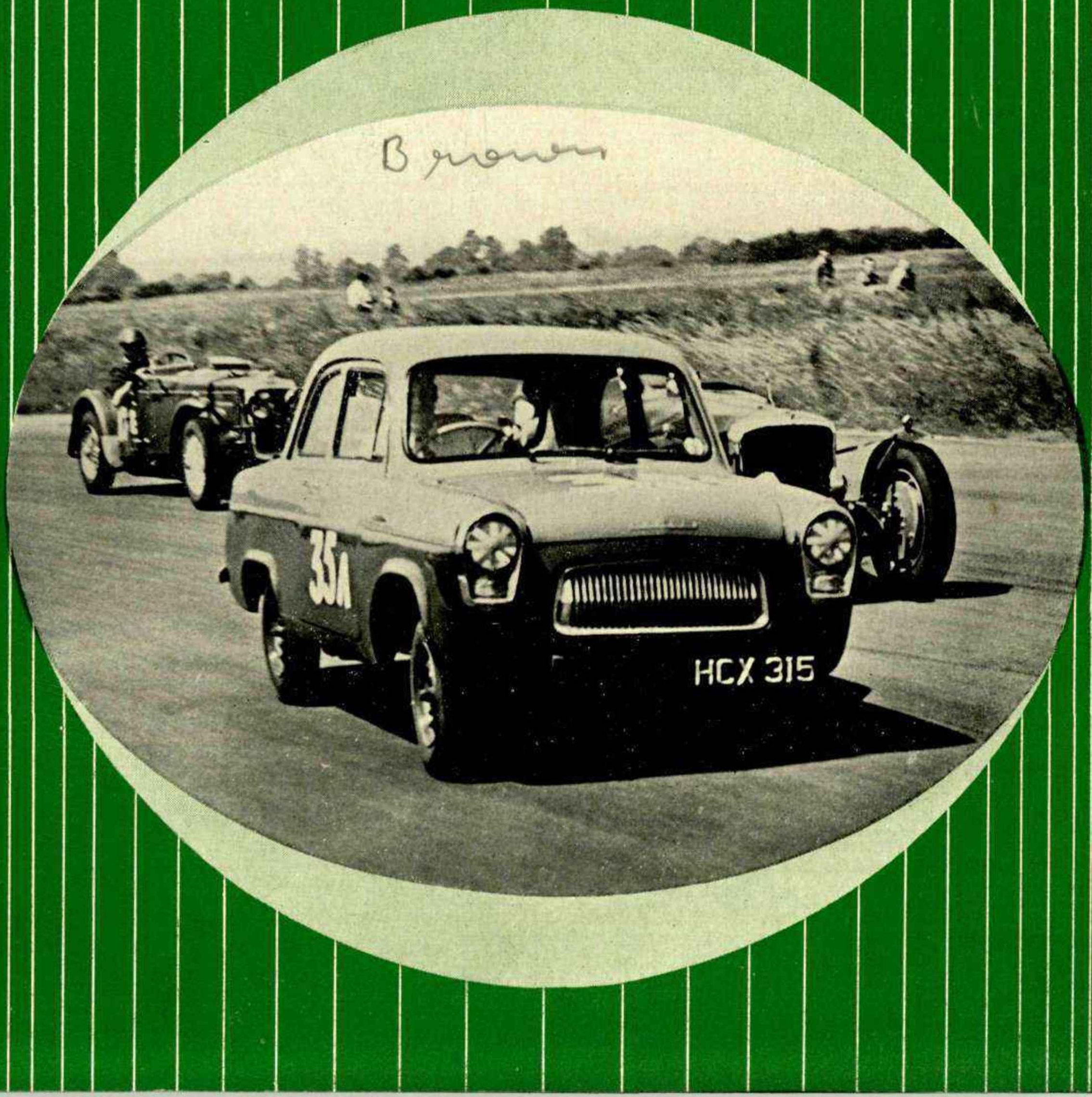
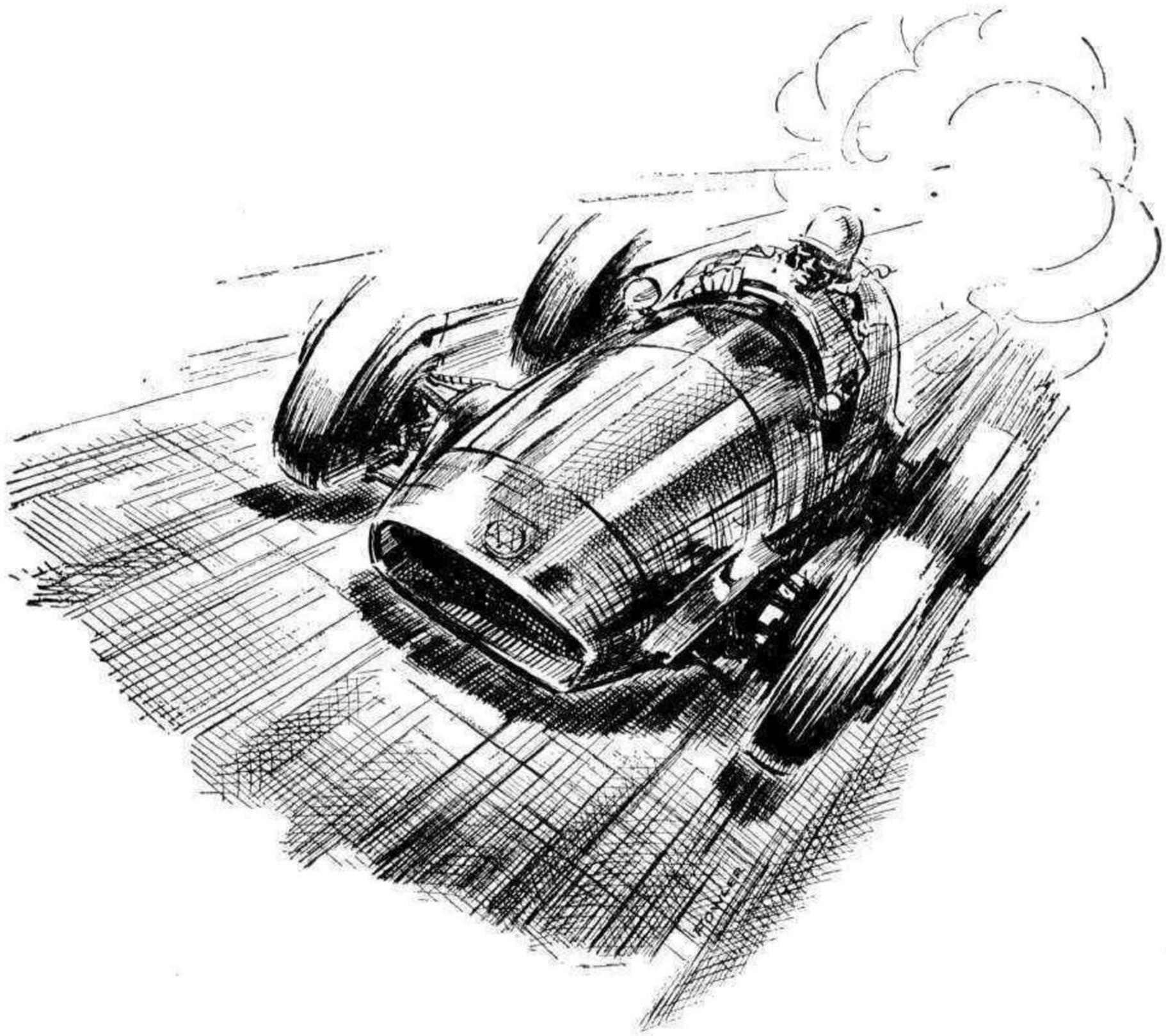
Vol. XXXI No. 8 ONE SHILLING AND SIXPENCE August, 1955

MOTOR SPORT

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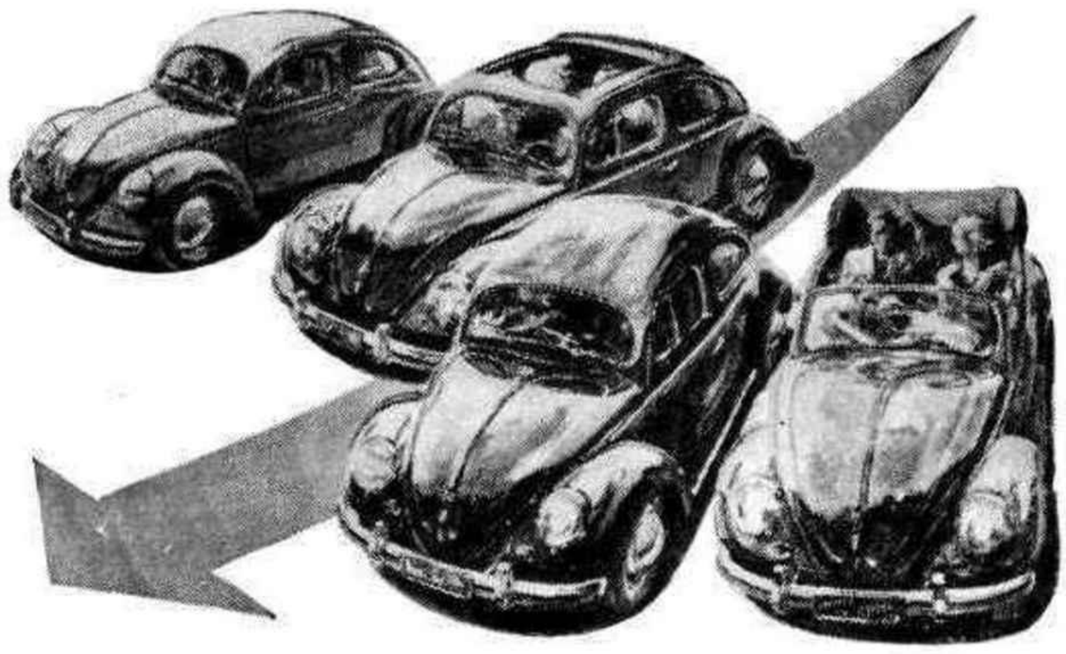
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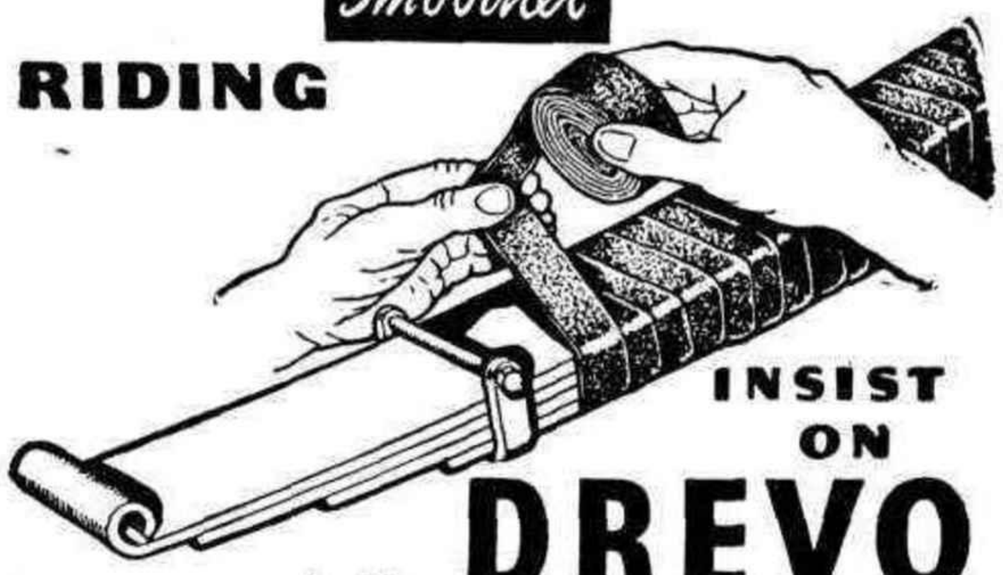
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FOR *smoother* **RIDING**



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LARGE SIZE PACK *for cars over 10 h.p.* **Complete 32/6**

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For most makes including M.G., MORRIS, AUSTIN, B.S.A., SINGER, STANDARD, TALBOT, LAND ROVER, etc.
Also sidescreens, tonneau covers, spare wheel covers, etc.
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Heavy quality pile carpeting for all popular makes. Various colours. Rubber backed and fitted with driver's heel mat.

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2-seater	**58/6**
4-str., 8-h.p.	**88/6**
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Hooding, dble./tex. 72" wide ..	yd.	**17/–**
" " " red and green,	yd.	**21/–**
L/cloth, all colours, 52" ..	yd. 6/6 to	**11/–**
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Flex. or rigid trans. plastic ..	Sq. ft.	**2/6**

Dunlopillo Cushions for bucket-seats; firm density; 3¾" deep, **26/–**. *Other sizes to order.*
Hood Rear Windows in flexible plastic. Ready to fit replacements **14/6**
All Pipings, Foam Rubber Cushions, etc.
Send for List and Patterns. State colour.

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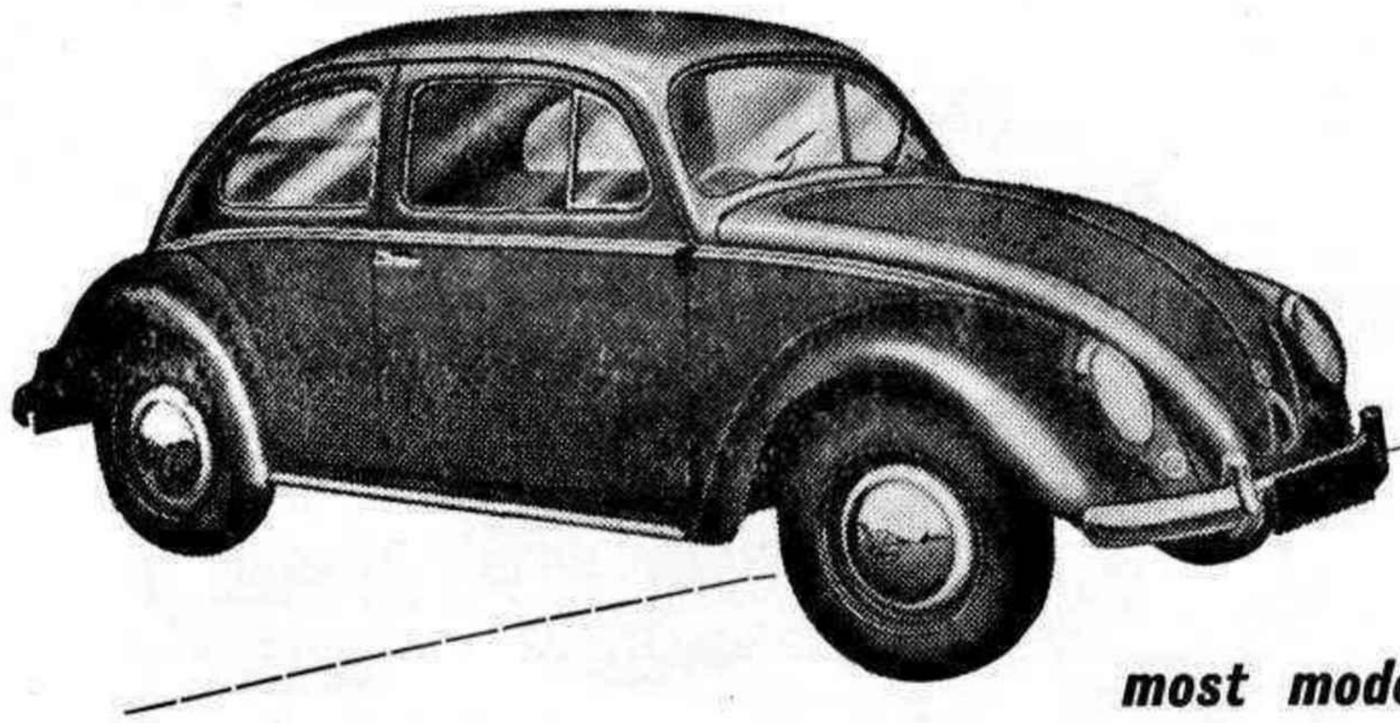
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436, KING'S ROAD, CHELSEA, S.W.10
Repair Works : **40, Queen's Gate Mews, S.W.7**
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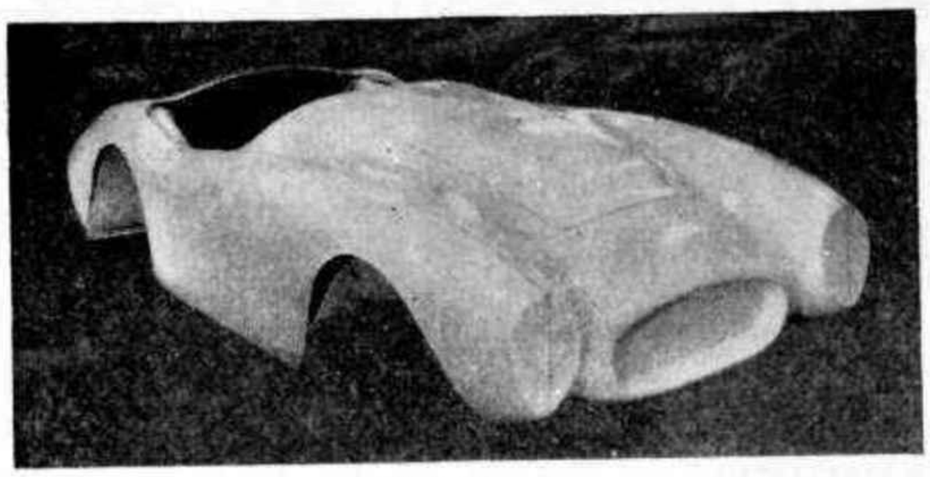
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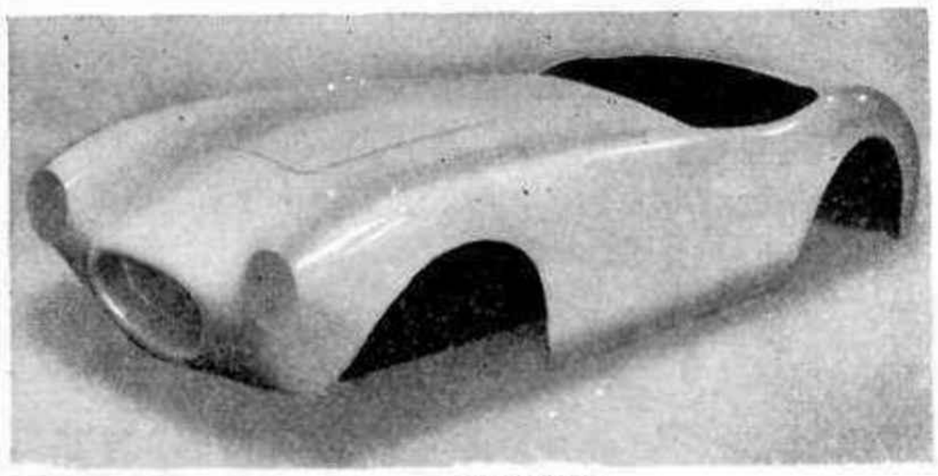
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Suitable for wheelbases of 6 ft. 7 in. to 6 ft. 11 in. Width at front axle : 59 in. Width at rear axle : 53 in.

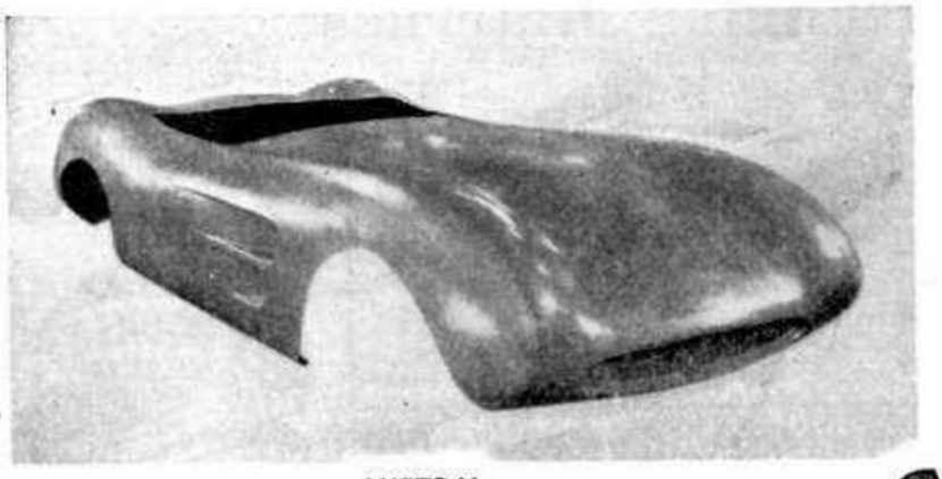
£49



STILETTO
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SCIMITAR. Identical in design to Stiletto, for wheelbases of 6 ft. 1 in. to 6 ft. 5 in.

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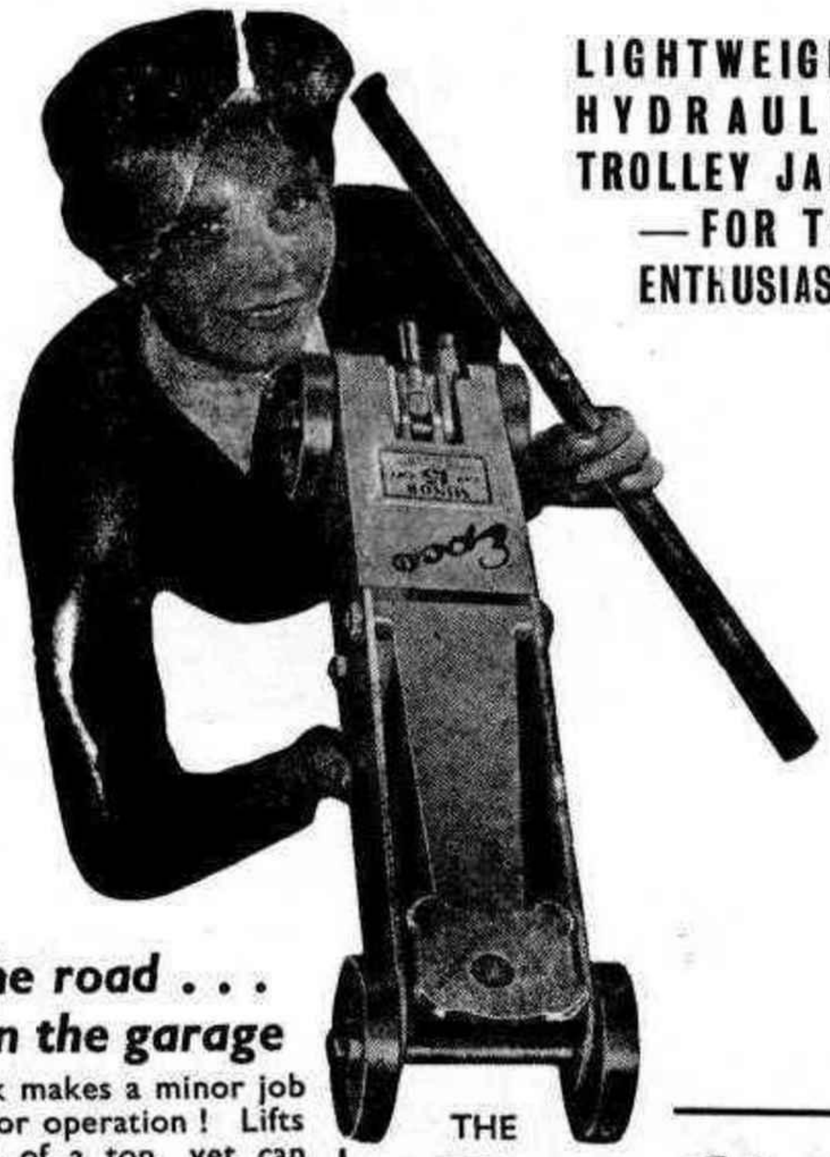
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PRICES :
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Suitable for wheelbases of 7 ft. 3 in. to 7 ft. 6 in. Width at front axle : 60 in. Width at rear axle : 59 in.

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7 in.—12/6 **10 in.—15/-**

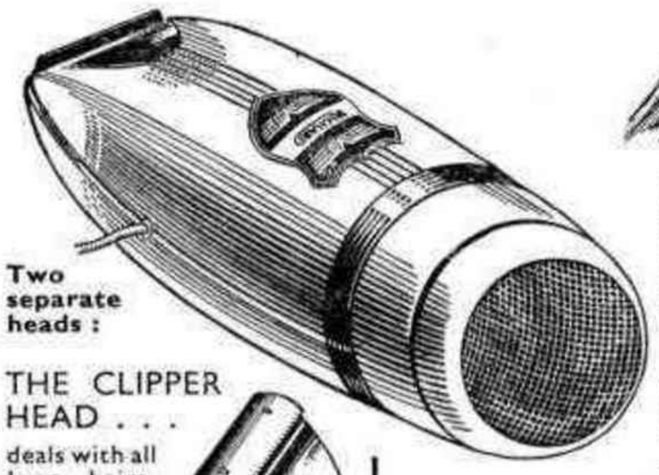
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SELF-GRIP WRENCH

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RALLY *to a* RICHARD





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THE CLIPPER HEAD . . .

deals with all long hairs, trims moustaches, beard, and back of neck.

THE SHAVING HEAD.



Self-sharpening blade, under multi-holed steel grille, gives world's closest and smoothest shave.

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SWITZERLAND'S FINEST ELECTRIC SHAVER

The RICHARD double-headed electric shaver

£8.19.0

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- ★ It has an A.C. and D.C. commutator motor fitted TV and radio interference suppressors.
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Adding zest and safety to your driving the SWF Musical Horn plays consecutive notes or as a chord.

Signature tunes to individual requirements. Ask your dealer for details or write for illustrated leaflet to:

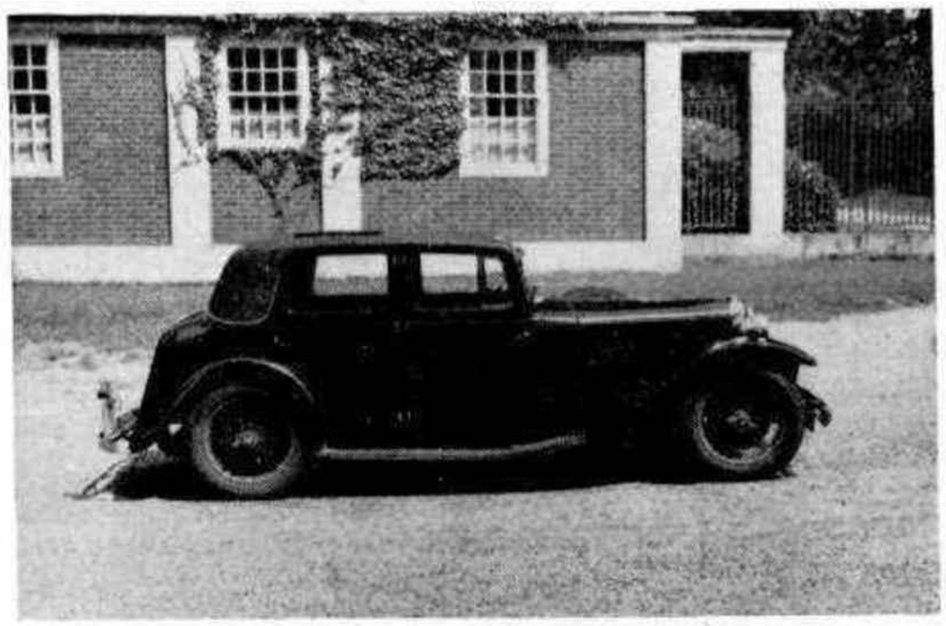
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Gateshead-on-Tyne 11 Tel.: Newcastle-on-Tyne 7-5484/5

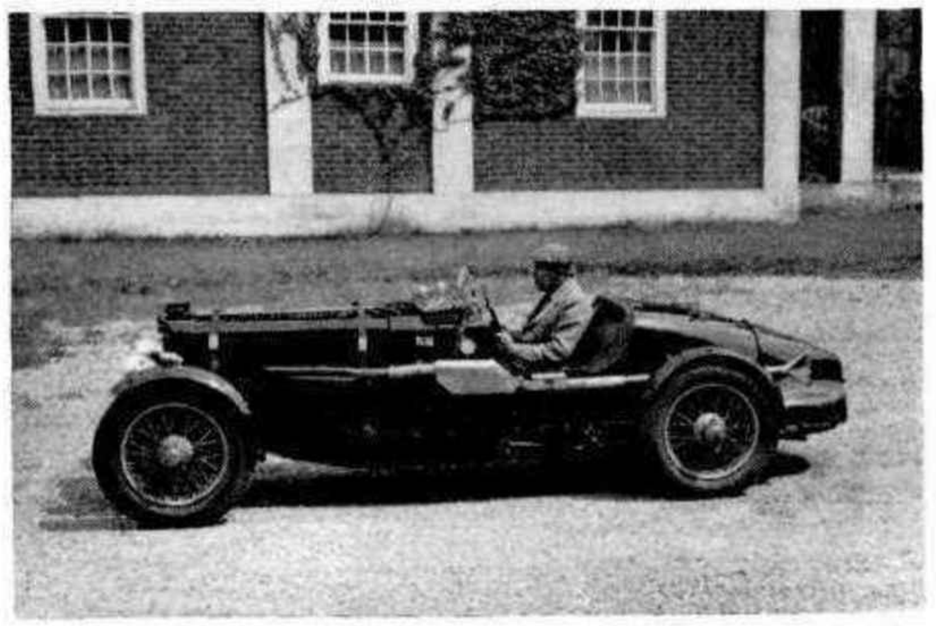
(Sole Concessionaires for the United Kingdom.) For demonstration over the 'phone ring HOL 4464. Anglo Auto Accessories Co. Ltd., 11, Great Queen Street, W.C.2. MS/3/55

Chiltern Cars

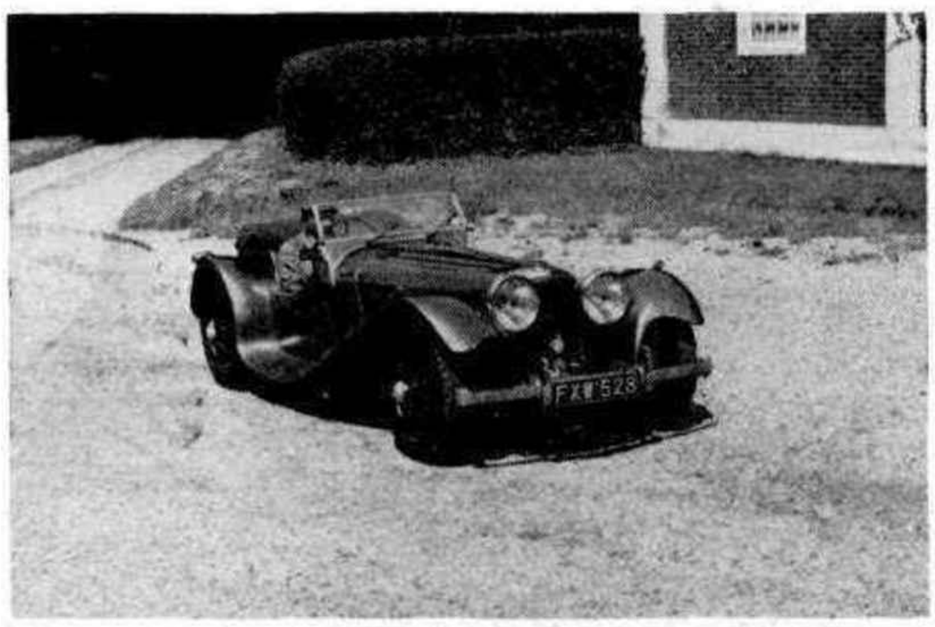
11a, Water Lane, LEIGHTON BUZZARD
Bedfordshire - - Tel.: Leighton Buzzard 2060



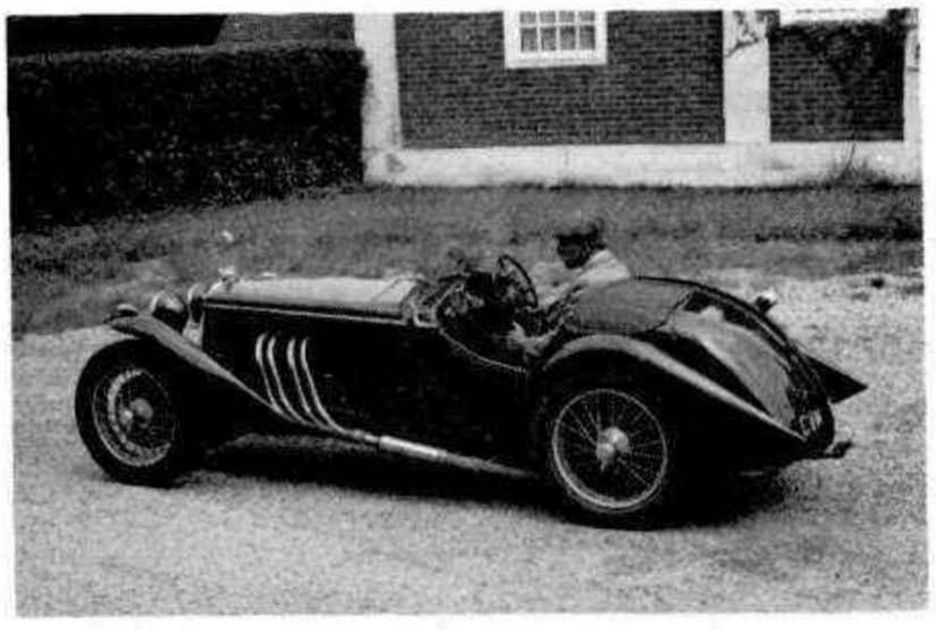
1935 ALVIS FIREBIRD. This is the popular saloon with the all-synchro-mesh gearbox. A very sturdy car giving a pleasing performance with reasonable economy **£135**



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INVICTA—100 m.p.h. low chassis 2/4-seater, offers invited.

M.G.—1946 TC 2-seater, good condition, radio, etc., **£355.**

M.G.—1938 TA 2-seater, exceptional for its year, **£265.**

M.G.—1933 J2 M.G., nice order, **£140.**

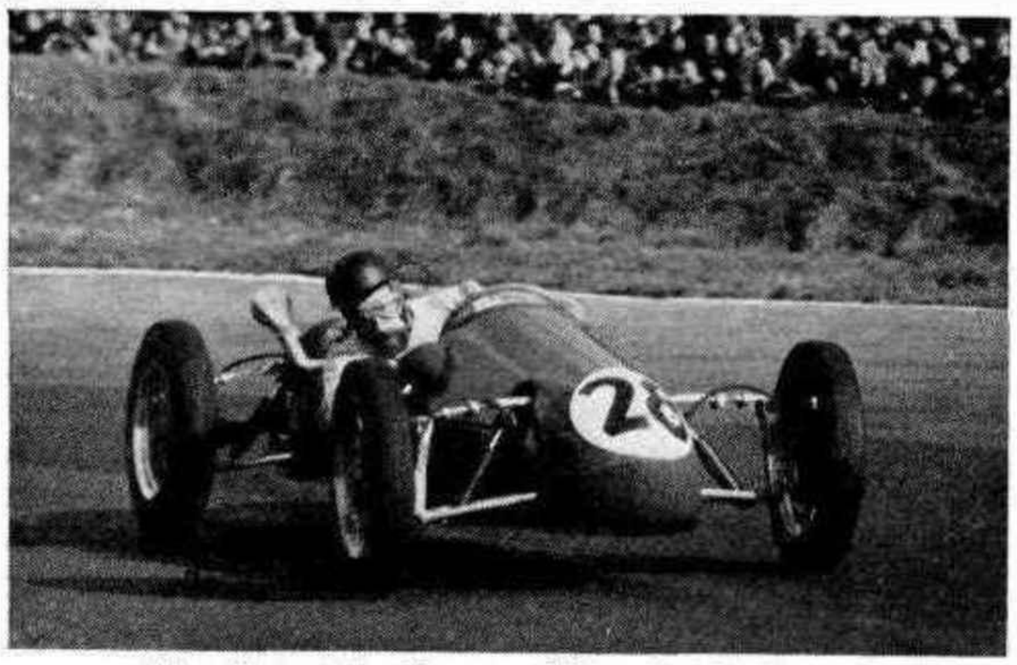
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Mr. Barrett's Cooper 500 — finished with VALSPAR 2-4 Hour LACQUER.

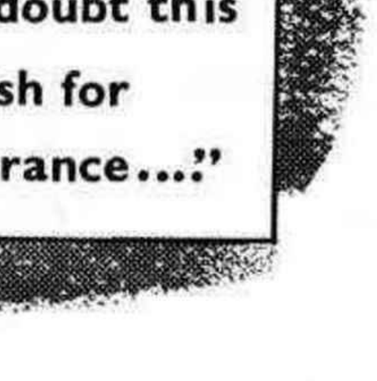
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"I have tried a number of paints and celluloses but without a doubt this is the best finish for wear and endurance...."

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★ DRIES IN 2-4 HOURS
★ SUITABLE FOR ALL SURFACES—EVEN TILES
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2-4 HOUR LACQUER

The enamel that boiling water made famous



Write for booklet and name of stockist to the Sole Manufacturers U.K.

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Simply plug it into the Dashboard...

A 'PHILISHAVE' BATTERY MODEL
FOR SHAVING **WHEREVER** YOU ARE!

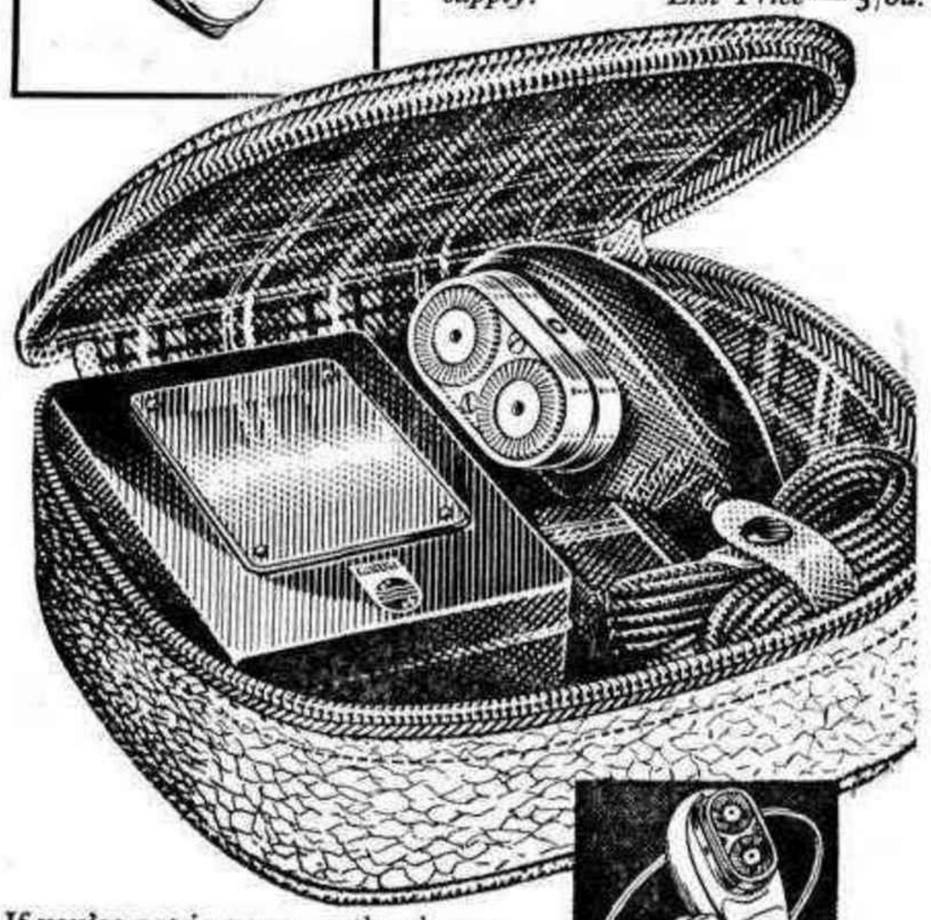
It's the very thing for motorists, this battery model 'Philishave'! Complete in itself, it gives you quick, clean, close shaving even when you're right out in the wilds. Or you can forget about batteries altogether and, with one of two adaptors, use it plugged into the dashboard or cigarette lighter socket. So, *wherever you drive*, you can always enjoy the shaving perfection only 'Philishave' Rotary Action can give!



Cigarette Lighter Adaptor Type SC 2812
This adaptor, when plugged into some cigarette lighter sockets enables you to use your shaver from a 6 volt or 12 volt supply. All you need do is adjust a small switch according to voltage required. List Price—10/2d.



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You can fix this socket to your car dashboard, but this will only enable you to use your shaver on a 6 volt supply. List Price — 3/6d.



If you're not in your car the shaver simply plugs into its battery case. The three 1½ volt flashlamp batteries inside give easy shaving for about six weeks.



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Made in Holland
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Overall height 3½" only

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Please send me details of your Service Exchange and Conversion Plans together with the name and address of my nearest Zenith Service Station.

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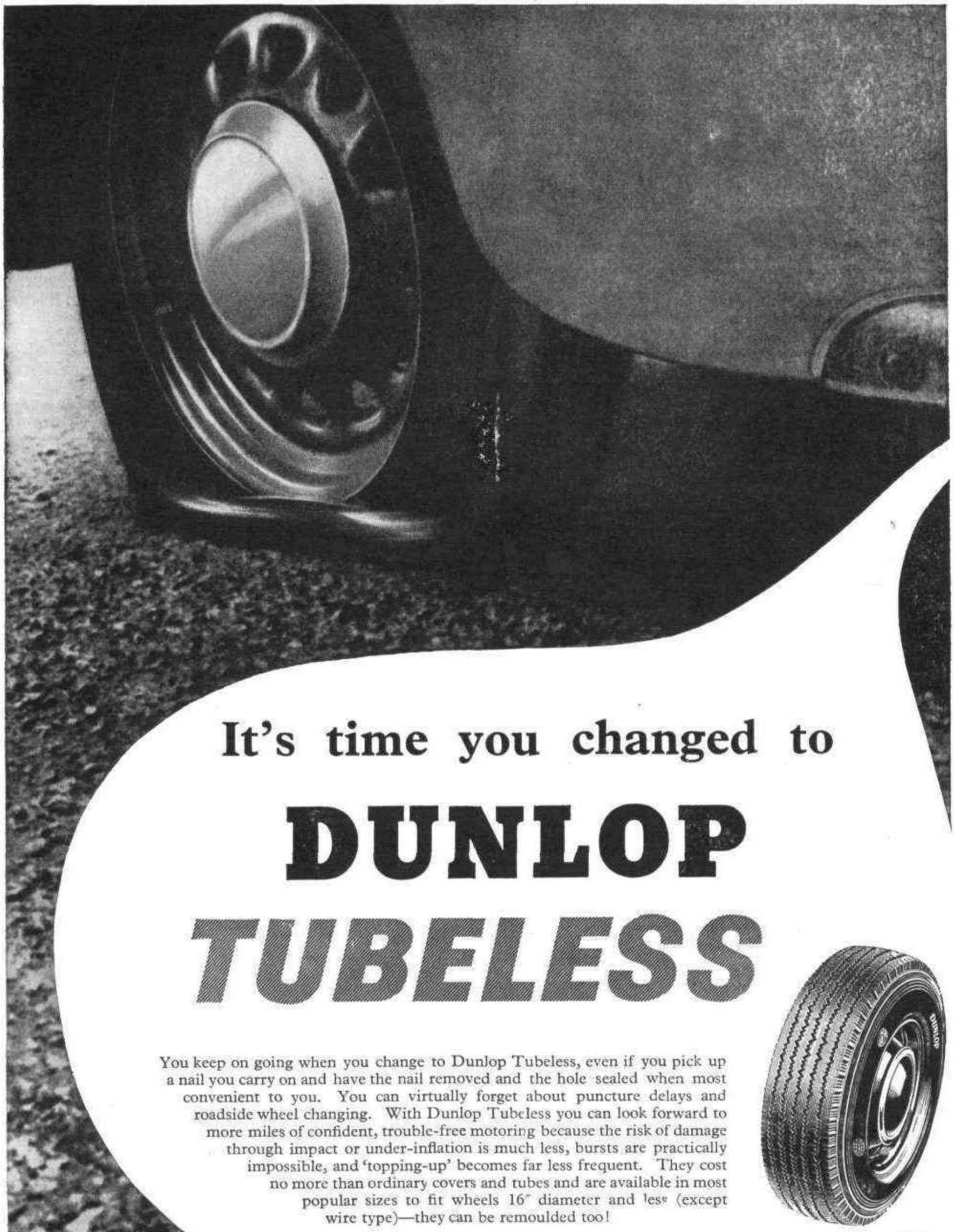
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You keep on going when you change to Dunlop Tubeless, even if you pick up a nail you carry on and have the nail removed and the hole sealed when most convenient to you. You can virtually forget about puncture delays and roadside wheel changing. With Dunlop Tubeless you can look forward to more miles of confident, trouble-free motoring because the risk of damage through impact or under-inflation is much less, bursts are practically impossible, and 'topping-up' becomes far less frequent. They cost no more than ordinary covers and tubes and are available in most popular sizes to fit wheels 16" diameter and less (except wire type)—they can be remoulded too!

1905 HILLS 1955

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NEW CARS — NOW!

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3 months' written guarantee on post-war cars. Terms 1/5 or 1/4 down—drive away immediately. Drive any car *yourself* on test, then see the car up on the lift.

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Set of six double-ended **BONNEY** (*American*) **SPANNERS,** ¼ to ⅝W.

Or six double-ended Spanners, polished chrome. SET **13/6**



Packed in steel box.

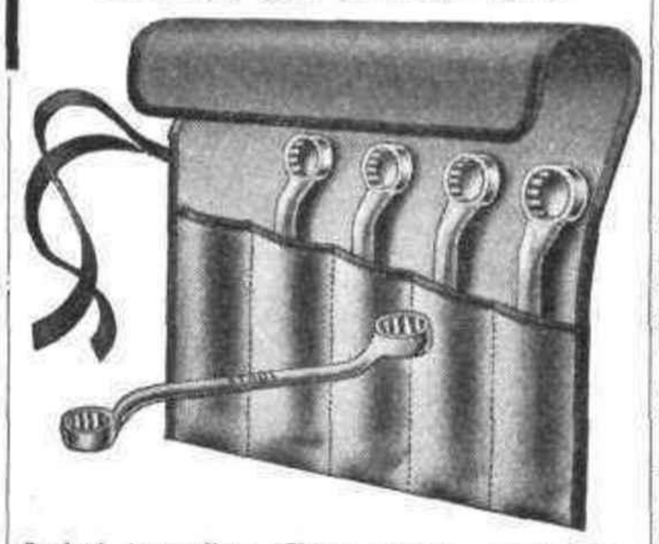
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plus THIRTEEN Sockets, a.f. : 7/16", ½", 9/16", 19/32", ⅝", 11/16", ¾", 25/32", 13/16", ⅞", 15/16", 1", 1⅛".

43/6 SET

Set of five "Hepon" High Tensile

RING SPANNERS



Packed in wallet. Short series. Chrome-plate finish. ¼" to 7/16" Whit. or ⅜" to 15/16" S.A.E. SET **25/-**

Set of five "Elora"

RING SPANNERS

(*German*)

Chrome Vanadium Steel-Bright nickel finish. ¼" to ½" Whit. or ⅜" to ⅝" S.A.E. SET **33/-**

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Terms : Cash with order plus 1s. for first £1, then 6d. for every other £1 for postage and packing. Or C.O.D.

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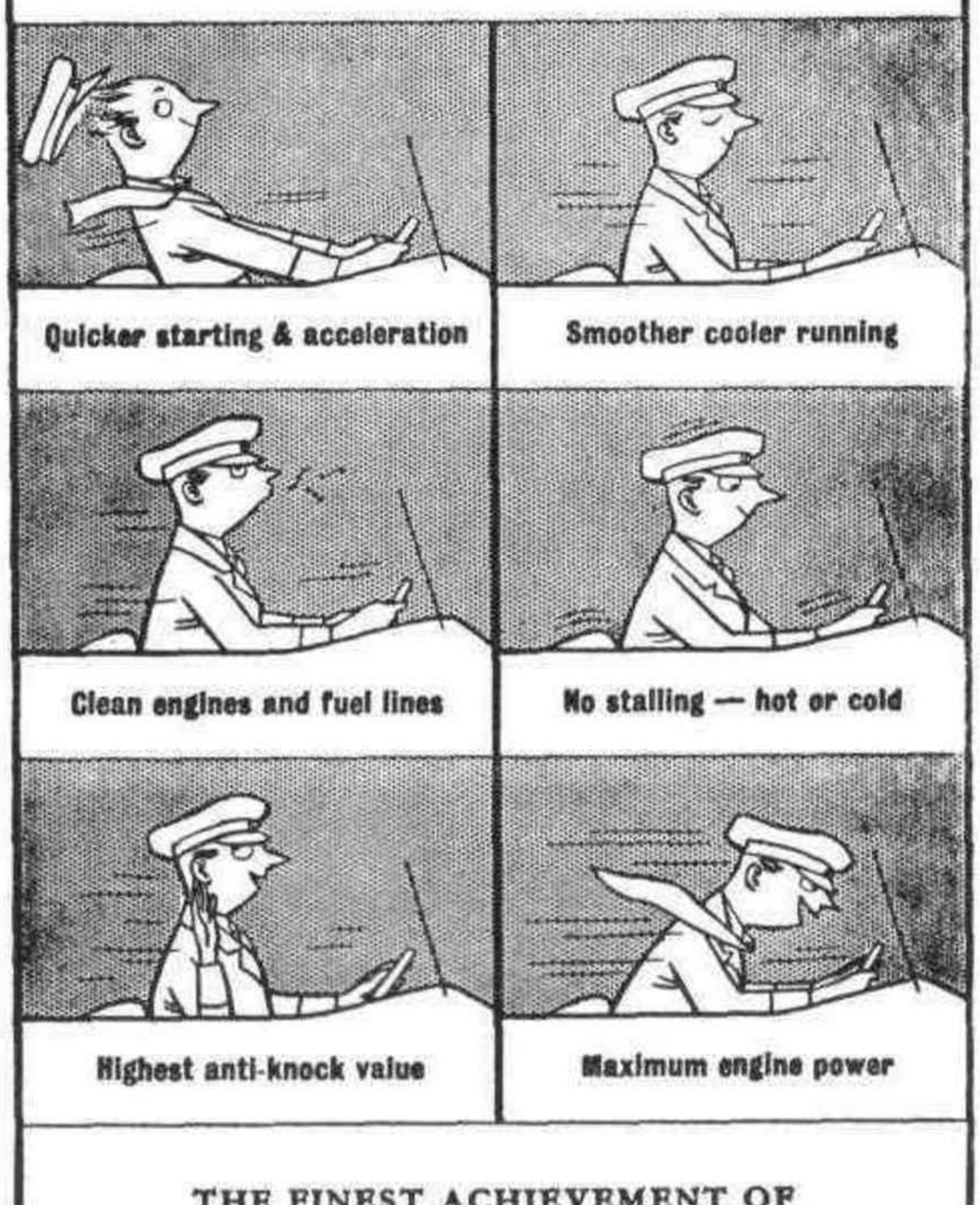
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MATTERS OF MOMENT

THE BRITISH GRAND PRIX

After a period of over a month without a major motor race, Aintree became the animated scene of the B.A.R.C. British Grand Prix on July 16th, and, run off in hot summer weather before a vast crowd estimated at 150,000, the race was happily devoid of accident, confirming that Grands Prix with evenly-matched cars driven by the leading exponents are the safest form of racing.

The British Grand Prix was a sweeping victory for Mercedes-Benz, using different variants of their remarkable W196 straight-eight, fuel-injection G.P. cars. The great German firm was admirably served by its drivers, Moss, Fangio, Kling and Taruffi, controlled by the indefatigable Neubauer, while engineer Uhlenhaut proved willing to drive a complete G.P. on his own in practice for research purposes. Moss becomes the first Britisher to win the British G.P. and the fourth British driver to win a *Grande Epreuve*. Those who watched the race with expert eyes will appreciate how much Moss has gleaned from Fangio and how, had he wished, the invincible Argentinian could have won this race.

The sports-car race was likewise a 1, 2, 3, 4 victory for Aston Martin, these 3-litre cars proving able to run away from Hawthorn in a 3½-litre D-type Jaguar, David Brown, like Daimler-Benz, being well served by his drivers, Salvadori, Collins, Parnell and Walker, controlled by John Wyer. After the race Moss summed up the outcome of both races by congratulating David Brown on obtaining 1, 2, 3, 4 victory just as Mr. Brown was about to congratulate Stirling on leading a similar sweeping finish for Daimler-Benz!

In the F. III race Russell and Lewis-Evans held the crowd's attention with a spirited duel in their Cooper-Nortons.

Aintree showed up well, perhaps better than many had expected, on this occasion. Its permanent stands, restaurants and other buildings, the good view obtainable by the spectators, the experience of the Liverpool police in handling vast crowds, aided by the extent of the car parks, contributed to the success of a day with which the *Daily Telegraph*, who sponsored the race, must be very satisfied. Detail points call for future revision but in general Aintree rose to the Grand Prix occasion. It is not a true road circuit, being quite flat, but its corners are more varied than those at Silverstone; Moss proved able to lap it at 89.7 m.p.h.

The British and German National anthems were duly played and the pre-race parade of drivers, each riding in a white Austin-Healey bearing a number so that spectators could easily recognise them, was a brilliant idea on the part of the B.A.R.C. General Secretary, John Morgan. We were able to remark to Norman Freeman, as these parading sports cars lapped the circuit, that he now had *all* the G.P. aces on Dunlop tyres!

The success of the British Grand Prix whets the appetite for further serious motor-racing and we are glad to be able to announce that, after the Swedish Sports-Car Race at Christianstaad on August 7th, which the Mercedes-Benz and Aston Martin teams are expected to support, the Italian G.P. is due to happen at Monza on September 11th, when we may see Ferrari fielding his Fiat-financed Lancia F. I cars. Mercedes-Benz are expected to send 300SLR cars to our T.T. at Dundrod on September 17th, and there is every hope that the French G.P. will be held at Reims on September 25th, the day after the International Gold Cup Meeting at Oulton Park. Moreover, there is reason to suppose that the Spanish G.P. will take place at Barcelona on October 23rd.

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Front cover picture: ONE OF THE TIN-LIDS—A mixed team of saloons, two Fords, a VW and a Fiat TV 1,100, won this year's 750 M.C. Six Hour Relay Race at Silverstone. Here E. J. B. Mitchell's Ford Anglia is seen in close company with an Alvis and C. M. Sears' Frazer-Nash.

THE 750 M.C. RELAY RACE

The Six-Hour Relay Race of the 750 M.C. is not an easy race to report, and lack of space precludes more than pictorial coverage of this year's race. But such excellent training in pit-craft and team-control does this fixture provide, and such excellent spectator-value does it offer in a free-and-easy manner, that we wish to congratulate Holland Birkett for organising it, Charles Bulmer for so successfully handicapping it, and the 750 M.C. in general for promoting this race.

Those who, buying an Austin Seven, had newly joined the club might well have wondered what was afoot, with few Austin Seven Specials on the special circuit at Silverstone, which was dominated by cars of up to C-type Jaguar calibre. Such are the complicated politics of motor-club constitution, but members can be proud of having this unique International fixture, although the hope may be expressed that mere Austin Sevenists are catered for at other times, such as by an annual award for the best-kept vintage Seven or some similar scheme.

The Relay Race, differing from but in the tradition of the Brooklands relay races of before the war, proved highly exciting on July 9th, and was another race run off entirely without disaster. The final issue lay between the M.G. C.C. Team and the Tinlids Team, Haig's TC M.G. Midget doing most of the lappery for the former; it continued to handle satisfactorily after oversize front wheels were fitted following break-up of one of the originals. However, the lead passed to the composite Ford/VW/Fiat Tinlids Team and when Haig came dramatically into his pit ten minutes from the end, the closed-car combination's victory was assured.

Results:

1st: Tinlids Team [E. J. B. Mitchell (Ford Anglia), I. Walker (Ford Prefect), N. Campbell-Blair (VW), P. R. Easton (Fiat 1,100 TV)]: 179 laps.

2nd: M.G. C.C. Team [C. Shore (TF), D. Powell (1½ TF), S. G. Cobban (1½ TF), J. Laury (TD) and T. Haig (TC)]: 177 laps.

3rd: King TR2 Team [M. King, D. A. Payne and A. S. Lusty (Triumph TR2s), D. Howard (A.C. Ace)]: 177 laps.

THE 8TH BRITISH GRAND PRIX

Moss Has His Chance

Liverpool, *July* 16*th*.

FOR the first time since 1948 the British Grand Prix did not take place among the green fields of Buckinghamshire, but instead was organised in the industrial north-west of England, on the Aintree circuit just outside the port of Liverpool. With the postponement of the French Grand Prix the various teams had almost a clear month in which to prepare for the British round of the World Championship, and in consequence a large entry began to head northwards.

In view of their sweeping victories in the recent Grand Prix races in Belgium and Holland, the Mercedes-Benz team were rather naturally the centre of interest. In addition there was the possibility that the Daimler-Benz organisation might permit a reversal of normal team orders and allow Moss to set the pace ahead of Fangio, in deference to the young Britisher's first appearance in his home country with one of the German cars. Practice began after lunch on the Thursday before race day and as the 4.83-kilometre circuit was new to most of the teams and the drivers, everyone was away as soon as the circuit was open for training.

The German team brought along a selection of five cars, four to be used by the team drivers, as Taruffi had been taken on as the fourth member of the team, and the fifth was to be used as a hack. Fangio and Moss had the short-chassis models, with outboard front brakes; that of the latter having a new type of bonnet which hinged forward complete with the radiator cowling as on a DB2 Aston Martin. Kling and Taruffi had the medium-length cars with outboard front brakes, as first tried at Spa, and the reserve car was an original 1955 model, which is to say a medium-length car with inboard front brakes. In all other respects the cars were unchanged from earlier races this season.

Having been to Aintree before, the Maserati team were well under control and brought along four cars, three being the regular 1955 team cars, with unlouvred bodywork and large-port cylinder heads, driven by Behra, Musso and Mieres, while the fourth was one of last year's cars and was driven by Simon, who replaced Perdisa at the last moment. The car driven by Mieres was fitted with a new five-speed gearbox, outwardly the same as the others but distinguishable by reason of the extra slot on the gear-gate. As Behra had driven at Aintree last year he was familiar with the circuit and looked like providing the major opposition for the German cars.

The Ferrari team brought along three Tipo 625 cars, similar to the one with which Trintignant won the Monaco race, as they thought the comparatively slow Aintree circuit would not suit the stumpy Tipo 555 Super Squalo, it being more at home on a high-speed circuit such as Spa. The drivers were the same as at Zandvoort, being Hawthorn, Trintignant and Castellotti, and the English driver was the main hope for the team as he had driven at Aintree before.

The expected new eight-cylinder Gordini did not arrive and it was the usual three cars that were prepared for the race, Manzon on the 1954 car with 1955 engine and disc brakes, da Silva Ramos on the 1955 car, and a newcomer to Grand Prix racing, though well known in sports-car racing, Mike Sparken driving a 1954 Gordini. The Vanwall team entered two cars and both arrived, the drivers being Wharton and Schell, the American having his first try with one of these cars. In addition there was McAlpine with the original streamlined Connaught, Fairman with the factory-owned experimental car, Marr with his privately-owned car, the first production streamlined one, and Rolt with R. R. C. Walker's new car. All these Connaughts were the 1955 Grand Prix models, powered by Connaught-prepared Alta engines, with fuel injection. Rolt was sharing his car with P. D. Walker, no relation of the owner of the car, and this one was the newest Connaught and was fitted with a normal Grand Prix body and not the fully streamlined one.

There were four privately-owned Maseratis, Collins driving the Owen car and Macklin driving the Moss car, both having Dunlop disc brakes and wheels, Salvadori on the Gilby Engineering car and Gould with the ex-Bira car, now painted a dark green. In spite of normal International regulations the Macklin Maserati was painted grey with a sickly green bonnet top, and the Rolt car was dark blue.

To complete this excellent entry was a potentially fierce machine entered by Cooper's and to be driven by Jack Brabham, the Australian. It was a very slightly enlarged 1,100-c.c. rear-engined sports-car chassis fitted with a Bristol engine which had been bored out to 2.2 litres. Somehow, room had been found in the back for this unit and it was coupled to the Cooper-modified Citroën final drive and gearbox, only the top three ratios of the special box being fitted. Having the fully streamlined body, the car looked exactly like a Cooper-Climax except for headlights and number plates.

On the opening afternoon only four of the entry did not practise, these being McAlpine, Fairman, Gould and Brabham, while the Owen Maserati was not out for long. The existing lap record was officially held by Moss with his Maserati, set up last October, with a time of 2 min. 00.6 sec., and though at the time he thought it sounded too fast to be true and was probably an error in timekeeping, nothing could be done about it. It did not take him many laps in the short-chassis Mercedes-Benz to find that with a far more powerful car, greater driving skill and better conditions, he could not better the time. By the end of practice he had equalled it but only by trying all he knew, and Fangio could not get near it. All four Mercedes-Benz were going well and Taruffi was showing remarkable form, taking to the new car in a big way. It was interesting to hear the German engineer Uhlenhaut and the Italian driver/engineer Taruffi discussing the car using their only common language, which is English. All four drivers were doing a great deal of practice, as was Uhlenhaut, and when they were not driving their own cars they went out on the spare practice car, as the aim was to make it cover the distance of two full races, during the practice periods, as an endurance test. The only real opposition to the times set up by the German team came from Behra, who was feeling really at home on the flat northern circuit, though Simon and Mieres were supporting him well.

The Ferraris were not very happy and were barely faster than the Vanwalls, while Castellotti broke his gearbox before he even found the way round the corners. Practice lasted from 2 p.m. to 5 p.m., which seemed ample time for most people as the activity was not intense, and the day ended with Moss and Fangio comfortably faster than the rest.



SPORTING GESTURE.—Although winner of the British Grand Prix, Moss insisted in Fangio wearing the winner's wreath, Stirling stating that Fangio could have passed him at any point in the race and he could have done nothing about it—in fact, they crossed the finishing-line virtually together.

The next afternoon everyone was out again, with the exception of the Owen Maserati, and the missing cars from the previous afternoon appeared. The Cooper had trouble with its clutch before the track was opened, it being impossible to free it, so Brabham did a few laps to qualify and left it at that. All the Connaughts were out. once again Walker making better lap times than Rolt, with the dark blue car.

It was again Moss and Fangio who set the pace and they were comfortably faster than Behra, the former recording 2 min. 00.4 sec., fractionally faster than the race lap record, while Fangio managed 2 min. 00.6 sec. Behra got down to 2 min. 01.4 sec. and on the corners it was very obvious that these three drivers were really trying and doing some very good Grand Prix driving. Kling and Taruffi were in good form, recording 2 min. 02.0 sec. and 03.0 sec., respectively, followed closely by Mieres, who gets steadily better and will surely win a Grand Prix one day, with 03.2 sec. Outstanding was Schell, who proved that a Vanwall could really be made to go and put in a best lap of 2 min. 03.8 sec., after which came a big gap and Manzon and Castellotti equal with 05.0 sec. The former had been driving hard and kept ahead of Trintignant for a number of laps, while the latter had never looked at all fast, driving very smoothly and relaxed. No one was having any really serious trouble, the Gordini disc brakes were occasionally playing the fool, and the five-speed gearbox on the Maserati of Mieres was not always selecting properly. By 5 p.m. most teams were fairly happy but McAlpine was thrashing round right to the bitter end trying out experiments with the fuel injection.

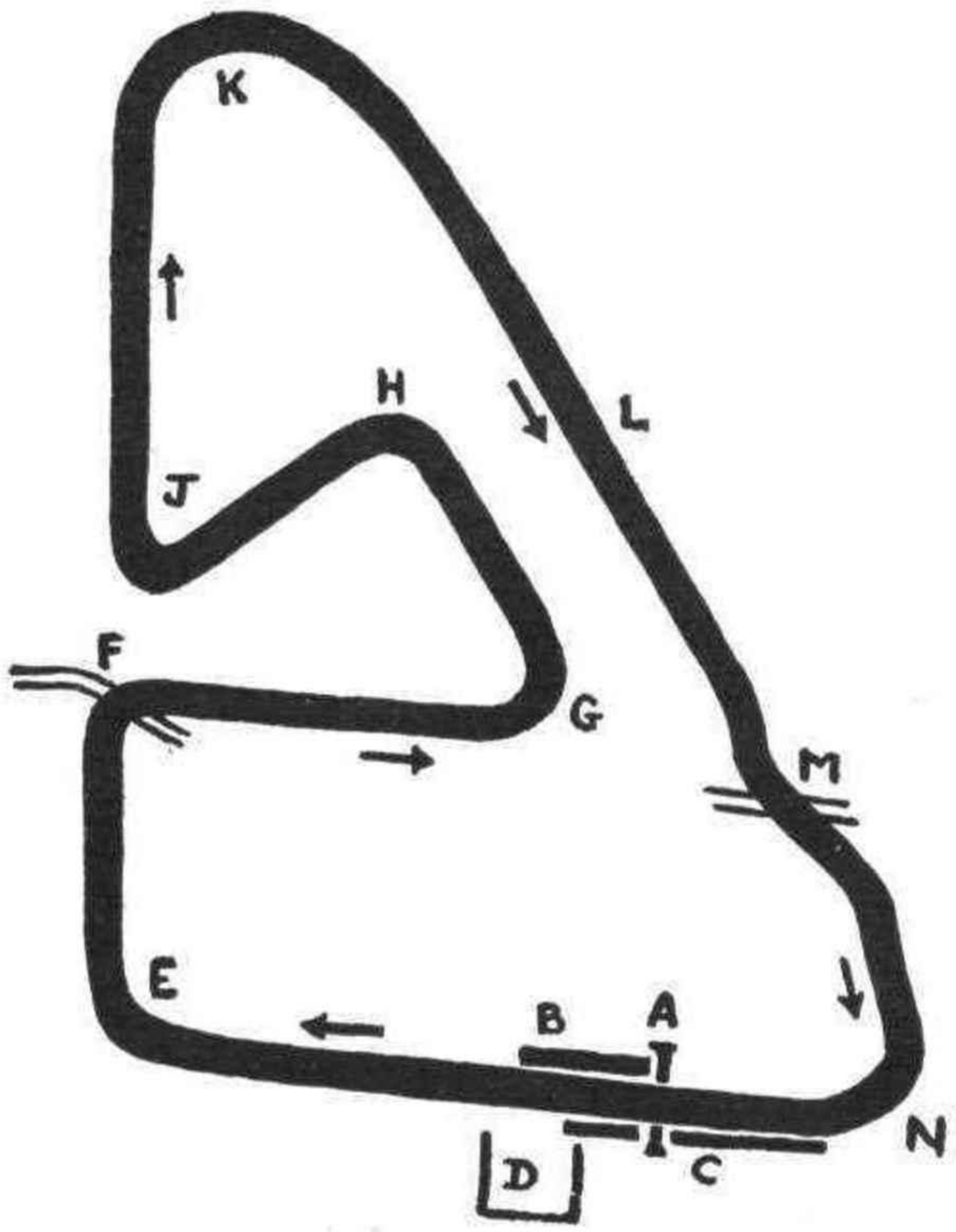
The afternoon of race-day was very hot and an enormous crowd turned up to witness this 8th British Grand Prix, the loudspeakers welcomed everyone in four different languages, a nice Continental touch, and the drivers were paraded round the circuit sitting on the backs of a line of Austin-Healey sports cars. A minute or two before 2.30 p.m. the familiar pandemonium of starting the cars broke out, some mechanics push-starting, others running from one team car to another with the portable electric starter trailing long lengths of cable.

On the front row were Moss, Fangio and Behra, in that order, with Kling and Taruffi in row two, and Neubauer indicated to his drivers when there were ten seconds to go. An inspiring sight for the British spectators was the green Vanwall, driven by Schell, in the middle of the third row of the grid, completely surrounded by red cars, while less inspiring was the motley array of greens on the cars on the back of the starting grid. In his usual manner Fangio shot into the lead, with Moss close behind, and Behra made a hesitant getaway.

As the dust and smoke died down it was seen that Schell and Marr had both stalled and mechanics rushed to their aid to push them off into the fray. Streaming round the first corners, the 24 cars, Fairman being a non-starter due to some experimental parts failing, could be seen heading infield across the great Aintree stadium and rounding Country Corner Mercedes-Benz were 1-2-3-4 in the order Fangio, Moss, Kling and Taruffi. Behra swept through the field after his hesitant start and was third at the end of the opening lap, but already Fangio and Moss were off on their own.

In the general bumping and boring of the opening lap Simon and Hawthorn received dented tails and the former had to stop as his gear selector was not working properly. On lap three Fangio let Moss go by and it became pretty obvious that the British Grand Prix was under control by the Mercedes-Benz team, barring another mechanical fiasco such as Monte Carlo. Clearly Moss was going to be allowed to set the pace, and probably win, so interest turned to the rest of the field. Behra was hanging on to the leaders, as best he could and was leaving the rest of the runners behind, while Mieres was in great form and passed Taruffi, taking fifth place behind Kling; Musso was not far behind the last of the German cars. As the long line of cars came down the straight towards the main stands colour classification formed a very definite pattern, in order silver, red and green, with blue cars filling the odd gaps along the line.

The rear-engined Cooper was disappointing, being left far behind, while the Connaughts could not really cope with the Gordinis. Wharton's Vanwall was near the back, but Schell was trying hard, and successfully, to make up for his bungled start. At five laps the two masters were lapping at 2 min. 04 sec. and were comfortably out on their own, and behind them came Behra, Kling and Mieres in a close group. Already the Cooper was lapped by the first two cars, and the only green hope was the Vanwall of Schell which was gaining ground rapidly, being in 11th place and in sight of Trintignant. Behra began to pour out smoke and finally came to rest at Waterway Corner, and at 10 laps Moss was leading Fangio by 1½ seconds and Kling was over 30 seconds behind, with Mieres, Taruffi and Musso



AINTREE CIRCUIT

Length : 4.83 kms.

A. Start and finish.
B. Pits.
C. Main Grandstand.
D. Paddock.
E. Waterway Corner.
F. Anchor Crossing.
G. Cottage Corner.
H. Country Corner.
J. Village Corner.
K. Bechers Bend.
L. Railway Straight.
M. Melling Crossing.
N. Tatts Corner.

in very close attendance. At 50 seconds from the leader came Hawthorn, with Collins pressing him hard, and a little way back Trintignant, with Schell still gaining. Castellotti came into his pit to complain that the thing wouldn't go and after looking at a plug the mechanics sent him off again.

Although the first two cars were running round unchallenged they were not going slowly and Moss was having to drive impeccably to beallowed to stay in front of the World Champion, while behind came the other two German cars, each with a Maserati worrying at its tail, and for a brief moment Musso got past Taruffi. The real interest lay in the progress of Schell, who swept past Trintignant's Ferrari and closed right up on the Hawthorn/Collins duel. Collins got his Maserati past the factory Ferrari and then Schell went past, and while the Ferraris were not happy on the circuit, it was also obvious that Hawthorn was not his usual self, and in point of fact he was suffering from the heat, which was pretty intense for the north of England. Manzon petered out and walked back to the pits, and Rolt arrived at his pit with a very flat-sounding Connaught, the throttle linkage causing trouble. Moss and Fangio were now catching the tail-enders, and as they lapped the numerous green cars their "traffic driving" was a joy to watch, neither of them wasting a second nor hesitating as they weaved their way through the back-markers.

On lap 17 Fangio retook the lead, probably from force of habit, or else to remind "the boy" that he was still about the place, and Simon rejoined the race, while Gould and Wharton left it for a short time to make adjustments. On lap 20 the leading pair were 40 seconds ahead of Kling and Mieres, who were still close together,

and then came Taruffi, Musso, Collins, Schell and Hawthorn in quick succession. Almost immediately after this Schell broke his accelerator pedal off at the roots, so hard had he been pressing on it, Marr spun off and stalled his engine, also damaging a brake pipe, and Castellotti withdrew with faulty transmission. Although Fangio and Moss were comfortably in the lead they were setting a good pace and the rest of the runners were suffering. McAlpine went past with his Connaught sounding rough and woolly, and, in very direct contrast, Wharton went by with the Vanwall sounding beautifully crisp.

Moss had a go to regain the lead as they rounded Tatts Corner but Fangio did not give way, and then on lap 26 he got by at the end of the long straight and it was clear that if Moss was going to be allowed to win, he was going to have to work for it. On the next lap they arrived at Tatts Corner at the same time as McAlpine and he hastily stepped sideways to let them through, nearly stopping in the process. They were still lapping in 2 min. 06 sec. and giving a nice demonstration of good clean driving.

The other two Mercedes-Benz cars still had their satellite Maseratis with them and every one sounded very healthy, but at the back of the field Salvadori had gone out with gearbox trouble and then Collins had the clutch break and coasted the Owen Maserati back to its pit and withdrew. Rolt had had his throttle put right and let Walker set off in the car, while on lap 32 Wharton broke an oil pipe and trailed oil all the way back to the pits to get the car repaired. On lap 37 Musso got by Taruffi once more and this time stayed in front, and Moss had got a 4-sec. lead over Fangio, while yet another green car fell by the wayside when McAlpine withdrew his Connaught with a very flat-sounding engine and no oil pressure.

By lap 40 Moss had twice lapped his own Maserati, driven by Macklin .Walker was now having trouble with the dark blue Connaught, and on the next lap Brabham withdrew the Cooper due to engine trouble, and Moss increased his lead to 9 seconds due to nipping through some gaps in the traffic, while Fangio had to wait. At half-distance Moss and Fangio were given the " RG " sign, which means keep stations and carry on at the same lap speeds, and Taruffi was urged to try and get past Musso once more. At this point Macklin, in Moss' Maserati, spun off at Tatts Corner, on the oil spilt by Wharton, and, leaving the car in the straw bales, he walked back to the pits.

Next time round Moss wondered how much it was going to cost him to put it right, and was greatly relieved to see it motoring again after a short time, Macklin having returned with his mechanics and restarted the car. Hawthorn was feeling decidedly unwell due to the heat and handed his car over to Castellotti, and soon after this Schell rejoined the race at the wheel of Wharton's repaired Vanwall. The comparatively slow Aintree circuit, plus the heat, was taking its toll and as one car rejoined the race so another would fall out, and this time it was poor Mieres who retired in a cloud of smoke, after having driven a spirited race.

The leaders were now signalled to slow down and, barring accidents, the race was over, Kling being in a very secure third position half a lap behind, and Taruffi was now fourth, having made a big effort and re-passed Musso, whose car was beginning to show signs of the distance and slowing visibly. Castellotti, in Hawthorn's car, and Trintignant were having a private dice together, until the Frenchman's car had a plug break up which ruined the cylinder head. Schell began to display the ability of the Vanwall once more and caught and passed Castellotti very convincingly, though many laps behind, finding that the second Vanwall handled far better than his original one. Sparken had the only remaining Gordini running, getting weaker and weaker, but he struggled on and by lap 75 the ten cars that were left running seemed lost on the vast open space that is the Aintree stadium. The end was now in sight, 90 laps being the full distance, and Moss was 4 seconds ahead of Fangio and had lapped everyone except Kling, who was at Bechers Bend as they went past the start. Nose to tail the two short, squat-looking Mercedes-Benz completed the closing laps and as they approached the finishing line Fangio drew up alongside Moss, finishing half a car's length behind him, just as Moss had done with the sports Mercedes-Benz at the Nurburgring earlier in the season. Kling and Taruffi finished third and fourth, respectively, the former not having blotted his copybook for once and the latter showing remarkable form in his first race with the German car.

After the prize-giving Moss paid a nice tribute to Mercedes-Benz for giving him the opportunity to be the first Britisher to win the British Grand Prix, and especially to Fangio for allowing him to do it. With Mercedes-Benz cars finishing 1-2-3-4 it would seem that their decision to withdraw from Grand Prix racing next year due to lack of opposition is not a wild misstatement.

Results :

BRITISH GRAND PRIX—Formula I—90 Laps—435 Kilometres—Very Hot

1st : S. Moss (Mercedes-Benz W196) ... 3 hr. 07 min. 21.2 sec. ... 139.19 k.p.h. (86.47 m.p.h.)
2nd : J. M. Fangio (Mercedes-Benz W196) 3 hr. 07 min. 21.4 sec.
3rd : K. Kling (Mercedes-Benz W196) ... 3 hr. 08 min. 33.0 sec.
4th : P. Taruffi (Mercedes-Benz W196) ... 3 hr. 07 min. 36.0 sec.— 1 lap behind.
5th : L. Musso (Maserati 250/F.I) ... 3 hr. 09 min. 29.2 sec.— 1 lap behind.
6th : J. M. Hawthorn/E. Castellotti (Ferrari 625) ... ... 3 hr. 08 min. 27.2 sec.— 3 laps behind.
7th : M. Sparken (Gordini 1954) ... ... 3 hr. 08 min. 19.0 sec.— 9 laps behind.
8th : L. Macklin (Maserati 250/F.I) ... 3 hr. 08 min. 28.0 sec.—11 laps behind.
9th : K. Wharton/H. Schell (Vanwall Special) ... ... 3 hr. 08 min. 02.8 sec.—18 laps behind.

Record lap : S. Moss (Mercedes-Benz), in 2 min. 00.4 sec.—144.37 k.p.h. (89.70 m.p.h.).

Retired : J. Behra (Maserati), R. Manzon (Gordini), H. Schell (Vanwall), E. Castellotti (Ferrari), A. Simon (Maserati), R. Salvadori (Maserati), P. Collins (Maserati), K. McAlpine (Connaught), L. Marr (Connaught), A. P. Rolt (Connaught), J. Brabham (Cooper-Bristol), R. Mieres (Maserati), H. da Silva Ramos (Gordini), H. H. Gould (Maserati), M. Trintignant (Maserati).

* * *

As an introduction to the British Grand Prix the B.A.R.C. occupied the morning with a Formula III race and a sports-car race (divided into capacity classes), each of 17 laps or 51 miles.

The 500s became spaced out along the Aintree straights, for after the first lap, when Russell, Bueb, S. Lewis-Evans and Boshier-Jones were out in front in close company in their Cooper-Nortons, Lewis-Evans and Russell drew well away from the field, to commence an exciting race-long duel. Bueb hung onto Boshier-Jones for a while, then the latter drew away, in third place, until he pulled off the course by the Melling Crossing on lap seven with a run big-end. His Norton engine normally lasts 500 racing miles between overhauls, with a maximum of 7,000 r.p.m., and was just about due for stripping.

Bueb having broken a drive-shaft on lap four, third place was now taken by the South African newcomer, A. J. F. Fergusson, and these three dominated the race to the end.

The Russell/Lewis-Evans duel proved the highlight of the race, Lewis-Evans closing right up on lap 13, but after this falling back with a trace of misfiring from his engine. Leston, in Beart's Cooper-Norton, was a long way behind in fourth place, followed by Allison's Cooper, while Don Parker's Kieft was amongst the also-rans on this occasion.

Howard (Cooper-Norton) ran off the course at Anchor Crossing and didn't restart, Marsh (Cooper-Norton) succumbed to engine trouble, Wicken (Cooper-Norton) was in trouble with gearbox and brakes, and the Ray Martin Special retired with an overheating engine and the Erskine Staride seized-up.

Williams' Emeryson was lapped twice by the leaders, being passed one on each side by the duellists Leston and Allison on the Railway Straight on lap 16, and Bicknell had his Revis-Norton sideways-on at the corners. So the race ended, with Steve Lancefield-tuned Cooper-Nortons with R. R. Jackson heads in first and third places.

1st : J. Russell (Cooper-Norton) ... ... 39 min. 08.0 sec. ... 78.19 m.p.h.
2nd : S. Lewis-Evans (Cooper-Norton) ... 39 min. 12.6 sec.
3rd : A. J. F. Fergusson (Cooper-Norton) ... 39 min. 43.8 sec.
4th : L. Leston (Cooper-Norton).
5th : C. Allison (Cooper-Norton).

Fastest lap : Russell, 79.53 m.p.h.

* * *

The sports-car race was a great triumph for David Brown's disc-braked 3-litre DB3S Aston Martins, for after Hawthorn's tail-finned works D-type Jaguar had led the first two laps, Salvadori took the lead and a lap later Collins was second, while after five laps the Aston Martins were 1, 2, 3, 4 in the order Salvadori, Collins, Walker, Parnell. On lap seven Parnell passed Walker and left him behind, but otherwise the order remained unchanged, Reg trying hard but unable to catch Collins.

Hawthorn, hampered by a less effective chassis and not in his usual state of fitness, had to be content with fifth place, although driving hard, and far behind the other D-type Jaguars of Berry and Sanderson, the latter the Ecurie Ecosse entry, tagged along.

The 2-litre class was depleted early in the race, for Scott-Brown, obviously much fancied, stopped a short way from the line in the familiar Lister-Bristol, and Rogers lost his Cooper-Bristol at Melling Crossing on the second lap, coming very fast into the corner, sliding onto the grass on the right, to shoot across the course, miraculously missing following traffic, to stop against a straw bale protecting a tree, the car half-overturned and badly damaged, and the driver half out of it from the position he had assumed in the passenger's

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THE RACING MECHANICS

(Continued from the June issue)

W. E. WILKINSON



W. E. ("WILKY") WILKINSON.

BY the very nature of "Wilky" (the abbreviation is automatic), it is no use trying to put him in any particular category. He is just Wilky, one of those happy people that everybody knows, who hears all and sees all, but wisely says "naught"; therefore remaining friends with everyone. In return, everyone loves Wilky, for it is impossible to do otherwise. His round, chubby face, the broad grin that is never far from its surface, the quiet manner that makes him respected by those who work under him, in truth these are the Wilky characteristics. He has absolutely no "side," a vast sense of humour, and extreme kindliness into the bargain. The writer well recalls doing a series of tests with Wilky in attendance, some years ago now, which tests most certainly justified the use of the word "abortive" in respect of their outcome, and the aftermath was depressing in the extreme. But from Wilky, always the kind word, always that indescribable "better luck next time" atmosphere that helps to minimise the sting of disappointment and encourages the going on. Yes, indeed, it would be a poor man who found himself at cross purposes with him.

All the way through the piece, too, that undercurrent of humour that speeds the job along, the quiet reminiscence from his vast experience of the game that can, if the circumstances be right, make you laugh till the tears run down your face.

If memory serves, he used to tell some stories about the E-type E.R.A. and its assorted disintegrations that were classics in their own right, but, alas, unprintable.

R. F. Oats is probably a name unknown to the modern enthusiast, but in the "gay 'twenties" his O.M.s were much a feature of the motor-racing scene, and on occasion the cheery Wilky could be seen, undergoing his baptism of fire in the mechanic's seat—a hard place to learn, but the right one for the mechanic in those far-off days, second only to the sidecar passenger's ticket for viewing the approaching drama.

George Eyston, Phoenix Park and sports Maseratis, too, now seem a peculiar combination, but during those days, the days of Guilio Ramponi as a driver and the "Double Twelves," Wilky gained his riding experience and his tuning knowledge.

Then in the 'thirties there began to be seen advertisements for a certain Bellevue Garage, where M.G. cars, then starting their "golden age," found great support from a father, two brothers and a sister. Kenneth, Denis and Doreen Evans drove them with the very greatest enthusiasm in trials, then in speed trials, and finally in full-blooded racing. The general manager was one W. E. Wilkinson, and their motor cars were prepared under his supervision. It is perhaps wrong to guess, but if such a pastime be allowed it would be the writer's guess that these were some of the happiest days of Wilky's life. The friendly atmosphere that always appeared to pervade all that the Bellevue people did, seemed to form a background into which the homely Wilkinson character fitted perfectly. They were hard days for the racing motorist, too, when bonus and starting monies were not prone to be there for the picking, and, in addition, the thing had to pay commercially as an adjunct to the garage business as a whole. But there were compensations in the fun that sometimes abounded, with ale at eightpence a pint, and perhaps it wasn't quite so serious as it is now.

To recall some of the Bellevue motor cars brings the memories crowding back. Kenneth Evans in the Q-type M.G. at Donington, the excitements over the twin-cam-conversion cars, Doreen Evans (as she then was) with the R-type M.G. nicely alight in an International Trophy, and many, many others; but perhaps the performance that first really brought home to the "cognoscenti" that Bellevue had a tuner of no mean merit on their pay-roll was when, during the "500" of 1932, Denis Evans was seen to be lapping steadily with an M.G. Midget at around 100 m.p.h. This was, as long ago as that, an altogether stupendous performance for a machine from a small private racing establishment.

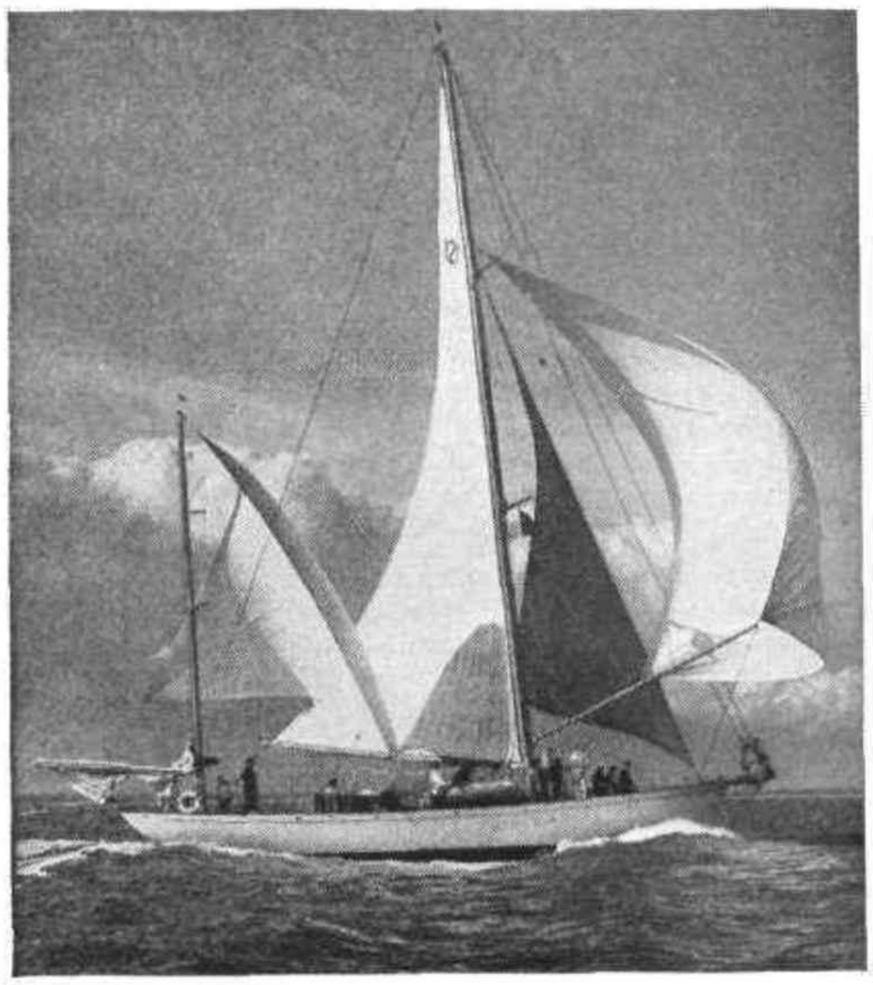
Yes, indeed, Bellevue was one of the better things about pre-war racing. D. N. Letts and P. L. Donkin were amongst the "outside" customers whose cars were prepared by Wilky at Bellevue, and it was in Donkin's K3, during the August Bank Holiday meeting in 1934 that Wilky first blossomed out as a driver himself. It is interesting, browsing back over the reports in MOTOR SPORT of those meetings to notice that the reporter used such expressions as "the cheery Wilky" or "the faithful Wilky in attendance"—no doubt an indication of the impression he created upon another enthusiast. But, going back to driving, it is also characteristic that history has traditionally written Wilky down as a tuner, whereas his driving record is far better than many a man whom tradition calls a driver, and his skill in this direction was, without question, great.

Typically, Wilky would say that driving was a sideline for him, but the writer cannot help recalling a pre-war memory that he hopes a certain great band leader will forgive if this should come to his notice. Walking down from Coppice during a race at Donington, his arm was suddenly gripped by a companion who said, "Blimey, Cotton's moving!" But he wasn't, for in the interim the E.R.A. had been handed over to the second driver, and for several laps what would now be called "real Gerard stuff" was witnessed. This not to belittle Billy Cotton at all, who was no mean tyre-bender himself, but just to let the world know that Wilky was "in the mood" that day.

There can be few who can look back on such a combination of skill in all branches of the racing game. In 1939 he broke the unsupercharged Shelsley Walsh record. But, in the long run, history is probably right and we must accept Wilky as a mechanic first and foremost, and in this sphere he is probably the best there is in an "all-round" sense. Firstly, any successes that have attended him have been achieved without factory backing in any shape or form, and at the minimum cost in man-hours. This latter point is not so easily appreciated by those without experience of the garage business, but to achieve motor-racing results in a number of man-hours that will produce an acceptable bill for the customer is exceedingly difficult, and demands that rare knack of "sizing-up" the job and doing it right the first time, tackling everything in the right order and seeing that several jobs go forward at the same time without one customer feeling that his car is being neglected at the expense of another. Add to that the fact that in the interests of the business all sorts of different makes must be handled and you get some insight into the problem.

What, secondly, impresses the writer greatly about Wilky's tuning record is that it has been built up in all classes of racing work. Sports-car races, sprints, hill-climbs, pukka G.P. stuff, blown and unblown

Continued on page 449



Photo, Beken & Son, Cowes.

Form and Function

The modern ocean racer is a beautiful thing which embodies perfect sympathy between art and science in its design, and craftsmanship and engineering in its structure. This same synthesis of qualities is true of Bristol cars: they are conceived and built for the owner who desires elegance and beauty in form combined with performance, safety and comfort in function.

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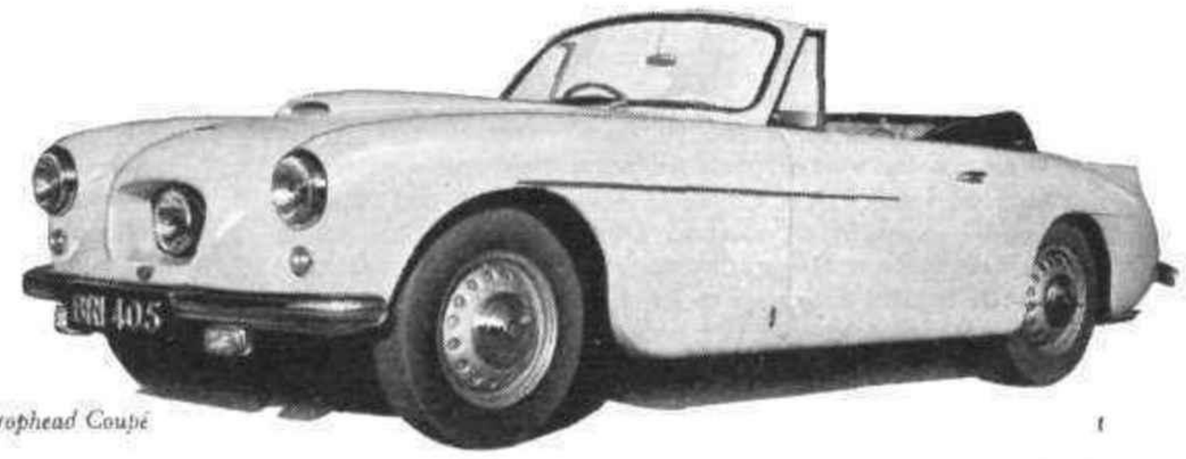


Type 405 Four-door Saloon

405 Four-door Saloon

405 Drophead Coupé

Arnolt-Bristol Sports
(Export only)



Type 405 Drophead Coupé

THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, BRISTOL, ENGLAND. *London Showrooms: 80, Piccadilly, W.1.*

Motor Sport Events for August

★ **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
Aug. 1st ...	West Cornwall M.C.	Trengwainton	Penzance	Hill-climb (*C.*)	2.00 p.m.
,, ...	B.R. & S.C.C.	BRANDS HATCH	FARNINGHAM	RACE MEETING (*INT.*)	11.00 a.m.
Aug. 5th/7th	Newcastle & Dist. M.C.	Exhibition Park	Newcastle	Veteran Rally (*C.*)	3.30 p.m.
Aug. 6th ...	WINFIELD JOINT COMMITTEE ...	CHARTERHALL	BERWICK	RACE MEETING (*INT.*)	11.00 a.m.
,, ...	V.S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.15 p.m.
,, ...	Ulster A.C.	Craigantlet	Belfast	Hill-climb (*R.*)	3.00 ,,
,, ...	Hants & Berks M.C.	Great Auclum	Reading	Speed Hill-climb (*R.*)	2.30 ,,
Aug. 7th ...	"Bullnose" Morris Club	Oxford	—	Parade and Reliability Run (*C.*)	12 noon
,, ...	Civil Service M.A.	Police Driving School	Hendon	Driving Tests (*C.*)	2.30 p.m.
,, ...	Sevenoaks & Dist. M.C.	Knole Paddock	Sevenoaks	Concours (*C.*)	2.00 ,,
,, ...	Gosport A.C.	Jewry Street Park	Winchester	Rally (*C.*)	9.00 a.m.
Aug. 13th ...	B.A.R.C.	Aintree	Liverpool	Sports Cars (*C.*)	2.00 p.m.
,, ...	WEST ESSEX C.C.	SNETTERTON	THETFORD	RACE MEETING (*INT.*)	11.30 a.m.
Aug. 13th/14th	Dumfries & Dist. M.C. & C.C.	Dumfries	—	Rally (*C.*)	11.00 p.m.
Aug. 14th ...	Newcastle & Dist. M.C.	Longbenton	Newcastle	Driving Tests (*R.*)	2.30 ,,
,, ...	Sheffield & Hallamshire M.C.	Beauchief Hotel	Sheffield	Rally (*C.*)	2.00 ,,
Aug. 16th ...	Larne M.C.	Fair Hill	Larne	Trial (*C.*)	7.00 ,,
Aug. 20th ...	B.A.R.C.	GOODWOOD	CHICHESTER	NINE HOURS RACE (*INT.*)	3.00 ,,
Aug. 21st ...	V.S.C.C.	Prescott	Cheltenham	Hill-climb (*C.*)	12.45 p.m.
,, ...	Walsall & Dist. M.C.	Measham	Ashby de la Zouch	Driving Tests (*C.*)	10.00 a.m.
,, ...	Berwick & Dist. M.C.	Winfield Aerodrome	Berwick	Speed Trial (*C.*)	2.00 p.m.
,, ...	Bolton Le Moors C.C.	"Ye Jolly Crofters"	Norwich	Rally (*C.*)	10.30 a.m.
,, ...	Morecambe C.C.	Bolton Le Sands Beach	Morecambe	Treasure Hunt	1.30 p.m.
,, ...	B.A.R.C. (S.W.)	Jewry Street Park	Winchester	Navigation Event (*C.*)	2.00 ,,
,, ...	Salmson Register	Prescott	Cheltenham	V.S.C.C. Rally (*C.*)	12 noon
Aug. 25th ...	Jersey M.C.	Bouley Bay	St. Helier	Hill-climb (*C.*)	2.45 p.m.
Aug. 27th ...	B.R. & S.C.C.	OULTON PARK	TARPORLEY	RACE MEETING (*INT.*)	11.00 a.m.
Aug. 27th/28th	Lancashire A.C.	Near Blackburn	Blackburn	Night Rally (*R.*)	9.00 p.m.
Aug. 28th ...	Newcastle & Dist. M.C.	Newcastle	—	Rally (*R.*)	10.30 a.m.
,, ...	MIDLAND A.C.	SHELSLEY WALSH	WORCESTER	HILL-CLIMB (*INT.*)	1.00 p.m.
,, ...	Fylde M.S.C.	349, Clifton Drive	St. Annes	Trial (*C.*)	10.00 a.m.
,, ...	Harrow C.C. & O.M.T.M.C.	Heston Airport	Hounslow	Driving Tests (*C.*)	1.30 p.m.

THE RACING MECHANICS—continued from page 447

cars, alcohol fuel or petrol—and, further, he has such a wonderful knowledge of "how much can be done for how much." For example, one customer might want to do a few sprints with a virtually-standard car, and have relatively little to spend doing it, whilst the next might be a wealthy gent out to do the full racing season without let or hindrance. Wilky shines in both cases, and makes both feel at home. There are few about whom the same could be truthfully written.

Came 1939, and all motoring of any consequence ceased, the sandbags went up round the racing shop at Bellevue, the ambulances moved in, and sorrowfully Wilky moved to the West Country to tune aeroplanes. A chapter, and a very happy chapter one likes to think, closed.

Wilky got out his bicycle for the war years, but when it was over, racing gradually, very gradually, revived, although, alas, the racing shop at Bellevue didn't. Many of the cars that were suitable gravitated to Reg. Parnell's garage in Derby during the war and in the early post-war years Wilky joined Parnell as soon as things began to blossom forth again, and there he took over the 16-valve Maseratis, and several other cars. He drove with Billy Cotton at Jersey in 1947, and won his last race at Crimond in 1951, but thereafter confined himself to assisting with the Parnell cars.

Amongst others who had a car stabled at Derby was David Murray, who in due course became the instigator of a private stable which has since been one of the most interesting things about post-war racing, the "Ecurie Ecosse." Wilky took over the preparation of the cars, Jaguars, up in Scotland, and the beautiful turnout of the whole stable and the consistent reliability which they have repeatedly demonstrated reflect the absolute correctness of Murray's choice of technician. It is indeed a happy thought that Wilky's experience now stretches from the days when our National racing prestige was (Bentleys excepted) at a very low ebb, to the present, when it stands as high as at any time, thanks to Jaguars and a host of others.

Throughout the good and the bad days the sport has been highly fortunate to have had the lifetime services of people such as W. E. Wilkinson, who have preserved the background of skill, and made the traditions as they laboured.

Wilky is married and has three daughters, one of whom is making a name for herself in the ballet world, and his hobby is racing-pigeons. It is interesting to note that these pigeons are tuned by Mrs. Wilkinson, who is an acknowledged expert in this field.

Summing it all up, Wilky says, "I can assure you that if I had to put as much into the sport as the fun I have got out of it I shall live to be a ripe old age." Unanimously, this is the hope of the whole motor-racing world.—A. B. C.

THIS AND THAT

Sir,

The Roesch Talbot is a good car, however I would not list the dynamotor among its virtues as perhaps Mr. J. H. Clarke does. Why? I have just met someone who was faced with a £35 repair bill when it failed him. The less said the better!

In reply to Anti-Vintagent Mr. Rawnit, three things happened to motor cars that inspired the formation of the V.S.C.C. The first two—the F.W.B. and "Balloon" tyre—which did not take kindly to a chassis with a suspension and steering designed from experience with spidery wheels and rear-wheel braking only. The third of course was the depression when everything had to build down to a price instead of up to an ideal. This third reason applied to motor-cycles too. My 1929 B.S.A. is a solid engineering job I can really thrash. The 1936 B.S.A. I had was a fussy masterpiece of inaccessibility.

To return to cars, however, those who scorn the appearance of the modern tin box on shirt buttons should use a little common sense and realise this obscene shape is necessary, so that any bodywork damage will improve them out of all recognition.

Mr. Sydney Allard had the least revolting Zephyr I have seen after hitting a bridge and a brick wall with it when rallying earlier this year!

I am, Yours, etc.,

London, S.W.13. C. J. Bond.

THE SUNBEAM MK III SALOON

The Car which won this year's Monte Carlo Rally

In the latest Sunbeam saloon, the 80 b.h.p. Mk III version, the Rootes Group has a handsome-looking, compact car offering comfort and convenience to owner and occupants and a maximum speed of well over 90 m.p.h. with good acceleration. Perhaps even more meritorious from the fast-driver's point of view is the fact that this well-appointed saloon handles exceedingly well and possesses powerful brakes. It thus becomes an essentially safe vehicle to drive fast under the variable traffic conditions prevailing on our inadequate roads and from this aspect is an admirable rally car, as the Sunbeam victory in this year's Monte Carlo Rally, and similar successes by earlier versions of the same car, underline.

Although the Sunbeam can be considered a five-seater saloon, the situation is happier with only four persons — Rootes make Humbers for those seeking really roomy cars—and the back-seat occupants do not have overmuch leg-room if the separately adjustable arm-chair front seats have been set fully back, in spite of which some drivers would prefer an even longer range of travel on the driver's seat adjustment. Against this you sit high on the back seat, so that visibility is good, even for small children. That this is a close-coupled sports saloon is emphasised by the very shallow parcels shelf behind the back seat. The driver, in contrast, sinks rather low into his seat, but all seats in the Sunbeam are very luxurious and deeply upholstered, offering adequate back and thigh support and holding the occupants securely, except for a tendency to slide forward on the leather upholstery. Like investors in the Co-operative Building Society, Sunbeam occupants have something solid behind them! The front seats adjust by pulling a bar at the base of the cushion ; the squab also adjusts by turning a handwheel, but the range isn't great and hardly seems to justify the complication.

Visibility for the driver calls for no criticism, because, although the long bonnet rises slightly before one, the off-side wing is visible and the screen pillars do not interfere. The rear-view mirror blanks a view of the near-side wing and, being set on the windscreen sill instead of hung from the roof, is pretty useless when the back seat is occupied.

The Sunbeam is very fully equipped and has centre armrests for front and back-seat passengers, that at the back folding up when not required, side armrests at the back and in the front doors, the former incorporating pull-out ash-trays, the latter incorporating door " pulls," a very handy ash-tray, with cover, placed on the floor for the front-seat passengers, twin vizors with mirror in the passenger's, deep pockets at the base of the front doors, a large cubby hole with unlockable metal lid which can be used as a shelf, heater and air-conditioning unit, which, however, works only if the ignition is " on," and interior lamp for the rear compartment controlled by a side switch.

Features appreciated, particularly during the sweltering July days during which the car was under test, were the Pytchley sliding roof, which slides into channels below the roof proper, and the ventilator doors on both sides of the scuttle, opened by pulling out large white knobs, which direct a stream of cold air onto the legs, from the air-stream which cools the front brake drums *via* grilles in the front wings.

The windows have satisfactory quick-winding handles, the doors lock by pulling up buttons on their sills, with a key for the driver's door, but no ventilator windows are used.

The luggage-boot is reasonably large but its lid, which locks, cannot be used to carry additional luggage. The door area is somewhat cramped ; the front doors trail and a good point of detail is the covers over the various key-holes, while, for some reason, the top back hinges are streamlined. The doors have pull-out exterior handles, pull-back interior handles, one rather stiff, and useful inbuilt " keeps," with metal pull-handles for the back doors.

The dash incorporates the radio panel, and switches from the long-range Lucas flame-thrower spot-lamp and panel lighting, and the starter and choke controls, with a normal lamp's switch surrounding the ignition key. The wipers' control knob is by the steering wheel, controlling excellent two-speed, fully self-parking wipers. On the heater is a switch for the map-reading lamp, inoperative on the test-car, and the bonnet-release knob and remote control for altering the mileage trip reading are on the right under the dash. The steering wheel boss carries horn knob and flick switches for direction flashers and over-drive control. Instruments and clock are illuminated together, the lighting being subdued, but not rheostat-controlled.

The 100-m.p.h. speedometer has a big half-circle dial calibrated in m.p.h. and k.p.h. and flanking it are separate oblong dials for fuel contents, calibrated in gallons and litres (no reserve), oil pressure (normally 50 lb./sq. in.), water temperature (normally 180 deg. F.) and ammeter. There is also a standard filler-button for special accessories, a protruding ignition warning light (inoperative after a fuse had blown) and a " flashers " indicator light which winks disconcertingly in the driver's eyes at night. There is an electric clock on the roof above the screen, and a screen washer was fitted. A blank centre dial can be replaced by a rev-counter which costs £7 10s., inclusive of p.t.

From the foregoing the luxury and completeness of the Sunbeam's interior appointments will be evident, the deep seats and long bonnet of which impart a sense of security to the occupants which the excellent controlability and braking enhance.

The gear-lever protrudes from the left of the steering column and is not spring-loaded ; the lower gear positions are below 3rd and top and reverse is obtained by pulling out the knob and moving the lever beyond the 2nd gear position. It is a reasonable gear-change of its kind, especially when not hurried unduly, although the gears are stiff to engage and the action sometimes tends towards brutality. The clutch needs firm pressure but engages smoothly and is slip-free.

The handbrake lever depends downwards between the front seats in an almost ideal location, a push-button releasing it. It holds securely and is quite powerful on its own. Clutch and brake pedals are man-sized affairs, with adjustment. Accelerator and brake pedal permit heel and toe action.

So much for the " static attributes " for the latest Sunbeam. On the road it becomes more endearing the further and faster it is driven. This is especially so over twisty roads, for the handling characteristics of steering-understeer and absence of severe rolling, without any change to roll-oversteer on sharp corners, makes the Sunbeam both fast and safe under such conditions. Indeed, in the hands of a capable driver it proved possible to average exactly 60 m.p.h. for 94 miles on the route Weymouth—Basingstoke on a summer evening, in daylight, with the normal amount of traffic " opposition." This completely vice-free handling renders fast motoring in the Sunbeam anxiety-free, for besides being very stable on corners, the car has Lockheed 2LS brakes, very powerful given firm pressure on the pedal, and which, in spite of comparatively small (10 in. by 2¼ in.) drums, only show traces of fade under really hard driving, probably because the drums are well-stiffened and cooled. The braking, like the handling, is vice-free and the 5.50 by 16 Dunlop Fort tyres protest more



TODAY'S SUNBEAM.—This photograph shows the elegant lines of the safe-handling 1955 *Sunbeam Mk. III saloon. Note the grilles in the leading edge of the front wings which lead cold air over the brakes and, when required, onto the occupants of the front seats.*

at low speed on tight corners than when the driver is trying his hardest on fast bends. Entering tight bends the steering is wound on early to make correct use of the understeer, stiffening against the castor action, the car cornering in a nicely balanced manner ; should the tail break away it does so cleanly and is easily brought back by steering into the slide. Application of the brakes from high speeds merely results in straight-line retardation. Altogether, an enterprising driver will like the Sunbeam better and better the faster he drives it and the Rootes Organisation deserves high praise for building such good handling qualities into a normal saloon motor car. It is a saloon car you really can throw about.

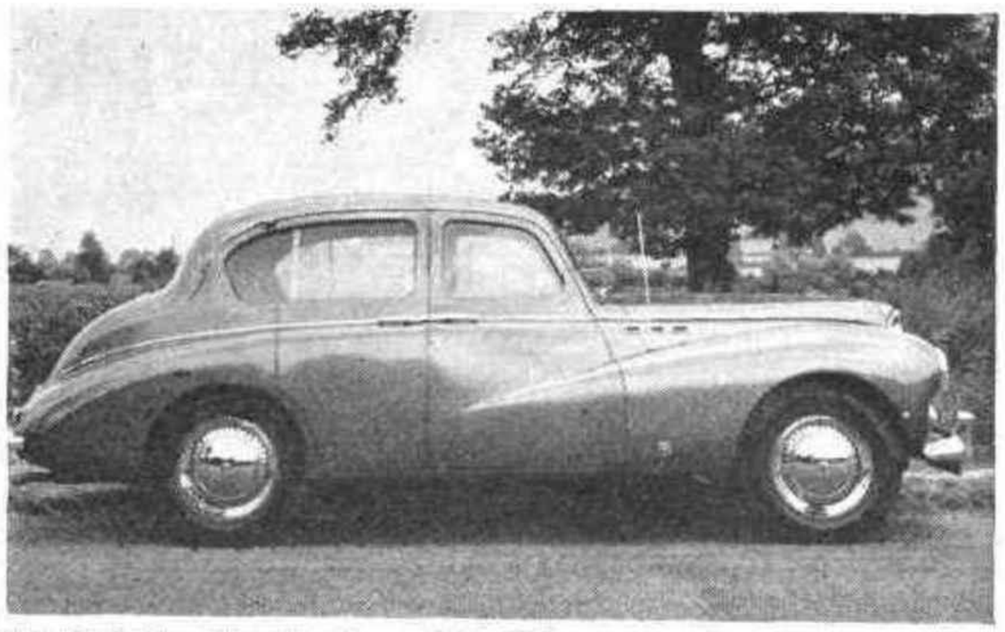
The Sunbeam is thus a very fast car from place to place, although not endowed with especially brilliant acceleration and needing some distance in which to attain its maximum speed of approx. 95 m.p.h.—when the needle of the speedometer disappears off the dial. Wind noise is somewhat high at speed. Overdrive, which affects only top gear, is really an economy gear, as it kills performance under the give-and-take of English roads. The maxima on 2nd and 3rd gears are rather under 40 and 60 m.p.h., respectively, speedometer readings of 30, 40 and 70 m.p.h. being reached in 1st, 2nd and 3rd gears.

The Burman steering has very powerful castor-action which makes it heavy for cornering and even when manoeuvring, but there is hardly any lost-motion and the car can be placed accurately. Only slight kick-back is transmitted but with the tyres inflated hard for fast driving some scuttle-shake, not excessive, was evident on rough roads, which is conveyed to the steering column. Geared 2½ turns lock-to-lock—and the lock is generous—the steering enabled tail slides to be corrected without elaborate winding of the sprung, three-spoke wheel.

The suspension, coil spring and wishbone i.f.s., half-elliptic at the back, damped by Armstrong shock-absorbers, is on the hard side, which with the considerable weight of the car, no doubt contributes to the truly excellent handling just described, but only over really bad surfaces do road-shocks reach the passengers, which, for the absence of serious rolling, is well worth enduring. The ride, too, is flat and pitch-free and the suspension well-damped for taking hump-back bridges at speed. Apart from a rattle from one back window unless it was fully closed the body is generally rattle-free.

The long-stroke, four-cylinder engine seems to revel in hard work, yet is docile and flexible in the hands of the less-eager driver, who will find it practical to start on the level in 2nd gear and to employ the easily-selected overdrive for appreciable distances. In normal top gear the car pulls away smoothly from about 20 m.p.h. Such driving methods will lift the fuel consumption above 20 m.p.g., and we obtained 18½ m.p.g. over twelve gallons, half of which were consumed in very rapid driving. On the other hand, at averages around 60 m.p.h., requiring almost continued use of full throttle, consumption rises to 15 m.p.g. or thereabouts, when the small capacity of the fuel tank (10 gallons), calling for refuelling stops in less than three hours' motoring, becomes an adverse feature of the car.

Under such conditions the engine displays no tendency to run-on and only the faintest trace of pinking on good petrol, while it starts promptly from cold with hardly any choke. In a mileage of 2,050 no water was needed, but just over three quarts of oil were consumed.



COMPACT.—The Sunbeam Mk. III sports saloon is seen to be a compact car, and is capable of over 90 m.p.h.

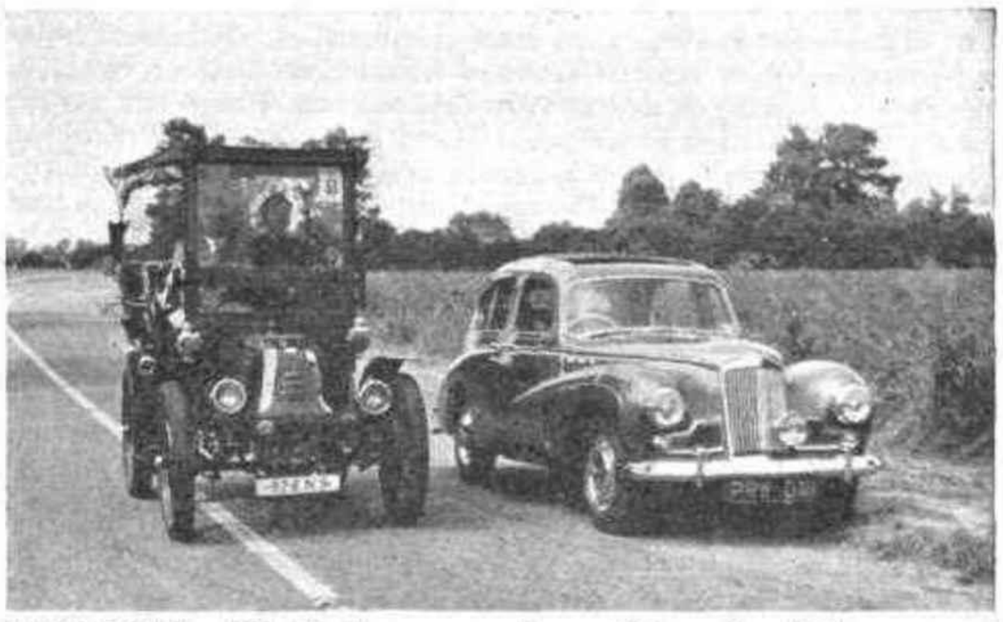
Reverting to static details, the jack and larger tools are carried in felt lining in the inside of the luggage-boot lid, with a smaller tool-kit stowed in a recess in the scuttle, reached through a door on the near-side interior. The tools are not of very impressive quality for a car of this price ; the comprehensive owners' handbook is at least honest in stating : " It is important that the spare wheel is removed from its compartment before jacking-up the rear of the car as it is not possible to remove it when jack is in operating position at the rear of the car," a point we noticed when replacing the badly-worn near-side back tyre with the spare, only to find that the spare was punctured.

A more serious shortcoming was the intrusion into the luggage-boot of oil-mist which soiled a suitcase and raincoats stowed therein The accelerator also had a very unpleasantly sticky action, making for jerky driving in traffic. A very black mark also to the fuel filler-cap, which allowed petrol fumes to enter the car when cornering fast with the tank full. The small screw-on filler cap on the near side has a chain " keep."

Otherwise, in hard usage the Sunbeam suffered no troubles apart from blowing the fuse in the horn circuit (soon rectified), rattling the rim-embellisher of the near-side front wheel, and stalling its clock.

At night the lamps proved very powerful and the dipper pedal beside the clutch pedal earns a very good mark, being an excellent means of flashing a coming-past warning to slower vehicles.

The impression given of the Sunbeam Mk. III saloon is of a car which has been developed by participation in International rallies into a safe-handling car fast for its weight and size, which is well-appointed, offers comfort under long-distance driving conditions, and which will appeal to that class of motorist who needs a family vehicle which at the same time will respond to good driving and be capable of accomplishing high average speeds with a high factor of safety. The handling qualities at speed are very impressive and the Sunbeam is both excellent value for money and excellent value in the hands of the enthusiastic driver. The prices quoted in the accompanying data panel include overdrive, but with the other extras the price as tested is £1,251 0s. 8d , inclusive of p.t., but less individual fitting charges.



PROGRESS.—The Sunbeam proved a useful car in which to cover the V.C.C. Silver Jubilee Rally and 750 M.C. Six-Hour Relay Race. It is here seen during the former event, being passed by R. Schimp's Belgian-entered 1902 6-h.p. Renault.

THE SUNBEAM MK. III SPORTS SALOON

Engine : Four cylinders, 81 by 110 mm. (2,267 c.c.) Push-rod o.h.v. ; 7.42 to 1 compression-ratio ; 80 b.h.p. at 4,400 r.p.m.
Gear ratios : First, 12.43 to 1 ; second, 9.633 to 1 ; third, 5.811 to 1 ; top, 4.22 to 1 ; overdrive, 3.28 to 1.
Tyres : 5.50–16 Dunlop Fort on bolt-on steel disc wheels.
Weight : 27½ cwt., without occupants but ready for the road with approximately one gallon of fuel.
Steering ratio : 2½ turns, lock-to-lock.
Fuel capacity : 10 gallons. Range approximately 185 miles.
Wheelbase : 8 ft. 1½ in.
Track : Front, 3 ft. 11½ in. ; rear, 4 ft. 2½ in.
Dimensions : 14 ft. 0 in. by 5 ft. 2½ in. (wide) by 5 ft. 0¼ in.
Price : £840 with overdrive. (£1,191 2s. 6d., inclusive of p.t.).
Makers : Sunbeam-Talbot Ltd., Ryton-on-Dunsmore, Coventry.

CONTINENTAL NOTES

THE recent cancellation of the French Grand Prix and other races meant that there was something of a lull in Continental reporting, apart from some minor events, until a return was made to the homeland for the British Grand Prix. This break allowed the opportunity to journey to Stuttgart where a select little gathering took place amongst the heads of the racing department of Daimler-Benz, at which a presentation was made to Fangio and Moss. It is now a regular thing at that firm for them to present to their drivers some token of their gratitude for outstanding achievements, and it takes the form of a Mercedes-Benz star made in gold, in the form of a lapel pin. Fangio, on this occasion, was receiving his stars for his World Championship wins at Spa and Zandvoort and these Grand Prix wins merited the star having a surround of diamonds, the whole thing being nearly an inch in diameter, while he also received a normal gold one for his win with the 300 SLR at the Eifelrennen. All told Fangio now has a valuable collection of eight Grand Prix diamond pins, the gold one and a truly magnificent diamond and emerald one to commemorate last year's World Championship. On the occasion in question Moss was receiving his first gold pin, for his win in the Mille Miglia, and in view of the outstanding performance he made and the record speed, the directors had decided to make the pin larger than that for a normal sports-car win. With the name of the race on the surround and a neat little Italian flag set into the scroll underneath the star it made a really handsome memento of a great occasion, apart from its intrinsic value. A similar star, but of a slightly smaller size, was also prepared for the writer, as a token of appreciation for accompanying Moss on that epic drive.

This presentation was, of course, only of importance to those directly affected, having no connection whatsoever with the Federation Internationale Automobile who arrange World Championships and such like, but it does show a rather nice appreciation on the part of Daimler-Benz of the efforts made on their behalf by their drivers.

Since the Le Mans incident many people have felt that the German firm have been taking a rather pompous attitude, saying they would only race on " safe " circuits, and offering their views on safety and so on. While not denying that some of their outpourings have savoured of the pompous and big-business angle, there is no getting away from the fact that they are the firm with the longest racing history, and successful at that. Also that this year they are the most powerful racing team, powerful in drivers, machinery, organisation and know-how, so that it is not surprising that race organisers, such as at Zandvoort, should ask the opinion of Mercedes-Benz officials. In France there has been a slight " impasse " due to a panel of high officials and experts who know all about everything, except motor-racing from the competitors' viewpoint.

* * *

The most startling happening in the past month has been the complete winding up of the Lancia Grand Prix team and the handing over of the cars and equipment to Enzo Ferrari. On first thoughts this seems a wild idea, but reflection recalls that in the early 'thirties Alfa-Romeo withdrew from racing and handed over all their latest " monoposto " eight-cylinder cars to the same Enzo Ferrari. The Scuderia Ferrari Alfa-Romeos during 1933 and 1934 were virtually unbeatable, having the top drivers of the day at the wheel, such as Varzi, Chiron and Moll. Now it seems that we shall see the Scuderia Ferrari Lancias with Hawthorn, Castellotti and Trintignant at the wheel, a team that will want a lot of beating, even by Fangio.

With Mercedes-Benz withdrawing from Grand Prix racing next year and concentrating all their efforts on sports-car racing, and with the Lancia/Ferrari merger, it leaves the Grand Prix field with some vacancies. One hopes that these places will be filled by British Grand Prix teams and there is no reason why next year should not see the starting grids of the World Championship races having a preponderance of green cars assembled instead of the usual red ones. This year Maserati and Ferrari have made up the bulk of any Grand Prix entry, but if the Vanwall, Connaught and B.R.M. teams work really hard and can find suitable drivers, we could easily see next year's races being monopolised, in numbers, by British cars. Much as I would like to see a British car win a Grand Prix, and I should certainly cheer as loudly as anyone, I am prepared to face up to the simple facts that Maserati and Ferrari will take a lot of beating. For my part I shall be more than content if we see a green car in each of the first five rows of the World Championship Grand Prix races. Approaching rapidly is the best opportunity this country has ever had to get a strong foothold in Grand Prix racing, for already the Vanwall and Connaught cars have shown their possibilities and now there is more than enough room for them on the grid. Drivers will certainly be a problem, as they always have been, but as Mercedes-Benz will be releasing Moss for the Grand Prix events, retaining him only for sports-car racing, there is another wonderful opportunity for one of our Grand Prix teams to snap him up before he looks towards Italy for a single-seater racing car.

* * *

One of the biggest setbacks this season has been the cancellation of the Swiss Grand Prix and the German Grand Prix, and though on the face of it both events have been cancelled as a result of the Le Mans incident, or so the newspapers would have us think, there is more to it in each case. The Swiss Automobile Club have been treading on very thin ice with their meeting at Berne for many years now. Back during the mid-'thirties the Burgomasters of Berne were worried about the lack of tourists to their town and the Motor Club offered to organise races round the Bremgarten Forest in order to attract visitors. It was agreed, in writing fortunately, that the roads could be closed once a year for a race meeting of cars and motor-cycles and local trade began to look up. After a year or two world economics improved and people toured Switzerland and visited Berne anyway, so the Burgomasters said they could do without the motor races now, as they were noisy unruly gatherings that spoilt the general peace and calm of the city. The club thought otherwise and produced the signed document allowing one race meeting a year, and under great protest from the city fathers they continued to organise the Swiss Grand Prix on what is agreed by nearly everyone to be one of the best road circuits in Europe. This one meeting a year rule is also the reason why Berne is the only occasion when a car Grand Prix and a motor-cycle Grand Prix are run on the same weekend. This continual battle to be allowed to organise the Swiss Grand Prix has meant that there has not been very much assistance in the way of circuit improvements or modifications, and though the Swiss authorities have cancelled their meeting in sympathy with the French nation over its catastrophe, it is evident that it would not have been possible to have modified the circuit in any great way to avoid spectator risks. Whether or not we have seen the last Swiss Grand Prix at Berne is not known, but it is certain that the Swiss town authorities will not weep over the loss of the Bremgarten meeting; that is, not until they find the tourist trade dropping off again.

The Nurburgring cancellation is yet another complex matter and has little or no bearing on the safety-of-spectators factor, as published in many daily papers. The Automobile Club von Deutschland organised the motor-cycle Grand Prix at Nurburgring a short time ago and suffered a heavy financial loss through having only 18,000 people present, instead of the expected 450,000. The reason for this was partly a big football match on the same day, and also the Belgian motor-cycle Grand Prix the week after, and the fact that Spa was easier to get to by public transport than Nurburgring. While the A.V.D. were counting their losses two elderly gentlemen representing the overall German motor club, the O.N.S., tottered off to the Nurburgring and found it to be almost 100 per cent. safe from every aspect, only a few slight modifications being desirable around the back of the pit area. These were going to cost a negligible sum to carry out and the owners of the Nurburgring were prepared to foot the bill and guaranteed to have them completed at least a week before the practice began for the German Grand Prix. Meanwhile, the A.V.D. was looking in its empty coffers and rather than risk another terrific loss decided to cancel their Grand Prix. Instead of giving the financial reason they said the circuit could not be modified in time and the newspapers believed them. Even when the opposing German club the A.D.A.C. offered to run the meeting it was turned down, so due to internal ill-feeling and some tottery old men the sport has to suffer and lose the German Grand Prix for 1955. For very similar dubious reasons that are not wholly connected with the interests of the sport of motor racing, the French have had to put up with having their Grand Prix on the rather dull circuit of Reims and the British had to journey to the slums of Liverpool instead of the wide open spaces of Buckinghamshire for their Grand Prix.

* * *

I recently had the pleasant experience of following two of the top Grand Prix drivers while driving across France for 100 miles or more and during that time my eyes were opened to one of the things that make a good driver better than the rest. People are always asking what it is that Fangio, Moss, Behra or Hawthorn have that others haven't got and why could not Joe Soap do the same given the same



INSTRUCTOR'S VEHICLE.—The 220A Mercedes-Benz belonging to Stirling Moss, which our Continental Correspondent followed across France, gaining much valuable driving technique. This car has a " sport " engine and other detail alterations, so far only available to the team drivers.



PUPIL'S CAR.—The Type 356 with normal 1,500-c.c. engine that the MOTOR SPORT *Continental Correspondent uses for his travels about Europe and with which he followed Moss and Behra as described in the accompanying article.*

opportunity. One can give reasons galore and explain this and that technique but it is never convincing, and the sort of people that make such inquiries never get the opportunity to stand right on the edge of the track and watch the top drivers cornering. Following Jean Behra across the south of France a while ago, he was motoring along at his normal reasonable rate for going home from a race meeting, cruising at 75-80 m.p.h. There was not much traffic about and the road wound gently, but I was very conscious that his brake lights were not working, bearing in mind how often I had been using my own brakes, until suddenly they did work and I realised that for many miles he just had not used the brakes, but had been lifting off and cornering quite rapidly in spite of this. Paying greater attention I began to realise that this lack of braking was deliberate and calculated and that he was approaching corners or possible incidents on a trailing throttle and waiting seconds longer than I was before he either braked or accelerated, depending on the road conditions, whereas I found I was braking as soon as the next move was not obvious. Nine times out of ten the next move was to accelerate and by the time this was obvious I had lost too much speed. Following about 50 yards behind I studied Behra's brake lights and the road conditions ahead and soon realised just how smooth his driving was, and a glance at my rev-counter rather shook me as to the speed at which everything was being done. After some 20 or 30 miles I found that I was far more relaxed than usual and I could feel the smoothness at which the two cars were travelling. Fortunately Behra was making no attempts to hurry round the corners so that I was able to keep up and enjoy the driving lesson ; had he decided to take the corners on the limit we should have had to progress into lesson number five, on the visual appreciation of the speed at which corners can be taken, and then I should have found myself in the ditch.

Some while later I had occasion to follow Stirling Moss, running in convoy for many hundreds of miles across France, he driving at five-tenths, and I driving at eight-tenths, so that our average speed was the same. Once more we were cruising around the 80 m.p.h. mark and I soon realised that exactly the same set of circumstances were appertaining. At points where I could not see whether the next move was to brake hard or accelerate hard, I found I was braking and Moss was on a trailing throttle still waiting to see what the road conditions were going to develop into, and again nine times out of ten the result was acceleration which meant that I was on the wrong foot. After a severe talking to over lunch, I paid great attention and followed Moss closely, the line through corners being easy to reproduce, and as he was not trying, the speed was also easy to follow, but still this business of judgment of impending circumstances was foxing, though after a whole afternoon's teaching I am glad to say that I showed a marked improvement. Naturally the reply to all this is what happened on the tenth occasion when the next move was not to accelerate but to brake ? Simply that I was braking anyway, but Moss had to brake really hard and also do a little winding of the steering wheel, and most important, not to worry if the car was sideways on for a time.

I do not wish to give the impression that the foregoing is the reason why one driver becomes a Grand Prix driver and another remains a bus-driver, but it is one of the many hundreds of reasons, and together they all boil down to exceptional judgment of conditions and quick reflexes. This remarkable lack of braking, during main road driving, was clearly an attribute of both these drivers, and that it is not normal is shown from the fact that I have followed many friends at quite high speeds on main road runs, and until I followed the Grand Prix boys I had found my brake reactions were well up to standard for fast club drivers. Closely connected with this braking business is also the judgment of relative speeds, when motoring on public roads. The fine degree of judgment that Moss has when travelling at 80 m.p.h. and viewing from a distance a car going the same way at 40 m.p.h. another approaching at 50 m.p.h., for example, and the closing gap approaching the brow of a hill over which someone may appear on the wrong side of the road, is one of the reasons he is among the select few at the top of Grand Prix racing. Just how one learns to appreciate such conditions I am hoping to learn in future lessons. It was interesting that during the Mille Miglia practice in the 300 SLR Mercedes-Benz even Moss had difficulty in judging relative speeds. On a number of occasions while we were travelling at 155 m.p.h. we would see ahead of us, too far away to recognise the makes, two cars abreast and it was quite impossible to tell whether they were going opposite ways or one was overtaking the other. To be looking that far ahead will give you some appreciation of the concentration needed to drive at *really* high speeds on the open road.

D. S. J.

A CASE OF MISTAKEN IDENTITY

or THE QUIZ DEFEATS THE QUIZZER

Dear Sir,

Twice in my life I have been so much under the influence of alcohol that I cannot remember what I was doing, with the exception that I was on both occasions in the company of F. W. Dixon. In neither case, however, do I think it likely that I was doing what is alleged in your " Recognise Him ? " picture in June.

I ask myself, why does Mr. C. Mann think this is me ? Even more important, why does the Editor of MOTOR SPORT think it is me ?

My wife does not, nor any of my acquaintances, nor, for that matter, does.

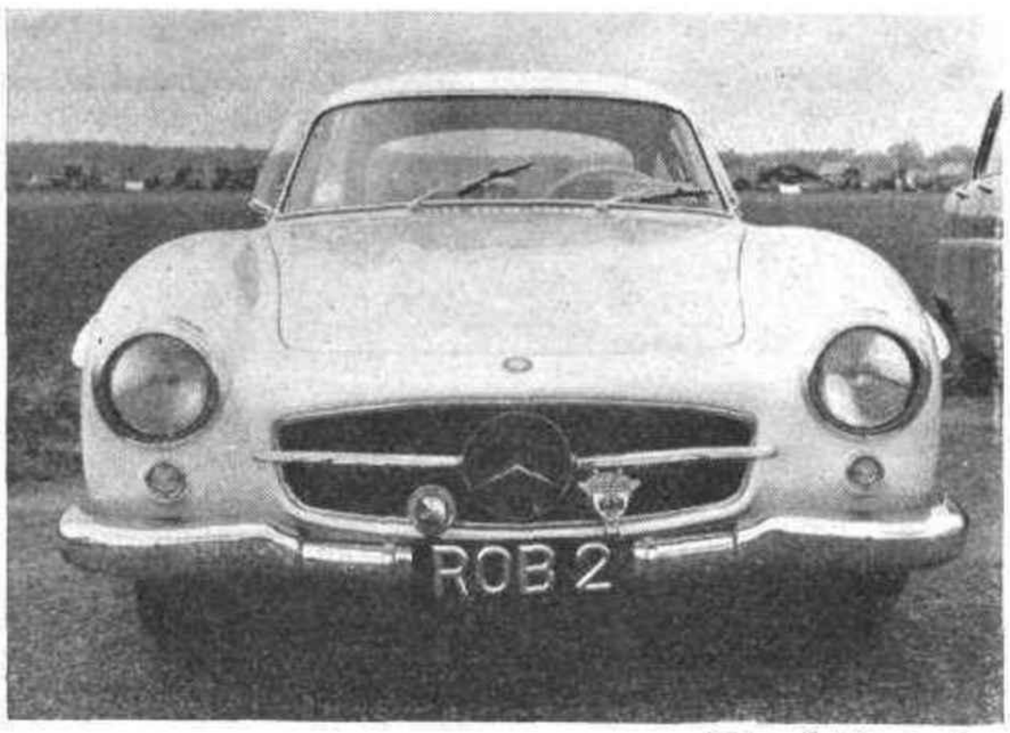
Yours sincerely,

" POM."

(Laurence Pomeroy.

MY MERCEDES-BENZ 300SL

by Rob Walker



[*Photo by Charles Dunn*

EASY TO SPOT.—The registration number of Rob Walker's Mercedes-Benz 300SL, the first of these cars to be delivered to a private owner in this country, is certainly appropriate!

MANY people have asked me why I prefer the 300SL to an XK140, and what the Mercedes has got that the Jaguar has not. Well, I don't want to get involved in this sort of argument and, anyway, it would be unpatriotic.

But my general answer to this question is that I am a car-snob and I like to have something that is unusual but excellent. I believe in Hollywood you are all washed up if you haven't got a Jag., and in France it is *tres chic* to have a *Yaguar*. (It reminds me of when one of the Dunkerque ferries broke down and only one was running, having to do both journeys to and from England and to disgorge all cars and passengers on the quayside at 3 a.m. so that it could make the return journey. A cockney porter was trying to explain this to a Frenchman, who could not grasp such barbarity and could only say, " but surely it is a *yoke*," to which the porter replied, " Well, you can call it that if you like, sir, but I wouldn't myself.") I seem to be somewhat digressing from the point, but it would be a refreshing change to read an article on a 300SL which never mentions the subject at all.

My 300SL was the first one to be delivered to a private owner in this country, on December 31st, 1954, and was followed a week later by one delivered to David Brown. There are quite a few in the country now; in fact, I have to have my name on my number-plate so that I can find it in the car park at Goodwood.

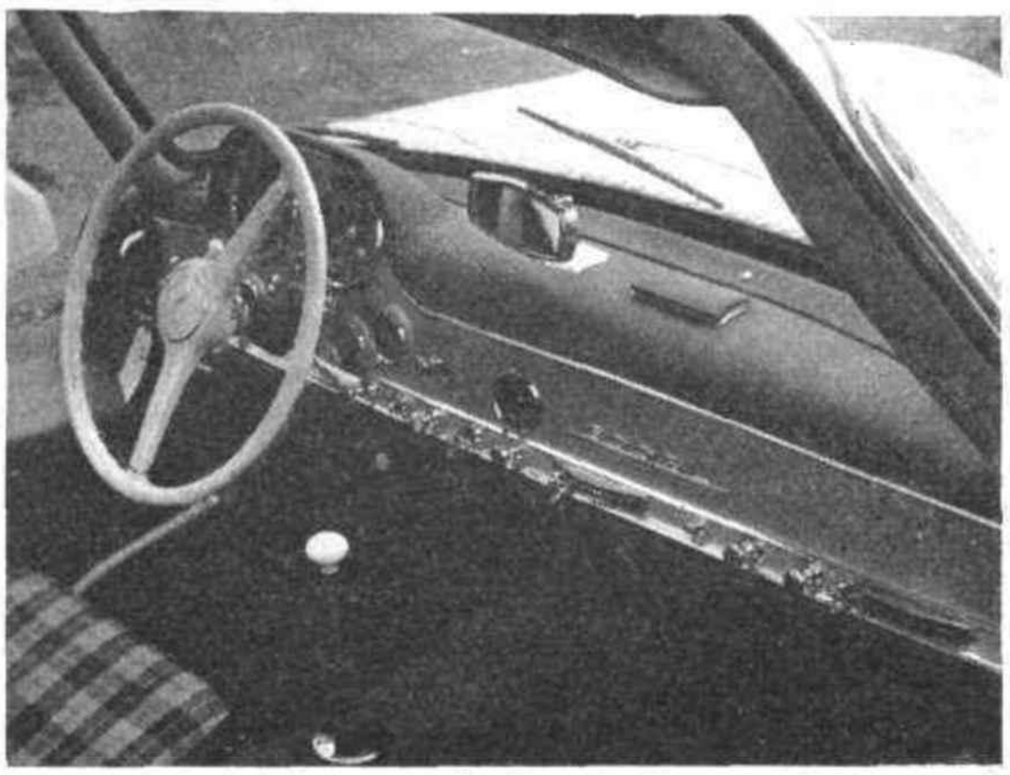
It is most interesting to see the different ways in which people react to the 300SL, for practically everyone does in some form or other, even if it is only to spit on it. (This was actually done by a Frenchman in Le Mans, but when he saw the G.B. plate and realised it was not German he apologised and removed the spittle.)

The day I took delivery of the car I had only done about five miles—I was ambling along finding out how everything worked—when, as I passed the K.L.G. factory, I noticed a police car very close on my tail, but all was well, I had not exceeded the dreaded figure. I accelerated gently away out of the limit, and the patrol car dropped back a bit, but I was held at the first lights and it was behind me again. I thought I had better try a bit more steam, and this time it dropped farther behind, but again I had to stop at the next lights and the police car pulled up right behind me, but this time the passenger got out. I thought, " This is it," but he just said, " Excuse me, Sir, but I have never seen a car like this before, I wonder if I could have a ride with you?" Needless to say it was with great delight and some relief that I took him as passenger, and we pressed on as far as the " Fox and Nichols," leaving our escort far behind, where he later joined us, and we parted on the very best of terms.

I find that the usual reaction of paddock marshals at a race meeting is to sweep off their hats and make a deep bow to the car. Some motorists, on seeing it, will lean right out of their cars and give a thumbs-up signal. Then, when you are ambling along enjoying the countryside or going slowly because your wife likes you to drive that way, a few Triumph TR2 and Austin-Healey drivers will tear past making as much noise as possible, and after a few miles they will stop on some pretext or other and then do the whole performance again to prove it was not a fluke. Some Mark VII Jaguar drivers, on seeing the Mercedes-Benz in the mirror, suddenly press-on regardless, passing several cars on a bend, whilst Mother is saying to the small child in the back, " How many times have I told you not to talk to your Dad when he is overtaking on a blind bend?" I often wonder what they are thinking during these performances. Do they really believe that they are as fast as a 300SL when they take just about twice as long to accelerate from 0-100 m.p.h.? Or do they think, " This is a silly clot who can't handle a beautiful car like that; he shouldn't be allowed to have it; I will show him how it should be done."?

On the other hand one meets very many more people who are enthusiasts, and as soon as they see you in the mirror they pull right over and wave you on, going into the ditch in the process. If they are following a lorry or some slow vehicle they will drop back to let you in between. This I find almost embarrassing—it is such good manners, and it happens very frequently.

The steering, of course, has perforce to be on the left-hand side, as owing to the engine lying over at an angle of 45 degrees it is impossible to re-position the steering on the other side. I have often been asked if this is a grave disadvantage in this country, and I think I would say on the whole that it isn't, because the average Englishman drives in the middle of the road and it is easier to see around his left side than his right. Of course, this is not always the case, especially in queues or with lorries, which usually keep well over. I had once just overtaken a Vanguard and came up behind a



NEAT.—The dash layout of the Mercedes-Benz 300SL, showing the two-spoke steering wheel and hooded speedometer and rev.-counter, etc.

lorry which I could not for the moment pass as something was coming; just as I was edging out to see if all was clear the Vanguard hooted me into the side and then passed me and the lorry, whereupon I passed the lorry and the Vanguard. It was rather like a game of draughts with lots of huffs. Obviously he could see the clear road just that fraction quicker, and that is where the left-hand drive is at a disadvantage.

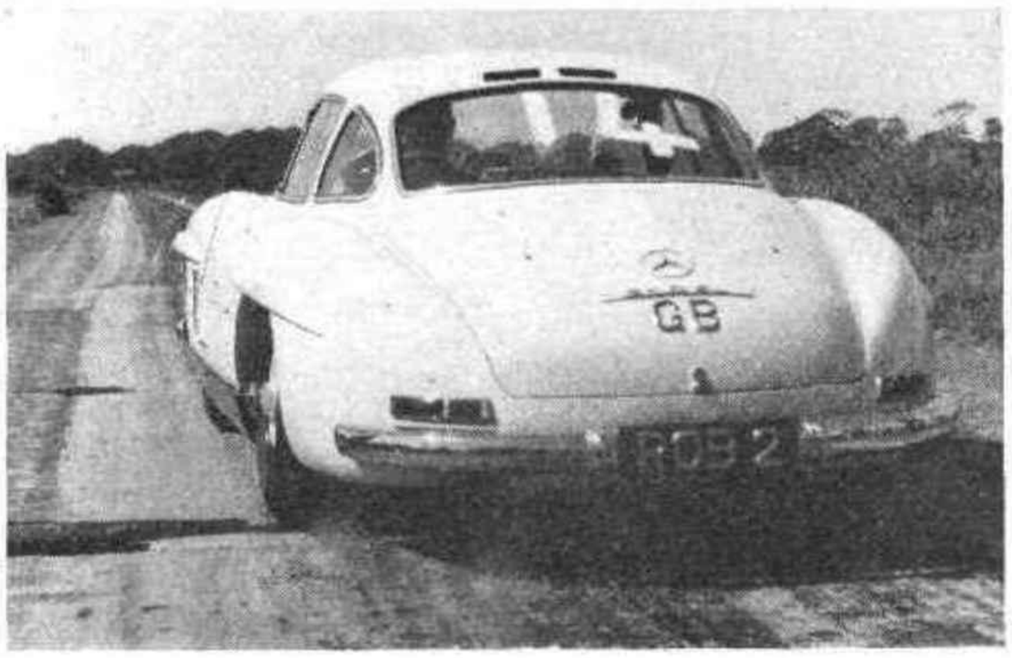
John Wyer has carried out exhaustive tests on David Brown's 300SL and he has been good enough to discuss the results with me. When the cars first came over there was a little trouble with them spitting back when they got to 5,000 r.p.m. and above. John Wyer tried several things and then decided it could only be one thing—plugs; and so he got K.L.G. to make up a special plug, and this cured it immediately. I find that the engine only does it now if it has been running very slowly for some distance, and then one good belting up to 6,000 r.p.m. will cure it. The extraordinary thing was that the works in Germany did not know how to cure it, and they did indeed write a letter to John thanking him for his help in the matter. I believe several customers in America sold their cars as they could not cure it, and I can only believe that the works in Germany could never have encountered this trouble, owing to different fuel or something, because their efficiency and thoroughness in tests and research is such that they would never allow such a car to be sold like this.

John Wyer also did extensive and very gruelling tests on the brakes and came to some interesting findings. He carried out six runs, each with full braking from 100 m.p.h., with a one-minute interval between each run. I hope that I shall never have to do such drastic braking on the road. Anyway, the result at the end was that very considerable fade was being experienced, causing juddering and one brake coming on before the other or locking. Now the brakes are assisted by a servo—incidentally there is no foot-brake without the engine; a bad point I think—using a very hard racing lining 3½ inches wide, and they are cooled by turbo air fins—I dread to think what they cost. Well, on the first application one gets such terrific braking, owing to the power the servo gives you on the hard linings, that terrific heat is generated.

It is said that you can lock all four wheels from 140 m.p.h.; I have done it from about 90 m.p.h. in an emergency, just pressing too hard, and it is not funny, unless you have a peculiar sense of humour. If you continue to do such braking five or six times, such heat is generated that the linings just melt, and " Bob's your uncle," or he is mine, anyway; but he lives in Australia, but that's beside the point. You may wonder whether this fade is peculiar to the 300SL, and John Wyer tells me that it would happen to any car provided you had a servo to give it such terrific pressure and also provided it was having an equally frequent and severe test from such speeds. He says the only cure is disc brakes, where you can get so much more cooling, and I can never understand why such a brilliant racing firm as Daimler-Benz do not use them, instead of fooling around with these air brakes, which surely can have no practical use on the ordinary road at all.

I have seen a variety of figures of speeds that have been recorded by John Wyer, John Bolster, and one or two by myself; all of them differ slightly, but also go to show without any doubt that the car does not hang about. The figures I give are the best I have seen recorded and all done on the low axle ratio: 0-60 m.p.h. in 7.2 sec., 0-100 m.p.h. in 16.2 sec., 0-120 m.p.h. in 25.8 sec.; maximum, 140.5 m.p.h. John Wyer and I decided that, given suitable circumstances and also allowing for the growth of tyres, which he tells me makes quite a difference after 100 m.p.h., a maximum of 145 m.p.h. could be attained. On higher ratios figures of 157 m.p.h. and 162 m.p.h. have been obtained in Germany. I have done a standing ¼-mile at Gosport in 15.7 sec. and a standing-kilometre under very wet conditions in 30.8 sec., which I suppose would be about 3 sec. faster in the dry. On the road across Salisbury Plain I have had rev.-counter readings of an equivalent of about 135 m.p.h. when the speedometer has been reading 150 m.p.h.

It is a great pity to me that such a wonderful car should have such an optimistic speedometer. Of all cars it needs it the least, and it seems surprising to me since the Germans are such precision instrument makers. Of course, it is fine if you want to shoot a line and say I have just been doing 150 m.p.h. along the by-pass, when really you were only doing 135 m.p.h., but I doubt if anybody would believe you either way. I must, however, say it is very satisfactory to have a speedometer that reads up to 160 m.p.h., then all the small boys can say, " Coo! Look, it does 160," as small boys always think the speedometer shows up to the car's maximum, but in my case they usually look at the rev.-counter and say it only does 80. At one race meeting two boys were looking at my Connaught, which has no speedometer, and one said in disgust, looking at the rev.-counter, " It only does 70." " No it doesn't," said the other, looking at the oil gauge, " it does 200." So honour was satisfied.



AWAY.— Rob Walker gets the 300SL going at Gosport Speed Trials, where he clocked a time of 15.7 seconds for the standing-start ¼-mile.

When I first had the car I found cornering a little difficult. In fact, I had one or two distinctly uneasy moments when the car suddenly felt as if it was on ice and if you did not handle it very delicately it would have gone off; actually it never moved at all but just felt as if at any moment it would be away. I mentioned this to Stirling Moss, who told me that they handled very well indeed but the swing-axle takes a bit of getting used to, and I must say I don't find any trouble now and never think about it. I think it was a question of coming from an Aston Martin DB2, which it is almost impossible to make a mistake on, to a car in which you definitely need to approach a corner slower, but to go through it with plenty of engine and come out using full acceleration.

As far as reliability is concerned the Mercedes works do not expect to see the car again except for servicing under 20,000 miles, when it has the first decoke. Any English car I would first decarbonise at 5,000 miles. I suppose the Germans go on so much longer because of the very thin oil they use — an S.A.E. 10 about as thin as a bicycle oil, with all the advantages of low drag, immediate lubrication from starting cold, etc. I believe for some years on German motor-cycles they have got down to an S.A.E. of 5 and 2½.

I was unlucky with my car. It must have been a dud, because the windscreen wiper arm fell off in the first 8,000 miles. Fortunately, being a brilliant mechanic, if given a hammer, a chisel and a pair of pliers, I was able to do the nut up myself. Otherwise nothing has gone wrong at all. (Or are these famous last words? Last time I wrote about a car I said it had not been touched for 12,000 miles, and the next time I drove it the crankshaft fell out.)

The servicing sheet of the 300SL is an absolute masterpiece to behold. At certain specified miles, usually spaced at 2,500-mile intervals, every possible detail that must be attended to is laid down, such as change all the wheels around and re-balance, grease the door-catches, etc.

Although few of these cars have been sold to English-speaking people and mine was the first in this country, every notice on the engine, such as how to release the header tank cap or check oil immediately after the engine has been running, is all written on transfers in English; whereas there are some French and Italian cars that have been sold in this country the past 30 years that still have the instructions in their own language.

The first competition I ran the SL in was the West Essex C.C. Speed Trial, a comparatively small event, and it did quite well, winning the class fairly easily. About three weeks later I received a letter from Daimler-Benz in Stuttgart saying that they followed the successes of their cars with great interest and they had read of my achievement and wished to offer their congratulations. I told Lofty England about this in the course of conversation, to which he replied, " Ah, if it had been a Jaguar you would have got a telegram the next day." So mark what you have in store for you, Jaguar owners!

I think the thing I love most about the 300SL is the complete silence and smoothness of it, for a car of its potentialities. You can motor down to 15 m.p.h. in top without a jerk or a judder and then



[*Photo by Eric Taylor*

A RIDE FOR MIKE.—Mrs. Betty Walker using the 300SL to close the course at Ibsley, with Mike Hawthorn by her side.

put your foot hard down and, without a sound from the engine, it will smoothly pull away to 130 m.p.h. if you have the room, and even then you can talk to your passenger without raising your voice at all, if you can still talk; there is no wind noise at all.

My wife neither likes driving very fast nor being driven fast, which is not unnatural in a mother, but she loves driving the Mercedes and finds it as gentle and docile as any car could be. The only time she did not like it was when she had to close the track at Ibsley, driving Mike Hawthorn around. She said she was scared stiff she might start off in reverse.

So far quite a few notables have tried my 300SL, including the Duke of Richmond, Mike Hawthorn, Tony Rolt, Jack Fairman and Rodney Clarke, and all have expressed approval. Gilbert Harding has been taxied from his flat to Claridges, but he seemed upset that he could not find his space-helmet.

I could go on writing about this car endlessly; it is only my Scottish ancestry that saves the readers, because I don't think my pay cheque is going to increase with the quantity I write, and if it is quality they want I am in for a thin time also.

THE BRITISH GRAND PRIX—continued from page 446

seat. He was scarcely hurt, and rested until the race ended and he could be taken to hospital for a check-up.

David Hampshire, driving neatly, led in Green's Lister-Bristol, from Alan Brown in the Gilby Engineering Cooper with Maserati engine, Cliff Davis' Lotus-Bristol taking third place. However, the 2-litre cars were overshadowed by the 1½-litres, Colin Chapman staging a fine comeback in his M.G.-powered Lotus to lead Hampshire, while McAlpine's Connaught held off Bueb's Cooper-Climax, its engine enlarged to 1,200 c.c.

Of the others, Alan Moore's Lister-Bristol was delayed at the pits after an incident which damaged a wing, Scott-Russell's Lotus-Bristol lost its fan-belt and Sopwith's Cooper-Connaught retired with clutch trouble, while Coombs' Lotus-Connaught, with dual exhaust pipes emerging above the near-side rear wheel, the upper from cylinders two and three, the lower from cylinders one and four, made expensive noises on the warming-up lap, other non-starters being Hamilton's D-type Jaguar, the other Ecurie Ecosse Jaguar, Crook's Cooper-Bristol, Keen's Cooper-Bristol, and Brooks' Frazer-Nash, so that the race was robbed of some of its interest.

Results :

General Classification and over 2-litre Class :
1st : R. Salvadori (Aston Martin) ... 37 min. 37.8 sec. ... 81.32 m.p.h.
2nd : P. Collins (Aston Martin) ... ... 37 min. 38.6 sec.
3rd : R. Parnell (Aston Martin) ... ... 37 min. 39.0 sec.

1,100-1,500 c.c. Class :
1st : C. Chapman (Lotus-M.G.) ... ... 39 min. 47.2 sec.
2nd : K. McAlpine (Connaught) ... ... 16 laps—37 min. 56.8 sec.
3rd : I. Bueb (Cooper-Climax) ... ... 16 laps—38 min. 15.0 sec.

2-litre Class :
1st : D. Hampshire (Lister-Bristol) ... 16 laps—37 min. 46.4 sec.
2nd : A. E. Brown (Cooper-Maserati) ... 16 laps—39 min. 12.0 sec.
3rd : F. C. Davis (Lotus-Bristol) ... 16 laps—39 min. 22.0 sec.

Fastest lap : P. Collins, 83.33 m.p.h.

FURTHER VIEWS ON THE VINTAGE-CAR CONTROVERSY

(*See also pages* 484/5)

Sir,

Being amused and not incensed by Mr. Rawnits somewhat callow "snook" at Vintagents, the following may help him to discover the "tick" that definitely exists.

I became a Bentley devotee at the age of 12, sitting on the factory gates at Oxgate Lane. 33 years later the beauty of that peerless radiator still enchants me, and the sound of a Bentley rumbling by in the night never fails to awaken some answering chord within me.

The few I have owned were closed carriages, with dual silencers. Speed, as an ultimate aim, never being an obsession, for no good driver "rowels" a beast that is all heart.

Freely admitting to being old-fashioned. Readily conceding that design has advanced beyond all measure since 1931. All this reason tells me, yet for me the Bentley of W.O.'s day has no peer. Others have the same regard for Hispano, Bugatti, Delage and Alfa, but some insular streak forbids me paying more than grudging respect to these handsome strangers from foreign climes.

The truth is, Mr. Rawnit, that all vintagents worship at the shrine of craftsmanship, a familiar of my generation, and its forbears. Now alas, seeming old-fashioned and of little value.

No blame to modern workmen. Shareholders must eat, and dividends assume a greater importance than mere legendary fame, in this age that may have so few more legends.

I am, Yours, etc.,

"LONGSTROKE."

Sir,

Motor cars today and for the last generation or so have been built to a price and not a standard. There are economic reasons for this, of course, but the result is an article of utility, not a thing of joy or pleasure or envy or pride. Not even a thing of beauty, although they tell me that this depends on the beholder. As far as this beholder is concerned no car can be beautiful if it has anything in front of the front axle other than half the front wheels and wings and the head-lamps. For that reason I no longer raise my hat to any Rolls, but only to those who, like myself, have achieved an elegant maturity. The younger ones succumbed to the craze for overhang, or forward bulge, or whatever you call it, some years ago.

Additionally, I get as much fun out of working on my car as from driving it, and the creations of the twenties and thirties present a far more satisfying field of labour than the monstrosities of the forties and fifties.

To be fair, I do envy the m.p.h. and m.p.g. of the modern car, which is the product of its flimsiness. But this flimsiness inevitably results in shoddiness, (30,000, old boy, what you really need is a re-bore), and I want none of that.

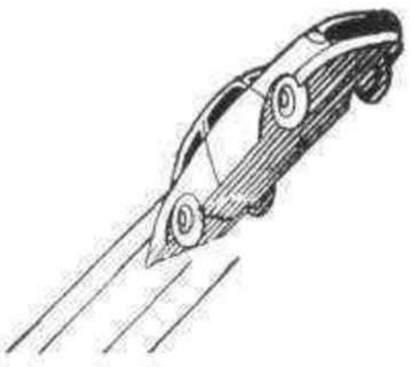
So that is why I restrict myself to pre-1935 machinery, although I rather dislike the inevitable advertisement, being a somewhat unostentatious type. But I have yet to see a car made since the late thirties for less than £1,000 which gave me the slightest desire to own it, drive it, work on it, or even to be seen dead in it.

I am, Yours, etc.,

Northwood. G. E. LILLYWHITE (WING/CMDR.)

[The "vintagents" thus rally in support of their cult! I wonder, however, if there is really any need to justify a love of the older vehicles? I shall continue to derive pleasure from my 1922 8/18 Talbot-Darracq on Boxing Night, from a Mercedes-Benz 300SL, if and when Stuttgart lends me one, and from my VW tin-box on most other occasions, no matter what scorn Mr. Rawnit pours over the blue Valspar of the oldest of this trio. Vintage-car owners harm no one except the susceptible Mr. Rawnit, consequently they have little need to justify their beliefs. If, as I am told in some quarters, the vintage movement is on the decline, I shall not be sorry, for then we may revert to the atmosphere of 1935, when the V.S.C.C. came into being amid lighthearted fun and games, not taking itself too seriously. In an age when small-boat sailing, gliding and traction-engine racing look like competing in popularity with TV viewing, it will be nice if the veteran and vintage cult remains the prerogative of genuine enthusiasts. Either way, I shall continue to drive old and odd cars on occasions because I like doing so, which for me is sufficient reason.—ED.]

What's all this about 'AROMATICS'?



Q. To begin with, why the name 'Aromatic'? What has smell got to do with it?

A. *The name was applied originally in the 19th century to hydrocarbons of a certain type which, chemists discovered, were produced from sweet-smelling balsam and spices. It is now used to denote a particular family of hydrocarbons.*

Q. You said something about hydrocarbons. What are they?

A. *That's the chemist's name for thousands of substances—solid, liquid or gas—which consist of hydrogen and carbon in varying proportions. The crude oil from which motor-spirit is distilled consists of almost nothing but hydrocarbons—grouped by the chemists into 'families' such as naphthenes, paraffins, olefines and aromatics.*

Q. Very interesting to chemists, no doubt, but what on earth has it got to do with me?

A. *We thought you'd like to know just why the new National Benzole Mixture is so good!*



Q. Well, go on—why is it so good?

A. *Because these aromatics are largely responsible for all the qualities that these days are really needed in a modern motor-spirit—such as high anti-knock value, smooth running, better mileage and better starting*

Q. Why?

A. *That is one of the facts of life, like why grass is green.*

Q. Do all motor-spirits contain aromatics?

A. *Nearly all contain a little: and a great deal of time, ingenuity and money is being spent on trying to produce more of them.*

Q. How can you do that?

A. *In two ways. Firstly, you can build elaborate and costly units such as 'Catalytic Cracking Plants' and 'Platformers' to turn other less useful hydrocarbons into aromatics. This is primarily what all the latest refineries are built to do.*

Q. I'll take your word for that—what about the other way?

A. *You just take advantage of British produced Benzole (distilled from coal) that consists of* nothing but aromatics. *So you merely add Benzole to petrol, and that automatically does the trick.*

Q. You mean that National Benzole Mixture has *always* had a lot of aromatics in it?

A. *Certainly—that's why it's so famous for its smooth-running, its easy starting and its better mileage.*

On the principle that you can't have too much of a good thing, Benzole is now blended with a new petrol from a modern refinery, a petrol that is richer than ever before in aromatics—and the NEW National Benzole Mixture has more than double the aromatic content of any other motor-spirit.

Q. Will I notice any difference in the performance of my car?

A. *Try a tankful—and see how the NEW National Benzole Mixture meets every requirement of the modern car. It is the most modern of motor-spirits and ahead of today's engine design!*

NATIONAL BENZOLE MIXTURE HIGH-AROMATIC

THE FIRST HIGH-AROMATIC FUEL

NBJ1/Q

THE NUVOLARI LEGENDS

The Editor Investigates the Strategy, Methods and Personality of the Greatest of All Grand Prix Drivers



THE VICTOR AND HIS CUP.—Tazio Nuvolari with the enormous cup which he received for winning the Vanderbilt Trophy Race at Roosevelt Speedway, U.S.A., in 1936. If the size of the victor's spoils count for anything this will prove Nuvolari's virtuosity ; in fact, he had a comparatively easy win, because at that time America hadn't a clue about road-racing or Grand Prix cars.

THE late Tazio Nuvolari was, in my estimation, the greatest of all racing drivers. It is natural that around such a famous and successful figure all manner of legends have been woven, some true, a few false, all of them underlining the virtuosity of the great little Italian.

One of my memories of Nuvolari is at Donington in 1938, when he set a practice lap-record of 2 min. 11.2 sec. before his Auto-Union had impaled itself on a stag. Caracciola had only managed 2 min. 14 sec. for Mercédès-Benz, but just before practice ended on the last day Lang got his Mercédès-Benz round in 2 min. 11.0 sec. Nuvolari, in his blue trousers and yellow jumper, sat in someone's Chevrolet saloon, expressionless, subdued, calmly inquiring, by tapping his watch, for he spoke no English, how much time was left before the course would be closed. About a quarter-of-an-hour before the end of the practice period he signalled for his Auto-Union to be warmed-up. Slowly he pulled on his tight-fitting red leather helmet with the crash-pad across the brow, and that fabulous gold-tortoise mascot. Climbing into the cockpit he was soon setting about beating Lang's time ; it would be nice to record that he succeeded, but that would be one of the *false* legends.

But next day Nuvolari worked through the field, after leading until a stop was needed to change a plug, to win the Donington Grand Prix at 80.49 m.p.h., finishing 1 min. 38 sec. ahead of Lang, having survived the historic " oil incident " which put Hasse's Auto-Union out of the race and delayed Seaman and Brauchitsch. He also made the fastest race-lap, in 2 min. 14.4 sec. And, remember, at this time Nuvolari was 46 years of age and the car he drove is accepted as about equal in speed to today's Grand Prix cars and more precarious to control. I recall being both saddened and surprised at the apparent lack of exhilaration displayed by the winner as, in cloth cap with a coat over his overalls, he was driven to Derby in a Horch saloon by Dr. Feureissen—the victor of the race looked just a forlorn, subdued little man.

Nuvolari gained his early experience in the saddle of Fongri, Indian, Norton and Bianchi motorcycles and drove any cars he could lay hands on—Ansaldo, Chiribiri, S.C.A.T., Bianchi, S.P.A., until he began to get results, from 1927 onwards, with Bugatti and Alfa-Romeo cars.

As I have said, the Nuvolari legends are rife but one day someone will do our world a deep service, and probably make himself a fortune, by writing a history of the great driver—I only hope this will be done thoroughly, by an Italian with a true insight into the story-behind-the-scenes, when no doubt some of those legends will debunk themselves.

For instance, I find it hard to believe W. F. Bradley's fascinating explanation (" Targa Florio," Chap. 17) of Tazio's escape in a Mille Miglia, when he used an escape-lane between two petrol pumps which were narrower than his car, by the expedient of tilting up onto two wheels at the crucial moment ! Likewise, I am sceptical that he drove *lap after lap* with the fuel tank of his car in flames (article in *La Domenica del Corriere*, reprinted in MOTOR SPORT, October, 1953) at Pau before jumping out *at* 100 *m.p.h.*, but I am prepared to believe that he beat his rival Varzi in the 1930 Mille Miglia by creeping up on him at night with lights out, thus taking the rival Alfa-Romeo driver unawares.

The differing temperaments of Varzi and Nuvolari—Varzi unspectacular, self-controlled, ice-cold, Nuvolari temperamental, alive, given to throwing his car about in controlled slides, shouting and slapping the scuttle-side as he did so—resulted in bitter quarrels and caused Archille Varzi to leave the Alfa-Romeo team to drive a Bugatti—in French-blue overalls but at first painting his car flaming Italian red.

Nuvolari beat Varzi in the Targa Florio of 1931, when mud caked the tired eyes of the lone Bugatti driver and Nuvolari, better protected by a mud-wing, came up on the last lap to secure a win for Alfa-Romeo, at 40.29 m.p.h., in a car capable of 115 m.p.h. This defeat on such a driver's course Varzi never forgave, especially as Nuvolari easily out-drove him the next year, again winning for Alfa-Romeo, at 49.3 m.p.h. Consequently, when Varzi met Nuvolari in the Monaco Grand Prix of 1933 fireworks were expected, and seen. Here we have drama in motor-racing which might have come straight from the pages of a novel. Varzi, sullen, calculating, out for revenge, sat in his Bugatti on the front row of the starting grid, Nuvolari, fiery, tense with nervous energy, prepared to take risks, in his Alfa-Romeo immediately behind him. For the first three laps Varzi led, then Nuvolari got by, only to be re-passed. Always they were close together, locked in furious combat on this most sinuous of round-the-houses circuits. Twenty laps from the end Nuvolari again led. Then, with but two laps left, Varzi deliberately over-revved coming out of the Gasworks' hairpin and slipped by the Italian car, to which Nuvolari responded by re-passing up the hill to the Casino. The last lap ! Both drivers abandoned any caution about rev. limits and, forcing his Bugatti to the extreme, Varzi led by a length, lapping in 1 min. 59 sec., or two seconds faster than anyone else. Nuvolari also employed " impossible " engine speeds, but smoke plumed from the Alfa-Romeo's bonnet, for an oil-pipe had broken and lubricant was spraying on the hot exhaust. Ignoring signals that his car was on fire, Nuvolari drove on past men waving fire extinguishers, peering through the smoke, until the engine failed. Then the driver jumped out and pushed the Alfa-Romeo to the pits. Against his wish the bonnet was raised by someone fearful of fire. Nuvolari didn't even trouble to push his car to the line to claim a place . . . Varzi went on to avenge his Targa Florio defeats ! Yet the outstanding aspect of this grim duel, to my mind, is that, in a 100-lap race in which Nuvolari led for 66 laps and Varzi for 34, *clearly neither driver baulked the one behind*, easy as this would have been on the Monaco circuit and bitterly as each felt about the other.



START OF THE FABULOUS DUEL between Archille Varzi in his Bugatti and Tazio Nuvolari in an Alfa-Romeo at Monaco in 1933. Varzi, who won the race in the last lap, is getting away well, whereas Nuvolari, from the second row of the grid, is a considerable way behind, on the extreme left of the picture.

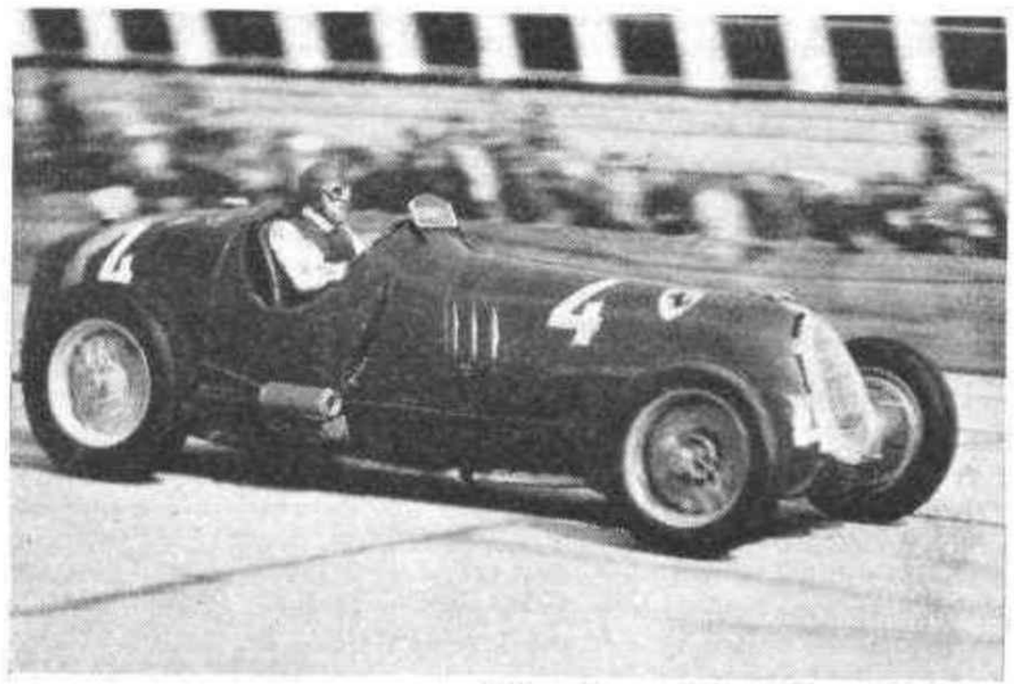
Nuvolari's greatest race ? I leave that to his historian-yet-to-be, but unquestionably his virtuosity was never better displayed than in the German Grand Prix of 1935. On that epic occasion, as many of you know so well, Nuvolari defeated the new Mercédès-Benz cars at the wheel of an out-moded P3 Alfa-Romeo. With the Germans on their home ground at the Nurburgring, fielding such drivers as Rosemeyer, Caracciola, Brauchitsch, Fagioli, Chiron and Stuck, Nuvolari's task looked hopeless. After five laps he was no higher than 6th and one Alfa-Romeo had retired. Yet we had counted without the sheer driving skill of the little Italian. Speeding-up, Tazio took Rosemeyer, Chiron, Brauchitsch and Fagioli in the next three laps, and on lap 10 went past Caracciola's 430-b.h.p. Mercédès-Benz to lead the race. (The 3.8-litre Alfa-Romeo of this era developed perhaps 305 b.h.p.) Then, bitter blow after such an exhausting drive, the fuel supply system failed and Nuvolari's pit-stop cost him 134 seconds while churns were used, against 47 seconds for a good Mercédès-Benz refuel. That put him back to 5th, but in one lap the Italian overtook Caracciola, Rosemeyer and Fagioli, to run 69 seconds behind Brauchitsch, who now held the lead. The leading Mercédès-Benz set up a lap record of 80.73 m.p.h. but, no doubt fearful for his tyres, Brauchitsch then eased up. Whereas Nuvolari forced his P3 Alfa-Romeo round faster and faster, his fastest lap being at 79.3 m.p.h. He was making up 16 seconds a lap but was 35 seconds behind on the last lap. Then Brauchitsch suffered a tyre burst—fate had taken a hand—and Nuvolari won by 159 seconds from Stuck's Auto-Union. He would in any case have beaten Brauchitsch had his pit stop not gone awry and who is to say that the phenomenal lap-speeds he extracted from his out-moded Alfa-Romeo did not cause the German to drive too fast and overheat his tyres ?

It is interesting that the rivals Varzi and Nuvolari came together again in later years, in the Auto-Union team. Mystery man from a wealthy Italian family Varzi, like Nuvolari, commenced racing on two-wheels, successfully riding a Sunbeam motorcycle, and started with cars about 1928. After wins at Nice, Alexandria, Monterrero, Tripoli, Penya Rhin and in the Mille Miglia and Targa Florio races in Alfa-Romeos, Auto-Union signed-on Varzi for the 1935 season. He quickly became accustomed to these rear-engined cars, quicker it would seem than did Nuvolari who after trying one in practice at Masaryk in 1935 did not race in the German team until the 1937 Swiss Grand Prix, and then unofficially, Tazio taking over a year to get the feel of an Auto-Union, which he drove officially from 1938 onwards. Varzi won at Tunis and Pescara and was 2nd at Tripoli and 3rd at Avus in 1935, and 1st at Tripoli, 2nd at Milan, Monaco and Berne, and 3rd at Pescara and Budapest in 1936, before failing health caused him to retire until after the war. Nuvolari won the Italian and Donington Grands Prix in 1938 and the Yugoslavia Grand Prix in 1939, when he was 2nd at Eifel, for the Germans. But it is debatable whether Auto-Union, any more than Alfa-Romeo, would have countenanced both these drivers in their team at the same time.

Staunch supporters of the " Mantovano-Volante," will be quick to recall how, at Penya Rhin, Nuvolari in his Alfa-Romeo beat Caracciola's Mercédès-Benz and how he finished second to Rosemeyer's Auto-Union in the mist at the Eifelrennen (" a dishevelled little figure, absolutely drenched through with rain and slush, and as he drew into his pit he removed a muddy sponge from his mouth, which he had used to wipe his vizor and goggles," says George Monkhouse in his nostalgic book " Grand Prix Racing"). That was in 1936, in which year Nuvolari defeated both German teams at Budapest, and Auto-Union (Mercédès-Benz were non-starters) at Milan, and gave a stirring and typical display in the Coppa Ciano at Leghorn, overtaking everyone in Pintacuda's 8-cylinder Alfa-Romeo, which he took over after his 12-cylinder Alfa-Romeo had broken its transmission, when that car was *a minute behind* the leading Auto-Union !

Yet another race in which Nuvolari's skill, applied experience and sheer virtuosity as a driver were demonstrated was the Ulster T.T. of 1933. The Italian champion had won this race in 1930 at the wheel of an Alfa-Romeo and driven in the 1931 T.T. When the M.G. Magnette team, led by Lord Howe, had gone to Italy for a successful onslaught on their class in the Mille Miglia, Nuvolari had tried one of the cars and expressed a keen interest in it. When he found himself without a car for the 1933 T.T. he asked the advice of George Eyston and, Whitney Straight falling ill, the late Cecil Kimber, who headed the Abingdon factory in those days of the " real " M.G., placed an M.G. Magnette at Nuvolari's disposal.

The car offered to Nuvolari had been a team hack and although it was put into as good a condition as possible it did not receive as complete a rebuild as the other cars in the M.G. team. Nuvolari arrived alone from Italy, the late H. P. McConnell acting as his interpreter. Alec Hounslow, as a works mechanic of spare build, was detailed to ride with Nuvolari, for this was in the days of riding-



[*Photo by permission of George Monkhouse*

IN CHARACTERISTIC ATTITUDE, the little man passes the stands in the 4.2-litre twelve-cylinder Alfa-Romeo during the 1936 Eifelrennen, at a speed of 150 m.p.h. or more, concentrating but completely at ease. This formule libre race finished in thick mist, with Nuvolari beaten only by Rosemeyer's Auto-Union.



A NUVOLARI VICTORY which brought happy smiles to the faces of his fellow-countrymen, after he had won the Italian Grand Prix at Monza in 1932 in an Alfa-Romeo—

mechanics. Nuvolari took one lap of the difficult 13.66-mile course to get the hang of the pre-selector gearbox, which was a form of gear-changing new to him, so that he forgot to press the clutch pedal to select a gear. Then, coming past the starting area, Nuvolari gave "thumbs-up" to Hounslow and proceeded to really motor, increasing his speed for the next six laps, until he went round at 78 m.p.h. He seemed scarcely to use his brakes, slowing the M.G. for the corners by side-slipping the car into them, in what we now know as a power-controlled four-wheel-drift. He had broken the class lap record by a handsome margin!

During this run the tyres showed appreciable wear but after inspecting them the little man nodded his approval.

During this practice session the driver had been propped up with cushions. Now he demanded a proper seat made to his dimensions. He also sent the mechanics into Belfast to have a special quick-lift jack made up, capable of lifting the back of the car in a single movement. When the M.G. mechanics adjusted shock-absorbers with the car on jacks Nuvolari became impatient, demanding that Jacko jack-up the *chassis* before doing this adjustment. The morning of the race dawning wet, the Italian obtained, by sign-language, a tin of high-melting-point grease with which he daubed the king-pin swivels, to keep out the rain and thus ensure constant steering "feel" throughout the race.

At flag-fall the M.G. Magnette of Hall and Nuvolari beat the Rileys in their class and Hall led the Italian for the first lap, but so fast was Nuvolari driving that Hall then waved him on, fearful for his engine at the beginning of this long sports-car race. But nothing caused Nuvolari to ease up—indeed, he lapped in 10 min. 45 sec., then in 10 min. 40 sec., then he put the 1,100-c.c. class lap record first to 77.69 m.p.h., then to 78.18 m.p.h.—and the leading 2.3-litre Alfa-Romeo was getting round at just under 80 m.p.h. in this handicap contest!

This continued throughout the race, Nuvolari continually raising the class lap-record, cornering the Magnette in a series of controlled slides, cutting close in to walls and fences whenever he could. Passing a slower car on one lap close to Newtownards he may have erred



[*Photo by permission of George Monkhouse*

MASTER OF THE AUTO-UNION.—Nuvolari in action, a small man in a big car, driving at Berne in 1938, his first serious race at the wheel of the difficult, rear-engined German car. Note that the Auto-Union "four-ring" badge has joined the "TN" motif on his overalls.

slightly in judgment, but he recovered easily from the resultant wide slide. The handicap was heavy, however, and a record lap at 80.09 m.p.h. was rewarded only with 6th place. After 2½ hours, with Lewis' Alfa-Romeo and Gillow's Riley out and Rose-Richards' Alfa-Romeo in the pits for replenishment, Nuvolari was in 3rd place, after 2½ hours driving at the highest speed he could extract from the car. Yet, in spite of this, when he came in to refuel in his turn, Nuvolari was cool and precision-like in his movements as he poured 18 gallons of petrol in from churns, then topped up oil (2 gallons) and water, tasks he accomplished so speedily that he was able to help Hounslow, who had changed the back wheels, change the front ones, for which separate jacks were used. Yet this pit-stop had never been rehearsed, Nuvolari didn't know what Hounslow intended to do (yet he spilt no oil as the lowered rear jack moved the car) and they were away in 3 min. 9 sec.

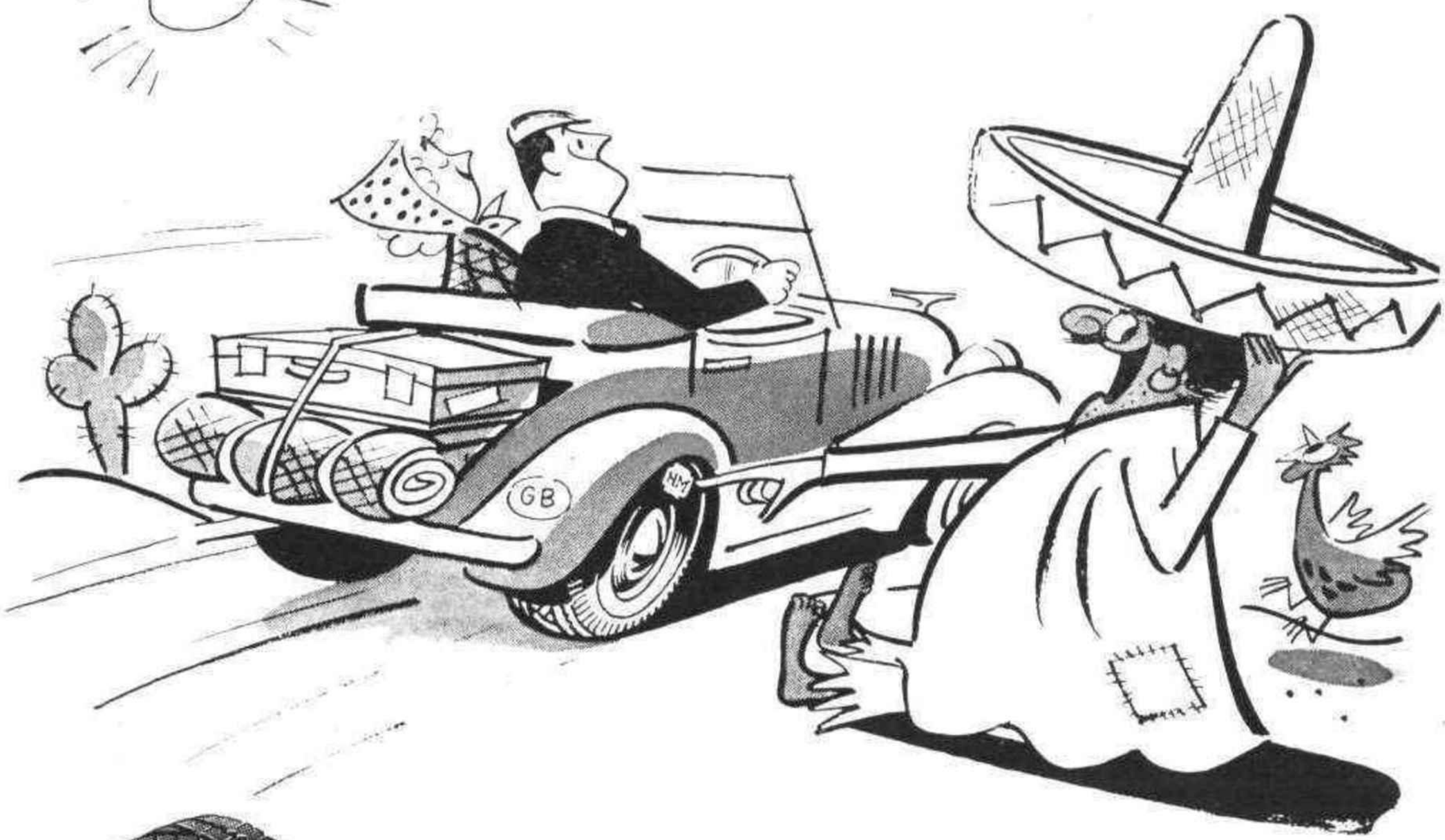
Gradually Magnette No. 17 caught and passed other cars—Nuvolari was well-informed by his pit of who was next in front and each time that car was overtaken he would thrust an upraised thumb plumb in front of Hounslow's face! Dixon's Riley lost little or nothing to Nuvolari at its refuel, but stopped with a faulty exhaust system. Nuvolari seeing the Riley stationary "thumbed" Hounslow, knowing that only Hamilton's M.G. Midget was between him and another T.T. victory.

Hamilton's pit-stop was badly bungled, the engine at first refused to re-start, and in all 7 min. 15 sec. were lost. This gave Nuvolari the race but there was a possibility that Hamilton would make good his loss and win on handicap. Signalling Hounslow to get right down in the cockpit Nuvolari drove faster than before, at 80.22 m.p.h., to Hamilton's 750 c.c. speed of 76 m.p.h., at 80.35 m.p.h., at 80.48 m.p.h. Officials scattered in all directions as Nuvolari approached Newtownards but, tyres screaming, he slid the Magnette through. On the



—and being toasted by less spontaneous English admirers after his victory at Donington for Auto-Union in 1938.

Go as far as you like . . .





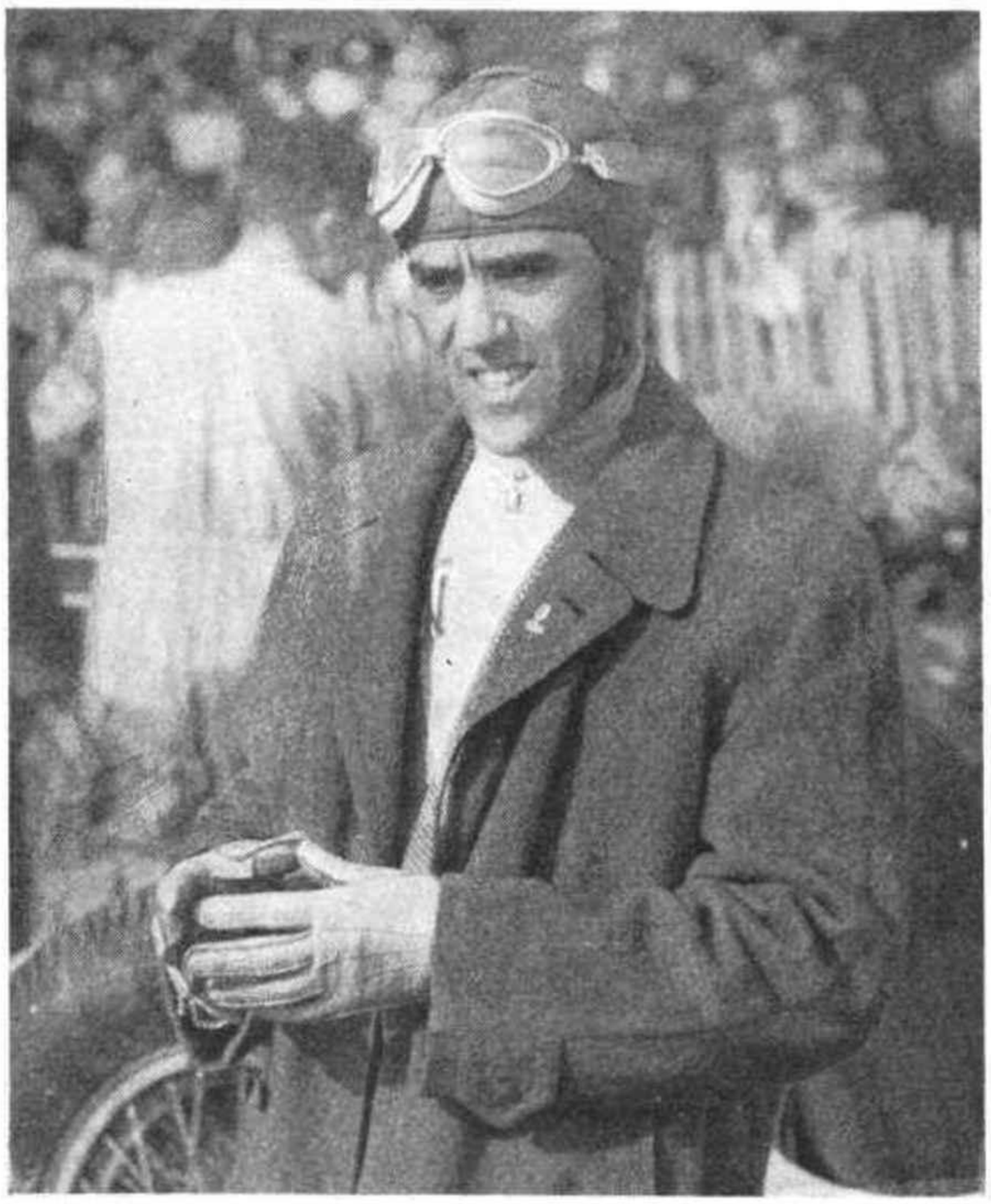
everyone knows the "HM"

means **higher mileage**

–and higher mileage means cheaper motoring!



AVON
H·M



[Photo by Louis Klemantaski.

" Mantovano-Volante "

Comber straight Nuvolari overtook Hall, who was holding 112 m.p.h. and the latter hit a bank, buckling a wheel. That lap the Italian clocked 10 min. 6 sec., or 81.15 m.p.h.

Yet Hamilton began to gain on handicap, in three-quarters of an hour reducing Nuvolari's lead from 47 sec. to 22 sec., while it seemed likely that the faster Magnette would require another stop for fuel. When the pit signalled that he led by only 3 seconds, Nuvolari responded by throwing his vizor to the bottom of the cockpit, pulling clean goggles down over his eyes and pushing Hounslow, who had fully lowered his aero-screen, right down into the scuttle. The lap time dropped to 10 min. 2 sec., equal to 81.42 m.p.h., but the M.G. Midget was only four seconds slower, at 77.2 m.p.h. and now it led again, by ten seconds on handicap. Hamilton, however, needed fuel, but a lightning pit stop kept him in the lead. If Nuvolari was to win he had to wipe that out on the last lap. The only comment I need to make on his virtuosity is that he completed this lap, (after going onto the 2-gallon reserve fuel supply in the 30½-gallon tank) at 80.35 m.p.h., having overtaken the smaller M.G. at nearly 115 m.p.h. on the Comber straight, where Hamilton reached 108 m.p.h., to win by 40 seconds, at 78.65 m.p.h. Notice that in this intense lap Nuvolari broke no more records—there was so little fuel left (about 1½ gallons) that the victorious M.G. Magnette had to be replenished before a smiling Nuvolari in his leather wind-breaker, sleeveless waistcoat and familiar garb, dared start on his lap-of-honour, while his tyres were down to the canvas. So he eased up after passing Hamilton—and how many other drivers would have the will-power to do so under such exciting circumstances ? That his engine had spluttered and stopped as the finishing line was crossed, due to an empty fuel tank, is just another legend to be debunked. Nuvolari's average speed was only 0.06 m.p.h. slower than the fastest average in the race, set up by Rose-Richards' Alfa-Romeo which finished third, and, as Barré Lyndon points out in his book " Circuit Dust," had no handicap been in force, Nuvolari would have needed only half-a-mile start in 468 miles to have beaten the Alfa-Romeo outright. He broke the 1,100-c.c. lap record fifteen times and was only 1.88 m.p.h. slower for the entire race than Lord Howe's supercharged 2.3-litre Alfa-Romeo had been in finishing 4th in the 1932 race at the highest T.T. average speed up to that time. And Nuvolari had scarcely driven an M.G. Magnette before he started in the race !

Varzi and Nuvolari both drove again after the war. Varzi won at Turin and was second at Milan in 1946 with a Tipo 158 Alfa-Romeo and in 1947 he was victorious at Bari, 2nd in the European and Italian Grand Prix, 2nd in the Argentine, and 3rd in the Swiss Grand Prix. 1948 saw him finish 3rd at Bari in a Cisitalia. The end came late one afternoon while practising at Berne in a slight mist, when, at a corner, he made the only real mistake of his career, and was crushed beneath his Tipo 158 Alfa-Romeo.

Nuvolari made only a few appearances between 1946 and 1948, but these included winning at Albi in 1946 with a Maserati, several minor successes and a great drive in a Cisitalia in two Mille Miglias, his Cisitalia finishing 2nd in 1947. His health was failing and in 1953, at the age of 61, he passed away. All Italy mourned these two great drivers, Archille Varzi unspectacular, Tazio Nuvolari just the opposite. How ironical that Varzi, who had never before had a serious crash, should die in the cockpit, while Nuvolari, who on at least two occasions rode and drove trussed-up in bandages as a result of hectic accidents, died in bed ! These two will never be forgotten where motor racing is discussed and to me the " Mantovano-Volante " remains the greatest racing driver the world has known.—W.B.

CLUB NEWS

WESTMORLAND M.C.

The Westmorland Motor Club's Summer Regularity Trial for cars and motor-cycles was run over 76 miles of main and secondary roads in north, east and south Westmorland on Sunday, July 3rd. There were 13 cars and 3 motor-cycles started and all competitors completed the course. Special test times were used to decide the winner of the car contingent.

Results :

1st : C. Hall (Morgan) 7 marks lost.
2nd : J. Broomby (Hillman Minx) 7 marks lost.
3rd : M. Baines (Triumph TR2) 11 marks lost.

Team Award : C. Hall (Morgan), M. Baines (TR2), J. M. Nuttall (M.G.). Marks lost 62.

BIRMINGHAM YOUNG CONSERVATIVE M.C.

Members of the Club had quite a full week-end. On Saturday, July 2nd, the Club borrowed the Appleton Special as a show-piece for their stand at the Conservative Fete in Highbury Park. The car, kindly loaned by the present owner Mr. John Churchley of Monkspath Garage, Shirley, attracted much attention and even Mr. Geoffrey Lloyd was seen examining the engine very closely. The Appleton Special, originally built by John Appleton in 1935, has a Maserati chassis and a much modified Riley 1,100-c.c. engine, which in blown form produces over 180 b.h.p.

On Sunday, July 3rd, 21 entrants gathered at Wythall for the start of the East Midlands Rally—an event designed to test the Navigator's skill to the limit. One entrant disappeared on the first section and was not seen subsequently—we hope to find him next year ! The observation section caused many puzzled frowns. One problem was to locate a certain piece of contemporary furniture—in fact a new public bench—but one competitor in a flash of inspiration put down the name of a local woodworking firm—only to find afterwards that the firm in question actually made chicken runs.

1st : Marion Herringshaw (Ford Popular). No points lost.
2nd : Victor Brindley (M.G., TA). 1 point lost.
3rd : D. Bilsby (Morris Oxford), Pauline Dickens (Austin A30), Nigel Anderson (Renault 750). 5 points lost.

Team Prize : Stourbridge Branch—Lynda Turner (Austin A40), Pauline Dickens (Austin A30), E. Jenkins (Morris Minor).

A SUNBEAM OCCASION

ON July 2nd/3rd the Sunbeam S.T.D. Register held its Fifth Annual Wolverhampton week-end. On the Saturday the first contingent in the age/distance rally clocked in at Albrighton, while from Tettenhall competitors in the treasure hunt were dispatched on a pleasant scenic route by the organiser Edward May. R. C. Carter failed to check in on time in the rally because the newly-overhauled Thomson-Bennett magneto on his fabulous 1921 23/60 Sunbeam enclosed limousine shed its shellac; during the afternoon, however, a near miracle happened when he was introduced to F. J. Dove of Wolverhampton who at once diagnosed the malady, reached up on a shelf, brought down a Lucas magneto from an old Armstrong-Siddeley which had the correct mounting, rotation and gearing, and presented it to the astonished but delighted Carter, who, during the afternoon was able to fit this and retime his massive six-cylinder engine in readiness for Sunday's parade.

Meanwhile, F. W. Joyce, aided by his son, had won the Treasure Hunt in his 1933 Sunbeam Sixteen saloon, which was so overcome that it broke down next day en route to the parade. Second was W. C. Hodgson (1923 Sunbeam Fourteen tourer). B. Burgess, whose 1932 Sunbeam Twenty saloon was taking time off from towing Carter's aforementioned, stricken 23/60, tied for 3rd place with John Coombes.

On the Saturday evening members repaired to the *Express & Star* Social Club, which Mr. Ross Giles, Motoring and Industrial Correspondent of that paper and a tower of strength on these Wolverhampton occasions, had kindly placed at the Register's disposal so that it could entertain some sixty ex-Sunbeam employees to a buffet/social.

In this charming room, with the Register's photographic records and a large blue and yellow Sunbeam flag for a background, old acquaintances were renewed, reminiscences exchanged, and knowledge expounded as those who built Sunbeams mingled informally with those who had brought Sunbeams back to the birthplace of these fine cars.

His Worship the Mayor of Wolverhampton, Alderman Frank Mansell, addressed the meeting and as he is himself an old Sunbeam employee, was ahle to recall many old faces, and to remember the strong football and cricket teams at the works and to refer humorously to the changes which have taken place in the industry.

Mr. F. Howarth, ex-Sunbeam Works Manager, who had come from Leeds with Mr. L. H. Challis, ex-Foreman of the Experimental Department, spoke for the staff, describing the early days of the Company, and referring to Mr. Louis Coatalen, while Mr. J. Sandbrook, ex-coachtrimmer, responded on behalf of the workers, keeping everyone in fits of laughter as he said that they could easily have built the cars without the management and that besides a very strong sports team the old Company kept the best " book " in the town, hiding bets under the drawings when the managers were coming! The trades represented included fitter, coach-trimmer, engine and road tester, coach-painter, chargehand, estimator, draughtsman, machine-shop hand, inspector, electrician, servicing, and there were even two old apprentices present! Amongst the celebrities were Messrs. P. Mitchell, Frank Bill and W. Perkins of the Racing Department, R. H. Rose, Chief Designer; Major H. M. Weir, Road-Tester; R. H. Webster, Foreman of the Fitting-Shop and Robin Guy of Guy Motors Ltd. who deputised for his father, Mr. Sydney Guy (many of those present being employed now at Guy Motors) and spoke of the Sunbeam association from the days of Louis Coatalen onwards.

It is doubtful if any one-make organisation has ever brought together more persons directly connected with the make of car in which they are interested and the organiser and Hon. Registrar, Mrs. W. Boddy, after thanking Mr. Ross Giles for the use of the *Express & Star* social club (and W. Butler & Co. Ltd. for free beer!) paid tribute to the work put in by Mr. Frank Bill in getting the ex-employees together. In his speech Mr. Howarth had not overlooked the Sunbeam racing successes, achieved, as he said, at great cost to Mr. Bill (who was injured in a crash in 1919 outside the works in which Christiaens was killed) and Mr. Perkins (who was in the G.P. Sunbeam when Resta was killed at Brooklands in 1924) and during the evening Frank Bill's scrapbook recalled the old racing days and Mr. Mitchell was able to display the actual drawings of the Peugeot racing engine which was copied unashamedly for the 1914 G.P. Sunbeam, these drawings having been made in secret in Coatalen's drawing room, whence the Peugeot had been driven *via* the french-windows. Mr. Mitchell also showed the remarkable Coburn photograph of the Indianapolis line-up of 1914, when Chassagnes' Sunbeam, which he accompanied to America, overturned after 20 laps, Grant's Sunbeam finishing 7th. Mrs. Coombes, whose late husband was Publicity Manager at Sunbeams, even produced the old work's song " 'Beam, 'Beam, 'Beam," verse four of which read:

The Sunbeam aircraft engines
Have helped the war to win,
In every " stunt " they've been right in front,
While at Jutland they did Fritz in;
Arab, Cossack, Maori,
Tribal types that could do no wrong,
'Twas work well done when they whacked the Hun, so we
Sing the SUNBEAM song.

* * *

On the Sunday morning torrential rain did its best to wash out the parade and Concours d'Elegance, but C. W. Gaskin successfully brought the 1901 2¾ h.p. Sunbeam-Mabley from Stone, John Hampton drove from Guildford that morning in his 1912 12/16 Sunbeam two-seater, and C. F. South had arrived the evening before from London in his immaculate 1913 12/16 Sunbeam tourer. Moreover, O. P. Hartree and crew had covered well over 700 miles in a 1924 14/40 Sunbeam tourer, starting from Berkshire and turning South only after reaching Berwick-on-Tweed, then to penetrate into Wales, where the hood succumbed to the gale, to arrive in ample time to win the Age/Distance Rally from W. C. Hodgson, who had driven up from Westcliff-on-Sea.

The now-classic parade through Wolverhampton duly took place, routed past the old Moorfield works by an efficient police escort, to West Park, where the Mayor and Mr. Robin Guy judged the Concours d'Elegance. The cars they examined ranged from the 1901 Mabley, through the aforementioned Edwardian 12/16s, and the 1919 16/20 tourer of J. C. Pearson (with leather side-valances and hand-lined varnish) and Carter's enormous 1921 23/60 saloon which was built for the Lord Lieutenant of Glamorgan and restored by the present owner and his wife in five weeks, including lifting the two cylinder blocks of the s.v. six-cylinder engine on the elaborate copper inlet-manifolding of which the Mayor found his initials as proof that he had made that part of the car in the days when he was a coppersmith at the Moorfield works, down to R. W. Webster's 1935 Sunbeam 25 saloon and an even later Talbot 75.

The 1913 Sunbeam of C. F. South won the Concours d'Elegance, second place going to J. Hampton's 1912 Sunbeam. As no competitor could win more than one prize the list reads as follows:—

Concours d'Elegance: " Express & Star " Tankard: C. F. South (1913 12/16 Sunbeam); 2nd place: J. Hampton (1912 12/16 Sunbeam).

Age/Distance Rally: Sydney Guy Tankard: O. P. Hartree (1924 14/40 Sunbeam) 721 miles; 2nd place: W. C. Hodgson (1923 Sunbeam 14) 175 miles.

Treasure Hunt: Sternol Motor Oil Prize: F. W. Joyce (1933 Sunbeam 16); 2nd place: Tie—J. Coombes (1932 Sunbeam 16) and B. Burgess (1932 Sunbeam 25).

Oldest Car Prize: Ever-Ready Handlamp: C. W. Gaskin (1901 Sunbeam-Mabley).

Most Interesting Car Prize: C. F. South Tankard: R. C. Carter (1921 23/60 Sunbeam).

RENAULT O.C.

The new Secretary of the Renault O.C. is Geoffrey Bradman, 30, Vincent Court, Seymour Place, London, W.1. Their next event will be a short rally to be held on September 10th.

* * *

QUIZ SOLUTION

Many readers sent in the correct solution to last month's quiz picture, the Riley driver being none other than Billy Cotton, the famous band-leader, at Brooklands before the war. First correct solution came from G. Gaunt of Haywards Heath and amongst others was one from Billy Cotton's son!

"THE MOTOR CAR IN FICTION"

—CONCLUSION

SELDOM has an article in any motor paper aroused so much interest amongst correspondents as that on "The Motor-Car in Fiction," which appeared in MOTOR SPORT last April. We published letters in connection with this article in the May and July issues and now propose to conclude with a summary of further letters received on this subject, for summer is the time for reading in beach-deck-chair, caravan and tent and apparently many readers are making determined attempts to locate the books referred to in our article and subsequent correspondence, so that they can acquaint themselves with this motoring of fiction—as R. J. Padfield of Maidstone says, "How very sad and nostalgic it all is, and how clever of you to have invented a new game!"

Mr. Padfield recalls a little tourer in which the young lady in "Good Companions" followed the company from town to town—he thinks no make was given, but Austin Seven was suggested.

Mr. G. M. Tulip of Houghton-le-Spring quotes some further mysterious cars from John Buchan's books, such as the "40-h.p. motor car" (? a Napier) stolen by Hannay in "The Thirty-Nine Steps," the car used by Hilda von Eineur in "Greenmantle," and the car which took "Mr. Ivery" and Mary from Italy to Switzerland in "Mr. Standfast." (Incidentally, this letter concludes with a testimonial for one of our advertisers, Mr. Bradshaw of Bristol, who did an excellent reconditioning job on the speedometer of Mr. Tulip's 1938 2-litre Aston Martin for 32s. 6d. when quotations from other sources ranged from £6 to £16.)

R. M. Kitchingham of Fleet weighs in with a Morris and a Ford in Evelyn Waugh's "Vile Bodies" and the costly "Botellini-Nine-Bacho" in A. P. Herbert's "Rumpelheimer *v.* Haddock." Mrs. E. Zettl of Dadford (shades of the drive to Silverstone!) recalls an Austin Seven and a Vauxhall limousine chased by a "long, powerful Bentley" in Miss Georgette Heyer's "Why Shoot a Butler?" (Longmans, Green & Co.) and remarks that as an ardent Vauxhall devotee she is delighted that the Vauxhall wasn't caught! Mrs. Zettl also refers to Kipling's poems in the "Definite Edition" (Hodder & Stoughton) gathered under the section "The Muse Among the Motors, 1900-1930" (page 675 onwards). G. L. Adams of Portswood sends a card to remind us of the two de Dion Bouton coupés "Ping" and "Pong" in Dornford Yates' books, and John Ahern (whose Morgan Plus Four is so much more successful than ever your Editor's was!) poses a most interesting problem, of what was the 1903 racing car of John Tanner in "Man and Superman." He quotes Act II in which Tanner says to Straker ". . . I've been told that this car is capable of 84 m.p.h.; and I already know what you are capable of when there is a rival car on the road." Mr. Ahern's guess, supported by arguments, is a G.B. Mercedes. This is followed by an air mail letter from Capt. D. K. M. Marendaz, the old Brooklands driver and constructor of Marendaz Special cars, who says he still has in his possession a Marendaz Special catalogue on which Bernard Shaw wrote "Never heard of it. And I bought a new Rolls-Royce only the other day. Why don't you advertise? G. Bernard Shaw," after a pale blue 17/80 Marendaz Special tourer appeared on the London stage in "Man and Superman."

[This would be in 1935, and about the same time Stirling Moss' mother did rallies in one of these cars.—ED.]

S. T. Anning of Leeds refers to a fine description of the chase at night on a French coast road with twin Marchal headlamps blazing and a Bentley reaching 120 m.p.h. in "Casino Royale," by Ian Fleming, quoting this extract:

"Bond's car was his only personal hobby. One of the last of the 4½-litre Bentleys with the supercharger by Amherst Villiers, he had bought it almost new in 1933 and had kept it in careful storage through the war. It was still serviced every year and, in London, a former Bentley mechanic, who worked in a garage near Bond's Chelsea flat, tended it with jealous care. Bond drove it hard and well and with an almost sensual pleasure. It was a battleship grey convertible coupé, which really did convert, and it was capable of touring at ninety with thirty miles an hour in reserve." [As we remarked last month, the blower 4½ Bentley wasn't made as late as 1933.—ED.]

Then J. B. Carver of M.V. "Port Talbot" remembers a vintage or p.v.t. Duesenberg used fictionally by Ellery Queen, and F. Harmer-Brown of Farnborough, brings evidence to suggest that Dornford Yates' "Lowland" was a Roesch Talbot. Bentley Six, Armstrong-Siddeley and a "Clemonda" figure in Gilbert Frankau's "Christopher Strong," says C. Hartley of Liverpool, while E. M. Jordan of Shirley, also recalling the blower Bentley in "Casino Royale" remarks that car and owner appear in two subsequent novels, of which "Moonraker" features also a 300S Mercedes-Benz(!) and an Alfa-Romeo, not to mention a Bowaters' lorry. The same correspondent names an Hispano-Suiza in Elleston Trevor's novel of Dunkirk "The Big Pick Up."

Mr. A. A. Ayling of East Dulwich draws attention to the Rolls-Royce which is the central figure in "Mr. Denning Drives North," and A. Carson Simpson of Philadelphia, after amusingly taking us to task for suggesting that Sherlock Holmes was the greatest detective of *fiction* (for this correspondent attended Holmes' 100th birthday-party a year ago last January!) writes of the 100-h.p. Benz limousine which appears with the model-T Ford in "His Last Bow" and poses some Holmsian problems as to exactly what type of body Dr. Watson had on that Ford, inasmuch as the bound form of Von Bork was put into the "spare seat," *i.e.*, a dickey seat, or the back seat of a tourer or sedan?

A. L. D. Temple of Formby has done some research on the "Lowland" and finds it appears first in "Adele and Co." which was published in 1931, which spoils his assumption that it might be a Speed Twenty Alvis [But still permits of Roesch Talbot!—ED.]. He refers to other Yates' makes, the "Roquefort," that in "Maiden Stakes" costing some £2,200 in the nineteen-twenties and being very prone to boil, and the Lapland. Mr. Temple also says Peter Cheyney liked to give his private detectives Jaguars.

R. Price Wyken quotes a 1911 car in "The Fast Lady," and Aston Martin, Pegaso and Lancia in "The Flaw in the Crystal" by Godfrey Smith (Victor Gollancz) also quoted by A. Harding of Queen's Gate. Aston Martins, J. Classey of Denmark Hill tells us, also figure in "The Wooden Horse" by Eric Williams [non-fiction.—ED.] in which a day-dream of batting down the Great North Road in the early dawn before the war is described, and in "Most Secret" in which a coupé version takes the leading character and his girl-friend down to their beloved boats. The monocled detective of boyhood fiction, Falcon Swift, used an Hispano-Suiza and Mr. Classey recollects a 4½-litre Lagonda driven swiftly out of London in "A Way Through the Wood," by Nigel Balchin. M. R. Neville of Richmond recommends the motor-cycling in Henry Williamson's "The Sun and the Sand," and Ian Hay's "Knight on Wheels." Eric Fleming of New Jersey, U.S.A., who owns a supercharged TC M.G. Midget, details the following motor-racing novels: "The Chequered Flag," by John Mercereau (1924); "Cockpit," by Warwick Scott (1953); "The Streak," by Paul Darcy Boleo (1953); "The Racer," by Hans Ruesch (1953); and "Hero Driver," by Alfred Coppel (1954).

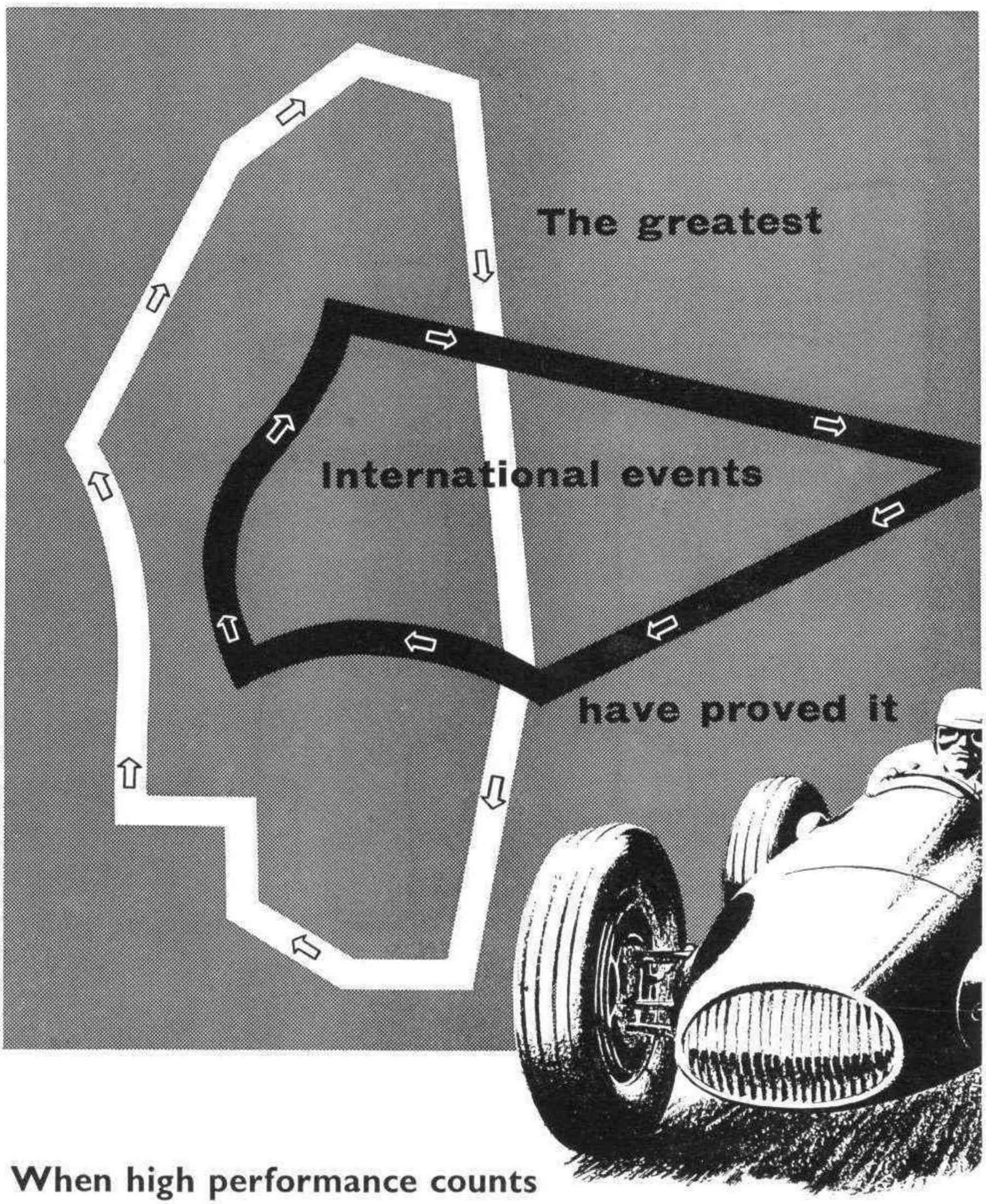
On a less happy note, Bernard Norman asks us to note, in answer to the letter from R. F. Robson (May, page 258), that he didn't write "The Man in Black," nor did he ever disable Goering's Mercedes-Benz with wire cutters.

Finally, to really conclude, B. M. P. Samuelson of Lingfield writes thus of Royal cars, which is yet another nostalgic aspect of motoring and motor cars:-

"That pair of Rolls illustrated in your April issue had a destiny more exotic than anything Dornford Yates thought of. They were delivered, in 1921, to the Emperor of Japan. I don't suppose the Emperor's discarded carriages are sold for high-class hire work, so they are probably still somewhere about the Palace grounds in Tokyo.

"Royalty and the motor car is a subject no less fascinating and perhaps even stranger than the motor car in fiction. The Czar of Russia's 70-h.p. Delaunay-Belleville of 1910 was specially fitted with a compressed-air starting system, lest a back-fire at starting should, reasonably enough, strike terror into its Imperial occupants. Our own Royal Family used to buy its Daimlers by the handful, but expect them to serve for twelve or fourteen years. When a fresh batch was ordered in 1924, it was commanded that they should be fitted with exactly similar engines to the 1910 cars—none of your miserable 35s or 45s, but the great 9½-litre 57-h.p., which had been obsolete since the last coronation. In point of fact, these engines, twelve years later, were probably putting out a lot less smoke than their "high-speed" steel-sleeved successors would have done. When these cars were replaced in 1936, it was by another model that officially did not exist—the overhead-valve double-six. And now the tradition is carried on with the straight-eight Rolls-Royce. "Then there was King Alphonso—and all those Maharajahs—what a choice they all had, too! Nowadays you might just as well *not* own an oil-well—buy a pink Cadillac, the next Sheikh up the road gets a purple one, and the American quartermaster-sergeant has three—one on, one at the wash, and one in the ditch.

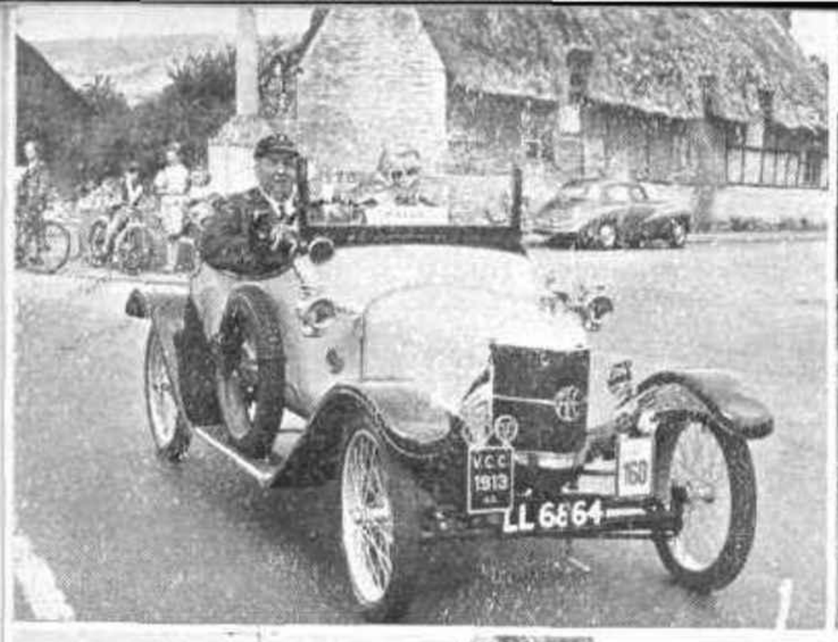
"Meanwhile, I am at present negotiating for the ex-King of Megalomania's 135-h.p. chain-drive Mercedes, an eighteen-foot wheelbase Berline-de-Voyage, with rococo candelabra, sweet and dry champagne laid on, and a couple of running footmen."



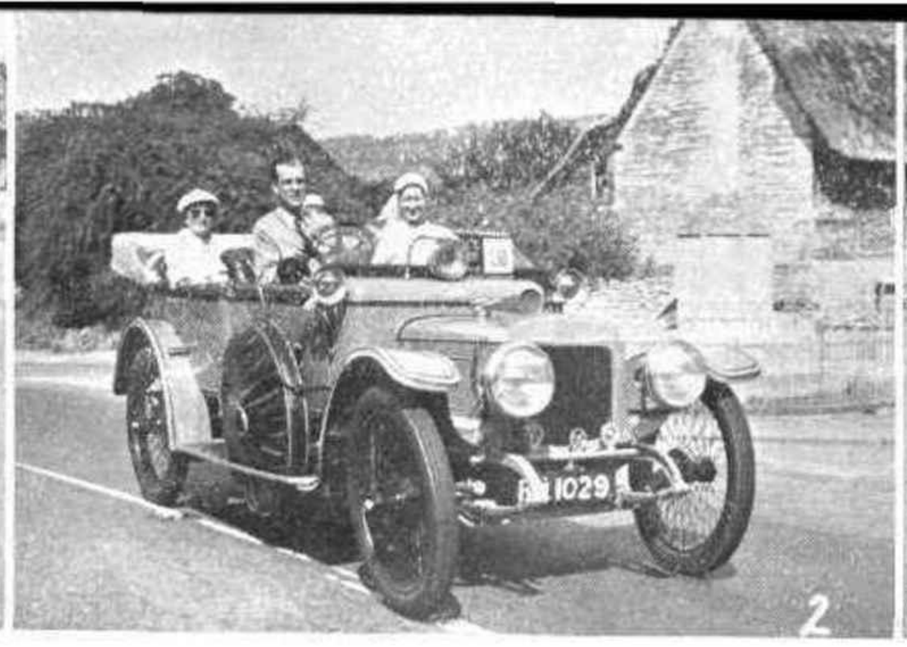
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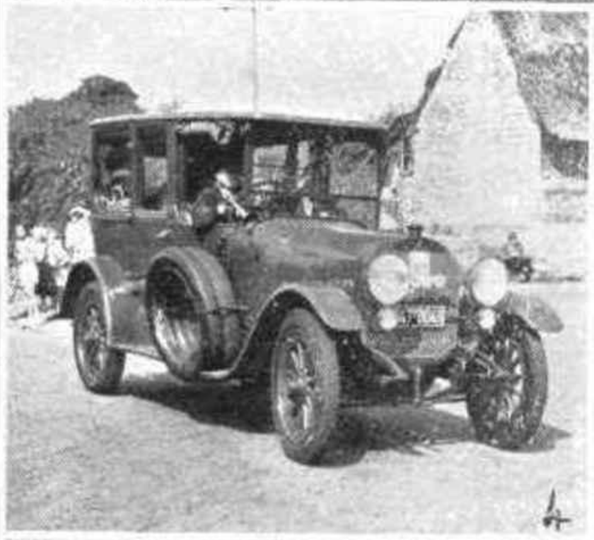
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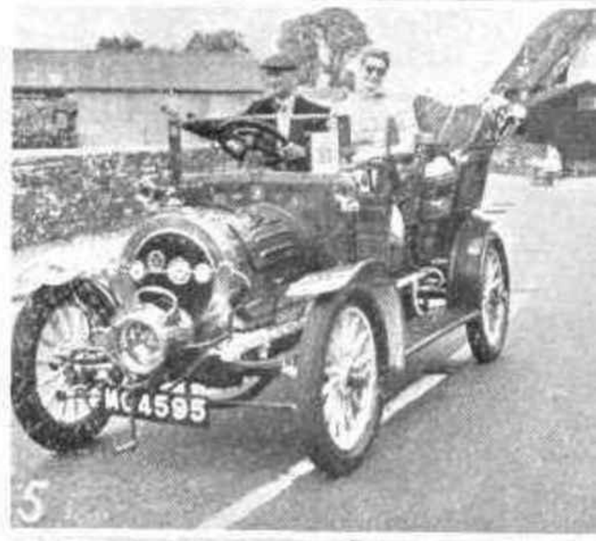


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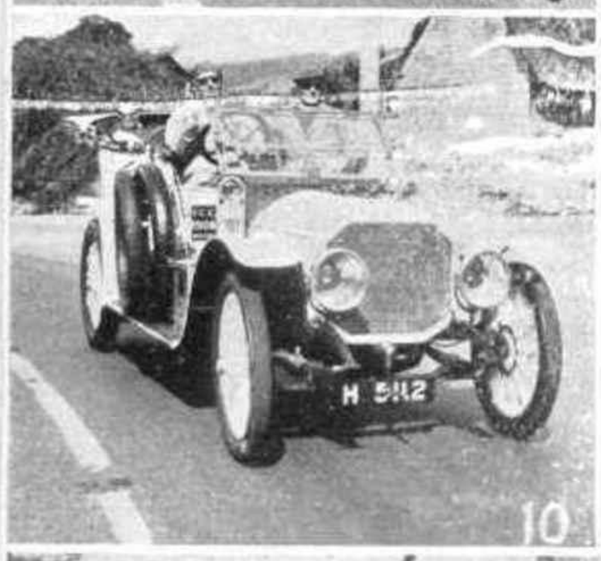

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SILVER JUBILEE RALLY OF THE V.C.C.

THE International Rally which marked the Silver Jubilee of the Veteran Car Club took place from July 6th-10th. It consisted of rallying in pre-1917 cars from starting points at London, Cambridge, York, Chester and Bristol to Stratford-upon-Avon on the first two days, converging by two routes to Cheltenham on July 8th, from whence the competitors rallied to Longbridge for driving tests on the Saturday, to conclude their journeying at Leamington Spa on the Sunday, for a Concours d'Elegance.

All manner of attractions were enjoyed *en route* and a visit was arranged to the oil refineries of the Regent Oil Company Ltd. at Stourport, who sponsored the event.

This great occasion in the annals of the V.C.C. attracted a total of 204 veteran and Edwardian motor cars, with entries from veteran car organisations in Belgium, Eire, France, Germany, Holland, Norway, Sweden, America (A.A.C.A. and V.M.C.C.A.) and our own V.S.C.C., as well as those of the V.C.C. The rally was sub-divided into classes, that for pre-1901 cars attracting ten entries, the 1901-1904 class 66 entries, the 1905-1910 class 51 entries and the 1911-1916 category 77 entries: not all these undertook the full route.

At first sight it might seem a rather uninspiring contest, for no time-controls were in force save at the final check points and a very easy schedule was required. In fact, this proved a very sensible way of conducting such a rally, as competitors were free to stop as and when they wished and, becoming spaced out along the roads, congestion was avoided.

The start of the London contingent from Putney Heath in warm sunshine had an air of carnival about it as the brightly-painted veterans, brasswork sparkling, took to the road.

Dressing-up is prohibited by the V.C.C., so that the number of persons who saw fit to wear deerstalkers was astonishing, such headgear surely being more appropriate to bleak, wind and rain-swept moors than to motoring at modest speeds on an English summer's day? The occupants of one 40/50 Rolls-Royce were seen to prefer sailor's hats—or was this chauffeur's summer attire?

Before Lord Brabazon commenced the task of flagging-off competitors with his Union Jack, R. Schimp of Belgium was in demand by Press photographers as he filled the side radiators of his 1902 6-h.p. Renault, while P. J. Wellingham was taking no chances and had a very complete tool-kit aboard his 1901 4½-h.p. de Dion Bouton. Attracting much comment was the Swedish entry of a 1910 10-h.p.

Continued on page 473

KEY TO SURROUNDING ILLUSTRATIONS

1. *J. Crabb's* 1913 10-*h.p. A.C.*
2. *J. A. G. Burchell's* 1911 15-*h.p. Daimler.*
3. *F. H. Parker's* 1910 5/6-*h.p. A.C. Sociable.*
4. *M. J. B. Rauck's* 1914 45/50-*h.p. Mercedes.*
5. *F. Reece's* 1905 12/18-*h.p. Spyker.*
6. *G. G. Edmund's* 1913 30/36-*h.p. Siddeley-Deasy.*
7. *H. R. Timmis'* 1910 15/20-*h.p. Mercedes.*
8. *N. Manby's* 1907 12-*h.p. Robinson.*
9. *G. McGregor-Craig's* 1904 6-*h.p. de Dion Bouton.*
10. *W. A. L. Cook's* 1908 45/50-*h.p. Mercedes.*
11. *P. C. Tulley's* 1914 *model-T Ford and Dr. J. W. E. Fellows'* 1910 5/6-*h.p. A.C.*
12. *J. M. A. Patterson's* 1903 20-*h.p. Winton.*
13. *C. J. Bendall's* 1911 40/50-*h.p. Rolls-Royce.*
14. *Mrs. H. Kitson's* 1914 8-*h.p. Humberette.*

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PICTORIAL REVIEW

British Grand Prix E.C.C.C. Snetterton Brands Hatch

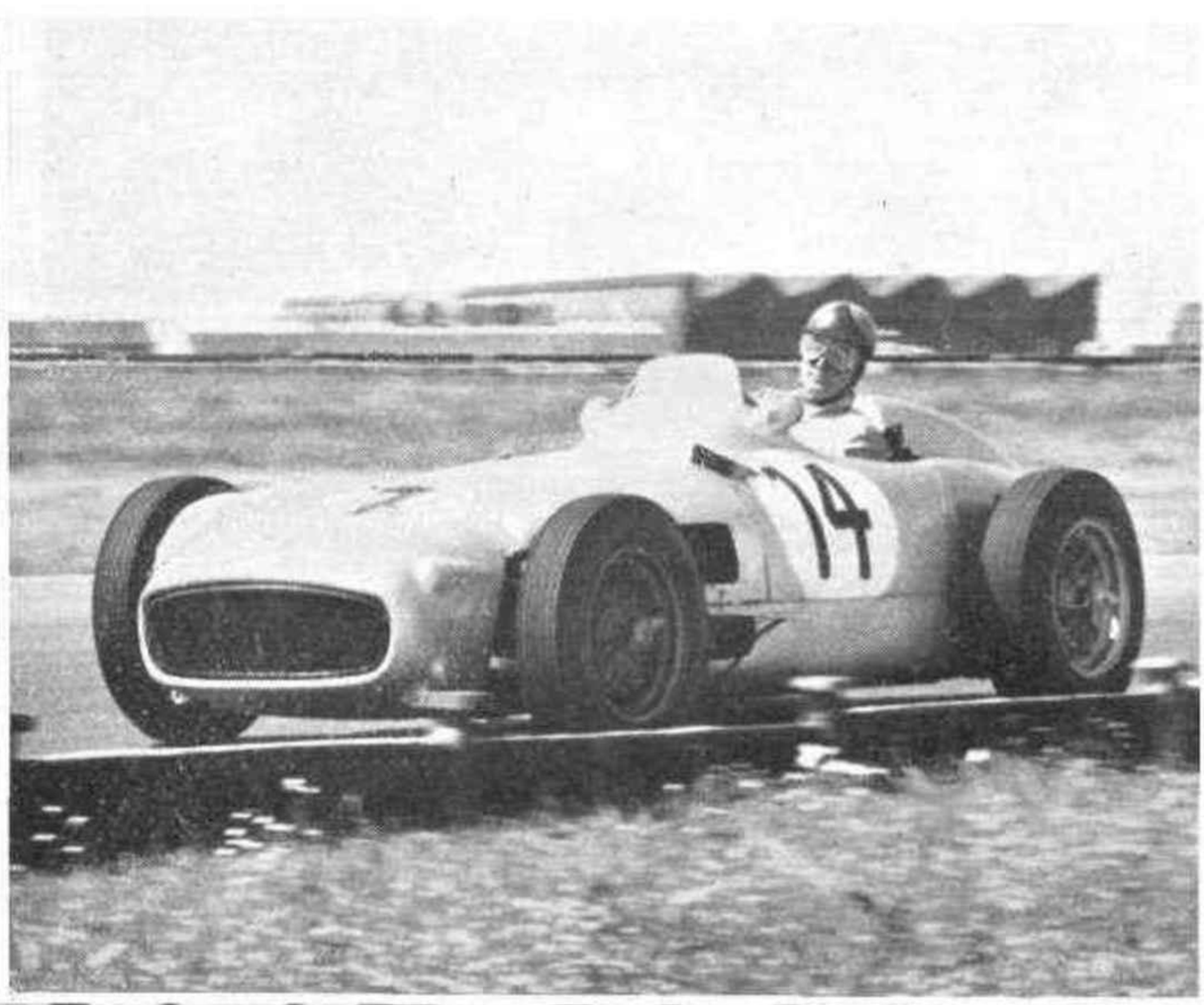
M.C.C. Silverstone V.C.C. Jubilee Rally 750 M.C. Relay Race

Top, left : BRITISH HOPE.—Harry Schell, after retiring in his Vanwall Special, put on a most impressive display in the car Wharton had been driving, to get home ninth and last—but at least a finisher, the only British car to do so.

Top, right : GOOD BOY.—Karl Kling handled his medium-wheelbase Mercedes-Benz extremely well at Aintree, finished third, ahead of Taruffi, in a magnificent 1, 2, 3, 4 Mercedes-Benz finish. He completed the full 90 laps.

Bottom: FIRST BRITISHER TO WIN THE BRITISH GRAND PRIX.—Stirling Moss drove impeccably to win his first Grand Prix in the short-chassis Monaco-type Mercedes-Benz at the " Daily Telegraph "/B.A.R.C. British G.P. at Aintree. He averaged 86.47 m.p.h. and set a new lap record of 89.7 m.p.h., finishing half-a-length ahead of Fangio.









GIANT KILLER.—The 1,100-c.c. rear-engined Cooper, here seen being driven by J. Russell, went so well that it was faster than many much larger cars. It was only 7 m.p.h. slower than the race winner at Snetterton.



FAST MOTORING.—Archie Scott-Brown in the background, driving the Lister-Bristol, with D. F Sidwell in the Swallow Doretti keeping clear.



PAST AND PRESENT.—J. Mason's 1,095-c.c. Riley, showed that what it lost on the straight it could gain on the corner. It is here right up beside R. Bidewell (TF M.G.), at the E.C.M.C. Race Meeting at Snetterton.



"HUNDRED" AWAY.—Roy Salvadori has already pa being followed by Scott-Brown (Lister Bristol), and the th superb cornering enabled him to show

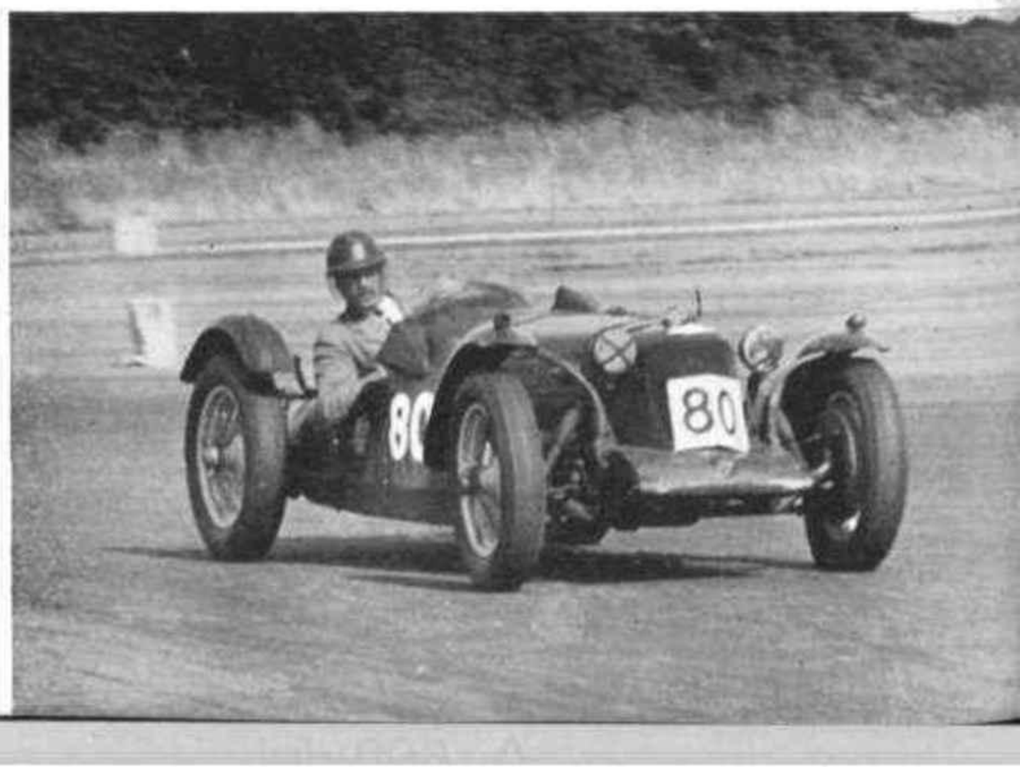


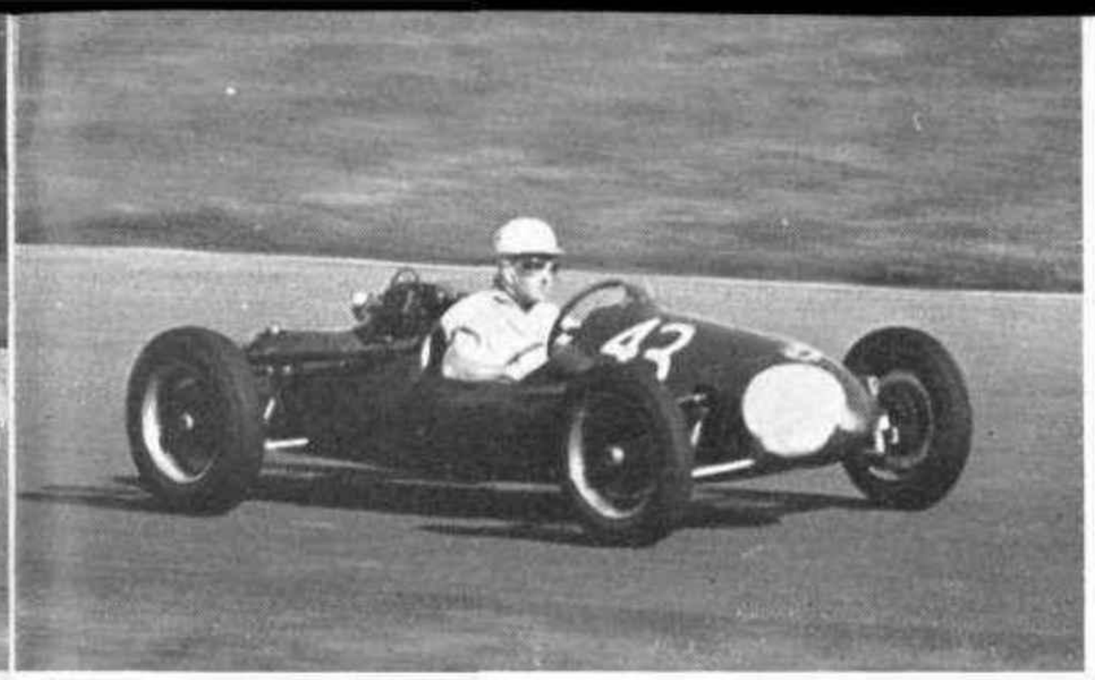
SPEED LADY.—Miss Angela Brown in an Aston Martin at the E.C.M.C. Race Meeting at Snetterton. She gave a very good performance in the second scratch race, coming second. In the hundred-mile race she stopped to give assistance to Abecassis who had crashed.



THE TR2 WALTZ.—On the first lap of the Triumph TR2 race, the middle and rear of the field gave a demonstration of this new waltz as they came round the hairpin.

RILEY MAN.—P. J. E. Binns, in the 1,087-c.c Riley in which he won the MOTOR SPORT *Trophy Handi cap.*

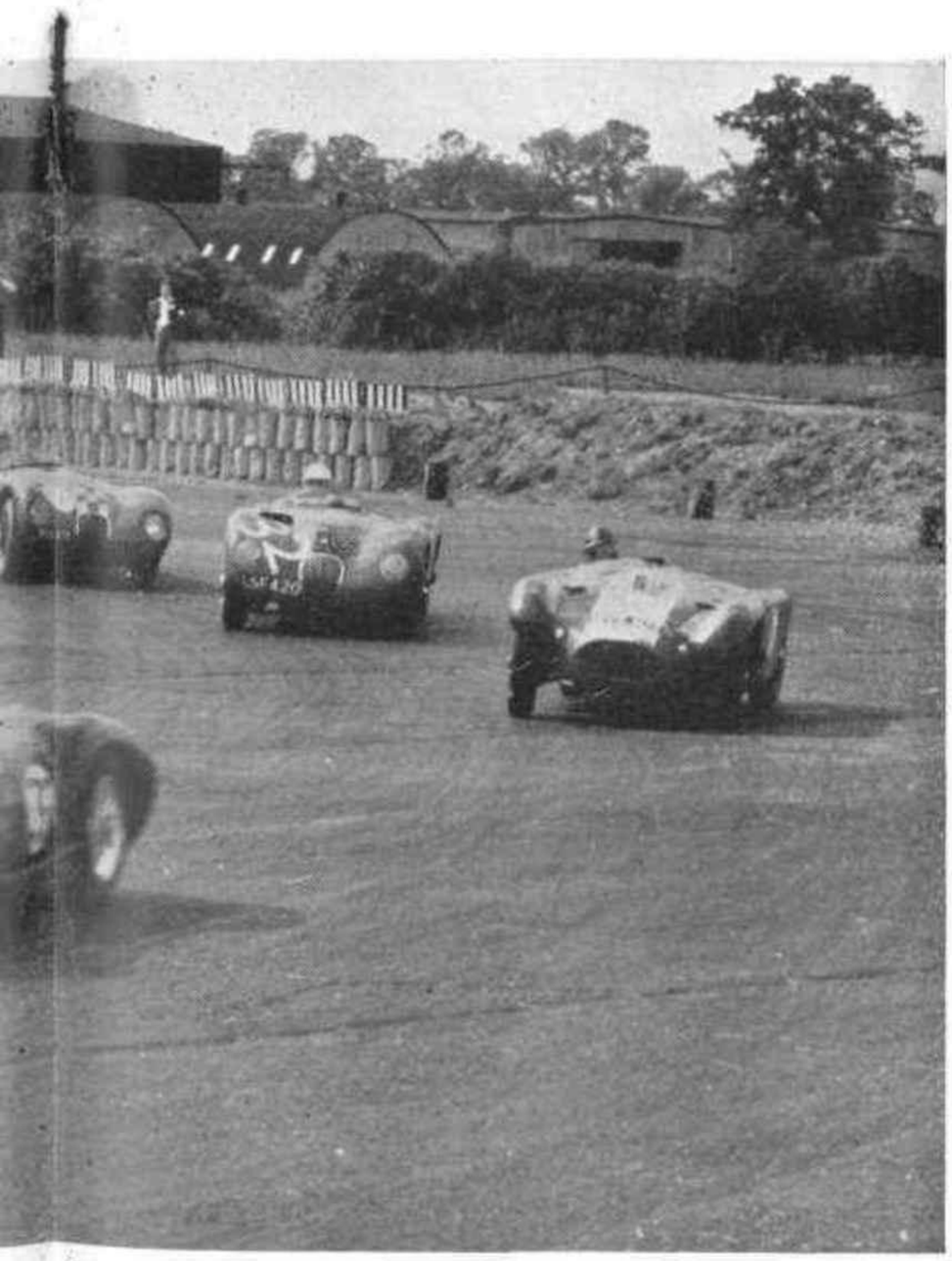




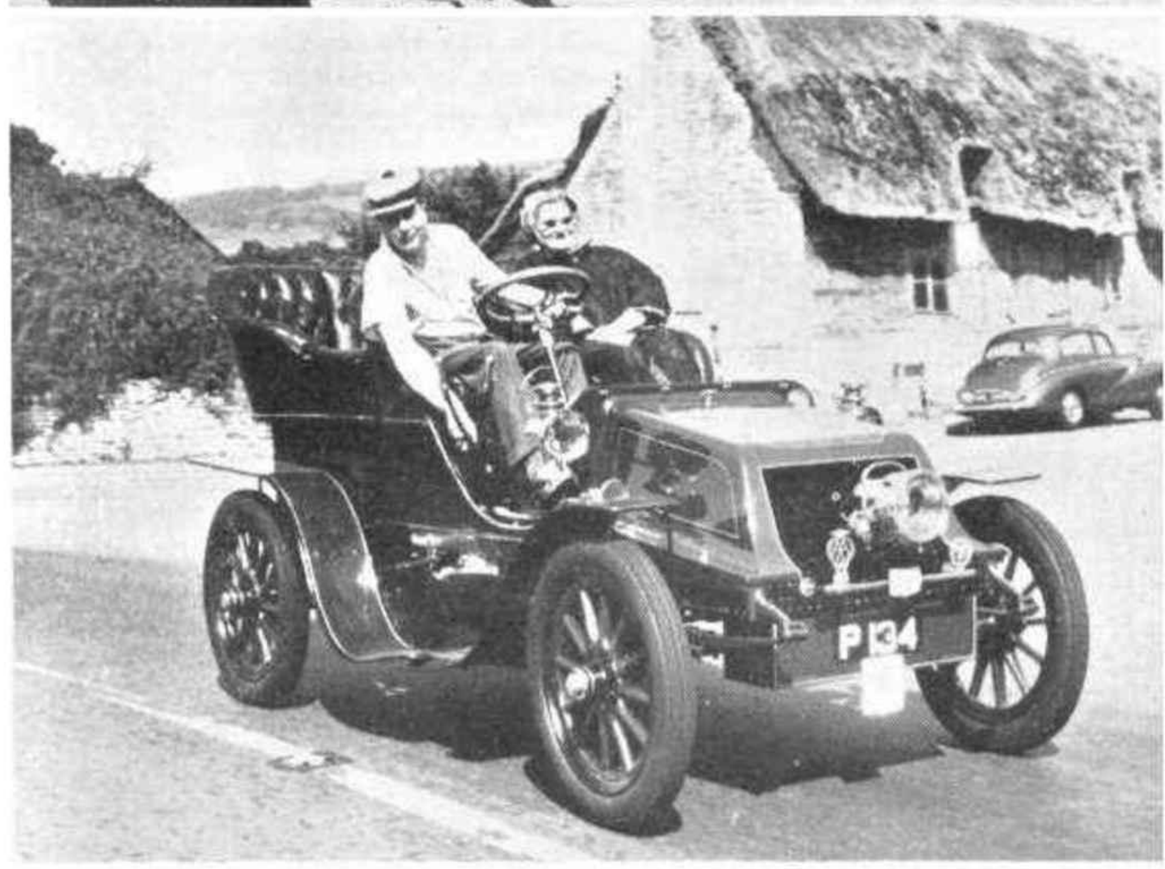
THE MAESTRO HIMSELF.—S. Lewis-Evans, driving a Cooper Norton at Brand's Hatch, on July 10th.



FAMOUS STAR of the film "Genevieve," the 1904 Darracq is seen resting during the V.C.C. Silver Jubilee Rally, beside R. Bonni's 1911 single-cylinder Zebre, a French entry wearing two different competition numbers.



ssed out of the camera's view. In the picture Abecassis (H.W.M.) is ree C-Type Jaguars of Smith, Prothero and Bland. Scott-Brown's these more powerful cars a clean pair of heels.



FAST CORNERING!—The 1903 two-cylinder chain-driven Winton getting along well in Bishops Cleeve, with thatched cottage and modern Sunbeam as a background.



MODEL-T's MEET.—A 1926 model-T Ford van laden with hardwear photographed beside A. Coffin's 1915 model-T Ford, during the V.C.C. Silver Jubilee Rally.

EASY DOES IT.—M. J. Parkes, in the much modified Frazer-Nash coming round Beckett's Corner at the M.C.C. meeting.



STEADY DRIVING.—L. E. Hall's B.M.W., seen near Beckett's Corner, performing in the second one-hour trial for cars in the M.C.C. race meeting at Silverstone.

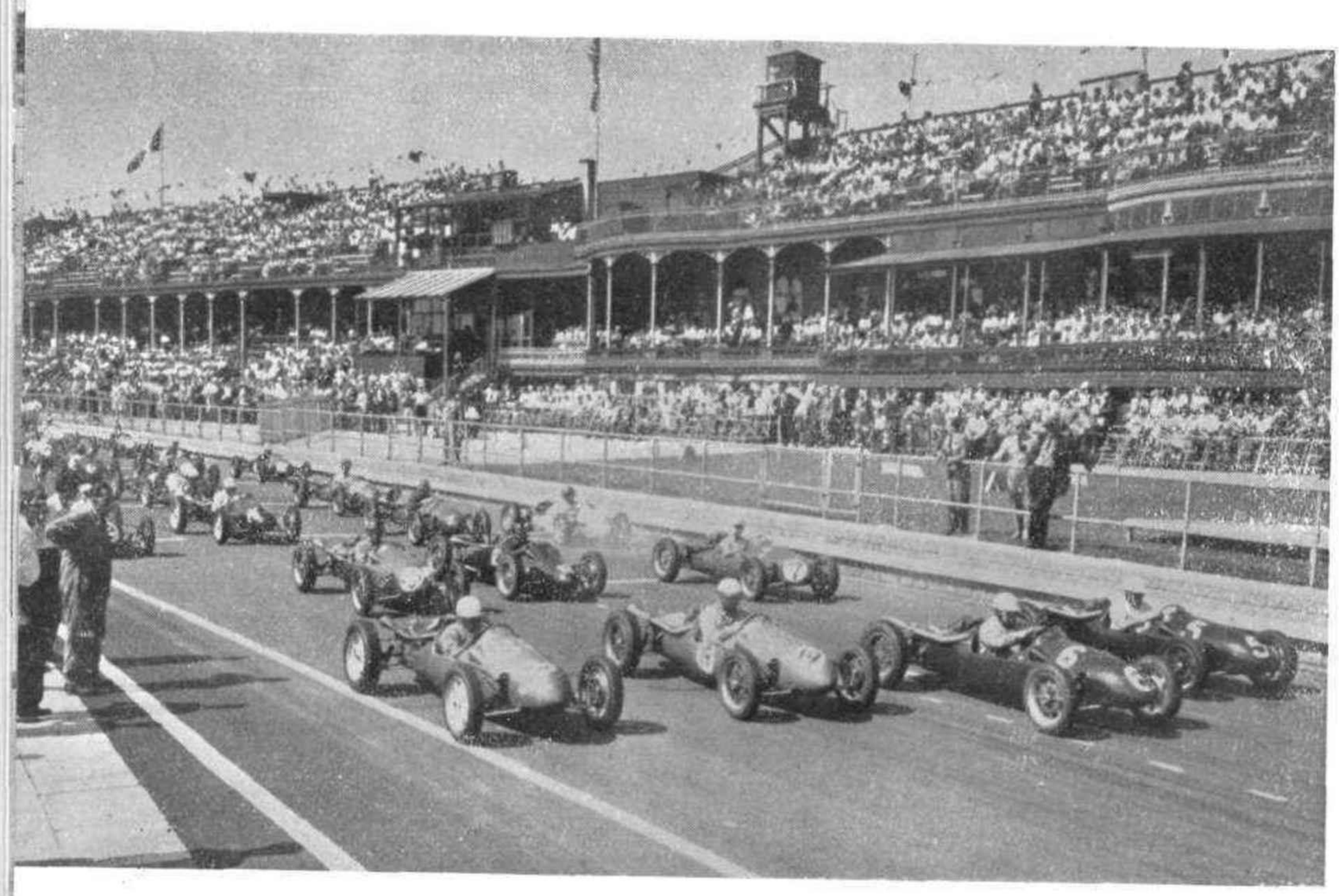




MASTER.—Fangio showing Moss the way round Aintree circuit on the occasion of Daimler-Benz's convincing demonstration of supremacy in G.P. racing.

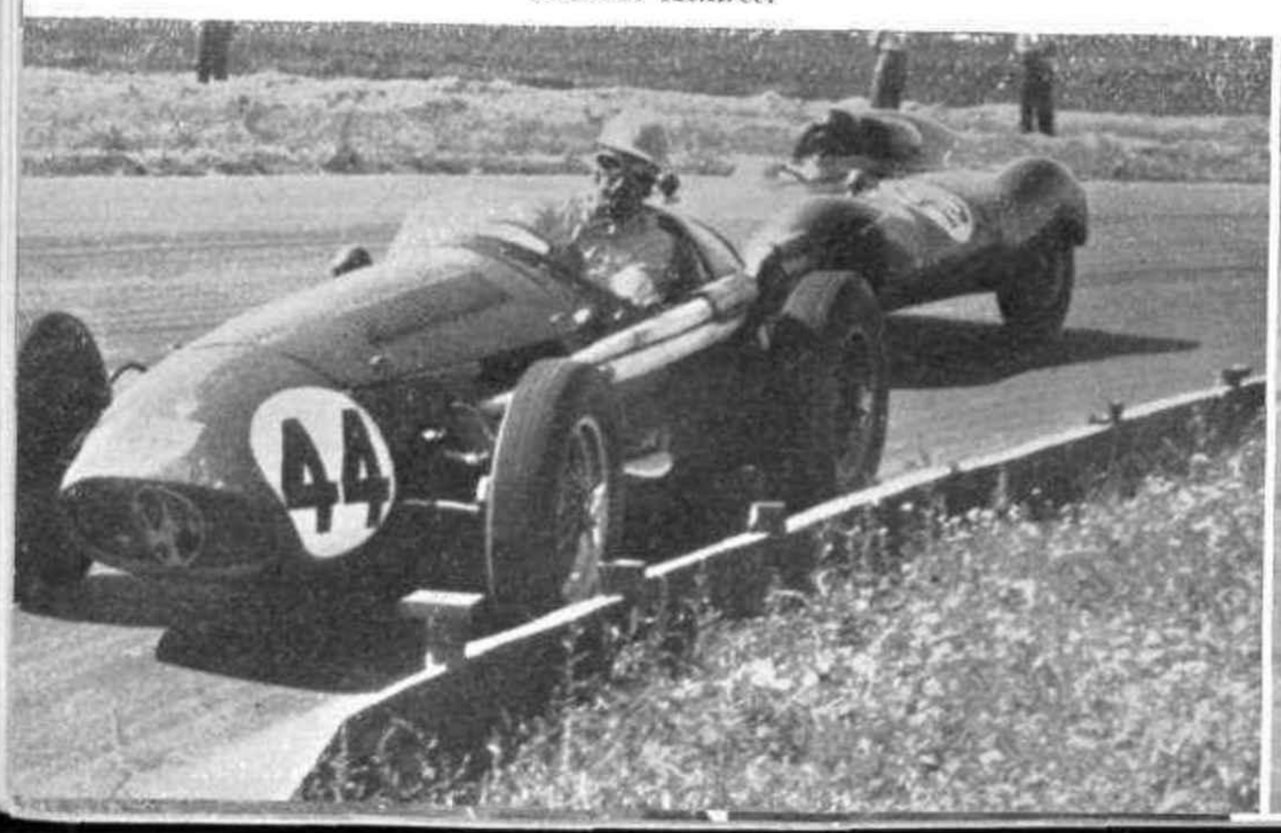


SPORTS-CAR LEADER.—R. Salvadori driving through the Melling Crossing at Aintree to lead his three team-mates and win the 17-lap sports-car race for Aston Martin.

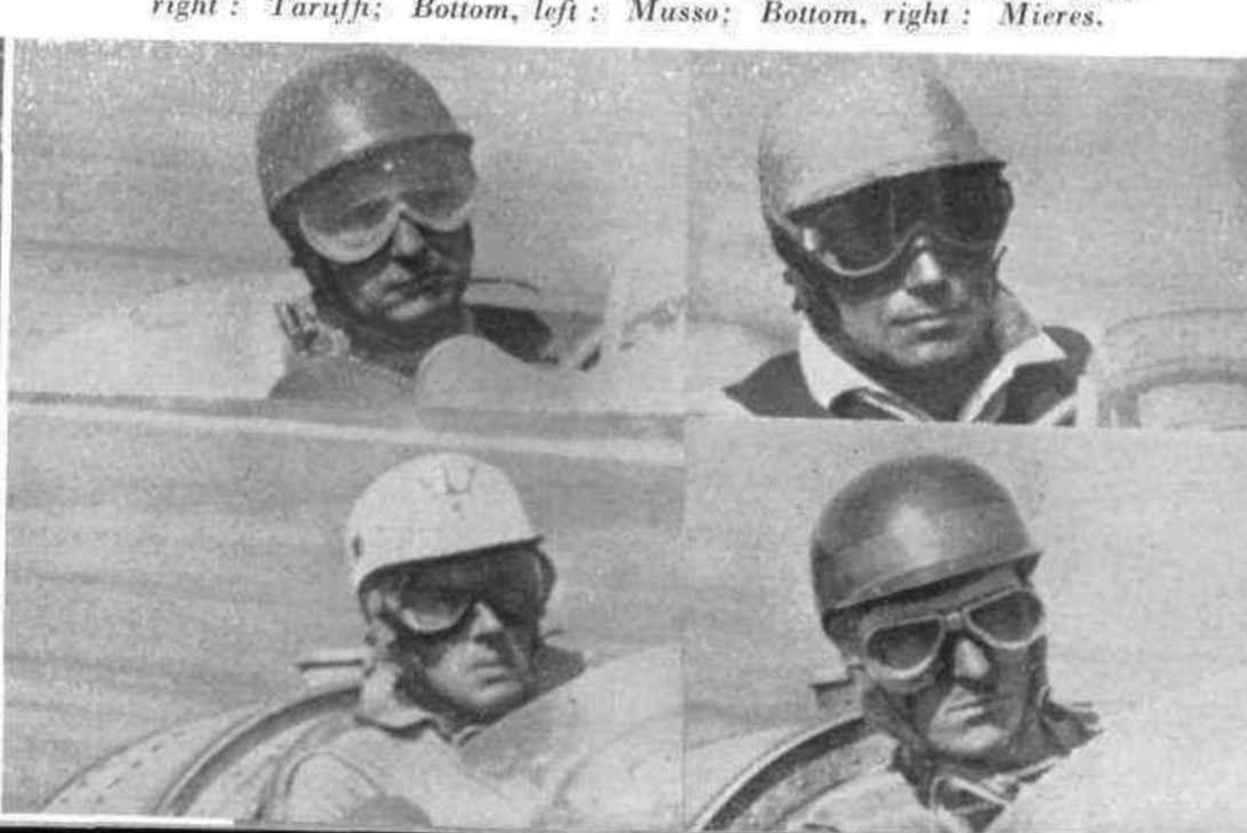


AINTREE LINE-UP.—The start of the 17-lap Formula III race on the morning of the British Grand Prix, with the permanent grandstands of the Liverpool circuit as a background. Bueb (No. 6) gets a good start from the front row, with Russell (on his left) close up and Fergusson and Boshier-Jones well away.

ENGLISH CONTENDERS FOR G.P. HONOURS.—Roy Salvadori corners the Gilby Eng. Co. Maserati ahead of Brabham's new F.I Cooper with oversize, rear-placed Bristol engine, during the British G.P. at Aintree.

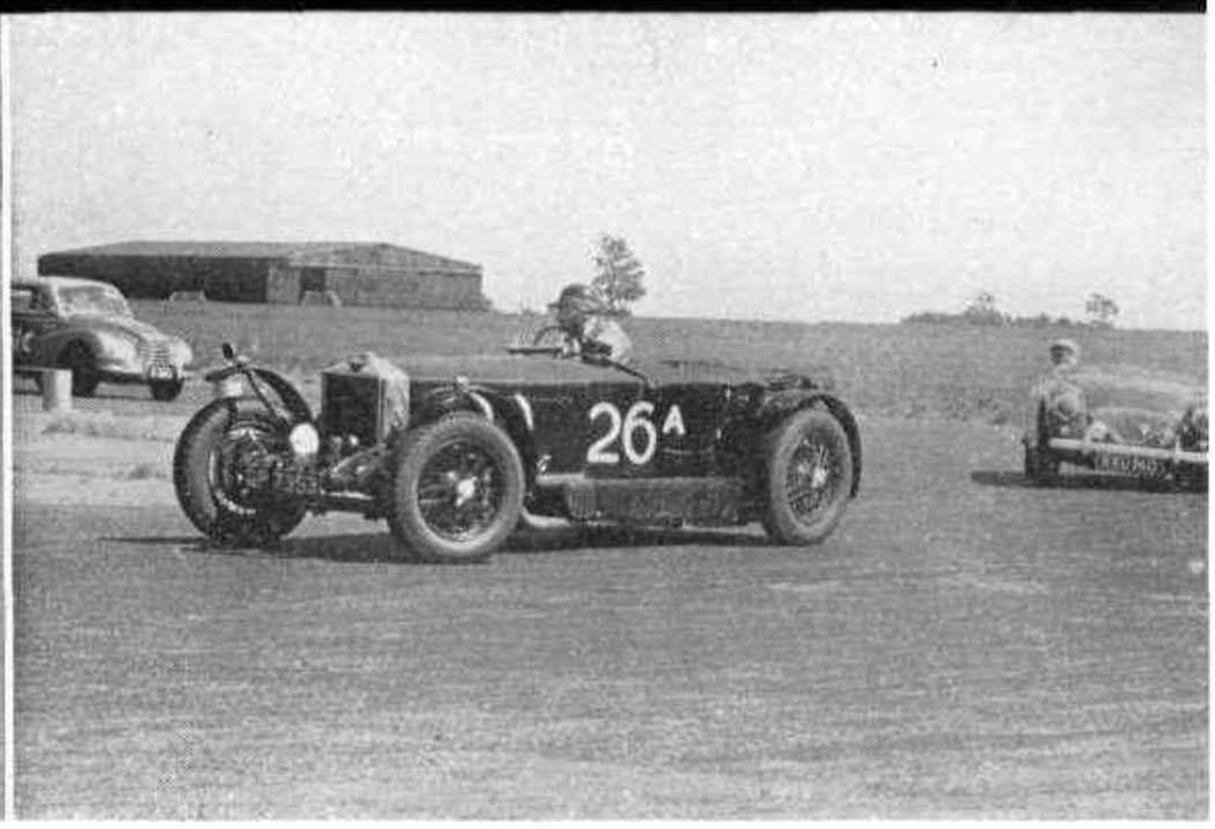


DRIVING STYLES AT AINTREE.—Top, left: Fangio; Top, right: Taruffi; Bottom, left: Musso; Bottom, right: Mieres.

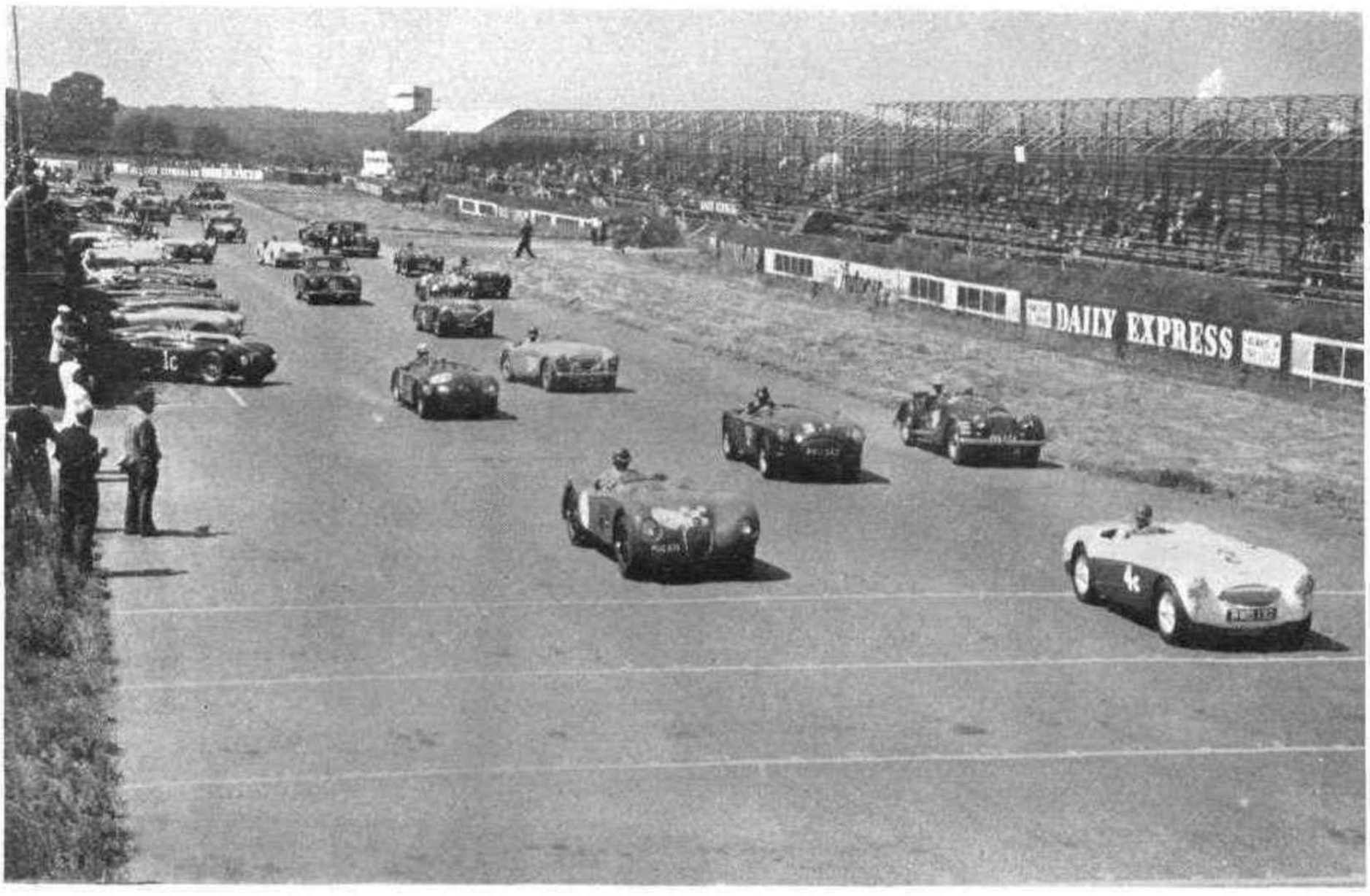




COMING UP.—W. A. Liddell's Coventry-Climax-engined Buckler DD1 of the Casuals Team was fourth fastest car in the 750 M.C. Relay Race. It is here seen catching C. R. Hanson's rather slow Austin-Healey.



HEAVY METAL.—Lord Ebury cornering his 100-m.p.h. low-chassis 4½-litre Invicta at modified Maggotts Corner during the relay race, followed by an Austin-Healey and Dr. C. D. MacCarthy's D.K.W. Sonderklasse.

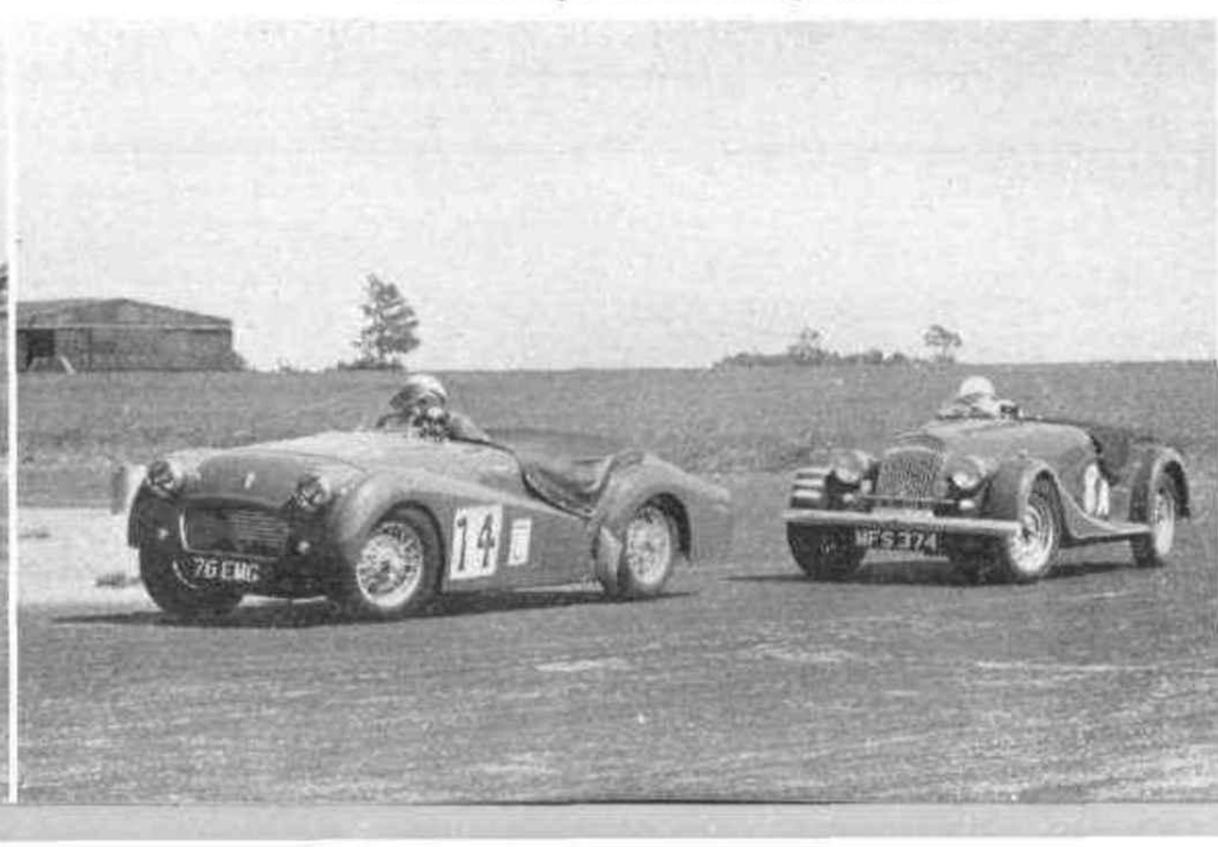


LE MANS-STYLE START.—This year's 750 M.C. Six-Hour Relay Race gets under way, with J. F. Dalton's very fast Austin-Healey in the lead from E. Protheroe's C-type Jaguar of the Scratch Team. The race was good value but the grandstands present a very different appearance from Grand Prix days.

CLOSE COMPANY.—T. W. Dargue's M.G. Special follows an Alvis and H. E. Rumsey's Triumph TR2 at Maggotts during the relay race. The Alvis broke a rear spring, which was replaced by one from the team manager's saloon.

ON MAGGOTTS as it was laid out for the relay race, D. A. Payne's Triumph TR2, in the team which finished third, leads W. D. Bertram in one of the many Morgan Plus Four entries, one of which lost a stub-axle right at the end of the race.





CASTROL WINS

BRITISH GRAND PRIX

MERCEDES-BENZ

1ST 2ND 3RD 4TH

SPORTS-CAR RACE

ASTON MARTIN

1ST 2ND 3RD 4TH

1,500 TO 2,000 c.c. CLASS

1ST LISTER-BRISTOL



THE MASTERPIECE IN OILS

V.C.C. SILVER JUBILEE RALLY—continued from page 466.

Brush 2-seater by A. Soderstrom, which had the authentic tubular wooden front axle sprung on coil springs, and left-hand drive. T. W. Lightfoot's 1902 15-h.p. Panhard-Levassor carried the name "The Monster" on its bonnet and the French-entered 1911 12/15 Panhard-Levassor of J. G. Djaniguian had a typically Panhard, slightly-vee radiator bearing the entwined "PL" emblem.

Germany's 1912 20/30 Benz limousine driven by K. W. Ostwald was less well turned-out than most of our veterans, such as L. H. Paget's bright yellow 1912 12-h.p. Austin. We noticed that B. S. Isquick's 1909 Hupmobile from the U.S.A. had turned into a sizeable Delaunay-Belleville.

We were sorry to see the last starter, G. C. Prosch's Norwegian-entered 1912 18-h.p. Minerva tourer *en panne* at the roundabout on the Merton spur of the Kingston by-pass with a broken near-side stub-axle, its wire wheel lying forlornly beside it.

The Brush was stationary in a garage at Esher as we closed on the earlier starters, and Wellingham's De Dion Bouton was going well through Cobham, watched by a Pearly King.

Along the Fairmile, Lightfoot's Panhard-Levassor was using a lot of road trying to overtake Wellingham's De Dion, and Major Browell's 1903 10-h.p. Siddeley seemed to be going back to London, as did A. D. Eaglefield's 1904 12/16 Clement-Talbot on the Guildford by-pass.

The American-entered 1915 black model-T Ford tourer of D. C. White was caught up with here, the lady passenger on the right as this is a l.h.d. car. Just ahead was R. Schimp's Renault, going nicely. R. Lucas' 1902 6-h.p. Roy from France had some dicey moments turning onto the Hogsback, probably expecting traffic from the right to give way to him, but all was well.

In the sun on the Hogsback many competitors were enjoying a picnic lunch, including G. R. Mann in his 1908 25/30 Vinot et Deguingand, and many of the more affluent vehicles graced the car-park of the Hogsback Hotel, with Stradling's queer-looking yellow Unic coupé very prominent. Not so M. Liber, who was "making the progress" on his 1908 8/10 2-cylinder Delahaye, followed by an Armstrong-Siddeley Sapphire saloon.

After taking lunch in Farnham we wanted to see what the long hill up past the Castle would do to the old cars. Most of them took it without a falter, but H. O. S. Bridcutt proved agile in jumping from his 1904 6-h.p. single-cylinder De Dion Bouton to assist it for a short distance near the summit and our passenger did likewise from the VW to help Stewart Norrington re-start his 1908 12-h.p. Adler when, alone in the car, he had changed down too late on the final steep bit and come to rest, clutch slipping. Before this he had feared a baulk from the same entrant's 1912 15-h.p. Charron drophead coupé, but it went up non-stop trailing a cloud of oil-smoke. The 40/50 Rolls-Royce cars of W. F. Watson (1911 limousine) and M. H. Vivian (1913 torpedo tourer) went up strongly, and so did D. C. White's model-T Ford, although he changed into "low," got back into "high," but almost at once went into "low" again.

Most of the competitors left Hampshire for Berkshire soon after lunchtime, but Paget's Austin left later than many and at 4.45 p.m. F. H. Parker's 1910 A.C. Sociable was turf-turfing through sleepy Odiham. Incidentally, D. J. W. Penrose of Cambridge seems to have made a corner in A.C. box-vans, entering two, of differing years.

The excellent weather continued throughout the rally and on the third day, as some of the competitors visited the Regent Oil Company's Stourport refinery and others undertook a tour of the Cotswolds, all converging just before Bishops Cleeve to run into the dignified spa town of Cheltenham for the night, conditions could not have been better.

The cars were routed along grass-verged roads which, except for their width and absence of dust, must look today much as they did when the rally cars were being built. They avoided the long climb over Winchcomb Hill, although J. H. Dowson's 1914 Stellite had taken this route and was seen parked at the top while its owner enjoyed the view.

At 2.15 p.m. the official cars, consisting of Fidgeon's 14/40 Sunbeam and a Bentley, went by and we met up with the veterans themselves. Many were refuelling or being tittivated in fields and garages, T. G. Wells' 1912 10/12 Belsize was parked in the shade of a tree, but C. G. Bellingham was alone in his 1902 2-cylinder Panhard-Levassor, which was going well to a rattle of chains.

A. W. Coffin (1915 model-T Ford tourer) had come upon a 1926 one-tonner model-T Ford lorry hawking brushes and pots and pans along the Cotswold lanes and had signalled it to stop, to learn that the driver had owned it since new and that it had never missed a day's work in all its 29 years. After a pause to photograph these two model-Ts we went as far as Bishops Cleeve, noticing that J. P. Smith had the Stepney spare on the off-side front wheel of his 1904 2-cylinder 10-h.p. Rolls-Royce and J. D. Parsonage elected to keep the hood up on his 1909 2-cylinder 8-h.p. Renault, in contrast to the many cars whose lady passengers wore summer frocks, even sun-tops, and were getting nicely scorched in the July sunshine—notably the lady in A. Tyler's 1899 3½-h.p. Decauville, a girl in sun-top in Major Browell's 1903 Siddeley and a very sun-tanned girl in D. Hulme's 1912 13.9-h.p. B.S.A.

Several of the cars were driven by the ladies, such as Mrs. Kitson, who made a determined change-down on her 1914 Humberette, her hat and veil in keeping with the car, Mrs. North who was alone in her husband's 1907 12/14 Singer tourer (was this one found at a garage between Aldershot and Guildford during the war?), Mrs. Hebden from the U.S.A. in a 1907 two-cylinder 12-h.p. Autocar runabout, she and her husband wearing tartan tam-o-shanters, and Mrs. Oakden in her 1912 Rover Twelve tourer.

D. J. W. Penrose had a lady peering out of the large box on the front of his 1912 5/6-h.p. A.C. box-van, L. G. Higham's 1903 two-cylinder Panhard-Levassor didn't seem at all perturbed by the rubbing noise coming from its machinery, the long central chain-drive of J. M. A. Paterson's 1903 20-h.p. two-cylinder. Winton was impressive, and H. R. Smith's 1911 8-h.p. Renault carried stacks of luggage.

Air Chief-Marshal Sir Alec Coryton, K.C.B., went past in his 1903 6-h.p. Napoleon with a "pobble-pobble" noise from its single-cylinder engine, A. E. Stradling's yellow 1913 Unic coupé appeared laden-down with badges, the Spyker "film-star" car of F. Reece (dated now as 1905) carried plenty of suit-cases, C. A. Shillan's 1901 two-cylinder 7-h.p. Panhard-Levassor rattled its driving chains, the covered-top 1902 Renault of R. Schimp was still turf-turfing merrily along. The rear-seat occupant of J. A. Lamb's 1909 10-h.p. Alldays and Onions had his feet up and looked supremely contented, while J. H. Woodin grappled alone with his 1903 Humberette, as did Stothert in a 1904 4½-h.p. Olympia Tandem.

The rear-seat passengers had a screen to themselves in R. H. Groves' 1908 12/14 De Dion Bouton (was this original?), as had those in H. R. Timmis' 1910 15/20 Mercedes, while the rear panel of the hood of M. Negrelli's 1910 25-h.p. Jackson was rolled up. H. P. Ruffell (1904 7-h.p. Alldays and Onions) inquired where the next check-point was, E. S. Berry's 1902 15-h.p. Panhard-Levassor was a very beefy machine, and we admired M. H. Vivian's cap and his lady passenger's white helmet as much as we did their beautiful 1913 40/50 Rolls-Royce tourer with aluminium bonnet.

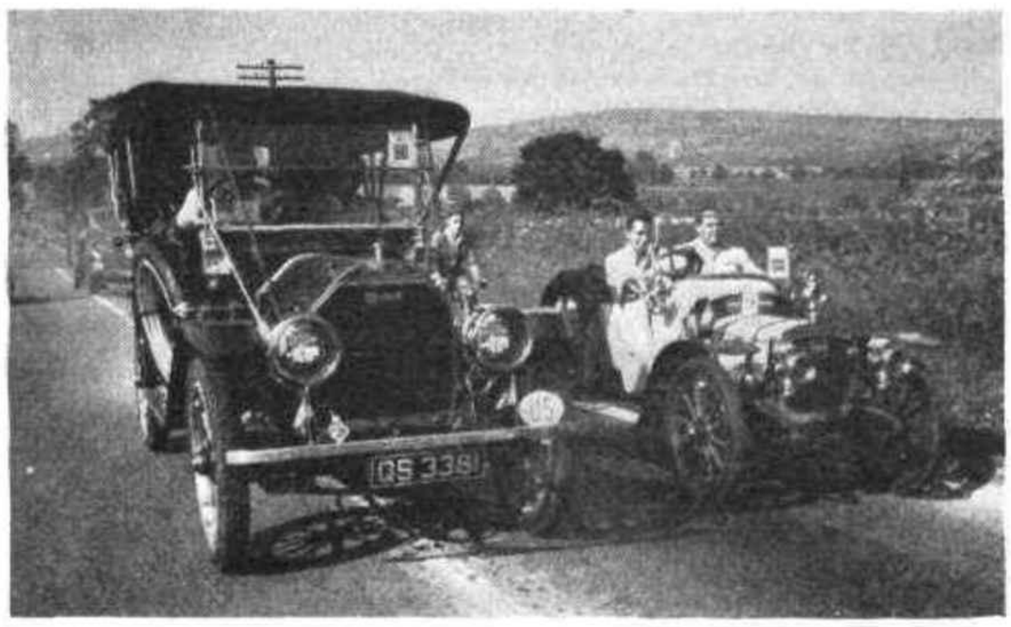
M. H. Stothert's 1910 12/20 Humber seemed to have modern wheels and tyres, made rubbing sounds and had ¾-elliptic rear springs.

The 1907 12-h.p. Robinson of N. Manby had circular radiator and bonnet, even the back axle of H. R. Wilkins' 1911 12-h.p. Motobloc was painted yellow, R. D. Gregory's well-known and much-travelled 1904 Darracq Flying Fifteen sported a large headlamp and E. P. Shaw's 1902 single-cylinder Beaufort a warning bell.

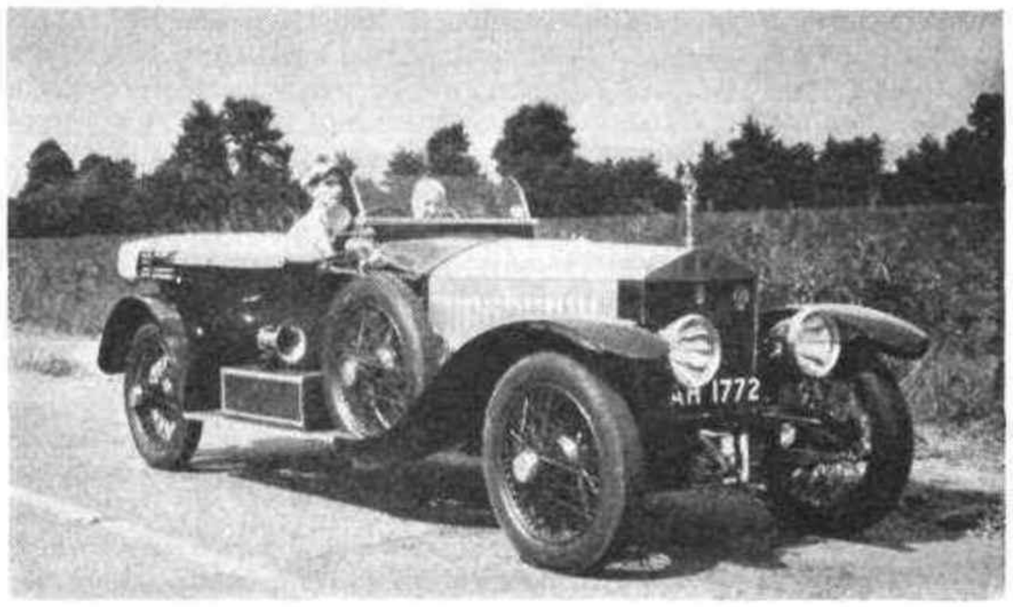
At Bishops Cleeve the school-children and mothers were out to see this cavalcade of motoring history go through and one small girl was heard to remark that it would be nice if the old cars came through every day. Here H. G. Baggs' 1903 20-h.p. M.M.C. paused for a long time in a gateway before restarting with a very full load, including an old lady, F. H. Parker's 1910 5/6-h.p. A. C. Sociable went by very slowly, waving a lorry on, and several competitors refuelled, while C. B. North's 1903 6-h.p. single-cylinder De Dion Bouton had the misfortune to fail to restart and, after being pushed by no less than



EIGHT-BOY-POWER.—C. B. North's 1903 6-h.p. De Dion Bouton receives aid in Bishops Cleeve, not far from the Cheltenham control.



HUGE.—From America came W. Pollock's 1907 60-h.p. Chadwick touring car, here seen passing M. Liber's 8/10-h.p. 1908 Delahaye from France.



ELEGANT.—The 1913 40/50 Rolls-Royce tourer entered by W. F. Watson and driven by Vivian—he of the sporty headgear—attracted much favourable attention during the V.C.C. Rally.

eight eager small boys, the inlet valve had to be removed before the pretty all-white two-seater motored on.

S. J. Humphreys' 1914 Perry light-car was keeping station with M. J. B. Rauck, who, as curator of the Mercedes museum, had brought the imposing 1914 45/50 Mercedes limousine from Germany, but perhaps the most imposing car of all was W. Pollock's 1907 Chadwick Sixty from America.

White-wall tyres were worn by D. Colley's 1911 8-h.p. Renault, C. M. F. Judge's 1916 11.9-h.p. Saxon displayed good acceleration, and Major J. W. Mills' 1899 3½-h.p. Star *vis-a-vis* was steaming mildly and bounced with every " explosion " from its single-cylinder engine. H. O. S. Bridcutt's passenger wore a white helmet in the 1904 6-h.p. De Dion Bouton, G. G. Edmonds' very lovely 1913 30/36 Siddeley-Deasy limousine, with Sphinx mascot on the filler cap of its scuttle radiator, was followed by a vintage 12/50 Alvis. H. S. Cleland's 1911 8-h.p. Renault was in good form, passing other veterans in Bishops Cleeve, A. Grignard was having great fun with a loud siren on his French-entered 1906 8/10 Clement-Bayard in Cheltenham, where the French team were keeping together, M. Liber and his portly passenger going splendidly in their 1908 8/10 Delahaye.

The police coped well with traffic into Cheltenham, after the veterans had passed the time check by the racecourse manned by R. Barker, with G. J. Allday, S. E. Sears, Tom Rolt, J. Sheldon and other V.C.C. celebrities in attendance. A. J. B. Baily, riding his 1904 4½-h.p. Phoenix Forecar alone as his passenger had jumped out before the vehicle stopped, injuring his knees, was early at the check, and C. Milner had his 1900 3½-h.p. Benz away on its trailer by 5.35 p.m.

Most of the competing cars made an imposing display in Imperial Square, and we were glad to see that the Norwegian Minerva had been repaired and was safely parked there. Jimmy Skinner started the engine of his immaculate 1911 Rolls-Royce tourer " on the switch." A French entry was R. Bonnin's 1911 6-h.p. Zebre, called " Eddy."

As will be appreciated, the V.C.C. had put on a splendidly comprehensive cavalcade of motoring, and there remained only the driving tests at the Austin works and the Concours d'Elegance at Leamington Spa to complete a momentous event very ably put on and managed by Miss Nagle, the V.C.C. secretary.

The driving tests are reported by a MOTOR SPORT reporter, as follows :—

VETERAN CAR RALLY, FOURTH DAY

The fourth day of the itinerary of the Veteran Car Club's Silver Jubilee Rally was scheduled to include the run from Cheltenham to the Austin Motor Works at Longbridge, near Birmingham, where the competitors were to take part in some of the Golden Jubilee celebrations of that company.

Numbers of veterans were encountered at about 10 a.m. near Redditch and nearly all were motoring along happily with cheers and waves coming from the many spectators lining the route; in some cases quite rapid driving was indulged in, we followed the 1912 40/50 Rolls-Royce tourer of Major W. J. Pitt for quite some distance and felt disinclined to improve on his excellent " rate of knots" on the rather narrow roads.

On reaching Longbridge competitors were asked to undergo three tests immediately upon arrival. These consisted of an agility test in which cars were parked with engines running and wheels on line A from which they had to proceed to line B, stop astride it, dismount, run round the car, remount and drive over line C without stopping. The second test involved driving on to a white spot 1 ft. in diameter with the near-side rear wheel without reversing, and for the third test cars had to start on line A, pass to the right of a fixed barrier and draw up to the kerb again without touching it. Little difficulty was encountered with these exercises, although mounting and dismounting was not altogether easy on some of the early models and others had trouble getting away from the starting line with any degree of smoothness when acceleration was demanded. After the lunch break further tests were run in which cars had to zig-zag between posts and balance on a wooden ramp while passengers had to drop potatoes in buckets without missing and without the car stopping. In these events competitors were split up into teams, some being composed of members from different sections of Britain and others from foreign countries; a team of old Austin cars was also running.

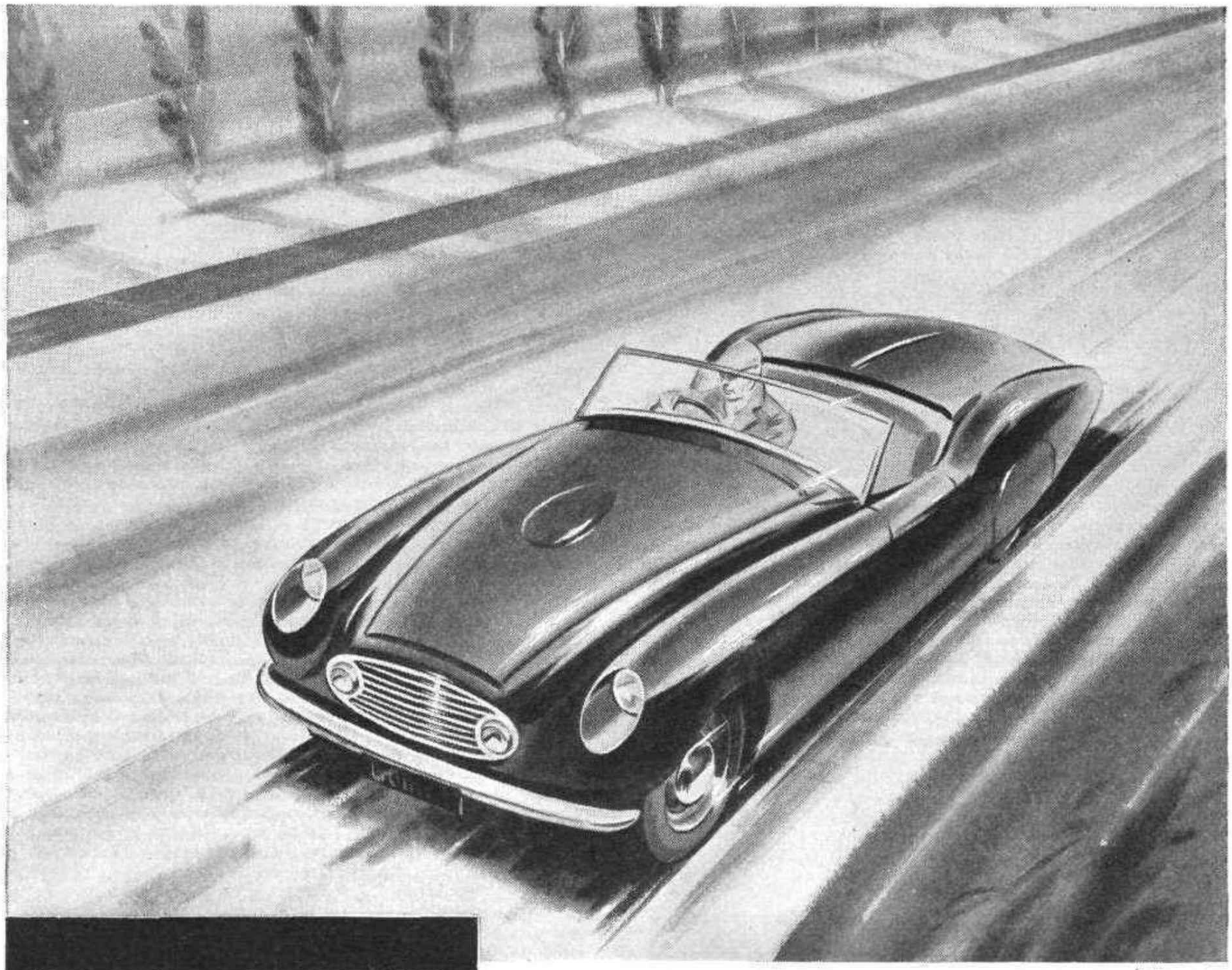
The afternoon tests were opened officially by the arrival of Kenneth Horne, who was the commentator, in one of the 1908 100-h.p. racing Austins. The first two cars to take up their positions on the line were the 1907 7-h.p. single-cylinder American Pope-Tribune, which is the only one running in England and is owned by Dr. J. W. E. Fellows, and a 1912 20-h.p. Austin Vitesse Phaeton; other Austin models competed against a 1902 5-h.p. single-cylinder Peugeot named " Willie Peanut," owned by Major H. Fairhurst, and a 1901 7-h.p. two-cylinder Panhard-Levassor of C. A. Shillan; the Austin team won this contest in 4 min. 25 sec.

In the American team competing against the South-Western section were J. W. Hebden, who had crossed the Atlantic in order to be able to enter his two-cylinder 12-h.p. Autocar of 1907 vintage, W. Pollock in the 1907 six-cylinder Chadwick, an enormous car which tended to blow clouds of exhaust smoke from the rear end, B. S. Isquick in a 1909 12/14 Hupmobile, F. J. Fletcher in a 1913 15/18 Buick two-seater, a pretty car and being the only Buick represented, and finally D. C. White in a 1915 Ford model-T, one of the last brass radiator jobs.

This team was opposed by the 1913 A.C. of J. Crabb, the 1901 de Dion Bouton Voiturette of A. D. Johns, the 1906 14/20 Renault Landaulette of E. W. Pilkington, which was once used by Queen Alexandra, and the 1915 model-T Ford of A. W. Coffin. The winners of this contest were the South-Western section in 4 min. 14.4 sec., whereas the American team took 5 min. 57 sec. Next came the North-Western and South-Eastern sections, the former being the ultimate winner of the event. In these groups were to be seen a 1902 Wolseley, 1912 Rover Twelve, 1910 Humber, 1905 Spyker, 1914 Perry, 1901 Progress, 1916 Morris Cowley, 1912 40/50 Rolls-Royce, 1908 Adler and 1914 Scania Vabis, the last-mentioned being in perfect order and of quite modern appearance, a credit to the manufacturers who are still producing commercial vehicles in Sweden today. In conjunction with the other veterans the Austin Motor Company produced some of their early models and a procession of these drove past the grandstands; to be seen were the 1908 100-h.p. racer, the 1910 Vitesse Phaeton, the 1910 15-h.p. town carriage, the 1909 7-h.p. single-cylinder two-seater, one of the first 7-h.p.

Continued on page 477

THE SAFER TYRE FOR THE FASTER CAR



PIRELLI

SPEED TYRE



The tyre for the fastest cars on the road; a tyre produced expressly to match outstanding engine performance, with the road-holding efficiency and wear-resistance born of years of motor-racing experience. This is the Pirelli 'Speed'. A tyre built essentially to meet the needs of really high speed . . . speed at 85-120 m.p.h. when rising temperature and centrifugal force and sudden braking can stress any ordinary tyre to destruction. These are the conditions that only the very best of tyres can successfully withstand . . . the testing conditions in which Pirelli Speed Tyres will always provide that additional security that means ***SPEED WITH SAFETY***

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RUMBLINGS

Shortly after spending a pleasant week-end road-testing the Fiat 1,100 saloon, which report appeared in MOTOR SPORT last month, we were able to try the faster Fiat 1,100 TV, or *Turismo Veloce*.

THE FIAT 1,100 TV

In the matter of controls and most of the detail this model is the same as its more sober brother and to write of these matters would be to recapitulate what appears on pages 402-403 of the July issue. It is in the engine that the 1,100 TV differs from the normal Tipo 103 model. The compression-ratio is 7.6 to 1 instead of 6.7 to 1, the carburetter is a twin-choke Weber 36DC 103 in place of a Solex, and the bearings are copper-lead indium. This results in a power increase of 14 h.p., from 36 b.h.p. at 4,400 r.p.m. to 50 b.h.p. at 5,200 r.p.m. and a claimed increase in maximum speed of approximately 12 m.p.h. In actual fact, so fast is the ordinary Fiat that we would set the difference at about 8 m.p.h.

To combat propeller-shaft vibration at this higher speed the shaft on the 1,100 TV is in two portions, with central support. In addition, the body is better finished, the test car having imitation-leather upholstery, with toffee-coloured steering wheel and control-lever knobs to match, a pale grey washable head-lining, and generous chromium-plating of trimmings and exterior mouldings. The front compartment is carpeted with moquette, with rubber footrests. The bench front seat of the normal 1,100 Fiat is replaced by separate armchair seats to afford proper driver support, these having back-rests adjustable by screwing in or out two bolts. The TV is recognisable also by its central spot-lamps incorporated in the chromium-plated radiator grille and the "1,100 TV" and "Fiat Officine Lingotto Corrozzeise Speciall" motifs on the body sides. The facia motif merely reads "Fiat 1,100." The colour scheme is duo-tone, maroon and black on the test car, which in conjunction with the Pirelli Stelvio white-wall tyres looks exceedingly smart.

In practically all other respects the 1,100 TV is identical to the normal 1,100 Fiat and the same steering-column gear-change, pleasant of its kind, is employed.

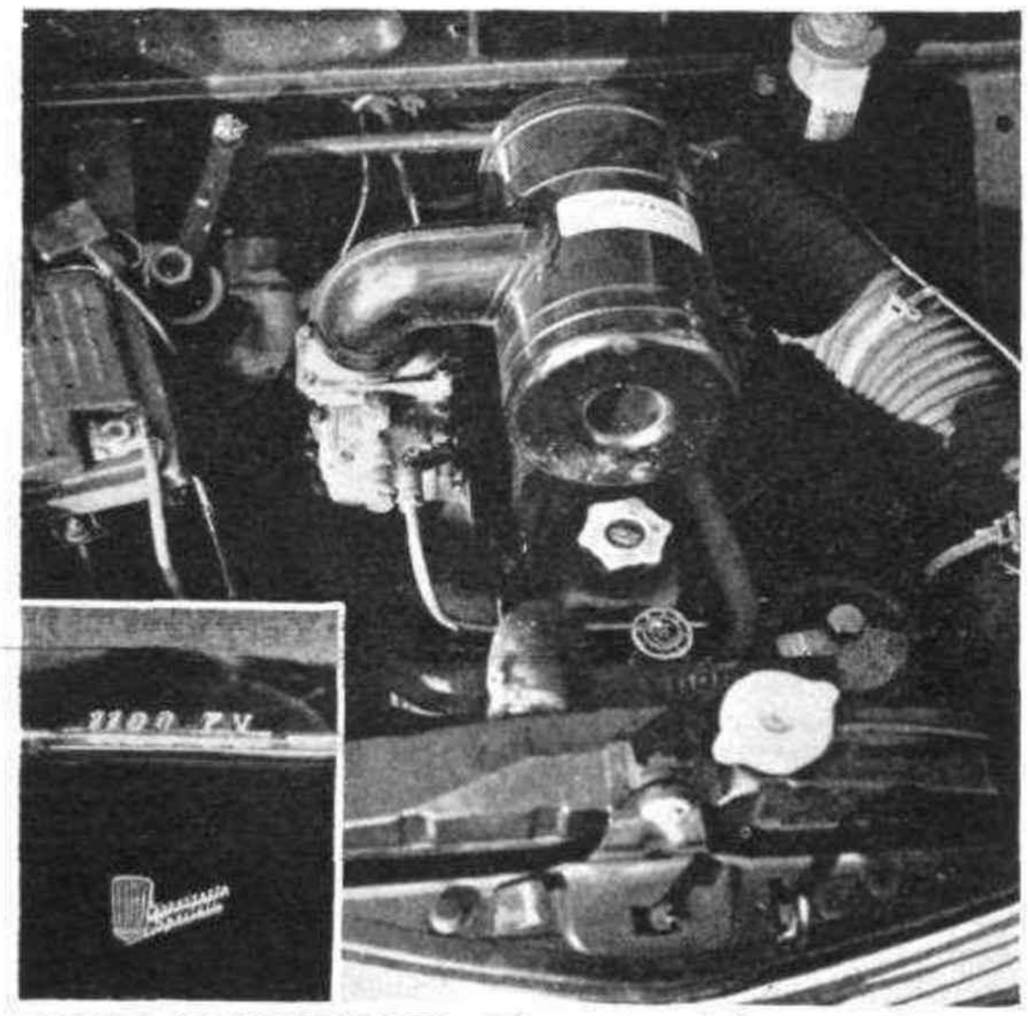
The higher maximum speed is useful but the most noticeable and to our mind valuable aspect of the TV is the better acceleration afforded. The improvement is in the order of six seconds from rest to 50 m.p.h., and eleven seconds in the 0-60 m.p.h. range, with all that this implies in respect of safe passing of slower traffic and a sustained high average speed over give and take roads, an especially pleasing feature in a small saloon motor car. At lower speeds there is little improvement in acceleration, for the TV engine is one which develops its power when it is turning over fast. The increase in maxima in the indirect ratios (which are unchanged) is also not great, being 35, 50 and 70 m.p.h. against 25, 45 and 62 m.p.h., which we noted in our road-test report on the normal 1,100. The maximum in top gear is about 84 m.p.h.

The improved acceleration, however, is well worth having, even though it is achieved at the cost of appreciable engine noise and, in the case of the car tested, more than a trace of unpleasant petrol fumes.

Certainly, the Fiat 1,100 TV is in no sense a temperamental, highly-tuned car. It starts promptly from cold with a minimum of choke, idles with no sense of anxiety and uses very little more petrol than the normal 1,100, while there is no trace of pinking or running on. In a distance of 563 miles no oil or water replenishment was required.

The handling characteristics are unchanged, the suspension rather supple, yet rolling never excessive on corners, the steering heavy for parking but light enough at speed, if not exactly precise, and the brakes adequate rather than powerful and "so-so" in feel. The steering wheel is placed well clear of the instrument board, but the driver sits rather far from the screen, which, however, implies no criticism under the heading of visibility. High marks for the interior trim, appearance and luggage capacity (although the handle of the boot lid did its best to chop off one's thumb on the number plate). There were no irritating body rattles.

The price of the Fiat 1,100 TV in this country is £750, or £1,063 12s. 6d. inclusive of p.t. George Symonds, well-known supporter of FIII racing, recently took delivery of one of these Fiats and has told us that he is well satisfied with it.



WEBER CARBURATION.—The engine of the 1,100 TV Fiat, showing the twin-choke Weber 36DC 103 carburetter. Insert—The 1,100 TV body motif.

A 7-seater saloon car of vast dimensions doing about 16 m.p.g. may be excellent for a man with a big family, but Ronald Barker, well known for his love of old cars large and small, is a bachelor and much as he liked his 1934 Lancia Astura saloon it wasn't a very useful possession. Once owned by General Studd and fitted with numerous ventilators and air-ducts, including one to direct hot air from the engine compartment onto its owner's feet, Barker bought this Lancia cheaply because it was said to have cracked pistons and then proceeded to drive it 6,500 miles, after which he dismantled the engine—and the pistons *were* cracked.

A STEADY SPECIAL

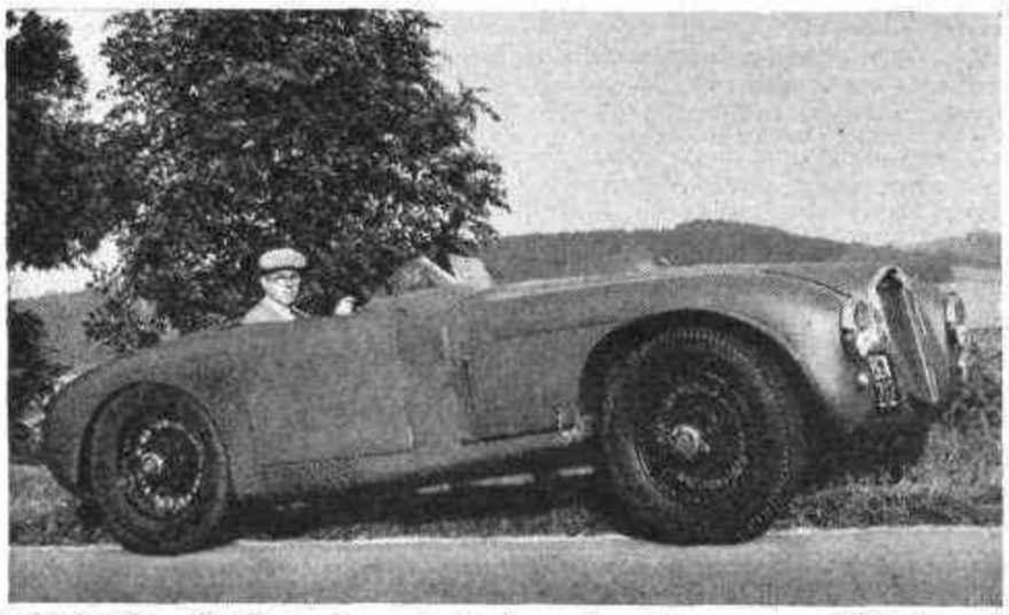
He then hit upon the idea of converting this likeable car into a compact open car, in fact a "shortastura."

The wheelbase was reduced to 8 ft. 1 in. from 11 ft. 10 in. by cutting the chassis, the rejoined rear portion being set at an angle to provide the fashionable downward rake to the rear ½-elliptic springs. Mostly the chassis otherwise remained unaltered, gearbox and axle ratios remaining the same (with a final-drive ratio of 4.27 to 1) but the brakes were converted to hydraulic actuation, using wheel cylinders from a 1927 Chrysler with larger pistons for the trailing than for the leading shoes, all the trailing shoes having softer linings than the others. Lockheed actuation is used at the back and a Clayton vacuum-servo motor is employed, using the existing linkage. At the back of the chassis an additional box-section cross-member is used behind the seats. Girling shock-absorbers from a Morris Six damp the back springs while the normal Lancia coil-spring i.f.s. is naturally retained.

A modern all-enveloping body shell was made for the car by A. G. Shaw of Sandgates, the bonnet, which hinges forward to give access to the engine, being ex-DB2 Aston Martin, but the front mudguards remain in place when it is raised.

Barker could easily have played off this imposing-looking motor car as a "special" but instead the Lancia grille, cut down a foot, graces the front of the car. The radiator core is adapted from a Morris van and has a modified Ford Ten header tank above it, the cooling being rather too adequate, normal temperature range being 70 deg. to 80 deg. C.

The interesting 17 deg. V8 3-litre engine was stripped and rebuilt, and considerably smartened up in the process. Martlett pistons have raised the compression-ratio from 5.4 to 1 to 6.0 to 1, Barker purposely keeping the compression-ratio low, as one day he intends to apply a mild boost with a G-type Centric supercharger. The inlet valves were increased in diameter, but the normal valve-lift and timing are employed. Likewise, carburation is standard, with a Zenith twin-choke downdraught carburetter, although slightly bigger jets are used and the tiny chokes changed from 23 to 25. Normal Bosch twin-contact-breaker coil ignition is retained. Originally this engine developed 82 b.h.p. at 4,000 r.p.m. and, slightly bored out to





" P.V.T."—R. Barker's method of not throwing away a 1934 Lancia Astura saloon—he had it converted into a short open 2-seater sports car of excellent performance. Above it is seen being tested by the Editor, and on the right looking " Mille Miglia," in a Cotswold village.

dimensions of 75 mm. by 85 mm., it now achieves 5,000 r.p.m. in top gear, its output being estimated as about 95-100 b.h.p.

As the weight of the Lancia has been reduced from 37½ cwt. to 8¼ cwt. with full tank, the performance is naturally exciting, being sufficient to win a race at the V.S.C.C. Oulton Park Meeting at 67.2 m.p.h.

Barker intends to install an overdrive but for the present he compromises with 17 in. by 6.00 in. back tyres, the front wheels being shod with the original 16-45 covers and the spares, which lie flat in the tail, being 16 in. by 6.50 in.

On the occasion of the V.C.C. Silver Jubilee, finding ourselves in Cheltenham, and having located Barker (" Steady " to his friends), darting about in his diminutive 1922 Baby Peugeot on time-keeping duties, we persuaded him to take time off to show us the Lancia, which we were able to sample.

Brief acqua ntance with this modified Astura explains why Barker was loth to scrap the car. The gear-change, by an absolutely-rigid, man-sized central lever, is sheer delight, cog-swopping being a matter merely of moving the left hand as quickly as possible. The clutch is absolutely complimentary, the pedal being beautifully light and balanced in action, yet with no trace of slip.

The brakes are powerful, with a sort of self-wrapping feel, and on corners you take great handfuls of steering wheel, for the Lancia wheel is of generous proportions and kick-back is evident over bad surfaces. The H.W.M. racing seats seem lost in the width of the body, so that driver and passenger have bags of elbow room. The view over the wide bonnet is imposing, the driver protected by a curved Perspex screen, the passenger by an aero-screen, although this is a temporary arrangement, as a full-width screen made specially by a Worcester firm proved to be half an inch higher one side than the other when delivered ! Smarter seats will be fitted in due course and the car finished in Italian racing red. We hope, too, that a better silencer will figure in the specification, as at present the noise is shattering in the extreme.

A small speedometer calibrated in k.p.h. showed that 60 m.p.h. is safe in third gear and in top a maximum of 90-100 m.p.h. is obtainable along brief stretches of straight road. We made a very casual 0-60 m.p.h. acceleration check and the time came out at 13.8 seconds. Corners taken fast produce not an iota of roll, but call for some effort in manipulating the tiller.

Altogether this special Lancia Astura is enormous fun to drive and it is a car possessing very real, if stark, performance for a not excessive expenditure of money, and to the tune of about 20 m.p.g. It seems to us quite the best fate that could have befallen an unnecessarily large 1934 saloon.

V.C.C. SILVER JUBILEE RALLY—continued from page 474.

models, and the 1914 20-h.p. tourer. In contrast with this the latest experimental gas turbine Austin also made an appearance. Other excellent cars to be seen were the 1909 30-h.p. Thornycroft Landaulette of R. H. Morgan, the 1898 solid-tyred Stephens Dogcart of R. J. Stephens, the 1902 Beaufort of E. P. Shaw and the 1899 Decauville Voiturette of A. Tyler, the last two having bells instead of horns as warning devices.

Many other fascinating cars were present at this very colourful spectacle and veteran car enthusiasts could have spent days examining some of the entries in detail; it was unfortunate that the organisation got a little out of hand at the finish, but this only emphasises the increasing popularity of these veteran car events.—I. G.

Results :

Regent Trophy for Best Outright Performance : J. G. Sears (1905 T.T. Replica Rolls-Royce).
Veteran Car Club Sam S. Kay Trophy, Best Overseas Competitor : W. Pollock (1907 Chadwick Tourer), U.S.A.
S.S.H. Trophy for Best Overseas Competitor up to 1904 : R. Lucas (1902 Roy), France.
The 1904 S.S.H. Bexhill Trophy for Best Home Competitor up to 1904 : R. G. Forster (De Dion Bouton).
Lanchester Trophy for the Best Overseas Competitor 1905 to 1916 : B. S. Isquick (1910 Delaunay Belleville), U.S.A.
Shuttleworth Trophy for the Best Home Competitor 1905 to 1916 : E. G. Roberts (1914 Belsize).
James Allday Cup for the Best American Competitor : M. Negrelli (1910 Jackson Tourer).
Beaufort Trophy for the Best European Competitor : R. Schimp (1902 Renault), Belgium.
" The Motor " Team Award : The De Dion Bouton Team, P. J. Wellingham, R. G. Forster, H. O. S. Bridcutt.
The Ladies' Trophy : Mrs. V. H. Mawer (1909 Zedel 2-seater).
The Austin Trophy for the Best Performance in the Driving Tests : G. Mawer (1904 Oldsmobile).
Prix d'Honneur : M. Manby 1907 Robinson).

READER'S LETTER

Sir,

The real absurdity of the vintage movement is becoming more and more apparent now that the surviving examples of the truly great motor cars tend to get fewer every year, due to both natural causes and post-war exports.

The vintage cult now embraces the more obscure and dreary family tourers which any keen driver would have been ashamed to own pre-war.

The antique Humber, Belsize, Clyno, Swift and similar motorised bedsteads, incapable of really motoring even when they were new, have become desirable since the war, rather than the Bentleys, Bugattis, 30/98s, chain-gang Frazer-Nashes, Rileys, etc., which at least were real motor cars in their hey-day.

I can see some point in owning and making a cult of real motor cars from the past, cars with a history, cars of interesting and/or outstanding design.

But what sense is there in owning and rebuilding family tourers of pathetic performance even when new, and which date from a period of extreme mediocrity in design, a sort of motoring doldrums ?

The place for such vehicles is on farms as hen-houses, back where they were in '39.

" Modern tin-ware " is here to stay, and I extend that term to include anything from the Rolls-Royce Silver Cloud to a Ford Consul, from an Aurelia to a VW.

How long will it take before the gentlemen with the Clynos and the quaint headgear suddenly catch on to the fact that, in the motoring sense, they have missed the bus ? Or do they know it already, but have not yet found a suitably dignified way of dismounting from their hobby-horse ?

I am, Yours, etc.,

Manchester. A. E. HARDMAN.

The Midland M.E.C. Silverstone Meeting (June 25th)

The M.M.E.C. ran slickly through a programme of 14 races at Silverstone in typical "M.M.E.C. weather."

Dickie Steed's recently-assembled Cooper-Climax won the first race from the Loti of Lewis and Liddell, but in the second race (six instead of five laps) Steed was content to follow Nurse's larger-engined Lotus, which won at slightly lower speed, Lewis' less steady Lotus finishing third. The yellow flags came out when Escott's Lester-M.G. slid onto the grass on the outside of Woodcote closely followed by Llewellyn in a Monkey-Stable Lester coupé, Escott regaining the course first. On lap four Porteous' Cooper-M.G. spun at Woodcote, was avoided by Llewellyn but collected head-on by Prior's Lotus-M.G., the Cooper losing the nose of its glass-fibre body and the Lotus needing much Radweld to caulk water-leaks.

The first 500-c.c. race saw Lones' Tiger-Kitten left on the line, later to make a smoky run. Boshier Jones handled his Cooper beautifully and ran right away from Higham's tail-sliding Cooper and Fergusson's Cooper to win at 75.65 m.p.h., but Cooksey (Cooper) only toured and Hett's Emeryson took some odd lines.

A similar race followed, G. M. Jones' Kieft-Norton winning at lower speed from Barrett's Cooper and Symonds' Cooper. Thornton had a mix-up with Hobart's Martin and overturned *en route* for the Woodcote ditch in one of those accidents that look as if they must prove fatal. After long delay, during which spectators lifted the car off him, ambulance and doctor arrived. Luckily, Thornton was able to leave hospital before the meeting was over.

McMillan's Cooper-base sports Bristol Barb, brought to the course inside a 'bus, made its first appearance in the next race, a six-lap scratch race for sports-cars up to 3-litres. It seemed as if this very potent car might well have a field-day, as it was entered for seven races. It won the first at just over 74 m.p.h., running right away from Brierley's Frazer-Nash, which looks like a sports Cooper-Bristol, and Bradley's Le Mans Frazer-Nash which nearly came unstuck at Woodcote on lap one. McMillan fought his car through the corners and all but lapped the tail-enders. Alas, the water-pump belt of the Bristol engine gave trouble, much water was lost and the Barb non-started in the next race, which Brierley won in polished style from Jarvis' Cooper 1,100 and Richards' H.A.R. However, the Barb was fit again in time for the seventh race and left Bradley and Steed, the only other finishers, right out of sight. Steed held off Bradley on lap two, repassed him on the inside at Woodcote next lap, but then had to give best to the larger car, driving his little Cooper splendidly to a very exciting finish. A duel between Powers' Austin-Healey and Liddell's Black Horse Stable Buckler evaporated when Power retired and the Buckler had a startling over-correction incident which carried it onto the grass on the inside of Woodcote.

Richardson's R.R.A. has never run better, to win the Formule Libre scratch race of 10 laps from the Barb. The field was small, and further depleted because Lones retired, Richards' H.A.R. finishing third, and present-day kids preferring to play in the ex-time-keepers' A.E.C. omnibus to watching racing cars!

Boshier-Jones deservedly won the Final of the 500-c.c. heats, yards ahead of Moor, whose Wasp was going well, with Bloors' Cooper very close up and Luke's Cooper winning a private duel with Haigh's Cooper farther back in the field. Lambert's semi-aerodynamic Lotus-Ford won the 1,172 Formula five-lapper from Laverton's normal Lotus by such a narrow margin that the crowd applauded. The Clare 90 was third. The first of the sports-car handicaps was won very nicely indeed by Llewellyn's Lester, watched critically by Jim Mayers, from Elliott's Frazer-Nash, Welford making a great effort to snatch third place from Davidson's Triumph TR2 only to slide wide at Woodcote. The Barb misfired after three laps and was seen no more. Escott's Lester-M.G. ran through the field to win the next handicap.

Hobart's Martin took the racing-car 10-lap handicap by reason of a long start, Learnan's R.G.R. 500 coming up extremely well to finish second, ahead of the R.R.A., which was closely pursued by Taylor's Cooper 500.

A long day's racing concluded with a lively 10-lap sports-car handicap, Tremlett's M.G. leading for seven laps, but Elliott's Frazer-Nash finally coming home first ahead of Davidson's TR2 and Nurse's Lotus, after the Lester coupé had retired, Welford's 1½-litre Riley, with prominent oil-cooler, had spun at Copse, Bradley's Frazer-Nash had suffered an expensive engine "blow-up," and the two Bucklers of Caril-Worsley and Barrett had scrapped together.

All the winners :

Scratch Races :			
5-lap, Sports Cars up to 1,100 c.c. :	R. Steed (Lotus)	72.84	m.p.h.
6-lap, Sports Cars up to 1,500 c.c. :	A. J. Nurse (Lotus) ...	72.30	,,
5-lap, Racing Cars up to 500 c.c. :	D. Boshier Jones (Cooper) ...	75.65	,,
5-lap, Racing Cars up to 500 c.c. :	G. Jones (Kieft)	72.18	,,
6-lap, Sports Cars up to 3,000 c.c. :	A. McMillan (Bristol Barb) ...	76.94	,,
6-lap, Racing Cars up to 2,000 c.c. :	J. C. Brierley (Frazer-Nash)...	74.06	,,
10-lap, Sports Cars, Unlimited :	A. McMillan (Bristol Barb) ...	75.02	,,
10-lap, Formule Libre :	G. N. Richardson (R.R.A.)	78.85	,,
8-lap, Racing Cars up to 500 c.c. :	D. Boshier Jones (Cooper) ...	75.15	,,
5-lap, 1,172-c.c. Formula Cars :	F. V. Lambert (Lotus)	66.51	,,
Handicaps :			
5-lap, Sports Cars :	M. R. G. Llewellyn (Lester)	69.21	,,
5-lap, Sports Cars :	C. G. Escott (Lester-M.G.)	70.46	,,
10-lap, Racing Cars :	F. Hobart (Martin 500)	70.89	,,
10-lap, Sports Cars :	F. Elliott (Frazer-Nash)	67.42	,,

Bugatti O.C. Prescott Members' Meeting (June 26th)

Prescott hill-climb venue was looking its best two days after Midsummer's day, on the occasion of the B.O.C. Members' Meeting, and with an excellent entry of 101, the Paddock was a hive of activity. Donald Monro presided, as ever, over the Invictas, of which Loxton's was a furled-head coupé and Shutler was getting phenomenal speed from *his* 4½-litre, aided by an Alvis pre-selector gearbox. Sydney Allard was making a welcome return to the sprint scene in a 5.4-litre V8 Cadillac-engined Allard with attractive radiator cowl, streamlined head-rest for the driver and four of the new double downdraught Solex carburetters. Forbes Clerk drove the ex-Scragg Alta-Jaguar and L. S. Richards his short 2½-litre Riley Special with ½-elliptic front suspension. Doc. Taylor was rushing madly about instructing the lovely Patricia White (who also drove a TR2) in the art of making the A.C.-powered Caesar Special motor fast and Tooley made the Steyr-Allard, which was amongst the cars using twin rear wheels, motor faster than its owner, Wilcocks.

Naturally, many beautiful Bugattis were present, including J. M. Perkins' re-bodied blown 2.3, which has strut-type front shock-absorbers and an ON TOW notice permanently painted on its tail. A Continental air was lent by the noisy, wheel-spinning T.A.S.D. Mathieson Maserati driven by the owner's mechanic, R. Patrick. Of Specials, G. D. Pick was having a go in his three-carburetter Bedford-engine 3½-litre Pick Special with modified 1933 Morris Twelve chassis and Vauxhall gearbox and A. W. Francis had the H.R.G.-Mercury motoring well, while Mansell drove an H.W.M.-Jaguar.

James Berry's E.R.A. Special slid about as it accelerated from the line, Stubberfield had that vast rev-counter on the Bugatti under control after his wife had hand-cranked the engine, and J. Broad's E.R.A. "Remus," which came in a very open-air van following an argument with one of the over-bridges at Oulton Park a week earlier, was on twin-rear tyres. Very comic was the take-off of Brian Povey's blown Austin Seven single-seater which was thrust over against torque in a series of sideways jerks.

It was a very sickly run meeting, as usual, yet the atmosphere was delightfully informal. Tommy Sopwith was a star performer in his Cooper-Climax, breaking the 1,100-c.c. sports-car class record and A. E. Marsh made f.t.d. in his Cooper 1,100; when the results were issued the class winners were seen to be :

Sports Cars up to 1,100 c.c. :	T. Sopwith (Cooper-Climax)	47.05 sec.
Sports Cars, 1,101-1,500 c.c. :	E. J. Newton (Killeen)	50.19 ,,
Sports Cars, 1,501-3,000 c.c. :	P. A. Everard (Aston Martin) ...	49.38 ,,
Sports Cars over 3,000 c.c. :	A. W. Francis (H.R.G.-Mercury) ...	48.38 ,,
Racing Cars, FIII :	D. Boshier Jones (Cooper)	45.46 ,,
Racing Cars, Formule Libre :	C. Tooley (Steyr Allard)	45.54 ,,
Racing Cars, 2 or 3 cylinders over 500 c.c. :	A. E. Marsh (Cooper 1,100)	44.42 ,, †
Bugatti Handicap :	M. Hatton (Bugatti)	55.44 sec.; 41.28 sec. net

* New Class record. † F.t.d.

The M.C.C. Race Meeting, Silverstone (July 2nd)

On July 2nd the Motor Cycling Club held a mixed race meeting for cars and motor-cycles; a series of One-Hour Trials and 5-Lap Handicap Races was organised, alternating between car and motor-cycle events.

The first one-hour trial started at 10.30 a.m. This was for cars of all kinds and each of these trials was divided into classes according

to engine capacity ; J. Kenyon in an XK 120 Jaguar (over 2,600-c.c. class), R. Brookes, TR2 Triumph (up to 2,600-c.c. class), R. Thomas, Austin A30 (up to 1,000 c.c.) and J. Richards, Lotus (not exceeding 1,600 c.c.) were the winners of their respective classes. The finest driver in this race was Thomas in the little A30, recording an average speed of 51.21 m.p.h. as he hurled the car into the corners and flew down the straights demonstrating just what could be done with such a small car if one really tried. D. L. Camm in a Jaguar 100 had clutch trouble and had to be towed in half-way through the race as did T. W. Dargue in an M.G. just before the finish ; Liddell also had to retire because of suspected fuel leakage in his Buckler. In the second one-hour trial for cars G. G. McDonald, Bentley 4½, E. G. Kemp, A.C. Ace, J. H. Kelshaw, M.G., and J. K. Bell, 918 Morris Minor, were the winners of their classes ; McDonald's Bentley showing the rest of the field a " clean pair of heels," including the Jaguar XK 120 of G. Towse. D. S. Schute was driving well in his Simca Aronde until ominous knocking noises made themselves apparent and R. Hough had to retire at Becketts after clouds of smoke from his exhaust indicated expensive interior trouble, in this case a seized-up engine. Even more expensive was the mishap which occurred when J. T. A. Williamson's Riley 1½ rolled over, resulting in considerably damaged bodywork although driver and passenger were unharmed this was caused by one of the disc wheels wrenching itself free from the studs.

The next event for cars was the 5-lap scratch race with Liddell in the Buckler first at 68.57 m.p.h., followed by Towse in the XK Jaguar. Kamm was still having some clutch slip with his 100 Jaguar and Mrs. Gibbs was forced to retire on the last lap. Event 7, the 5-lap handicap for cars was most interesting; there were several of the smaller cars entered and one could see the drivers of these battling against time to catch up their opponents. Lap one saw the Renault of V. C. Faber enter Becketts first followed by the Austin A30 of R. Thomas and then J. K. Bell's Morris Minor; lap two saw the Morris leading with the Ford Anglia of E. W. Cuff-Miller second and the A30 third; the Ford then took over the lead and finally won the race with Bell's Morris second, a case of tricky handicapping. A similar race followed immediately after this in which some heavier pieces of machinery took part. Bradley's Bentley led the field for the first few laps followed by the TF M.G. of J. D. Hall with Hurrell's Triumph creeping up lap by lap to win the race at 64.89 m.p.h.

Event 9 was again a 5-lap handicap race with A. F. Coakley in the Lotus M.G. away first, Gibbs' Lotus Ford and Freeman's Aston Martin next. This order remained for a lap or two until Gibbs overtook Freeman and finally Brookes in a TR2 came up into second place and stayed there. M. R. G. Llewellyn drove his Lester M.G. well and Towse in the XK Jaguar went round corners fast but with clouds of smoke coming from the off-side driving wheel—he obviously hasn't heard of the recent increases in tyre prices ! The final 5-lap handicap race for cars which took part in the Exeter or Land's End trials last autumn was between the two Dellows of Templeton and Allott and the Tucker-M.G. of H. W. Tucker Peake, resulting in a win for Tucker-Peake with Templeton second; Allott had to retire when his exhaust pipe fell off.

Morgan and Messerschmitt enthusiasts were also able to see their idols performing, for five Morgans entered the first one-hour trial and in this class F. L. Willis won in a Ford-engined model, but P. E. West retired with his 996-c.c. version ; A. R. Wershat in a 174-c.c. Messerschmitt was the leader in this field and all these machines motored round the track quite happily, carrying driver and passenger, for one hour, and the occupants seemed to be having immense fun. In the motor-cycle races E. P. Eacott (998 Vincent), D. De Souza (498 Triumph), J. N. Kendall (348 Velocette) and D. F. Shorey (199 Triumph) won their classes in the first one-hour trial : A. R. Person (998 Vincent), J. R. Bloomfield (500 B.S.A.), E. F. Cope (350 Norton), R. K. G. Rennie (646 Ariel s/car), D. R. Mann (350 A.J.S. s/car), W. Morris (197 James) and N. E. Surplice (E.M.C. 123) did likewise in the second one-hour trial. Finally came the MOTOR SPORT Handicap Trophy Race. This race is made up from the first six finishers in the previous handicap trophy event, in this case the V.S.C.C. meeting of April 16th, and the first four finishers of events 5, 7, 8 and 9 of the M.C.C. meeting. This resulted in a total of twenty cars on the starting line, the first car away being the A30 of R. Thomas again ; R. E. C. Brookes and S. A. Hurrell had fun dicing together in their Triumph TR2s as did P. J. Nunn in the Frazer-Nash 1932 Meadows with J. V. Skirrow in a similar 1930 model ; L. Gibbs had the misfortune to throw a con.-rod coming out of Woodcote as the race was coming to a close. P. J. E. Binns, in a Riley, was the winner once again of this event, at an average speed of 65.35 m.p.h.; following him were P. J. Nunn (Frazer-Nash), J. Kenyon (Jaguar), J. V. Skirrow (Frazer-Nash), M. Llewellyn (Lester) and W. Liddell (Buckler). This concluded a very pleasant and informal meeting.—I. G.

"DRIVERS IN ACTION"

"Drivers in Action," by Louis Klemantaski and Michael Frostick. 64 pages, 7¼ in. by 10 in. (*The Bodley Head, 28, Little Russell Street, London, W.C.1. 12s. 6d.*)

There is nothing over-elaborate, yet certainly nothing amateurish about this portfolio of action pictures of thirteen great racing drivers—the " baker's dozen " consists of Ascari, Fangio, Farina, Gonzales, Hawthorn, Moss, Bira, Chiron, Trintignant, Parnell, Villoresi, Rolt and Hamilton.

Klemantaski—he of the black beard, immaculate dress and precise speech—provides the action photographs, mostly of these famous drivers in post-war years, while Frostick contributes an introduction and a brief outline of the history of each " subject." Although it is impossible for him to tell us much that isn't known already, for to do so would call for an intimate acquaintance with each driver, the author writes exceedingly well and introduces the driver's characteristics and styles in an interesting and certainly knowledgeable manner. In the book's Introduction the authors explain jointly why they have chosen the drivers they have and I particularly like the frank approach, " No explanation nor excuse is offered for the opinions in the text. The facts are correct as far as we can ascertain them and opinions are opinions."

Klemantaski's Leica-craft is too well known to require praise but this must be lavished on his choice of pictures and the skill with which these are captioned, wherein lies much of the pleasure of this fine book.

Expensive it may be, at 12s. 6d., but the production, on glossy paper with the larger pictures measuring 7¼ in. by 9¾ in., is first-class and a final touch of genius is the inclusion of small " inserts," such as " Nino " Farina in duffle-coat and trilby hat, Ascari and Villoresi packed up and walking off after their Maseratis had " blown up " at Silverstone last year, a side-face "shot" of Farina which empha ises his fine Roman features, Bira unveiling the Fairfield Memorial at Donington before the war, and so on.

Naturally, as the book's title is " Drivers in Action," almost all the main pictures are of cars in (fast) motion but an exception is a full-page head and shoulders study of Fangio, which will appeal so much to the Argentinian's supporters that Klemantaski might well consider a subsidiary book of " still-life " portraits of great drivers.

" Drivers in Action " is no new idea, for George Monkhouse, the great Kodak motor-racing photographer, had the same notion prior to the war, with " Motoraces " and followed it up in his classics " Motor Racing with Mercedes-Benz " and " Grand Prix Facts and Figures," but of recently-published motoring books this is one of the genuine ones and I like it very much.—W.B.

Correction

Sir,

I have been taking your excellent journal for some years now, and would at once congratulate you upon its make-up, contents and policies. I must say that I have always found you to be accurate in your reports, normally beyond reproach.

However, I must take you up on your report of the B.A.R.C. International Sports-Car Meeting held at Goodwood, printed on pages 385 and 386 of your July issue. Your account of the Ladies' race (5-lap handicap) is excellent—*but your result is wrong.* Third place in this race was in fact taken by Mrs. Jean Bloxam in an Aston-Martin DB2, and not Betty Haig as shown in your result.

This might be regarded as a trivial matter, and nothing to make a fuss about, but as this was her first-ever race, handling what is certainly a handful for a person of her weight (just under 7 stone), I as her husband, thought that at least she should be recognised as having taken third place.

I am sure you will want to correct this error, and in closing would again congratulate you on an excellent, and I am sure well-read, magazine.

I am, Yours, etc.,

Gerrard's Cross. R. F. BLOXAM.

OBITUARY

We record with deep regret the fatal accident which occurred during the Leinster Trophy Race, which cost the life of Don Beauman, an exceedingly competent driver of Connaught cars.

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TRIUMPH CARS

Snetterton Sports-Car Meeting (June 25th)

On June 25th the Eastern Counties M.C. held a national sports-car meeting at Snetterton. The highlight of the day was the 100-mile race, which was divided into three classes, and was supported by one handicap and three scratch races. The weather was perfect, in fact so hot that the tar was tacky round the circuit making cornering tricky.

The first event was a combined five-lap scratch race for cars up to 1,300 c.c. and 1,301 to 2,000 c.c. The first three cars in lap one remained in that order till the end. They were A. D. Brookes (Frazer-Nash), G. S. Morton (TR2) and L. J. Coe (TR2). W. E. Parkin (TR2) was lying fourth on the opening lap when he tried to take the hairpin too fast, resulting in a drive up the sandbank. He retired when the car was manhandled free, with a damaged radiator. In the smaller class H. S. Ladds in a TC M.G. was first, followed by J. Mason in an 1,100 Riley. R. Clarkson seemed to have difficulty keeping his TR2 in a straight line as he braked and changed down, although he managed to keep on the track.

The next event was also a combined five-lap scratch race, for the larger cars, 2,001 to 3,000 and over 3,000 c.c. The unlimited class consisted of XK120 Jaguars, and the smaller class an assortment of Aston Martins, TR2s and an Austin-Healey. From the start J. Ogier (Jaguar XK120) went into the lead where he remained until the end. For second place there developed quite a race on the first lap, F. Kenyon (Jaguar XK120) was second with Angela Brown (Aston Martin DB3) close behind, and the Frazer-Nash of A. D. Brooks only a car's length behind her. The second lap saw Brooks lead Angela Brown, but on the third lap he dropped back with some trouble, leaving the DB3 to harass the XK120, which it did. On the fourth lap Kenyon, who was being pressed very hard by Miss Brown, missed a gear out of the hairpin, and the DB3 slipped past on the inside. In an effort to catch up, Kenyon spun his near-side rear wheel with so much power that a black tyre mark was left, 100 yards long, and a strong smell of burnt rubber; he tried very hard to catch Angela Brown but could not do so. At the finish J. Ogier (XK120) was first followed by Angela Brown (DB3) followed by Kenyon (XK120) who limped across the line having buckled a wheel on the last lap by hitting a marker drum. Dr. C. Shepherd (Aston Martin DB2) spun off in the esses when a brake locked on, damaging the car but not himself.

Next came what could have been a very exciting, evenly balanced race. A ten-lap race for Triumph TR2s, but alas too many drivers tried too hard at the hairpin which broke the field up into a rather dull procession. In the melee at the hairpin F. Newby rammed R. Clarkson who was gyrating in front of him. On the second lap the first three were W. Smith, G. Morton and L. Coe, and at the end of 10 laps the order was unchanged.

At 4 p.m. the big race of the day started, a 100-mile race divided into three classes. Class A up to 1,500 c.c., Class B 1,500 to 3,000 c.c., and Class C over 3,000 c.c. Cars in Class A were credited with two laps and Class B with one lap at the start.

It was a good start with Prothero's C-type Jaguar going into the lead which he soon lost to Roy Salvadori in the Gilby Engineering Aston Martin DB3. Behind, Scott-Brown (Lister-Bristol) was giving a display of driving ability, which we now come to expect from him. In other words he passed and drew away from all cars in the larger (over 3,000 c.c.) class, which consisted mainly of three C-type Jaguars and the Jaguar-engined H.W.M. driven by Abecassis and the R.G.S.-Atalanta driven by M. Burn. So the leaders settled down to some serious racing in this order, Salvadori, Scott-Brown, Abecassis, W. Smith, with Blond and Prothero scrapping for fifth place.

In the handicap there was a giant-killer in the form of J. Russell in the 1,100-c.c. Cooper, which was going so fast that the faster cars had great difficulty in stopping him slip-streaming them down the straight. Early on M. Burn went farming in the R.G.S.-Atalanta and hit something solid in the long grass which put him out of the race; though he was not injured the car looked badly bent at the front. The 5½-litre H.W.M. driven by Page developed some trouble and kept catching fire, and finally retired at the hairpin covered in foam.

Just over half-way through the race Salvadori lapped the very fast Cooper and so made up the handicap lap, which put him into the lead, followed by Scott-Brown, and behind him came Abecassis. As the H.W.M. went through the esses it was very close to the Cooper, but alas in the very fast Coram Curve Abecassis ran off the road and hit the soft banking, causing damage to the car and slight bruising and cuts to himself. Angela Brown who saw the accident from afar stopped her car on the track and went to give assistance, eventually going away with Geórge in the ambulance, still leaving her car parked on the circuit.

With the H.W.M. out of the race things quietened down and the end saw only Salvadori and Scott-Brown on the same lap. Congratulations should go to J. Russell in the Cooper 1,100 who was only 7.36 m.p.h. slower than the fastest car in the whole race.

The meeting came to an end with a handicap race for the winners of the first three races and was won by Hofman (Lester-M.G.).—M. P.

Results :

Event 1 :
Up to 1,300 c.c.—1st : H. S. Ladds (TC M.G.) ... ... 66.41 m.p.h.
1,301 to 2,000 c.c.—1st : A. D. Brooks (Frazer-Nash) ... ... 72.84 m.p.h.
Event 2 :
2,000 to 3,000 c.c.—1st : Angela Brown (Aston Martin DB3) ... 75.47 m.p.h.
Over 3,000 c.c.—1st : J. Ogier (Jaguar XK120) ... ... 76.54 m.p.h.
Event 3—TR2s :
1st : W. T. Smith ... ... 73.38 m.p.h.
Event 4—100-Mile Race :
Up to 1,500 c.c.—1st : J. Russell (Cooper 1,100) ... ... 79.66 m.p.h.
2nd : B. Naylor (Lotus-Connaught).
1,501 to 3,000 c.c.—1st : R. Salvadori (Aston Martin DB3) ... 86.3 m.p.h.
2nd : W. Scott-Brown (Lister-Bristol).
Over 3,000 c.c.—1st : W. Smith (Jaguar XK120C) ... ... 84.82 m.p.h.
2nd : E. Prothero (Jaguar XK120C).
Event 5 :
1st : M. Hofman (Lester-M.G.) ... ... 63.91 m.p.h.

B.R. & S.C.C. Brands Hatch Meeting (July 10th)

On Sunday, July 10th, the British Racing and Sports Car Club held another race meeting for Formula III racing cars and sports cars. The weather was fine and all the well-known drivers arrived to take part in the day's events.

The *Sporting Record* Trophy race started the ball rolling. This consisted of the traditional three heats with first and second finals and a consolation final. In Heat 1 the honours fell to Ivor Bueb in a Cooper with Norton engine; Heat 2 went to Tyrell which was somewhat of a change to the usual run of victors. This was a very close race, for Russell was a serious contestant and the two were running neck and neck for several laps until Tyrell pulled past to take the lead. Heat 3 saw Wicken, S. Lewis-Evans and Taylor finish in that order, and Wicken's speed was 70.90 m.p.h., a very creditable race which he well deserved since his driving was of the highest calibre and he had been hurling the little Cooper round the bends almost to the limit of its cornering ability. Don Parker had gearbox trouble in this race near Druids Hill Bend and had to retire. P. A. Taylor also stopped but restarted again. The second final of race one saw Raby, Jones and Cowley as the " Principal Boys," with Manning in a Staride as runner-up, Jones and Cowley had quite a battle together. R. E. D. Harrison and R. T. Learuan retired and R. Hett overtuned after Paddock Bend with considerable damage to his Emeryson but little to himself. Final order in this race was Cowley, Jones and Manning with the winner's speed 69.32 m.p.h. The first final was led off by S. Lewis-Evans, in which position he remained throughout the race gaining on the others lap by lap. Wicken, Bueb and Taylor were in the running for second place, but Taylor dropped back leaving Wicken to take second and Bueb third place; 71.60 m.p.h. was the winner's speed.

The consolation final resulted in an easy win for Don Parker in the Kieft, by lap two he had established a steady lead with Bridger in another Kieft following him. P. A. Luke in a Cooper was doing well until he spun round at Druids Hill Bend and lost time. Third position was occupied by Eccles in a Staride. The 12-lap 1,200-c.c. sports-car race was one of the best races of the day; emphasis was on the comparison of Cooper-Climax and Lotus-Climax cars. The opening laps saw Russell in the Cooper followed by Chapman in the Lotus. Bueb also came upon the scene and fought with Chapman who kept the pace until Bueb squeezed through on the last lap; J. J. Richards in a Lotus (1,098 c.c.) was cornering very fast and showed himself to be master of his machine. R. L. Manwaring in the Elva was motoring rapidly until water-pump trouble became apparent and Gammon in a Cooper-Climax also had to retire with damaged water pipe. Russell was the eventual winner with Chapman a close second showing the almost equal performances of these two types of cars, the Lotus having better brakes than the Coopers, but the latter had a little more " steam " on the straights.

The 1,500-c.c. sports-car race was a 12-lap event in which Ivor Bueb started off in the lead in the Cooper-Climax, but later on he was overtaken by Russell who eventually received the chequered flag

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CLUB NEWS—continued from page 462

RAPIER REGISTER

The Southern Meeting was held on Sunday, June 19th. Despite weather which can only be described as disgraceful, a good number of very nicely-prepared cars assembled at Ranmore Common, near Dorking, where members consumed their fodder under raised hoods. In the afternoon a somewhat novel but kindly form of entertainment had been arranged amongst the by-ways of Surrey and Sussex, and tea was taken at a pleasant hostelry near Fletching. Despite the downpour everyone gave the impression of having a really good time and the enjoyment was much enhanced by the presence of the President—the designer of the Rapier car—who was very pleased to see the excellent condition of the cars and whose comments were, needless to say, of great value to all present.

ROMFORD ENTHUSIASTS CAR CLUB—SPEED HILL-CLIMB

The Romford Enthusiasts Car Club held their first speed event on Sunday, June 19th, at Stapleford Aerodrome. The course used was a tortuous half-mile stretch with an up gradient from start to finish. Rain fell during the day so that speeds were reduced, especially of the faster cars, although the wetness made the course more exciting and a number of Romford over-enthusiasts found themselves facing down-hill after the nasty first corner. Geoff Calcott in his TC M.G. in a high state of tune put up an exceptional performance in gaining f.t.d. and his class award, and in doing so beat Rumfitt's 3,622-c.c. Grenville Special and the Mercury-engined M.G. (so-called) of Michael Gray.

Results :

F.T.D. : G. Calcott (TC M.G.)			44.15 sec.
Handicap : 1st : D. Howard (Singer Le Mans); 2nd : L. Duffy (Salmson).			
Cars over 1,500 c.c. :	1st :	A. E. Rumfitt (Grenville Special) ...	44.20 sec.
	2nd :	M. Gray (Mercury-M.G.)	45.52 sec.
Cars 1,100-1,500 c.c. :	1st :	G. Calcott (TC M.G.)	44.15 sec.
	2nd :	C. Singleton (TC M.G.)	48.86 sec.
Cars below 1,100 c.c.	1st :	Dr. McCarthy (D.K.W.)	50.42 sec.
	2nd :	L. Turtle (Austin Seven Special) ...	50.91 sec.

THE DOLOMITE ASSOCIATION

This association, which was formed some months ago, is now fully organised and offers considerable facilities to owners of pre-war Triumph Gloria, Vitesse and Dolomite cars.

The Club caters for members situated all over the country and provides spare-parts officers in Yorkshire and Hertfordshire and a maintenance officer in Hampshire. Members can also obtain technical data and social events will be arranged.

The subscription is £1 1s. for the first year (including badge) and 10s. 6d. per annum thereafter. Full particulars from the Secretary, Mrs. M. Blackburn, The Cottage, Syke Lane, Ogden, Halifax, Yorks.

FIAT 500 CLUB

The Fiat 500 Club, after more than six years' existence and having enjoyed a very enthusiastic membership of owners of these little cars, have recently had many requests to include the new Fiat 600. After discussion, it has now been agreed that the Fiat 500 Club should accept Fiat 600 owners wishing to become members.

SPORTING CAR CLUB OF NORFOLK

The annual driving tests of the Sporting Car Club of Norfolk were held on Swannington Aerodrome on Sunday, June 19th. The twenty-one competitors drove through six tests twice, the aggregate times counting. G. Tibbenham put up the best performance driving his M.G. TF neatly and fast with little wheel spin, but a 1927 Austin Seven was too enthusiastically driven and rolled over on its side.

Results :

Closed, up to 1,600 c.c. : R. Goddard (Ford Anglia).
Closed, over 1,600 c.c. : R. Winch (Jaguar).
Open, up to 1,600 c.c. : G. Tibbenham (M.G. TF).
Open, over 1,600 c.c. : D. R. Burrell (Triumph TR2).
Ladies' award : Mrs. B. K. Burrell (Triumph TR2).

MAIDSTONE & MID-KENT M.C.

The Hastings Rally on June 18/20th qualified for the B.T.D.A. Rally Silver Star. There were 67 entries, two non-starters. The Rally was most successful with only two clean sheets on the Rally section, P. A. Barden and D. Bailey.

The route started from Brands Hatch Stadium on Friday evening at 8.30 after four tests on the circuit. The 400-mile route took competitors through Kent and Sussex. On the route were seven controls and time-checks, boards at route-checks gave numbers which, when put together, indicated either a control or time-check by six-figure reference. The two controls at the "Tudor House," Bearsted, and "Broadwater Forest," Tunbridge Wells, were kept busy throughout the night as competitors visited these two controls, three times each. The first car arrived at Hastings on Saturday at 12.40 p.m. for the first test at Richmond Hill; this was a 1 in 6 gradient, three pylons were placed on the hill, cars had to weave in and out and finish in a box; this hill was included in the results.

The cars then left for Hastings front where a further three tests were held. A very successful Rally made very enjoyable for all by excellent weather throughout.

On Sunday the Concours d'Elegance was held on the Princes Parade; there were 22 entries. The Maidstone Challenge Trophy (premier award) was won by Mrs. M. Hickman in a beautifully-turned-out 1935 Austin Seven sports—Mrs. Hickman being very smart in an outfit of matching colours.

Results :

1st : P. A. Barden (Triumph TR2)	60.5 marks lost
2nd : A. Firmin (Triumph TR2)	69.0 marks lost
M. & M.K.M.C. award : D. Bailey (Standard Ten) ...	74.0 marks lost
Award for best All-Lady Crew : Miss Anne Wingrove and Miss P. Castle (Austin-Healey).	

SWANSEA MOTOR CLUB

Thirty cars took part in the Charles Cup Rally which started from Fairwood Aerodrome on Sunday, June 26th.

The course led them over 160 miles up through Velindre, Ammanford, Llangadock, Llandilo to Sennybridge and on. This Rally was the first that Swansea Motor Club has done so far where the route-cards were not given until after the start, competitors drove to a given point within view and picked up instructions. A navigator's award for the first in each class was given and to qualify for this they had to answer a questionnaire provided by the organisers with questions on the Highway Code and observations on the countryside.

There were three special tests, one *en route* and two at Fairwood at the end. No cars came through without loss of marks and a few retired, whilst others at the finish gave the impression of having been through the Welsh "Monte Carlo," which pays tribute to the organisers who worked very hard because everyone enjoyed it.

Results :

Charles Cup (Replica) :
John Baker (in a Morris Minor) ... ... 59 marks lost

Class winners and runners-up—an award :

Class 1—	1st : M. J. Rees	74	marks lost
	2nd : G. G. L. Thomas...	297	,,
Class 2—	1st : A. Lewis	67	,,
	2nd : E. J. Williams	97	,,
Class 3—	1st : J. E. Howell	183	,,
	2nd : Mrs. Spreadbury	350	,,
Class 4—	1st : L. Bilbao	116	,,
	2nd : Dr. M. Jones	273	,,
Class 5—	1st : D. S. Evans	194	,,
	2nd : B. V. N. Jenkins ... ... (Youngest competitor)	264	,,

Team Prize (Equipe Mostyn)—A. E. Dryden, B. V. N. Jenkins and G. G. L. Thomas.

Navigator's Award—

Class 1 : J. A. Reason	20	marks lost
Class 2 : E. Bradley	110	,,
Class 3 : E. Spreadbury	110	,,
Class 4 : J. E. Rees	10	,,
Class 5 : P. Griffiths	100	,,

B.R. & S.C.C. BRANDS HATCH MEETING—

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first with Bueb second and Gammon third. Manwaring in the Elva was still having trouble with an overheated engine as in the last race, the 1,200-c.c. sports-car event. R. D. Jennings in a Cooper-M.G. retired after going rather slowly round the track a number of times. M. Traugott's Lester-M.G. seemed to be smoking badly and Bicknell in the blue and yellow Revis-Borgward spun round coming out of Paddock Bend and motored along quite happily for some time in reverse before turning round and proceeding normally.

The last race for sports cars was the over 1,900 c.c. 12-lap event in which Salvadori and Scott-Brown took part. Scott-Brown required little persuading to make him stay in front, however, and he kept the lead for the entire race and gained on his nearest opponent, Salvadori, on each lap. A. E. Brown in a Cooper-Aston did well to come in third, and P. R. Crabb who was driving the new Tojeiro well had the misfortune to leave the track near Kidney Bend; Anthony in the Lotus-Bristol had to retire. Race two, the 10-lap event for J.A.P.-engined cars, went to Manning in a Staride at 67.21 m.p.h.

Events were terminated when the victors received their wreaths and went round the circuit on a lap of honour.—I. G.

LETTERS from READERS

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

LARGE OR SMALL ENGINES?

Sir,

Much has been written recently about the days of many litres being over. You, Sir, were apparently inclined to this opinion after your recent drive northwards in a Bristol and your recollections of a similar drive made in a Bentley 17 years ago. One must assume that the object in cutting down litreage is to cut down running costs for there can be no other reason for so doing except for competition purposes. This being the case, surely the main consideration is not the fact that the Bristol put up a rather better average but an appraisal as to which car would go on maintaining such averages the longer without running itself into expensive trouble. The second consideration must obviously be petrol consumption.

Now I own a pre-war Bentley, and having a particular interest in the Bristol, I have gone out of my way to examine many that have been driven far and fast. As a result, I am left in no doubt whatever that on a Bristol-Bentley comparison, the larger car stands up incomparably better to a prolonged thrashing, and here I am thinking not only of engines but of steering joints, transmissions and all the other bits and pieces that come in for their fair share of the pounding and cost so much to replace.

My own Bentley, which I have now owned for six years, was already thirteen years old at date of purchase. 120,000 miles are now shown on the clock. The top part was taken down shortly after the rigours of war-time motoring but the bottom to my certain knowledge has never been touched. Even so, she still seems to be quite unmoved by high averages. Never yet have I had the feeling that I have taken something out of her after a long journey at high speed and she certainly takes very little out of me, which is another point, I feel, in favour of the larger-engined car.

As for petrol consumption, the average put up by the Bristol was 21 m.p.g. on the journey in question. Passage of time would obviously not allow any figure to be quoted for the Bentley. I am sure, however, that any owner of one of these pre-war Derby-built cars would bear me out when I say that in normal trim they are capable of averaging 20 m.p.g. with a full passenger complement and that they will go on doing so *ad infinitum*, the speed at which they are driven having little or no effect upon the amount of petrol consumed.

That the pre-war Bentley is a very good car there is no doubt, but by present-day standards of engine efficiency there can be nothing exceptional about it. This being the case, I submit that for the job of fast touring, the car of several litres still gains every time.

I am, Yours, etc.,

Lyndhurst. ANDREW LLOYD.

* * *

TR2 *versus* AUSTIN-HEALEY

Sir,

May I, as the owner of a 1955 Austin-Healey 100, state some facts concerning the relative merits of the Austin-Healey 100 and the TR2?

1. The performance of the Austin-Healey is far superior to the TR2, as evidenced by every competitive set of Road Tests published. All give the Healey faster :—

By .2 sec. 0-30 m.p.h.
By 2 sec. 0-60 m.p.h.
By 4 sec. 0-80 m.p.h.
By 6 sec. 0-90 m.p.h.

Top speed of the Healey is consistently above 110 m.p.h.; the TR2 never above 105 m.p.h. "Road and Track" could get only 95.9 m.p.h. in top gear (as standard) on the TR2. The standing start ¼ mile is 17.5 sec. for the Healey and 18.5 sec. for the TR2.

2. Roadholding, suspension and steering of the Healey are superior. The only extra available (or necessary) for the Healey for competition work, is a stiffer anti-roll bar; the TR2 requires stiffer springs and shock-absorbers.

3. The Austin-Healey is possessed of the best lines of perhaps any British car; the TR2 is downright ugly.

4. The Austin-Healey has a specially designed sports car chassis; the TR2 has a strengthened Standard Eight chassis.

5. The Healey engine peaks at 4,000 r.p.m. and develops maximum torque as low as 2,000 r.p.m. The TR2 develops maximum torque at 3,000 r.p.m. and this is only 116 ft./lb. compared with 144 ft/lb. for the Healey. Thus the effortless and comfortable high-speed cruising of the Healey compared with the TR2's buzzing (standard without overdrive), and its superior acceleration even to 30 m.p.h. No! the TR2 is not quicker off the mark than the Healey!

6. In price the Healey really is not so much more than the Triumph. It could be marketed for about the same price if the Healey Motor Co. wished, and stripped of its many standard extras. What does the TR2 cost with overdrive, wire wheels, Dunlop Road Speed tyres, heater and leather upholstery? All these are included in the Healey's purchase price. Even with these extras the TR2 has inferior performance, standards of comfort not bearing comparison, and ghastly appearance.

I will concede the TR2 better fuel consumption—about 25 m.p.g. driven hard, but the Healey gives 20-22 m.p.g. driven the same way. Also the TR2 has a nicer-looking gear leaver, but is it as functional as the Healey's? Watch the Healeys accelerating at any sprint meeting and see if the gear changes are observable, then compare with the TR2's erratic progress. Answering both Mr. Duncan and Mr. Thurkettle, the Healey gearbox has first gear blanked off; this can be unblanked in less than one hour. The results, using the four speeds, are startling and I can only conclude that the first gear is not used as standard to give the TR2s some, if small, encouragement!

I am, Yours, etc.,

Bromley. STANLEY DANIEL,

Sir,

As an enthusiastic owner of a TR2 I should like to join in the correspondence concerning the TR2 and the Austin-Healey.

Your correspondent J. M. Trimble puts the Austin-Healey in front partially because the TR2 has a hotted-up Vanguard engine, yet the Austin-Healey has also a slightly hotted-up Austin A90 (old type) engine so why hold that against the TR2?

As concerning top speed, my own personal TR2 will show 112 m.p.h. on the speedo and 5,200 r.p.m. on the rev. counter and the book says 4,800 equals 100 m.p.h. Also on a recent Continental tour of over 3,000 miles I got 39 m.p.g., all of this without overdrive. The Austin-Healey is very similar in top speed but what about petrol?

Another very large point for the TR2 is that they were not frightened to submit a car for a Road Test by MOTOR SPORT, whereas the Austin-Healey is under the Bishop Ban; "Nuff said."

May I end by saying how much I enjoy your journal and especially the "Cars I Have Owned" series.

I am, Yours, etc.,

Newcastle-on-Tyne. J. MAUGHAN.

* * *

ROESCH-TALBOTS

Sir,

I was interested in the recent correspondence regarding the Roesch-Talbots, as I owned a 1934 "75" sports saloon for thirteen years and had considerable experience with a 1937 "105" saloon. Whilst I agree with most of what your correspondents say about these fine cars, I feel there are several important points on the debit side of which they have made no mention.

For instance, on both these cars the quick and sensitive steering that was so pleasant on good surfaces was given to shaking the steering column and front end generally quite excessively on poor roads. As regards roadholding and comfort, these two pre-war Talbots were much inferior in these respects to my present 3-litre Alvis (1952) which is a comparable post-war type of motor.

I feel that in assessing the merits of such excellent cars as the Roesch-Talbots one shouldn't blind oneself to the various ways they fall short of a good modern design.

Much as I enjoyed my motoring in the Talbots, I couldn't revert to them now with any pleasure.

I am, Yours, etc.,

Bristol. R. PRATTEN.

Sir,

In view of the recent correspondence concerning the Roesch Talbots, I thought readers might be interested to hear something about my car—CYO 73—particularly as it is now one of the few which is competing in club events.

This car started life as a 1936 Vanden Plas speed model, its early history being obscure. Some time before the war it was owned by Sydney Allard, who rebuilt it as a sprint car, taking 14 inches out of the chassis, lowering the radiator, and fitting a rather ugly two-seater body.

It was in this form that I acquired it, in conjunction with a friend, Nigel West, in March, 1948.

We did some work on it and both used it on the road without mishap until January, 1949. The joint ownership then ceased, as they say, for domestic reasons, and I became sole owner.

What Sydney had done to the engine I don't know, but it had been potent from the start. Apart from the larger jets in the huge Type 48 VI Zenith carburetter, and a straight-through exhaust it appeared to be standard, and was then fitted with the correct Talbot cast iron skirted pistons in two halves with aluminium crown.

Being an old Talbot enthusiast (I have owned three others, two 65s and the latest 1938—110 sports saloon), I decided to rebuild the car for circuit racing. We sold the old body to a bloke, who put it on a 3-litre Bentley; and then stripped the chassis completely.

It was subsequently (over 18 months) rebuilt with new 3.85 to 1 E.N.V. rear axle and reconditioned Wilson gearbox. We mistakenly used standard aluminium pistons, originally made for the London ambulances. These were too long in the skirt and were fitted too tight.

On completion a new sports body, in keeping with the character of the car, was designed and fitted by Radpanels.

The dashboard, instruments and interior we did ourselves. The car now weighs 26 cwt. with full sump and tank.

At the Goodwood Members' Meeting in 1952, the car went well in practice, achieving 96 m.p.h. down Lavant straight, but was very difficult to stop from this speed, due to the springs twisting, upsetting the castor angle, and causing awful front-end flap.

In the third lap of the race a big-end ran, due, we subsequently discovered, to a kink in the oil gallery pipe in the block. We had tried to repair this in situ by sleeving, evidently without success.

Another engine was obtained (AV253). The block was bored, and we started again!

As stated the gearbox had been overhauled by experts (*sic*) who had cored up the oil feed from the engine, stating that splash lubrication would be adequate. As we found out at the next Silverstone Club Meeting—it wasn't!

Back to force feed again and another recondition for the gearbox.

At Castle Combe a piston picked up and we had to strip down once more.

AV253 is now a bit of a mixture, but is reaching racing form. The block has been linered to standard, and after consultation with John Bland, special H.C. pistons fitted with shorter skirts.

Our first race meeting in this form was the V.S.C.C. at Oulton Park. We suffered minor bothers after the first race, mainly a carburetter flange gasket that was sucking air, which was not located until we got home; but in the first race the car was running well and clocked 2 min. 43 sec. (61 m.p.h.) on more than one lap. Not too bad, as a 3.85 back-end with 18-in. wheels is a bit high.

I was stopping at 4,500 r.p.m. in third and achieving 88 m.p.h. down the straight in top. We have now fitted torque arms to the front axle and the car stops quite well from over 90 m.p.h.

Bottom-end and piston bothers seem to be over, and if our entry is accepted, we hope to be at the Vintage Silverstone Meeting in August, in one piece.



The car is not really suitable for Prescott on this axle ratio, but goes up in 58/59 sec. At the Shelsley Members' Hill-Climb last year it clocked 54 odd sec.

Generally speaking it is a treat to drive, either on track or road, and has recently been my daily transport.

We (my mechanic and I) have learned a lot from club racing, there is no better way to prove your motor car, but don't expect to get off scot free!

I am, Yours, etc.,

Dudley. JOHN VIRR.

* * *

THE VINTAGE CAR CONTROVERSY

Sir,

Mr. Rawnit seems to have been led astray rather badly, and I am glad you suggest it was by members of a club other than the V.S.C.C.

Regarding the expression "modern tinware," now that Rolls-Royces have pressed-steel bodies we have to face up to it that "acres of tin" is inherent in modern design, and modern cars certainly can perform, even though a well-driven vintage car can even now beat an indifferently driven modern car on certain courses.

In many cases I feel that the way to appreciate a modern car is to get behind the wheel and drive it rather than to stand around looking at it too closely.

Now for Mr. Rawnit's points :—

(i) Vintage enthusiasts have an almost desperate conviction that there have been no "men's cars" built since 1930.

Surely any fast car is a "man's car," and modern fast cars are invariably faster than vintage fast cars.

But if those who put forth this argument think of a "real man" as a muscular, pipe-smoking, beer-drinking, scrum-capped individual who demands a car that needs considerable physical strength to drive, and is fast and uncomfortable into the bargain, then surely there are few post-1930 cars which will fill this particular bill.

Fortunately the "real man" can still prove his manhood by driving his modern car really fast and skilfully.

(ii) Vintage people have a tendency to rate the quality of any motor vehicle from the volume of noise emitted by the exhaust.

If this means the noisier the better, then a TR2 rates as of higher quality than a Silver Ghost Rolls-Royce on the admission of members of the V.S.C.C. This is nonsense. If the reverse is meant that might be nearer the truth, but it is still nonsense.

(iii) Vintage members show an alarming ignorance of the wider facts of automobile engineering.

Demonstrably untrue. The following are members of the V.S.C.C. : Laurence Pomeroy, Alec Issigonis, Rodney Clarke, Mike Oliver, H. R. Godfrey, John Bolster, Archie Butterworth, David Hodkin, Leslie Johnson, Briggs Cunningham, Denis Poore, Tony Rolt, Jack Fairman. Leslie Marr and Paul Frère, not to mention Messrs. Boddy and Jenkinson.

Not o e of these gentlemen has, so far as I know, refused to take an interest in any car designed after Chitty-Chitty-Bang-Bang.

(iv) Vintage members dismiss modern motor-racing as boring.

V.S.C.C. members are always prominent as marshals at the big Silverstone meetings, as are their cars in the car-parks. Some of them even bore themselves to tears at the wheels of modern Grand Pri< and sports-racing cars. (See (iii) above.)

The comparatively large crowds at Vintage meetings (bigger than at nearly all other purely club meetings) prove that you don't need to be a vintage addict to enjoy vintage races. And even the big meetings often include vintage races or classes these days.

(v) There is a vintage addiction to quaint headgear, with all the sinister motives that this implies.

All I can say is that so great is the interest in vintage cars these days that it is quite unnecessary to call attention to oneself when driving one by wearing a funny hat, if that is the object of funny hats.

I don't think this addiction is particularly true of vintage members as a whole anyway—even if it were, it seems pretty harmless to me.

Finally, Mr. Rawnit, vintage cars are jolly good fun, and most of us who drive them can't afford to buy modern Ferraris and Aston Martins. Those of us who can afford both generally run both.

The Vintage S.C.C. is full of nice people who are neither bigoted nor besotted, and most of them would agree that the vintage enthusiast who condemns modern cars out of hand is just as ignorant as the modern enthusiast who condemns vintage cars out of hand.

I am, Yours, etc.,

Oakington. PETER HULL (FLT. LIEUT.).

Sir,

With reference to Mr. E. Rawnit's comments on " Vintagism " :

In the first place I would point out that by installing a 4½-litre Bentley engine in a 3-litre Blue Label chassis the owner was merely making for himself what was and still is a 4½-litre Standard Bentley of the 1928 period. Surely in these modern times you can find the same chassis being available with either large or smaller capacity engines.

I myself own a vintage " 4½ " Bentley on which I have just about completed 300,000 miles. It belonged originally to Lady Alness, and I bought it when 47,000 had been completed — the reading is now 337,000. I have in this Bentley a motor car which will just top the hundred mark and is thereby a bit faster than original. During the twenty years or so that I have had her my bills at Bentley Motors and McKenzie's amount to something in the region of £800—add to this the original cost of £105 and the result is that for £905 (plus cost of petrol, oil, tyres and insurance, etc.) I have had a very large mileage and still possess a reasonable motor at the end of it.

To me the fascination of the true Vintage car is that the driver knows what is going on. He can feel his front wheels on the road, hear his engine and gearbox and really feel that by intelligent driving he is getting the best out of his car.

My old Bentley is now having new fabric (the first time it has been renewed since built) and the Vanden Plas ash frame has been found absolutely solid and unbroken.

I would be the first to agree that such a motor car can become very tiring to drive, that the cost of petrol is high as is the consumption, and that a number of moderns will go faster, but after 337,000 miles many of these modern cars would, I submit, have had to have new engines, new bodies, new gearboxes, in fact that they would have ceased to exist.

The Vintage car has its place in this modern world as has the Modern itself whose warmth and comfort I sometimes strongly yearn for.

I am, Yours, etc.,

London, N.W.2. C. J. L. MERTENS.

Sir,

Setting aside my strong suspicions that Mr. Rawnit is a keen vintagent taking the mickey out of us all, may I try to answer him objectively ? Twenty-five and more years ago there were literally hundr ds of makes of motor car, each manufacturer trying to evolve the optimum family car according to his own ideas or else to develop some outstanding and desirable characteristic at the expense of all else. This led to an enormous variety in design, size and shape, each model possessing its own quality which we call " character." Moreover, such was the golden future of motoring that every maker tried, within his limitations, to make his product as good as possible and in the many things that constituted that goodness, longevity ranked high.

Today manufacture rests in the hands of very few mammoth concerns and a handful of specialist makers, while the optimum family car is very much with us. " Rationalisation " and " automation " promise a further reduction in types, while the guiding principle has shifted from sheer goodness to ease of production and selling qualities at home and abroad. In short, the engineering aspect has yielded to the commercial, the designer to the stylist.

Can it be wondered therefore that we who love motor cars and motoring for more than bare transport, turn for interest and individualism to the vehicles of the past ? We do not decry the modern car ; the number of prominent vintage enthusiasts who use it for everyday purposes should convince even Mr. Rawnit of that. We say, merely, that each is very like its brother and that it won't last twenty years for the good reason that it isn't meant to. It has, in the main, become an expendable asset, a tool of transport, and not a cherished personal belonging as was its ancestor.

Mr. Rawnit seems to have a " thing " about Bentleys and Jaguars. As one who owns both, again may I reply ? Between my 3/4½-litre Bentley and my 1940 3½ Jag. there is little to choose in performance. Both provide 19 m.p.g., an indicated 80 on any decent road, good but not superlative braking and both have extremely heavy steering at very low speeds. On long journeys the Jaguar scores by reason of its smoothness, comfort and a slight superiority in acceleration. In dense traffic the Bentley is less tiring with its superb all-round visibility and precision handling. Both cars are passed by the same number of Consuls and Zephyrs on any given journey, which may signify more to Mr. Rawnit than it does to me. I have an equal regard for each of the pair, so widely different in their appeal that a detailed comparison is rather pointless. If I had to part with one, it would be the Jaguar, for a Vintage Bentley, modified and adapted over the years to one's personal fads, is virtually irreplaceable.

There is one striking difference ; park alongside another 3½ Jag. and the owner is unaware of your existence, as are you of his. This is not quite so among Bentley drivers. It's a small point, but there is no Jaguar Drivers' Club (although there used to be an S.S. Car Club, and jolly good it was). All this may provide another reason why those of us with a sociable turn of mind tend to cultivate old motors.

I last heard the phrase " modern tinware " used, other than in fun, about 1948 at which time it may have been not unjustified. Come to think of it though, it's a fair enough description of any vehicle made up largely of pressings and need not be derogatory. After all, Bentleys don't mind being called "camions," nor Jaguars "passion-wagons." It is all part of the good-fellowship of enthusiasts, something which appears to have eluded Mr. Rawnit. When he has lived a little longer he may realise that there is more to all this than just besotted bigotry. The desire to retain something of a past which some of us found rather good fun, the love of craftsmanship and of good company, the personal solution of problems beyond any service station, all play their part.

He may realise too that motorists are an oppressed minority and that he who has vituperation to spare can vent it more usefully on those who threaten still more our freedom than upon his own kind. I hope I have explained to him what makes the vintagent tick. In return, it would be nice to know what makes Mr. Rawnit tick—or should I say detonate ? Can it be that he has been outpaced, outdriven and outsmarted by one of those noisy old Bentleys ?

I am, Yours, etc.,

Worthing. W. H. CHARNOCK

[But see also page 477—ED.]

* * *

GEAR RATIOS

Sir,

I was very interested to read Mr. Ian Lewis's letter, which prompted me to regret, not for the first time, that the good sense expressed in your pages by some correspondents and, without fear or favour, by your editorial staff, is presented to the converted.

As Mr. Lewis says, the latest Minor is a travesty of the original model. The A30 engine, though admittedly livelier than the side-valve one in standard form, is not nearly so smooth, and its fussiness is exaggerated by the ratios of a gearbox which is markedly inferior to its predecessor in every way. A friend of mine, having bought a new Minor shooting-brake after long and pleasurable experience with his own early blown saloon, has in sheer desperation exchanged his engine and gearbox for those of the original type.

It is surely obvious that this sort of deterioration is an inevitable consequence of the merging of old-established firms managed by enthusiasts into one large combine run by business men who are not motoring-minded. It is consequently inevitable, too, that its products will then tend to be suited to the needs of a wider public which is equally ignorant of the finer points of a motor-car. Thus, apart from the Minor, a ride in the modern Riley evokes most unfavourable comparison with the wonderful 1½-litre of a few years ago, made before the rot had set in, and at a time when the old Riley tradition of good handling qualities still prevailed. The Magnette of nowadays is similarly deficient in those attributes of safety at high speeds, on wet or dry roads, and outstanding performance which characterised all previous models, and it is the opinion of many that apart from superficial styling and finish, and half-hearted copying of Continental or American body design, the latest Austins are inferior in the essentials to the first A40, if only by reason of the dreadful and unnecessary steering-column gear-lever. In this regard, only a week ago I wrestled in vain for five minutes to find the reverse gear of a Morris Oxford, thereby joining the far from exclusive band of sufferers from the same disability.

This is all most distressing and, in our national interest, to be regretted. " Progress " must apparently mean a throwing aside of those things which have made British cars of high repute both at home and abroad. True, we still have such stalwarts as Lyons of Jaguar, but otherwise the position is such that certain questions come inescapably to mind. Have the manufacturers ever driven their own products, and if so have they formed a standard of comparison by driving, for example, a really first-class Italian car ? Have the designers and technicians of absorbed companies lost their cunning ? Or alternatively have they in the interests of cheapness been forced to work to a lower standard, or been allowed to go where their genius is better appreciated ?

As Mr. Lewis infers, the sooner the old honoured names are discarded the sooner will their prostitution be at an end.

I am, Yours, etc.,

Bewdley. STANLEY W. FISHER.

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FOR SALE

BREAKING 1928 MORRIS 11.9 Oxford. Write, 35, Farren Road, S.E.23. [8556

1928 BENTLEY 4½ tourer. New hood, screens, tyres, etc. Licensed, insured. Good and fast. £275. 74, Wellington Road, Bury. Tel.: 662. [8558

AUSTIN SEVEN 1 5/16-in. crank and rods, 50s.; 5.25-1 c.w.p., £2; 4-speed box, £3; Singer Nine counterbalanced crank, £4; Jeep rear final drive and casing, £3; Dunlop Hydro jack, £2; split-rim tool, 15s. Good secondhand 500-22 and 710 by 90 tyres, £1 each. 1921 2¾ Douglas engine complete, offers. Bagguley, Tudor Garage, Aston-on-Trent, Derby. Tel.: Shardlow 356. [8560

BARGAIN—RILEY NINE, 1931 Monaco, complete with trailer full of spares comprising almost complete second car less frame and body shell, plus most parts of two spare engines. Some snags easily fixed. Sad, but going overseas. £80. Walnut Tree Cottage, Westergate, Sussex. Tel.: Eastergate 7264. [8562

SINGER 9-H.P. coupé, 1934. Black. Good condition throughout. Tel.: Park 9596. [8563

CITROEN, 1940, Big Fifteen. Good condition. £225. Selby, 79, Roundwood Way, Banstead, Surrey. Tel.: Burgh Heath 1853, evenings. Also cyl. head, Singer Le Mans, 1934, £3. [8564

ALVIS FIREBIRD, in very good condition. £158. Tel.: Hither Green 3665. [8565

1935/36 S.S. II JAGUAR sports saloon. £90, must sell. Tel.: BAL 7496. 1, St. James' Drive, Upper Tooting, London, S.W.17. [8566

£75, O.N.O. Sacrifice for quick sale. 1935 Buick Eight, 20 m.p.g., very good condition. 56a, Nightingale Lane, Balham, S.W.12. [8567

BENTLEY 3-LITRE, 1929 (Red Speed). Also numerous spares, engine, gearbox, axles, etc. Johnson, 31, Fairview Road, Birkenhead. [8568

RILEY ENTHUSIASTS : Arrival of stork—departure of car. 1934 Alpine 1½-litre, 6-cylinder. Spares or complete (chassis, one wing, slightly bent). Detailed list, s.a.e. Attenborough, 192, Uttoxeter New Road, Derby. [8569

RILEY NINE, 1929, 4-seater tourer. Good condition. £60 or offer. Box No. L570, MOTOR SPORT, 15, City Road, E.C.1. [8570

SINGER LE MANS 2/4-seat sports, excellent condition. £165, o.n.o. Write for details, 10, Valance Avenue, Chingford, Essex. [8571

1929 ROVER 10/25, sound mechanically, £25. 1934 Triumph Eight saloon, £45. Riley Twelve Kestrel, 30 m.p.g., £70. Alfa-Romeo 1,750, fitted Morris Sixteen engine, £85. Tel.: Wittersham 55, after 6.30. Burt, 5, Oaks Road, Tenterden, Kent. [8573

RAILTON, 1939, 29-H.P. Sandown saloon. Lockheed brakes. Mechanically perfect. £125, o.n.o., or would exchange post-war drophead or sports, cash adjustment. 21, Holywell Lane, Rubery, Worcs. Tel.: Rubery 535; daytime, Birmingham Central 7297. [8574

M.G. M-TYPE, 8-h.p., 1932. Good order. 40 m.p.g. £75, o.n.o. Booth, 62, Clifton Avenue, Wembley. [8575

JAGUAR drophead coupé, showroom condition. £275, or offer. 24, Rockmount Road, Wincobank, Sheffield. Tel.: 36014. [8576

SINGER NINE LE MANS saloon, £70. Evenings. White, 5, Well Way, Wells Estate, Epsom, Surrey. [8578

HUMBER 9/20 saloon, 1928. Superb, original. Good tyres. Photo. £90. 49, Welland Close, Peterborough. [8579

VINTAGE ENTHUSIASTS. 1927 11.9 Lea-Francis. Mechanically sound, body fair. Taxed. Nearest £35. Tel.: Lewes 832 (Sussex). [8580

HEALEY SILVERSTONE, 1950, 2-seater sports. Ivory. Perf. cond. £500 or exchange. 21, Fairfax Road, Bingley, Yorks. [8583

ALVIS 16.9, 1938, drophead coupé, 70,000 miles. Stored 7 years. Extensive overhaul last year. Around £150. 70, Ringley Road, Whitefield. Tel.: WHI 2836. [8584

ALVIS SPEED TWENTY tourer, 1934. Reconditioned engine. £130. Tel.: Ruislip 6240. [8585

FOR SALE—*continued*

RILEY SPARES AND SERVICE (petrol and spares till 10.0 p.m., 7 days per week). Our unrivalled stock includes Silicon chrome valves, 9s.; guides, 4s.; valve springs : single, 8s. set; double, 14s. set; gaskets, 17s. set; brake cables 22s. 6d.; speedo. cables, 22s. 6d. complete; crown and pinion, £7 10s.; solid copper head gaskets, 14s. 9d. All plus postage. Exchange dynamos, starters, B.T.H. magnetos, clutch plates, brake shoes, 12/4 oil pumps; several sets twin carbs. with manifolds. Welford Bros., Central Garage, Rothley, near Leicester. Tel.: Rothley 140. [8586

M.G. MIDGET J2 2-seater sports, 8 h.p., o.h.c., finned brake drums, fold-flat screen, twin S.U.s, new hood and battery. Taxed and insured. £110. Tel.: KEN 7873. [8587

MORRIS EIGHT 2-seater tourer. Reconditioned engine 1947, now being re-ringed. Full weather equipment, rewired, new universal joints, steering ball-ends, etc. Taxed year. £120. Tel.: Derwent 3510, after 7 p.m. [8588

RUST-RESISTING PAINT, absolutely guaranteed to do the job. Ideal for any exposed surfaces. Easily applied, no special cleaning required. 35s. per gallon, carriage paid. Cash with order. Chase Garage, Greenhithe, Kent. [8589

F.N.-B.M.W. 319 cabriolet, 1938 registration. Excellent specimen. £175. Dodd, "Rokehollow," Embley, Romsey. Tel.: 3378. [8591

M.G., 1938, VA drophead. Radio. Recent bills £180. Above average condition. Engineer maintained. Original toolkit. Sale due to family increase. £295, o.n.o. Farrer-Halls, 8, Oatlands Close, Weybridge. Tel.: 2013. [8592

1951 MORGAN 4/4 2-seater, immaculate. Reconditioned tuned engine; 35 m.p.g., 78 m.p.h. £390. Taylor, 27, Randolph Crescent, W.9. Tel.: CUN 2648. [8593

ALVIS 12/60 "beetleback," 1931/2. Good condition, new tonneau and hood, radio, etc. Must sell. Accept £95. Hall, 178, Old Christchurch Road, Bournemouth. Tel.: 4802. [8597

RARE V8 RILEY, 18 h.p. Alloy saloon, 1937-8. Marvellous motoring. Enthusiast's dream. Sacrifice, £155. Phillips, 689, Fishponds Road, Bristol. [8598

LAGONDA RAPIER, 1935, in perfect condition until recent argument with bus—now minus radiator and has bent chassis. What offers? As is—or spares. Nokes, c/o Wyche & Coppock Ltd., Radford Mill, Norton Street, Nottingham. [8599

ROLLS-ROYCE, 1933, 20/25 Park Ward saloon. One owner since new. Maintained by Rolls and Park Ward. Recently resprayed two-tone grey and black. New Triplex. Good tyres. Reasonable offers for this fine example. "High Mead," Cobham (Surrey). Tel.: 3151. [8600

RILEY NINE KESTREL, 1933. Amateur 2-seater body. London. £30. Box No. L602, MOTOR SPORT, 15, City Road, E.C.1. [8602

HOT, SPARKLING SINGER Le Mans, blue and silver; rebuilt, super-tuned in 1951 for £400 and just run-in after much overhauling. 80 m.p.h., 30 m.p.g., with an exhaust note that is music to the ear. £199, o.n.o. 104, Devonshire Road, London, N.W.7. Tel.: Finchley 3335. [8604

LAGONDA, 1932, 2-LITRE, low-chasis Speed Model, black and chrome. Bodywork, chassis and transmission exceptionally good; engine requires some attention. Offers around £200 to Taylor, Tel.: Hillside 3821, after 7 p.m. [8606

BRITISH SALMSON drophead coupé, 12 h.p., 1936, two o.h.c. One owner. Taxed for year. Engine overhaul just completed. Excellent condition throughout. Nearest to £140. 6, Sloane Gardens, London, S.W.1. [8610

ALVIS 12/60 "beetleback," 1931. In very good condition. Black and red. Nearly new hood. Spare gearbox minus selector fork. Trials by appointment. Welch, Littley Park, Hartford End, Chelmsford, Essex. Tel.: Felstead 355. [8611

M.G. 2-LITRE, 1939, Model SA, D.P.C. Heater, radio, new hood. Taxed year. Offers, £190 Tel.: Radlett 6425. [8612

FIAT 1,100E, 1950, pillarless saloon. In excellent condition throughout. High cruising speeds with 37 m.p.g. Good tyres. Taxed. £470. Increasing family forces sale. "Beverley," Greys Road, Henley-on-Thames. [8613

ALVIS 12/50, 1932, saloon. Exceptional condition. Photos available. Realistic offers to Walker, Nell Gwynn Cottage, Sunning Hill, Berks. [8614

328 FN/B.M.W. Mechanically excellent. Bodywork in Concours condition. Complete in every respect. Full tool-kit, hood, tonneau, aero-screens, side-screens, F.N. handbook. Almost every part of this car has been overhauled and replacements made where necessary. £475. 3, Kilworth Avenue, Shenfield, Essex. Tel. : Brentwood 499 (evenings or weekends). [8615

RILEY 9, breaking for parts. Excellent engine, transmission. Black, 3, South Avenue, Coventry. [8628

FOR SALE—*continued*

RILEY 9 SPECIAL. Tuned engine, hydraulic shockers, two new tyres, many spares. Winner several awards. Stark but potent. Sim, 93, Pendennis Road, London, S.W.16. Tel. : STR 3647. [8616

1930 CHRYSLER ROADSTER. Unusual and attractive motor car, in fine condition. Extremely reliable. Berkshire. £95, o.n.o. Box No. L617, MOTOR SPORT, 15, City Road, E.C.1. [8617

M.G. 18-80. 2 cars stripped. Much time and money spent in preparing parts for rebuilding. £20, or offers. Sunbeam 21 limousine, 1929. Laid up last September. Not suitable for concours, but excellent spares mine, very good tyres 550-21. £20, or exchange for defunct Talbot 18. Vincent Rawlings, Hyde House, Station Road, Kenilworth. Tel. : 35. [8618

SUNBEAM 1930, 16-h.p. saloon. 43,000 miles, two owners. Excellent tyres, battery, upholstery. Just had £35 overhaul. Bargain, £75, o.n.o. Tel. : Terminus 5937. Box No. L619, MOTOR SPORT, 15, City Road, E.C.1. [8619

M.G., 1937, 2-litre d/h. New clutch, hood, petrol pump, tyres. Excellent mechanical condition. Wing mirrors, mascot, etc. 22 m.p.g. £125. KNI 1916. [8620

£250—1938 (Sept.) TA type M.G. Excellent condition, recent decoke, reconditioned water pump, two new half-shafts and hubs, differential assembly. Bills for £60. Any inspection or trial. Ford, 114, Broadfield Road, Knowle, Bristol. [8623

FORD 8 SPECIAL. Built 1954. Attractive Dellow type body. New tyres, brakes relined all round in April. 40 m.p.g. Engine being rebored. £120. 73, Stoke Poges Lane, Slough. Tel. : 21506. [8625

1938 RAPIER, Ranalah 2/4-seater sports. Mains, big-ends remetalled. Compression raised, ports polished, etc. Marchals, twin spots and windtones. Full weather equipment. Genuine mileage 52,000. £200, o.n.o. Glover, 29, Fern Avenue, Newcastle-on-Tyne. [8626

J2 M.G. Very pretty condition. Finished dark green, red interior. Two new tyres (2 months). New back axle case 200 miles ago. Very good brakes (modified). Marchal headlamps, cut-away driver's door. Engine redone last year. A.V.C. hood poor. Best offer. Smith. Tel. : Potters Bar 2578. [8627

LAGONDA RAPIER SPECIAL, with fibre-glass body, shortened chassis. Completely reconditioned engine. 2,500 miles, 5 new tyres, new battery. Re-registered February 1955. £275, o.n.o. L. Brown, Melton Grange, Woodbridge, Suffolk. Tel. : Woodbridge 588. [8630

1935 MORRIS 10/4 tourer. £100, o.n.o. Apply, Tebbet. Tel. : SHE 5522, Ext. 205. [8632

M.G. MAGNA. 4-seater. Good condition. £75 o.n.o. 69, Gloucester Road, Croydon, Surrey. [8633

1935 RILEY 9 Monaco. Good mechanically, many renewals. After August 6th. £75. 59, Apsley Road, S.E.25. [8634

CORD SALOON BODY, chassis complete. Dodge axles, wheels. Vauxhall 20 engine (overhauled) and gearbox. £50, would separate. Sandall Motors, 4, Sandall Road, London, N.W.1. [8635

RILEY NINE. Rebuilt vintage open 4-seater. B.R.G. Good hood, cycle type wings. £48. Available early August. Also Austin 10 utility. Good engine and tyres. Body and brakes poor. Nearest £10. Leete. Tel. : Wallington 9968, evenings. [8636

RILEY LYNX SPRITE, 1937 SS 27L series. Recent complete engine rebuild, fitted H.C. pistons, solid clutch, etc. 16 in. wheels, new tyres, rechromed, good hood, side curtains and paintwork, radio, etc. £250, o.n.o. L. W. Beaumont, 176, Laund Road, Salendine Nook, Huddersfield. [8637

DISMANTLED ALVIS 1949 TA14. Good condition all parts. State requirements. Offers. S.A.E. please. "Greenlaw," Gretna Green. Tel. : 361. [8638

ALVIS SIXTEEN, 1934. Good all round condition. £70, or exchange Riley Nine. 10, Ridgeway Drive, Bromley, Kent. Tel. : LEE 7992 [8640

M.G. ENGINE, gearbox J2. Complete, less crank. Sell parts. Grayling Cottage, Bridle Lane, Loudwater, Rickmansworth. Tel. : 4624. Please write or phone. [8641

VINTAGE (1921-1931) BENTLEYS had a five-year guarantee ; what makes them tick ? Do you know—owners, buyers, dreamers—as much as you would like about this classic marque ? All your $64 questions are answered in the guinea set of three Instruction Books (3, 4½ and Speed Six), plus the free Technical Data and Recognition Tables. Priced 7s. 6d., they incorporate a Bentley Buyer's Guide. Total value 28s. 6d.—but send £1 only or write for details. Vintage Bentley Service. Box No. L643, MOTOR SPORT, 15, City Road, London, E.C.1. [8643

TF/D/C/A ; YB ; PB/A ; J1/2 ; M ; Magna and both Magnette owners, see miscellaneous column last page. [8667

CEIRANO 10.4-h.p. 4-seater tourer, 1926. Complete mechanical overhaul, not yet run-in. Excellent throughout. 35 m.p.g. £150. Fletcher, Lavita, Pinhoe, Exeter. [8685

FOR SALE—*continued*

RILEY 15/6, 2-seater, 1935. Shortened chassis. 28 m.p.g., with terrific performance. Engine, clutch and preselector gearbox completely reconditioned two years ago. Low mileage since. Steering, axles, Girling brakes, shock absorbers, battery and tyres excellent. Fitted automatic voltage control, aero screens, cycle wings. Body stark but sound. Ideal club events. £145. Lethbridge, Elgin Lodge, Elgin Road, Weybridge, Surrey. [8671

ROLLS BENTLEY 3¼ Park Ward D/H coupé : will sell at £375 to appreciative home. Tel. : SLOane 0741 (office hours). [8674

1939 LANCIA APRILIA D/H coupé. Black/cream, with blue leather interior. Scintilla mag., new battery, excellent condition throughout. Twin spotlights. Always well maintained. £350. 1938 Lancia Aprilia saloon. Recent £50 recellulose, deep maroon, car returned to Lancias in 1948 for complete overhaul, excellent condition (no rust). £310. 1926 Talbot 10/23 4-seater tourer in very good condition. New hood. £85. Cheltenham Street Motors, Lower Bristol Road, Bath. [8675

BENTLEY VINTAGE 3-litre Mulliner tourer. Roomy, fast, economical, weatherproof. Complete tonneau covers. £129. Tel. : Godalming 1266. [8681

1928 TOURER. Beautiful 20-h.p. Lanchester. Small mileage and completely sound. New dynamo and tyres. Rear windscreen and tonneau. £12. Conversion will give 20 m.p.g. £110. Tel. : FLA 5270 (evenings). [8688

FORD V8 SPECIAL, 2-seater, sports body. This car is a late model and been specially built. Requires wings and detail finishing. Sale owing to illness. £125. G. L. Wallis & Son Ltd., 74, Lenelby Road, Tolworth, Surbiton. [8689

1938 RILEY LYNX, 1½-litre, 4-seater tourer. V.G. condition throughout. 9,000 miles only on recon. engine. Good weather equipment and tyres. New battery. £220 (o.n.o.). Symonds, 51, Preston Waye, Harrow, Middx. Tel. : ARNold 4911. [8690

ROESCH TALBOT 105 saloon, 1934. 4,000 miles since thorough mechanical overhaul. Excellent condition. £125 (o.n.o.). Leach, 25, Irby Road, Bristol 3. [8691

1936 RILEY LYNX 1½. New block, crankshaft. £180. 113, Keith Lucas Road, Cove, Farnborough, Hants. [8692

RILEY AUTOVIA, Special sports 2-seater. First registered 1954. £400, or near offer. Seen Dunkley & Davidson Ltd., 36, South Street, Eastbourne. Tel. : 961. [8694

FOR SALE—*continued*

EX 1928 MONACO. Body, engine, gearbox, axles, wheels, steering. Also Ford wheels. Ladhams, Alexandra Crescent, Ilkley. [8693

A SUNBEAM TALBOT. First registered 1947. 10-h.p., in spotless condition. Nearest offer to £300. Apply, Mrs. J. Tory, "Cowleaze," Winterbourne, Whitechurch, Nr. Blandford, Dorset. Tel. : Milton Abbas 304. [8696

MORRIS MINOR, 2-door saloon, June 1951. Full Derrington conversion about 6,000 miles back. New battery, rings and general check 1,000 miles back. Extras : radio, heater, twin horns, etc. £450. 6, Dartford Road, Sevenoaks. Tel. : 2233. [8697

1934 RILEY KESTREL 9. Twin S U.s, Scintilla. Recent overhaul. £140. Dr. Rea. Tel. : PRI 1151. [8698

1935 TALBOT 105 drophead. 59,000 miles, two owners. New tyres and paintwork, mechanically excellent. £90. Hall, Beggars Oak, Well Lane, Weaverham, Cheshire. Tel. : 3373. [8699

M.G. L-type Magna, 1934 foursome drophead coupe. Chassis excellent, new tanks, stainless luggage rack. Body, tyres very good, hood sound. Engine rebuilt, including rebore, new pistons, crankshaft, starter, silencer. 5,000 miles. £120. Worsley, 14, Princes Street, Grangemouth, Stirlingshire. [8700

LANCIA APRILIA, 1939 saloon. Works rebuilt 1952 : new 2nd series 1½-litre engine and clutch unit, new starter, etc. Post-war front suspension. Work 1955 includes new crown wheel and pinion, new valves and springs, new steel floor, new wipers. Two new Michelin X, two good Indias, two unused spares. Screen washers. Wind horns. Roof rack. 80 m.p.h., 30 m.p.g. Over £1,000 spent. Reluctantly offered for £475 by owner buying new Fiat. Seen at Theydon Motors, Theydon Bois, Essex. Tel. : 2100. [8701

RILEY NINE MERLIN 1936. Good all round, spare engine and gearbox. £130 or adjusted exchange for swept wings J2 or PA. Heynes, 89, Onslow Gardens, S.W.7. [8702

LANCIA LAMBDA TOURER, 4th series. 4-speed. Well base wheels. Original condition. £75. T. P. Breen Ltd., High Road, Whetstone, N.20. Tel. : HILlside 7741. [8703

SHORROCKS BLOWER, S.U. carb., 750-1,500-c.c. Unused. £25. Pair new S.U. 2½ Jag. £8. Edge, Ednaston Hall Farm, Ednaston, Derby. [8708

DAIMLER 1934, 9-seater limousine, less engine. Nice condition. Cuff, Norway House, Meopham, Kent. Tel. : 3118. [8710

FOR SALE—*continued*

ALVIS TOURING BODY from a 1937, 4.3-litre. Complete with hood and screens. In excellent condition. £40. T. P. Breen Ltd., High Road, Whetstone, N.20. Tel. : HILlside 7741. [8704

VINTAGE SPARES from U.S.C.C. member. 1928 Austin 12/4 : engine, gearbox, steering column, £8 the lot. 1924 23-h.p. O.D. Vauxhall : 4(600 by 20) wheels, tyres, tubes, 55s. each.; steering column, 40s. ; gearbox, 80s. ; dynamo and housing, 50s. ; starter motor, 40s., also electrical and other spares. Beaded-edge tyres : 4 (31 by 4½) 40s. each ; (780 by 150), 60s. ; (28 by 3), 20s. ; (720 by 120), 60s. ; (895 by 150), 60s. ; (500 by 24), 60s. ; (895 by 135), 30s. All as new. Munton, Larchwood Farm, Seal Chart, Sevenoaks, Kent. Tel. : Seal 207. [8705

CAR-HIRE & REPAIR garage, Kent, 30 miles London. Pleasant freehold house, could convert 2 flats. Capital required approx. £5,000. Part let to body repairer. Box. No. L709, MOTOR SPORT, 15, City Road, E.C.1. [8709

M.G. TA 1938. Completely reconditioned, resprayed B.R.G., new hood, engine, steering, etc. £290 (o.n.o.). Taylor, 170, Marvels Lane, Grove Park, S.E.12. Tel. : LEE 3884. [8711

M.G. MAGNA SIX coupe, 1934. Registered 1949. Good condition. £75. Enthusiast car. 15, Warwick Avenue, South Harrow, Middx. Tel. : Byron 6317. [8712

1936 RILEY 1½-litre. Brand new cylinder block. Standard, list price. Box No. L714, MOTOR SPORT, 15, City Road, E.C.1. [8714

RILEY NINE Merlin crankshaft. Unused since regrind. £5. 4 Merlin Covmo pistons, unused, plus .020 in. £2. Stoneguard for Brooklands rad. 15s. 4 Amal 1 in. bore T.T. carburetters, less float chambers. £2 each. Wanted 4 sports Amals, 1 in. bore, for Riley Nine. Mayhew, 36, Rowham's Road, Maybush, Southampton. [8715

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VINTAGE BENTLEY, 1926 Red Label, 3-litre. Good order. £200, o.n.o. Wortley, East Runton, Norfolk. Tel. : Cromer 2049. [8725

DUNCAN HEALEY SALOON, 1948 June. This car is in showroom condition. Co. Director's own car. £495. Leopold Grove Engineering Company Limited, 1, Blundell Street, Blackpool. [8727

1934 MORRIS MINOR. 2-seater, hydraulic brakes, five excellent tyres, good oil pressure hot, reupholstered, recent new hood and side curtains, had small fortune spent on it recently. Nearest £55. Wyatt, 504, Warrington Road, Warrington, Stoke-on-Trent. Tel. : Cheadle 3155 (daytime), Ash Bank 470 (evenings). [8729

MERCEDES-BENZ, drophead coupe. First licensed 21/10/37. Type 540K, supercharged 38.4-h.p. This car is in immaculate condition and is a gift at £325. Royal Park Garage, 27-29 Queen's Road, Leeds, 6. Tel. : Leeds 52401. [8730

1948 TRIUMPH ROADSTER. One owner, (three cars kept). Excellent condition. Offered for highest bid above trade price (£300 !). Ring : Seymour-Lee, Twyford 8. [8731

MORRIS MINOR, 4-door, 1952. Alexander conversion, 2,000 miles ago. Whole car exceptionally good and well preserved, many sensible extras. Exchange for Jupiter, Healey Silverstone, post-war H.R.G., or similar. Goodman, Church Hill, Belbroughton, Worcs. Tel. : Belbroughton 220. [8732

RILEY 9 CLEARANCE. '32 engine complete £8, flywheel/clutch £2 10s., '34 gearbox (recon.) £7 10s., U.J. (recon.) £2, radiator £1 10s., other items. 74, Talfourd Road, S.E.15. [8734

M.G. 2-LITRE, late 1936. Factory-reconditioned engine 8,000 miles ago, and new exhaust system. Considerable guts with comfort. Bodywork good in two tones of green. Taxed year. £190. Johnstone, Little Squerryes, Hosey Hill, Westerham, Kent. [8736

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BENTLEY 3½-LITRE, Park Ward sports saloon, October 1934. Magnificent condition. New tyres. Inspection invited. Terms, exchanges. £425. Arthur Brook (Cars) Ltd., Station Road, Old Hill, Staffs. Tel. : Cradley Heath 69344. [8739

RENAULT 1939, 12.1-h.p. D.H.C. 2/4. Excellent condition. Cream, red upholstery. Unfortunately forced to sell. £195. Turner, 16, Chaseville Park Road, London, N.21. Tel. : LABurnum 1774. [8740

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"MOTOR SPORT." 1950, 1952, 1954 complete. Offers. Capt. Dilnot, Depot R.E.M.E., Arborfield. [8748

1934 SINGER LE MANS, 4-seater. Black. Immaculate. Fully reconditioned engine, new Vynide hood, new steering, battery, carbs., distributor, speedo., rev.-counter, tyres. £150. Paris, 6, Fort Road, Halstead, Kent. Tel. : Sevenoaks 3769, (evenings). [8749

LAGONDA. 1938 V12 drophead, in very good mechanical and coachwork condition. Water assisted carburation giving 18-20 m.p.g. Offers over £400. Pool, 44, Faillibroome Road, Macclesfield. Tel. : 3939. [8750

MORGAN 4/4, 1937. Reconditioned back axle, gearbox, new radiator, front suspension, brakes relined. Good condition. £160. 12, Spring St., Nelson, Lancs. [8762

FOR SALE—*continued*

1934 J2 M.G. Two previous owners, 100% original condition. £150. Further details—BOW 3073. [8751

DELAGE SALOON D8. Body, tyres, engine excellent. New battery. £65, o.n.o. Box No. L753, MOTOR SPORT, 15, City Road, E.C.1. [8753

ALVIS SPEED 20, 1934, I.F.S., Cromard liners, Newtons, immaculate Lancefield sports 2-door saloon, black and beige. Condition good, no outlay required for at least 10,000 miles. Four Dunlop gold seal tyres, taxed and insured. £250. Also spare engine for above, overhauled as new, £55, or sell separately. Major, " Fairfields," Combe Down, Bath. Tel. : Combe Down 3166, (after 6 p.m.). [8754

SINGER LE MANS. All parts available. Paris, 6, Fort Road, Halstead, Kent. Tel. : Sevenoaks 3769 (evenings). [8755

RILEY 12 FALCON, 1936. Excellent condition. £170, o.n.o. Spellman, Green Meadows, Little Chart, Ashford, Kent. [8756

BENTLEY 3-LITRE, 1927 Short Red Label sports saloon. Very good mechanically. Tidy inside and out. Price £120. Can be seen by appointment in London, (BRI 8479, business hrs.), or near Maidstone. Andrews, Lomer Farm, Meopham, Kent. [8758

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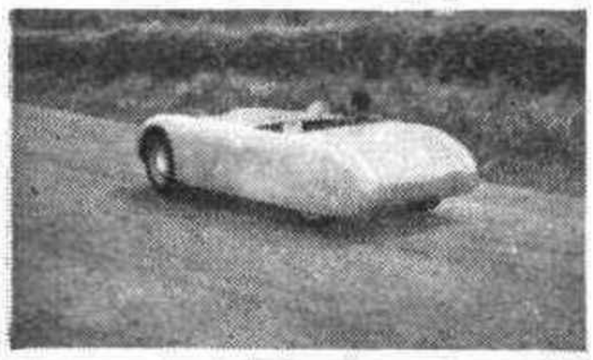
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1938 FIAT 1,100 saloon. Good condition. Lovely engine, brakes, steering, etc. Fast, economical, reliable. Seen London. First £165. Box No. L765, MOTOR SPORT, 15, City Road, E.C.1. [8765

PARTS 2½ JAG. Four good springs, two new wheel nuts, near new distrib. and cap. £5, carr. free. Box No. L772, MOTOR SPORT, 15, City Road, E.C.1. [8772

SUNBEAM TOURER 20.9, 1926. New hood and screens. Maroon and black. Host of spares. £85. 76, High Street, Stoke Newington, N.16. [8773

1930 FRAZER-NASH, c/c 4-str. high-speed tourer, in very good condition. 4ED Meadows, new tonneau, good hood and screens. 30 m.p.g., fast, reliable. £135, o.n.o. Flat 3, 24, Ullet Road, Liverpool, 8. [8774

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1920 CALTHORPE MINOR, 2-seater saloon. Mulliner body, 11-h.p. £50. 1925 Citroen tourer. Excellent order apart from hood. 11.4-h.p. £50. 1925, 680-c.c. Zenith Combination. Original condition. £25. Crittall, Croham Road, Crowborough. Tel. : Crowborough 84. [8778

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VINTAGE CAR. 1928 21-h.p. Lanchester tourer, in original and perfect condition. Spare chassis complete with all units. A superb specimen of a very fine make. £200 lot. Bowman & Acock Ltd., Malvern. [8789

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ALVIS 1934, Speed Twenty Charlesworth saloon. Very good condition throughout. £195. Exchange Vintage 2-seater or utility considered. Brooks, Layer Marney, Essex. [8801

BENTLEY 4½-LITRE fabric saloon, by Gurney Nutting. Comprehensive overhaul 4,000 miles. New drain tubes, crank ground, new bearings throughout, 3 mm. off block, re-wired. New fabric to body panels, excellent tyres and battery. Platt, 5, Denbridge Road, Bickley, Kent. [8802

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1933 TALBOT 65 sports saloon, owned by motor engineering enthusiast, recently fitted reconditioned preselector acceleration gearbox. Engine and transmission also recently overhauled. Would accept £70, o.n.o., or exchange Railton drophead. Green, 17, Grove Road Caravan Site, Woodside, Luton Bedfordshire. [8810

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1939 RENAULT 17.9, 5-seater tourer. Good condition, much money spent ! Reasonable offer invited around £175. Packard, 1, Campsbourne Road, Hornsey, London, N.8. Tel. : CANonbury 1234. [8816

TALBOT "105" SALOON 1933. Very sound. £58. Palmer, Grange Hostel, Farnborough, Hants. [8817

1947 ARMSTRONG SIDDELEY Hurricane 2-litre drophead coupe. New engine 10,000. Syncromesh box. New clutch. Immaculate. £350, or part exchange considered. 64, Borough Road, Altrincham. Tel. : 4648. [8818

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1934 ASTON MARTIN Mk. II, short chassis 2-4-seater. Exceptional condition. Extensive overhaul by Friary Motors, including re-sleeving and new bearings 5,000 miles ago. Tyres and upholstery part worn. Many mods., including balanced wheels, winking trafficators, new hood and side-screens, etc. £350, or part exchange. Please ring Potters Bar 4988, after 7 p.m., subsequent to 7th August. [8820

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1938 M.G. VA 1½-litre coupe. Radio, above average. £235. Box No. L824, MOTOR SPORT, 15, City Road, E.C.1. [8824

1924 MORRIS COWLEY, F.W.B., otherwise good original condition. £50. Garstone, 194, Psalter Lane, Sheffield 11. [8826

MERCEDES Drophead P170 V 1939. Perfect condition. £295. 124, Wood Street, Barnet. Tel. : 8245. [8827

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1935 RILEY KESTREL 1½-litre. Engine sleeved, crank ground, new king-pins, etc. £135, o.n.o. Clarke, 4, Sandown Road, Illingworth, Halifax. Tel.: 64203. [8822

LANCIA LAMBDA 7TH-8TH. Tourer. Sound, original, reliable. Paint dull but no rust. Reason for sale—bought Rolls Twenty. £100 o.n.o. Dr. J. B. Brownlie, Beechfield, Hambleton, near Blackpool. [8823

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A70 ENGINES, guaranteed working order. Complete ignition, carburetter, fuel and water pump, inlet, exhaust manifold. £21 10s. Spares, dynamo, starter to suit. Overstrand Motors Ltd., 62, Cottage Grove, S.W.9. Tel.: Brixton 2330. [8824A

RILEY FALCON 12/4, 1935. Radio. New battery. Enthusiast-engineer owner. H.P. arranged. £175. Tel.: Liberty 7905. 4, Canterbury Road, Morden, Surrey. [8826

READERS OF MOTOR SPORT will be welcome at Rock Point Hotel, Lyme Regis, Dorset. B./B. 12s. 6d. Public car park and garage adjacent. Sea front. [8827

LEONARD-M.G. CHASSIS, TD engine with Laystall-Lucas head, fully balanced, fibreglass body (aerodynamic), Winn radiator, instruments, and all necessary parts. Anyone with time and knowledge could make a good fast sports/racing car. Business pressure stops me. £650 the lot. Hiller, 53, Sibthorpe Road, Lee, S.E.12. [8828

M.G. TA, 1939. Black. Maintained in perfect condition throughout. £300. 66, Parkgate Road, Watford, Herts. [8829

SABRINA SINGER, 1928, 8 h.p., aluminium body finished grey/green, well shod, reconditioned electrics; decoked; 35 m.p.g.; spare engine. Taxed, insured, Dec. 31st. This lady has character. £50, o.n.o. Mead, 49, Uffington Road, S.E.27. [8830

2-LITRE M.G., 1938, drophead coupé, in excellent condition. Complete engine overhaul 5,000 miles ago. Back axle just fitted new bearings. Newton shock-absorbers all round. Wheels respoked. Body and chrome good. Finished in grey with fine green leather upholstery. £235, o.n.o. Tel. : Buckhurst Hill 0141. [8832

CITROEN LIGHT FIFTEEN, '38. Rebuilt to post-war. '55 carburetter, wheels, roof, etc. Excellent condition. Best offer over £200. Bisco, 7, Ormond Terrace, Regent Street, Cheltenham. [8833

INVICTA 12-H.P., 1932, in fine fettle. Interesting, fast and best, of all, economical. £150. Tel. : Molesey (Surrey) 6192, evenings, or Box No. L834, MOTOR SPORT, 15, City Road, E.C.1. [8834

AUSTIN EIGHT, 1941, 4-door saloon, good condition. Engine overhauled, brakes relined ; all bills. £215. 1, Longberrys, Cricklewood Lane, N.W.2. Tel. : Speedwell 5588. [8835

LOTUS, 1955. 1,000 miles. £475. Reynolds, 37, Southfield Road, Ashby, Scunthorpe. [8836

FOR SALE—*continued*

F.N.-B.M.W. Type 329 Cabriolet. Aug., 1937. £225. Gillett, 58, The Gallop, Sutton. Tel.: Vigilant 5491. [9013

FIAT 500, 1937. Very good all-round condition. £150 or exchange for 8 or 10 h.p. car. Rogers, Langdon Arle Drive, Cheltenham. [9014

ROLLS-ROYCE P.1. 1929 Series K.R. Hooper Limousine, face forward occasional. Mechanically and coachwork excellent. Total mileage under 60,000. Good tyres, 2 spares (one original). New batteries. Oil consumption negligible. Petrol 11 m.p.g. Brakes checked, fronts relined. A magnificent carriage, funerals or philandering. £125 o.n.o. Box No. L016, MOTOR SPORT, 15, City Road, London, E.C.1. [9016

BREAKING. 1928 Lagonda 17.75 h.p. 1939 Buick Straight Eight. 1934 Singer Le Mans. 1933 Wolseley Hornet. 1933 Rover 12. Austin 7's and many others. Tel.: LAD 5203. [9018

RILEY NINE TOURING SALOON, 1937. Special Series engine, reconditioned throughout at beginning of year. Coachwork and interior very smart, heater, taxed. £210. Tel.: STReatham 0895, after 9th August. [9020

RILEY 1½ LITRE, 1936. Special coachbuilt drophead body, excellent condition. £200. Frazer, Tel.: Western 6401. [9021

M.G. 2 LITRE D.H. COUPE, 1938. In nice condition, owner must reluctantly sell this attractive car, to best offer around £200. Apply Farrell, 1, Dent-De-Lion Road, Westgate, Kent. Tel.: Thanet 31518. [9022

M.G. "N.E." MAGNETTE. 1934 Ulster T.T. Team car. As illustrated in all the books. As this Magnette is accepted for the Jubilee Silverstone pageant on August 27th, I can only sell to M.G. Car Club members who promise to attend. Box No. L023, MOTOR SPORT, 15, City Road, London, E.C.1. [9023

LAGONDA 4½ LITRE 1937 Rapide (6 cyl, not V12) Tourer. Extensive overhaul last winter by experts. 100 m.p.h. plus and wonderful acceleration, immaculate throughout. £495. See photo. May M.S. Archbell, Woodland Drive, Sandal, Wakefield. [9024

1951 JAGUAR XK120. Ivory. Leopard skin upholstery, new white wall tyres, rimbellishers, heater, indistinguishable from new. Mechanically perfect. Never raced. £750. Kendall-Bush, 122, Hotwell Road, Bristol, 8. Tel.: 23793/27886. [9025

1953 JOWETT JUPITER. Spotless and as new. 16,000 miles, genuine, economic and extremely nippy. £650. Kendall-Bush, 122, Hotwell Road, Bristol, 8. Tel.: 23793/27886. [9026

S.S. II, 9 h.p., F.H. Coupé. Running order. Wills, 185, Ridgeway Road, Fishponds, Bristol. [9027

RILEY 9 SPECIAL. 7,000 since £150 rebuild. Very reliable. Fast. £65. Howard, Okle Pitcher, Newent, Glos. Tel.: Newent 394. [9028

M.G. 2 LITRE Sports Tourer, 1936. Well maintained, new hood, tyres, battery; radio, heater. Photographs. Unfortunately too long for present premises. £135 o.n.o. 1, Boundary Road, Upminster. Tel.: 5737. [9029

1930 4½ LITRE BENTLEY. Rebuilt by me for personal use and had little use since. Short chassis, V.D.P. body and wings, McKenzie crank and mods. Borg and Beck, D. box, axial starter, Scintillas, 4 S.U. carburetters, new Alfin drums, 6.50 x 19 racing tyres and wheels, 25 gallon tank, chrome fold flat and aero screens, chrome radiator, engine polished and chromed, new red hide seats, new hood, tonneau, new headlamps. A magnificent car, one of the fastest Bentleys. £575. Also for sale a host of Bentley parts from a frame down to lock rings. Kemp-Place, Evergreen Service Station. Tel.: Colchester 2600. [9030

ARMSTRONG SIDDELEY 12/6 1932. Attractive D.H. coupé body. Preselector, recent £85 engine overhaul, resleeved, crankshaft ground, brakes renewed, good tyres; very economical and thoroughly reliable. £85. Morrison, 5, Silver Street, Maldon, Essex. Tel.: 576 [9031

ALVIS FIREFLY Sports Saloon. Excellent mechanical order, recent £120 overhaul by Alvis. No reasonable offer refused. Must sell, new car delivered. Tel.: HEN 3869. F. W. Winters, 87, Shirehall Park, Hendon, N.W.4. [9032

M.G. 1936 2 litre Saloon. Running-in after engine top overhaul. Extensive ancillary reconditioning. Solid throughout. £210 o.n.o. Flt.-Lt. Hays, R.A.F., Cardington, Beds. [9033

3½ LITRE LAGONDA. Nov. 1935 Saloon. Fair condition. 19 m.p.g. Getting married! £145 o.n.o. Rose, 99, Shooters Hill Road, S.E.3. [9034

BULL-NOSE MORRIS COWLEY. 1st registered January, 1925. Excellent condition, just had first rebore of original engine. Brand new magneto, carburetter, upholstery, hood; 3 new tyres, rubber flooring, running boards and Lucas battery. Completely overhauled and as original. Photos available. Offers please? Turnbull, "Brookesby," Courtenay Park, Newton Abbot. Tel.: 525. [9035

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ALFA-ROMEO 1,750 twin-cam unblown, attractive and original 4-seater by Young. 1932. New hood, top overhaul, new valves, etc., just completed. Mechanical condition very fair. **£185.**

AUSTIN TEN 4-seater tourer, 1935, uninspired and only fair bodywork, but has new hood and tyres and had a complete engine recondition recently and is very sound. **£75.**

BELSIZE 13-H.P. 6-cylinder tourer. I have sold this car twice previously and it has given each of its owners really excellent service; it is sound, tidy and well shod, and has an excellent performance for a vintage touring car of this type. **£60.**

A.C. 2-LITRE sports 4-seater, 1934. New hood, good tyres, very fair all-round order. **£95.**

BENTLEY 3-LITRE SPEED MODEL, original V.D.P. 4-seater, general condition very fair indeed; virtually unmodified; body leatherwork particularly good; fair hood, etc. **£225.**

BENTLEY 4½-LITRE sports saloon by Corsica. Registered 1937, speedo. mileage 58,000, probably genuine as this is chassis No. RC 46, being the very last car built by R.-R. from spare parts to special order. Condition generally is very good. A valve regrind is being carried out and the price will then be **£350.**

HUMBER 16/50 tourer, 1930, good-looking car in very fair order. Good tyres and excellent hood. **£60.**

LAGONDA 3-LITRE Selector Special (Maybach gearbox), 1932; mechanically sound, it has one of the most attractive Continental-designed close-coupled sports 4-seater bodies ever put on this type of machine—it needs painting and new hood and a general tidy-up, but is a bargain at **£100.**

LANCIA LAMBDA, 6TH SERIES, tourer, shortened by West, otherwise extremely original. Complete engine rebuild just completed by us. Excellent hood and screen, and generally very nice specimen. **£185.**

LANCIA DILAMBDA Mulliner fabric saloon, 1930. Very tidy coachwork and very fair mechanical condition. **£110.**

RAILTON 29-H.P. sports saloon, 1937. Very fair chassis. Body requires some attention but looks quite good. **£75.**

RILEY NINE MONACO saloon, 1934. Chassis very reasonable, manual gearbox, body fair. **£90.**

ROLLS-ROYCE PHANTOM I landaulette by Windover, in extremely sound and original condition; good paint, clean interior and excellent tyres. **£95.**

STONELEIGH 8-H.P. 4-seater, 1923. A very interesting vintage light car in quite sound running order, but requires bodywork renovation. **£30.**

SUNBEAM 20/60 sports 2-seater. Stark and home-made body, not unimpressive in looks and goes very well. **£42 10s.**

WOLSELEY HORNET SPECIAL E.W. sports 4-seater, 1935. Very fair chassis, bodywork original and not at all bad. Good hood and tyres, etc. **£120.**

A quantity of spares at very moderate prices, including **Alvis Silver Eagle** engine (1930), complete with all auxiliaries; **Alvis TJ 12/50** diff. unit and set of wire wheels; **Lagonda 3-litre** engine and Z-type gearbox, also fits 2-litre; **Invicta 4½-litre** engine and front axle; **Singer Junior** (1930) engine, gearbox and rear axle, also radiator.

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M.G. T.D., 1952. Many extras. £445. Bell, "Seaton," Daresbury Road, St Helens, Lancs. [9036

ALVIS SPEED 20 Super-sports tourer, 1933. Engine, transmission rebuilt 1953. Suspension renewed 1954. New batteries, radiator, side-screens, etc.; good body, hood, tonneau cover. £150 or part-exchange Aston-Martin 1½ tourer. Tel.: Greenwich 0185; Evenings, Imperial 3035. [9037

AUSTIN 750. Attractive body, 1938 chassis. Pressure crank, enlarged inlets, Ulster rods, nippy gearbox. £110 o.n.o. Martin, Flat 3, 65, Widmore Road, Bromley. [9038

BUICK. Very rare 1941 model R.O. Series Straight 8 3/5 seater "Bootleggers" club Coupé. Over £300 spent, including new engine within last 10,000 miles, heater and extras, 20 m.p.g., huge boot, twin spares. Smooth and powerful with pretty lines. Taxed year. Private. Bargain £198. Tel.: Ascot 680 (office). [9039

JAGUAR 3½ litre Sports Saloon. 1948 model. A beautifully kept privately owned specimen in exceptional condition. Hosts of extras. An elegant and very fast car. Taxed year. Will sell on sight at £380. Ascot 680 (office). [9040

£85. 1934 TRIUMPH Southern Cross, 4-seater Sports. Engine good, bodywork excellent; new hood, tyres, etc. S.a.e. photo. Haggle for good home. Duffin, Highfields Close, Ashby, Leics [9041

ALVIS 12.60 2-SEATER. Exceptionally fast, mechanically perfect, good batteries, tyres, K.O. wheels. £130 o.n.o. Tel.: Streetly (Staffs) 7256. [9042

12/70 ALVIS 1939. Reconditioned engine by Alvis 1954. Immaculate condition. Colour black. £285 o.n.o. J. Jones, 11, Stongrove Court, Canons Park, Edgware, Middx. [9043

1933 MORRIS MINOR 4-seater Tourer. Good condition, excellent tyres and brakes. Taxed year. £60. Davis, 20, Avondale Road, Earlsdon, Coventry. [9044

INVICTA LOW CHASSIS 4½ litre Tourer. Good condition, newly rebored, new batteries; well shod. £295 o.n.o. Newman, 23, Elton Avenue, Blundellsands, Liverpool, 23. Tel.: Great Crosby 1934 (before 6 p.m.). [9045

1936 2½ LITRE JAGUAR. Engine and body completely overhauled. Many extras: Fram, Exide double life, radio, tartan covers, twin stop lights, overriders, demisters, parking lights, fog lamp, etc. Tyres excellent. Highest offer over £175. Jackson, 118, Meynell Street, Derby. Tel.: 48580. [9046

RILEY 12 FALCON, 1935. £112 overhaul, rewired, repainted; not run in. Offers over £100. Davies, 5, Jillcot Road, Sheldon, Birmingham. [9047

P.B. M.G. SPECIAL. Body resprayed metallic blue, new windscreens, reconditioned carburetters, dynamo; engine overhauled. £150. Photos. 165, Grove Lane, Denmark Hill, S.E.5. [9048

1934 RILEY 9 LYNX. Good condition. Taxed year. Good tyres. Cromard liners. £135 o.n.o. Garnham, 2, Yorick Road, West Mersea, Essex. Tel.: West Mersea 359. [9049

2 LITRE M.G. COUPE. Very good condition, performance, appearance. £210 or exchange smaller. Tel.: Saltash 3229. Bazin, Enniscrone, Saltash, Cornwall. [9051

MORGAN 4/4 1939 (late). Reupholstered, resprayed, retrimmed blue, good batteries, tyres, new hood, tonneau, carb., luggage rack. £240 o.n.o. Consider exchange Ford Special, Dellow, etc. 225, Rochester Way, S.E.3. [9052

MERCEDES-BENZ 14 h.p. Saloon, 1939. New battery, plugs, distributor; very presentable. London area. Box No. L053, MOTOR SPORT, 15, City Road, London, E.C.1. [9053

ALVIS 1934 SPEED TWENTY Charlesworth Saloon. Mechanical condition and bodywork good. First offer over £100 secures. Adams, Amport, Andover, Hants. [9054

SPECIAL RILEY Stelvio 14 h.p. Saloon. £120. Eastwood, 14, Wakefield Road, Osset. [9055

1936 17 H.P. ARMSTRONG. 4-seater tourer. In good running order. £110. Any offers? Box No. L056, MOTOR SPORT, 15, City Road, London, E.C.1. [9056

£65! HORNET Daytona Special, 1934. Overhauled regardless. Tel.: Luton 4595 or write 14, Orchard Way, Luton, Beds. [9057

1929 ALVIS Silver Eagle Saloon. Bills for £120 on engine. Body fair, repairable cheaply. Payment by bankers order acceptable. Seen Aug. 9th onwards Maidenhead. Box No. L058, MOTOR SPORT, 15, City Road, London, E.C.1. [9058

£15. RILEY 9 SALOON, 1929. Running order, body rough. de Redder, 15, Underhill Road, Cleadon, Sunderland. [9059

LAGONDA 1934 3 litre Pillarless Saloon. Engine sound, body poor. Nearest £75. Box No. L060, MOTOR SPORT, 15, City Road, London, E.C.1. [9060

N.A. MAGNETTE 2-seater. Really first-class condition. Radio, heater. £185. Harris, 3, Culmington Road, London, W.13. Tel.: Ealing 3976. [9061

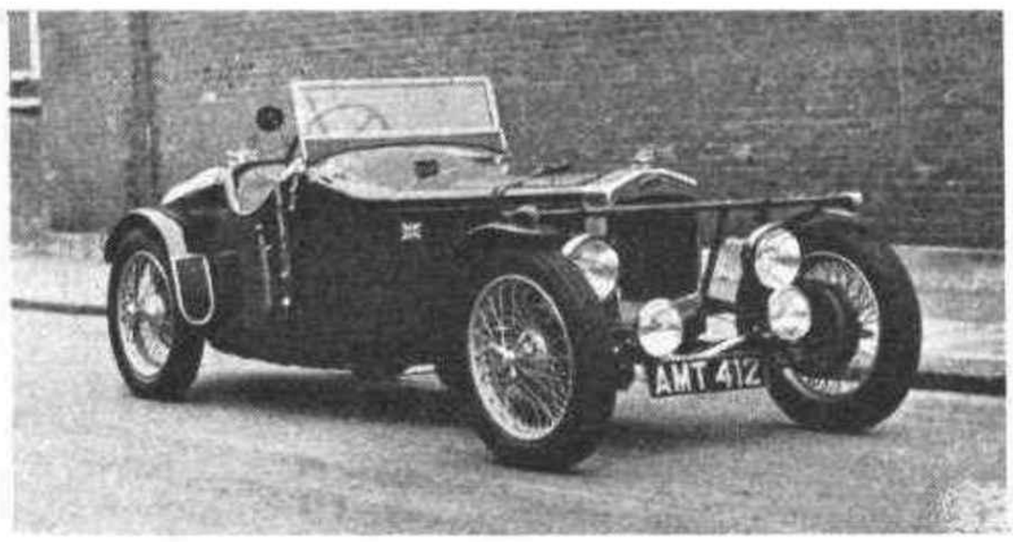
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FRAZER-NASH, 1934, *1½-LITRE, 2-seater, in B.R.G. Enthusiast maintained. Special Martlet pistons, h.c. head on Meadows 4ED engine, polished axle, etc.; twin spots, as-new tyres, good all-weather equipment; chains and rear bevel-box are in spot-on condition. A genuine and lovely example of this rare model. Repair history available.* **£245**

S.S.100 2½-LITRE Competition 2-seater, blue with red interior. Very good tyres and many extras. Full all-weather equipment. **£245**

DELAHAYE 135M, late 1938, 3-litre sports saloon, in black, by Chapron. Fairly new engine giving true Delahaye performance, a sparkling 100 m.p.h. plus. **£425**

WOLSELEY 18/85, 1948, Six-Light saloon in nice condition throughout. One owner; a recorded 46,000 miles. Taxed December. Fitted heater. **£285**

MORRIS EIGHT 2-door saloon in black. Reconditioned engine, dynamo, coil, cut-out and S.U. pump recently fitted by us. Inside has been partially retrimmed and generally tidied up. **£130**

VAUXHALL FOURTEEN drophead coupe by Salmons Tickford, in cream. Good hood and chrome, etc. Fitted heater. **£135**

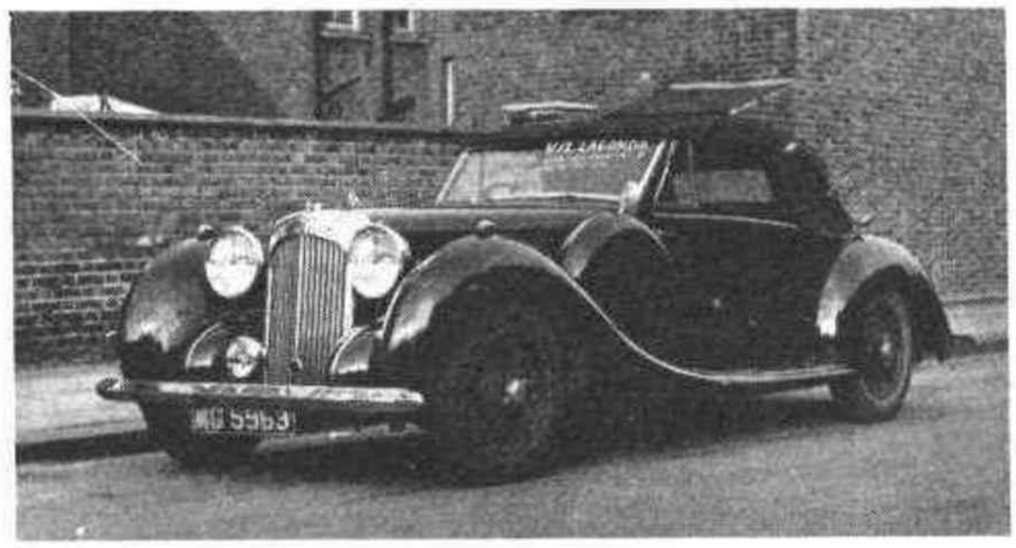
FIAT 500 2/3-seater tourer, in blue with cut-away doors. Tygan seat covers, good all-weather equipment, etc. Large amount of bills available for work done, mainly by Fiats Ltd. A snappy and economical little car. **£185**

ALLARD 71M, late 1948, 4-seater drophead coupé, in grey-blue. Column gear-change, excellent tyres, twin mirrors, spotlight, twin-tones, etc. **£310**

AUSTIN SIXTEEN Six-Light Hertford saloon, in mint condition throughout. One owner since new, original 2-colour coachwork. Recorded mileage is under 42,000 and is believed to be genuine. Complete set of original tools in their holders and instruction book. Taxed year. **£195**

JAGUAR S.S.1, 16-H.P., 4-seater tourer, in very nice condition. Good chrome and coachwork, quite good tyres, and good all-weather equipment. Would suit enthusiast very nicely. **£125**

LAGONDA 4½-LITRE, 1938, *4-seat drophead coupe, in bottle green. New Sanction II engine fitted last year. Just checked over, etc., by Davies of Staines. First class history, which is available upon request. All tyres are as new—the hood was new last year. Well over 100 m.p.h. with superb roadholding.* **£465**



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M.G./M. Modified body, engine overhauled, rewired, £65. 9, Greyhound Road, Fulham, W.6. [9062

M.G. P.B. Engine just overhauled, bodywork perfect, first-class weather equipment. Many extras. Any trial. Offers around £220. 526, Birchfield Road, Birmingham, 20. Tel.: BIRchfields 4978, business hours. [9063

RILEY MONACO, 1934. Sleeved, high compression, twin exhaust camshafts, springs, carburetters, 30 lbs. hot ("Multigrade"). Quiet preselector, steering, suspension overhauled. Voltage regulator, extras. Tyres, battery, paintwork good. Taxed. £120. Box No. L064, MOTOR SPORT, 15, City Road, London, E.C.1. [9064

REBUILT (J.2 STYLE) "M" Type M.G. Enthusiastically maintained, many new parts, 4-speed box, 43 m.p.g. Any trial. £110. 105, Rivermeads Avenue, Twickenham. [9065

JOWETT JUPITER. Mk. I. Bronze. Fitted Smith's heater, luggage rack, Marchal 541 fog lamp, latest type crankshaft, 8-1 c.r. 18,000 miles. Fast and economical, in very nice clean condition. Taxed year. J. A. Brindley, Westfields Farm, Carlton, Nuneaton. Tel.: 313 (Market Bosworth). [9066

500 SPECIAL. O.H.V. Sunbeam engine, 4 gears. Requires body. 500 O.H.V. vintage Sunbeam motor-cycle. Lot £60. Box No. L067, MOTOR SPORT, 15, City Road, London, E.C.1. [9067

REALLY FINE VINTAGE 20/60 Vauxhall Saloon (1930). One owner till 1954. 81,000 miles. Beautiful condition throughout, original black and maroon, four excellent tyres, 18-20 m.p.g. Makers oil pressure. Everything working. £95 o.n.o. 19, Woodrow Avenue, Hayes, Middx. [9068

RILEY 9 LYNX four-seater tourer. Registered Dec., 1933. Special Series engine, twin Solex, new tonneau, battery, good performance. £120. Radley, 65, Westfield Gardens, Kenton, Middx. [9070

1935 2 LITRE A.C. SALOON. Very good condition throughout. £95. Tel.: East Horsley 142. [9071

FIAT 500, 1937. Excellent throughout, raised compression, spare engine (damaged block), clutch. Nearest £150. After August 8th, 339, Princess Drive, Liverpool, 12. [9072

1927 ROVER 9. 4-seater. Engine, brakes, tyres, etc., very good. Clean body. £55 o.n.o. Cole, 140, All Souls Avenue, Willesden, N.W.10. [9075



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DELLOW, 1951, 2-SEAT. Completely overhauled March, 1955. Two-tone grey, blue upholstery, five excellent Michelins, two new "S" 600 x 16. Immaculate. Terms possible. £345. 54, Great Bushey Drive, Totteridge, N.20. Tel.: Hillside 3476, evenings. [9073

MARSHALL SUPERCHARGER off 1172 Ford, complete with fittings, carburetter, gauge, etc., £20. Ford dynamo, £2 10s. New leather flying jacket with hood, £8. 54, Great Bushey Drive, Totteridge, N.20. Tel.: Hillside 3476, evenings. [9074

LAGONDA RAPIER 9.6 h.p., 1935, Abbott Saloon. Recent £120 engine overhaul, including sleeving and clutch. Preselector overhauled by makers earlier. New vynide top. Tyres, body and paintwork good. £260. Wood, 9, Clifton Road, Heaton Moor, Stockport. Tel.: Heaton Moor 4251. [9076

SINGER SPORTS SALOON. "Penelope"—proverbial bomb, £85 o.n.o. Please Tel.: Reigate 5048. C. M. Sasserath, 97, Lesbourne Road, Reigate, Surrey. [9077

WOLSELEY HORNET SPECIAL. 12 h.p., 6 cyl., 1933. British racing green. 2-seater, 26-30 m.p.g. Exceptionally well maintained; new hood and tonneau; McEvoy high-lift camshaft available. £105 o.n.o. Allen, 160, Upper New Walk, Leicester. Tel.: 22168, business hours. [9078

ALVIS 1939 SPEED 25 Charlesworth Saloon. Grey with red hide. This car is really unique and unsurpassed. Engine mechanically perfect and coachwork immaculate. Any trial or examination invited as car has been maintained regardless of cost by company director. Two owners only since new. 20 m.p.g. and capable 100 m.p.h. Sacrifice £250 to first offer. Over £300 spent recently and receipts available. No dealers will be entertained, only genuine Alvis enthusiast. Russell, "Glenshee," Hawick (Roxburghshire). Tel.: Hawick 2847. [9079

1932 STANDARD AVON TOURER, 16 h.p. Mechanically excellent, new tyres, recent respray, many extras. Taxed year. £70. Tel.: CROydon 6555. [9081

RILEY NINE SPARES, including:—Heads, flywheel/clutch, timing wheels, camshafts, 70s. each. Sumps, manifolds, 20s. each. Hardy Spicer, 30s. Magnetos, magneto type block, 80s. each. Perfect crash gearbox, £8 10s. Crankshafts 1¼ x 9/16, £5 10s. Vassall, No. 1, Addison House, Grovend Road, N.W.8. [9082

FOR SALE—*continued*

ALVIS 12/60 tourer 4-seater, good all round. 25 m.p.g. £130. Exchange something smaller. 21, Peak House Road, Great Barr, Birmingham. [8837

ALVIS SPEED TWENTY Charlesworth. Tyres and body indifferent. Mechanically o.k.; i.f.s. P100s, electric pump. About £65. 21, Mansfield Grove, Nottingham. Tel.: 41910. [8839

VINTAGE—1925 ROVER 9/20 tourer. Rover mascot, handbook, spares, tools. £60 spent recently. £55, o.n.o. Woollett, 2, Heyes Lane, Timperley, Manchester. [8840

M.G., SA SERIES, 2-litre drophead coupé, 1938, for sale. In unusually good condition. Genuine total mileage 54,000. Laid up eight years. New works engine fitted at 40,000. New mohair hood, Ace discs and many extras. Full particulars and photograph to genuine inquiry. A.A. inspection invited. Price £250. Brotherton, Whitehall, Georges Road, Sale, Manchester. [8841

CYCLE WINGS, steel, domed and beaded. Fronts 10s. each, rears 12s. 6d. each; carriage and packing, pairs 4s., sets 5s. 6d. Also alloy. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [8842

FORD TEN CARB., nearly new, £2. C.W.P., 5.5 : 1, £3. O.N.O. 23, Wood Road North, Manchester 16. [8843

FIAT 500 drophead, 1937. Good condition throughout. Any trial. £135 or offer. Tel.: Brighton 56635. [8844

1924 RED LABEL 3-litre Bentley 4-seater, aluminium body. Excellent performance. £250, o.n.o. Full details. Struthers, Summerhill, Lochwinnoch. [8845

BRITISH SALMSON 1½-LITRE, twin o.h.c. saloon, 1936. Black, with green leather. Works reconditioned 1946; £80 mechanical overhaul just completed. In excellent condition throughout. Taxed year. £165. Fullest details. Taken delivery new car. Emmett, Bradnor House, Kington, Herefordshire. Tel.: 2139. [8846

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MORGAN 4/4 2-seater, 1936. Exceptionally good mechanical condition. Often mistaken for post-war model. 50 lb. oil pressure hot. £160. 27, Highthorne, Kilnhurst, Rotherham. [8850

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SINGER LE MANS 2-seater, in really excellent condition Six almost new tyres (twin spares), new battery. Good hood and screens. Enthusiast maintained. Very fast and economical. £150, o.n.o. Tel.: MAC 1321. [8854

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M.G. 11.9 ENGINE, complete with gearbox. New. £40 or near. 900, Broad Lane, Coventry. [8856

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ALVIS FIREFLY, 12-H.P. drophead coupe. Black with brown leather interior. Very good condition throughout. Minimum 20 m.p.g. but upwards of 25 m.p.g. on long run, cruising 40-50 m.p.h. Negligible oil consumption. £145, o.n.o. Roberts, 17, Storths Road, Birkby, Huddersfield. Tel. (office only) : Huddersfield 7545. [8858

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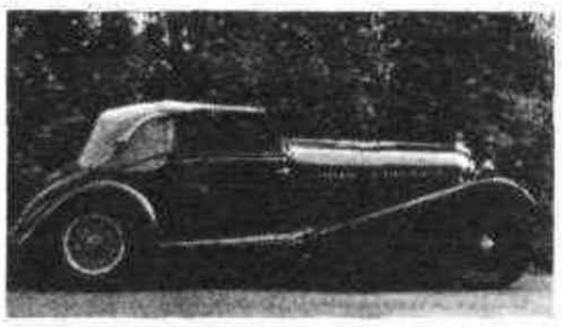
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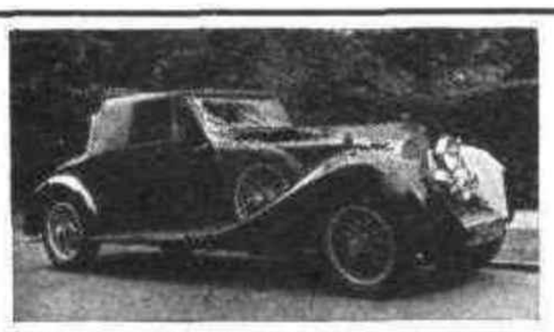
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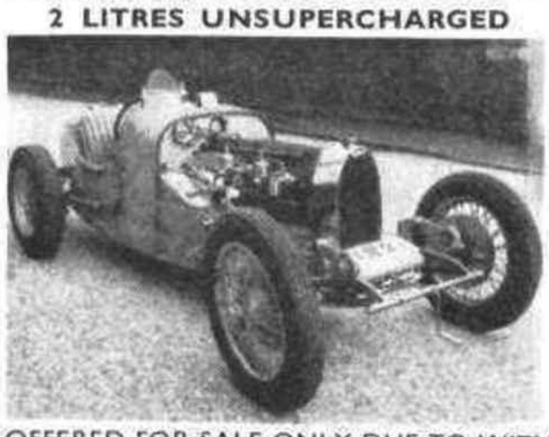
ALVIS 12/50 BEETLEBACK, 1928. Grey and red. Engine has big-port head, mechanics all good and battery fairly recent; brakes just relined. Complete with all sidescreens and good hood. Regret no space now. £115 o.n.o. Also 16/95 engine, 1929, and skeleton two-seater body to fit 12/50 chassis. 2, Hawthorn Villas, Wallsend-on-Tyne. Tel.: 68076. [9097

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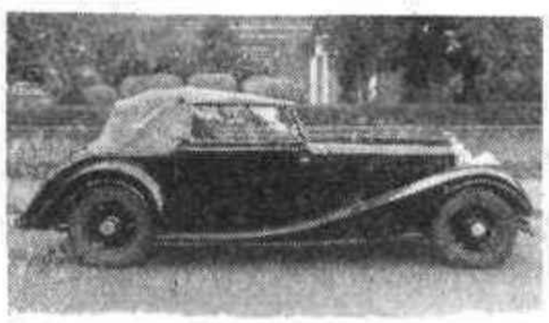
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MARK SIX LOTUS. Uncompleted axles, engine. The lot, £375. Tel.: Silverthorn 3456, evenings. [9102

RILEY MONACO 1931. Five good tyres, engine noisy but sound. £60. G. H. Anderson, The College, Guy's Hospital, S.E.1. [9103

FIAT 1100 c.c. 1938 SALOON. Good engine, battery, etc. £135. Cowley, 19, South Avenue. Tel.: Abingdon 234. [9104

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SINGER LE MANS 1½ litre Speed ex. race model. First regd. 1935. Engine overhauled, resprayed, good tyres, new battery, excellent condition; very fast. £205 o.n.o. Tel.: Barnet 3000, after 6 p.m. [9109

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MONACO, 1934. Total rebuild, batteries new. Smart, taxed. £100. Hewlett, Falfield, Glos. [9110

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1934 SINGER LE MANS. 9 h.p., 2-seater sports, good condition. Taxed, insured. £110 o.n.o. B. Hope, 28, Fernhurst Road, Southsea, Hants. [9115

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STRAIGHT SWOP! 1935 Alvis Speed Twenty Charlesworth Sports Saloon for Red Label Bentley V.D.P. Speed Model, "A" type gearbox. Values about £250. Ogden, 64, Birchdale Road, Erdington, Birmingham, 23. [9118

1951 SINGER NINE 4A.B. 2/4 seater Roadster. I.F.S., taxed, excellent condition. Must sell. Nearest £375. Legg, East Kirkby, Spilsby, Lincs. [9119

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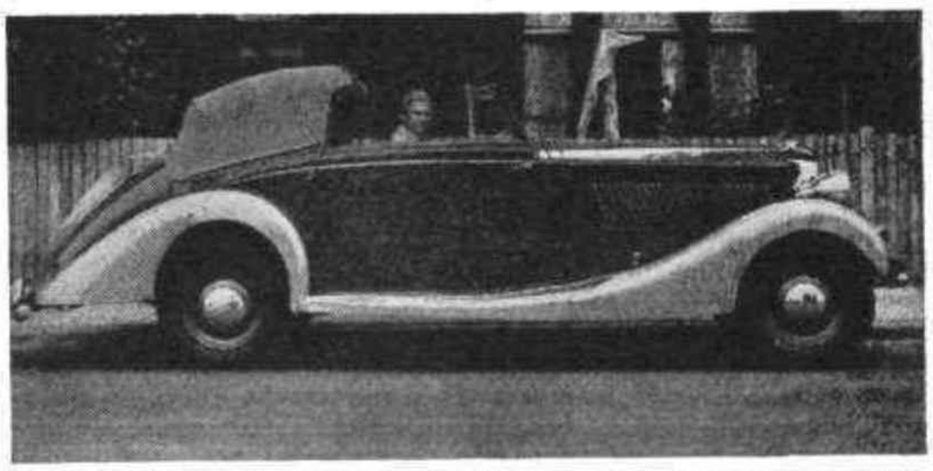
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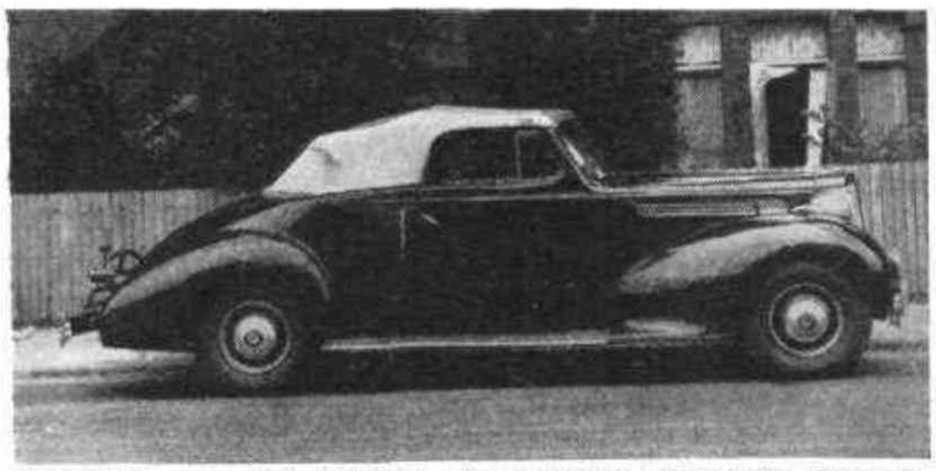
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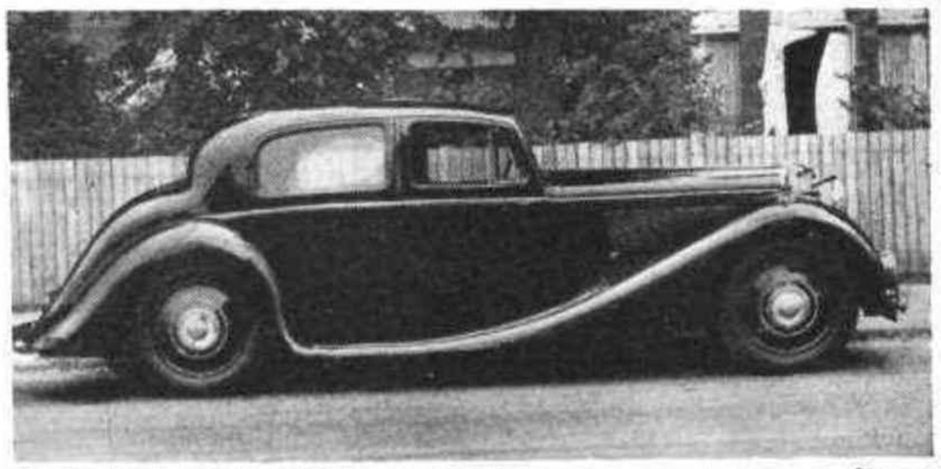
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ALVIS Speed Twenty, 1935, open 4-seater tourer. Since 1950 over £500 has been spent on its renovation. All bills and history available. This is in immaculate condition throughout and is possibly one of the finest of its type available. **£295.**

ALFA-ROMEO 1,750 c.c., 1932, 16-h.p. foursome drophead coupe. Very attractive low-built coachwork. Good mechanical condition. **£185.**

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TALBOT 65 SALOON, 1935. Concours, paint chrome tyres, almost rebuilt last 15,000 miles, now in perfect order. Photo available. £150. Bilbe, Beron House, The Esplanade, Seaford. Tel.: 2085. [9152

RILEY 12 SALOON, 1938. Excellent condition. £245. Cannell, 60, Kimbolton Road, Bedford. [9153

M.G. 1939 T.A. Completely rebuilt, enthusiast maintained in first-class condition. Sell only to good home. £285. Wallace, 17, Parkway, Trentham, Staffs. [9154

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CITROEN, 1934, SALOON. 11.8 h.p., R.W.D. Taxed and insured. Bills shown. £150. Coleby, Tel.: Park 6011. [9156

1931 ARMSTRONG SIDDELEY 12.6 flat red fabric saloon. Body and windscreen U/S, tyres fair, cord rings. Sell, brake or exchange. J. Baldwin-Teleki, 11, Ernest Street, Cheadle, Cheshire. [9157

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1925 40/50 ROLLS-ROYCE Phantom I, 7-seater limousine. Taxed and insured. Offers about £40 or exchange family saloon. Deane, 44, Wyverne Road, Manchester, 21. [9159

1939 M.G. 2 litre D.H.C. Taxed, insured Nov., and 1936 saloon partly dismantled. Damaged block rebored repairable. £120 o.n.o. Bargain. 342, Barlow Moor Road, Manchester, 21. [9160

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M.G. TA sports 2-seater. Black. Mechanically very good. Bodywork exceptional. Box No. L885, MOTOR SPORT, 15, City Road, E.C.1. [8885

VOLKSWAGEN DE LUXE 1955 saloon. Owner has two and must, alas, sell one. Choice black, three months old, turbo-discs, 1,600 miles, at £670 (£40 below cost), or Strato-Silver, six months old, undersealed, 2,000 miles, at £650 (£65 below cost). Knight, Rockhill Road, Christchurch. Tel. : Highcliffe 475. [8886

LANCIA DILAMBDA, regd. 1934, Carlton coupe. Carefully used. Most attractive. £85. Tel. : New Milton 2016. [8887

ALVIS 12/70, 1939, drophead coupe ; 600 miles since complete engine, steering and braking overhaul. Immaculate car. Photos available. £300. (Yorkshire.) Box No. L888 MOTOR SPORT, 15 City Road, E.C.1. [8888

FIAT 500, 1939, good condition, but using oil. Offers. Campbell, 14, Granville Avenue, West Hartlepool. Tel. : 3861. [8889

M.G. TC, 1946. Black. New hood, four new tyres and battery. Nearest to £325. Apply, Mrs. Watson, "Clay Tiles," Overdown Road, Felpham, Bognor, Sussex. Tel. : Bognor 2520. [8890

ABSOLUTELY BRAND NEW Andre-Harford shock-absorbers, large type. Suit Bentleys, Mercs., Lags., etc. £2 each. Carriage extra. Box No. L891, MOTOR SPORT, 15, City Road, E.C.1. [8891

M.G. J2. Good all-round condition, excellent chrome and tonneau. £135. Tel. : GIP 4550. [8892

ASTON MARTIN 1½-LITRE, Mk. II, long-chassis saloon, good condition. £225. Box No. L893, MOTOR SPORT, 15, City Road, E.C.1. [8893

VINTAGE DELAGE D.I.S. 14/40, excellent mechanical condition, home-made open body, cycle wings. Taxed Sept. Reasonable trial. Best over £25. Box No. L894, MOTOR SPORT, 15, City Road, E.C.1. [8894

HUMBER, 1926, 11.9 vintage tourer, original paintwork, perfectly maintained. Also similar saloon, small mileage. £100 each. Darbishire, Hutton Magna, Richmond, Yorks. Tel. : Whorlton 248. [8895

LAGONDA, 1931, 2-LITRE, low-chassis Speed model. Well-maintained car in most excellent condition. Brakes relined, new king-pins £155. Tilbury, Old Bank House, Hampton, Middlesex. [8897

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1948 ALVIS 14-H.P. coachbuilt shooting-brake, magnificent condition. Mechanically faultless. Low mileage. Riley green cellulose, natural oak wood. New battery and tyres ; full equipment ; radio, heater, screen washer, demister. Driving lamps. 85 m.p.h., 27 m.p.g. Cost over £1,000, will accept £350, o.n.o., with year's tax. 1936 Riley Merlin saloon, one owner. Very good condition, unmarked cellulose, spotless interior. New tyres, good battery. Taxed for year. £125. Station Garage, Droitwich. Tel. : 3378. [8896

TALBOT 105, 1934. Mechanically first class; taxed for 1955; four almost new tyres; new upholstery; tourer hood removed, new hood to be fitted, material available. £175, or offer. Details : Scates, Tel.: Park 9562 and Ladbroke 3732. [8898

REALLY GOOD-LOOKING LAGONDA 16/80 saloon. Very nice condition throughout (No. 2 car). Definitely a bargain at around £130, or might exchange for M.G. 2-seater. Hyde-East, 8b, Wood Street, Kingston-on-Thames. Tel.: Kingston 8866; Home No. : Molesey 6222. [8899

1934 LAGONDA 16/80 open tourer, B.R.G. Good condition throughout. £190. Tel.: Macaulay 1846. [8901

RILEY NINE tourer, 1928. Bodywork unimpressive but waterproof Mechanically good. Many spares. Insured. £20. Stevens, Fidlers Grove, South Godstone, Surrey. [8910

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187 GNS.—FRAZER-NASH-B.M.W. 4-seater cabriolet, 1937, Model 45. Black/red. Engine only 9,000 miles. Channon, 14, Vine Court Road, Sevenoaks, Kent (Tel.: 2351/2966). [8912

COOPER-JAGUAR, May, 1955. Raced only 25 miles. D-type engine (wet sump); modified and gas-flowed head and special valves giving much increased b.h.p. Figures available. Dunlop disc brakes. Specially finished body. Whole car lightened and in absolutely new condition. Any inspection or trial to genuine inquirers. Genuine reason for sale. Inquiries to S. Hauxwell, Riffa Garage, Harrogate Road, Pool-in-Wharfedale, Yorks. Tel.: Arthington 149. [8913

M.G., J-TYPE, 2-seater body less front wings, including seats, radiator, petrol tank, etc. Cheap for quick sale. Gordon White & Co. Ltd., Gerrards Cross. Tel.: 2077. [8914

1954 TF M.G., red with red leather. Absolutely immaculate, numerous extras. 5,000 miles only. One careful owner. £680. Crabtrees' Garage, Kirkland, Kendal. Tel.: 190. [8915

1953 ALLARD saloon, 5,000 miles. Condition as new. £695. Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel.: Mayfair 4576. [8916

750 SPECIAL. Boxed chassis. Record engine. Bowdens. £100. Tel.: Kensington 6216 (after 6). [8917

VETERAN CARS. 1909 Clement-Talbot. Rebuilt, re-upholstered, repainted. 12 h.p. Good tyres. £245. Reynolds Jackson, very original condition. Dog-cart body, 9-h.p. de Dion engine £175. Burchell, 6, Meadow Way, Chigwell. [8919

RAILTON STRAIGHT EIGHT. All models, also new and secondhand spare parts, reconditioned engines. A-One Motors (London) Ltd. Tel.: Tate Gallery 0192 and Vandyke 5181. [8920

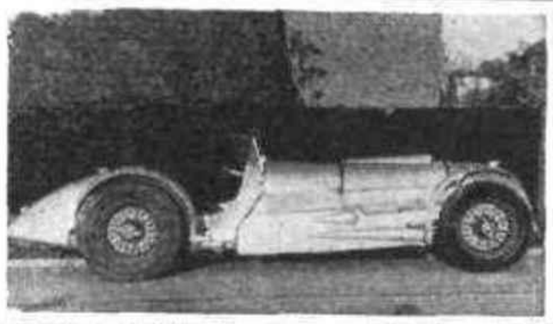
1934 RAPIER coupé, rough engine and body, good chassis, £75. 1934 Rover Twelve saloon, quite clean, very good runner, £90. Quantity Sunbeam engine and chassis spares, 3-litre twin-cam and 20.9 pushrod; s.a.e. inquiries. Most engine and chassis spares for Rapier, new and secondhand. Hyper-Leaf, complete chassis with rebuilt 2-port Meadows and radiator and numerous spares. Downton Engineering Works, Downton, Wilts. [8922

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ALVIS SILVER CREST 1939 Saloon. Good condition, fast, 25 m.p.g. £225. Tel.: Potters Bar 6043. [9161

AUSTIN SPECIAL. Professional built 1954. New tyres, 16in. x 500 rear, lowered chassis, Bowdenex cables, reconditioned engine, electrical equipment, leather seats, vynide interior, hood, sidescreens. £100. Lattimore, 46, Muchelney Road, Morden, Surrey. [9162

AUSTIN SEVEN SPECIAL, 1938. Sports. Good condition. £85 o.n.o. Tel.: URM 2585 8, Woodsend Road, Flixton, Manchester. [9164

1930 RILEY MONACO. New tyres, reconditioned dynamo, starter, carburetter. £35. Burrell, 57, Roscow Avenue, Bolton. [9165

B.S.A. SCOUT, 1938. 2-seater, good condition. £125 o.n.o. Hurrell, 85, Laindon Road, Manchester, 14. [9166

AUSTIN 7 SPECIAL. Modified brakes, 1934 regd., 1937 engine and gearbox; spare axle and gearbox. £50. Waterloo Spares Depot, 62, Waterloo Road, Stockport [9167

A.C. 1933 2-seater D.H.C. with dickey. Good general condition. £90. "Barberries," Kippington, Sevenoaks. Tel.: 3578. [9168

1924 WOLSELEY 10 TOURER. Slight repairs. 1929 Wolseley 21-60 Coupé, running. Alvis 16.9, 1934. M.G. 18, 1937. Suitable spares. All £30 each. 47, Digg Lane, Moreton Wirral. Tel.: Arrowebrook 3688. [9169

1934 ALVIS FIREFLY Saloon. Seen Rugby. £30. Smith, English Electric Hostel, Green Lane, Clapham, Bedford. [9170

ASTON MARTIN INTERNATIONAL 1½ litre, 1932. Short chassis. Good condition. £125. Tel.: Webb at ERDington 5328 (Birmingham). [9171

AUSTIN SEVEN CHASSIS, 1930. Engine rebored, new pistons, valves, double valve springs, not assembled. Good tyres. £25 o.n.o. Davies, 37, Bolton Street, Bury, Lancs. [9172

HAVING OPPORTUNITY of another snip, owner selling 1949 Lea-Francis 14 h.p. 6 light saloon at £475. Pugh, Golden Lion Hotel, Ashton-in-Makerfield, Near Wigan. Tel.: 7438. [9173

ALVIS 12/70 1938 Sports Saloon. Exceptionally good order throughout. £225. Terms and exchanges. Cyril Johnson, 61, Lancaster Mews, W.2. Tel.: PAD 5948. [9174

LAGONDA, 3 litre Sports 4-seater Tourer. In really magnificent condition. Two owners only since new and 13 years in my hands. Reconditioned at a cost of £300 including crankshaft, bore, clutch, king pins, steering, magneto, hood, etc. Perfect all weather equipment. Without doubt one of the finest cars of its type in the country. £250 exchanges. Cyril Johnson, 61, Lancaster Mews, W.2. Tel.: PAD 5948. [9175

BENTLEY 4½ LITRE. Unique, originally built 1930 as supercharged model, again completely rebuilt 1936 by Messrs. Bentley Motors, in standard form, to order of original owner and contemporarily fitted with Corsica foursome touring coachwork, Zeiss electrics, 18in. wheels, 8in. clocks and large slab tank. Completely authenticated mileage of only six thousand four hundred has since been recorded. Taxed and insured to end of year. £400. Box No. L176, MOTOR SPORT, 15, City Road, London, E.C.1. [9176

ASTON MARTIN SALOON. Nov., 1933, 1½ litre (11.9 h.p.). Bearings remetalled, new piston rings, nearly new batteries, radiator, etc., rechromed. Excellent steering, gearbox and rear axle. Brakes relined, 2 new and 3 good tyres, outside exhaust, interior leather and woodwork exceptionally clean. Taxed. £150 or near. Would exchange, cash either way. M. Preston, 16, Preston Avenue, Eccles. Tel.: 1027. [9177

TALBOT 75, 1934. In good condition, used every day. £65. Reid, 35, Medcroft Avenue, Birmingham. [9178

BENTLEY 3 LITRE, 1926, 4-seater tourer by V.D.P. 9ft. 9½in. wheelbase. Engine rebuilt by specialists, 19in. wheels, A box, Hardy Spicers. Exceptional condition. £175. Gill, 76, Mossfield Road, Birmingham, 14. [9179

D.K.W. MASTER, 1938. Recent overhaul, good mechanically and bodily, 7 h.p., 45 m.p.g. Roadholding excellent. £100. Eades, 8, Ridge Close, Birmingham, 14. [9180

RILEY 9 MONACO, 1934. Good appearance, excellent condition, crash box, 36 m.p.g. at 45 m.p.h. £75. Hawcroft, 207, Victoria Avenue, Hull. [9181

LANCIA LAMBDA 7th series special touring body, original, all leather cellulose, etc. First class condition, good mechanically, 8th engine, everything works. £200. Panhard Levasser 3 litre Saloon. Very economical for size, 1924, not run since 1930. Excellent mechanically and bodily but needs paint. £35. Blomfield, 31, Jubilee Place, S.W.3. Tel.: Flaxman 5954. [9182

1936 SINGER NINE 4-seater Sports. Mechanically sound, good body, new sidescreens. £125. Pratt, Walton House, Lydiate Ash, Bromsgrove. [9184

FOR SALE—*continued*

£20. F. MAGNA M.G. Towable. For sale to enthusiast or complete for spares. F/O Kellett, R.A.F., Wyton, Hunts. [9190

ASTON MARTIN INTERNATIONAL S/c 4-seater. Very good condition, reconditioned universal joint, half-shaft, new hood, sidescreen, two new tyres, good oil pressure. £210 or offer. Would exchange. Rogers, Traine, Modbury, S. Devon. [9183

RILEY 9 LYNX 1933. Rewired engine, gearbox, etc., overhauled last few years. £115 o.n.o. 1, Queen Street, Stourbridge, Worcs. Tel.: Stourbridge 4263. [9185

FIAT 501B D.H. COUPE in excellent order. Regd. 1926. Or exchange small sports. £60 o.n.o. 19, Linden Avenue, Audenshaw, Lancs. [9187

1926, 3 LITRE BENTLEY. Completely rebuilt and re-conditioned. In very good order. £325. Box No. L188, MOTOR SPORT, 15, City Road, London, E.C.1. [9188

BLUE LABEL BENTLEY SALOON. Reasonable condition. £70 or will break. Box No. L189, MOTOR SPORT, 15, City Road, London, E.C.1. [9189

TRIUMPH DOLOMITE, 1938. Good condition, available 25th August. Owner proceeding overseas. Price £215. Kendall, 17, Crown Terrace, Glasgow, W.2. [9191

COOPER-BRISTOL. The prettiest 2 litre sports in the country and one of the fastest. Beautifully finished, full-width specialist-built body, very light and low, tubular chassis. Modified, gas-flowed head, special valves, bench test figures available, dope and petrol. Many spares, alternative tanks, etc., chassis and engine rebuilt with new crank, pistons, liners, etc., up to B.S.4 specification. Raced 50 miles only. Any inspection or trial. Enquiries S. Hauxwell, Riffa Garage, Harrogate Road, Pool-in-Wharfedale, Yorks. Tel.: Arthington 149. [9192

M.G. 1½ LITRE V.A. Tickford drophead. Rebored, new battery, hood and body excellent. Mechanically sound. £260. Tidey, "Bridgwater," Cowfold, Sussex. [9193

ASTON MARTIN, 1932, 1½ litre Standard. £95 or best offer. Manor Garage, Purbrook, Hants. Tel.: Waterlooville 2221. [9194

GOLD MEDALLIST, 1930. Supercharged 2 litre Lagonda Tourer. Immaculate condition. 8 tyres, fold-flat screen, weatherproof, full-length tonneau. £285 or swop W.H.Y. Postcard for details, photographs. Henderson, Terregles, Thicket Corner, Maidenhead. Tel.: 4. [9195

VOLKSWAGEN. Black, 1947, R.H.D. but looks many years younger. Two meticulous service owners since new. Beautiful cellulose, extra chrome, upholstery and seat covers. Engine recently decarbonised and new rings fitted. Two new cylinder heads, new retreads and battery, radio, recent makers rebuild. Many extras fitted and many items recently replaced. Full history available, together with amount of spares. Owner posted overseas. £285. Box No. L196, MOTOR SPORT, 15, City Road, London, E.C.1. [9196

RILEY 9 2-seater Special. Shortened 8 ft. W.B. boxed frame, twin master cylinder lockheed brakes, special 4.66 axle, recambered springs and altered S.A.'s small radiator, pump circulation, matched twin S.U.s, new tyres with aluminium special body, this car built to special order for delivery 1953. £225. Geo. Hopkins & Sons, New Street, Ledbury. [9197

£74 O.N.O. Riley 9 Saloon, registered 1933. In fair order. Owner going abroad. Tel.: Seven Kings 3791, weekends or after 7. [9199

LANCIA "AUGUSTA" 1934 De Luxe Saloon. Just recellulosed, rechromed, rebuilt wheels, undersealed, radio. Mechanically excellent, mileage 47,000. Full history. Beautiful original example. £195 or part-exchange "Aprilia." 6, Acre Lane, Carshalton, Surrey. Tel.: WAL 4696. [9200

750 FORMULA AUSTIN. Sleek, aerodynamic, after Jaguar, lowered chassis, lightweight wheels, doors, hood, built last year. Also new set 7in. Lockheed brakes, close ratio box, spare engine, tools, electric drill. Prefer sell the lot £150. Emigrating. 20, Trowlock Avenue, Teddington, Middx. Tel.: Kingston 2303. [9201

CRASHED SINGER LE MANS. Modified engine in excellent condition, many other mechanical and body parts available and undamaged. Box No. L198, MOTOR SPORT, 15, City Road, London, E.C.1. [9198

LAGONDA. Opportunity to acquire immaculate 16/80 sports tourer. Paint, chrome showroom brilliance. Mechanics excellent. Family force sale or exchange modern saloon, adjustment either way. Offers invited. Langley, Eastwood Road, Leigh-on-Sea. Tel.: Leigh 73649, evenings. [9202

1935 WOLSELEY HORNET Special Spares. Engine and gearbox, complete, £25. Front axle with brakes/wheels, £4. Rear axle, ditto, £6. Jones, 3, Trigg Terrace, Stevenage, Herts. [9207

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RILEY ENTHUSIASTS ONLY! Nine Merlin, 1936, S/Series engine, one owner. £175 o.n.o. 12/4 Continental, 1937, £150 o.n.o. Tel.: Springpark 7432, evenings. [9204

40 M.P.H. CAN BE averaged at 40 m.p.g. by rebuilt, redecorated Fiat 1100 Saloon, 1938. Nearest £205. Tel.: WILlesden 5350. [9203

ALVIS FIREFLY, 1934. 4-seater tourer. Excellent condition, with almost complete Alvis for spares. Price around £140. Furnival, Brickbank, Crewe Road, Nantwich, Cheshire. [9205

ONE 9 H.P. MONACO, 1933. One 2-seater short chassis 9 h.p. Special. Other bargains. Terms arranged. Spares from 1928. Riley's bought, any condition. Repairs. F. Clarke, 168, Lee High Road, S.E.13. Tel.: Lee Green 8904. [9206

1938 M.G. T.A. Very good condition. Offers. Tel.: Welbeck 5544, Ext. 165. [9222

FINAL OFFER. £300 cash. Exclusive as new Allard, Rose, "Bellefields," Firs Lane, Appleton, Cheshire. Tel.: Norcott Brook 300. [9150

M.G. T.A. Red, exceptional, extras include windtones, luggage carrier, trafficators, sports-coil, radmuff. £260. Tel.: POPesgrove 8348. [9151

FRAZER-NASH B.M.W., 1937, 2 litre 4-seat drophead. K.O. hubs, I.F.S., radio, spot-lamp, brisk and economical. Fitted in last 4,000 miles:—Complete rewiring including new Exide, Lucas voltage control, sportscoil, ammeter, water temperature gauge, side-lamps, 2 Michelins, reconditioned clutch, carbs. and speedo. Taxed, comprehensively insured. Posting overseas necessitates sale. £170. Tel.: Putney 4859, any time. [9186

A.C. 2 LITRE 1937 Drophead Coupé. Beautiful 2-4-seater body with delightful lines, finished two shades blue; light blue leather; new hood; all new chrome. Excellent condition throughout. £175. Ellyatt, 11, Colney Hatch Lane, London, N.10. Tel.: Tudor 1900. [9236

HUMBER 18, 1937. Economical. Taxed year. Exchange large sports car, age and m.p.g. immaterial. Tel.: Putney 0568. [9279

1938 AUBURN DROPHEAD Coupé. Fitted Ford V.8 engine and gearbox, both completely overhauled, 20 m.p.g., new radiator, battery and extras. All bills available to be seen. £125 o.n.o. Winter, 7, Hazelmere Road, Brondesbury Park, N.W.6. [9280

ROLLS TWENTY Southern Replica drophead, brown and grey. Very impressive looking. Wife can't handle, wants VW. Any trial, will meet genuine inquirer; photo; about £420. 192, Wigan Road, Westhoughton, Lancashire. Tel.: Westhoughton 2397. [8985

AUSTIN SEVEN 2-seat sports special. All-weather and road equipped. Four-speed, S.U. £90. Graham, 7, Cochrane Street, Falkirk, Stirlingshire. [8986

MERCEDES 200—1.9 litres, D.H., 1937—cream, upholstered pigskin. Engine completely overhauled June, 1954. Brakes and transmissions just overhauled. Fram, oil-coil, new battery. £260 or offer. Green, Little Orchard, Weald Way, Caterham. Tel.: 3781. [8987

DELAGE D.8 super sports coupé-de-ville, 1935, 29.4 h.p. Exceptionally fine condition throughout. Two owners only from new. Engine recently overhauled, including new crankshaft. New mohair hood fitted. Lovely to drive—beautiful modern lines. Taxed and ready for any journey. £225. F. Ellis, 10, Shireoak Road, Withington, Manchester. Tel.: Didsbury 5655. [8988

VOLKSWAGEN, 1948. Offers around £200. Also Citroen, first reg. 1953, in good condition, £175. Reason for sale can be seen, so come and haggle with White, 23, Orchard Way, Hurstpierpoint, Sussex. [8989

M.G. MAGNETTE, 12 H.P., 1935-6. Complete car for spares. Engine out, crankshaft ground, new bearings, pistons, liners. Complete set wings, not fitted. No tyres. Wanted: few odd 1910-14 *Autocars*. Bert Coffin, Preston, Yeovil. [8990

1937 FRAZER-NASH T.T. Replica. Brooklands Meadows with twin S.U.s, outside exhaust. Engine overhauled last April. Twin pumps and gravity feed. Large-diameter instruments, twin spares. Recellulosed blue and rechromed Aug., '54. New carpet and Vynide tonneau. One of the finest "chain-gangs" in existence. £340, o.n.o. Reason sale. 23, Blackwood Road, Streetly, Staffs. [8991

ASTON MARTIN, 1932, Le Mans team car, LM 9, fitted 2-litre engine. Fine condition throughout; £250. Also 1948 L-type Allard, fitted new engine 2,500 miles ago, maroon, £250. Pape, 61, Toll Gavel, Beverley, Yorks. Tel.: 23. [8992

RILEY NINE LINCOCK sports coupé, 1933, 2/4-seater. Scintilla. Oil negligible. 36 m.p.g. Just returned Belgium, Holland, Germany. £120. Rose, Ryecroft, Harden, near Bradford. Tel.: Cullingworth 8220. [8993

FRAZER-NASH ANZANI, 1928. New engine, steering, dynamo. Many spares available. £100. Jenvey, "Melplash," East Lane, West Horsley, Surrey. Tel.: East Horsley 3106. [8994

"INSTRUCTBOOX" stock thousands of pre-1939 instruction books. Send s.a.e. for quotation. 29, Blackfriars Street, Manchester 3. [9008

FOR SALE—*continued*

CHILTERN CARS offer a quantity of new and used spares, including stoneguards, spotlamps, hub caps, knock-off wheels, tyres, carburetters, Scintilla magnetos, distributors, petrol pumps, Autovacs, oil tanks, reserve tanks, axle shafts, con.-rods, pistons, hooters, aeroscreens, rev.-counters, speedos., ammeters, door catches, window handles, plug carriers. Spares for specific makes include Alfa-Romeo, Riley, M.G., Singer, etc. These are offered at very reasonable prices to callers only. 11a, Water Lane, Leighton Buzzard. Tel.: Leighton Buzzard 2060. [8918

ALVIS, 1932, SPEED TWENTY. Complete car being broken up, every part for sale. Advertiser, 2a, Ernald Avenue (opposite Granada), Barking Road, London, E.6. Tel.: WAN 6425, after 8, evenings. [8921

ROLLS-ROYCE 20-H.P., 1925, Barker open tourer, in extremely good condition. Hanbury, Rumbolds Hill, Midhurst. Tel.: 566. [8923

ROLLS-ROYCE, 1929, Park Ward owner-driver saloon. Very attractive car. Full details on request. Price £225 or very near offer. Downton Engineering Works, Downton, Wilts. [8931

J2 M.G. Excellent motor. New hood, battery, valves, clutch centre, rings; replacement dynamo. Good tyres. Bags of urge. £150. Hoyle, 1, Victoria Avenue, Didsbury, Manchester. [8932

ALVIS SPEED TWENTY, 1932, 2-door sports saloon, modern style; no rust. Three carbs., Zeiss lamps, rev.-counter, k.o. wheels. Drive away, first £30 cash. 20, Vulcans Lane, Workington. Tel.: 1024. [8933

EXCHANGE ALVIS FIREFLY for 2-seater sports in good condition. Good hood, engine, body, etc. Sell £125. Also sell new starter motor, 12-h.p. Alvis, cost £9. Seel, 64, Strathearn Road, Edinburgh. [8934

FORD EIGHT, 1935, no rear body. Offers, whole or parts. Waysmeet, Kings Gardens, Cranham, Upminster, Essex. [8935

1934 LAGONDA, black, 4½-litre, M.45 V.D.P. tourer in above-average condition. Owner going abroad and will sell to best offer made during August. Flat 12, Wexford Court, Maidenhead, Berkshire. Tel.: Maidenhead 2364. [8936

1949 MODEL HEALEY-DUNCAN 2.4 sports 2-seater. Host of extras; enthusiast maintained. Extremely fast and reliable; 17,000 only. Doctor's orders. £445. Tel.: BAL 3394, after 6.00 HOU 5019. [8937

BUY YOUR A7 roadholding from us. Our i.f.s. fits and lowers any A7 chassis without having to cut it about. Supplied complete with new springs and track-rod. Retains normal radius-arm and steering layout. 3 ft. 4½ in. track, £8; 3 ft. 9 in. track, £9. Photo on loan. Rear springs flattened, 10s. each. Lowered suspension, similar to "Ulster," has flat front and rear springs and bowed axle (offered elsewhere at three times this price), £3 10s., absolutely complete. Bowden Eng. Co., Ottery St. Mary, Devon. [8938

LAGONDA 3-LITRE pillarless saloon, 1933. Excellent condition throughout. Fully insured, taxed year. £165. Box No. L939, MOTOR SPORT, 15, City Road, E.C.1. [8939

RILEY ADELPHI TWELVE, 1936. Good condition. £120, o.n.o. Noden, 30, Seymour Road, Manchester 8. [8940

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1932 AUSTIN SEVEN. Carefully used. Excellent order and appearance. £38 10s. 426, Camden Road, N.7. Tel.: NOR 1818. [8942

ROESCH TALBOT 14/65, 1935, drophead coupé. Maintained by Talbot expert. Recent new hood and tyres. Nearest £120. 28, Collingham Gardens, S.W.5. Tel.: Fremantle 8656. [8943

1928 MORRIS-COWLEY tourer (Hotchkiss engine). Licensed, insured. £40, o.n.o. Tel.: Croydon 6568. [8944

ALVIS, 1935, 13-H.P. utility, Scintilla. Really reliable. £75, o.n.o. T. & I. Write, Francis, Box 4, R.E.U., R.A.F., Henlow, Beds. [8945

1953 ROVER SPECIAL. "75" engine, three carburetters. Two-seater sports, green, immaculate; 11,500 miles. £495. 115, Cropthorne Road, Shirley, Birmingham. Tel.: Shirley 2152. [8946

1948 TC M.G. Perfect condition throughout, 31,000 miles. Taxed till Dec. £355. 4, Chalton Cross, Toddington Road, Luton, Beds. [8947

AUSTIN SEVEN, 1928, recon. engine; taxed, well shod, running order. £25. Tel.: Bishop's Stortford 207. [8948

1930 RILEY NINE tourer. Sound except requires new crown-wheel, pinion. Towable. Offers. Tel.: Wythenshawe (Manchester) 4448. [8949

M.G. KI, dismantled for spares, including engine and preselector box. Also F-type engine and box., etc. S.A.E. Farmer, 10, Delamere Road, Portsmouth. [8950

1934 SINGER 12.9 saloon, £55, or exchange LE Velocette. Sharp, 6, Goodwood, Hutton, Essex. [8951

MERCEDES-BENZ 38-250 D.H.C., body sound but tatty, £130. Lagonda 4½ open V.D.P., very smart but uses oil, £140. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [8953

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ALVIS FIREFLY TWELVE, 1934, coupé. Running order. £50. Hall, Bylands, Burgh Lane, Chorley, Lancs. Tel.: Chorley 2942. [8955

DIFFERENTIALS, chassis mounting, three ratios. From L. A. Schofield, Peter Street, Yeovil, Somerset. [8956

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BRESCIA BUGATTI, re-registered 1952. Since entirely rebuilt. Hydraulic brakes, S.U. carb., twin S.U. pump, dual ignition. Five tyres as new. Goes like a bomb at 30 plus m.p.g. A showpiece, with spare engine, offered with much regret, due to imminent arrival of stork, for best offer over £200. 68, Lisbon Avenue, Twickenham, Middlesex. [8958

D.K.W. special-bodied 2-seater. Good all-round condition. £70, o.n.o. Box No. L959, MOTOR SPORT, 15, City Road, E.C.1. [8959

1912 LEON BOLLEE landaulette. Complete. Original. Instruction book. Never before advertised. £275. Box No. L960, MOTOR SPORT, 15, City Road, E.C.1. [8960

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1934 ASTON MARTIN 2/4-seater. Fitted V8. Good condition. £200, o.n.o. Hargreaves, 105, Corporation Street, Stafford, Staffs. [8962

1934 RILEY NINE 2-seater. Scintilla, two carbs. Aly. body. Paint patchy. £110. 339a, Vicarage Farm Road, Heston, Middlesex. [8963

MORRIS MINOR, 1929, front and rear axles, springs, radiator, five wheels, steering box, £4. Riley Nine, 1933, front and rear axles, springs, radiator, steering box, petrol tank, 5- and 6-stud wheels, £6. Riley Kestrel, 1935, 12/4, £95. Alvis, 1936 (Sept.), Silver Eagle sports saloon, £135. Haywards Cottage, Blackwater, Camberley, Surrey. Tel.: Yateley 3151. [8964

M.G. J2 SPARES! Gearbox, £10. Also breaking engine, less crankshaft. S.A.E. please. Bacon, 26, Ivy Close, Dartford, Kent. [8965

ALVIS SPEED TWENTY, 1932, V.D.P. foursome tourer. Body reasonable, engine terrific. Quick sale, £120, o.n.o. Palin, 15, Hanover House, N.W.8. Tel.: PRI 9006. [8966

£30, O.N.O.—1932 14/45 Talbot Scout. 208, London Road, Peterborough. Tel.: 5260. [8967

FORD EIGHT engine, gearbox, front axle, springs. 1939 strengthened Ford Eight chassis. Two rads. Taylor, 47, Ellerman Avenue, Twickenham, Middlesex. Tel.: Feltham 3241. [8968

RILEY NINE. Block, Cromard liners, h.c. pistons, crankshaft reground, all remetalled; run 2,000; £17 10s. Other spares. Burke, "Heatherdale," Pen-y-Maes, Holywell. Tel.: 2325. [8969

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AUSTIN NIPPY in metallic blue, very reliable. £70. Stork forces sale. 17, Royston Avenue, Paddington, Warrington, Lancs. [8972

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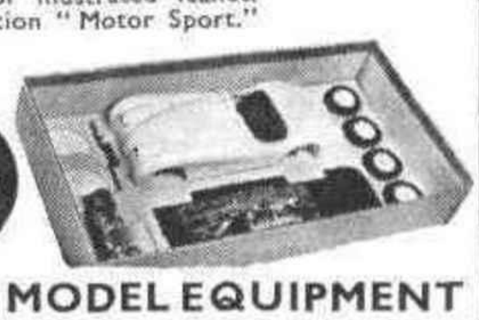


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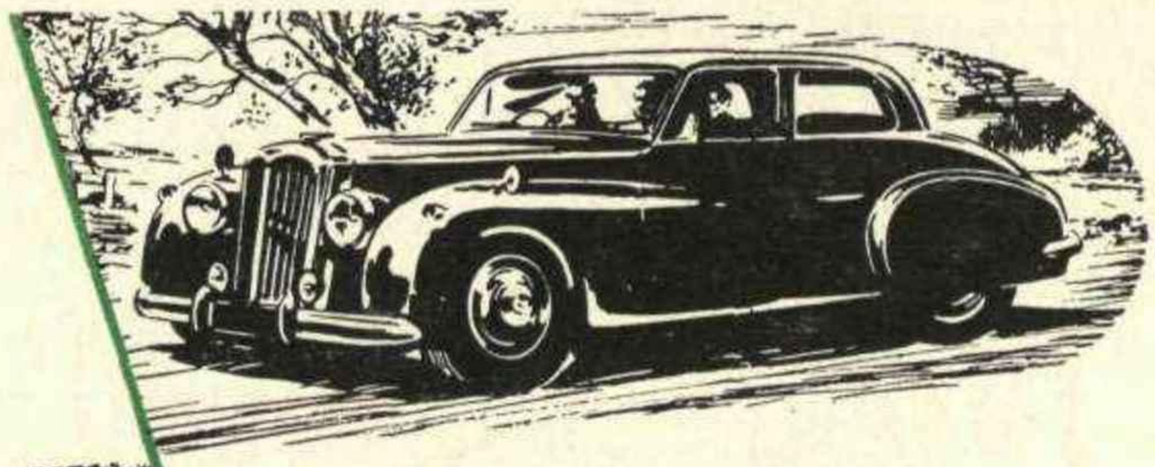
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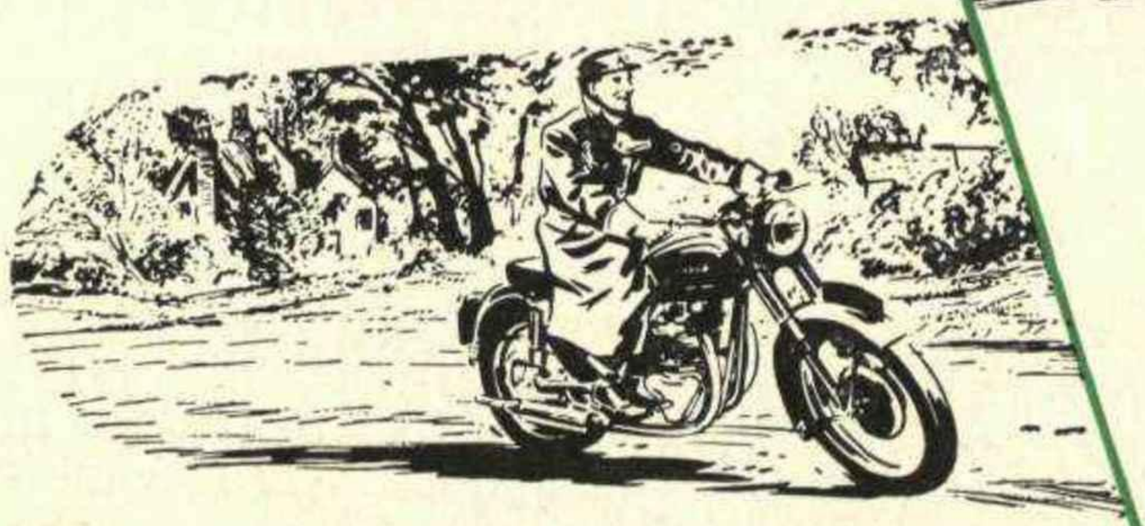
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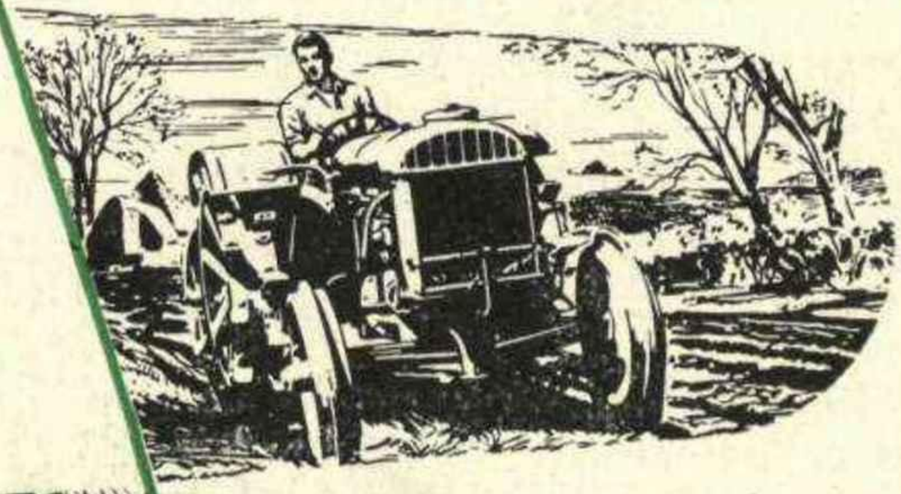
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