FOR RACE-GOERS

Colebri cigarette lighters (surely Colebri once made a car ?) to appeal to race-goers are offered by Andrew Barley, Ltd., 2, Park Street, Croydon, Surrey. The cases depict circuit-maps in authentic scale and colour, Aintree in five colours, Goodwood in six and Silverstone in seven being available. The Colebri lighter costs 43s. 6d., post free, by registered post, with extra slide-on cases depicting the different circuits 19s. 6d. extra. The suppliers ask for cash with order. Just the thing for *chic* race-goers; please mention MOTOR SPORT when ordering your lighter.

BRANDS HATCH RACING
(JUNE 9th)

Formula II Lotus and Cooper Teams with Twin-cam-engine Cars Fight for Leading Places

WARMER weather arrived on June 9th for the B.R.S.C.C. meeting at Brands Hatch when drivers and spectators alike looked forward to a few hours of pleasant sport.

The customary schedule of events included Formula II and Formula III racing and sports cars. Formula III types were off to a good start early in the afternoon when several different types of 500 c.c. cars hurtled round the 1.24-mile course. A speed of 68.30 m.p.h. was put up by Koring in his Smith 500, a good effort for one of the older racing cars of this type. Wagner and Shaddick came in second and third to complete the placings.

Then to the sports car races; 1,000 and 1,500 models took to the course for a fine display with some of the leading drivers in the country present. This meeting was the first outing of some of the twin-cam-engined Cooper and Lotus models, so considerable interest was aroused. Principal drivers in the leading cars were Roy Salvadori, Colin Chapman and Archie Scott-Brown, this time in the Elva. Team Lotus came up trumps again when first place went to Colin Chapman, leaving Roy in the Cooper to occupy second place ahead of Frost in another Lotus. The tables were turned, however, in the next race, the Formula II event for 1,500-c.c. cars, because Jack Brabham in the twin-cam Cooper together with Salvadori in a similar model fought off the opposition of Allison and Mackay Fraser in Lotus cars also with the latest twin-cam engines from Coventry. Mackay Fraser being able to reach third place only to hold up the reputation of Lotus. Brabham's speed here was 72.70 m.p.h.

The *Sporting Record* Trophy Race for 500s was a Russell-Bridger-Parker contest, all the cars being very close together even to the finish. Jones held the lead for a few laps until Russell and Parker took over half-way until at the end Russell was followed in by Bridger with Don Parker having fallen to third place.

In the production sports-car race, the opening laps were somewhat chaotic, Calvert's Alfa-Romeo Giulietta nearly didn't avoid Tomei's M.G. TD in the mad scramble at the starting line and North in a TR2 and Hudson's 100S Healey were involved in a melee at the bottom of Druids, leaving Prior sitting in a bent Lotus-Ford. Ian Walker was the hero of this round, driving the ex-Graham Hill yellow-coloured Lotus-Ford to victory ahead of Parker in the Willment-modified Lotus-Ford. Most interesting spectacle was the way the little Alfa-Romeo pushed along behind John Webb in his familiar Jensen 541, the latter having to retire with broken front shock-absorber near the finish.

The 1,100 Sports-Car Race followed and this might well be called the " Spectators' " race. It could hardly be called the drivers' race, for every few minutes there was an incident of some sort, fortunately nobody was injured. Hall, in the Lotus, led off with Raby and Ashdown following in line astern, but Raby retired on lap four. George Hill had one or two spins as did Ellis at Druids. Mathieson in a Lotus lost a wheel after taking paddock bend, all of which resulted in a shower of sparks, a wheel spinning off in reverse into the countryside and for a moment a worried driver who very expertly brought the car to a stop on the grass verge. The stub axle was replaced, together with the one on the opposite side which was also found to be cracked, in time for Crystal Palace the following day. Another mishap occurred when Parker's Lotus motored off backwards at the same spot at quite a rate of knots arriving on the bank taking along one or two posters for good measure.

The final 500 event began with Koring in the lead, followed by Finucane and Ham, but by the eighth lap Bridger was leading with long gaps in between cars. Koring lost a wheel at the bottom of Druids, but was not seriously injured. Bridger's speed was 73.20 m.p.h.

Lastly came the second part of the Formula II event won by Jack Brabham with Mackay Fraser second and Les Leston third. Brabham's speed in the Cooper in this event was 71.93 m.p.h., so concluding the day's racing, leaving the enthusiasts to speculate on the similar events to take place within the next 24 hours at Crystal Palace.—I. G.

CRYSTAL PALACE RACING
(JUNE 10th)

Archie Scott-Brown Drives Brilliantly to Win Unlimited Sports-Car Race at 75.50 m.p.h.

AND so to the Crystal Palace on Whit Monday, June 10th, for a further programme of motor racing organised by the B.R.S.C.C.

Formula III racing cars led off at the start, the first event being the Redex Challenge Trophy Race, heat one resulting in a contest between Strange and Russell in Cooper-Nortons, with Foreman in a similar car in third place. Strange brought his Cooper home at an average speed of 73.59 m.p.h. The next heat saw Stuart Lewis-Evans and Ivor Bueb join in the fun, the former taking first place and making the fastest lap into the bargain, this being at 77.70 m.p.h. Cowley had a bit of a job to keep up but gained second place, leaving Don Parker third position.

Formula II cars came next, the same group as appeared the previous day at Brands Hatch and Roy Salvadori this time received the laurels with team mate Jack Brabham following in second place, the leader recording 78.38 m.p.h. The production sports car race started with Ian Walker's familiar Lotus-Ford in the lead with Hudson in a 100S Healey breathing closely down his neck, Sargent in his XK120 Jaguar holding on to third position for as long as possible. In this event there were two definite groups of cars, the leading trio followed by a gap and about five cars all together. Not the least of these was the R4 Jowett which held off Shove in an MGA and closed up well on some of the others showing what an outdated car can still do. By the seventh lap of this ten lap race Ian Walker had caught the five stragglers and lapped them to come in first at 69.77 m.p.h. Hudson was second and Prior, in his rapidly repaired Lotus-Ford, third. In the up to 1,500-c.c. class Tomei, in his M.G. TD, was first, with Jennings (A.C. Bristol) second.

In the up to 2,000-c.c. race for sports cars Roy Salvadori was away first, but Colin Chapman was not to be defeated again and found the right pedal to make the Lotus come in first ahead of Salvadori, leaving Crabb on the Tojeiro-Bristol to come in third.

The final of the Redex Challenge Trophy for 500s resulted in another win for Lewis-Evans, Ivor Bueb being a little out of practice on these small cars. The Cooper of D. J. Strange spun going under the *Motor* bridge and hit the straw bales with no injury to the driver. Ivor Bueb chased Don Parker hard but failed to gain a place.

Archie Scott-Brown took off with a flying start in the unlimited sports car race, driving the incredibly fast Lister-Jaguar which never faltered once during the entire race and recorded an average speed of 75.50 m.p.h. with a fastest lap of 75.82 m.p.h. Jim Russell and Peter Whitehead ran very close together as did most of the other competitors except Peter Mould who was a little further behind in his C-type Jaguar.

The Anerley Trophy race for 1,100-c.c. cars resulted in a dog-fight between Hall and Chapman driving team cars. At first Hall led until the sixth lap when Chapman took the lead, but by the next lap Hall was again in first place where he remained until the finish, making an 1,100-c.c. class record of 77.22 m.p.h.

Finally, came the last Formula II race when Brabham and Salvadori shot off into the lead, Brabham staying to finish, but not before making a new lap record of 80.19 m.p.h. for the circuit. Mackay Fraser spun on the grass on the opening lap and later in the race Salvadori lost a gear which cost him a place since he arrived third behind Wicken in another Cooper.—I. G.

HOLD YOU TIGHT

Kenning Manufacturing Company, 103, Dawlish Road, Selly Oak, Birmingham 29, apparently realise that our readers like to drive round corners as quickly as is practicable, because they have sent us for test a pair of their Type D " Swaystop " seat belts in a pleasant tartan finish. These belts are available for the larger Fords (all years), Sunbeam Rapier, VW, and other cars with divided squab and cushions. The price is 30s. each, plus 2s. post and packing if ordered direct.

LETTERS from READERS

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

THAT CAR AGAIN

Sir,

Perhaps you would like to publish the fact that my 1947 VW with its second engine has just topped a quarter of a million miles, has never been off the road except for de-cokes, a renewal of one front-wheel bearing, two clutch cables, and major repairs to the off-side after having been hit for six by a German Post Office lorry.

The chrome on the hub plates is still in excellent condition—have no other chromium plating—but the paintwork is now showing signs of its ten years' wear.

"The proof of the pudding . . . !"

I am, Yours, etc.,

"2232 BZ."

Bristol.

* * *

THE BROOKLANDS PARTY, JULY 6TH

Sir,

With reference to the Brooklands Memorial unveiling on July 6th I wonder if I may seek the hospitality of your columns to state that owing to restriction of space, etc., it is regrettably not possible to make this a public ceremony and that admission to the track will be by invitation only.

With the help that has been given by the motoring papers and organisations we hope that our guest list will be very representative of the drivers and riders who competed regularly on the track and also of the aviators who flew here. We are only sorry that we cannot accommodate the many thousands of Brooklands' fans who, we know, would like to pay their respects to this historic site.

I am, Yours, etc.,

CHARLES GARDNER,

Manager: Information, Public Relations and Promotions,

Weybridge. Vickers-Armstrongs (Aircraft) Limited.

* * *

MILLE MIGLIA 1957

Sir,

In view of the misunderstanding regarding the placings in the Price Limitation Category for Production Sports Cars in the recent Mille Miglia, we feel it necessary to clarify the position.

When we eventually got the provisional results we were surprised to find that we had not been credited with third place in the Price Limitation Category. We therefore found it necessary to approach the organisers to establish the true position.

Obviously the two Le Mans cars of the Fitzwilliam team were not eligible for this category, therefore we felt quite sure that, being an organisation of undoubted integrity, they did not enter them. It was later established by the Auto Club di Brescia that this was in fact the case.

Contrary to the odd rumours going about, we would like to make it quite clear that at no time did we even contemplate putting in a protest. We were merely pointing out the mistake made by the organisers.

We are quite certain that had the Fitzwilliam team eventually realised the seriousness of this mistake—depriving us of our rightful third place (and prize money)—they would have done everything in their power to see that we got fair play and that the true position was established.

I am, Yours, etc.,

J. M. SPARROWE,

Christchurch. MICHAEL REID.

* * *

"THE GREAT INSURANCE GRAB"

Sir,

My 1931 20/25 Park Ward Rolls-Royce saloon is insured with the Vulcan Boiler & General Insurance Company Limited *at standard rates*. They are a tariff office.

This car is not "age loaded" because I have pointed out the following facts. Firstly it is a Rolls-Royce and therefore benefits from the most comprehensive spares service in the world. Secondly it is well maintained (I made sure that the company knew that I had had the brakes tested and gave them the efficiency figure). Thirdly because I have had only one claim in six years' business with them. This was for only £16, which was less than the no-claims-bonus which I lost. I claimed because, although I wasn't sure, I thought that the accident was my fault and so admitted claim to save the other fellow's bonus. I have therefore so far cost them nothing. There is no "pull." My family's very substantial general insurance cover is all written by another company. My motor insurance goes to Vulcan Boiler because they will allow 17½ per cent discount for an excess of £10 damage to my own car only, which seems sensible as on one occasion a Consul drove into the back of the Rolls and pushed a wing on to the tyre. The damage was so slight that the cost of repair was trivial and not worth claiming. I later heard that someone paid out nearly a hundred pounds on the Consul.

One reason why insurance costs are so high is simply that insurance offices are run on very safe business lines. In deciding whether to pay an obviously phoney third-party claim an experienced claims man will be guided solely by whether paying will be cheaper than losing the costs not recoverable from a legally-aided opponent if they fight him in court. If he thinks it would be cheaper to pay then the insured loses his no-claims-bonus and has no appeal. If the insurers showed more moral fibre it might be expensive at first but would be a lot cheaper later.

Motorists and the Motor Trade do not set a very good example here. Whilst some garages are downright dishonest about insurance repairs, nearly all do a much better job than is warranted by the previous general condition of the vehicle in order to avoid any "come back" from the customer. Motorists lack the honesty to avoid this and the insurance people lack the guts to act individually to stamp out this racket.

May I deal with the points of your editorial in turn.

(*a*) Lloyd's underwriters made a profit on motor business last year but have you read one of their policies? I remember being shown a policy which stated that the policy did not cover claims arising from the vehicle being driven or maintained in a negligent or dangerous manner and left the insurers to decide when this was so!

(*b*) I know a driver of 50-odd with a stiff left leg who has a TR3 on normal rates: he has never had an accident in his life. Another much younger friend has a TR2. After a great deal of searching round he managed to get insurance of a sort. Neither he nor anyone else in the car is insured against personal injury; he pays £50 per year premium and is subject to a compulsory £50 excess supported by a compulsory £50 deposit with the insurers. His record is shocking.

(*c*) I am told by someone in the insurance business that he has never known a sports-car driver successfully defended in court in any case within his experience where there was a claim by a third party for personal injury. For that we must blame our fellow men and sports-car drivers must blame them for the premiums they pay.

(*d*) Is answered with (*c*).

(*e*) Accident-prone drivers are loaded. Rating cars on power, district and use is a very rough and ready means of charging according to average mileage and cost of repairs. It probably leads to lower administrative costs than dealing with things like sealed odometers. The use of the archaic R.A.C. formula still leads to ridiculous anomalies. A 3-litre car can be 16 h.p. or 21 h.p. according to whether it is a Rolls or a Bentley.

(*f*) The general lack of enterprise of the insurance companies with regard to insuring good old cars can be remedied very easily. If, say, 1,000 vintage-car owners instructed their bank managers to buy for them one share in each of six tariff insurance offices and then went to the A.G.M.s and let all hell loose, the resulting publicity would soon stir up some action. What about it, V.S.C.C.?

The insurance industry has been "bad" on the motor side for some years. Premium income for each year has not covered claims plus running costs. Premiums, however, are collected now for next year all the time and so long as business continues to increase there will always be enough of next year's money to pay for this year's claims. The increase is now slowing down, which means that the same amount of money has to come from fewer people, which means simply that we pay more.

What's the answer? Motorists have got to be more honest and less niggly. Garages have to be fairer. Insurance offices have got to show enterprise and guts. In other words, *we have all got to stop acting like a set of kids*!

I am, Yours, etc.,

Mansfield. ROY JENKINS.

VW *versus* MORRIS 1000

Sir,

Your correspondents in the VW *v.* Morris Minor 1000 issue seem to have missed the point in their comparisons, especially so far as over here is concerned.

It is not so much engine r.p.m., and points this or that of a second through the gears, which count. It is very much ruggedness, *i.e.*, ability to take a beating at the hands of " drivers " over here, and on the " roads," no antifreeze worries, ease of servicing, economy (funnily enough, as fuel economy is worried about least of all) and " go anywhere " abilities.

The last in particular. In the snow of winter and mud of spring, VWs knock spots off any other car. Without the benefit of snow tyres they will churn out of situations which thoroughly strand even chain-equipped vehicles! I have seen it. I don't think a Minor 1000 could do the same. The most frequent occurrence of a vehicle in slight difficulties, rather than stuck, worries not the VW at all. I submit that the placing of the engine, and therefore the weight, aft has much to do with this.

In a car-style-conscious nation such as this one, the lack of VW " styling " seems to be no hindrance. They sell like hot cakes. On the other hand the bulbous appearance of the current crop of Morris causes hoots of derision! Normally, a year's depreciation on a car is 15 to 20 per cent.; on a VW it is only 5 to 8 per cent.! On English cars, I am unhappy to say, it is 25 per cent.

The number of VWs one sees on the roads is not in the least bit heartwarming to a Briton who wants to see his own cars around more, but the VW's " go anywhere " merits, which I cannot see the Minor 1000 beating, make them inevitable. It is to be hoped that the Ferguson system will make the VW look as silly as the VW is currently making the others look.

I am, Yours, etc.,

Dartmouth, Canada. J. C. CUTLER.

* * *

SERVICE!

Sir,

Yesterday morning I put my damaged Rover 90 in Apperley's garage in Wallasey for repairs. It had been involved in a head-on collision and its already flat snout was even flatter.

By 7 p.m. on the same day the car was handed back to me completely repaired excepting for the repainting. Plus the complicated repairs to the suspension and steering, it had a new bumper, lights, horns and radiator. The front mudguards and bonnet cover had been beaten out and primed. Today I've covered over 200 miles in comfort and confidence.

This was a real display of super efficiency and it is most heartening to know that this type of service still exists.

I am, Yours, etc.,

Liverpool. NORMAN KINGHAM.

* * *

ALVIS ENGINE LIFE

Sir,

May I, as a very dissatisfied owner of a 1954 3-litre Alvis, be permitted to reply to your correspondent Mr. W. S. Douglas? With a little over 28,000 miles on the clock a worn oil pump resulted in the stripping of the teeth from the camshaft and distributor drive. The replacement of these parts meant the removal of the engine from the chassis and complete stripping down. Bill £64.

Oil consumption since reassembly on a trip to Scotland, covering 1,200 miles, was six pints.

It seemed to me that, even though no possibility of guarantees could arise, considering the small mileage and the inexcusable nature of the defects, the Alvis Company would be more than anxious to preserve the good name of Alvis for quality and all that goes with it, by offering to meet with the cost of the spares. I am afraid that nothing could be further from reality.

Correspondence produced a flat refusal to do anything about it, and worded in such a way as to imply neglect by myself as owner.

A very heated conversation with the department concerned produced a promise to reinspect the damaged parts, and a final but reluctant agreement to issue a credit note to the repairers for half the cost of the spares. The sending of this credit note was delayed so long that a reminder was necessary.

Another cause for dissatisfaction with this car is the paint, there being so little of it that it is possible to see the red primer through the finishing coat.

My disappointment and disillusion with Alvis is great.

I am, Yours, etc.,

Barton Mills. A. GREGORY.

[This correspondence is now closed.—ED.]

CARS IN THE SOUTH OF FRANCE

Sir,

We thought you might be interested in the attached census of cars from the sunny South of France. Needless to say, we are now *sans* cash and coupons, and it is pouring with rain!

This survey was taken between 10 a.m. and 12.20 p.m. last Easter Saturday on the Lower Corniche leading west from Monte Carlo.

Good luck to your magazine! Like so many others, we find it annoying because we can never get any work done on the first of the month!

We are, Yours, etc.,

B. A. SEWELL,
JEAN POWELL,
P. I. POWELL.

Bath.

Nationality		*Place of Birth*		*Age and Sex (where recognisable)*	
FRANCE	**628**	**Renault**	179	" 750 "	95
				Dauphine	55
				Frégate	28
				Pre-war	1
		Peugeot	135	" 203 "	97
				" 403 "	32
				Pre-war	6
		Citroen	119	2 c.v.	51
				11 c.v.	38
				15 c.v.	18
				D.S.19	12
		Simca	100	All post-war	100
		Ford	69	All post-war	69
		D.B.	22	Dyna-Panhard	21
				Pre-war	1
		Facel Vega	2	Post-war	2
		Hotchkiss	2	Post-war	2
GERMANY	**142**	**VW**	46	Ordinary	45
				Karman Ghia	1
		Mercedes	32	All post-war	32
		Opel	34	All post-war	34
		Hansa-Borgward	11	All post-war	11
		Taunus (Ford)	10	All post-war	10
		Messerschmitt	4	All post-war	4
		D.K.W.	3	All post-war	3
		Goggomobile	1	Post-war	1
		Heinkel	1	Post-war	1
ITALY	**131**	**Fiat**	97	" 1,100 "	30
				" 1,900 "	20
				" 600 "	18
				" 500 "	14
				Pre-war	15
		Lancia	20	All post-war	20
		Alfa-Romeo	14	All post-war	14
U.S.A.	**72**	**Chevrolet**	18	All post-war	18
		Cadillac	11	All post-war	11
		Studebaker	9	All post-war	9
		Ford	7	All post-war	7
		Desoto	5	All post-war	5
		Buick	3	All post-war	3
		Dodge	3	All post-war	3
		Plymouth	3	All post-war	3
		Oldsmobile	2	All post-war	2
		" What the hell? "	11	All post-war	11
GREAT BRITAIN	**54**	**Rover**	9	All post-wa	9
		Austin	7	All post-war	7
		Ford	7	All post-war	7
		Hillman	7	All post-war	7
		Jaguar	4	All post-war	4
		Rolls	4	Probably post-war	4
		Standard	4	All post-war	4
		Vauxhall	4	All post-war	4
		Morris	2	All post-war	2
		Sunbeam-Talbot	2	All post-war	2
		Humber	2	All post-war	2
		Bentley	1	Post-war	1
		Wolseley	1	Post-war	1
SWEDEN	**1**	**Volvo**	1	Post-war	1
Total	**1,026**	=		**440— private cars per hour.**	

* * *

BLOWING A GASKET

Sir,

Having been a regular reader of your magazine for some years, and realising your views on the British Motor Trade, I would appreciate your comments on what seems to me to be a case of sharp practice.

I own a Lancia Lambda which has blown a cylinder-head gasket, not unexpectedly, and so I went to a well-known Motor Factor in Manchester to get a spare. They showed me the exact thing in their manuals and so I ordered one, the price being quoted as £4 15s., which I thought seemed rather expensive. However, I recently called in to see whether it was ready and inadvertently

saw attached to my order sheet the maker's confirmation for the gasket, and the price quoted on this was 45s. This gives a profit margin of around 110 per cent., which to me seems quite staggering when all the firm are doing is " agenting " the gasket. I have since found out that they normally work on 30 per cent. for stock items, which in my case would give a selling price for the gasket of around £3, which I suppose can be considered reasonable—but I feel that as things are at the moment, someone is making £1 15s. for his own pocket!

Perhaps you can tell me if I am being fair in my deductions, or whether I am astray somewhere. But if it is a case of sharp practice, I'd sincerely like to do something to bring it to the attention of people who should know about these things.

I am, Yours, etc.,

Macclesfield. D. C. CRESSY.

* * *

FIAT 600 TYRE WEAR

Sir,

Referring to the correspondence on this subject in your May issue, may I add the following comments.

My Fiat 600 was purchased new in October 1955 and has now done 21,500 miles; I have not noticed undue wear of the rear tyres, as is borne out by the fact that I have only bought one new tyre in this time.

The reason for this, however, may be of interest. At about 12,000 miles I took the car to a Fiat agent for the appropriate servicing. The front wheels, which had plenty of tread left, were then set by the agent to ¼ in. toe-in, in accordance with the handbook.

After another 1,923 miles it became obvious that excessive wear was taking place on the front tyres, towards the outside of the tread. The same agents then reset the tyres to ⅜ in. toe-out; and the rate of wear returned to the normal low figure!

One of the two tyres concerned had to be replaced after another few thousand miles, so that will give some idea of the rate of wear. Both the present rear tyres have done the full 21,500 miles, though only one of the two has been at the rear the whole time: the tread on them is still visible, though not deep.

I am, Yours, etc.,

Tytherington. DAVID WHALEY.

Sir,

Mr. Peter Stapleton is very rude about Mr. Morland's article in your February issue, and I venture to say that it is he that is a little stupid. Firstly, Mr. Morland is one of East Africa's leading racing drivers and knows what he is talking about, and, secondly, for our local conditions he is very right.

There are many hundreds of VWs and Fiat 600s on East African roads and quite a number of Dauphines. There is also a disproportionate number of those rear-engined cars which turn over—a lot of cars turn over anyway due to quaint road conditions, sudden avoidance of cattle, cyclists, 'buses, and the like—but a higher proportion of them are i.r.s. cars per number of registrations. Tyre wear is also quite astonishing on some of these vehicles, as pointed out by Mr. Morland. Another point with i.r.s. is constantly variable ground clearance, which is one thing we do have to worry about a good deal. It is not uncommon for i.r.s. cars with *conventional engine mountings* (in East Africa) to hang up their back bumpers, petrol tanks or differential cases on rough roads. The Borgward Isabella is rather guilty of this last crime and many Mercedes are to be seen with over-riders lacking reflectors at the back where a bump has caused the rear end to scrape the ground.

I suggest that Mr. Stapleton brings his Fiat 600 out here and try the Coronation Safari route—not the Coronation Safari, just the route—and see if he then modifies his unreasonable remarks. I have owned a Fiat 600 myself and have had a basinful of a hard front end allied to a soft back end and do not wish to repeat the performance. I have also had a Merc. 180 with really soft suspension all round which chewed tyres and suspension units, and bottomed constantly on bad roads.

Give me also the rigid rear suspension; preferably that fitted to the Peugeot range, which is almost foolproof, or the Fiat 1,100, which holds the road better than anything I have driven out here—and I think I have driven nearly all the popular cars of British or European manufacture.

I am sure you are right in MOTOR SPORT in pushing the up-to-date designs of European and British cars and in " knocking " the poor designs, but I would like to see a really good write-up, as only you are able to do, on the popular Italian cars—Lancia Appia, Giulietta Berline and new Fiat 1,100/103E. These cars perform on really bad roads like nothing else except Peugeot and there must be a reason for it for their designs are all different to each other and, in particular, the 1,100 Fiat has nothing startling about it for the technically-minded to enthuse over.

I am, Yours, etc.,

Tanganyika. W. D. CLEMESHA.

[This correspondence is now closed.—ED.]

* * *

DOUBLY SURE!

Sir,

An advertisement on the back of London Transport buses shows a man driving an imaginary car with only the wheels showing. The caption says that " Dunlop Tubeless give added confidence to motoring." Why, then, does this man carry a " spare "?

I am, Yours, etc.,

Acton. A. D. WINYARD.

* * *

VINTAGE POSTBAG OVERFLOW

Sir,

In a letter in your last issue Mr. Robert Peaty of Paris asks for information regarding the Steiger and the Nazarro cars. Unfortunately I don't know anything about the Nazarro, but I can provide a few details concerning the Steiger.

The Steiger 12/50 appeared in 1921. It was a sports car with a short chassis and a long-stroke four-cylinder engine (70 by 160). The o.h.c. engine gave an output of 50 b.h.p. at 2,400 r.p.m. and the top speed was about 100 m.p.h. The car had a Mercedes-Benz-type radiator and sometimes outside exhaust manifolds.

In 1921 the 12/50 was raced at Grunwald but a slightly different model (with a bore of 75 mm.) was entered for the Targa Florio in 1924 and the German Grand Prix in 1926.

A longer chassis received saloon or open bodies.

I am, Yours, etc.,

Marne, France. L. COPIN.

◆◆◆

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FOR SALE

AUSTIN NIPPY, 1934. One owner 19 years. Primrose/black. Cute. £95. Horne, 2, Marina, Marlborough Road, Ryde, I.O.W. [2853

DO YOU WANT TO MAKE £50 for a few hours' work? I have no time to complete overhaul (95% finished) of M.G. J.2, so will sell car worth over £100 for £55. Acres, 2, Hurst View Road, South Croydon. CRO 4960. [2856

AERO MINX, 1936. Engine, gearbox, starter and speedo (new cable). £20. Phone: LAB 5403 after 7 p.m. [2857

RILEY 9 MERLIN, 1936. Over £150 spent on it, result very good mechanically, but body still needs some attention. Also spare gearbox equivalent to new. £140 or offer, or sell separately. 28, Kingfield Road, Sheffield 11. Tel. 51648. [2858

" MOTOR SPORT," 1953 to 1956. Odd copies 1951, 1952. Bearne, Woodgate Avenue, Rochdale. [2288

ALFA ROMEO, 1500 s/c, extensively rebuilt in last four years. Roadworthy but unfinished. £165. 93, Pendennis Road, London, S.W.16. Phone Streatham 3647. [2926

TALBOT TEN, 1938, Tourer. Well maintained. New hood. £125. Burton-on-Trent 4499. [2927

M.G. T.A., Jan. 1939. B.R.G. specimen, not raced since new. Owned from 1950. No rot or rust. Saunderson, 12, Holyrood Road, Northampton 2676. [2928

NIPPY AUSTIN 7 2-seater, 1935. Newish paint, battery, rear axle and brakes. Needs re-bore, new hood. £65. Taplow Film Studios, Maidenhead 140. [2929

FOR SALE: Austin " Nippy " Sports 7. Good condition. £100 o.n.o. 27, Lower Park Road, Loughton, Essex. [2930

500, SUITABLE CLUB EVENTS. Four new tyres, I.F.S., Norton transmission, complete body. £40. 3, Alcester Road, Hollywood, Birmingham. [2932

ALVIS SPEED 20, 1934, V.D.P. Saloon. £150. Pritchett, Edinburgh House, Lee-on-Solent, Hants. [2933

FOR SALE: Rolls Royce Phantom II, 1931, sound throughout, body and wings aluminium. Two new tyres, 700 x 20. Needs a good clean up. Just right for the enthusiast. Storage space wanted. Offers try £75. Box No. R.934. [2934

SINGER LE MANS, 1934. Dismantling; engine, gearbox perfect. Chapman, 30, Hamilton Road, Feltham, Middx. [2936

RACING CAR TENDER for sale in very good condition. Previously owned by a well known racing driver. Cheap for quick sale. Ring or write 19, Stonley Road, Crewe. Tel.: Crewe 3726. [2937

1921 RENAULT 13.9 CHASSIS, Dynastart, electrics. Excellent quiet running order. Low mileage. Small, flat body fitted. £50. Box No. R.938. [2938

S.C.A.T. 1910-12. Engine, radiator, gearbox, steering, front axle with wood wheels. Front half of chassis frame. £20. Box No. R.939. [2939

PRE-1914 ACCESSORIES; lamps, speedometers, carburettors, road wheels, etc. W. P. Swift 3-cylinder engine, about 1904. Box No. R.940 [2940

HUMBER 16/50, 1929, dual purpose, in very good order throughout—still capable 60 m.p.h. A masculine motor. £80. Speedwell 7251. [2943

LAYSTALL LUCAS SUPERHEAD, complete valves, etc. Suitable 1½ litre Wolseley or M.G. Cost £60. 1,000 miles only. £40 o.n.o. Write Sullivan, " Ypsilanti," Cobham Way, East Horsley, Surrey. [2944

FIAT " 501," 1925. Bodywork exceptional, engine good. Many spares. Phone: Borough Green 123, Kent. [2947

BENTLEY SPEED SIX, 1929, open tourer, B.R.G. Twin electric pumps, Marchals, Andre hydromatic dash controlled shocks. Monomark BM/DMVI. London, W.C.1. [2948

FOR SALE—*continued*

AUSTIN NIPPY. Potent; sound; weatherproof. Serviced by racing stable. Write 57, Hunt Lane, Chaderton, Lancs. Phone: Main 7356. [2950

LANCHESTER 11 h.p. engine, gearbox, generator. Best offers. Singer 1500 engine, gearbox wanted. Smith, 8, Morningside Drive, Manchester 20. [2951

JOWETT 7, 1934, Saloon. Good for age. £47 o.n.o. Tel.: Poulton 362. Park Cottage, Ampney Crucis, Cirencester. [2952

1929 AUSTIN TWELVE. Two perfect wheels/tyres 5.50 - 20. £5. Dynamo used four months, £3. Bromby, R.A. Mess, Larkhill, Wilts. [2953

BARGAIN: V.8 Ford 30 h.p. Allard alloy cylinder heads. New. £15 per pair. Cost £25. 12, Station Road, West Wickham, Kent. [2954

LANCHESTER 18, 1938. Excellent condition throughout. £150 o.n.o. Garage needed. I. Turnbull, Katma, 20, Milford Road, Leicester. Phone 74287. [2957

VINTAGE BULLNOSE MORRIS COWLEY, 1925. Excellent condition. Yellow/black. A. G. Coombes, 2, Marine Crescent, Seaton, Devon. [2960

1950 MINOR FRONT WINGS, as new, £5 pair. Twin S.U. and manifolds, o.h.v. Minor. £10. Four T.R.2 wheel hubs, £2. 75, Brackens Lane, Alvaston, Derby. [2961

" MOTOR SPORT " for sale; nearly all copies back to 1938. Offers for lot. Lindsey, 28, Podsmead Road, Gloucester. [2962

M.G. MAGNETTE, N.E. type engine complete, starter, dynamo, carbs, etc. £50 spent March 57. Bills to show. Phone: Tulse Hill 0477. [2965

POWERDRIVE 3-WHEELER. Ivory. October 1956. Hydraulics, independent suspension. 322 c.c. Anzani twin, heater, wing mirrors. 60 m.p.g./m.p.h. £300. Reigate 2577. [2966

UNUSUAL VINTAGE SALOON in quite exceptional and original condition, £150. Italian-bodied 1928 Lancia Lambda, extensively overhauled, including new rad-core, well-base wheels, 550/19 tyres, brakes relined, new battery, rewired and so-forth. Spare engine. Photographs and particulars gladly on request from V.S.C.C. owner with other vintage commitments who cannot afford 22-23 m.p.g. Box No. R.967. [2967

M.G. T.C., five k.o. wheels resprayed, £15; and five 19 450 tyres and tubes, £14. M. Type: front and rear axles complete with 4.9 c.w.p., £15. Four remade, resprayed 19in. wheels, £6. Four good pistons, 57mm., 0.040in., £3 10s. Four brand new 15in. wheels, £8. F. Magna, E.N.V. gearbox with R/C., £15. Crowley, 17, Harewood Road, South Croydon. CRO 2002. [2969

SPECIAL A.7, modified parts, good condition. Quick sale desired. Phone: Uplands 3776. [2970

1935 BENTLEY Gurney Nutting Saloon. One of the most handsome pre-war Bentleys on the road. Ex. condition for its year. £425 or near offer. Phone: Irby, Wirral, 1803. [2971

VINTAGE RILEY 9 Tourer, 1928. Excellent condition. Competed V.S.C.C. meeting Silverstone, 1957. Spare wheels, axles, prop. shaft included. £120 o.n.o. Sale due to recent vintage purchase. Stott, 26, Selkirk Avenue, Oldham. [2972

RARE ASTON MARTIN, 1933, S.C. Le Mans 2-seater, with long pointed tail. Resleeved, new type rods. Exceptional condition. £375. Kipps, 21, Benfield Way, Portslade, Sussex. [2973

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Eight transparencies of the Monaco Grand Prix in colourful Monte Carlo.

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SPECIAL ENTHUSIASTS! 1933 Standard 10 (o/drive). Dash rough. Engine fini. Rest mechanically o.k. Offers. Buyer collect. Phone LIB 3719. [2974

INVICTA 1½ litre num. spares. See Jan. 49, M. Sport. Open to offers. Write for appt. to view, Warburton, Grovefield, Hackney, Matlock, Derbys. [2975

LAGONDA 16/80 Saloon. Preselector, good tyres, brakes relined. Taxed new quarter. £100. Marlborough Cottage, Brockley Hill, Stanmore. [2976

750 FORMULA AUSTIN SEVEN. Red 2-seater, built 1955. Aluminium body on Tubular frame. Lightweight wheels: 15in. rear, 14in. front. Bowdenex brakes. Hydraulic shocks. S.U. downdraught; fitted 4-speed gearbox. Spares include two engines, three gearboxes, 4.9 back axle, twin S.U.s, chassis, etc. Write for full details and photo (return). £120. 62, Mount Road, Lanesfield, Nr. Wolverhampton. [2977

1936 BENTLEY 3½ Thrupp 4-door sliding roof saloon in excellent condition. £500. E. Nelson, Springfield, Foulridge, Lancasnire. [2978

DELAGE D.6 75, 1937, Drophead by University Coachcraft, Cotal-Wilson electric gear box, spotless cellulose red and cream. 90 m.p.h., 20 m.p.g. A very beautiful car, in first class order. Taxed and insured for year. £225, no offers. E. Wallwork, Esq., 20, Bernard Gardens, Wimbledon, S.W.19. WIM 3242.

ASTON MARTIN, 1937, 2 litre Saloon. Comprehensively o/hauled. Sell, £160, or exchange small open 2-seater with cash adjustment. De Quincey, ENT 8313, after 6th July. [2984

TWO ASTON MARTINS. (i) 1½ litre short chassis Le Mans 2/4-seater. Engine just completed £100 overhaul; very good bodywork finished in very dark green; taxed to December; £245 or near. (ii) 1½ litre short chassis Mk. II, fitted with extremely pretty pointed tail 2-seater body and special exhaust system; new hood, etc.; whole car in near faultless condition; taxed; £325 or near. Consider exchange for either. Preston, 16, Preston Avenue, Eccles, Lancs. Tel. 1027. [2985

VINTAGE RENAULT (1923), 8.3 h.p. Olive green; bodywork good; new hood, original manual, metric spanners. Regret Ford wheels. First offer £60 secures. J. McMorrow, c/o Architects' Dept., County Hall, Hertford. [2986

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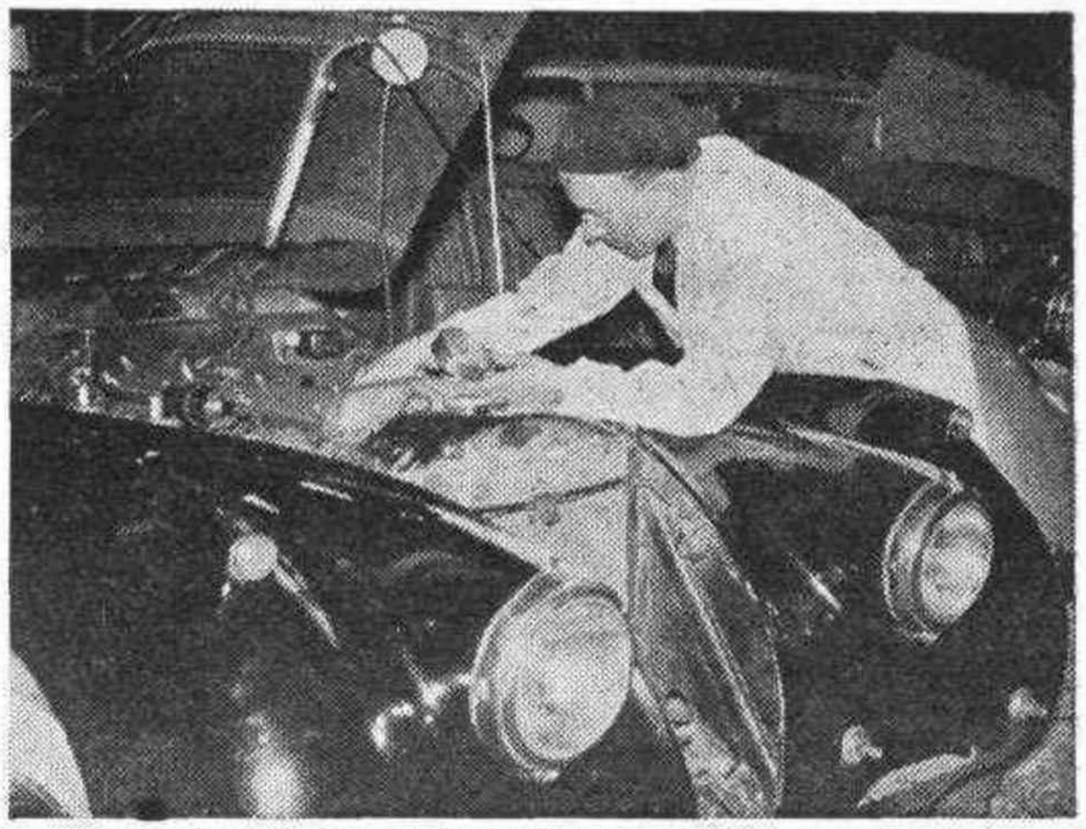
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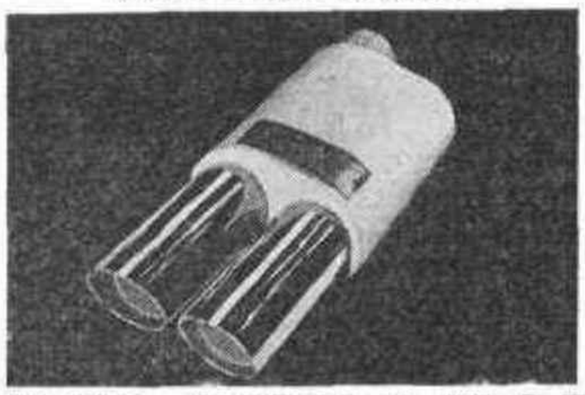
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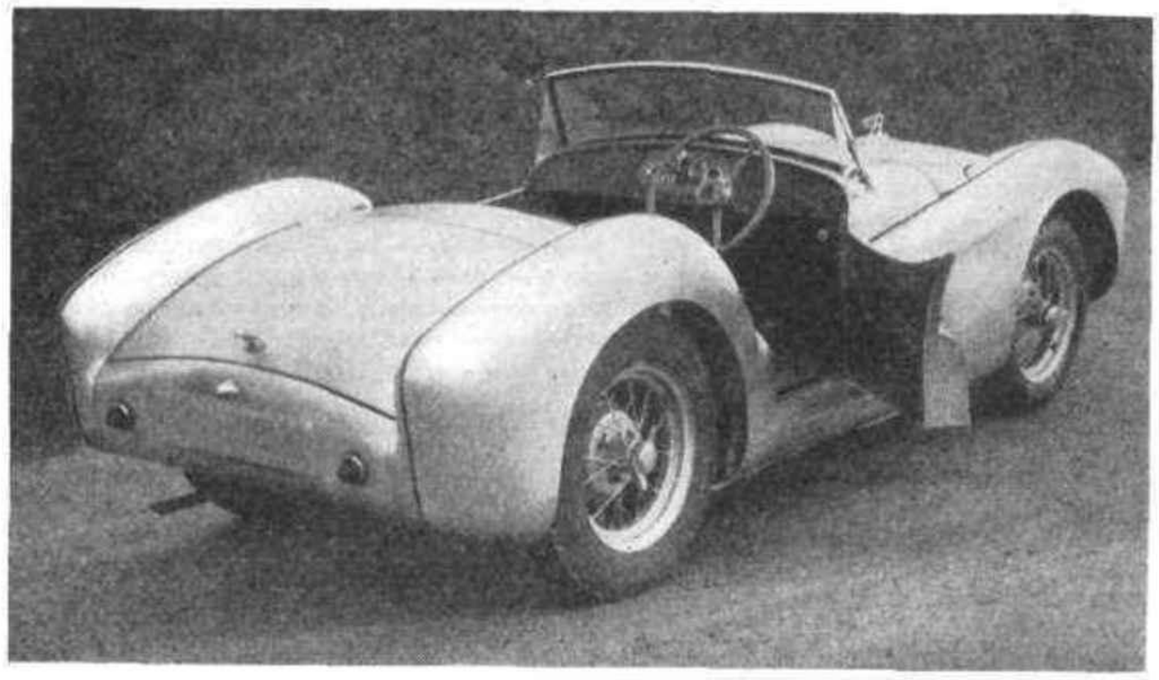
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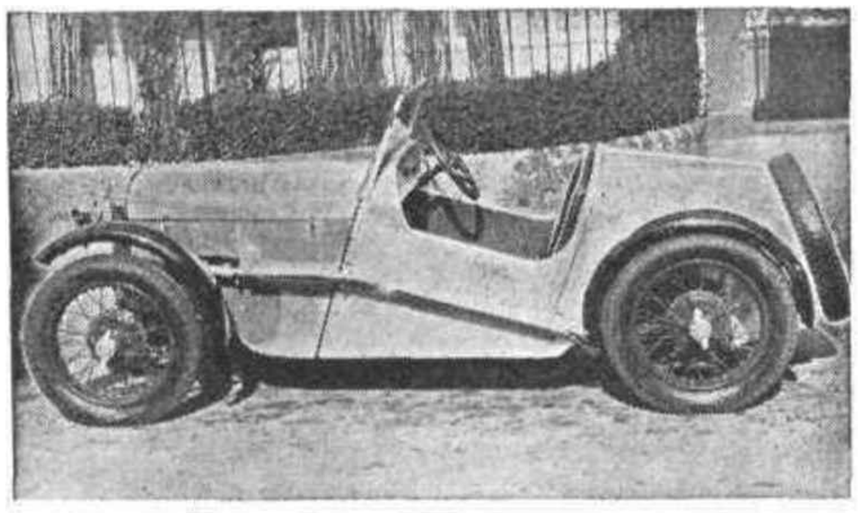
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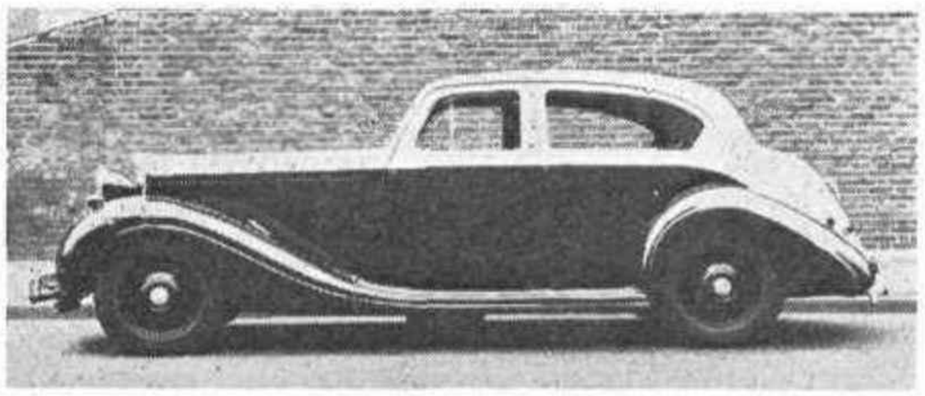
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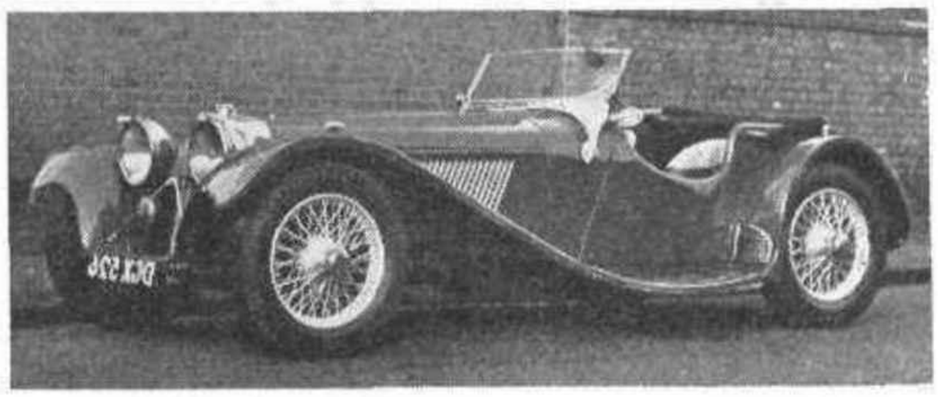
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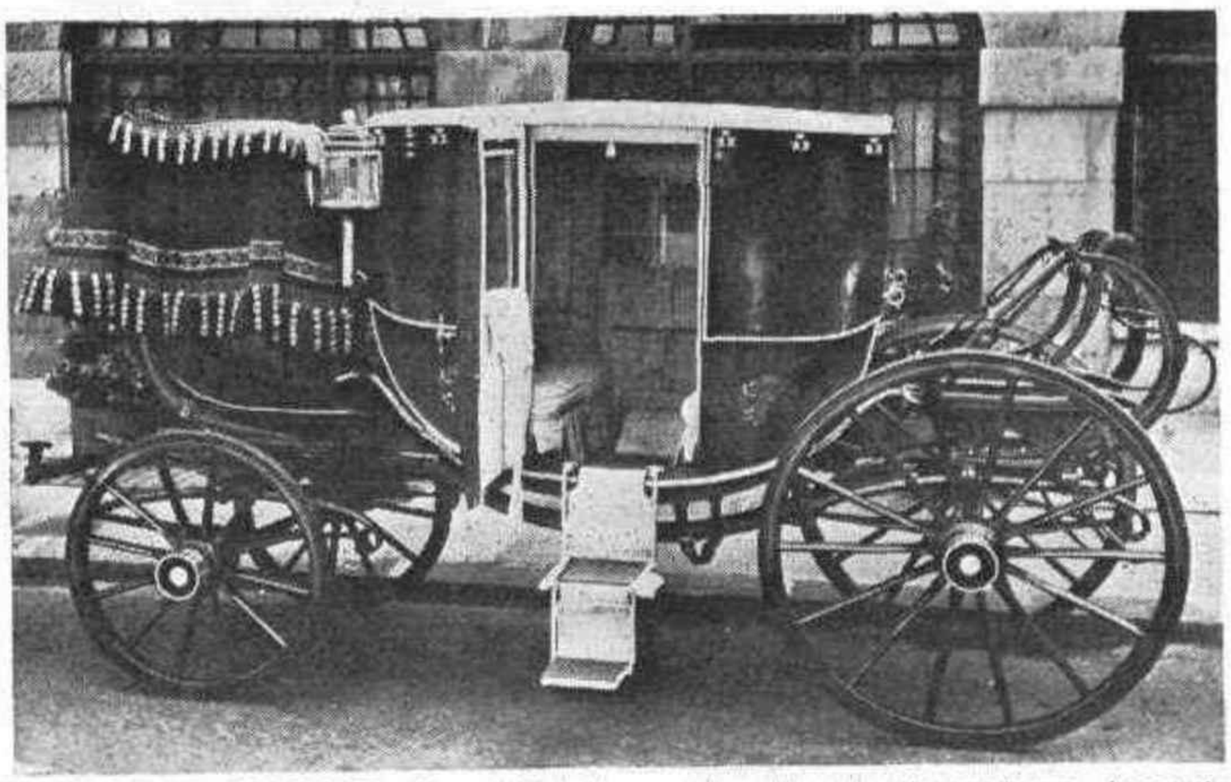
was a very minor affray compared with the struggle raging at this end with Austin Seven axle casings, stubs, i.f.s., and hydraulic conversions. If you are not already on our worrying list a stamped addressed envelope will set you on the road.

Yours truly,
KEITH A. BOWDEN

BOWDEN ENGINEERING CO.
OTTERY ST. MARY, DEVON

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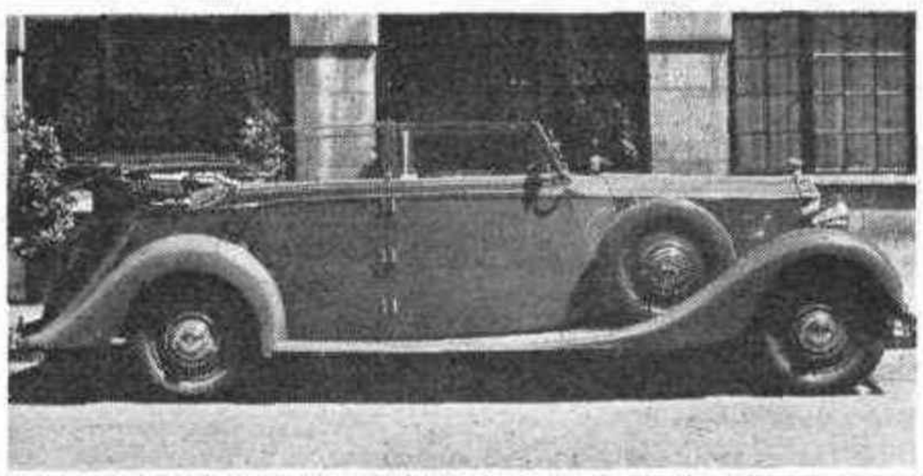
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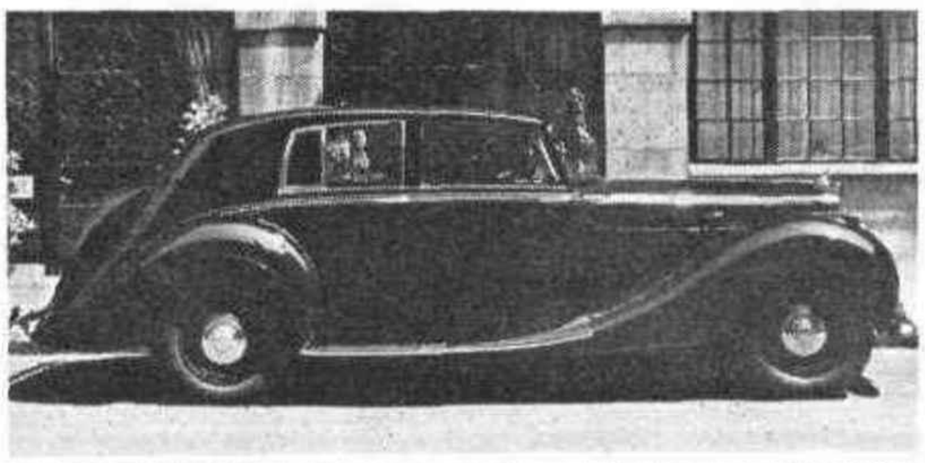
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A NOBLEMAN'S STATE CARRIAGE with embellished armorials and intagliated escutcheons. In a truly remarkable state of preservation and in very little distinguishably different condition than when built by Barkers of Chandos Street, Mayfair, to the order of the Most Honourable the Marquess of Camden in the early Eighteen Hundreds.



ROLLS-ROYCE Wraith (1939) 25/30-h.p. with individual Phaeton coachwork by Thrupp & Maberley. Chassis series WRB. Smoke blue with grey trim. Latterly the property of a V.I.P. R.-R. history from delivery and details of extensive work in 1955. Radio, heater, etc. **£1,100**

A 25/30-h.p. (1938) will be available during the ensuing month with identical coachwork to the Wraith illustrated above.



BENTLEY Mk. VI (1948), BG series. Special equipment model with fully razor edged coachwork by Hooper, black with oatmeal trim. All Bentley specified modifications to date. Concessionaire history. In pristine condition. **£1,475**

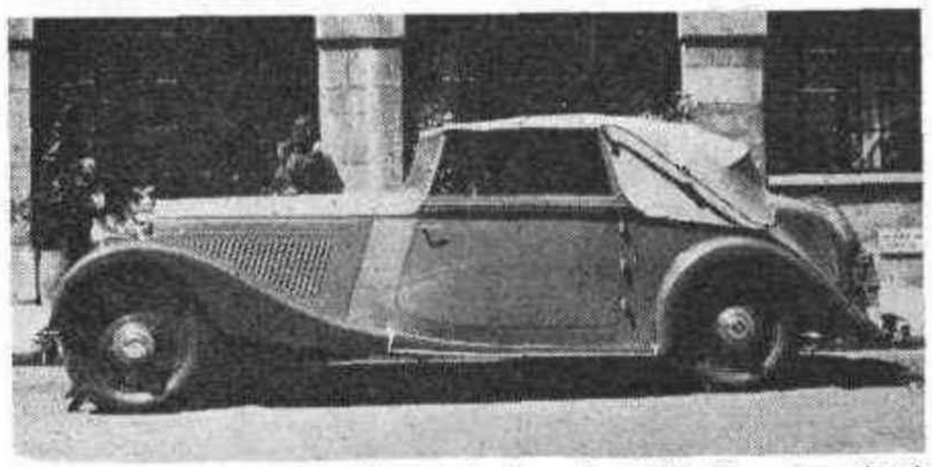
ROLLS-ROYCE (1936) 20/25-h.p. razor edged sports saloon by Freestone & Webb. Black, grey trim. Impeccable. **£575**

ROLLS-ROYCE (1933) 20/25-h.p. 2-door coupe by Hooper. **£425**

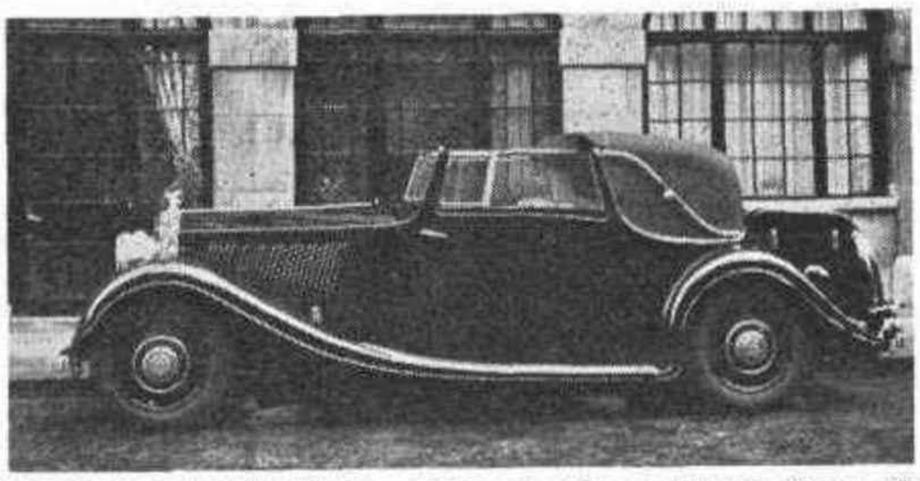
ROLLS-ROYCE (1936) 20/25-h.p. Mulliner town saloon, taken p/e. Trade only. **£250**

ALVIS 4.3 Vanden Plas pillarless saloon. Black with brown trim. Excellent. **£285**

LEAVE RE-PURCHASE. For the convenience of those on leave from overseas we have been running this scheme for some years. Details will be forwarded upon notification of individual requirements.



ROLLS-BENTLEY (1938) 4¼-litre, chassis series KU. Foursome drophead coupe by Hooper. Sable and Sand with burgundy trim. One owner. Detailed R.-R. history. In exemplary order, the best existing specimen of a Hooper drophead currently available. **£650**



ROLLS-ROYCE (1937) 25/30-h.p. GGR series Gurney Nutting Owen sedanca-Dark blue with natural pigskin trim. Extensive overhaul in 1955 of which details are awaited at time of press. No R.-R. history existing before this date. Excellent chassis but slow for a 30-h.p. **£575**

ROLLS-BENTLEY (1937) 4¼-litre sports saloon by Park Ward. Powder blue with grey trim. **£525**

ROLLS-BENTLEY (1936) 4¼-litre semi-razor edged sports saloon by Hooper. Black with blue trim. R.-R. overhaul 1956. **£500**

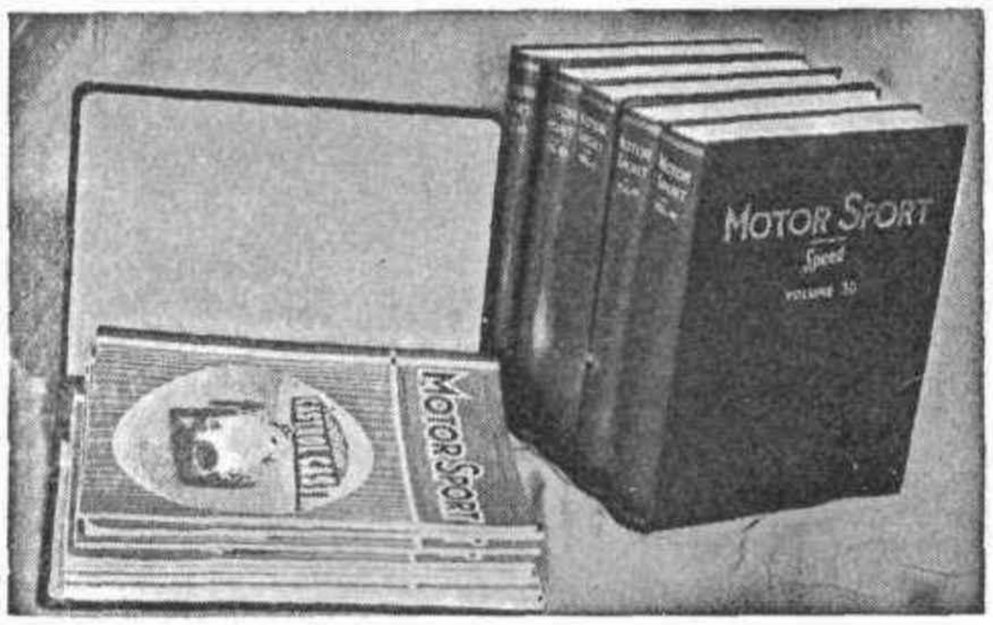
At the time of going to press we are negotiating the purchase of a **R.-R. 25/30-h.p.** (1938) drophead by Hooper : a further **Rolls-Bentley 4¼-litre** Park Ward : a **Bentley Mk. VI (1952)** Big Bore S.S. saloon and a **1907 Panhard et Levassor.** Space, this month, precludes complete description of each and every model. We shall be pleased to supply particulars and details of those illustrated upon enquiry.

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FOR SALE—*continued*

VOLKSWAGEN, 1947, R.H.D. Mechanically sound. Paint scruffy. £260 o.n.o. Hampshire. Box No. R.121. [3121

BENTLEY 4¼ Shooting Brake, rebuilt 1948. Good boots, beautiful Marchal headlamps. Must clear because of spare. £100 or exchange anything. 83, Belgrave Road, London, S.W.1. Tate Gallery 4692. [3122

LANCIA " APRILIA " Saloon, 1937. A really first class example. Engineer owned and maintained last three years. £300 overhaul. Just recellulosed blue-grey; interior retrimmed in grey leather; new carpets. Must be the best example in existence. £280 o.n.o. Details from Calvert, 52, Coniston Grove, Heaton, Bradford, Yorks. [3123

H.R.G. 1500, 1948. Hydraulic brakes, works maintained. £90 spent within last year. Searson, 127, Estcourt Road, London, S.W.6. Frobisher 5334 (bus.). £375. [3124

S.S. JAGUAR, 1937, 2½ litre Sports Saloon. Green. Exceptional condition throughout. Fast and reliable. A beautiful car. Original tools, instruction book, etc. Derby district. £180. Box No. R.125. [3125

RILEY 12/4 KESTREL, 1936. Black. Good condition. Seen anywhere U.K. £165. 6, Ashburnham Court, Mill Hill 3178. [3126

£5 REWARD TO ANYONE for every tip resulting in successful purchase. Owners' offers invited. Trade employees—come in! All confidences respected. Where are those family treasures salted away? Inform even if buying prospects unknown. Wanted: Vintage, Veteran, Edwardians. Prefer good condition and history, tourers and dropheads, but anything interesting considered—originable, restorable, rebuilt. Examples: Rolls 20 h.p. and Ghost to Phantom III (P.11/111 D.H.C.s wanted immediately). Supercharged Mercedes. 100 m.p.h. Invicta, and other British/Continental classics. Steamers, or W.H.Y. brass age? Box No. R.127. [3127

ROLLS " 20," 1927, 2-seater " doctor's coupé " with dickey. Fully restored. New hood, chrome, brakes, loose covers. Excellent tyres. Full tool kit, manual, etc. Taxed, insured. £225. Blakeley, Inglenook, Thornhill, Dewsbury, Yorks. Tel. 3228. [3128

" CLARE 9.0 " 1172 twin S.U. Aquaplane, 8.1 c.r., J.2 gearbox, I.F.S./I.R.S., four axle ratios, professionally built semi-aerodynamic aluminium 2-seater. £250. Consider exchange. Offers. Tel.: Southend/Sea 42538. [3129

FOR SALE—*continued*

1937 4¼ LITRE BLACK BENTLEY Sportsman Saloon. In absolute immaculate condition mechanically and bodily. Fabulous performance; comfort and appearance. Carburettors tuned during petrol shortage to give 20 m.p.g. Nearest offer to £500 secures this classic example of an inimitable marque. Taxed and insured for the year. Mackinlay, 31a, Belsize Crescent, N.W.3. Telephone: Hampstead 8728. [3130

1927 AUSTIN 7 Saloon. Good tyres. Runs well. 99% original. Carefully used for 30 years. Insured. £35; including wheelbarrow full of spares, or straight swop 300 S.L. Howes, 197, Park Road, Peterborough 6016 evenings. [3131

P.A. M.G., 1935. Stripped of all bodywork but otherwise complete. £60 or offer. Wright, 41, Elmsleigh Avenue, Kenton, Middx. WOR 8330. [3132

FORD 100E GEARBOX. New, unused. Lancia 905 c.c. engine, complete all accessories. Cooper fuel tanks. Ford 93a starter. List many small parts, S.A.E. Box No. R.133. [3133

1924 AUSTIN 7. Exceptionally good all round condition. £50. 43, Prince Rupert Road, Eltham, S.E.9. [3134

RENAULT, 1935, 12 h.p. for sale. Good runner. £40. Harrow 0761. [3135

SUNBEAM, 1929, 20.9 Rally model fitted with Talbot 4-seater saloon body. 20 m.p.g. New tyre. Good condition mechanically. Body above average. £50 o.n.o. View Tunbridge Wells area. Box No. R.136. [3136

H.R.G. 1100, 1947. Resprayed black; new hood; excellent condition. Available 8th July. £315. Telephone: MAI 5798 (London), after 8 p.m. or write Box No. R.998. [2998

M.G. J.2 SPARES. Engine, c./w., gearbox and clutch. Worn camshaft, otherwise good. £15. Windscreen, hood, upholstery, radiator, differential, etc. Offers to; " Eastcote," Blakedown, Kidderminster (Blakedown 380). [3144

ALLARD, 1948 Sports 2-str. £225. Hillman 14 Saloon, 1939. £100. Ford V8 Shooting Brake, 1946. £35. Moor Garage, Beeford (Tel. 246), Driffield, Yorks. [3145

RILEY 12/6, 1935. Engine No. 10T 2122. Good condition but needs rings and one new window. Intact or for spares. Offers, buyer collect. C/o Pioneer Garage, Victoria Way, Exmouth, Devon. [3146

MORGAN 4/4 II, 1936. Twin carbs., Aquaplane head. Low mileage. Virtually new. Save £150 on list price. Interested damaged M.G.A. Blackburn 21032. [3148

FOR SALE—*continued*

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. [3147

LAGONDA 2-LITRE, 1929. Close-coupled saloon. Complete engine rebuild 1954. 20,000 since. Bodywork and paint good. Three new tyres. £140 o.n.o. Hewett, Rawlins Farm, Ramsdell, Basingstoke. [3149

SINGER LE MANS SPARES. No engine. S.A.E., I. G. Simpson, 33, Kensington Road, Oldham. [3150

1936 2.3 6C ALFA ROMEO. Aluminium Aerodynamic. Fitted 1949 with spare engine. £310 o.n.o. Rose, " Chequers," Firs Road, Winterslow, Wilts. [3151

BENTLEY " A " BOX, £15. Late type 3-litre crank and set 2 bolt rods, £10. Set 3-litre dural rockers, £5. Pr. P.100's, £12. Also cone clutch, Autovac, Servo unit, 6½ clutch complete. Everything open to offers. Snaresbrook 3175 (London area). [3152

BROKE STUDENT is loth to sell 1930 Vintage Bianchi tourer with host of spares including spare eng., diff., g'box. Tyres very good, T. & I. This car is great fun. £85. Lamont, Lawrence & Squarey, Salisbury. [3153

LAGONDA M.45, V.D.P. tourer, 1934. Well equipped and in good order. £160 o.n.o. Hurrell, Cotswold View, Tewkesbury Road, Uckington, Cheltenham. [3154

HANDA OVERDRIVE ex Anglia/Prefect. Little used, £30 or exchange similar or Mark I Consul. 14, Salisbury Road, Leigh-on-Sea, Essex. [3155

750, 1956. Well built aluminium body, rebuilt lowered chassis, engine reconditioned, not run-in, Ford dd, usual mods., remote, £85. Photos. Bailey, 58, Hunter Road, Ashford, Kent. Willesborough 436. [3156

FOR 12/50: Cylinder head, prop shaft, brake shoes, front axle, backspring, etc. Send S.A.E. Various manifolds. For 16/95: set 3 S.V. carbs., starter motor. For Fine-bird gearbox, set push-rods, various wiper-motors, 12v. S.U. petrol pumps (3). E.M.U. gearbox with controls; ex Crested Eagle, pair half-shafts as new. Set Twin S.U.'s and manifold for 12/60. Slightly used 6v. battery. Fairhurst, Shobdon, Leominster. [3158

PROFESSIONAL 1957 SPECIAL. 1100 c.c. " Laystallised " Fiat o.h.v. Lowered M.G. chassis. Space frame. Alloy body like " D " type. Lockheeds. £340 o.n.o. S.A.E. Photos. Webb 80, Marjorie Street, Leicester. [3159

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

FOR SALE—*continued*

8 LITRE HISPANO SUIZA 2-door saloon; leather trunk; new tyres; repainted wheels; body needs attention; £100. 2 litre Aston engined Frazer Nash; E.N.V. 75 preselector; M.G. diff.; hydraulics; Bug. steering box; attractive monoposto body; raced V.S.C.C.; very fast; very unreliable; over 100 m.p.h.; 30s. per m.p.h. 1920 T.T. twin-cam 2.9 litre Sunbeam; all bits available; will give competent mechanic or half share. Howell, 49, Roland Gardens, S.W.7. FRE 3864. [3065

LANCIA LAMBDA 8th series fabric coupé. Body rough, mechanically sound. £90 o.n.o. Reeve, Vanderbilt Hotel, KNI 0491. [3067

RILEY ADELPHIE, 1937, 12/4. Grey. Tyres, engine, gearbox and body all in immaculate condition. £225. Flindell, 7, Penrith Road, Basingstoke, Hants. [3068

DAIMLER 4-light Saloon, 1933. Reasonable except needs new rings. Hoping £30. Horrocks, Beachley, Chepstow (2635). [3069

M.G. J.2 2-seater. Red. Good condition; new battery, cables, upholstery, chrome. £135 o.n.o. Lobb, 26, Regal Court, N.18. EDMonton 3469. [3070

THREE WHEELS, 5.50 x 15, with racing tyres and tubes, £5 each. Two retreads, 5.75 x 15, £4 each. One retread, 5.20 x 15, 70s. Quantity of Motors, Autocars, Motor Sport, Autosport, Autocourse, from 1947 onwards. £5 the lot. Cuffley 2615. [3071

ASTON MARTIN 2 litre, 1939, short chassis grey 2/4-seater. New hood. £220. Cocks, 79, Broadway, Peterborough 2512. Seen London, week-ends, by arrangement. [3072

M.G. SPARES. Fully modded X.P.A.G. engine, 1468 c.c. Big valves, balanced crank, comp. clutch, etc. £50. "Y" type gearbox and rear axle, £10 each. Nicholas, 40, Clifton Road, Rugby. Tel. 3222. [3073

HUDSON STRAIGHT-EIGHT Carlton drophead. Dec., 1936. £65. Harvey-Garrett, Chelmsford 3705. [3074

LAGONDA 16/80, Special Continental Tourer, Vanden Plas coachwork, 2/4-seater, light blue. £800 rebuild in 1952. Beautiful condition. Available end of July. Bargain at £230. Lieut. Rees, 9, The Square, Ammanford, Carmarthenshire. [3075

A PARTICULARLY FINE SPECIMEN 6-cylinder 22 h.p. Railton (Hudson) car, much overhauled during 1954/56. Now offered in excellent running order at £150. A classy, roomy, streamlined saloon of 1939 vintage. Apply Box No. R.076, or telephone Southbourne (Bournemouth) 46392. [3076

BENTLEY 3 LITRE SPARES: Block, sump, crankcase, two crankshafts, flywheel, clutch, oil cleaner, dynamo, radiator, braking system complete, four front springs, one rear, a box, shell and various gears and shafts, I.B. box silencer and pipes complete, pedals and shaft, windscreen (non fold flat), rear cycle type wings and four 700 x 21 tyres, B.M. 2391 camshaft, bonnet clips, front axle complete k/pins, drums, shoes, diff. housing, carb. manifold. 6½ litre crankshaft, mags, water pump. Lyne House Farm, Lingfield, Surrey. Phone 137. [3077

UNFINISHED SPECIAL. Ford 8 engine and chassis, hydraulics, Mistral body. £95. Must sell, getting married. LABurnum 7542. [3078

FORD ANGLIA, new type with the top bashed in. Good price for an otherwise good car. Box No. R.079. [3079

RILEY 1½ LITRE KESTREL SPRITE. Twin S.U.s. Scintilla, radio, windtones. Mechanically and bodily good. New battery, good tyres. £160. 38, Bell Mount View, Bramley, Leeds 13. [3080

TALBOT 18/75, 1935, Saloon. Genuine 29,000 miles. Excellent condition. £95 o.n.o. 22, Victoria Square, Penarth, Glam. [3081

DURALUMIN PETROL TANK, 6 gallons, 55s., carriage 5s. Details: 135, Auckland Road, Ilford. [3082

M.G. 2-SEATER P.A. Good, fast, economical. Cellulose imperfect. £150. Pyke, 42, Glencoe Road, Chatham, Kent. SPE 7251 (London). [3083

1939 1½ JAGUAR Coupé. Engine, brakes, steering completely overhauled. Heater. Terrific performance. £150 o.n.o. Pawsey, 12, Grosvenor Road, Richmond, Surrey. RIC 6197. [3084

1933 TALBOT 14 h.p. Saloon. New tyres and batteries. £60. Hopkins, 1, Dynevor Road, Richmond. [3093

ALVIS 1938 12/70 Drophead Coupé. Mulliner body, maroon and grey. New hood. Superb mechanical condition, resleeved engine. £250. 33, The Croft, Barnet. Tel. 2483. [3094

O.M., 1935. Enthusiast maintained, complete with spare engine, reconditioned Arnott blower and carburettor, also numerous other spares. £225. Box No. R.095. [3095

SUNBEAM 16 Tourer, 1927. Enthusiastic Register member must sell. V.G. body, mechanics, tyres. £55 o.n.o. Langley, 144, Bath Road, Worcester. [3096

ALLARD 71L 4-seater Tourer, 1948. Blue. Good condition throughout. Four good tyres. £260 o.n.o. 157, Kiln Lane, St. Helens. [3097

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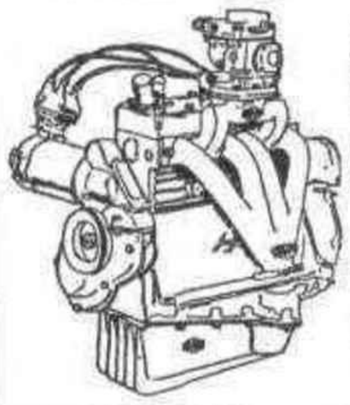
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All parts beautifully cast in aluminium alloy.

MANIFOLDS (for use with DANTE exhaust or pre-1932 Austin manifold) :—

Single downdraught type	...	**25/-** plus	2/- p. & p.
Ditto, partly finished	...	**15/-** ,,	2/- ,,
Double downdraught type	...	**25/-** ,,	2/- ,,
Twin-choke (Stromberg) type		**25/-** ,,	2/- ,,
Four-branch exhaust manifold		**79/6** ,,	3/- ,,

High-compression cyl. head	...	**99/-** ,,	3/- ,,
Deep, oil-cooler sump, finned		**56/-** ,,	3/- ,,
Deep oil pick-up pipe	...	**6/6**	postage free
Finned valvechest cover	...	**12/-**	plus 1/6 p. & p.
3-blade dummy hubcaps, set (5)		**25/-** ,,	2/- ,,
Water pump pulley ...	...	**45/-** ,,	1/6 ,,

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FOR SALE—*continued*

JOWETT JUPITER, 1953. Ulster T.T. winner. Phenomenal performance. £400. Consider exchange good Minor or similar. Whitwam, 140, Armitage Road, Milnsbridge, Huddersfield. [3098

BUCKLER VI-4, 1953. Conventional aluminium body, partially tuned Ford 10, 4.7 axle, Marchals, weatherproof. £200. Also 8-engine, fittings. 5.5 c. & p. Powell, 3, Berkeley Place, Bath. [3099

M.G. J.2. Resprayed B.R.G., re-upholstered red. Engine, gearbox, dynamo, etc., overhauled. Taxed year. £140 o.n.o. Field End 7047 (Harrow). [3100

ROVER '38. Body rough, mechs good. Offers to POL 9029 after 7 o'clock. [3101

LAGONDA, 1927, 14/60. Large family saloon. See photo Christmas Lagonda Magazine. Excellent mechanical condition. Taxed December. £75. Snowden, 29, Courtiers Drive, Bishop's Cleve, Cheltenham. [3102

FORD/M.G. £120 or offer. N.A. Magnette, M.G. gearbox, untuned 1950 engine; 38 m.p.g., B.R.G. Pretty car. Numerous spares. Emigrating. Photograph. Dickinson, Lowe Farm, Whittle-le-Woods, Chorley, Lancs. [3103

1928 ALVIS 12/50. Wide 2-seater. Coachwork, upholstery excellent. Quiet engine. Brakes relined. Weatherproof. Good tyres. Many spares, including engine with reground crankshaft. £95. Dr. Heycock, St. Thomas's Hospital, S.E.1. [3104

LAGONDA 1936 M.45R. 4-door pillarless Saloon, fitted Ford V.8 engine. Girling brakes. All tyres good (used 1,000-3,000 miles). Mechanically sound. Body not so good. Plenty of life left in faithful servant, but my wife cannot drive her and we have not space for two cars. £95. Gordon, Normandy Arms, Blackawton, Totnes, Devon. [3105

TALBOT 105 light saloon. Preselector box, new tyres, batteries, starter. Plating and mechanics excellent. Spare set valve springs and gaskets. Taxed. £150 cash, or exchange racing 105. Splaine, Hannafore Point, Looe, Cornwall. [3106

M.G. P.B. 95% mechanically, 1954 engine, special body needs slight touching up, no hood. Offers around £150. A. Glover, 9, Newark House, Loughborough Road, Brixton, S.W.9. [3107

1954 BUCKLER MK. V, professionally built. All normal mods. Nearest £360. Podmore, 6, Onslow Gardens, S.W.7. KEN 2081, 6.15 - 7.15 p.m. [3108

VINTAGE DELAGE, 1927, D.M.S. Tourer in very good all round condition, including tyres. £60. Orpington 22697 after 6.30 p.m. or week-ends. [3109

S.S. 100, 1938, 2-seater; red. Fabulous performance: 75 in 2nd and an easy 100 m.p.h., yet attractive aluminium body light enough for 25 m.p.g. on trips. £175. KNI 0746. [3110

PAIR OF MICHELIN X COVERS, 550 x 15, virtually unused (74 miles). £6 each. Dunbar, Downham Market, Norfolk 2300. [3111

CITROEN LIGHT 15, 1937, completely overhauled. Repainted. Nearly all working parts replaced. Bills shown. Looks modern. Smart. Present owner last five years. Price low only because of date. £160 o.n.o. 8, Barker Road, Sutton Coldfield. (Tel. 2031.) [3112

LE MANS SINGER, '34. Complete chassis, steering overhauled, springs reset, Duraflex rings. Would break for spares. Seen Hants. Offers. Box No. R.113. [3113

LANCIA LAMBDA modified 8th series open 2-seater. Comprehensive rebuild. Good looking car, very successful in vintage and open competition. No expenditure necessary. £135. Rowley, 2, Longwood Road, Barr Common, Staffordshire. Phone: Aldridge 52347. [3114

M.G. J.2 SPARES. J.2 rad, £8; rear springs 25s. each; axle beam 35s. M-type spares; B.S.A. 3-wheeler spring, hubs, wheels, hood, starter. Austin 7 spares; wheels, gearboxes, engines, accessories. Wright, Upaver, Pewsey, Wilts. [3115

1927 ROLLS 20 Saloon. Good, mechanically sound but shabby body. Quantity of spare wheel discs, blue and grey. £110 o.n.o. Barraclough, Round Oak, Mirfield, Yorks. [3116

AUSTIN SEVEN, 1930. Mechanics reasonable, rust-free body. Reliable. £25. Scintilla Vertex magneto. Very good condition. Anticlock. £5. A. Armstrong, Park Hospital, Old Road, Headington, Oxford. [3117

ALVIS SILVER EAGLE. Good condition. Engine superb. Lagonda headlamps. Rewired. New: magneto, brake linings, six tyres. Spare wheels, etc. Box No. R.118. [3118

1954 KIEFT CLIMAX 1100, Le Mans model. B.R.G. fibreglass body. Works recondition engine to latest 1100 specification. Remainder of car completely overhauled regardless of expense. £700 o.n.o. (Seen week-ends.) Hemens, Bury Farm, Gt. Missenden, Bucks. [3119

M.G. N.A. MAGNETTE Manual and new silencer; T.A.-B. Manual, P.B. starter. O.H.C. Morris Minor handbook, starter, distributor, reconditioned dynamo. Six Hepoflex "Oilmaster" rings. 57mm.+.060in., unused. 84, Pembroke Avenue, Enfield, Middlesex. Howard 4951. [3120

FOR SALE—*continued*

1935 CRESTED EAGLE ALVIS, 20 h.p., Charlesworth Saloon. I.F.S., dual ignition, etc. Coachwork good, engine requires attention. Offers. Thompson, "Burnside," Shadforth, Durham. [3270

HISTORIC RACING RILEY. Enthusiast's car, ex Dobbs. Works racing chassis, 17in. brakes, racing Dunlops. 2 litre racing Riley engine, fitted 2 litre E.R.A. crank and rods. Prepared as a road car. Self starter, spare head, six Amals, etc. £250 o.n.o. Also Singer Le Mans 4-cylinder engine, manifolds and twin carbs., gearbox, front and rear axles with springs and hydraulic brakes, prop shaft and steering column. £23 the lot. Also 11ft. racing hydroplane, £15. Also 11ft. 3-seater fast runabout and car-trailer, £50. J. H. Parkin, 247, East Bawtry Road, Rotherham. [3271

AUSTIN 750 SPECIAL. Numerous modifications. Recent engine overhaul. New rings, etc. Bargain to enthusiast. £79. Arnold 6654. [3272

M.G. T.A., 1938. Good condition. Must sell quickly, so please write early if interested. About £195. Box No. R273. [3273

BUCKLER D.D.2 SPECIAL, space frame, i.f.s., Mistral body. 75% completed. Ford 10 engine, gold top head, twin S.U.s Ford transmission front and rear axles, 4.7 C/wheel, Michelin S.D.S. tyres. Motor powered retractable headlights: full width screen. Only seats, battery and few minor items needed to complete. Excellent opportunity to secure £500 worth of equipment at very low price. Mountain, 98, Huron Road, London, S.W.17. BAL 2717. [3274

1937 ROVER (16), identical 1947. Exceptional appearance; mechanically faultless; almost new tyres. Believed genuine 60,000 miles. £198. H.P. available. Fisher, Cantii Cottage, Staplehurst, Kent. [3275

TALBOT 1055, 1934, 4-seater pointed tail V.D.P. team car replica in B.R.G. Specialist maintained past 10 years. £350 spent mechanically alone. Wade supercharger, S.U. carburettor, pumps, Scintilla magneto, H.R. 4 : 1 axle. Re-wired, new water pump, radiator matrix, dynamotor, battery. Wilson box overhauled, brakes relined, André and Newton shock absorbers fitted, rebuilt wheels, new hood. Numerous spares, including crankshaft. Capable over 100 m.p.h. Rare, attractive, faultless, any inspection. £395 o.n.o. Ring after 6 p.m., MAI 7496, Codicote 244. Box No. R.276. [3276

M.G. V.A, Saloon, 1937. Superb condition. Newton conversion, several extras. £200 or best offer. Mallinson, 23, Deacon Road, Widnes, Lancs. [3278

ROLLS ROYCE 20, 1928, Park Ward owner-driver saloon. Two owners since new. Regularly maintained by Rolls agents and complete history available. Recently fitted new hood, interior completely renewed and heater fitted. Bodily and mechanically excellent, giving a genuine 20+ m.p.g. Surely one of the finest twenties available in the country. £250. 92, Elm Hill, Warminster. Tel. 2063. [3279

LAGONDA, 1925, 2 litre Saloon in excellent condition. 25 m.p.g. £175 o.n.o. Wootten, 108, Eastbury Park, Northwood, Middlesex. Tel. 3757. [3280

THREE HILLMAN 1946 AXLES, complete with springs and 16in. wheels. Suitable trailers, etc. Hambly, 13, High View Road, Guildford. [3281

DUNCAN-HEALEY in showroom condition. Black, all red leather interior, 4-seat, 2-door saloon. Heater, screen wash. Engine replaced '55, very little use since. Cost aprox. £2,450 new. 90 m.p.h., 25 m.p.g. £435. Exchange considered. Knowles, VIG 4279, Sutton, Surrey. [3282

LAGONDA V.12 RAPIDE close coupled Saloon. Immaculate. Genuine 26,000 miles. Company director only owner since new. Only reason for sale, garage space urgently required. Photo available. £350 or exchange Aprilia, Imp, Alfa or similar. William Ross, Solway Garage, Eastriggs, Dumfriesshire. [3283

1935 RILEY 12/4 KESTREL, very good condition; well shod; preselector, quantity of spares. £115 o.n.o. 21, Hazelwood Road, London, E.17. [3284

EIGHT LITRE BENTLEY limousine, Thrupp & Mabberley. Excellent mechanical condition: good tyres. Offers around £300. Sanderson, 1, Hoyle Street, Facit, Rochdale. Whitworth 52241. [3285

SPEED SIX Sportsman's Saloon. All that is desirable about Bentleys is in this car. Engine overhauled, "D" box and new 650 x 18 tyres. Also a further Speed Six for breaking. Sanderson, 1, Hoyle Street, Facit, Rochdale. Whitworth 52241. [3286

1936 RILEY ADELPHI 12/4. Recent engine overhaul. General condition excellent. Silent gearbox. £155. Puttick, Clappers House, Altold, Cranleigh, Surrey. [3288

ALFA ROMEO, 1930, Gran Turismo 1750 c.c. open 4-seater body by Zagato. Complete engine overhaul, new hood, etc.; over £200 spent in last 20 months. £175. Beeson, Crowmarsh Battle Farm, Benson, Oxon. Tel.: Wallingford 3242. [3289

"AQUAPLANE," "PREFECT" CONVERSION, Head, inlet manifold, carb., air cleaner, 4-branch exhaust. £20 o.n.o. Taft, Robin Hood Farm, Edwinstowe, Notts. [3290

FOR SALE—*continued*

LANCIA APRILIA, '38, dismantling. All parts; sensible prices. Write 176, Ocean Road, South Shields. [3291

M.G. T.C. 8/41 C.W.P., unused, £6. X.P.A.G. camshaft £2 10s. Morris 10 "M" cyl. head £7. All offers acknowledged. Box No. R.292. [3292

1954 D.K.W. Sonderklasse f.h. coupé. 33,000. Blue/grey, carefully maintained, immaculate condition. £575. Only reason for selling, owner going abroad. Holsgrove, 238, Drayton Road, Steventon, Berks. [3293

ASHLEY BODIED, FORD ENGINED A.7 Special. Cambridge wheels, suspension and braking, new tyres. Cost over £280 to build. £220 o.n.o. J. Denning, Ashe Manor Farm, Overton, Hants. Overton 287. [3294

MORGAN 4/4, 1939. £220 o.n.o. Gorst, 13, Market Square, Potton, Beds. [3295

ALVIS 17 Drophead, 1938. £105. Owner has bought Rolls. Parkinson, 13, Little Boltons, Kensington. [3296

SINGER "LE MANS" 9 h.p. 2-seater. Slab tank, twin spares. Good condition throughout. Very lively. Genuine sports car. First offer slightly under £100 secures. 119, Kensington Avenue, Watford. Gadebrook 6566. [3297

1947 CITROEN L.15. L.H.D. Radio, heater, spotlamps, etc. £265. 1936/7 Marendaz Special, 16.9 sports tourer, £85. Austin 750 Formula, very fast; good record; £145. 1931 Bentley 4½ litre utility, £85. 1936 Hudson 29 sports tourer, like Railton, £65. 1934 Alvis Speed 20 2-door sports saloon (water in sump), £45, or break for spares. Heasman, 139, St. James's Road, Shirley, Southampton. Phone 71186. [3298

1928 ROLLS ROYCE VAN, fitted windows. GYL 26 series. Also 1926 Rover 9. All original. Instruction book. Not taxed. Space wanted. £120 o.n.o. Spooner, 23, Hubert Road, Selly Oak, Birmingham 29. SEL 2649. [3299

BENTLEY, 1929, 4½ litre V.D.P. fabric 2/4 tourer. Completely restored to standard and in excellent condition. Non original petrol tank. Exchange car suitable vintage racing. £385. 87, Broughton Lane, Wistaston, Crewe. Tel. 2466. [3300

1947 L.H.D. VOLKSWAGEN. Exceptional condition. Resprayed B.R.G. nine months ago. Good tyres, heater, chrome fittings. Taxed. £250 o.n.o. 114, Welbeck Road, Carshalton. [3302

750 SPECIAL. Neat body, excellent tyres, good hood. Four-speed R/C box. Faults pointed out. £50. No offers. Harris, 123, John Ruskin Street, S.E.5. [3303

RILEY NINE MERLIN Saloon, 1936. Preselector. In remarkably good order all round. Dark green/black wings. Numerous spares include complete engine less crankcase and one con-rod (a very expensive noise). £140 o.n.o. Adams, White Cottage, Southleigh, Witney. [3304

BENTLEY 3 litre Red Label Tourer, original Van Den Plas bodywork. Whole car very good condition. Recellulosed last year and hood, screens, tonneau renewed. £250 or near. Moss, 18, Neville Street, London, S.W.7. [3305

SPORTS CAR SPARES: Dismantling Triumph Glorias, Dolomites, M-type M.G., Singer Le Mans. All parts cheap. Paris, 6, Fort Road, Halstead, Kent. Telephone: Sevenoaks 3769 evenings (after 10th July). [3306

1934 TRIUMPH GLORIA. Good condition. Bought larger car. £60 o.n.o. Neave, 90, Lower Fold, Marple Bridge, Stockport. Marple 432. [3307

ROLLS ROYCE 20 h.p., 1924, limousine by Steane. R.W.B. Completely original. Genuine 18,000 miles. Just purchased from original owner. Engine overhauled by Rolls, 1948. Not used since. Probably finest specimen in the country. Offers invited. Crabb, Royal Oak, Swanage, Dorset. [3308

DIESEL POWERED BENTLEY. 1928, 4½ Gurney Nutting Saloon, fitted brand new 3.8 litre Mercèdés Benz diesel engine. Run 3,500 miles to date and in daily use. Bentley performance at 43 m.p.g., with utter reliability. Reluctant forced sale due to new appointment. £285. Jolly, Edmondsham, Near Wimborne. Cranborne 264. [3309

RAILTON SANDOWN 21.6, 1939. Five good tyres, heater, engine just overhauled. £200 Box No. R.310. [3310

RILEY 2½ LITRE, 1940. Nuffield product similar to 1946 models. Engine reconditioned, raised compression and other mods. 90 m.p.h. and 25 m.p.g. Heater and radio. Bodywork in extremely good condition inside and out. Noisy second gear and slight play in steering, otherwise perfect. £235 o.n.o. H.P. can be arranged. Pone: Graham, RENown 6753 after 6 p.m. [3311

1936 ROVER 12 h.p. Saloon. Serviceable car in everyday use. £65. Would part-exchange for Bentley drophead. STR 8238. [3312

1932 18 H.P. 6-CYLINDER S.V. FIAT. Fair all round condition. £30. A. Clark, Tabour House, Avlburton, Nr. Lydney, Glos. [3313

HOTCHKISS PARIS/NICE 27 h.p., 1938, drop head. Only 51,000 miles. Resprayed and perfectly maintained. First owners regretfully selling this motor of exceptional performance. £160 o.n.o. Dundas, Beckhall, Sutton, Pulborough, Sussex. [3314

FOR SALE—*continued*

HAVE YOU SEVERAL CHILDREN and no capital? 1929 Austin 12/4 saloon, exceptional condition in every way. Reliability and comfort for £40. U.S.C.C. member. Stevens, 9, Blount Avenue, East Grinstead. [3315

1934 RILEY NINE LINCOCK 2/4-seat saloon. Three new tyres, new battery, roof lining, shackle pins and fibrite timing gear. Brakes relined. Crank reground 4,000 miles ago. Taxed to December. Best offer about £50. Hailes, "Stilemead," Ubley, Nr. Bristol. [3316

FORD TEN SPECIAL. Twin carbs, etc. Excellent condition. £130. Grimsdyke 1611. [3317

FRAZER-NASH 2-seater Sports with 1172 engine and gearbox. Offers around £160. 461, Chorley New Road, Horwich, Nr. Bolton. [3318

1935 SINGER 9 Sports, fitted post-war type roadster body. Overhauled. Spare engine, gearbox. £80 o.n.o. Kiln Cottage, Old Park, Wootton Bassett, Wiltshire. [3319

THIS CAR, A 1938 RILEY AUTOVIA Saloon, may do only 20 m.p.g., but it is a quality car in wonderful condition and at £185 is £200 cheaper than anything as useful and reliable, but more economical in the post-war range. Think how much extra petrol £200 would buy! Photo and further details, Todd, 27, Couchmore Avenue, Esher, Surrey. [3320

4½ BENTLEY, 1929, rebuilt 1950 with professional drophead foursome body. Resprayed 1956 B.R.G. Very good tyres. Zeiss headlamps. £195. 27, Bath Road, Maidenhead, or phone 353. [3321

ROLLS 25, Mulliner Saloon, 1934. Photograph available. £300. One pair P.100 S.lamps, £10. Marchal "Fulgor" twin 12 volt horns, £7 10s. G. Wedgbury, 49, Plymouth Road, Redditch, Worcs. [3322

WOLSELEY HORNET DAYTONA E.W. Special. Complete weather equipment, including tonneau. Slab tank. Excelent tyres and two fitted spare wheels. Many extras. This superior marque of the Hornet Sports is exceptional both in appearance and mechanical condition. £140 or more (or very little less!) BERmondsey 1012. [3323

1933 S.S.9 CHASSIS, Engine, Gearbox, etc. Ideal for special. Also M.G. engine, 1934. Ulchester, "Cinema Lodge," Olney, Bucks. [3324

RILEY FALCON, 1936, 12/4. Good condition, tyres, battery, etc. Bargain, £75. 3, Gosbury Hill, Chessington, Surrey. ELM 1922. [3325

1931 RILEY 9. 17,000 since engine, body, rebuild. 7.75 pistons, new camshafts, twin carb, heater. Insurance write-off value £250. Offers. Full details, Daynes, Wrest Park, Silsoe, Beds. [3326

AUSTIN 7, 1933, Saloon. Good condition. £25 o.n.o. Cruikshank, 16, Redcliffe Road, S.W.10. FLA 4785. [3327

M.G. P.B. Cream. In very good condition. £170. 7, Vallansgate, Stevenage, or Phone Luton 4857. [3328

EXCEPTIONAL TALBOT 95, 1934. New radiator, Zenith, distributor, battery, wipers. Rebored, big-ends. Reconditioned petrol pump, half-shafts, wheel, exhaust. Very good tyres, coachwork. Amazing performance. Taxed, insured. Nothing to spend. All bills. £135. Nair, 44, Douglas Avenue, Wembley. Elgar 7777, extension 30, office hours. [3329

RILEY KESTREL SPRITE, SS27K Series. Superb throughout. Three owners. Many extras. £300 o.n.o. 131, King's Avenue, Greenford. WAX 3964. [3330

15,000 MILES ONLY. 1931 Swift 10 h.p. coupé. Genuine immaculate condition. £85, or private H.P. 15, Llanover Road, S.E.18. WOO 4147. [3331

BULLNOSE COWLEY 2-seater, 1924. Horrible but original and repairable body. Perfect mechanically. Drive or drag away. Windsor area. £25. Swap motor cycle combination. Box No. R.343. [3343

LAGONDA, Oct. 1950, 2.6 litre Saloon. Engine just overhauled. Excellent condition. £600 o.n.o. Also excellent pair Marchal Optiques. Offers. Pollard, 111, Preston New Road, Blackburn. Phone: Blakewater 42824. [3234

S.U. ELECTRIC PETROL PUMPS: six 6-volt, six 12-volt; excellent condition. £2 each, postage 1s. 6d.; or C.O.D. Box R.347. [3347

JUPITER 1¼ litre D.H. Coupé. 86 m.p.h., 28 m.p.g., oil nil. Perfectly maintained. Metallic green. Price £450. ELMbridge 6467 day, DERwent 5656 evenings. [3348

1936 LANCIA AUGUSTA D.H.C. £150 o.n.o. Privately owned. Miss Richards, SWI 2817 9.30 to 10.30 Mon./Fri. evenings. [3349

HUMBER 14/40 Tourer, 1929. Sole owner-driver since 1930. Mileage 82,000. Thorough overhaul cost £300—in 1953. £75 or offer. Parsons, 82, Bedford Avenue, Barnet. [3350

RUBY CABRIOLET, 1936, pretty car, cheap motoring. Haggle around £60. Allan, TRA 8000 (day). [3351

ALVIS SPEED 20, rare Vanden Plas Sports Saloon, 1934. Good condition. £125 o.n.o. Popesgrove 9258. [3352

M.G., 1932, 8 h.p., Red. Good condition, reliable. New radiator, dynamo, king pins, spotlamp. Photos on request. Haggle around £85. Taxed. Used daily. 55, Radcliffe Road, Harrow, Middx. [3356

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

FOR SALE—*continued*

1948 HEALEY DUNCAN Coupé. Extremely fast, well shod, recent engine overhaul and respray. £385. Berry, Ashes, Longridge, Preston. Longridge 3165. [3353

BREAKING 1935 WOLSELEY SPECIAL. All parts, or would sell complete. 17, Beckenham Road, West Wickham, Kent. [3354

DYNA PANHARD Saloon, Type 110. Right-hand drive. Fast and economical. Excellent mechanical condition and appearance. Heater, Taxed. Any trial and inspection. Phone Walton-on-Thames 2328, evenings or week-ends. £350. H.P. if required. [3355

1932 ROVER 10 Saloon. Good body, mechanically fair, 4 good tyres, brand new battery. Taxed and insured. Ideal for holidays. £30 o.n.o. 16 Stanley Avenue, Wembley, Middx. WEM 3869. [3357

RILEY KESTREL 12 Streamline car in superb original condition—my pride and joy for three years—now available for £200. 9, Church Road, Southbourne, Hants. Telephone: Southbourne 488041. [3358

ACE OF SPADES LEA FRANCIS. Sell for £45. Hood needs attention, otherwise good condition. Francia, Suckling Green Lane, Codsall, Staffs. Tel. Codsall 330 after 7 p.m. [3359

AUSTIN 7 SPECIAL, aluminium body, 15 in. wheels, new battery. Forty Pounds. Palmer, Wor. 5272. [3360

NOWHERE TO PUT THEM, can't take them with me. R.A.F. Officer posted o'seas must dispose of very special original Lanchester 23 h.p. 1924 tourer, low mileage, exceptional condition £145) and Austin 7 1927 Tourer in good order with masses of spares (engine, gearbox, back axle, etc.). Will sell Austin and spares together for £50 or Austin alone for £37 and spares piecemeal. Sqn. Ldr. Haynes, 210, Coulsdon Road, Old Coulsdon, Surrey. Tel. Downlands 2030. [3361

BENTLEY, 1937, Park Ward 4-door Sports Saloon. Black. £445. CLE 3993 or LIB 2761. [3362

SUNBEAM, 1934, Fixed Head Coupé, 23.8 h.p., black, with brown hide upholstery. Outstanding condition. Maintained by Sunbeam enthusiast. Sacrifice at £130 o.n.o. Box R.363. [3363

LANCIA APRILIA, '37, black, red leather, two owners, 71,000 miles, excellent. £230. Belsey, "Marchants," Seal, Sevenoaks. Tel. 61575 [3364

MORGAN F4, 1936, Ford 8 engine, good condition throughout. £100. Dickerson, 21, Mt. Nebo, Taunton. [3365

1930 CHRYSLER Saloon, with tow bar, £25. Also 1935 Austin 14/6 Saloon, £45. Phone Gerrards Cross 2162. [3366

FIAT 500, 1938. Specimen car enthusiast owner. £195 o.n.o. Ford 1936 breaking up for spares; no reasonable offer refused. Phone Ruislip 2650 or call 315, West End Road, South Ruislip, Middx. [3367

ALTA MINOR, four-branch exhaust, twin carbs, windtones, every extra, immaculate. 50 m.p.h. 12 secs. Over 40 m.p.g. £475. Derwent 4926. 6, Lawrence Avenue, New Malden, Surrey. [3368

MERCEDES LOOKS, Bentley comfort, Jaguar performance. This handsome 1938 Jensen 22 h.p. overdrive Sports Saloon in two colours is excellent value for £115. Cost £895 new, and performance figures were given as 88 m.p.h. 0-50 in 10.4 secs. Gives over 20 m.p.g. with overdrive on all gears. Photographs (s.a.e.). Or, would sell very good 1938 Citroen Light 15, with nine tyres (5 new), for £125. 7, Church Gardens, Ealing, W.5, or telephone Uxbridge 4322. [3369

HOTCHKISS PARIS NICE 3½ litre Coupé, 1936. Recon. Engine, new tyres. Nice clean car. £195 o.n.o. Tel. HAR 5556. [3370

ASTON MARTIN 2 litre S/C, 1938, 2/4-seater. £285 o.n.o. Palmer, 112, Edgwarebury Lane, Edgware, Middlesex. Stonegrove 6071 between 6-7 p.m. [3371

AUSTIN 750 SPECIAL. Smart coachbuilt ash/aluminium 2-seater body. Good hood and side-screens. Special wheels, excellent tyres. Bowden brakes, etc. Engine rebored and many new parts fitted. New battery. £85. Marsh, Gulliver 3668. [3372

ALVIS FIREBIRD, 1935, tuned engine, high ratio axle, alloy tourer body. 23 m.p.g. average. Sound and fast. New big-ends, springs and rings. £85. 31, Cordelia Crescent, Borstal, Rochester, Kent. [3373

RILEY VICTOR, 1938. First class condition mech. and bodily. Only wants seeing. £220. CRO 2278 after 6 p.m. or week-ends. [3374

1939 M.G. W.A. 2.6 litre Saloon, black, with blue leather. £175. J. Joyce, Woodfield Farm, Renhold, Beds. Phone Gt. Barford 349. [3375

RILEY KESTREL SPRITE, rebored, brakes, clutch relined, transmission, pinion, hub bearings replaced, Scintilla magneto overhauled. Double dips. Exterior not so good. Haggle from £190. Bowler, 65, Vineyard Road, Birmingham 31. [3378

EARLY COOPER 1100 less engine, twin hydraulics, 2 leading shoes, unused condition, £155. L.H.D. Renault 760, twin carb., high comp., perfect engine, body neglected, £195. Or exchange both for later Renault or VW. Appointment to view. Petch, Higham-Ferrers, Northants. [3379

FOR SALE—*continued*

ROLLS 20, 1927 chassis, 1938 aluminium sports saloon body. Fair all round, and 24 m.p.g. £200. Rolls 20/25, 1935. Very late chassis with most improvements. Beautiful Hooper sports saloon body. Most exceptional. £500. Both returning from Scotland 6th July. 34, Commonside, Keston, Bromley, Kent. [3377

AEROMINX 2/4-seater Tourer, in good condition. Two new tyres. £87 10s. Phillips, "Malvern," Park Crescent, Newport, Mon. [3380

1927 HUMBER 9/20. Original 4-seater tourer. Very good all round. £50. Mayne, Westover House, Bitton, Bristol. Bitton 3166. [3381

1935 MOTOR SHOW ULSTER, resprayed B.R.G. '56, new battery, excellent mechanical order; usual circumstances force sale; any trial South England. £395 or swop Citroën. Lt. Harris, R.N., H.M.S. Osprey, Portland. [3382

CHAIN-DRIVEN FRAZER-NASH SPARES for sale; please state needs and send S.A.E. Teague, 35, Queens Road, Richmond, Surrey. [3384

B.R.M. FRONT ON RILEY 9, '35. Two "S.D.S." tyres. Engine excellent. Just insured, taxed for year. £160 o.n.o. Spares £40. Lacy-Hulbert, Mayfield, Chart Lane, Dorking, Surrey. Phone: Dorking 3794 between 7 & 10 p.m.; not Saturdays or Sundays. [3385

ALVIS 12/50 "Bettleback." Good coachwork, interior, new P.V.C. hood, Exide battery, spares, including engine. £80. No offers. Warrington, 10, Butts Cottages, Hanworth, Middx. [3386

ROLLS TWENTY Shooting Brake, first registered 1951. Chassis 1928. Engine reconditioned 1956. Excellent condition, six good tyres, P100's. Situated Shropshire but willing rendezvous reasonable distance. Photograph available. £165 o.n.o. Battey, Childs Ercall Hall, Market Drayton [3387

M.G. J.2, swept wings, red. New camshaft and bearings, rockers, new big-ends, crank shaft ground, clutch re-lined. Dry oil seals. Battery (P.A.), brakes good. New hood. Very sound. T. & I. £100 quick sale. Box No. R.388 [3388

M.G. '32 Tourer, red. Excellent engine, very attractive, good tyres. Taxed and insured. Just the thing for enthusiast. Sacrificing for holiday. £80. 25, Cambridge Gardens, W.10. [3389

SINGER LE MANS Tourer, rebuild nearly completed. Fast, reliable, economical, but some work needed. Offers. Weatherley, 31 Ravensbourne Park Crescent, London, S.E.6. [3390

TRIUMPH TR3, January 1957, 4,000 miles. Biege tonneau. As new. £875. Wilson, Scotland House, Stoke by Nayland, Colchester. [3391

LAGONDA V12 Nov. 1940, 41,800 miles, short chassis Sports Saloon. Santion II engine. Davis maintained. The original carpets, etc., are absolutely unmarked. Theride control, built-in jacks, all equipment and instruments are in perfect working order. This car should not be confused with average examples of the marque as it is one of the finest in the country. Price £495. Sare, 161, High St., Teddington, Middx. Telephone: Kingston 4817. [3392

ROLLS 21.6 1927 Saloon, good condition, history. 21 m.p.g. £130. Fuller, 14, Latchmere Lane, Kingston, Surrey. KIN 9649. [3393

BRITISH SALMSON 1936/37 12 h.p. Drop-Head. Everything in reasonable condition, brakes relined, tyres good, engine dismantled for fitting new block which has been obtained. For quick sale, £45. Box R.394. [3394

ALFA ROMEO, 1929, 1750 c.c., supercharged 4-seater sports. Box No. R.395. [3395

ALLARD 4/5-seater Drophead Coupé. October 1948. Resprayed, new hood, many extras, well shod, good condition. £225. Box No. R.396. [3396

ALLARD 71 L, 1948, four-door black Saloon. Good batteries, tyres, upholstery, etc. £140. No offers. Balham 4284. [3397

LANCIA AUGUSTA, 1936. Enthusiast would welcome offer of any spares for de luxe model. All offers acknowledged with gratitude. Box R.398. [3398

BENTLEY BLUE LABEL (1925) open 2-seater in very good condition. £175 o.n.o. Dr. Garner, Biddulph Grange Hospital, Biddulph, N. Staffordshire. [3399

1931 SUNBEAM 16 Saloon. Good aluminium body, tyres, £30. Richards, Cwymp Mill, Llanddulas, nr. Abergele. [3400

1928 MORRIS OXFORD Tourer, good running order. Two tyres as new. £35 o.n.o. Redman, "Glenrise," Battenhall Road, Worcester. WOR 5865. [3401

BARBAIN ATTRACTIVE PRE-WAR GERMAN SPORTS 4-seater Concertible, independent suspensions. New tyres and battery. Excellent performance,n early 40 m.p.g. Black and white 2-tone colour, interior fitted black and white leopard skin. Birmingham Northern 7742 evenings. [3402

HUMBER 16.9 Saloon, re-sleeved, new king pins, 1934. £45 or nearest. Austin 10, 1934, aluminium saloon body, re-sleeved. £35 or nearest. The Homestead, Theale Road, Burghfield, nr. Reading. [3403

JOWETT JUPITER MK. 1A. 1953. Superb condition. No dealers. Inspection invited. £475. Hants. Box No. R.404. [3404

FOR SALE—*continued*

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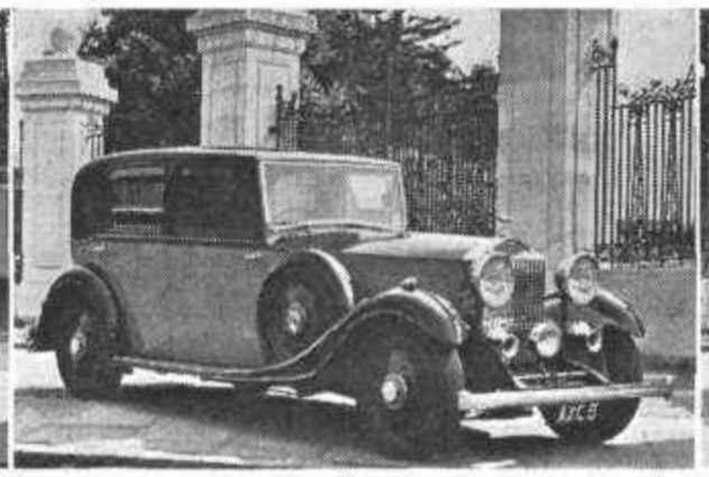
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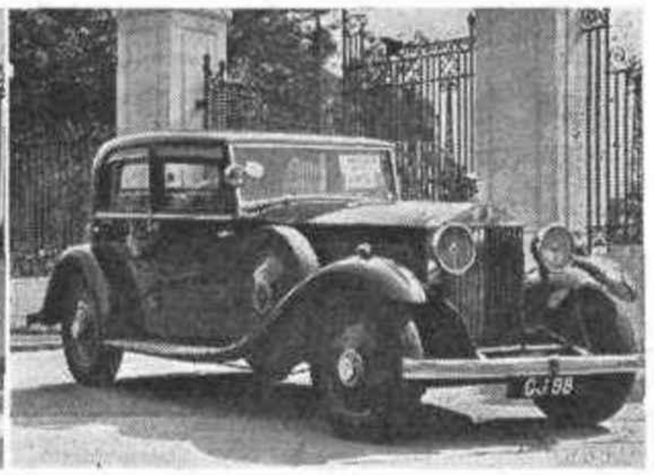
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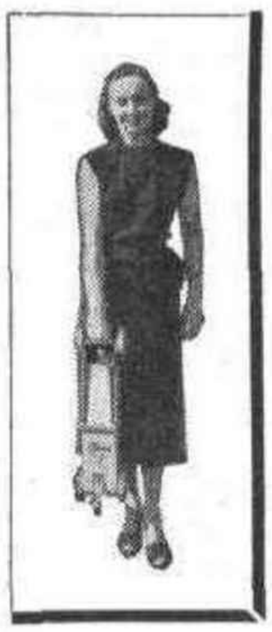
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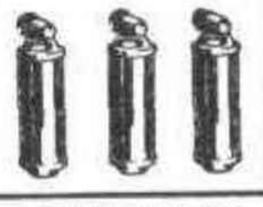
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1930/34 STUTZ required, complete, in running order or as spare parts. Replies. Box No. R.164. [3164

D.H.C. or Saloon Alvis Firefly, with E.N.V. gearbox. Must be sound, original and a runner. Fairhurst, Shobdon, Leominster. [3157

WHAT HAVE YOU for about £25? Sports preferred. Box No. R.211. [3211

UP TO £500 CASH waiting for best post-1950 2/2½ litre open/saloon sports 4-seater. Smith, 35, Fields Road, Newport, Mon. [3212

FIAT 500, sound engine or block i.g.o. Address: Weddle, 108, Bury New Road, Whitefield, Nr. Manchester. Phone number WHI 2089. [3213

WANTED: 1951-3 X.K.120 Sports, wire wheels. C-type mods. G. F. Burroughes, Chediston Grange, Halesworth, Suffolk. Phone: Halesworth 2146. [3214

MERCEDES-BENZ 170V road wheels for 1938 model. A. Robinson, Somerville House, Augher, Co. Tyrone, N.I. [3215

WANTED: 12/50 ALVIS 4-seater tourer. Original and sound. Longstaff, 380, London Road, Wokingham, Berks. Phone 1008. [3216

AUSTIN CHUMMY SEVEN. £40 offered for reputable example, less for disreputable one. Butt, 508, Nelson House, Dolphin Square, London, S.W.1. [3217

FRAZER-NASH wanted by enthusiast. Good condition throughout. Preferably Meadows engined. Lieutenant Reeve, H.M.S. Daedalus, Lee-on-Solent, Hants. [3218

PRIVATE BUYER seeks post-war sports car. Jupiter, X.K., T.R., etc. Up to £550 cash available. Brown, 21, Dunsfold Rise, Coulsdon, Surrey. Uplands 9490. [3219

OPEN 2/4-SEATER, up to 10 h.p. Reliable, presentable; no rust, please. All for £100 or less. Miss Keary, 27, Queen's Road, Brentwood, Essex. [3220

BENTLEYS, Rolls, 4¼ Lags, Astons, S.S.100, M.G., Alfas, etc. Booth, 55, Headingley Lake, Leeds. Tel. 54795. [3221

M.G. P.B. Good condition. Open or airline. Reasonable for cash. Or J.4. D. R. Harrison, 1, Argyle Road, Mudeford, Christchurch, Hants. [3222

JOWETT JAVELIN De Luxe, '52 or '53 model. Must be in excellent condition. Up to £400. Write, Robson, 23, Walnut Lane, Crawley, Sussex. [3223

WANTED: ALLARD "M"-type Coupé. Must be immaculate. Box No. R.224. [3224

12/50 ALVIS 1926-1929 sports bodied 4-seater tourer, preferably with large port engine. Bloor, 10, Lawrie Park Gardens, London, S.E.26. SYD 6231. [3255

SPEED SIX BENTLEY required, condition immaterial. Box No. R.287. [3287

RILEY ROADSTER 1½ litre, or D.H. Coupé. Good condition. Box No. R.301. [3301

I REQUIRE 1172 Special in the Essex area. Must be excellent condition. All letters answered but possibly slight delay owing to maritime isolation. Details, photos, if possible, I. Marshall, Arabian Prince, c/o Prince Line Ltd., 56, Leadenhall Street, London, E.C.3. [3332

WANTED: Robust I.F.S. assembly, 4ft. 8in. track, with hubs and 12in. brake drums, e.g. Chrysler, etc. T. L. Frank, County Hospital, York. [3333

AERODYNAMIC SPECIAL, full weather equipment or hardtop. Letters answered. 24, Heworth Hall Drive, York. [3334

WANTED: Diamond frame stone guard, also 14mm. head for 2 litre Lagonda. Good price paid. Redroofs, Oak Hill, Stapleford Abbotts, Essex. Ring Romford 5041. [3335

£150 CASH available, 38-39 Wolseley 10, Fiat 1100, £125 Fiat 500, Morris 8, £75 Morris Minor. Required good condition, well shod. Hughes, Kirk Inn, Romaldkirk, Nr. Barnard Castle. [3336

APRILIA 39 or good Riley 9 Saloon. Rees, 31, Glanrafon Terrace, Aberystwyth. [3337

WANTED: AUSTIN 750 Special or good Tourer. Details, Peat, 575, Whitton Avenue West, Greenford, Middlesex. [3338

WANTED: Post-war Sports or Tourer under £400. Everything considered. Box No. 339. [3339

URGENT, Pair P.A., P.B. or T.A. M.G. rear wings. Burne, Catterick Bridge Nurseries, Richmond, Yorks. [3340

JUPITER WANTED. Full details, please. Morris, Orchard Cottage, Hyde, Fordingbridge. Phone 2119. [3341

RADIATOR WANTED, 1936 Riley Adelphi 15 h.p. 34, Cleveland Avenue, Norton, Stockton-on-Tees. [3342

WANTED—*continued*

M.G. T.A. cylinder block, sound, unrepaired. Taylor, "Springside," Nassington, Peterborough. [3346

FORD SPECIAL BUILDERS. I want 1938/50 Ford 8/10 Saloon body, or who wants all the works for £30 to build a special. West, 25 Long Chaulden, Hemel Hempstead. [3376

HRG 1500 OR 1100 wanted by private buyer, about £300. Not aerodynamic model. Pre-war car considered. Box No. R.383. [3383

WANTED, DELLOW, or safe post-war Ford Special. Good looks essential. Spare garage and wife waiting. Evans, Hermitage Flat, Mansfield. [3437

WOLSELEY HORNET, SINGER LE MANS required. Mint condition essential. Wallis, 11, Ilmington Road, Kenton, Middlesex. WOR 7071. [3439

TALBOT 105 Sports Tourer, circa 1934. Must be sound mechanically. Full details, including registration number. Box No. R.440. [3440

DELLOW, 1954-7, mint condition; also Ford 10 rear axle. BEC 2930. [3441

PRE-WAR FIREFLY, 1½ Aston Sports Saloon, weathertight 4-seater. Must be sound, reasonable. No dealers. Chestnut Lodge, Crowhurst Road, Lingfield, Surrey. [3442

12-TOOTH BEVEL SHAFT SPROCKET for Frazer Nash; also Meadows engine. Full partics: please. Also Frazer Nash ally-type steering box or complete steering. Parsons, 1, Westfield Road, Whitchurch, Cardiff. [3443

A CAR with vacuum-servo hand-operated controls, at a reasonable price. Phone Granby 1478, 20, Melbourne Road, Leicester. [3446

SMALL/MEDIUM PRE-WAR SALOON; mint condition; low mileage. Box No. R.447. [3447

HARDTOP FOR M.G. T.F. 1250. Also Workshop manual. Lang, 132, High Street, Watford [3448

RILEY NINE, Lincock, Kestrel, Lynx or March Special. Good condition essential. Mortimer, 18, Heathway, Shirley, Croydon, Surrey. [3449

MERCEDES-BENZ 540K OR 500K. Strong preference 2-seater Stuttgart coachwork with low flat silhouette with hood folded. Fair price for absolute mint, mechanically sound. Submit complete data with returnable photos to V. F. Mashek, 134 S., LaSalle Street, Chicago 3, Illinois, U.S.A. [3450

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M.G. ENTHUSIAST offers comfortable accommodation to those touring Devon. Reed, The Old Brass Kettle, Moretonhampstead, Devon. [2941

SPORTS Fold-flat Windscreen. Suitable Special. Excellent condition. £4. 4, Ridgemount Ave., Shirley, Croydon. [2946

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I, DOUGLAS GRAY, inserted an advertisment in the February issue of "Motor Sport" stating "Breakers Harrison and Manasseh unwelcome." I apologise sincerely for any damage caused to Mr. Manasseh through this insertion and stress that this was not inserted to cast any slur upon his character. [3143

NOTICE IS GIVEN that if the prospective owner of the Morris Cowley, owned by Mr. Miller of Gerrards Cross, does not contact Mr. Miller within seven days the car will be sold to defray storage expenses. [3344

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EXCHANGE: Rebuilt 1930 Morris Cowley 2-seater for any saloon or van that goes, or sell £38. Jones, 15, Lon Coed Parc, Swansea. [2994

1953 SPORTS RACING LEA FRANCIS. Connaught Engineering tuned. Value £425. Capable genuine 140 m.p.h. Excellent condition. Exchange more comfortable, slower sports. 4, Ridgemount Ave., Croydon. [2964

12/60 ALVIS B.B., excellent condition, for Riley Nine, any model. Or sell £125. Bland, 8, Lower Ladye's Hills, Kenilworth, Warwickshire. [3225

SITUATIONS WANTED

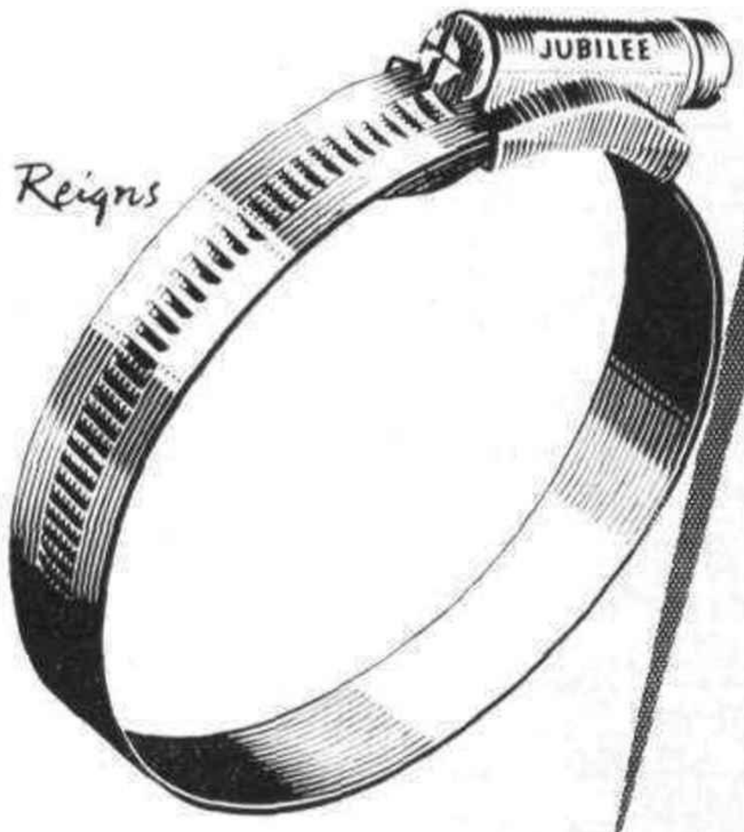
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SINGLE MAN, 24, indentured apprenticeship, City & Guilds, National Craftsman's Certificate, vintage and sports fan, just completed N.S. Requires interesting situation connected motor trade. Box No. R.345 [3345

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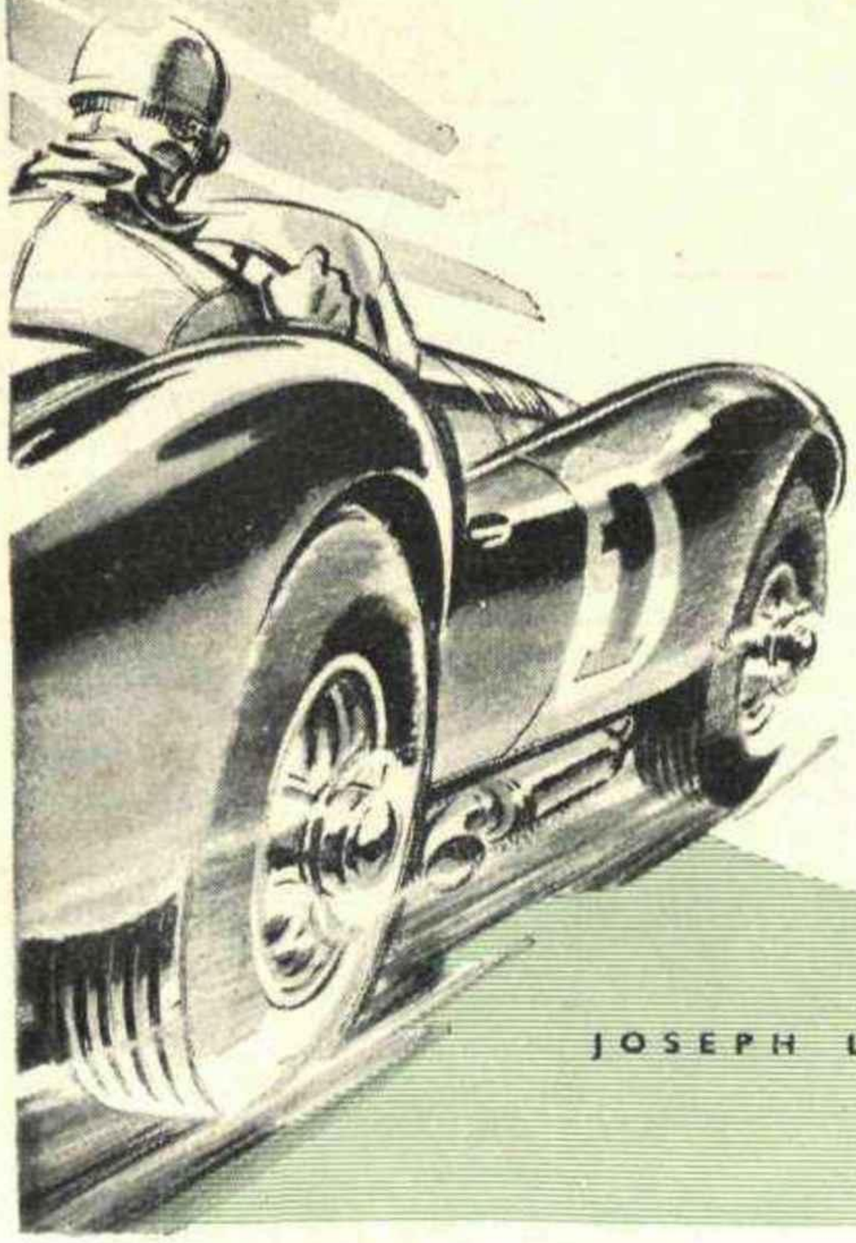
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