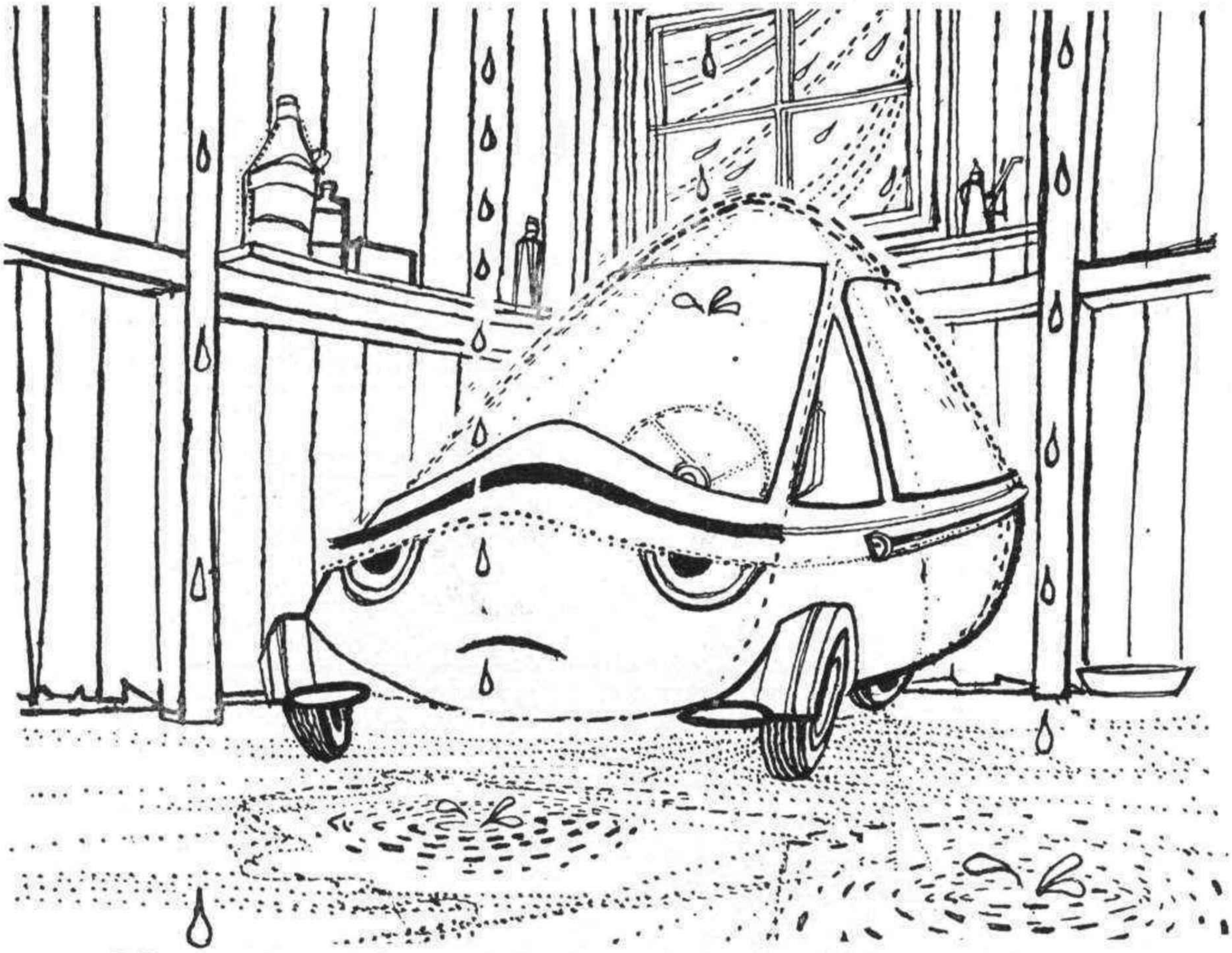
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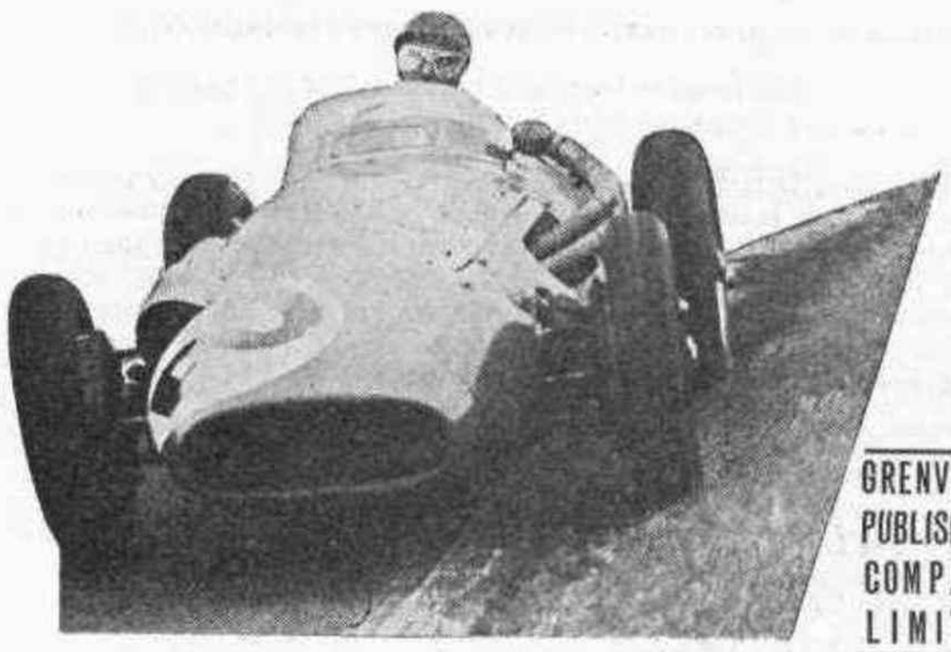
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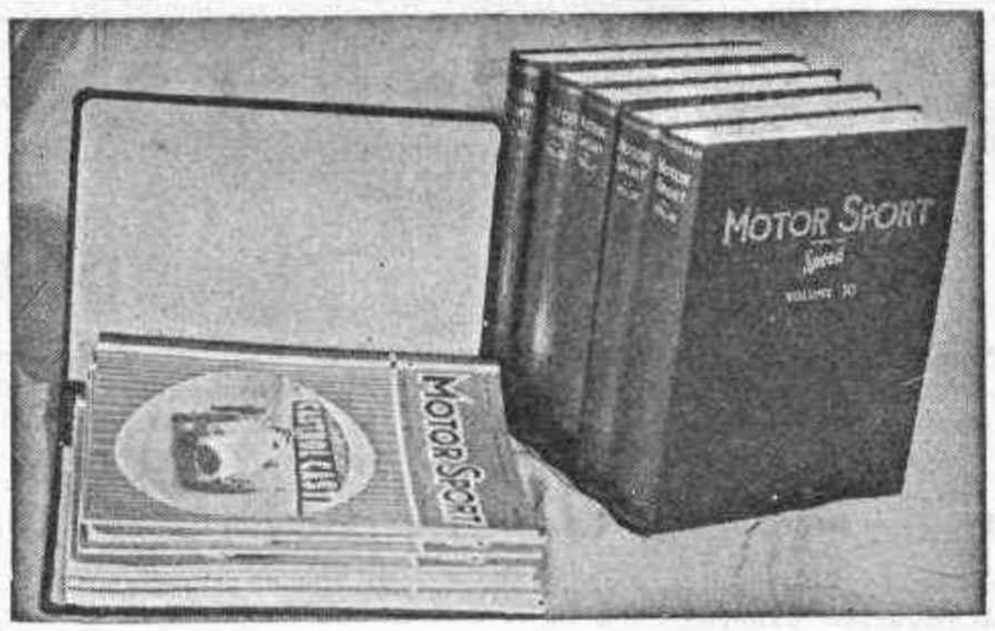
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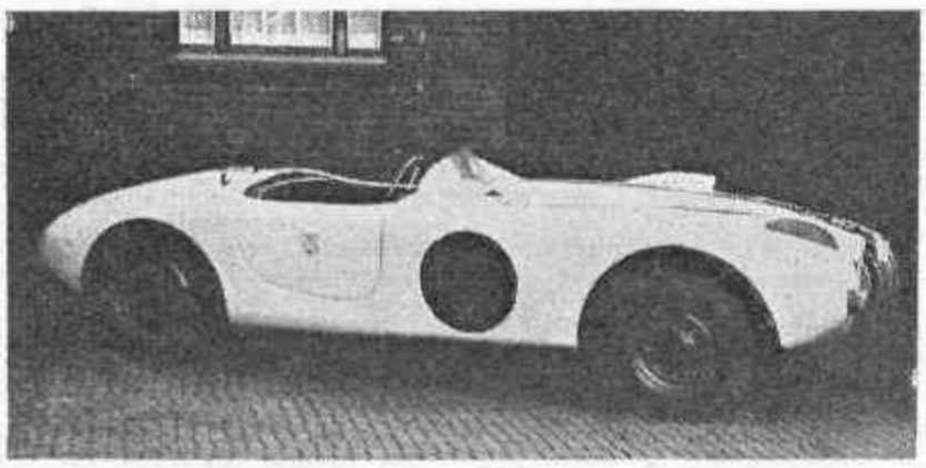
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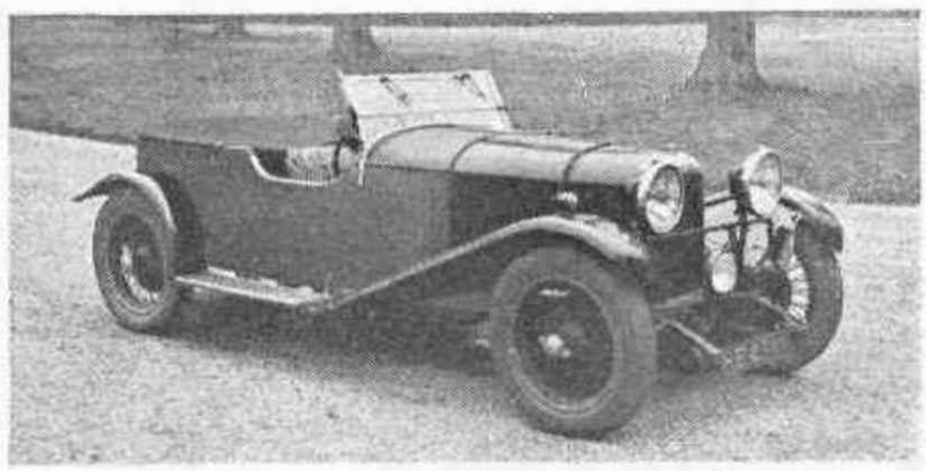
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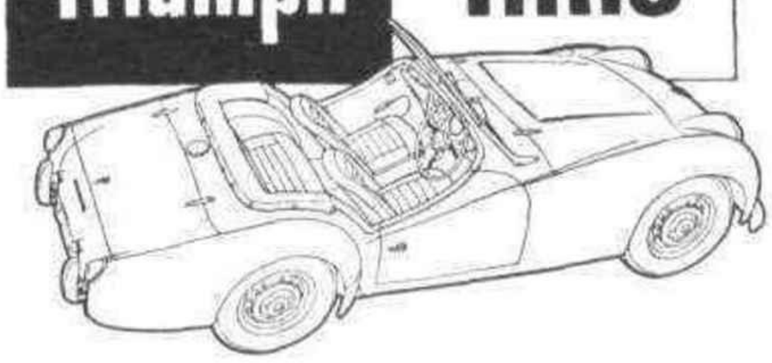
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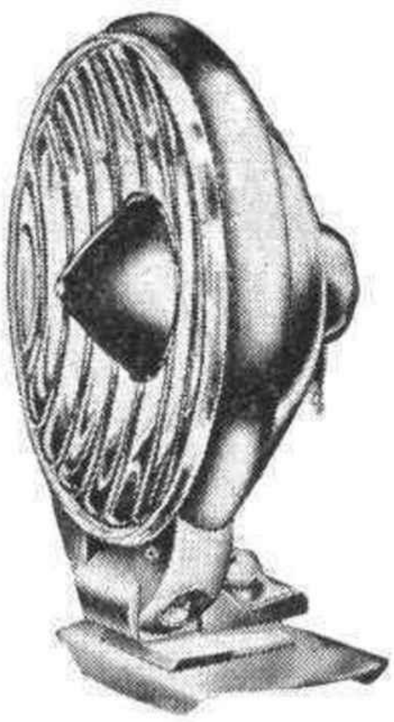


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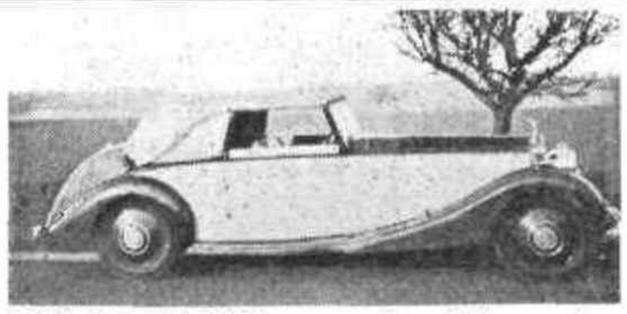
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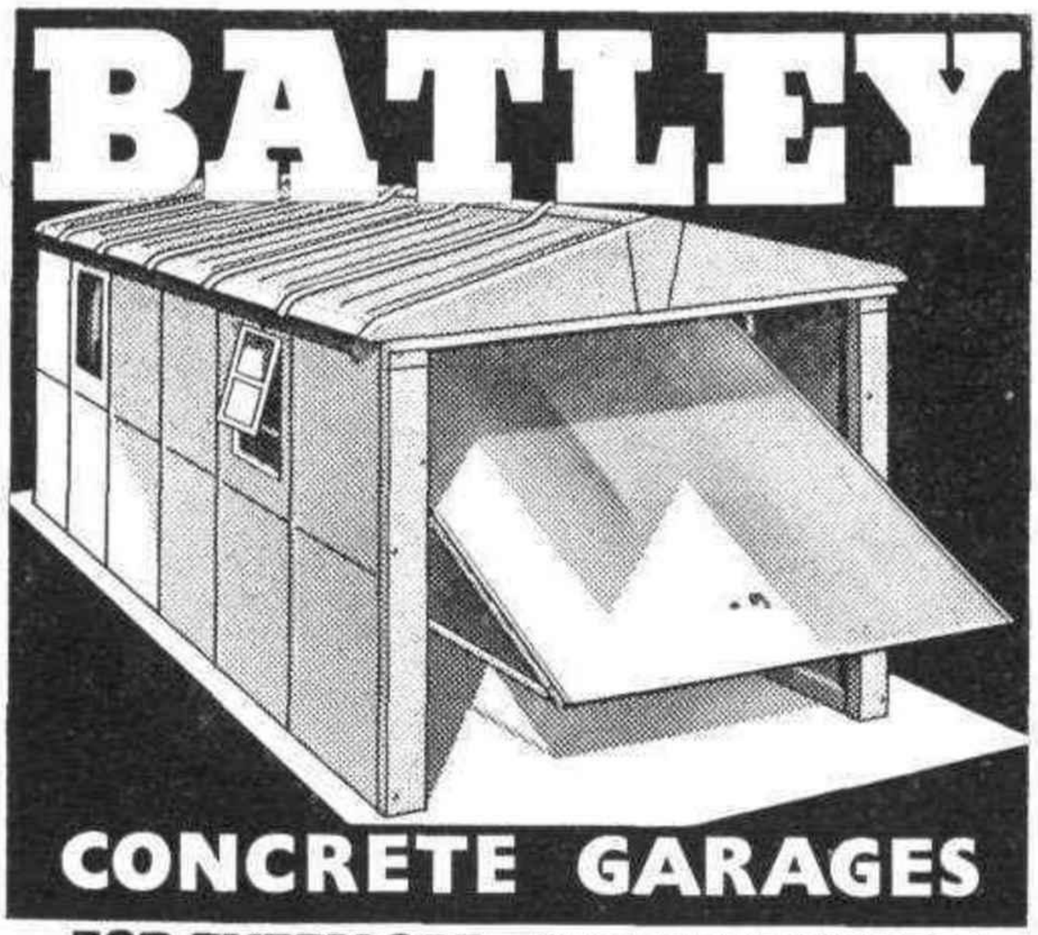
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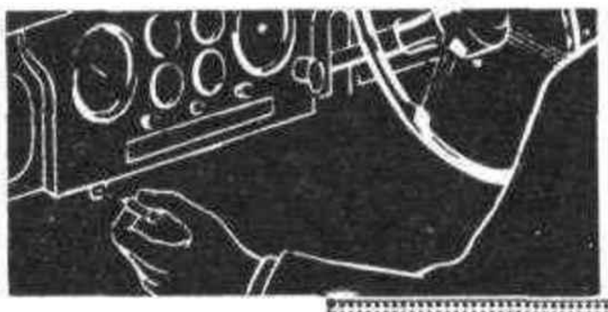
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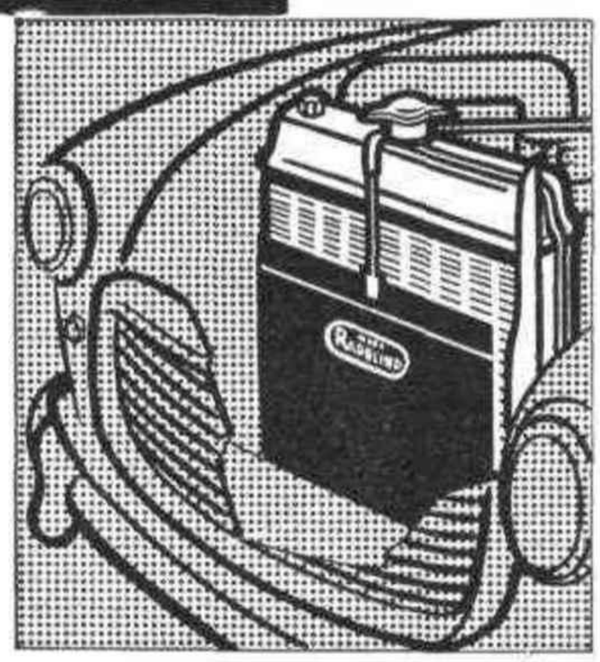
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MATTERS OF MOMENT

GRAND PRIX RACING PROSPECTS

At the time of writing, the immediate future of Grand Prix racing appears to be in a rather unbalanced state—brought about by the announcement by Maserati that they would not be entering a team of cars for the 1958 World Championship races. This set off a spate of rumour and counter-rumour, wild guesses, mis-interpretation and—that old favourite—incorrect translation of Italian writings. One minute Maserati were said to have given up all racing activity, the next minute Vandervell had done likewise, then the Argentine races were said to have been cancelled, and, within a few days, Grand Prix racing prospects had come crashing down around our ears. In view of the unsettled state of affairs, it is worth reviewing the situation without getting hysterical or looking for " attractive " headlines. The likelihood of the Maserati factory giving up racing completely is remote in the extreme, for there is little else they understand; racing is the very lifeblood of Maserati. What seems more likely is the fact that they will no longer have Fangio and Behra as team-drivers and, because of that, they could not see much future in fielding a works team using people like Schell, Scarlatti, Bonnier or Trintignant to try and beat the Vanwall team in 1958. What is probable is that they will return to the state they were in during 1954, when drivers such as Moss, Schell, Mieres, Marimon and Mantovani bought, or partly bought, Formula I cars and the factory supported them with preparation and development. In his book " Racing Mechanic," Alf Francis gives an excellent description of the Maserati set-up in those days, and it is probable that they wish to return to such arrangements, in order to spend a bit less on racing, for 1957 cost them a very great amount of money. In 1949 there was a South American team called the " Scuderia Achille Varzi," with Fangio, Gonzalez and Campos as drivers, and they used Formula I Maseratis, and while the works supplied them with development the Argentinians kept the " Trident " well to the fore in Grand Prix racing. The past few seasons have seen the growth of the Scuderia Centro-Sud, run by Gugliemeno Dei of Rome, and 1957 saw him with two Formula I Maseratis in most of the races. In all probability he will either take over the 1957 works cars, or get new ones for1958, and the factory will continue to service the cars and supply new parts and development. Then there are the private owners, such as Godia, Piotti, Gould, Halford and Volonterio; if they continue to race the factory have already said they will support them with a fully-manned racing department, and the owners will continue to pay as they have done in the past. The latest move is that Fangio has an idea for forming a Scuderia Sud-Americana, with himself as leader and his manager, Marcello Giambertone, as the organiser. This is a worthy nationalistic idea, and everyone will be pleased to see Fangio racing under his own colours of blue and yellow. Obviously, they will use Maseratis for the team, and they should keep the Modena racing department fully occupied throughout the season.

If, for example, Fangio is offered £1,000 to appear at a Grand Prix, then it is a reasonable proposition for him to hire a car from someone, providing it is the right car for the circuit, such as a Maserati at Rouen or Nurburgring, and it would be worth £600-£700 for the loan, which would still leave him £300 personal starting money. Behra has been talking of doing the same thing for certain races; this was what he did at Caen last year, when he " hired " a B.R.M.

The apparent withdrawal from Grand Prix racing by Maserati really means that the official works team has been withdrawn, but there is every possibility of just as many Maseratis taking part in 1958, and with first-class drivers, but it will mean that someone other than Maserati will be paying. The suggestion by Mr. Vandervell that he might withdraw was a logical and reasonable remark in the face of the suggestion that Maserati had packed up altogether. Obviously he does not consider the B.R.M. team a serious rival, nor, of course, the enlarged Formula II cars of Cooper and Lotus, so that without Maserati Grand Prix racing would develop into a straight fight between Ferrari and Vanwall, and this would very soon become a personal vendetta between Mr. Ferrari and Mr. Vandervell, a situation that would give the Bearing-King no pleasure at all. As Mr. Vandervell races for his own amusement no one would blame him for withdrawing, but just how serious are the possibilities of this happening can be appreciated from the fact that the four-cylinder Vanwall engine is giving over 250 b.h.p. on 130 octane, and Lewis-Evans has lapped Silverstone at speeds around the existing lap record without really trying—all since the Maserati announcement.

Although many firms give up the racing game, very few of them disappear from it completely; they usually undergo a major alteration of policy, but continue to have a competition or racing department active in the factory. Alfa-Romeo withdrew from Grand Prix

Continued on page 8

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Front cover picture : ON HIS WAY TO A BRITISH VICTORY.—Stirling Moss cornering at Monza last September in the process of winning the Italian Grand Prix for Vanwall.

THE EDITOR AND STAFF OF "MOTOR SPORT" WISH THEIR READERS A HAPPY NEW YEAR

Motor Sport Events for January

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Jan. 1 ...	Burnham & S. Bucks M.C.	" George Inn "	Wraysbury	" Noggin and Natter "	8.00 p.m.
" ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Film Show	8.00 p.m.
Jan. 3rd ...	Ferranti M.C.	Alnwickhill T.A. Camp	Liberton	Rally (*C.*)	10.00 a.m.
Jan. 4th ...	Bristol M.C. & L.C.C.	Sandringham Hotel	Bristol	Poole Trophy Trial	7.30 p.m.
Jan. 4th/5th	Vintage Sports C.C.	Church Stretton	Church Stretton	Rally (*R.*)	10.30 p.m.
" ...	Kings College M.C.	Allendale	Newcastle-On-Tyne	Rally (*R.*)	2.30 p.m.
Jan. 5th ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Rally (*C.*)	9.00 a.m.
" ...	Harlow A.C.	Edinburgh Way	Harlow	Treasure Hunt (*C.*)	2.30 p.m.
" ...	Hagley & Dist. M.C....	Lion Inn, Clifton-on-Seine	Worcester	Trial (*R.*)	10.00 a.m.
Jan. 6th ...	Allard O.C.	Abbey Hotel, N. Circular Road	London, N.W.10	Film Show	8.00 p.m.
Jan. 11th ...	Sporting O.D.C.	—	Leighton Buzzard	Rally (*C.*)	7.30 p.m.
Jan. 12th ...	Hants & Berks M.C.	The Hart	Farnham	Rally (*C.*)	11.00 a.m.
" ...	Lancashire A.C.	Bay Horse Garage	Osbaldeston	Rally	1.00 p.m.
" ...	R.R.D.E. M.C.	R.R.E. (N.) Car Park	Malvern	Rally (*C.*)	2.00 p.m.
" ...	Cumberland S.C.C.	Uldale	Keswick	Social	10.00 a.m.
" ...	Liverpool M.C.	Horsman's Garage	Queensferry	Rally (*C.*)	10.00 a.m.
" ...	Basingstoke C.C.	Deane Gate Inn	Oakley	Treasure Hunt (*C.*)	2.30 p.m.
" ...	M.G.C.C. (Midland)	The George Hotel	Solihull	Rally (*C.*)	12 noon
" ...	Falcon M.C.	Chequers Inn	Stevenage	Night Trial	7.30 p.m.
Jan. 14th ...	Haslemere M.C.	St. Christopher's Hall	Haslemere	Film Show	7.30 p.m.
Jan. 15th ...	Aldermaston M.C.	Hinds Head Hotel	Reading	Rally (*C.*)	6.45 p.m.
Jan. 18th ...	Rugby M.C.	Autocar Garage	Rugby	Rally (*C.*)	8.00 p.m.
" ...	Worthing M.C.	Squash Club	Worthing	Rally (*C.*)	6.30 p.m.
" ...	B.A.R.C. (E. Sussex)	Crown Hotel	Heathfield	Rally	2.15 p.m.
" ...	Birmingham Y.C.M.C.	Bull Hotel	Shenstone	Rally (*C.*)	10.00 a.m.
Jan. 18th/19th	Burnham & S. Bucks M.C.	Hartwells Motors	Slough	Night Rally	10.00 a.m.
" ...	Harrow C.C.	" The John Lyon "	Harrow	Social (*C.*)	7.00 p.m.
Jan. 19th ...	Brent Vale C.C.	Byron Hotel	Greenford	(*C.*)	10.00 a.m.
" ...	Cheltenham M.C.	Princess Elizabeth Way	Cheltenham	Rally (*C.*)	2.00 p.m.
" ...	Volkswagen O.C.	Polish Memorial	Western Avenue	Rally (*C.*)	11.00 a.m.
" ...	Nottingham S.C.C.	—	Nottingham	Trial (*C.*)	10.00 a.m.
" ...	Matlock & Dist. M.C.	Whitworth Institute	Matlock	Novice Rally (*C.*	2.30 p.m.
" ...	Midland M.E.C.	" Swan With Two Necks "	Longdean	Rally (*C.*)	4.00 p.m.
Jan. 21st ...	Bristol M.C. & L.C.C.	" Swan Hotel "	Bristol	Film Show	9.00 p.m.
Jan. 24th ...	750 M.C.	The Cora Hotel, Woburn Place	London	Dance	7.45 p.m.
Jan. 25th ...	Larne M.C.	Island Magee	Larne	Trial (*C.*)	2.30 p.m.
Jan. 25th/26th	Harrow C.C.	Watford Area	Watford	Evening Rally (*C.*	9.00 p.m.
Jan. 26th ...	Kentish Border C.C.	Vitners Park	Maidstone	Trial (*C.*)	10.30 a.m.
" ...	Old Merchant Taylors' M.C.	" Durrants "	Croxley Green	Rally (*C.*)	2.00 p.m.
" ...	Alvis O.C.	Badgers Cafe	Halstead	Rally (*C.*)	11.30 a.m.
" ...	East Anglian M.C.	Acton Square	Sudbury	Rally (*C.*)	1.00 p.m.
" ...	R.A.F.A. M.C.	Alton House	Birkenhead	Rally (*C.*)	2.30 p.m.
Jan. 28th ...	Bristol M.C. & L.C.C.	—	Bristol	Film Show	9.00 p.m.

MATTERS OF MOMENT—continued from page 7

racing, but the development work on the Giulietta Sprint Veloce continues, and the same engineers and mechanics are involved as were working on the 159 Alfa-Romeos. Then Mercedes-Benz withdrew, but Neubauer, Kling and many of the Grand Prix personnel continued to run a racing department for the owners of 300SL competition models. Jaguar withdrew, but last year, at Le Mans, " Lofty " England and many of the works mechanics were looking after D-types bought by special customers. It is only the very small firms, like H.W.M. and Connaught, who really fold up completely, not being big enough to support a competition department as a luxury. Clearly the Maserati organisation can afford such a " luxury," and it is their intention to operate it as a paying proposition for, as long as they go on building Formula I Maseratis, there will be people ready to buy or " hire " them.

Taking the blackest possible view, the immediate future of Grand Prix racing would not appear bright, but thinking about things more reasonably makes the situation look a lot less serious and certainly there is no cause for alarm and despondency. In the 1958 International Calendar there are 23 events scheduled for Formula I cars and if 10 are cancelled it will leave sufficient to make a very busy season of Grand Prix racing.

THE 2.6 RILEY—continued from page 13

The engine of the Riley 2.6 runs readily up to 5,300 r.p.m. before valve bounce sets in; 5,000 r.p.m. represents maxima of 30, 50, and 75 m.p.h., respectively, in the indirect gears. There is no trace of " pinking " or running-on but after a fast drive coolant is heard surging into the heater tank. A little oil was required after 500 miles.

On long runs the seats become rather " hard " and more support should be provided under the occupants' legs. The back seat squab is too shallow to provide a head rest. Behind it there is a useful parcels shelf but no door pockets or under-facia shelf are provided, and thus accommodation of maps, chocolate, madam's handbag, etc., is confined to the cubby-hole. The driver's door has a convenient lock, the interior handles locking the other doors. The doors shut " tinnily" rather than noisily and tend to bounce onto their safety catches unless slammed. There are ¼-windows, with non-thiefproof catches at the front. The wipers tended to smear the curved screen on a wet night, in spite of the provision of push-button screen-washers.

The luggage boot has a lockable over-centre lid and its capacity of 11 cu. ft. is not impaired by the spare wheel, which is carried in a special carrier under the boot. The heavy bonnet lid has to be propped open and the prop is awkward to release. The twin S.U.s are fed by an S.U. pump at the rear of the car to obviate vapour locks. Accessibility of dipstick, brake reservoir, plugs, distributor, Trico screen-washer reservoir, Lucas battery, etc., is good. The two horizontal S.U.s have a big Vokes air cleaner above them.

The body had only very minor rattles. There was a rattle from the steering column and the brake pedal squeaked when depressed. Although the Riley had run less than 5,000 miles, the passenger's anti-dazzle visor was about to fall off, and one back door could not be opened from inside the car. These visors are of the swivelling kind, with vanity mirror in the passenger's, but are rather cheap, and non-transparent.

1,000 r.p.m. equals 20.4 m.p.h. in top gear; the speedometer was about 4 m.p.h. fast at 60 m.p.h.

Although the steering and road-holding of the Riley 2.6 are not in keeping with its very considerable performance—an indicated 100 m.p.h. is easily seen without waiting for a particularly long stretch of straight road—it is a well-appointed car which is notable for powerful brakes, excellent lamps and a gear change as pleasing as it is unusual. Driven sedately the new big Riley is pleasant to handle but we can imagine only too vividly what the late Fred W. Dixon would have said had he been forced to hurry in one!

Equipped so that few " extras " are required (the only one available, apart from automatic transmission and overdrive, is radio), the Riley Two-Point-Six apes far more expensive vehicles in quiet and swift progression and cannot be considered an expensive car at an all-in price of just over £1,400 inclusive of p.t.—W. B.

MY YEAR'S MOTORING

The Editor Looks Back on the Cars He Drove in 1957



B.M.C.-RILEYS.—Two of the cars which were tested thoroughly by MOTOR SPORT *last year. The test report on the 2.6 Riley appears on page* 13.

I TESTED fewer cars for MOTOR SPORT last year than I did in 1956. This had nothing to do with old age, lack of opportunity or decreasing enthusiasm. The fact is that, as you may remember, petrol rationing returned during the early part of the year, which is a pretty disgraceful thing to have to put on record, for, although no one expects to enjoy unrestricted pleasure motoring when their country is engaged in total warfare, only through the muddling and meddling of politicians can rationing of petrol become necessary in times of peace.

Not only did 1957 bring such rationing but whereas during the worst of World War II free-lance journalists were granted so many petrol coupons that many of us celebrated the outbreak of peace with a big fat wad we couldn't afford to convert into fuel, last year MOTOR SPORT and other journals were granted a ridiculously meagre ration. So I had to curtail appreciably my motoring in England, and consequently the number of cars I tested, during this unhappy time of partial-peace.

Personally I did not have cause to grumble, either at the time or in retrospect. You see, when coupons and the Black Market in petrol descended on this luckless isle a colleague and I flew across the channel and, using his Austin-Healey 100M and a nice little Renault Dauphine kindly laid on for us by M. Robert Sicot of Régie Renault, we motored freely, unmolested by English " spivs," far and wide across the fair land of France.

It had been my intention, while on this business visit to the Continent, to try the controversial Citroën DS19 and to have a look at the old-established Peugeot factory, where they still believe in worms in the back axle. However, these plans did not materialise. When we said we wanted to sample the revolutionary new Citroën, Paris referred us to Slough and Slough politely referred us back to Paris and we formed the opinion that they didn't take kindly to critical journalists investigating their futuristic motor car. I am *still* without experience of the DS19—a pity, because on paper it seems to have left every other car about a score of years behind and there are moments when I crave one as personal transport.

Peugeot would have been willing to see us but a muddle on the part of a London agent (*not* Tom Knowles) sent us to sleepy Belfort when we should have been in Paris and *vice versa* and, unless you have a letter of authority, it is practically impossible to gain admission to motor-car factories, no matter what your purpose or which country you are in.

However, there is always a " next time " and I certainly shall not object to another drive across France to the Peugeot works, which externally, give the impression that time has stood still since " Bébés " and " Quads " used to emerge from these fascinating yellow buildings. Those who read last April's MOTOR SPORT will know that, Citroën and Peugeot apart, we did not waste very much of our paper's time on this trip, in the course of which we covered the equal of nine months' rationed motoring at home in a matter of days. The Renault Dauphine was our ever-willing slave, proving comfortable and indestructible, and less tedious on the *Routes Nationale* than we expected.

But, as I have said, the petrol famine of 1957 restricted my road-test activities and I find that I drove a total of 17 cars for test-distances exceeding 50 miles, compared to the 21 different cars tested the previous year. Besides these cars of different makes, with which I covered a personal total of over 8,000 miles and rode as passenger in the hands of friends and colleagues for a considerably greater distance, I had restricted driving experience last year of another four or five cars. The vehicles tested were not such an exciting lot as those which came my way during 1956, when we road-tested the Mercedes-Benz 300SL, Porsche Carrera and S-series Bentley, etc., and took performance figures for the 503 and 507 B.M.W.s. However, I was able to try several interesting cars I had long wanted to drive and although even sporting journals are forced these days to test many ordinary cars, due to the sparsity of stark models, the 1957 " bag " of fast cars included the Triumph TR3, Austin-Healey 100-Six and M.G.-A. coupé. Besides test cars I continued to use my essentially reliable, Bosch-sparked, Michelin-shod 1955 Volkswagen saloon as daily transport, maid-of-all-work and hack, driving it more than 12,000 miles in the course of the year. So altogether I drove some 20,000 miles in 1957, again without police interference, accident, breakdown (a shattered windscreen excepted), or more than a couple of punctures—*now* I can uncross my fingers . . . !

Incidentally, I like most cars, feel indifferent towards some and detest very few. I would like to have kept all seventeen that it was my good fortune to drive last year but I calculate that to have done so would have cost me £18,500 in purchase price alone! Incidently for the statistically minded, of the cars fully road-tested during the past 12 months a dozen had Dunlop tyres, Michelin, Goodyear, Firestone and Pirelli being fitted each to one car—tubeless tyres are now frequently met with in the course of road-testing, and welcome for the prospect of immunity from trouble which they impart.

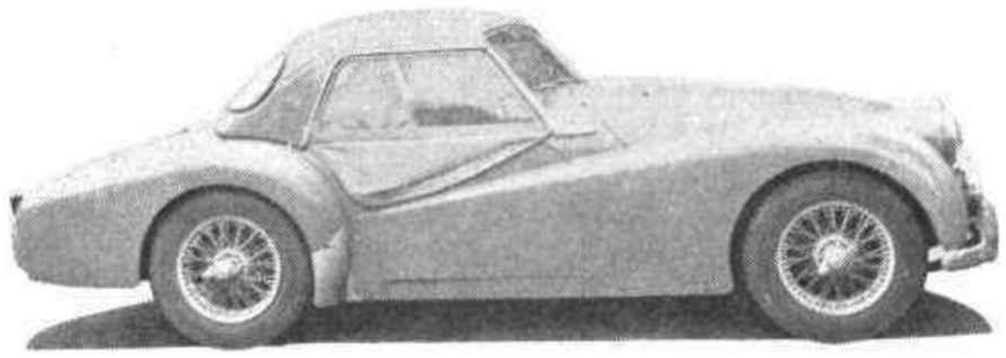
These tests covered cars ranging from the Fiat 500 to the Jaguar Mk. VIII, ranging in value from £556 to £1,997. Let me flick over the pages of the Stanley Blake Reece diary I kept and see what I can recall about them.

The first test car I drove for any distance after returning from France was an M.G.-A. coupé. First of all I got tuned-in to it by swiftly taking my wife down to Poole to see how our caravan had weathered the winter. Then, after turning this very quick, " all-in-one-piece," well-braked 1½-litre coupé over to the photographer, I took it back later and used it to assist Holland Birkett in planning the route of the Mobilgas Economy Run. I gather that Birkett isn't beyond persuading the oil barons to hire an aeroplane for this purpose when time presses but on this occasion he was content to share the little M.G. with me on a long day's motoring which took us into the uncharted wilds of Buckinghamshire and Nottinghamshire. On the return home I diverted into the back ways of Oxfordshire to spy-out a vintage Bianchi which, alas, was ending its days as a farm-trailer. Just before we discovered this sad fact a wheel shot from an approaching car and did its best to demolish us—and it wasn't a vintage car which shed it, either!

The M.G.-A earned full marks as a very sound Safety-Fast motor-car and for a while I toyed with the idea of having one of my own. However, I could not quite come round to the idea of doing long business journeys cooped-up in a coupé, especially as the doors



PEACEFUL.—The Renault Dauphine which carried us back and forth across France during the time of the Suez petrol famine, photographed one winter Sunday afternoon beside the pits at Le Mans.



BEST VALUE-FOR-MONEY IN SPORTS CARS?—The Triumph TR3, in hard-top form, went very well and the Girling disc front brakes were well worth having.

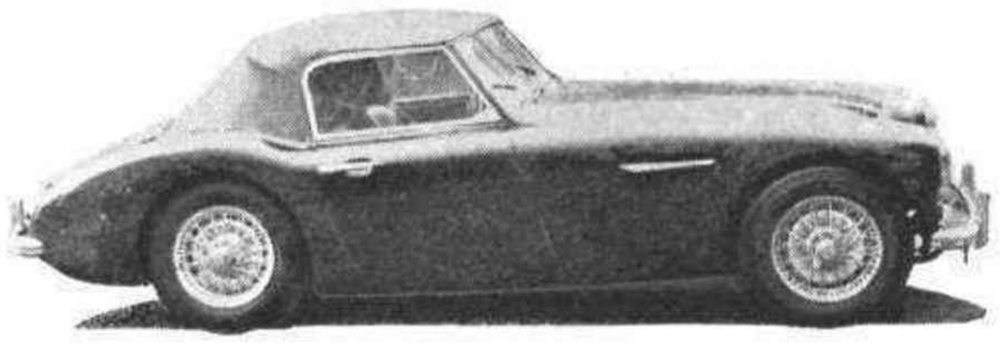
called for considerable agility when entering and vacating the interior. In the end I decided I would have one if John Thornley would supply something rather special which M.G. were playing about with at the time. I promised I would never open the bonnet in front of strangers and swore myself to secrecy should anyone notice anything extra urgeful about my car's performance. But not unnaturally Thornley's directors said "no," so I went on using German utility transport . . .

When petrol flowed freely again I went up to Abingdon to a preview of the B.M.C. record-car Ex 181 in which Stirling Moss subsequently did that rousing 245 m.p.h. at Utah. On the way I ventured into the vast Cowley plant of B.M.C. in the Volkswagen and came away at the wheel of the much-discussed Morris Minor 1000. I drove this little 950 c.c. road-burner for more than 750 miles, enjoying every one of them, and I was genuinely sorry to have to return it. I remember how very well it motored, and its pleasant handling qualities—the latter, I thought, not *quite* so distinguished as those of the side-valve Minor I tested in 1946 (an opinion I have heard expressed in other quarters), but I cannot decide if this is due to a change in weight distribution or suspension, or merely that standards of judgment have advanced considerably in the last decade. The new o.h.v. engine has transformed a formerly dull little car and the manner in which it responds to the accelerator, gaining r.p.m. like a racing-car when you rev-up to change gear, is as enthralling as it is unexpected. Again I wondered if a Minor should replace my unconventional air-cooled transport and only the feeling that so willingly does the Morris Minor 1000 perform that it would probably wear out in six months in my hands sent me back to the beetle—for some reason best known to accountants my cars have to last six times as long as that!

After handing the Morris over to colleagues to sample and photograph I went home in a very different car, in the form of a sports Triumph TR3 hard-top. I regard this as THE finest value-for-money in the sports-car field and because it is such excellent value I can readily forgive certain minor crudities and failings. The 2-litre four-cylinder engine gives the impression that it is indestructible and the gear change is about the best there is. The Girling disc brakes on the front wheels are no mere ornament and taking it all round the TR3 earned praise even from the critical. I did not drive it on a Continental tour as did the 40 U.S. Triumph enthusiasts whom I had seen taking delivery of their new TR3s at London Airport earlier in the year, immediately after they had flown across the Atlantic. In fact, I drove up to the Midlands in pursuit of motoring history, forgetting that, come lunch time, Midlands businessmen concentrate exclusively on beer and dubious anecdotes, to the detriment of the "ghosts" you hope they may recall. On my return through Kenilworth I called on the Rawlings brothers, who make a point of ensuring that there is a home for any aged Talbot that feels forlorn and unloved in the absence of Roesch. This restored my sense of well-being.

A car which, as this Triumph does, can reach 110 m.p.h. and, aided by a conveniently-operated overdrive, will return better than 24 m.p.g. driving hard, at a total cost of £1,219 with several extras, commands respect, and here was another one I would like to own, were a sports car not unsuitable for day-to-day business use.

Another fast car followed the Triumph in my road-test programme, in the form of an elegant Austin-Healey 100-Six, although its performance, bearing in mind its 2.6-litres, puts it more in the sporting than in the sports category. Consequently, I am glad to learn that a new cylinder head, which increases the b.h.p. by 15, is now available. The charm of the six-cylinder edition of this famous make is the flow of smooth power given off from the Austin power unit and as a comfortable car for covering the ground quickly and effortlessly it is a very good proposition indeed. Frankly, however, I was disappointed that scuttle-float on bad roads, pronounced on the



SIX CYLINDER AUSTIN-HEALEY.—Effortless fast driving was enjoyed in this British sports car, notable for its smooth-running engine. Without the special head, since available, it lacked the power expected of a 2.6-litre sports car. The hood is up—but what a task to erect it!

earlier model, had not been entirely eliminated from the Six and I was annoyed, after enjoying the soothing hospitality they dispense to visitors at Fort Dunlop, to emerge into the downpour of an English summer evening and get soaked while I tore my fingers attempting to erect the hood of this modern 2/4-seater motor car.

I covered nearly as many fast miles in the Austin-Healey as I did in the Triumph TR3 before a non-sporting car came my way. This was a Hillman Minx estate car, which Rootes have very cleverly contrived so that it will carry more than the average vehicle of this type while possessing the appearance of a smart private car. This Minx estate car is an extremely sensible and useful vehicle, with the merit that it is very easy to drive and far more comfortable than estate cars and station wagons have been in the past. The family fell in love with this Hillman's appearance and practical advantages, and beseeched me to buy one, and you may recall that even our St. Bernard bitch, Bryneithin Lady Diana, who snores at my feet as I write, found ample room within it. I strongly recommend this excellent vehicle to family motorists with less than £1,000 to spare, although its handling qualities and steering-column gear-lever are not quite the sort of thing I would want to endure day after day. The Hillman test ended on a pleasing note inasmuch as, when carelessly I ran out of petrol in a deserted part of the country on a Sunday evening, miles from a garage, a farmer at whose house we knocked not only showed no resentment at being disturbed but took a lot of trouble to find us a tin of petrol and then didn't want to accept payment for it.

After returning the Hillman we set off for Italy and the Monza G.P. in a very willing, comfortable and beautifully-appointed Rover 105S. This typically British quality saloon carried us for 2,500 hard-driven miles in extreme comfort, and this outwardly staid and heavy saloon was timed to do all but 100 m.p.h. on the Turin-Milan motor road and displayed no lack of performance when storming mountain passes, fully laden. Because we had some trouble with the brakes, and I like to be honest in road-test reports, I have an idea that my friends at the Rover Company thought I was rather lukewarm about their car. I would like to assure them



COMFORT ON THE CONTINENT.—The Rover 105S which took us through France, Switzerland and Italy, ending up at Monza, in speed and comfort, covering 2,500 miles trouble free except for an unfortunate malady which afflicted the Girling vacuum-servo brakes and a few very minor bothers.

We bought a SUNBEAM RAPIER



because we wanted

performance Vivid acceleration and all the exciting zip of a sports car.

luxury Beautiful styling, luxurious interior, sports car accessories and many refinements.

greater safety Antifade brakes, superb road holding, uninterrupted vision.

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TRIO.—Three cars tested in succession : the Vauxhall Victor flanked by the Fiat 500 and the Jaguar Mk. VIII Automatic. We liked the Fiat but couldn't think of any function it could fulfil, disliked the Vauxhall but appreciated how it will appeal to the masses, and formed a high opinion of the Jaguar, which we could happily own in a more sporting form.

that such is not the case. I have a high opinion of the modern Rovers and find their individuality and manner of going extremely refreshing, and on numerous occasions I have commented on the stupendous value for money they offer. The present-day Rovers are beautifully constructed and amongst many excellent features they possess is that of being so contrived that chassis lubrication isn't required except at very long intervals. Incidentally, contrary to what some people appear to think, this time-saving factor is *not* achieved by the employment of central chassis lubrication, the vulnerability of which causes the practical Rover engineers to eschew it. This make is as prolific as popsies in a motor-race pit in the country town in which I live, which is populated largely by staid and dignified retired army folk.

Although our Italian interlude enabled us to sample some very delectable Alfa-Romeo and Lancia machinery, we had the same warm regard for the Rover 105S on our return to England as we had when it was handed over to us some ten days before. Low oil consumption was another notable aspect of our hustlesome roving.

On the eve of the Motor Show, having disposed of my story of our experiences in Milan and Turin (which seemed to need a small book to themselves, but which we contrived to publish in the November MOTOR SPORT), I got going with three road-tests simultaneously, also for this enlarged Show Number. The three cars concerned, a Fiat 500, Vauxhall Victor and Jaguar Mk. VIII Automatic, were so diverse in style, size and price that I decided to write them up in one article. This appeared too recently to bear reiteration, except to remark that I admire the smallest Fiat very much but would need something quicker and quieter even as "hack" transport, that I can see the point of the Victor but wouldn't want to be seen in one and that I liked the big Jaguar very much indeed. The last-named is more appropriate to a Director than a mere Editor and if I *could* afford one I would prefer to specify the normal gearbox, leaving the automation to Stirling Moss, who has publicly expressed a preference for it. But the Jaguar, like the Rover, possesses individuality, is beautifully made, is essentially British and represents excellent value for the modest price they ask.

About the same time Mr. Penrice of the Standard Motor Company found me a captivating little Standard Eight "Gold Star Powerplus" four-door saloon. I took this eager utility vehicle up to Oulton Park for the rather disappointing finale of the Formula II racing season and, as Standards didn't appear anxious for its return, used it thereafter for a great many journeys in and around London. It had overdrive on three of its four forward ratios which made it enormous fun to drive and it was very sparing of petrol, even doing 50 miles on a gallon when handled gently. This, and its comfortable seating, made me ponder on whether there is a future outside the limited enthusiasts' market, for miniature cars in this country. Certainly the Standard Eight represents a sensible minimum motoring standard! It gets along all day at an indicated mile-a-minute and makes me surprised that small cars with but three speeds and side-by-side valves still appeal to the motoring public. I thrashed this little saloon for more than 1,000 miles and it didn't need replenishing with oil or water and the only fault was permanent illumination of the direction-flasher's indicator. Good going indeed!

The year was by now well on its way and during the Motor Show road-test cars are impossible to obtain. After Earls Court I spent



PAIR.—The Wolseley 1500, a report on which appears on pages 30 and 31, and the Riley One-Point-Five; a road-test report on the Riley will be published next month.

some luxurious and comfortable days in a smart Humber Hawk saloon which will be a very nice motor-car indeed when a little more attention has been paid to closing up the gear ratios, lightening the action of the steering-column gear stalk and if oil consumption improves as the piston rings bed in. In fact, driven as Humber owners drive, I expect my criticism of the gear change and ratios passes unnoticed and I admit the new Hawk is an admirable top-gear car, with a useful overdrive. It is also outstandingly roomy, handsome in a non-flamboyant fashion, and well and sensibly appointed.

The year concluded with a series of tests devoted to five different B.M.C. products. These cars, collectively, are commented on, either in this issue or will be in a subsequent issue, so that I need not discuss them here, except to remark on the excellent performance and handling, and the distinguished interior appointments of the Wolseley 1500 and Riley One-Point-Five, and to say that the 2.6 Riley was notable for powerful vacuum-servo brakes, excellent illumination from its Lucas lamps and a pleasing right-hand gear-lever, but that I couldn't live for long with its steering and suspension. The Wolseley I used to visit historic aerodromes on Salisbury Plain, Upavon and Netheravon recalling a romantic age that now seems far away. In the little Riley I assayed a trip to the West Country, to try it up Porlock, Lynton, Salcombe and Sheet hills, and the 2.6 Riley took us to Lichfield for the Championship Trial. Finally, an Austin A105 served as Christmastide transport.

I am unhappy to find that I enjoyed very little vintage motoring during 1957, so that I can hardly look Tim Carson straight in the eyes, for, although I have encountered the V.S.C.C. Secretary in modern cars on occasions, I have also seen him in a nice 30/98! Lack of time, not of inclination, must be blamed for this sad decline in old habits, but I did contrive to make an appearance in the very first Vintage Commercial Vehicle Rally at Beaulieu at the wheel of a 1928 Trojan R.A.F. lorry, kindly laid on for the occasion by the co-operative firm of Trojan Limited. I drove a 1922 G.N. cyclecar while visiting Basil Davenport in Macclesfield and rode in sodden state to Brighton on Lord Montagu's 1903 Sixty Mercedes on the occasion of the very damp Veteran Car Run. I drove briefly an exciting 1911 60-h.p. Cottin et Desgouttes, and my eldest daughter later had her first experience of veteran motoring on Comdr. Woolley's 1897 tube-ignition Daimler. My aerial venturings also had a vintage flavour, being confined to a D.H. Rapide over Wolverhampton and Bristol Freighters of Air Charter over the Channel. I attended as many V.S.C.C. and V.C.C. fixtures as I could fit in, spent one Sunday in vintage Sunbeams, and had quite a lot to do with the Brooklands Memorial occasion put on by Vickers-Armstrongs Limited.

Altogether, a year which started dismally turned out to be thoroughly satisfactory. I achieved a long-standing ambition to drive round Montlhéry—in a good-looking Simca Elysée saloon, soon to establish notable endurance records round the same bankings—I was able to look at some of those monuments to racing drivers and motoring pioneers that are so typical of the French and I saw Vanwall victorious at Aintree and Monza. If 1958 produces half as much enjoyment, here's to the New Year!

Funny episodes? One, against myself, happened in Paris, where anything can happen. In a hurry to depart in the Dauphine I grabbed our suitcases, and, before an imposing gathering of Renault technicians and salesmen, I opened the *rear* boot of this rear-engined car! The other amusing happening concerned a letter I received from the Information Officer of the Mobil Oil Company Limited inviting me to take my car to a London garage for a free flush and refill with the new Permazone anti-freeze. Looking at my beetle-browed Volkswagen I feel that the last thing it needs is a perm!—W. B.

IMPRESSIONS OF THE RILEY TWO-POINT-SIX

WE were able to gain experience of the Riley Two-Point-Six over a distance of 600 miles.

Future motoring historians, when your Editor is advertising for a vintage bath-chair, will no doubt tell us that the last "real" Riley was the Pathfinder. The present 2.6-litre six-cylinder Riley constitutes a modest-priced comfortable five-seater saloon with a reasonable degree of comfort and dignity, no mean performance (maximum speed is, indeed, as high as 96 m.p.h.), which runs silently and effortlessly except for wind-noise at high cruising speed. That it has a Riley radiator grille may gain it a few ageing customers from the ranks of those who always have motored behind the Riley diamond badge.

As has become customary for the better-class modern cars which share with other makes a common body pressing, the 2.6 Riley has a polished walnut facia, door cappings and surrounds designed to lift it out of the common rut, and a further item of individuality is the right-hand gear change.

This big Riley relies for its performance on a delightfully smooth and quiet 2,639 c.c. B.M.C. C-type six-cylinder engine which develops over 100 b.h.p. at 4,750 r.p.m., using twin S.U. H4 carburetters and having a compression-ratio of 8.3-to-1. This pulls a top gear of 3.9-to-1; overdrive or automatic transmission are extras. The engine in the Riley has a polished valve cover.

The Riley has a separate box-section chassis with wishbone and torsion-bar i.f.s. and a body shell which it shares with the Wolseley 6/90. The interior appointments and deep wide seats are also similar but the instrumentation differs. For instance, a tachometer (reading to 6,000 r.p.m., with markings every 1,000 r.p.m.) supplements the Riley/Jaeger 100 m.p.h. speedometer, which has trip (with decimal) and total mileage recorders. The figures on these 4¼ in. dials are in green. The green needles move in the same plane and read with commendable steadiness; the tachometer figures are luminous. There are four small dials, rather widely spaced two each side of the aperture for a radio speaker, which comprise water thermometer, ammeter, oil-pressure gauge (normally reading 50 lb./sq. in.) and fuel gauge. A useful electric clock is located centrally below the speaker aperture. Before the front passenger there is a very spacious lockable lined cubby-hole, the radio (an extra) being fitted beneath this, with the sensible heater demister/defroster twin quadrants inboard of it. Minor controls consist of all-alike buttons spaced about the facia in a "fumbly" array. These actuate the self-parking wipers, panel lighting, starter (the ignition key is separate), lamps, Lucas fog-lamp, Lucas long-range lamp and mixture control. They are lettered, which helps in daylight. Their knobs revolve unpleasantly on their spindles.

The Lucas hooded headlamps provide excellent driving light augmented by a 100,000 c.p. Lucas long-range lamp so arranged that it comes in on headlamps full-beam; it extinguishes with the headlamps dipped and cannot be used with only the side lamps alight. The lamps are dipped by means of a convenient stalk on the right of the steering-column, this being flexible to act as an admirable lamps-flasher which can be "flicked" with impunity. Panel lighting is subdued (there is no rheostat control) and does not assist the driver to insert the ignition key or see the minor controls. In the speedometer dial are full-beam and direction-flashers indicator windows giving non-dazzle warnings. The flashers are self-cancelling, operated by a finger-lever on the hub of the dished three-spoke steering wheel, which has a full horn-ring that sounds the twin Windtone horns. The electrical system includes a map lamp, a central reversing lamp automatically operated by the gear lever, and twin roof-lamps in the rear compartment which come on automatically when the back doors are opened (surely a throw-back to the age of chauffeurs?) or by using the switch on either side, when both lamps light.

The 2.6 Riley should be a full six-seater, for its bench seats are amply wide, but a very wide transmission tunnel below the heater unit makes the centre of the front seat suitable only for the legless. This is a pity because with the r.h. gear lever and an "umbrella-handle" hand brake located, not inconveniently, beneath the steering column, this area is otherwise clear. There is a step in this big protrusion to take the driver's left foot. The chassis side members necessitate the use of shallow foot wells in the front and rear compartments. It is pleasant to find that only the accelerator pedal is of the pendant type.

Each seat has a wide folding centre arm-rest, making the car snug for four occupants and there are rather hard arm-rests on each back door and the front passenger's door, shaped to serve as "pulls." The driver has no such arm-rest; his door has a small hinged metal "pull." The front-door windows call for two turns of the handles to open them fully, the back doors 2½ turns. Triplex toughened safety glass is used here, with a Triplex plate safety glass windscreen. The Riley is upholstered in real English leather and has soft pile carpets. Smokers find a drawer-style ashtray on the heater box and another in the back of the front-seat squab. Leg room is generous in the Riley, headroom rather limited. Four trailing doors with push-button external handles make for easy entry and exit and the r.h. gear lever is so positioned as in no way to impede the driver's doorway. Visibility is somewhat hampered by wide sloping screen pillars and a long bonnet which renders the near-side front wing invisible. The view over the bonnet is reminiscent of being in an enlarged Sunbeam Mk. III, except for the chrome centre beading, and you wouldn't dream you were driving a Riley. There is a large inclined back window. The centre anti-dazzle flick-type mirror is of generous size but seems to have been borrowed from an M.G. Magnette, because its supporting strut does not touch the screen and use of the anti-dazzle device seriously deflects the mirror; what is an admirable arrangement on the M.G. has misfired on the Riley. The screen sill is crash-padded but the base of the facia isn't.

After a frosty night in the open the engine commences readily and soon warms to its task. Liberal use of the gearbox provides good acceleration and the r.h. gear change is quite delightful, the lever nicely placed, short and rigid, with short movements. The synchromesh works admirably and this excellent change is spoilt only by the crunch which results from rapid movement out of third gear into top. The lever has no visible gate, its base being covered by a draught excluder, so the ham-handed sometimes fumble for the lower ratios when changing down in a hurry and in a certain position the window winding handle can bark the knuckles as the hand is removed from the lever. Bottom gear occasionally refuses to engage or does so with a crunch but this shortcoming isn't so pronounced as on other B.M.C. gearboxes. The gears are commendably quiet, first alone emitting an "expensive" hum, and it is possible to proceed in third gear under the mistaken impression that top has been engaged. The engine also is very quiet up to normal cruising speeds and the Riley cruises silently, except for wind noise. The engine ran with its thermometer needle only just off "C" but the Smiths heater and defroster worked efficiently so far as the front passengers were concerned; it was rather cold in the back of the car. We could find no means of stopping the noisy heater fan, even with the quadrant controls set to "off."

The pleasant gear change and positive but somewhat fierce hydraulic clutch are not backed up by steering and roadholding to the same standards. In spite of being too low-geared the Bishop cam and lever steering is heavy, "dead" and spongy in action and is far from accurate; it calls for four turns, lock-to-lock. Although no column vibration is transmitted, there is occasional very slight kick at the wheel. There is reasonable castor action, which, however, doesn't entirely return the car to the straight after a corner. The car tends to yaw slightly on straight roads, and the wheel is slippery to ungloved hands, the under-ring serrations not being sufficiently pronounced to help much.

The suspension is supple, which provides a "luxury" ride, apart from some up-and-down motion, but results in roll and instability on corners, so that, coupled with the low-geared steering, fast cornering is apt to be untidy, accompanied by protest from the Dunlops. Higher geared steering and rather stiffer suspension is required for driving of the kind enthusiasts indulge in and to render the Riley safe on ice and snow.

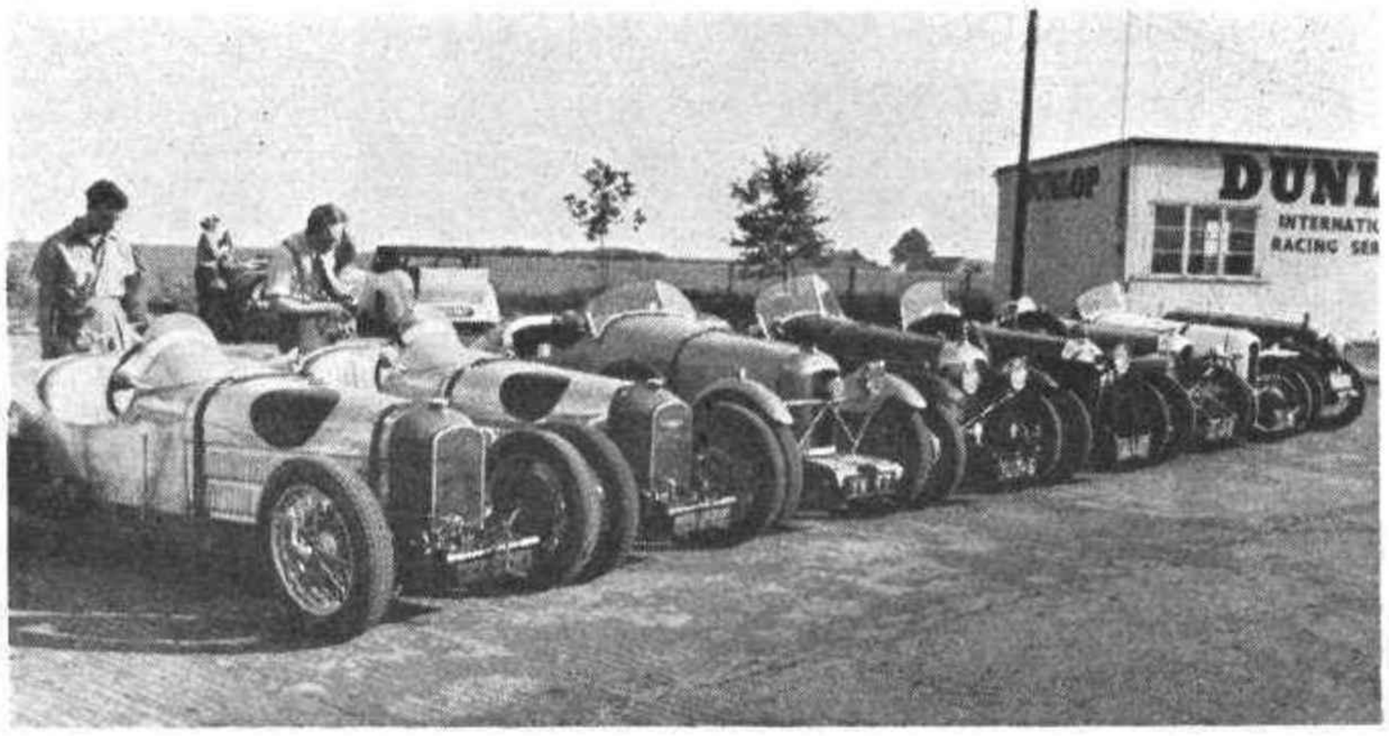
The Lockheed brakes are assisted by a vacuum servo and are outstandingly powerful without calling for abnormal pedal pressures. These excellent brakes give great confidence in fast driving and are also progressive in normal use. They squealed faintly at times under light application. The brakes function satisfactorily when coasting with the engine dead.

The Riley 2.6 can be driven almost all day as a top-gear car, pulling away in this gear from 1,000 r.p.m., or, by using the gearbox, it becomes endowed with unobtrusive performance which enables deceptively fast average speeds to be maintained in heavy traffic. During such fast-driving conditions a careful check showed fuel consumption to be 17 m.p.g. The makers claim a tankage of 13 gallons. If this is correct the gauge reads "E" when some two gallons remain. Thus, although the fast-driving range may be 220 miles, the owner is likely to refuel after covering only about 180 miles. Either way, this is an absurdly restricted range for a fast car likely to be used for long Continental journeys. The fuel filler has a hinged bayonet cap, beneath a lockable flap in the near-side back wing.

continued on page 8

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



ANY MORE? Amilcars belonging to members of the Amilcar Register gathered together during a V.S.C.C. Silverstone race meeting last year.

[*Photograph by the Amilcar Register*

V.S.C.C. NORTHERN TRIAL (Nov. 30th)

First-Class Awards : B. M. Clarke (1925 Austin Seven) and M. J. Harris (1929 Austin Seven).

Second-Class Awards : C. J. Marrable (1931 12/50 Alvis) and M. L. Beecroft (1929 Frazer-Nash).

Third-Class Award : C. Winder (1924/8 Humber).

V.S.C.C. HESTON DRIVING TESTS (December 15th)

The annual frolics and demonstrations of driving prowess this year had an entry of 58. Of these, however, only 39 were vintage cars, the balance being made up of p.v.t. entries. And of the vintage entries, less than half were in the sports-car classes and only five true vintage sports cars were present. Verb sap!

Starkest car present on this cold day was Gahagan's 1926 G.P. Bugatti. Clutton drove his 1934 Corsica two-seater Type 44 Bugatti and Bill Cook had his beautiful ex-Giles 1938 Type 57SC Corsica two-seater in the car park. The cold had diminished the spectators and few other unusual cars were present, apart from a 2-speed Morgan, a tatty 10/23 Talbot with queer hood and a *circa* 1927 Wolseley saloon that really was a Wolseley (o.h.c. and all that). If there had been a prize for the most delightful vintage sports-car present it should have been awarded without hesitation to Tracey's very original 1928 "Brooklands" Riley Nine. Four "Chummy" Austin Sevens of different hues ran efficiently, Binns appeared to have ceased painting his O.M. halfway down the body in his haste to get to Heston, and Cartwright's two-seater Riley Nine seemed to have suspiciously big brakes for a vintage version. Bendall used his 1910 tourer "Silver Ghost" Rolls-Royce, and in the "wiggle-and-stop-astride-the-Marshall" frolic Jack Barclay's 1910 Rolls-Royce landaulette (Reg. No. JB3), driven by H. F. Wood, went almost indecently fast. It was interesting to observe the three growing sizes of brake drums, respectively on Horner's 1927/31 Meadows Frazer-Nash (with Bugatti body ?), Major's 1932 Frazer-Nash and Heath's 1938 Frazer-Nash. Green's 1926 Rover Nine two-seater had an authentic Viking mascot and Campion's 1921 Calthorpe four-seater a vast undertray to catch any machinery that might fall out and an immodestly naked belt-drive for its speedometer.—W.B.

Results :

Vintage Touring Cars :—*1st Class Awards :* M. Westmacott (1929 Riley Nine), B. M. Clarke (1925 Austin Seven). *2nd Class Awards :* V. Rawlings (1930 14/45 Talbot), T. M. Mackean (1928 Austin Seven). *3rd Class Awards :* D. F. H. Wood (1923 Riley Eleven), L. E. Parks (1927 Singer Junior).

Vintage Standard Sports-Cars :—*1st Class Awards :* P. J. E. Binns (1927 O.M.). *2nd Class Award :* A. Pugh (1928 Frazer-Nash). *3rd Class Award :* M. Leo (1930 2-litre Lagonda).

Vintage Sports-Cars :—*1st Class Award :* M. J. Harris (1929 Austin Seven Speical).

P.V.T. Touring Cars :—*1st Class Award :* F. F. E. Baker (1933 Riley Nine). *2nd Class Award :* C. B. L. Harding (1937 Lancia Aprilia).

P.V.T. Sports-Cars :—*1st Class Awards :* A. J. Gibson (1932 Frazer-Nash), P. Major (1932 Frazer-Nash). *2nd Class Awards :* J. Bugler (1935 Lagonda Rapier), W. Heath (1938 Frazer-Nash). *3rd Class Award :* M. Wilby (1934 Lagonda Rapier).

A reader has a belt-driven Watford speedometer which was apparently used on a 1906 35-h.p. Mercedes but has been stored since 1916. If anyone has a use for it we can forward a letter to the owner.

* * *

Last autumn, at a rally of the Malayan V.C.C. the entry consisted of nine vintage and nine modern cars. The wiggle-woggle test was won by a 1927 Austin Seven, which beat an Austin-Healey 100-Six, was 3 sec. faster than a Hillman Minx and beat, by 16 sec., a modern Chevrolet, which tied with a 1927 4½-litre Bentley.

* * *

The cover of the last *B.D.C. Gazette* carries a picture of Stirling Moss riding as passenger in Stanley Sedgwick's 1930 five-carburetter Speed Six Bentley during a "lap of honour" which Stirling enjoyed during the last Goodwood meeting of 1957.

* * *

We hear of a 1924 11.4 Humber saloon in original but dirty condition, with spare engine, awaiting an appreciative owner. Letters can be forwarded.

* * *

Challenge! E. Dames-Longworth, Hon. Midland Representative of the Humber Register, offers a guinea to anyone who can put him in touch with a 1927-8 Humber 20/55 touring car.

* * *

We are informed by Michael Sedgwick, Hon. Registrar of the Fiat Register, that the S.P.A. which we saw in the Turin Museum last year is a 1922 2¾-litre Tipo 235 which was purchased by Fiat (England) Ltd. in this country and shipped home to Turin. It was illustrated in MOTOR SPORT some years ago when it had a drophead coupé body. Mr. Sedgwick reminds us that the S.P.A. Company was absorbed by Fiat in 1929.

* * *

A few tickets are still available for the combined Alvis/Fiat/Humber/S.T.D. Registers' dinner in London on January 11th. Apply to S.T.D. Hon. Registrar, "Carmel," Wood Lane, Fleet, Hampshire.

* * *

Near Devizes a farmer has a vintage Buick tourer fitted with an enormous radiator from an early Dennis lorry. If anyone has a radiator looking for a vintage Buick or a vintage Dennis commercial vehicle in need of a radiator, this might be worth investigating. And, on the subject of vintage commercial vehicles, a very long-wheelbase Leyland lorry, on pneumatics but with a gilled-tube radiator, was seen collecting discarded tyres from a garage in a small Hampshire country town recently.

* * *

Apart from some traction engines, a 1921 Dennis fire engine came up for auction in Totnes recently.

* * *

Last month's account of the Brighton Run gave the impression that the 1903 Mercedes driven by Lord Montagu is his property. We are informed by Mr. Alfred Harmsworth that it is, in fact, merely on loan to the Montagu Museum. It is one of three which have been in his family since new, one of which was the first Mercedes to come to England. The Sixty referred to last month was brought over from Thanet in 1930/31 and took part successfully in three Brighton Runs in 1933/34 and 1935. The same Mercedes won a Dublin hill-climb in 1903, driven by Campbell-Muir.

The Delage Register may be interested to know that a nice compliment is paid to this make in "Three Acres and a Mill," by Robert Gathorne-Hardy (J. M. Dent, 1939). The same book contains a reference to visiting the French Riviera in 1913 in an old Vauxhall "which used to carry us grandly along, sometimes at the tremendous velocity of 42 m.p.h."

* * *

Good news! The M.C.C. has invited the V.S.C.C. and V.M.C.C. to compete in a vintage section of its Land's End Trial on April 4th/5th, to celebrate the Golden Jubilee of this classic event. It is anticipated that one of the old routes will be followed by the vintage cars and motor-cycles, taking in Porlock, Lynmouth, Beggars Roost, etc., and terminating at Land's End.

* * *

Bravo, bravo! The Light Car Section of the V.S.C.C. has decreed that only under exceptional circumstances may vintage light cars be brought to their events on trailers. The Secretary points out that he has averaged over 26 m.p.h. on a 12-hour journey in his 9/20 Humber tourer, as proof that trailers are unnecessary.

* * *

The Veteran Car Club has moved its office and library. Its new address is 14, Fitzhardinge Street, Portman Square, London, W.1 (Welbeck 1661).

* * *

Yet again! Another old car has been discovered and is on the way to restoration, according to *The Birmingham Mail*. It is a 1914 Arden which had been rotting in the back garden of a Bromsgrove house for over 20 years. Used by a lady for a daily journey between Bromsgrove and Birmingham University until 1926, this locally-built car, with wire wheels and radiator reminiscent of a B.S.A. of the period, is being restored by M. Edwards and D. Benbow.

* * *

The Frazer-Nash Section of the V.S.C.C. is anxious to borrow one of the original "Chain-Gang" ties with a view to having some of this neckware made available to its members. If anyone can help, will they please contact the Hon. Sec., P. Douglas-Osborn, Colt House, Church Avenue, Clent, Worcs?

* * *

An Edwardian Mercedes is said to lie exposed to the elements, masquerading as a veteran, in or near Glasgow. It is described as a 1910/14 tourer with wooden wheels having detachable rims, complete but rough, believed once the property of Sir Thomas Lipton. It is suggested by our correspondent that ignorance of vintage-car ethics is to blame and that the owner might dispose of the Mercedes if tactfully approached. Will enthusiasts North of the Border please get cracking after this one!

* * *

An American correspondent reports that a *circa* 1920 Detroit Electric coupé is still in use there for church and shopping expeditions in the hands of two elderly ladies.

* * *

A Tanganyikan correspondent, who hopes to drive a Goggomobil in this year's Coronation Safari, tells us that Messrs. Hughes Ltd., of Nairobi, have the model-T Ford which the late Field Marshal (then General) Smuts used as a staff car during the 1914/18 war. It is in original state and good running order, camouflaged in the correct Army paint.

* * *

Another discovery. A *circa* 1920 Enfield-Allday, minus body, has been found by a reader. It had been in the possession of a farmer since 1926 and apparently had an open aluminium body with two doors on one side and a single door on the opposite side. Photographs are requested to assist in restoration and can be forwarded.

VINTAGE POSTBAG

Sir,

In view of the recent interest in elderly commercial vehicles, I thought this photograph of a 1925 Austin Heavy Twelve Ice Cream Van might be of interest to readers. [Photo at top of next column. —ED.]

The photograph was taken last year at Robin Hood's Bay, near Whitby, and the driver assures me that the vehicle is original except for the radiator shell. This van ascends and descends the notorious 1-in-3½ Bay Bank every day of the season, and never falters. In the same village there are also a 1927 Heavy Twelve and 1928 Morris-Cowley in daily use. In view of the number of steep hills in the area, this seems to recommend the "old 'uns."

I am, Yours, etc.,

Keighley. JOHN L. BRIGG.



Sir,

I think the answer to the query raised in Mr. E. D. Woolley's letter in the current issue is that there were at least three varieties of Rexette—the one he has, another with a 7-h.p. V-twin, air-cooled engine and a wicker forecarriage, and a third water-cooled model. single-cylinder, 6 (or 8) h.p. chain driven and rejoicing in the description "Coach Built."

This had an open tubular frame, a coachbuilt forecarriage and a comfortably upholstered bucket seat for the driver around which the radiator was "wrapped," a long, tapered, metal "beetle-back" over the rear wheel and wheel steering. I remember the Rexette pretty well as it was my first motor vehicle bought second-hand (very) when I was 16—in 1906.

It was utterly unreliable so I gained a lot of useful practical experience from it—to keep it going at all was an art, but fortunately in those days the few motorists on the road were very friendly to one another and always stopped to help a boy *en pause*. This Tricar was very heavy for its powers and had to be helped up the Hampstead Hills either by shedding the passenger or by leaping out myself and steering as I ran beside it, jumping in again gasping for breath whilst still going, when the summit was reached.

This was not "motoring" as envisaged in my dreams, so as soon as I had saved a few more pounds I exchanged the Rexette for a 7-h.p. Twin Vindec motor-cycle, followed by a 9-h.p. Laurin and Klement racing M.C. driven by a flat belt and from these and subsequent mounts learned something about speed. Fortunately I still have a clean licence!

I am, Yours, etc.,

London, N.W.3. LLEWELLEN SCHOLTE.

* * *

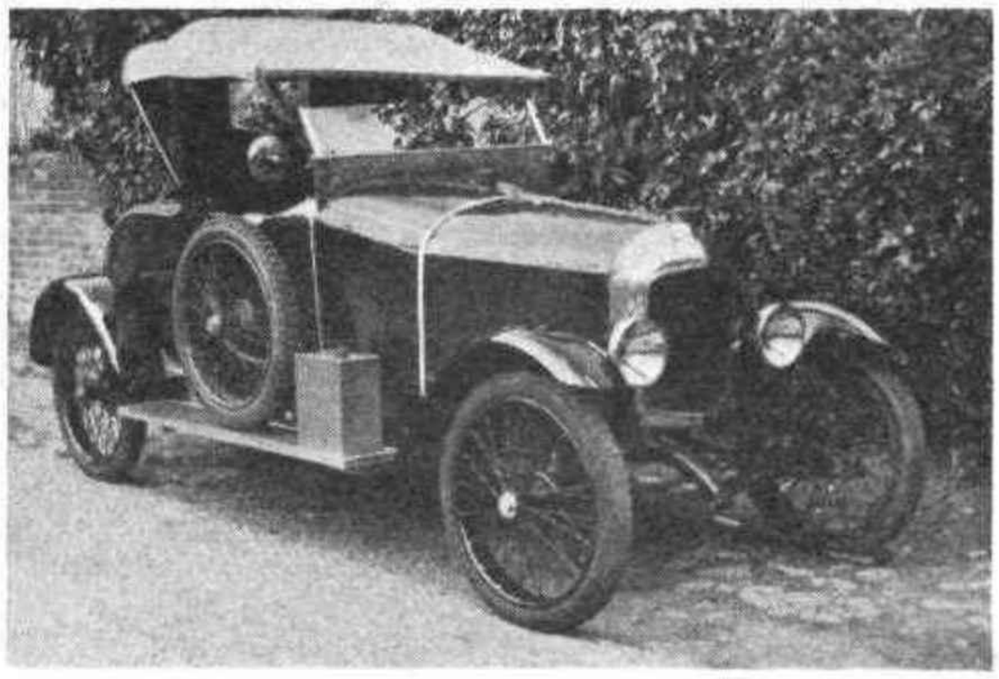
Sir,

Can any reader tell me anything about the le Zebre make of car. I enclose a photograph [see below—ED.] of a fine example that I have been busy renovating.

I believe they were made very early on—1904 at least—but no one I have spoken to seems to have heard of this make, and I should be most grateful for any information and, most especially, to hear from anyone who owns a car of this make. The one I have is of 1921 manufacture, engine number 10235.

I am, Yours, etc.,

Oxford. R. R. BRAIN.



Sir,

I can provide a certain amount of information concerning the vintage fire-engine shown in the December MOTOR SPORT. The vehicle in question is now the mascot of the Royal College of Science, one of the constituent colleges of the Imperial College of Science and Technology in South Kensington. It is a 1916 Dennis, of slightly uncertain capacity, believed to be around 45 h.p., and of considerable thirst. It belonged for many years to a soap manufacturing firm in Warrington, acting as the works fire engine. They finally decided to dispose of it in 1955. We had been looking for a suitable state chariot for the Union President for some time and, hearing of this fire-engine—which seemed ideal—an offer was accordingly made, but the firm in question, seeing that it was going to a home where it would be cherished, presented it to the college, where it arrived in the summer of 1955. A certain amount of time was spent getting accustomed to its little ways but it is now in full running order. It is, incidentally, known as Jezebel, the Scarlet Woman, and attends various college functions. It also put in an appearance at the V.S.C.C. meeting at Silverstone last June, and it is hoped to make this an annual event.

I fear this account is slightly deficient on the technical details, but I left the college in 1955 shortly after Jezebel arrived. However, I imagine that you will in all probability be hearing from the College Union, which will be able to tell you more about the actual fuel consumption, etc.

It is probably worth mentioning that Jezebel is not the only mechanical mascot in Imperial College. The Royal School of Mines possesses an Aveling traction engine, known as Clementine which has attended the Appleford rallies, and the City and Guilds College has, for many years, had a 1901 James & Brown car, called Boanerges or "Bo." This regularly attends the Brighton Run and is also fairly frequently seen around London.

Perhaps the most distinguished appearance of the three mascots occurred recently when the Queen Mother opened the new Aeronautics Building. They were presented to her, in highly polished condition, and evoked considerable interest.

I am, Yours, etc.,

Arborfield. JOHN C. HENDY.

* * *

Sir,

Your article in the September 1957 issue on the Straker-Squire racing car gave me great pleasure. I was an apprentice with this firm from 1919 to 1924 and spent many hours working on the car, and to see it is still running gave me quite a kick. I have enclosed a photograph [at foot of column—ED.] I took at the time which I am sure will interest you and the present owner.

It shows the car in its full stripes, with Mr. Bentley and Mr. Moore, the two racing mechanics.

I am, Yours, etc.,

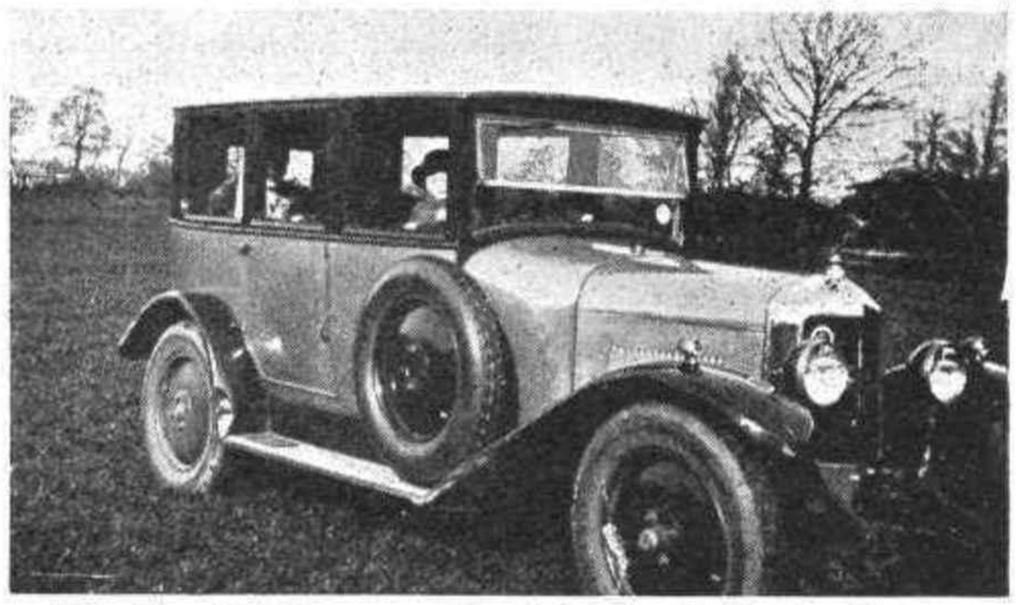
Enfield. F. P. GOWLER.

* * *

Sir,

I was interested to see, in Mr. F. H. Hayward's "Memories of the 1920s," the only reference that I have seen to the Licorne, other than a class win in, I think, the Monte Carlo Rally.

This was the first car that my parents owned, its full title being Corre la Licorne. It was bought from the factory near Paris and shipped to London after my parents returned there, my father having worked in Paris from about 1909 to 1919. The exchange rate made the purchase advantageous.



The Corre la Licorne mentioned in Mr. P. G. Gough's letter.

I know no technical details of the car, or its year, but think it was an 11 or 12-h.p. four-cylinder. It was built like a battleship and as roomy as a limousine. The photograph reveals the single off-side door, solid wheels, fine radiator and split opening windscreen. It was painted grey and black, and the registered number was ML 598. The car served my parents for eight years with no trouble, save a puncture during delivery from Dover docks to London.

Some time after my father disposed of it we saw it in a service station in Wimbledon as we drove past, repainted blue. I suppose she couldn't still be running? Incidentally, as there was no driver's door the brake and gear-levers were on the right.

I am, Yours, etc.,

London, N.W.3. PETER G. GOUGH.

* * *

Sir,

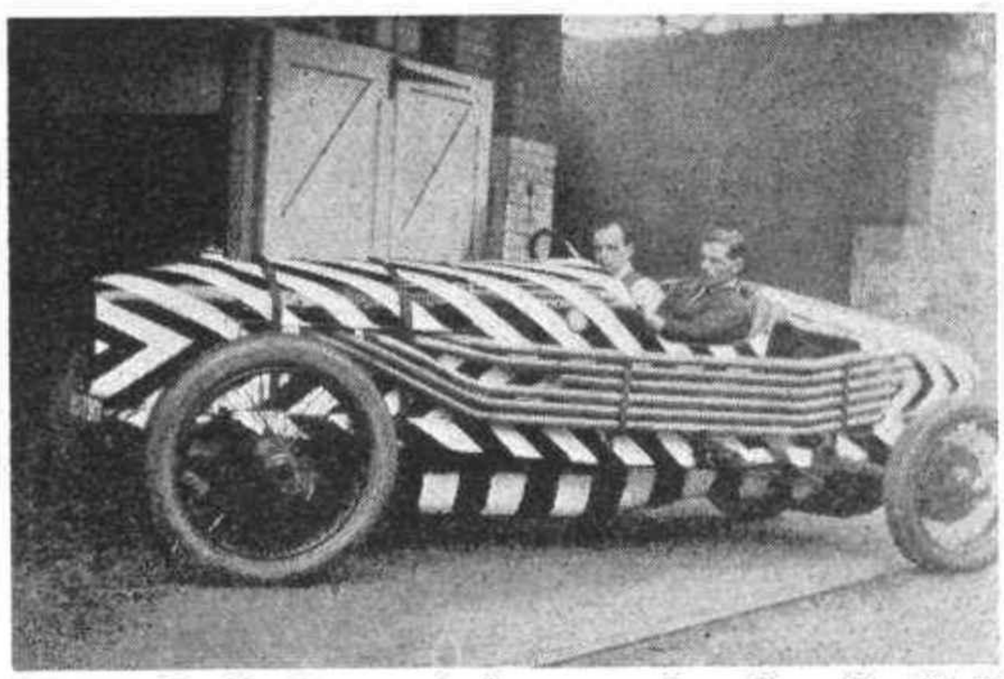
Referring to the letter from Mr. Basil Crookes in your December issue, I would suggest that the engine is a Locomobile Type 38 R.7 or 48 M.7. I obtained this information from a copy of Dyke's *Automobile and Gasoline Engines Encyclopaedia*. There is, however, one difference in the layout: the water manifold does not slope as it does on the Locomobile, the remainder, however, appears to be the same, the carburetter and magneto being on the off side.

With reference to Dyke's encyclopaedia, this might be of interest to you. It covers the period 1911-1921 in American automobiles and I believe copies of it are rare. The publishers are The Goodheart-Willcox Co., Inc., and their offices were at 2009, South Michigan Avenue, Chicago.

This is quite a book, as it deals with every aspect of automobile engineering and covers the "necessary equipment" for travelling abroad, even giving recipes and tips on cooking. Hints on law and insurance, etc., are also included, and two pages, in table form, are devoted to the automobile licence and speed regulations of the various States.

I am, Yours, etc.,

Tadworth. B. T. DAVISON.

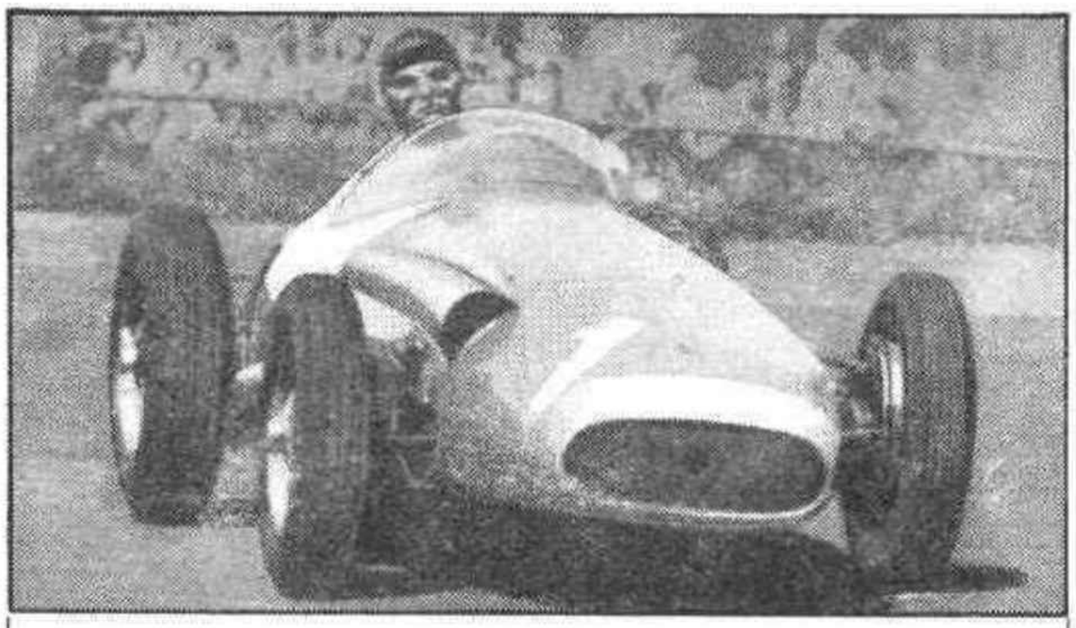


A typical Brooklands outer-circuit car—see letter from Mr. F. P. Gowler.

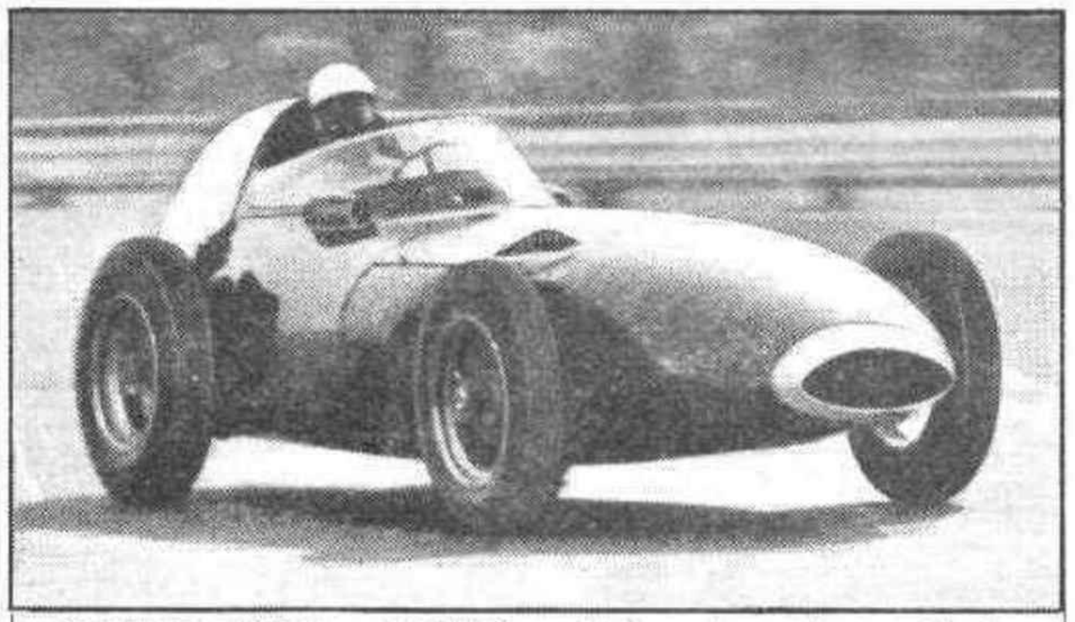


The first Ashby car—see letter from Mr. W. A. Careless, on page 18

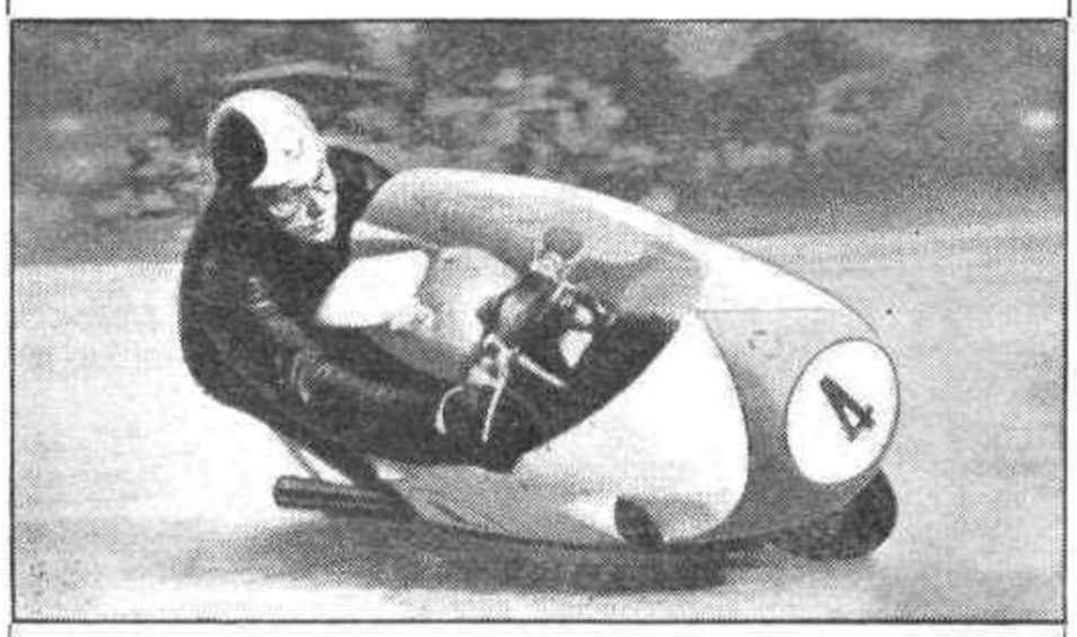
EVERY WORLD CHAMPIONSHIP GRAND PRIX OF 1957 WAS WON ON A BP PRODUCT



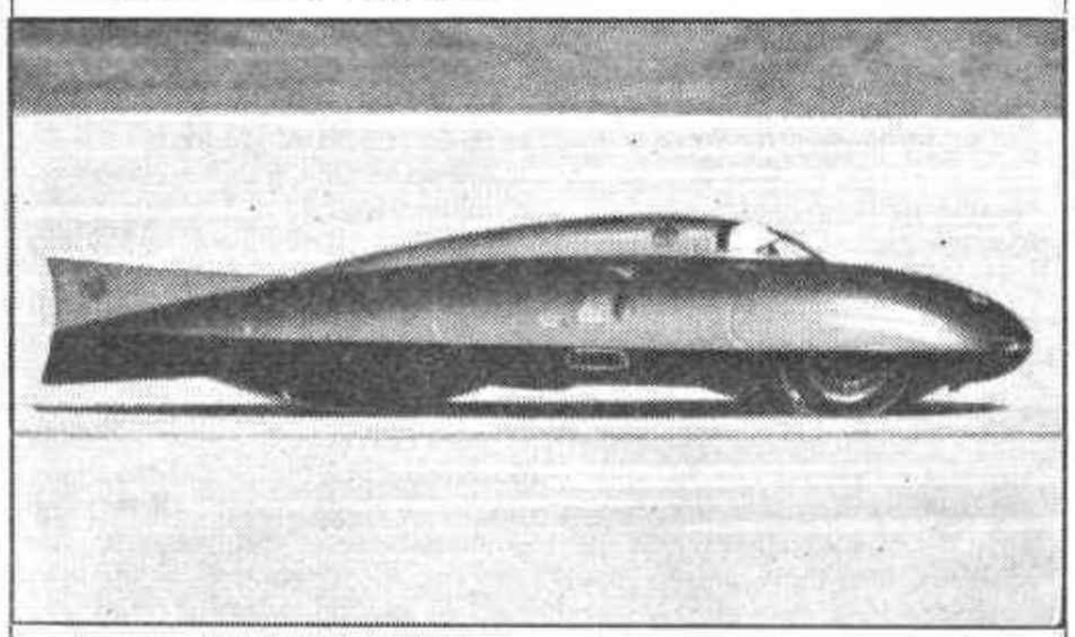
J. M. FANGIO, 1957 World Champion driver, used BP Energol in his Maserati cars throughout his wonderful season of success.



STIRLING MOSS used BP Energol throughout the year in the Vanwalls with which he won the Grand Prix d'Europe and the Pescara and Italian Grands Prix.



LIBERO LIBERATI, motor-cycle senior world-champion rider, used BP Super in his Gilera whenever the choice of fuel was open.



AT UTAH Stirling Moss broke five world speed records for supercharged 1½-litre cars. He drove on BP fuel.

WHAT A YEAR of success for BP products and British prestige! Again and again in the supreme tests – races, rallies, records – BP Energol and BP fuels were there helping to make history. And remember, BP products are products *you too can use*. You can fill up with them anywhere you see the familiar green-and-yellow sign.

Now look at some of the results in detail.

THE GRAND PRIX RACES. Every world championship Grand Prix was won on BP Energol – more often than not on BP fuel as well. The list is :

Argentine Grand Prix*
Grand Prix de France*
German Grand Prix*
Monaco Grand Prix*
Grand Prix d'Europe**
Pescara Grand Prix**
Italian Grand Prix**

The winning cars were Maseratis*, Vanwalls**.

OTHER INTERNATIONAL EVENTS. Buenos Aires Grand Prix, Pau Grand Prix, Portuguese Grand Prix, Caen Grand Prix, Moroccan Grand Prix and the Silverstone International Trophy. In all these events the winner used BP Energol; in most he used BP fuel as well. At Montlhéry Austin drivers broke 7 records including 7-days-and-nights at 74.9 m.p.h., with a production A35 saloon, on BP Super.

AND AT HOME. The Lister-Jaguar driven by W. A. Scott-Brown won the British Empire Trophy race at Oulton Park on BP Super Plus and BP Energol. This followed other successes on BP Energol and BP Super Plus in sports car races at the Brands Hatch, Snetterton and Aintree meetings as well as in the Goodwood Trophy.

Bob McIntyre won both senior and junior Isle of Man T.T.s on Gileras using BP Super Plus.

THE BRITISH PETROLEUM COMPANY LIMITED

Sir,

On browsing through MOTOR SPORT, I saw a letter from P. M. Rambault asking for particulars of the Short-Ashby car.

I was in the Navy with Victor Ashby, Junr., in the 1914-18 war and he gave me my first job on demob. in 1919. I was fitter-cum-turner-cum-tester at his garage at Towcester, Northants.

The car started life with a wooden chassis and a Coventry-Victor two-cylinder, air-cooled, horizontally-opposed 5.6-h.p. engine. Later, larger cylinders and pistons were fitted, bringing it up to 8 h.p. The final design used a four-cylinder 7/8-h.p. " Ruby " engine, imported, I believe, from France. The great point of the car was the reduction gear from the friction drive to the solid back axle; most cyclecars were resorting to a chain for the final reduction.

When the car was sufficiently developed, I was sent with about six other mechanics to Short Bros. at Rochester, who were to produce it for the market. It was shown at the Earls Court part of the Motor Show in about 1922 or '23, where the sales apparently did not justify further expense. Ashby's men were sent back to Towcester, while I remained at Short Bros. for another three years before going back to sea. The chief draughtsman was Mr. Simpson, a very well-known personality in the motor world at that time. He came to us from G.W.K.s.

The enclosed photograph is of the very first Ashby, with the bell he mentions fitted at the left of the clutch pedal and before the body was fitted. It was painted a pale mauve.

If Mr. Rambaut has not already heard from anyone connected with this car, I should be pleased to send him more photographs and a more detailed history of its inception.

I am, Yours, etc.,

W. A. CARELESS.

Harlow.

* * *

Sir,

Recent correspondence referring to Argyll cars has revived my interest and prompts me to write you.

My father was a very firm believer in Argylls and from 1910, when he bought his first one, to 1932, when he bought his last (secondhand), his faith never wavered.

The photograph I enclose was taken in 1917 and shows the 25/50 model tourer, seating five in great comfort. This was his third car, bought in May 1914 and with C.A.V. electric lights. The enormous headlamps, which I still have, were nickel plated and had plain glass lenses. In the photograph you can see the paper discs inside the glass to reduce the light to some small extent; this was the 1914-18 war restriction in times of Zeppelin raids. Also in this photograph can be seen the front-wheel brakes, which were standardised by Argyll at latest by 1913, if not before.

They were indeed wonderful old cars, with very quiet engines, but not always easy to start—no electric starters. I learnt my driving and many tricks of motoring on a succession of these cars. The 25/50 had dual ignition, coil for starting and magneto for running, but there was no choke arrangement, so that a rag was generally held over the air intake until the engine had started and would run without faltering. We had quite a number of the 1913 and 1914 models, all except the 25/50 being secondhand. The last one was bought from a farmer, I think in Northumberland, and boasted the " foreign " registration letters and number EY 524. We later found the letters were the owner's initials and the number was his telephone number.

For some reason, in the early 'twenties the company discontinued front-wheel brakes and the only two post-war models we had were 1926 and 1927 12-h.p. tourers.

All the engines from, I think, 1913 onwards—if not before as well—were single sleeve-valve units, manufactured under Burt McCollum patents, and our experience of them was that they were entirely trouble-free.

I remember, in the early 'thirties, taking at least three of these 1913-14 models back for reconditioning at the Argyll Works, in Hozier Street, Bridgeton, Glasgow, where they had moved from the Alexandria Works at Dumbarton. As far as I could learn the very imposing and massive (for those days) building at Alexandria was completed not long before the war and the company were relying on several years of expanding trade to pay for it. As it happened, the 1914 war broke out and, their works taken from them for munitions, the company's back was broken. They restarted some years after the war on a much smaller scale in Bridgeton, but never survived the competition which the post-war years brought.

For reconditioning engines they had some method—which I never perfectly understood—of " cooking the cylinder block slowly," then reboring and refitting the sleeves. It seemed to work.

I myself used to spend many hours tinkering with these cars and well remember the multiplate clutch which ran in a mixture of approximately two parts paraffin to one of engine oil. If we found this was slipping we added paraffin, if it was too fierce we added oil ! Rule-of-thumb !

Another point of interest was that we fitted Warland rims to facilitate tyre changing. This certainly was a great advance on the existing method, which involved several tyre levers, great strength and a technique only borne of experience.

The body of the car in the photograph was an early attempt at streamlining. From the square radiator the top sloped up to the windscreen and the sides out to the full width of the body. It was truly coachbuilt, with leather upholstery. The windscreen was low by normal standards and was split along its length, both top and bottom halves being hinged. We opened them when it rained, the better to see—there were no wipers. All-up weight was well over 2 tons and top speed about 70 m.p.h.

Without doubt they were one of the finest cars of their day—built like battleships.

Argylls were my training ground for driving and maintenance, and they never fail to arouse my interest.

I am, Yours, etc.,

J. M. S. LAMBIE, Managing Director,
Lambie (Wallsend) Ltd.

Wallsend-on-Tyne.

* * *

Sir,

I enjoyed your article about the 1911 Cottin Desgouttes, but I believe there is a misstatement about the gearbox. There is direct drive only on the *two* upper ratios; first, second, and reverse, being " through the gears " *via* shaft on the left (photograph, page 675).

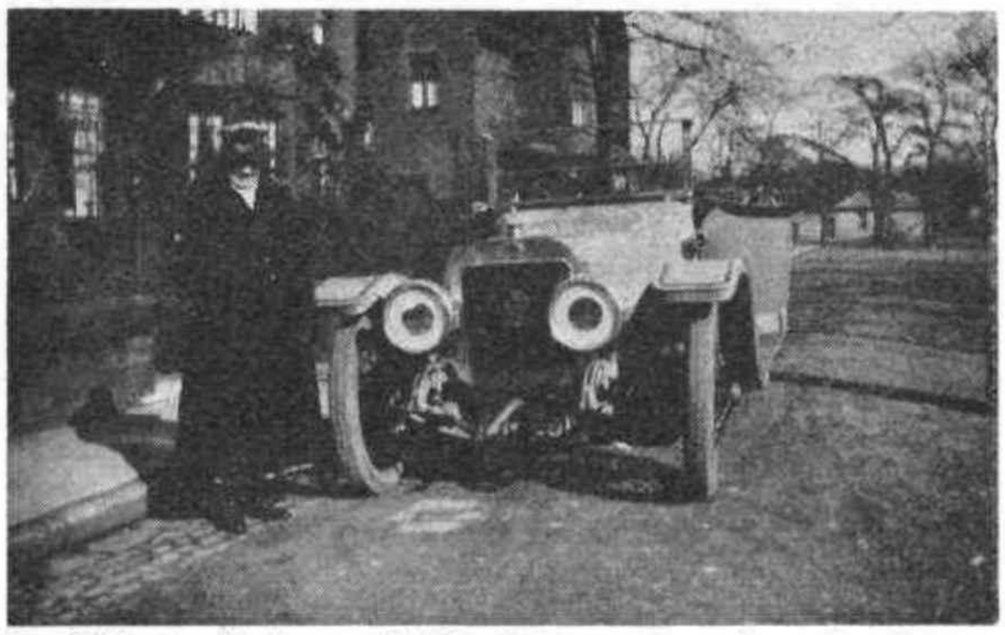
My father owned, and I drove, a 1909 18/24 Pilain—also built in Lyons, not far from the C.D. works—which had an identical gearbox, so I know !

Instead of chains, the final drive was through universal joints and a set of step-down gears in each wheel-hub. The engine comprised two pairs of two cylinders of 110 by 140 mm. (about 4.2 litres), with T-head and very large valves. Peak r.p.m. was about 1,800. The carburetter had a circular float-chamber, arranged around the air inlet, and six small jets. A very long cone could be screwed up or down to adjust the venturi. A spring-loaded adjustable valve at the bottom of the cone served as additional air inlet.

A special feature was the " air brake." By pushing the " gas " handle to the top of the quadrant on the steering-wheel, the carburetter was entirely shut off and the inlet manifold largely opened to " pure air." This proved useful on mountain roads, to spare the very small brakes; for example, Galibier to Grenoble, 92 km. *down*. A similar device was used later on Saurer lorries. The car was a terrific climber and quite pleasant to drive, but the suspension was rough and the 815 by 105 high-pressure tyres didn't help much. There were *no* shock-absorbers. We had that Pilain ten years.

Another car I would like to mention is an 1897 6-h.p. Panhard et Levassor. My father bought it in a garage in Nice in 1900, and it was supposed to be the car in which M. Levassor crashed in the Paris-Marseilles race and subsequently died of his injuries. The engine is a Phenix Benz two-cylinder. Originally, ignition was by platinum tubes heated by a blow torch, but was later converted to plugs and trembler coils. One day, when cash was scarce, I got hold of these heavy platinum tubes and sold them. A nice feature is that when the engine reaches its maximum safe speed (about

continued on page 35



The 25/50 *Argyll photographed in* 1917—*see letter from Mr. J. M. S. Lambie.*

INTERNATIONAL RACE RESULTS OF 1957

GRANDES EPREUVES
(For World Championship)

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed k.p.h.
Jan. 13	Argentine G.P.—3 hrs.	Octobre 17	Fangio (Maserati)	Behra (Maserati)	Menditeguy (Maserati)	129.74
May 19	Monaco G.P.—330 kms.	Monte Carlo	Fangio (Maserati)	Brooks (Vanwall)	Gregory (Maserati)	104.16
„ 30	Indianapolis—805 kms.	Indianapolis	Hanks (Belond Special)	Rathmann (Chiropractic Special)	Bryan (Dean Van Lines)	218.23
June 2	Belgian G.P.	Spa		CANCELLED		
„ 16	Dutch G.P.	Zandvoort		CANCELLED		
July 7	French G.P.—503 kms.	Rouen	Fangio (Maserati)	Musso (Lancia/Ferrari)	Collins (Lancia/Ferrari)	160.96
„ 20	British G.P.—435 kms.	Aintree	Moss/Brooks (Vanwall)	Musso (Lancia/Ferrari)	Hawthorn (Lancia/Ferrari)	139.68
Aug. 4	German G.P.—501 kms.	Nurburgring	Fangio (Maserati)	Hawthorn (Lancia/Ferrari)	Collins (Lancia/Ferrari)	142.90
„ 18	Pescara G.P.—460 kms.	Pescara	Moss (Vanwall)	Fangio (Maserati)	Schell (Maserati)	153.73
Sept. 8	Italian G.P.—500 kms.	Monza	Moss (Vanwall)	Fangio (Maserati)	von Trips (Lancia/Ferrari)	193.56
Oct. 20	Spanish G.P.			CANCELLED		

Championship Placings : 1st : **Fangio.** 2nd : **Moss.** 3rd : **Musso.** 4th : **Hawthorn**

FORMULE LIBRE RACES

Jan. 12	New Zealand G.P.—386 kms.	Ardmore	Parnell (Ferrari)	Whitehead (Ferrari)	Jones (Maserati)	123.32
„ 26	Lady Wigram Trophy—241 kms.	Christchurch	Whitehead (Ferrari)	Brabham (Cooper)	Roycroft (Ferrari)	110 min. 8 sec.
Feb. 2	Dunedin Trophy—120 kms.	New Zealand	Parnell (Ferrari)	Brabham (Cooper)	Whitehead (Ferrari)	68 min. 6.4 sec.
„ 10	Fisherman's Bend—43 kms.	Melbourne	Davison (Ferrari)	Jones (Maserati)	Lukey (Cooper-Bristol)	23 min. 36 sec.
„ 16	Invercargill Races—193 kms.	Ryal Bush	Whitehead (Ferrari)	Parnell (Ferrari)	Gould (Maserati)	61 min. 6.2 sec.
Mar. 4	Australian G.P.—248 kms.	Caversham	Davison (Ferrari)	Jones (Maserati)	Brabham (Cooper)	—
„ 24	Van Riebeck Trophy—162 kms.	Cape Town	Moore (Cooper F.II)	Jennings (Riley)	Thackwell (Cooper F.II)	—
April 6	Rand G.P.—40 kms.	Johannesburg	Gibson (Connaught)	Louth (Jaguar)	Jennings (Riley)	—
June 29	Monza "500"—805 kms.	Monza	Bryan (Dean Van Lines)	Ruttman (John Zink)	Parsons (Agajanian)	257.50
July 28	Vanwall Trophy	Snetterton	Scott-Brown (Lister-Jaguar)	Naylor (Cooper F.II)	Wicken (Cooper F.II)	143.86

FORMULA I RACES

Jan. 27	City of Buenos Aires G.P.	Octobre 17	Fangio (Maserati)	Behra (Maserati)	Collins/Gregory (Lancia/Ferrari)	—
April 7	Syracuse G.P.—440 kms.	Sicily	Collins (Lancia/Ferrari)	Musso (Lancia/Ferrari)	Moss (Vanwall)	164.797
„ 22	Pau G.P.—303 kms.	Pau-City	Behra (Maserati)	Schell (Maserati)	Bueb (Connaught)	101.071
„ 22	Richmond Trophy—124 kms.	Goodwood	Lewis-Evans (Connaught)	Fairman (Connaught)	Flockhart (B.R.M.)	145.90
„ 28	Naples G.P.—246 kms.	Posillippo	Collins (Lancia/Ferrari)	Hawthorn (Lancia/Ferrari)	Musso (Ferrari F.II)	113.085
July 14	Reims G.P.—506 kms.	Reims-Geux	Musso (Lancia/Ferrari)	Behra (Maserati)	Lewis-Evans (Vanwall)	198.537
„ 28	Caen G.P.—301 kms.	Caen Prairie	Behra (B.R.M.)	Salvadori (Cooper-Climax)	Halford (Maserati)	149.385
Sept. 14	International Trophy—241 kms.	Silverstone	Behra (B.R.M.)	Schell (B.R.M.)	Flockhart (B.R.M.)	160.850
„ 22	Modena G.P.—184 kms.	Modena Autodrome	Behra (Maserati)	Musso (Ferrari V6)	Schell (Maserati)	130.503
Oct. 27	Morocco G.P.—419 kms.	Casablanca	Behra (Maserati)	Lewis-Evans (Vanwall)	Trintignant (B.R.M.)	181.283

FORMULA II RACES

April 22	Lavant Cup—12 laps	Goodwood	Brooks (Cooper F.II)	Brabham (Cooper F.II)	Flockhart (Lotus Sports)	142.97
June 9	B.R.S.C.C. Race—Two heats	Brands Hatch	Brabham (Cooper F.II)	Mackay-Fraser (Lotus)	Leston (Cooper F.II)	116.37
„ 10	B.R.S.C.C. Race—Two heats	Crystal Palace	Brabham (Cooper F.II)	Salvadori (Cooper F.II)	Wicken (Cooper F.II)	125.37
„ 16	Paris Cup—151 kms.	Montlhery	Brabham (Cooper F.II)	MacDowel (Cooper F.II)	Marsh (Cooper F.II)	144.32
July 14	Formula II Race—307 kms.	Reims-Geux	Trintignant (Ferrari)	Lucas (Cooper F.II)	Marsh (Cooper F.II)	184.09
Aug. 4	Formula II Race—501 kms.	Nurburgring	Barth (Porsche)	Naylor (Cooper F.II)	de Beaufort (Porsche)	132.70
„ 5	Rochester Trophy—Two heats	Brands Hatch	Brabham (Cooper F.II)	Wicken (Cooper F.II)	Moore (Cooper F.II)	116.84
Sept. 14	International Trophy—241 kms.	Silverstone	Salvadori (Cooper F.II)	Wicken (Cooper F.II)	Marsh (Cooper F.II)	—
„ 28	B.A.R.C. Woodcote Cup—10 laps	Goodwood	Salvadori (Cooper F.II)	Brabham (Cooper F.II)	Allison (Lotus)	151.97
Oct. 5	Gold Cup—225 kms.	Oulton Park	Brabham (Cooper F.II)	Allison (Lotus)	Marsh (Cooper F.II)	136.73

FORMULA III AND 750-C.C. RACES

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed k.p.h.
April 22	Earl of March Trophy—10 laps ...	Goodwood	Lewis-Evans (Cooper)	Hall (Cooper)	Strange (Cooper)	133.80
„ 22	"Sporting Record" Trophy—15 laps ...	Brands Hatch ...	Cowley (Cooper)	Raby (Cooper)	Brown (Cooper)	111.96
June 9	"Sporting Record" Trophy—15 laps ...	Brands Hatch ...	Russell (Cooper)	Bridger (Cooper)	Parker (Cooper)	115.28
„ 10	Redex Trophy—17 laps	Crystal Palace ...	Lewis-Evans (Cooper)	Russell (Cooper)	Bridger (Cooper)	113.68
July 6	B.R.S.C.C. Race	Mallory Park ...	Taylor (Cooper)	Boshier-Jones (Cooper)	Russell (Cooper)	131.10
„ 28	B.R.S.C.C.—160 kms.	Silverstone Club ...	Russell (Cooper)	Bridger (Cooper)	Taylor (Cooper)	101.68
Aug. 5	B.R.S.C.C.	Brands Hatch ...	Russell (Cooper)	Lewis-Evans (Cooper)	Cowley (Cooper)	113.68
„ 5	B.A.R.C.	Crystal Palace ...	Bridger (Cooper)	Brackenbury (Cooper)	Denley (Cooper)	115.66
Sept. 14	B.R.D.C.—15 laps	Silverstone	Lewis-Evans (Cooper)	Russell (Cooper)	Parker (Cooper)	142.35
„ 25	B.A.R.C.—10 laps	Goodwood	Lewis-Evans (Cooper)	Russell (Cooper)	Parker (Cooper)	137.92
Oct. 5	Gold Cup Meeting—66 kms.	Oulton Park ...	Russell (Cooper)	Lewis-Evans (Cooper)	Bridger (Cooper)	130.18

SPORTS-CAR RACES
(For Manufacturer's Championship)

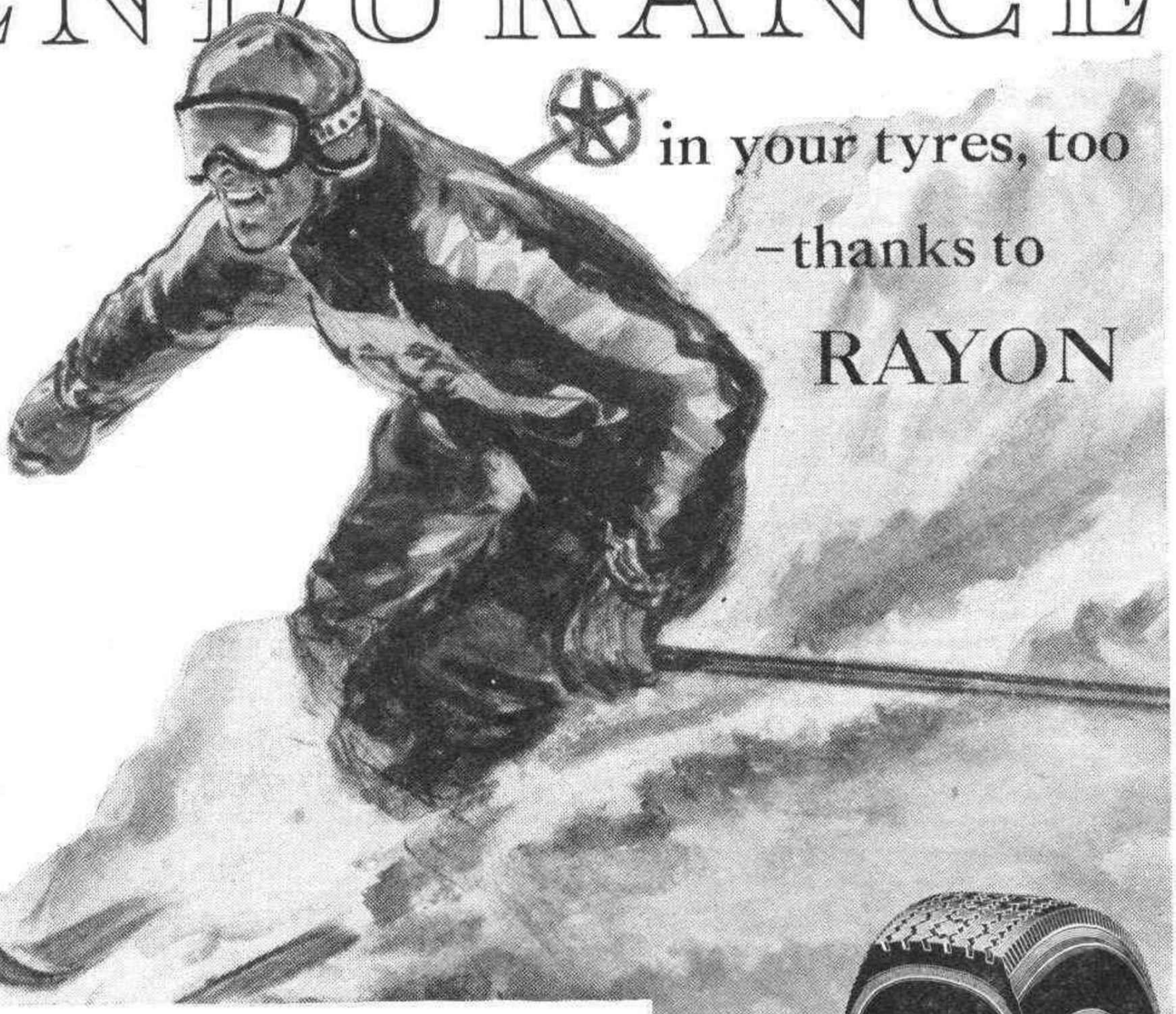
Jan. 20	Buenos Aires—1,000 kms.	Costanera	Gregory/Castellotti/ (Ferrari) Musso	Behra/Menditeguy/ (Maserati) Moss	Portago/Collins/ (Ferrari) Castellotti	162.18
Mar. 24	Sebring—12 hrs.	Florida	Fangio/Behra (Maserati)	Moss/Schell (Maserati)	Hawthorn/Bueb (Jaguar)	137.34
May 12	Mille Miglia—1,597 kms.	Italy	Taruffi (Ferrari)	von Trips (Ferrari)	Gendebien/Wascher (Ferrari)	152.63
„ 26	Nurburgring—1,000 kms.	Nurburgring ...	Brooks/Cun. Reid (Aston Martin)	Collins/Gendebien (Ferrari)	Hawthorn/Trintignant (Ferrari)	132.60
June 23	Le Mans—24 hrs.	Sarthe	Flockhart/Bueb (Jaguar)	Sanderson/Lawrence (Jaguar)	Lucas/"Jean Marie" (Jaguar)	183.22
Aug. 11	Swedish G.P.—1,000 kms....	Kristianstad ...	Behra/Moss (Maserati)	Hill/Collins (Ferrari)	Bonnier/Scarlatti/ (Maserati) Schell/Moss	157.70
Sept. 14	Tourist Trophy			CANCELLED		
Nov. 3	Venezuela G.P.—1,000 kms.	Caracas	Collins/Hill (Ferrari)	Musso/Hawthorn (Ferrari)	Von Trips/Seidel (Ferrari)	153.77

Championship Placings: 1st: **Ferrari.** 2nd: **Maserati.** 3rd: **Jaguar.**

OTHER SPORTS-CAR RACES

Feb. 24	Cuban G.P.—502 kms.	Cuba	Fangio (Maserati)	Shelby (Ferrari)	de Portago (Ferrari)	158.29
Mar. 24	Victoria T.T.—160 kms.	Melbourne	Whiteford (Maserati)	Pitt (Jaguar)	Patterson (Cooper-Climax)	144.84
April 6	Empire Trophy—111 kms.	Oulton Park ...	Scott-Brown (Lister-Jaguar)	Salvadori (Aston Martin)	Flockhart (Lotus)	135.52
„ 7	Coupe de Vitesse—70 kms.	Montlhery	de Portago (Ferrari)	Cornet (Maserati)	Piper (Lotus)	138.37
„ 7	Palm Springs—112 kms.	California	Hill (Ferrari)	Shelby (Maserati)	Ginther (Aston Martin)	119.74
„ 7	Avandaro G.P.	Mexico	von Neumann (Ferrari)	Mariscal (Jaguar)	Rodriguez (Osca)	—
„ 14	Tour of Sicily—1,080 kms.	Sicily	Gendebien/Wascher (Ferrari)	Taruffi (Maserati)	Scarlatti (Maserati)	107.01
„ 22	Chichester Cup—up to 1,500 c.c.—10 laps	Goodwood	Chapman (Lotus)	Flockhart (Lotus)	Hall (Lotus)	140.53
„ 22	Sussex Trophy—over 1,500 c.c.—21 laps	Goodwood	Scott-Brown (Lister-Jaguar)	Salvadori (Aston Martin)	Brooks (Aston Martin)	143.90
„ 22	Easter Trophy	Brands Hatch ...	Gammon (Cooper-Climax)	Raby (Cooper-Climax)	Bristow (Cooper-Climax)	114.18
„ 28	Aspern Races—up to 1,100 c.c.—55 kms.	Vienna	Hogg (Lotus)	Ross (Lotus)	Schatz (D.K.W.)	105.90
„ 28	Aspern Races—unlimited—82 kms. ...	Vienna	Daetwyler (Ferrari)	Picard (Ferrari)	Munaron (Ferrari)	115.19
„ 28	Naples—Sports Cars, 2,000 c.c.	Posillippo	Bellucci (Maserati)	Boffa (Ferrari)	Ruggiero (A.M.)	105.31
May 12	Production Sports Cars—210 kms. ...	Spa	Brooks (Aston Martin)	Salvadori (Aston Martin)	Taylor (Jaguar)	167.32
„ 12	Helsinki Races—2,000 c.c.	Djurgard Park ...	Lincoln (Ferrari)	Loens (Maserati)	Latchford (Halsylec	—
„ 12	Helsinki Races—over 2,000 c.c.... ...	Djurgard Park ...	Bonnier (Maserati)	Carlsson (Ferrari)	Lundgren (Ferrari)	—
„ 30	Du Forez Race—2 hrs.	St. Etienne ...	Flockhart (Jaguar)	Lawrence (Jaguar)	Hamilton (Jaguar)	145.86
June 2	Roskilde Ring	Denmark	Neilson (Porsche)	Raby (Cooper-Climax)	Frost (Lotus)	—
6	Santa Barbara Races—77 laps	California	Hauser (Buick Special)	von Neumann (Ferrari)	Hill (Ferrari)	122.07
„ 9	Sports Cars up to 2,000 c.c.—10 laps ...	Brands Hatch ...	Chapman (Lotus)	Salvadori (Cooper-Climax)	Frost (Lotus)	109.92
„ 9	Sports Cars up to 1,100 c.c.—10 laps ...	Brands Hatch ...	Hall (Lotus)	Ashdown (Lotus)	Stacey (Lotus)	115.42
„ 9	Frontieres G.P.—218 kms.	Chimay	Bordoni (Maserati)	Fast (Osca)	Tassin (Porsche)	160.04
„ 9	Portugal G.P.—298 kms.	Lisbon	Fangio (Maserati)	Gregory (Ferrari)	Menditeguy (Maserati)	139.83
„ 10	Sports Cars up to 1,100 c.c.—100 kms. ...	Goodwood	Stacey (Lotus)	Greene (Cooper-Climax)	Hewitt (Lotus)	133.87

ENDURANCE



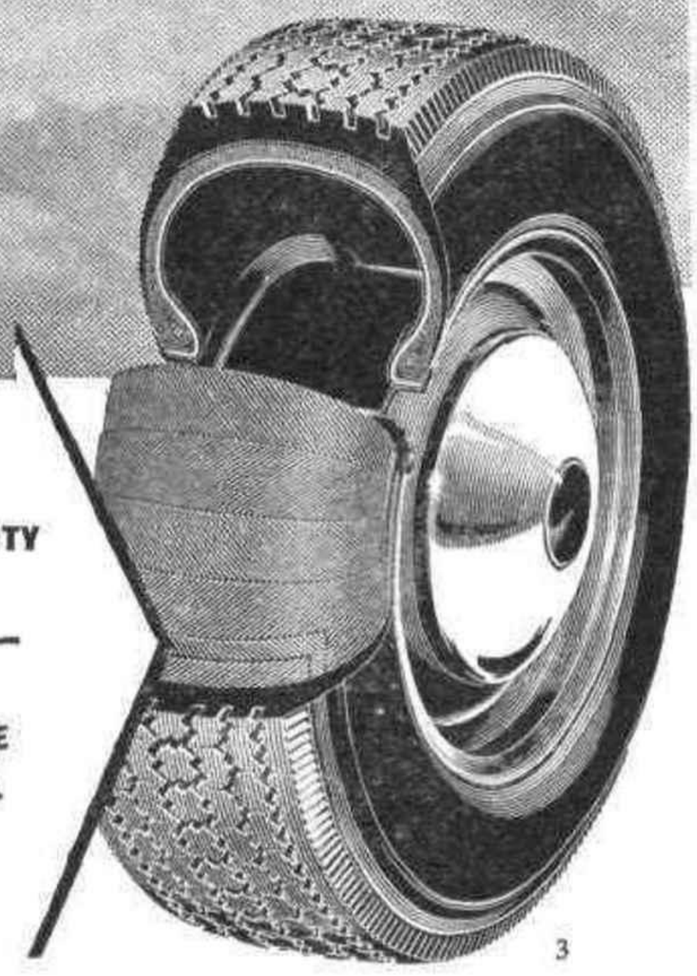
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OTHER SPORTS-CAR RACES—*continued*

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed k.p.h.
June 10	Sports Cars unlimited—100 kms. ...	Goodwood	Head (Cooper-Jaguar)	Blond (Aston Martin)	Charles (Jaguar)	137.73
„ 10	Sports Cars up to 1,100 c.c.—10 laps ...	Crystal Palace ...	Hall (Lotus)	Chapman (Lotus)	Raby (Cooper-Climax)	121.04
„ 10	Sports Cars up to 2,000 c.c.—10 laps ...	Crystal Palace ...	Chapman (Lotus)	Salvadori (Cooper-Climax)	Crabb (Tojeiro)	116.10
„ 10	Sports Cars unlimited—10 laps	Crystal Palace ...	Scott-Brown (Lister-Jaguar)	Whitehead (Aston Martin)	Leston (H.W.M.-Jaguar)	118.29
July 6	Sports Cars, 1,100 c.c.—10 laps	Mallory Park ...	Hall (Lotus)	Dixon (Lotus)	Scott-Brown (Elva)	116.15
„ 7	Delamere-Debouteville Cup—1,500 c.c. —1½ hrs.	Rouen	Flockhart (Lotus)	Chamberlain (Lotus)	Goethals (Porsche)	143.83
„ 7	Delamere-Debouteville Cup—1,100 c.c. —1½ hrs.	Rouen	de Tomaso (Osca)	Chapman (Lotus)	Hicks (Lotus)	139.15
„ 14	Reims 12 hrs.	Reims	Frere/Gendebien (Ferrari)	Hill/Seidel (Ferrari)	Munaron/Madere (Ferrari)	167.41
„ 14	Leinster Trophy	Eire	Emerson (Buckler)	Mackenzie (M.G.)	Calvert (Alfa-Romeo)	110.93
„ 20	Sports Cars up to 1,100 c.c.—82 kms. ...	Aintree	Hall (Lotus)	Stacey (Lotus)	Bueb (Lotus)	118.21
„ 20	Sports Cars over 1,100 c.c.—82 kms. ...	Aintree	Scott-Brown (Lister-Jaguar)	Salvadori (Aston Martin)	Hamilton (Jaguar)	126.84
„ 28	Sports Cars up to 1,100 c.c.	Snetterton	Ashdown (Lotus)	Stacey (Lotus)	Greene (Cooper-Climax)	137.10
„ 28	Sports Cars unlimited	Snetterton	Scott-Brown (Lister-Jaguar)	Gammon (Tojeiro-Jaguar)	Blond (H.W.M.-Jaguar)	146.00
Aug. 5	Sports Cars up to 1,100 c.c.—25 laps ...	Brands Hatch ...	Allison (Lotus)	Ashdown (Lotus)	Bueb (Lotus)	114.13
„ 5	Sports Cars up to 1,500 c.c.—12 laps ...	Brands Hatch ...	Chapman (Lotus)	Hill (Lotus)	Frost (Lotus)	110.51
„ 5	Kingsdown Trophy—unlimited—12 laps	Brands Hatch ...	Scott-Brown (Lister-Jaguar)	Hill (Tojeiro-Jaguar)	Whitehead (Aston Martin	115.54
„ 5	August Trophy—1,100 c.c.	Crystal Palace ...	Hall (Lotus)	Raby (Cooper-Climax)	Stacey (Lotus)	118.98
„ 18	*Roskilde Ring*	*Denmark*	*Allison* (Lotus)	Raby (Cooper-Climax)	Stacey (Lotus)	82 points
„ 25	R.A.C.B. Race—3 hrs.	Spa	Brooks (Aston Martin)	Gregory (Ferrari)	Gendebien (Ferrari)	190.80
„ 25	Karlskoga Races	Sweden	Ashdown (Lotus)	Stacey (Lotus)	Frost (Lotus)	—
Sept. 8	Coppa Inter-Europa—1 hr.	Monza	Luglio (Ferrari)	Lualdi (Ferrari)	*Taramazzo* (Ferrari)	*166.79*
„ 8	Circuit of Cadours—Two heats ...	France	Loens (Maserati)	de Beaufort (Porsche)	Storez (Porsche)	—
„ 14	B.R.D.C.—Sports, 1,500 c.c.—15 laps ...	Silverstone	Flockhart (Lotus)	Hall (Lotus)	Bueb (Lotus)	145.86
„ 14	B.R.D.C.—Sports, unlimited—15 laps...	Silverstone	Salvadori (Aston Martin)	Scott-Brown (Lister-Jaguar)	Cunningham Reid (Aston Martin)	154.62
„ 22	Coupe d'Automne—30 laps	Montlhery	Hicks (Lotus)	Le Guezac (Mercedes-Benz)	Chardonnat (A.C.-Bristol)	91.91
„ 28	Madgwick Cup—up to 1,100 c.c.—10 laps	Goodwood	Stacey (Lotus)	Hall (Lotus)	Ashdown (Lotus)	140.01
„ 28	Goodwood Trophy—unlimited	Goodwood	Scott-Brown (Lister-Jaguar)	Brabham (Tojeiro-Jaguar)	Taylor (Jaguar)	142.98
Dec. 3	Nassau T.T.—164 kms.	Nassau	Gregory (Maserati)	Ginther (Ferrari)	von Neumann (Ferrari)	159.70
„ 8	Memorial Trophy	Nassau	Moss (Ferrari)	Ginther (Maserati)	Fitch (Maserati)	—
„ 8	Boa Vista—110 kms.	Brazil...	Fangio (Maserati)	Munaron (Ferrari)	Machado (Maserati)	93.17

HILL-CLIMBS AND SPEED TRIALS

Date						Time
Mar. 24	La Roche en Ardennes	Belgium	Rebetez (Porsche)	Swaelens (Cooper)	—	1 min. 14.5 sec.
May 5	Prescott	Cheltenham ...	Marsh (Cooper-J.A.P.)	Christie (Cooper-Climax)	Christie (Cooper-J.A.P.)	42.33 sec.
June 29	Rest and Be Thankful	Scotland	Marsh (Cooper-J.A.P.)	Christie (Cooper-J.A.P.)	Boshier-Jones (Cooper-J.A.P.)	56.31 sec.
„ 30	*Mont Ventoux—21.6 kms.	France	Daetwyler (Maserati)	Maglioli (Porsche)	Barth (Porsche)	12 min. 39.5 sec
July 18	Bouley Bay	Jersey	Marsh (Cooper-J.A.P.)	Le Gallais (L.G.S.)	Marsh (Cooper-Climax)	53.3 sec.
„ 28	*Freiburg-Schauinsland—12 kms. ...	Germany	Barth (Porsche)	Maglioli (Porsche)	Herrmann (Borgward)	16 min. 57.8 sec.
Aug. 15	*Gaisburg	Austria	Daetwyler (Maserati)	Herrmann (Borgward)	von Frankenberg (Porsche)	4 min. 54.7 sec.
„ 17	Craigantlet	Northern Ireland...	Henderson (Cooper-J.A.P.)	Berry (E.R.A. Special)	Templeton (Lotus)	69.26 sec.
„ 25	*Lenzerheide—6 kms.	Switzerland ...	von Trips (Porsche)	von Frankenberg (Porsche)	Daetwyler (Maserati)	3 min. 28.6 sec.
„ 31	Shelsley Walsh	Worcestershire ...	Henderson (Cooper-J.A.P.)	Marsh (Cooper-J.A.P.)	Marsh (Cooper-Climax)	35.84 sec.
Sept. 1	*Aosta-Gran St. Bernard—34 kms. ...	Italy	Daetwyler (Maserati)	von Trips (Porsche)	Herrmann (Borgward)	22 min. 10.9 sec.
„ 7	Brighton—1 km.	Madeira Drive ...	Sadler (Sadler Special)	Alexander (Cadillac-Allard)	Miss Griffin (Cooper-Climax)	25.44 sec.
„ 8	Prescott	Cheltenham ...	Henderson (Cooper-J.A.P.)	Christie (Cooper-Climax)	Boshier-Jones (Cooper-J.A.P.)	42.32 sec.
„ 8	La Faucille—10.3 kms.	France	Daetwyler (Ferrari)	Pittet (Ferrari)	Rozier (Ferrari)	6 min. 36.5 sec.
„ 29	*Mont Parnes—6 kms.	Greece	von Trips (Porsche)	Herrmann (Borgward)	Barth (Porsche)	8 min. 22.3 sec.
Oct. 6	*Namur*	*Belgium*	Beels (Cooper)	Texidor (Cooper)	Saveniers (Cooper)	1 min. 39.4 sec.

* Championship Meetings

Championship Placings : 1st : **Daetwyler.** 2nd : **von Trips.** 3rd : **Herrmann.**

Books For The New Year

"Motoring Afloat," by Charles Mortimer. 128 pp., 8¾ in. by 5½ in. (*G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 12s. 6d.*)

Charles Mortimer, who has previously written up the experiences of himself and his wife as amateur racing motorists, now tells us of his latest hobby, that of motor yachting. He sets out with great modesty to give his experiences as a complete tyro, from the day he bought his boat, the 45-ft., 20-ton *Kelvinia*, to the time when he ventured on his first cross-Channel cruise.

Mortimer gives it to us in great detail, including mooring hints, his log, fuel costs, and even a map of the sea areas referred to in B.B.C. weather reports and publication of the Beaufort Wind Force table. If experienced yachtsmen regard "Motoring Afloat" with scorn this won't matter a scrap, because Mortimer's book will intrigue and instruct the many newcomers to this exacting pastime. *There must be many who, finding the roads congested and motor* racing over-commercialised, will next summer take to the water, not only in Sunday-paper-inspired sailing dinghies but in the real thing—which, to the Mortimers and others with petrol in their veins, is motor yachting. This book will spur them on in their efforts to find a suitable boat, will warn them of pitfalls in purchase and navigation and will certainly warm the cockles of amateur mariners' hearts, making them yearn to up-anchor and away.—W. B.

"Alf Francis—Racing Mechanic," as told to Peter Lewis. 336 pp., 8¾ in. by 5½ in. (*G. T. Foulis and Co. Ltd., 7, Milford Lane, Strand, London, W.C.2. 25s.*)

This remarkable book ranks as one of the greatest motor-racing *autobiographies of all time. Alf Francis*, the well-known motor-racing mechanic, has written of his experiences from the days when, without having seen a racing car or a motor race, he joined the late John Heath and George Abecassis as chief mechanic on the courageous H.W.M. project, to the beginning of last season when he joined Rob Walker to prepare his Formula II Coopers, one of which was enlarged to have a go at the Formula I cars at Monaco.

In between these times Alf was with Peter Whitehead and Stirling Moss and he worked on Cooper-Alta, Maserati, G.P. Alta and other racing cars. In his book, actually told to or recorded by Peter Lewis, to whom Francis pays great tribute, Alf tells all, and there is absolutely no indication that he hasn't written every word himself. This is a book which reads as Alf thinks and speaks and it is the most enthralling book of its kind, quite impossible to lay aside until every *word has been read and digested.*

The author deals with every facet of the racing mechanic's life—the hard work, often for night after night with a minimum of sleep, the long, hectic journeys in the transporters across Europe, the frustrations, excitements, disappointments. He tells in detail of how he prepared the various cars with which he was entrusted, bringing in a significant amount of technical detail, so lacking in many similar books. As you follow his fortunes, you read on, eager to know how he will cope with the next of the ever-present problems, what will be the outcome of the next journey against the clock in the van carrying the precious racing cars, of what his reaction will be to the next personality with whom he has to associate, who may be his next "boss," the head mechanic at Maserati, or Stirling Moss himself.

This is indeed a great book, the more so as Alf is refreshingly, even astonishingly, outspoken. He does not wrap up, even in cellophane, weaknesses of character in the cars and persons he encounters. This book, and it is a very long book, depicts motor racing as it really is—from the inside. And, remember, Alf Francis has seen it as mechanic to a works team, to a private amateur and to a professional racing driver, as well as on the most intimate terms with everyone at the Maserati factory. He goes into detail, even to the pay and expenses the racing mechanic can expect, although he does not tell us what starting-money different drivers receive.

As the pages turn you feel exhausted yourself as Alf describes the season-long grind that is the racing mechanic's lot and you marvel at the conscientiousness of the man, who will remove a cylinder block or change an axle after days and nights of unremitting toil, if by so doing he can increase by the slenderest margin the chances of "his" driver in tomorrow's race. Whether read as an adventure story, as a means of discovering what this "religion" of motor racing amounts to or as an informative account of how and why different racing cars behaved as they did, this book is an excellent investment.

The pictures match the text in excellence, especially as each caption, in itself, tells an absorbing story.

A further pleasing factor about Alf's tome is the accuracy of the contents. Apart from technicalities about which only Francis himself knows the facts and which we have to take on trust as correctly printed, not a single historical error seems to have crept in. The fault-finding reviewer is reduced to remarking that perhaps it would be more factual to say that Seaman "died of burns" than that he was "burned to death," while although Alf is correct in remarking that in a short race it is impossible for a mechanic to take things calmly in diagnosing trouble during a pit-stop, it is, of course, possible to do so in a long race, and the calm manner in which Colin Chapman thought out the reason why his Lotus was misfiring at Reims in 1956, finally removing a blockage from the carburetter "air box" without touching anything else on the car, is a fine example. But such comment arises not as criticism of the book but from the controversial mood in which Alf puts the reader! Stirling Moss, for example, may not agree with the author when, referring to a faulty automatic gearbox on Stirling's own Jaguar Mk. VII, he concludes: "I take a very dim view of a racing driver who uses this sort of gear-change. It's fine for old ladies and Americans!"

That is the kind of thing you get all through this book, for Francis is equally frank whether explaining why one of "his" cars retires from a race or why he left a certain driver or *equipe*. The whole work is so excellent that we even wish he wouldn't refer to the recent Mercedes-Benz racing cars as "Silver Arrows." They didn't look much like arrows and this name never appeared on them, unlike silly names which people have painted on fast motor cars from time immemorial.

Otherwise, no criticism and lavish praise for this 336 pp. book, which has a Foreword by Stirling Moss, and a coloured dust-jacket, depicting Alf, and some pleasing thumb-nail sketches by his wife, Sylvia. There will be plenty of people who will dismiss this classic with a sniff or something stronger. Read it and you will probably discover why!—W. B.

"Europe on Wheels," by Ian Mercer. 86 pp., 6⅞ in. by 4⅛ in. (*Power and Pedal Ltd., 113, Temple Chambers, Temple Avenue, London, E.C.4. 5s.*)

This little book describes a number of delightful holidays in Europe for owners of scooters, mo-peds and other forms of mild mechanical transport. As a combined guide book, route book and glossary of expenses and hints and tips this is worth having. Buy it and plan your summer holiday over the winter hearth!—W. B.

"Forty Years With Ford," by Charles E. Sorensen, with Samuel T. Williamson. 345 pp.. 8⅛ in. by 5¼ in. (*Jonathan Cape, 30, Bedford Square, London, W.C. 21s.*)

This is an enthralling story of the late Henry Ford and the fantastic Ford empire, told by the man who was closer to Henry Ford than anyone else within that great organisation. Sorensen, sometimes known as "Henry Ford's man" or, from his intimate experience of metal casting, as "Cast-iron Charlie," Ford's own name for him, packs a punch behind his straightforward description of the growth and functioning of the Ford Motor Company from its conception to the present day.

Sorensen debunks many accepted statements about Ford which have appeared in other books on the subject, thereby setting up "Forty Years With Ford" as a motoring equivalent of recent controversial military writings. He disclaims the story that Ford invented the moving assembly-line, although he certainly developed it. As we read this interesting book we get new, true facts about Ford's early "greats," men who built the foundations of his great company only to be immediately dismissed through no fault of their own when Ford felt that way. Couzens, Wills and Flanders are three "greats" who have a chapter devoted to them. Sorensen gives the inside story of the sensational introduction of the five-dollar working day, of how the River Rouge plant was started and finished, of how Ford acquired and ran his own railroad, of trading with Russia and of how Mrs. Ford intervened when Henry wanted to turn his back on trade unionism.

There is a chapter devoted to the birth of the famous Fordson tractor, of its importance to England during the First World War and of how Harry Ferguson, "then a young machinery salesman," got in on this aspect of Ford production and won 9¼ million dollars from Ford in a legal battle.

Henry Ford shows up as more in the background than has been popularly supposed, even during the greatest years of the Ford Company and in his old age he is seen in an unfavourable light, difficult to deal with, at variance with his sons and executives and unhappily a broken man. Sorensen, loyal to Henry Ford to the last, does not hesitate to paint this tragic picture, nor is he immodest about the magnificent part he played in creating, in 19 months, the mile-long Willow Run plant from which one four-engined B-24 bomber left the assembly-line every hour during World War II, putting, in all, 8,800 of these giant bombers into the air.

As usual in a book of this sort technicalities relating to the cars themselves are included sparingly. Nothing very new emerges on this quarter except the intriguing information that, but for the desire of Edsel Ford to get the model-A into production after manufacture of the model-T had been discontinued and the factory shut down, this car might very well have had an automatic planetary transmission instead of sliding gear, which in 1927 would have been pretty sensational. The advent of the V8 is described, with details of how one-piece casting of the combined cylinder block, crankcase and exhaust passages was accomplished and the technique of casting instead of forging the steel crankshaft developed. The V8 remained in production longer than the model-T had done, for it was made without major change for 21 years, the model-T for 19 years. It could have had rubber engine-mountings earlier than it did had Henry Ford not disliked the idea. Sorensen pays tribute to Walter Chrysler for this " quieter way of life," first introduced on the Plymouth in 1932.

From page 227 of " Forty Years With Ford " we learn that the designer of the Ford V8 was J. Galamb. Some technical details of the model-T are given but not nearly so many as, for instance, *Antique Automobile* has dug up in recent times, Sorensen being more concerned with Ford the man and Ford the company than with Ford cars. It is significant that he quotes March 1908 as the month when the model-T was announced and October 1st, 1908, as the day the first car was introduced to the public. It originated at the Piquette Avenue plant and apparently J. Galamb had a big hand in its design. Model-T departed on May 26th, 1927, after 15 million had been built.

This book tells an enthralling story, from Ford's pioneering days to the note of personal tragedy on which his eventful life closed. The pictures are rather indifferent and all grouped in the centre of the book and the printing and punctuation are somewhat slipshod.
W. B.

" The Brockbank Omnibus," by Russell Brockbank. 120 pp., 10 in. by 7½ in. (*Perpetua Ltd.*, 32, *Newton Road*, *Bayswater*, *London*, *W.*2. 21*s.*)

Words would be wasted in describing these typical Brockbank cartoons of motoring and aviation happenings. Everyone who enjoys Brockbank, who is Art Editor of *Punch*, will rush for this comprehensive collection of his inimitable cartoons.—W. B.

" Return to Canada," by J. S. Gowland. 199 pp., 8¾ in. by 5⅝ in. (*The Bodley Head*, 10, *Earlham Street*, *London*, *W.C.*2. 18*s.*)

This is an interesting travel book, with a motoring flavour because the author covered nearly 13,000 miles in a used 1955 Austin A50. He made his journey on a budget of 300 dollars, which lends excitement to his story. The book gives a real insight into what Canada is like and is well endowed with maps and photographs.—W. B.

" Eve at the Driving Wheel," by Moie Charles. 120 pp., 7½ in. by 5 in. (*Chatto and Windus Ltd.*, 40/42, *William IV Street*, *London*, *W.C.*2. 8*s.* 6*d.*)

Intended as an instructive book in Chatto and Windus' " Career Novels " series edited by Mary Dunn, " Eve at the Driving Wheel " is a readable ingenious book that constitutes excellent light entertainment for motoring enthusiasts. Read how Eve Grosvenor, sacked from an office job for reading the motoring papers in business hours, graduates from pump attendant to divers driving jobs. Of how she drives an ancient taxi from England to Italy, follows the Mille Miglia practice in a 150-m.p.h. Alfa-Romeo, drives a Judge on circuit in Germany and manages to get 120 m.p.h. out of his Packard along the *autobahn*, falls in and out of love, marries a hitch-hiking one-legged ex-R.A.F. boy, competes in a friend's Renault 750 in a Little Rally (an entry form, part of the route card and details of the tests from an actual London M.C. Little Rally are included !) and finally discovers, surprisingly late in the day, that her husband was a well-known racing driver before the war, so that she ends up by buying a Simca out of the profits of a Motel the pair built from old Nissen-huts in Worcestershire, with which to hurtle across Europe in the Geneva, Monte Carlo and Alpine Rallies, " even the Mille Miglia round Italy." This after turning down an offer from " one of the big motoring groups " who wanted to lay on " cars for rallies and cars for races " for Eve on the strength of her Ladies' Cup win in the little Renault in the R.A.C. Rally, a Rally, however, which she describes as " more difficult in many respects than the Geneva, Alpine, Monte Carlo or any other of the International ones." Her chief memory of winning the Monte Carlo was drinking real onion soup in Paris !

Eve is an accomplished girl. We read of how she repaired the condenser of a broken-down Mercedes sports car owned by two Frenchmen with the application of " a few odd tools." The owner gave her a 5,000 franc note—no wonder ! She managed to prise a Volkswagen out of Wolfsburg and deliver it to its new owner in the West of England, taking a honeymoon with her R.A.F. boy *en route*, completely by-passing the English branch of VW Motors ! She was careful to take her time in order to run-in this new VW—she was wasting her time because new VWs don't need running-in !

Had Moie Charles consulted some experts she could have avoided such pitfalls—but then this book wouldn't be such fun for motoring types.—W. B.

" MOTOR SPORT Racing Car Review, 1958," by Denis Jenkinson. 172 pp., 5⅛ in. by 7⅜ in. (*Grenville Publishing Co. Ltd.*, 15-17, *City Road*, *London*, *E.C.*1. 9*s.* 6*d.*)

This welcome annual review of the previous season's racing cars, from the factual pen of MOTOR SPORT's Continental Correspondent, this year contains 50 more pages than it did last year, although the price remains the same. This has enabled the author to write comprehensively not only of all the Formula I cars, including Connaught, Gordini and the enlarged Cooper-Climax as well as the obvious ones like B.R.M., Ferrari, Lancia/Ferrari, Maserati and Vanwall, but to include such Formula II cars as Cooper, Lister, Lotus, Osca and Ferrari.

This landscape book on art paper abounds in absorbing pictures of the cars, their engines, cockpits, suspension and braking arrangements, etc., and each chapter, of which there are 14 altogether, unfolds in enthralling and informative manner the successes and failures of cars and drivers during the 1957 racing season. So many facts never made clear elsewhere emerge that this book is unique. For instance, we learn from it exactly what happened to Lewis-Evans' Vanwall when he experienced stiff steering, why Hawthorn's Lancia/Ferrari had to retire after the crash at Monaco whereas the Vanwall whose back wheel it struck was able to continue; in fact, the true reasons for retirements and other episodes throughout the year. Even chassis numbers of racing cars are quoted and text and pictures together make this THE motor-racing reference work.

In his preface Jenkinson laments the fact that Formula II racing has become " almost of a Speedway nature " and observes that 500-c.c. racing has lost its status, being relegated " almost to the level of Club racing." Clearly his life revolves about Formula I and in his " Review " he serves it faithfully and with enthusiasm. The foreword is by William Boddy, Editor of MOTOR SPORT, who remarks that while those who like motor racing mainly for the parties and the champagne will quite likely retire halfway through this book, enthusiasts will digest every word.

" Model Car Rail Racing," by D. J. Laidlaw-Dickson. 176 pp., 7½ in. by 5 in. (*Model Aeronautical Press*, *Ltd.*, 38, *Clarendon Road*, *Watford*, *Herts.* 10*s.*)

Now that rail racing is available in every home through the excellent Scalextric and V.I.P. layouts, interest in this hobby should increase by slides and spins. Here, by the Editor of *Model Maker*, is a book covering every conceivable aspect of the game, electric and diesel, with copious illustrations, circuit layouts and constructional and operational hints.—W. B.

" Treasury of Foreign Cars, Old and New," by Floyd Clymer. 212 pp. 11¼ in. by 8½ in. (*McGray-Hill Book Co.*, *Inc.*, *New York* 7.50 *dollars.*)

This is an illustrated introduction to the World's cars of all ages. Over 500 pictures are included in this handsome album, which covers a fascinating subject in luxury style.—W. B.

CARS I HAVE OWNED

by

GEORGE WATSON—



—here seen in his Tamplin cyclecar, the second four-wheeler he owned.

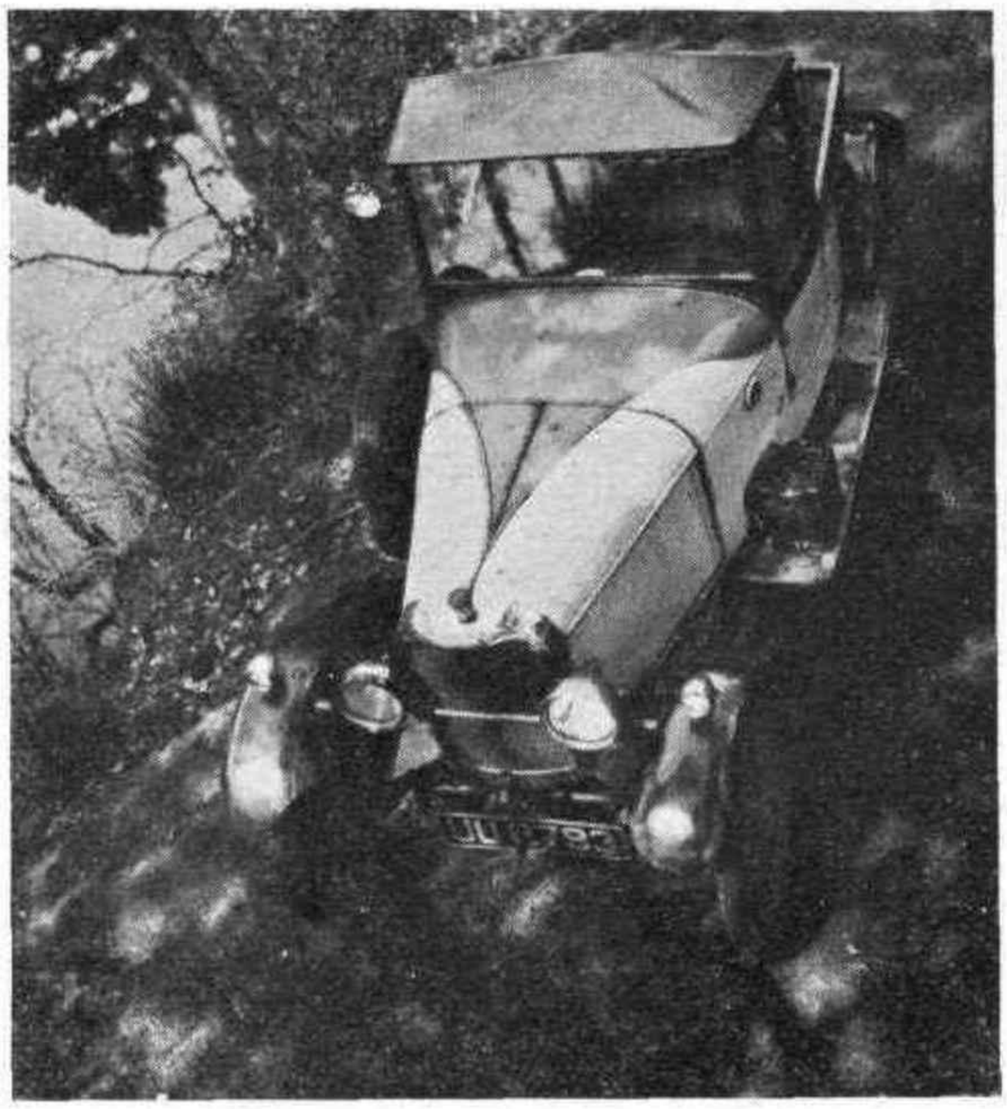
MOST enthusiasts start with motor-cycles. Not to be outdone, I worked my way through a 1910 5-h.p. Indian, a 1917 American Excelsior, 1918 Douglas and 1922 four-cylinder FN before graduating to a four-wheeler. Regrettably no photograph exists of this curious device, known as an AV Bicar. An 8-h.p. J.A.P. engine was mounted at the rear, a chain driving the live axle through a 2-speed epicyclic gear. The steering was by a wire cable wrapped round a drum; it swivelled the entire front axle on a centre pivot. The best part of the car was the starter, which consisted of a cycle chain wrapped round a drum and terminating in a wooden handle like that of a lawnmower. By a deft movement one engaged the end of the chain with a sprocket on the end of the engine shaft, and after rocking the big twin against compression, a sharp pull invariably caused it to burst into life. A spring then coiled the chain up again whilst the machine crept slowly forwards. This was because the only way to hold neutral was to pull on the hand brake, and if this held the car it could not be set for neutral!

The A.V. could certainly move, but none of the nuts were pinned and nearly all my time was spent in trying to keep them from unscrewing. Eventually the whole thing disintegrated and I left most of it where it lay.

A friend and I then jointly owned a Tamplin, one of which was advertised in MOTOR SPORT not long ago. This really did work, the 8-h.p. J.A.P. engine driving a Sturmey-Archer gearbox placed above the pedals so that the kick-starter could be used. Final drive was by belt to one wheel only, the other one idling. Rather frightening at times, but with proper Ackerman steering and even a dynamo, this remarkable little machine could show its tail to nearly everything on the road in 1922. It was also absolutely reliable.

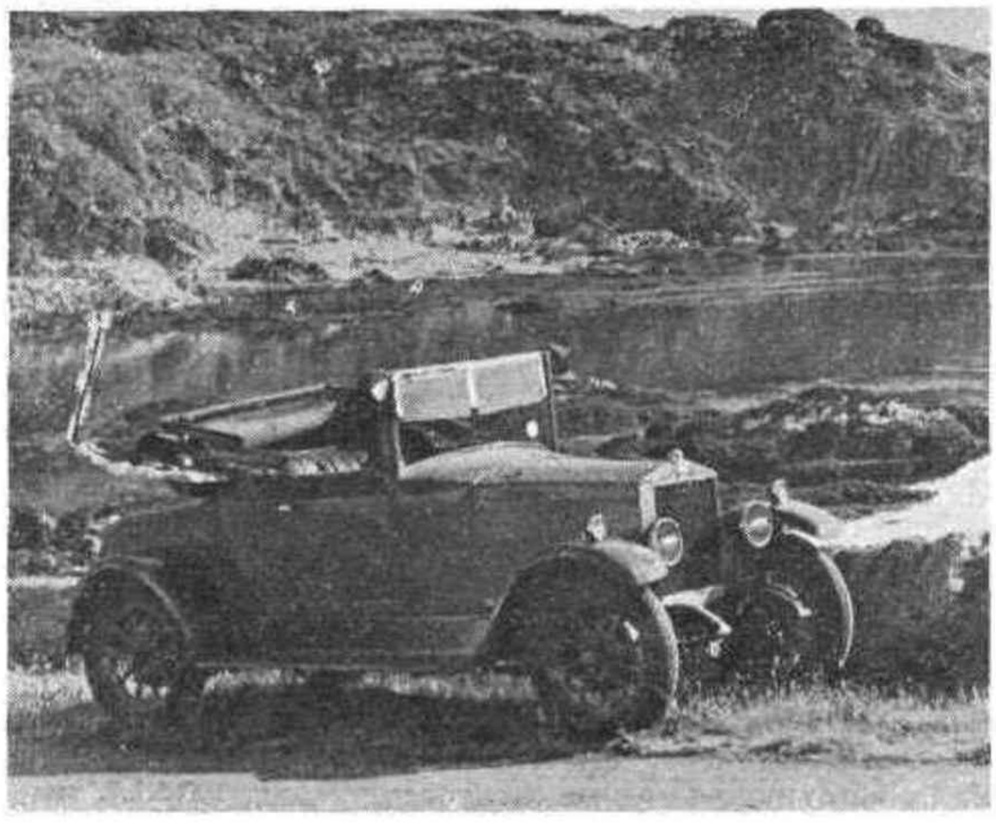
Feeling the need for something more refined, I bought a twin-cylinder G.N. This had some peculiarities, notably that of shedding wheels (soon cured by using safety hub-caps), burning exhaust valves and blowing gaskets. However, I did many long runs in this and, of course, it had the famous "chain-gang" transmission. A delightful feature was the lubrication system; a tank on the off-side running board contained oil, and when one felt inclined, or if the engine laboured, one reached a hand over the side, drew up the pump handle, and squirted as much oil as was thought necessary into the rear main bearing (the only crank bearing).

My friends were, however, beginning to sport self-starters and so on, and I was persuaded to invest in an oil-cooled Belsize-Bradshaw. This excellent little car did over 80,000 miles without a rebore (iron pistons, of course) and apart from rather frequent replacement of propellor shaft bearings, gave practically no trouble. I amused myself at one stage by building a coupé top with a drop back, which can be seen in the photograph. Mr. Bradshaw's theory that if you kept the piston-crown cool, the whole engine would be cool, certainly worked in practice and my oil thermometer showed that the temperature was always well below boiling point.

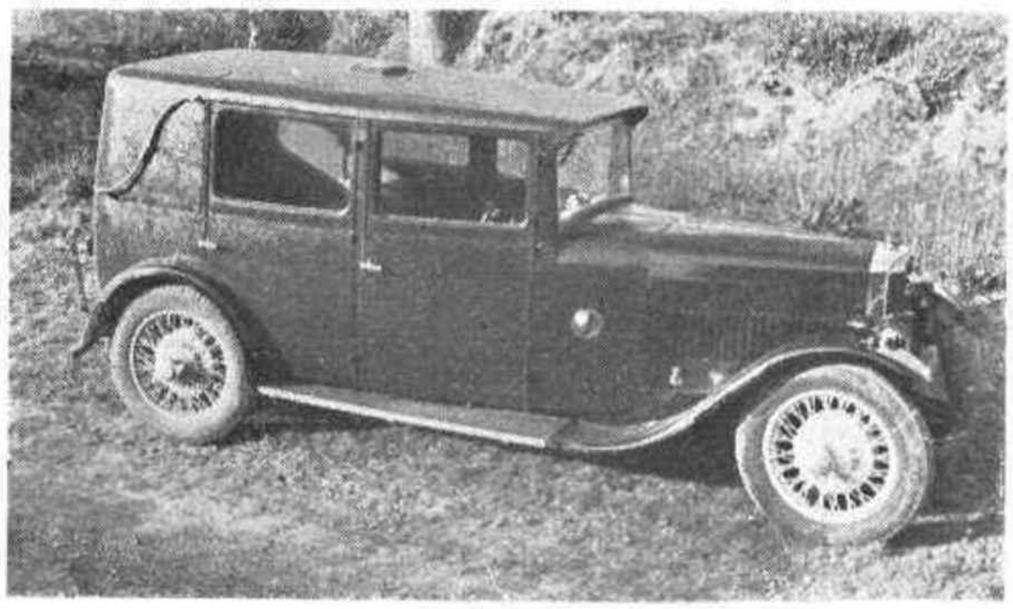


OIL-COOLED.—An unusual view of the author's Belsize-Bradshaw, showing the home-built coupé top which he added to the body. The engine was notable for the longevity of its cylinder bores.

Next I purchased a 10.8-h.p. Windsor drophead coupé with Meadows engine and gearbox. This rarely-seen vehicle was an aristocrat amongst light cars; every component (for it was assembled from proprietary parts) was of the highest class obtainable and again I enjoyed over 80,000 miles of motoring at the cost of a front spring, one clutch thrust-race and—strange to say—the gear lever snapping off in the gate.



LIGHT CAR ARISTOCRAT.—The 10.8-h.p. Windsor drophead coupé which the author drove for over 80,000 miles. It proved extremely dependable and could reach a speed of 60 m.p.h.



RARE.—The Weymann fabric-bodied 14/75 Lea-Francis referred to in the accompanying article. It had the rare Vulcan twin o.h. camshaft six-cylinder engine, which proved prone to loss of tune.

None of these cars had any turn of speed, although I could get a mile a minute out of the Windsor. I imagine everyone yearns for a little more urge so I bought a 14/75 Lea-Francis with Weymann body and twin o.h.c. engine made by Vulcan. All my knowledgeable friends shook their heads and prophesied lubrication failures but I must have been lucky, for it never happened to me. I could, on many occasions, drive the speedometer needle off the 80 m.p.h. scale, but the engine would not hold its tune and the brakes were not up to the performance. The car gave little trouble and thanks to the impulse starter was very easy to get going. It had a free wheel, too, and the fabric body was a delight, being silent and comfortable.

During the war I was compelled to run a utility vehicle which shall be nameless, but as soon as I could I bought a Sunbeam Dawn with preselector gearbox, alloy block and i.f.s. This was a good car in many ways and gave no serious trouble but it was far too heavy for its engine, although the acme of comfort with its horsehair squabs and aluminium body.



RELIABLE TRANSPORT is provided by Mr. Watson's present car, a Sunbeam Speed Twenty, particularly interesting because it was the last but one Sunbeam to leave the Wolverhampton factory.

All this time I had my eye on another Sunbeam, and eventually it became available. The chassis is that of the Speed 20, with four-light pillarless aluminium body, but it is one of the rare models with the 2,762-c.c. engine, centre gear gate and 18 in. wheels. It was, in fact, the second from last car made by the old Sunbeam Company.

These days I often drive far and fast; the Sunbeam has cost me one starter spring and one set of brake linings. It still has the original steel-skirted pistons, and the coachwork is second only to that of a Rolls-Royce. It has never let me down or even faltered, and surely no car could start more easily. I am left marvelling that such mechanical perfection could ever have been allowed to disappear from the market; but equally it is easy to understand why the Sunbeam Register has so many members and why those to whom a car is like a personal friend should feel such affection for these beautifully-made links with the great days of the British Motor Industry.

SMALL CARS IN AMERICA

IT is well established that interest in small cars is increasing by leaps and bounds in America and, consequently, interest attaches to a recent issue of their greatly respected *Consumer Reports* which contains an article on six imported small cars.

This article makes some interesting observations on small cars from the American angle before reporting impartially on six typical specimens. Remarking that, with General Motors' decision to market the Vauxhall Victor and Opel, it looks as if the small car has come to stay on the U.S. markets, the writers go on to make the sage remark that often the driver enjoys a small vehicle more than his (comparatively cramped) passengers!

After explaining that small cars are small because weight is the enemy of economy and that they will never compete with " the high power and acceleration, the luxurious ride, roomy interior, or the vast trunk space " of U.S. cars, *Consumer Reports*, basing their experience on about 20 small cars tested by them to date, believes that, except for specialised uses, any car less powerful or any car larger, heavier or more expensive than what they refer to as the Volkswagen class, will discount the major dividends offered by this class.

Looking at the six cars reported on collectively, the rigidity of their unit construction, their quick steering, and the fact that " unlike almost all U.S. cars," they can be filled with passengers and luggage without exceeding the tyres' rated capacity, making for low upkeep, has obviously impressed the testers. They state that they have no data relating to the durability of such cars, apart from the fact that the Volkswagen has proved to be very good in this respect, based on evidence over three years in the Annual Questionnaire. So far as service facilities in America are concerned, they report that " VW dealer service is fairly widespread and well organised, Renault and Fiat are busily setting up thorough-going service organisations, and parts stocks for Ford and Morris are available, service outlets less so." They regard the small cars as safe as large ones given good driver judgment but warn against other drivers simply overlooking the presence of a small car in their orbit! They conclude with the pleasing statement that small foreign cars form " a welcome antidote to the domestic road locomotive."

The cars reported on are the Volkswagen, Ford Prefect, Morris Minor 1000, Fiat 1100, Renault Dauphine and VW Karmann-Ghia, all bought in the open market and tested without bias. Briefly, *Consumer Reports*' findings are :—

Volkswagen : Unquestionably the Best Buy in the foreign small-car class.
Ford Prefect : No match for other cars in this group, either in staunchness of construction, controlled riding qualities, economy of fuel, handling or performance. The least satisfactory and the poorest buy.
Morris Minor 1000 : For more or less local use, a pretty advantageous vehicle. Lacks the looks and quiet of the Renault, the quality and features of the Fiat and the over-the-rod ability and ride of the VW. One of the few respectworthy British sedans tested, however, particularly in the low-price field.
Fiat 1100 : On a par with the VW in workmanship, but seemed less inspired mechanically; engine not so smooth, total noise level not much less and riding qualities don't compare with VW's. An alternative choice more to the Renault Dauphine than to the VW, which is superior to both.
Renault Dauphine : Scored generally as a slightly less capable, less roomy, less robust—though better handling—car than the VW, and must be rated second in the class.
VW Karmann-Ghia : The prospective buyer must decide whether paying 900 dollars more than the price of Plain Jane VW is to squander money on a pretty face or to complement fittingly the tough, trouble-free, roadable VW chassis with a solid and very handsome body. *C.R.*'s consultants " liked the Ghia fine."

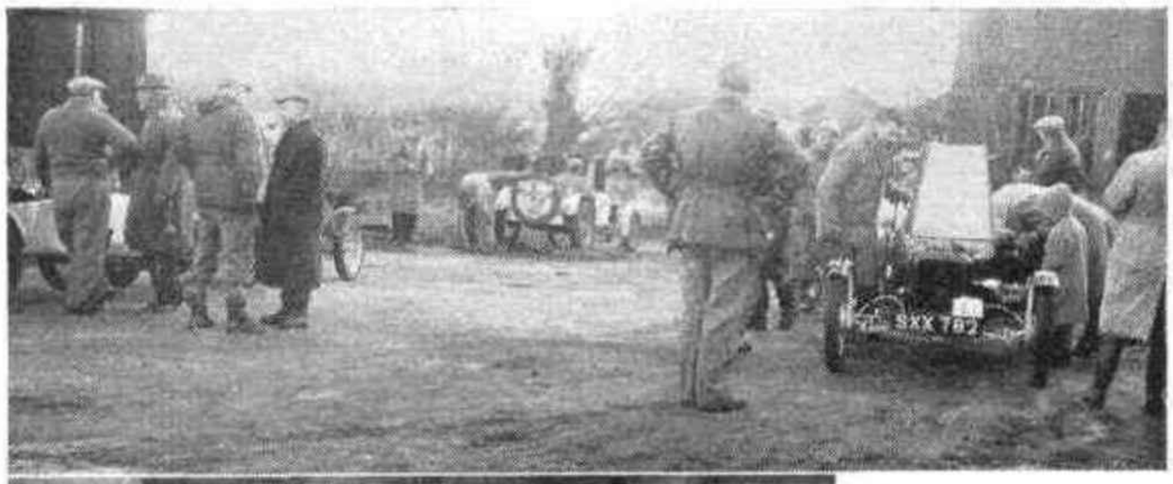
CAR MART'S JUBILEE

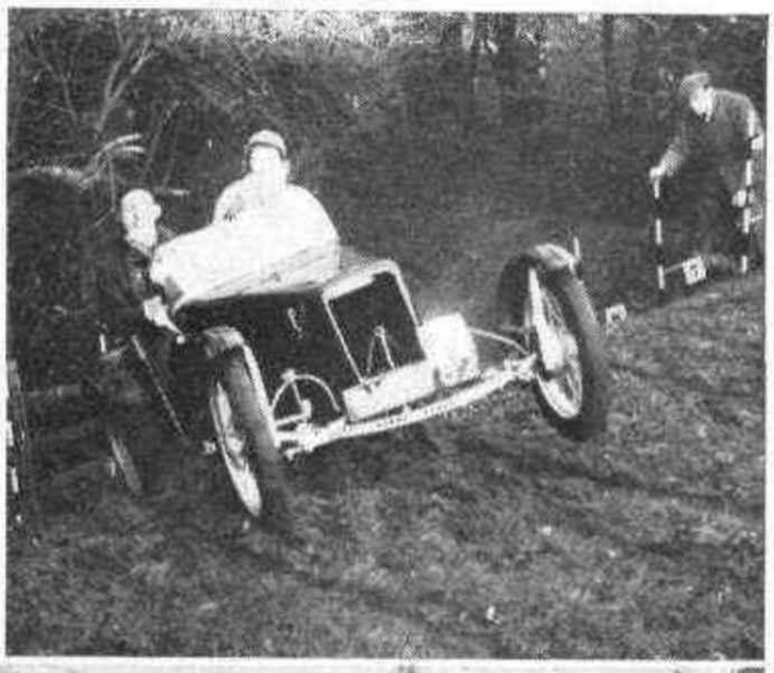
Car Mart Ltd. recently held a party to celebrate their Jubilee, Major R. S. Grigg having founded this well-known firm on October 29th, 1908. Showrooms in Piccadilly were opened in 1909 and from 1921-23 Car Mark dealt in Angus-Sanderson, Sizaire-Berwick, Fiat 501, Singer, Bean, Rolls-Royce and Daimler cars. Later, Sir Herbert Austin invited Car Mart to take the distribution rights for Austin cars in London and some Home Counties. Today the firm is well known for its Austin sales, and in 1947 they presented a Sheerline to Their Royal Highnesses on the occasion of their wedding.

Particularly pleasing is the preservation by Car Mart Ltd. of the Little Georgian House in Euston Road, where John Braithwaite, railway engineer and inventor, lived and worked from 1797 to 1870.—W. B.

The R.A.C. Trials Championship

Twenty-six drivers contested the 1957 Championship up rather tame mud-hills at Draycott-down-the-Drain (was it ?) on December 14th. They drove trials specials which have become virtually standardised—all had Ford Ten engines except the Bassinet and J.C.B. which used s.v. J.A.P. air-cooled power units from James vans, and the Austin Seven of Davis. Twin 45 deg. S.U. carburetters were usual, but the S.C.S., Cannon's Cannon and P.A.B. had full d.d. S.U.s, the last-named with cockpit air-intake. Aquaplane Superheads were popular but the P.A.B. and Exspence relied on normal alloy heads and Harrison's Cannon, the P.A.B., Cannon's Cannon, the Cranford, Cannon Nine, the T.M.S.1 and Ackernley's Ford had iron heads, Tony Marsh's T.M.S.1 being the only blown car competing. It had a Marshall cabin-blower driven by twin belts and fed from a single S.U., and used disc wheels.





Most of the competitors favoured non-divided Ford front axles, some precariously drilled for lightness, while in some cases a single strut-type shock-absorber was located centrally. However, the Cranford had wishbone and transverse leaf-spring i.f.s.

In the vital matter of tyres almost everyone had Goodyears on the driving wheels, while 3.50 by 19 Michelin tyres were popular at the front, although the Cannon Nine preferred Goodyear here also, and Cannon's Cannon sported Dunlop Racing front tyres.



Apart from the aforesaid cockpit air-intake and sundry water-proof covers over ignition components, the only precautions against water-splashes seemed to be the cockpit-located coil on the Austin, which also had four Amals, alloy head, 4-speed Austin Seven gearbox, two tiny aero-screens and a "gilled-tube" radiator, a similar radiator being used on Cannon's Cannon, which had four separate exhaust pipes, as did the S.C.S. Tubular frames are as popular for trials specials as for sports and racing cars, but several Austin Seven frames were seen and the Cranford has a channel-section chassis and rack-and-pinion steering. The P.A.B. was using friction front shock-absorbers, the Cannon Nine had a drum-type water header tank above the engine, and the Paul a speedometer mounted on the floor. The P.A.B. was nicely turned out and the Cranford even looked like a motor car !



These specials had to tackle 12 "sections," with a timed climb to sort out ties. It is remarkable how some cars fail on one hill only to do well on another. Ackernley's Ford, for instance, was the only failure, and low down at that, on the second section, but did well a little later on. Marsh looked like winning on sheer power allied to a high degree of driving skill and his speed up the 11th hill was worth coming miles to see—his charming passenger seemed quite unconcerned as the T.M.S.1 stormed up, tail sliding outwards towards a nasty drop. The Squamigerous retired with a damaged gearbox. In the end, the Championship went to E. Harrison's Harford.

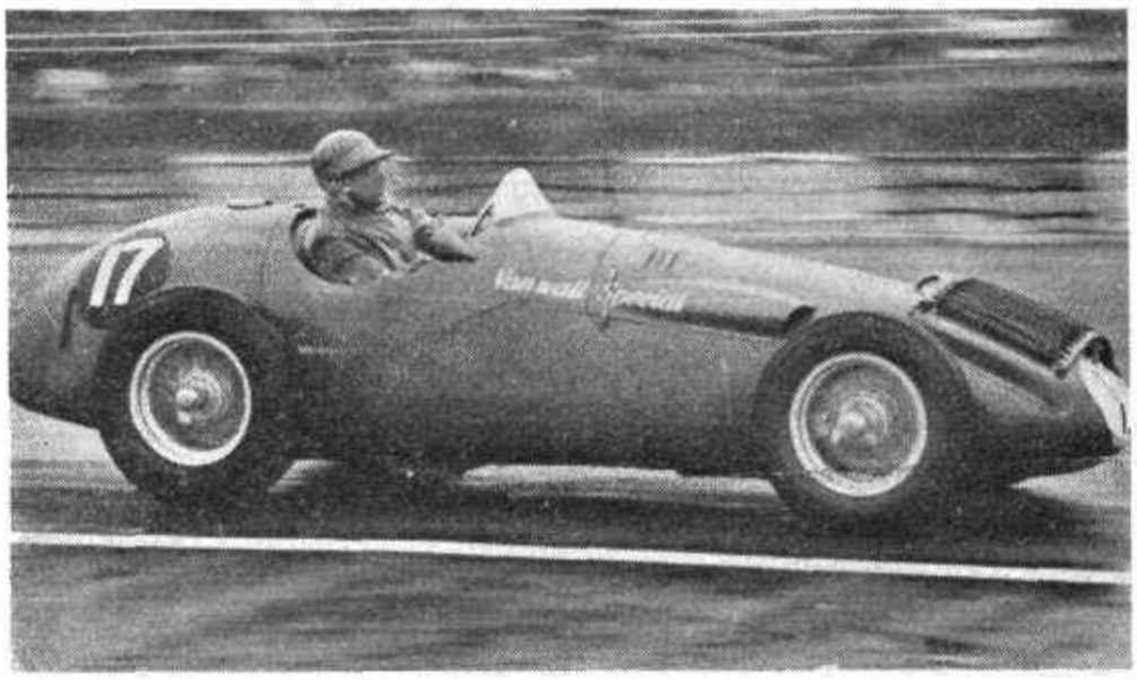
The Land Rovers used as official cars did service that would put some trials specials to shame—one was employed to winch out a bogged-down Ford Zephyr which had ventured unwisely where only a Renault 750 got through.—W. B.

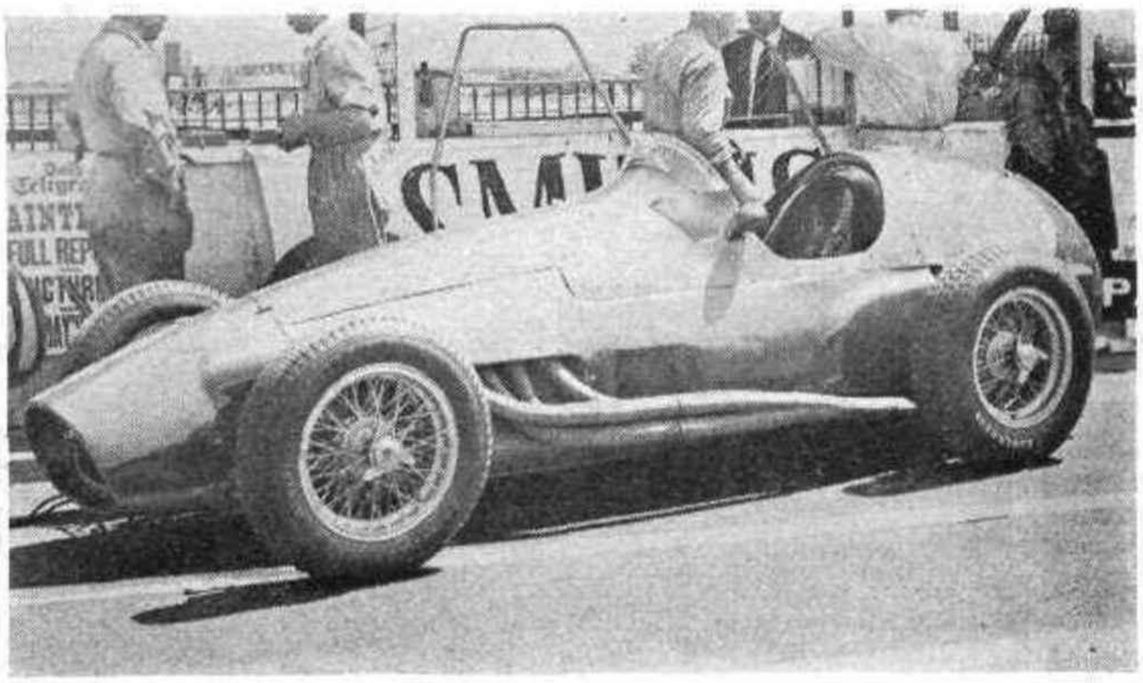


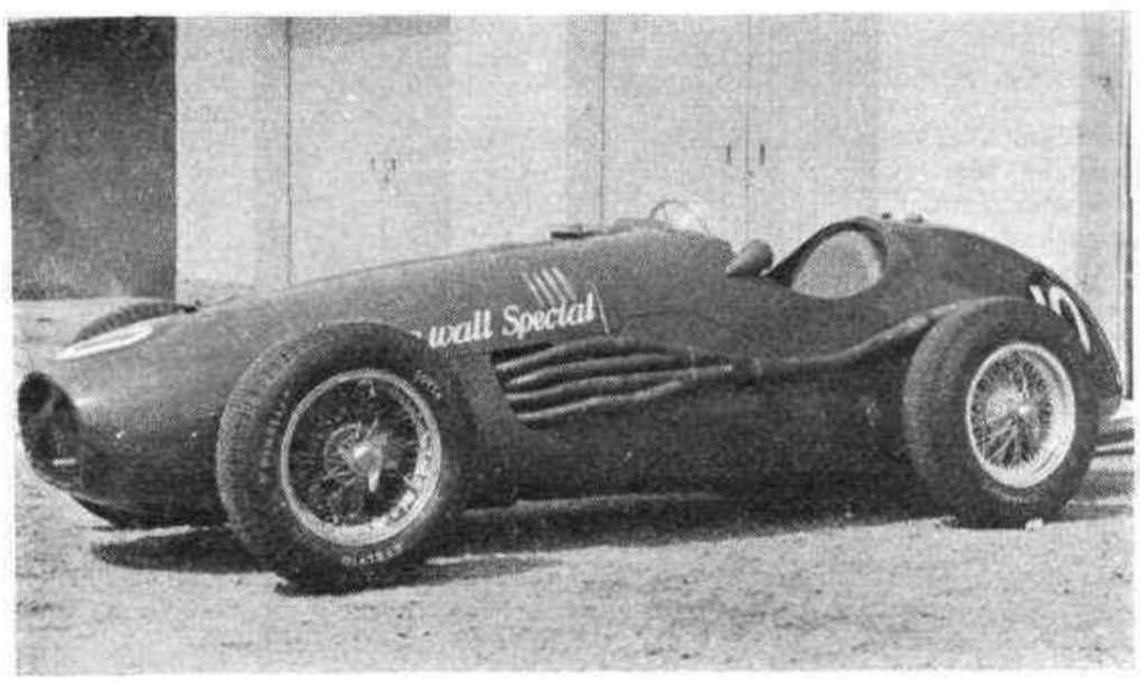


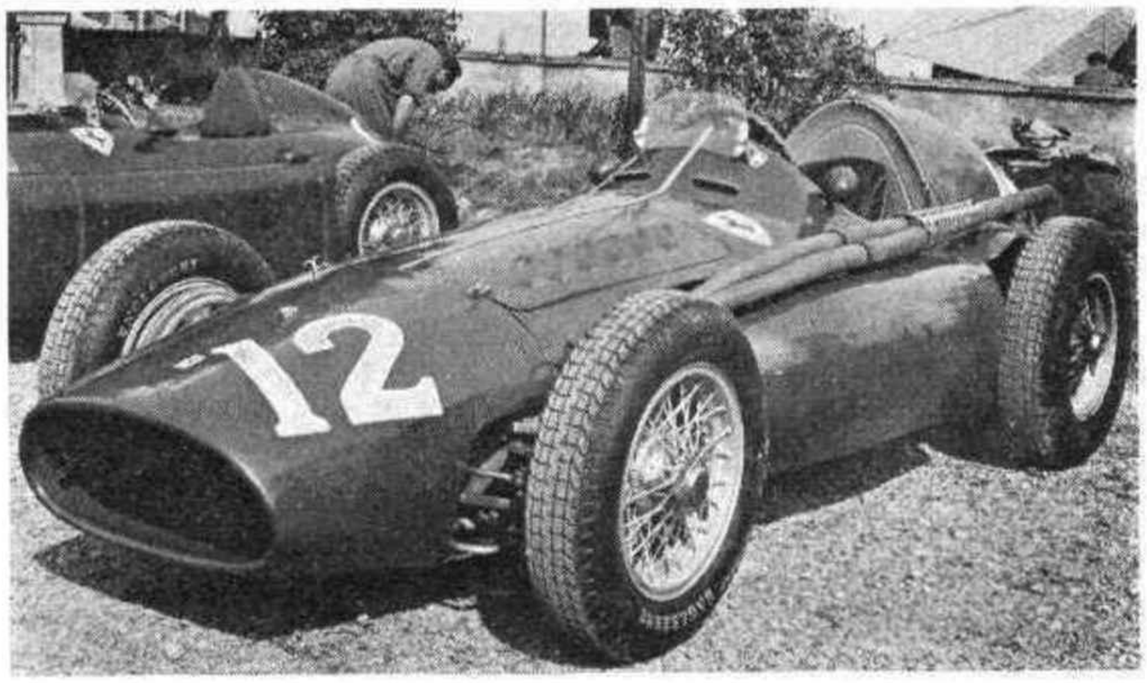


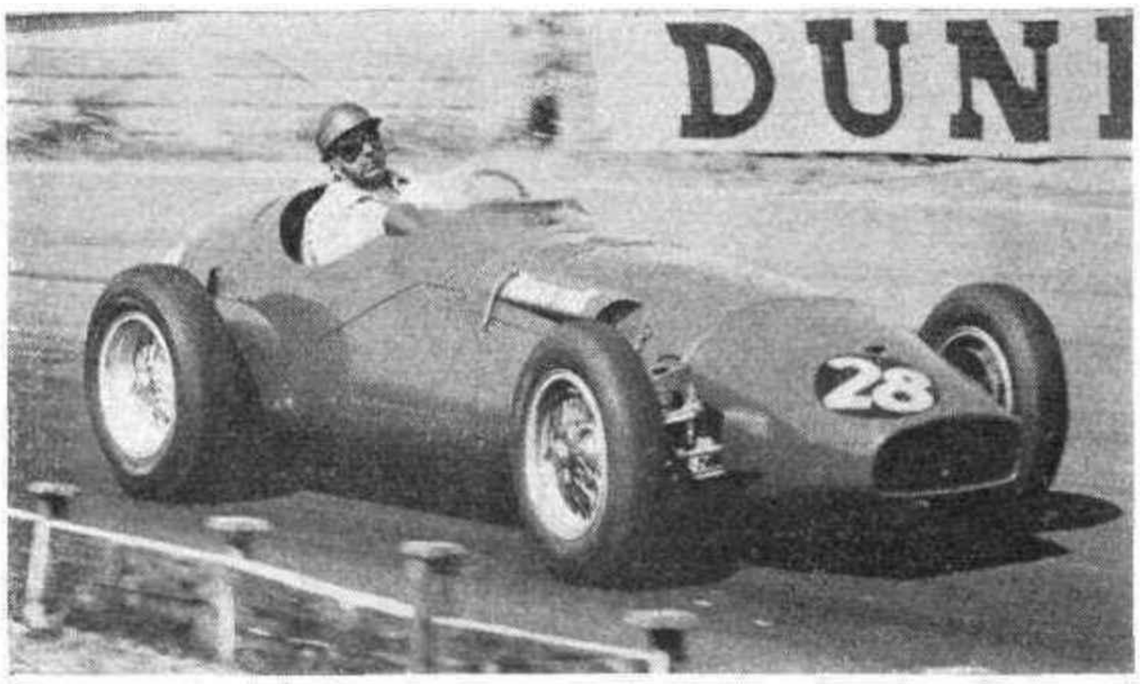
ILLUSTRATIONS : Left hand, top to bottom : The cars being scrutineered; The Trials Champion, E. Harrison (Harford); M. Lawson (M.L.); Tony Marsh (T.M.S.1); A. Alldred in his J.A.P.-powered Bassinet. Right-hand, top to bottom : R. Chappell's S.C.S. at an odd angle; Marshals re-positioning the markers on one of the morning "sections" to render the ascent safer and R. Faulkner with the front wheels of the Paul Special airborne.





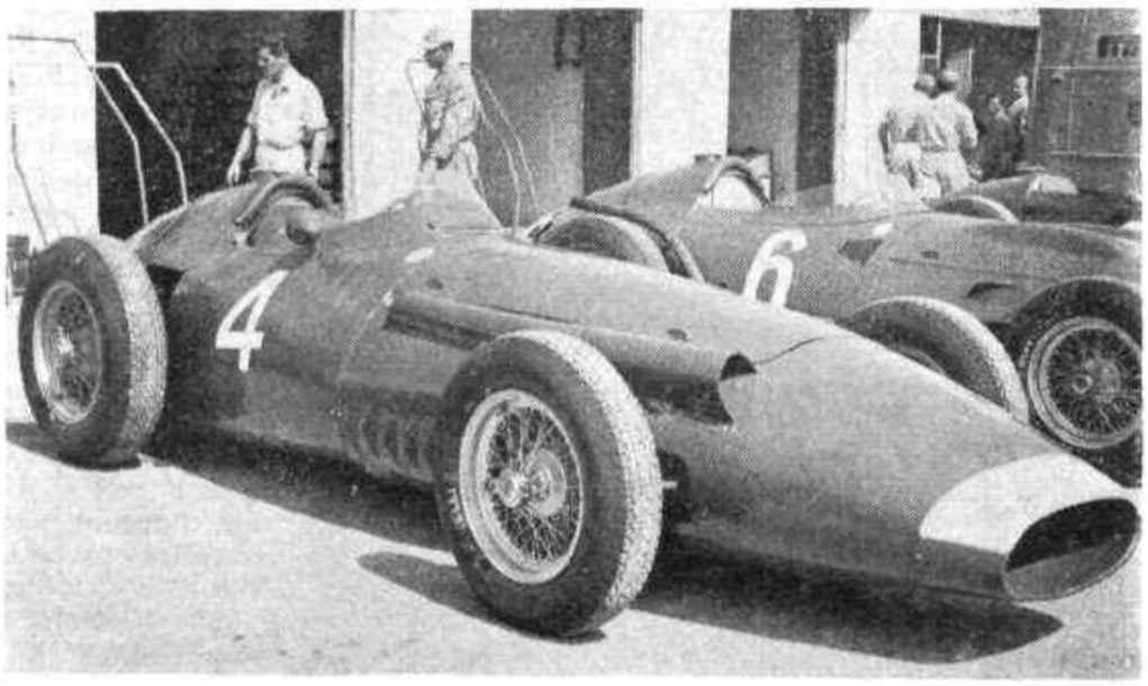








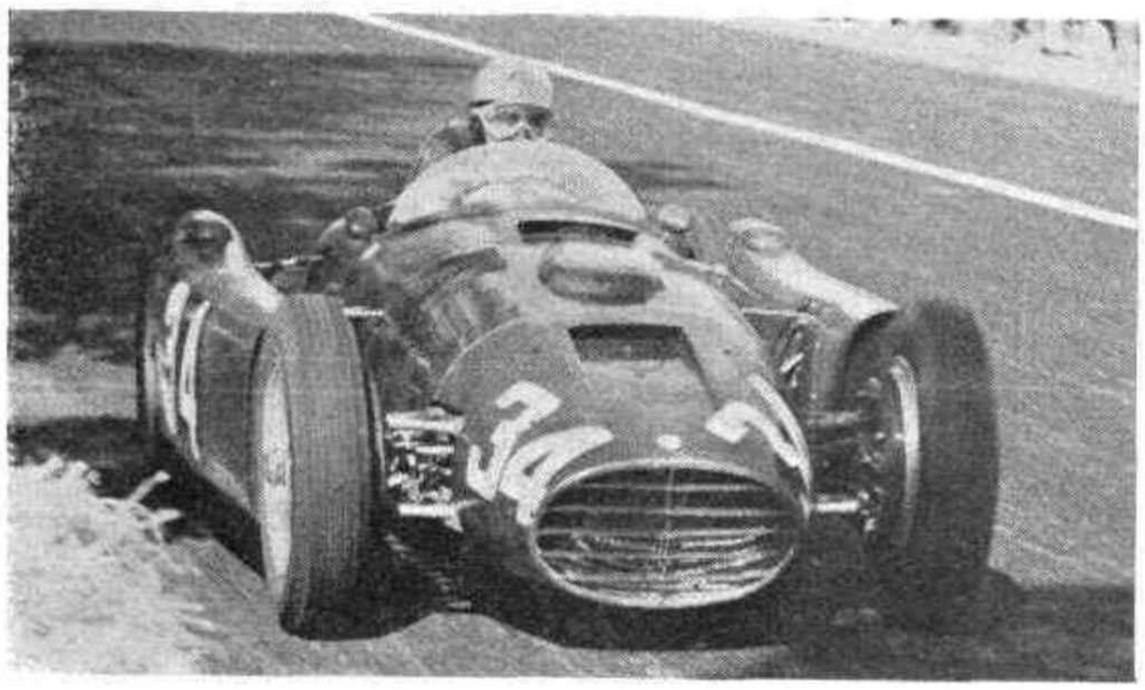


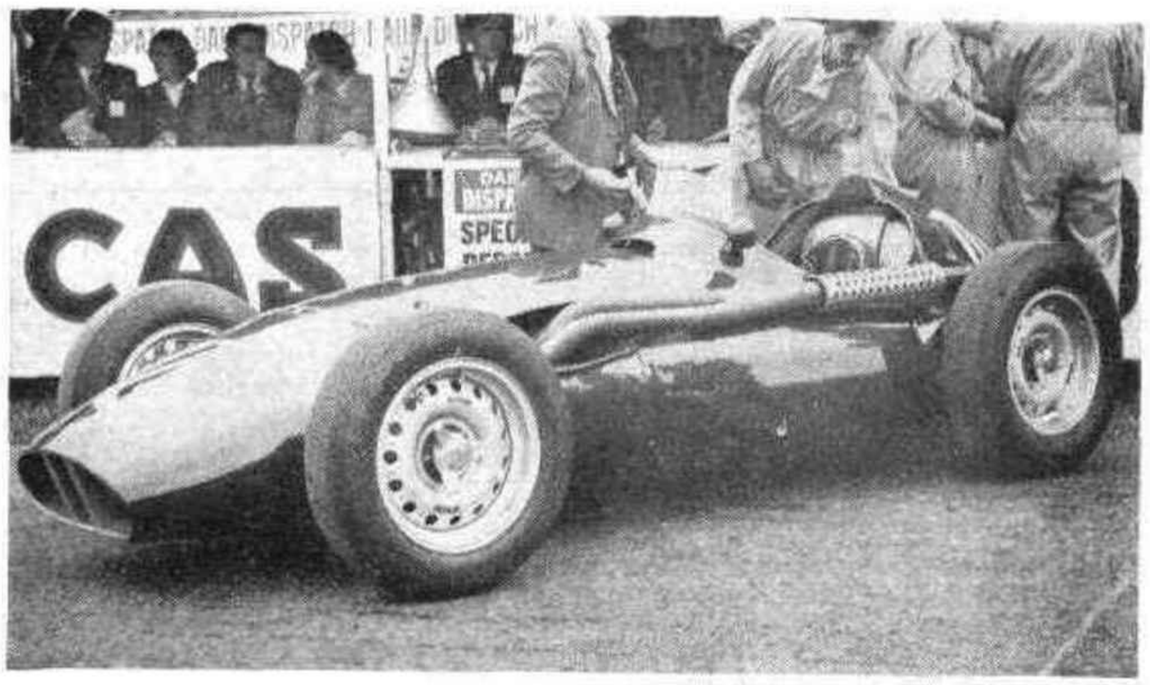


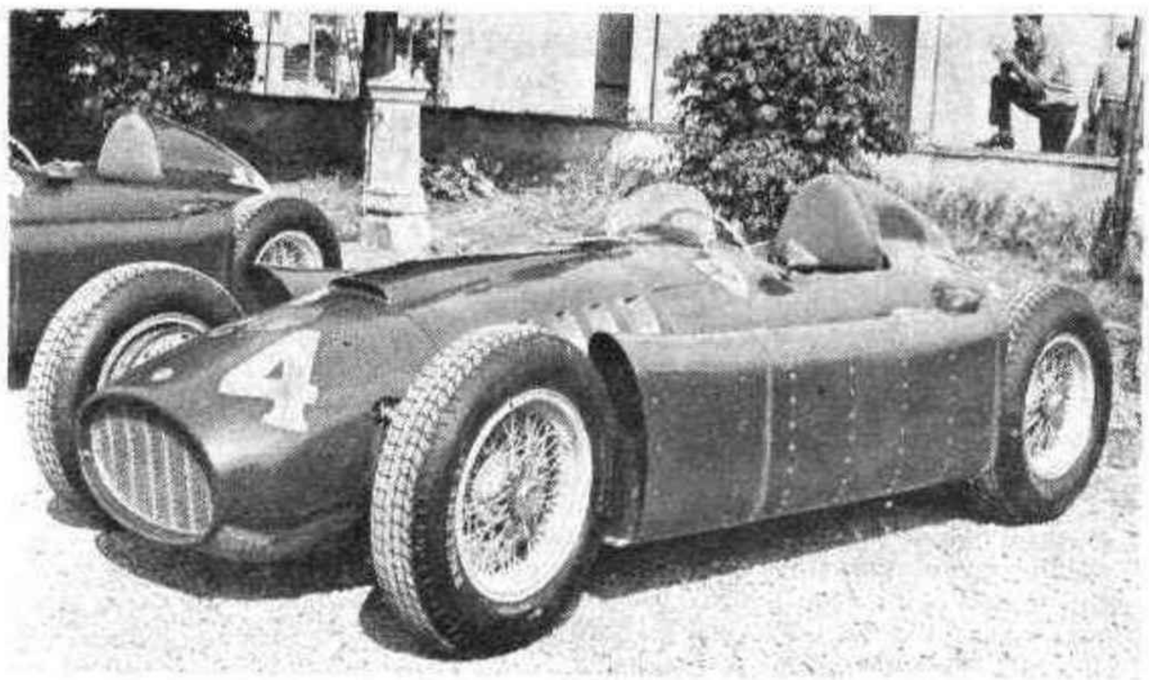
WHEN the 1958 season of Grand Prix racing begins, cars will be forced to run on 130 octane petrol, instead of free fuel, and it is likely that in the next year or two the basic design of Formula I cars will undergo a change, to smaller and lighter cars. Since the present Formula I was introduced in 1954 the 2½-litre Grand Prix car has undergone four years of steady development, unhampered by subsidiary rules, and in various forms has reached a high state of efficiency. We can now look upon the years 1954-1957 as being Part I of the present Formula for Grand Prix racing, and as we begin Part II let us look briefly at the development of those makes that stayed the pace and cost of Grand Prix racing until the end of 1957.

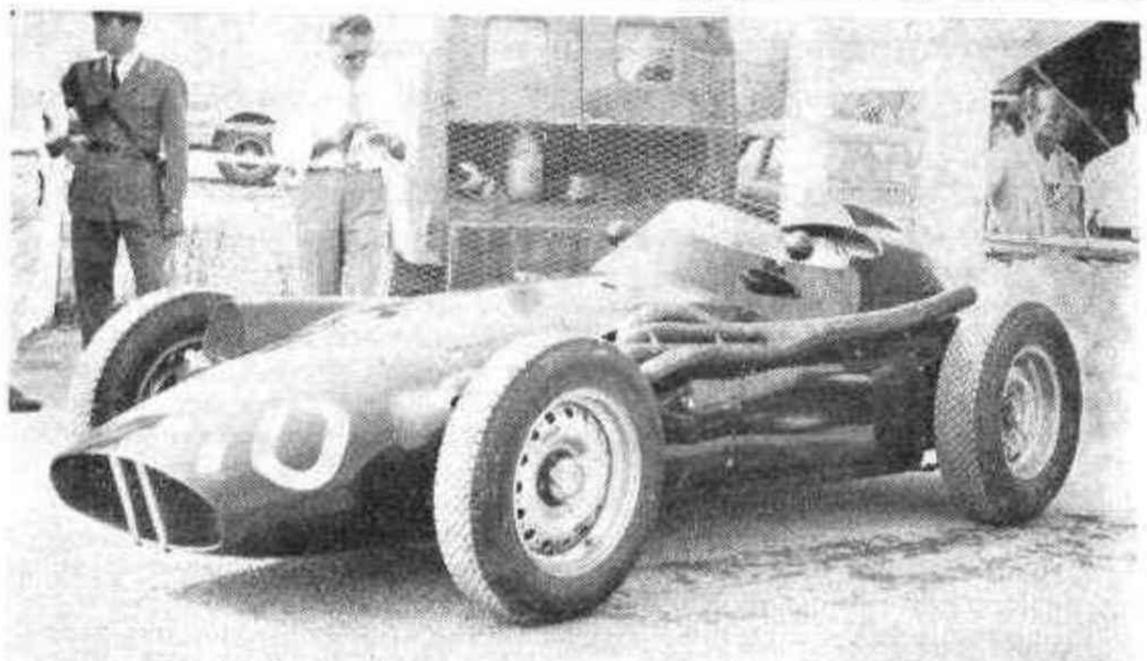
On the left, reading from top to bottom, are seen stages in the Vanwall development, from the original "Special" of 2-litres, with its surface radiator and Cooper chassis, through the 2.3-litre at the end of 1954, the cleaned-up 1955 version, to the aerodynamic 1956-57 car with Chapman chassis and Costin body, which achieved three major victories during the past season. The four-cylinder engine was developed steadily throughout the years, final perfection with fuel-injection giving about 280 b.h.p. On the right, at the top, is the Type 625 Ferrari four-cylinder, a development from the 1952-53 Ferrari, which was used by the Maranello concern in 1954 and 1955, while below it is the Type 555, or "Super Squalo," Ferrari design to supersede the earlier four-cylinder. This car was never a great success and was finally abandoned when Ferrari took over the Lancia team.

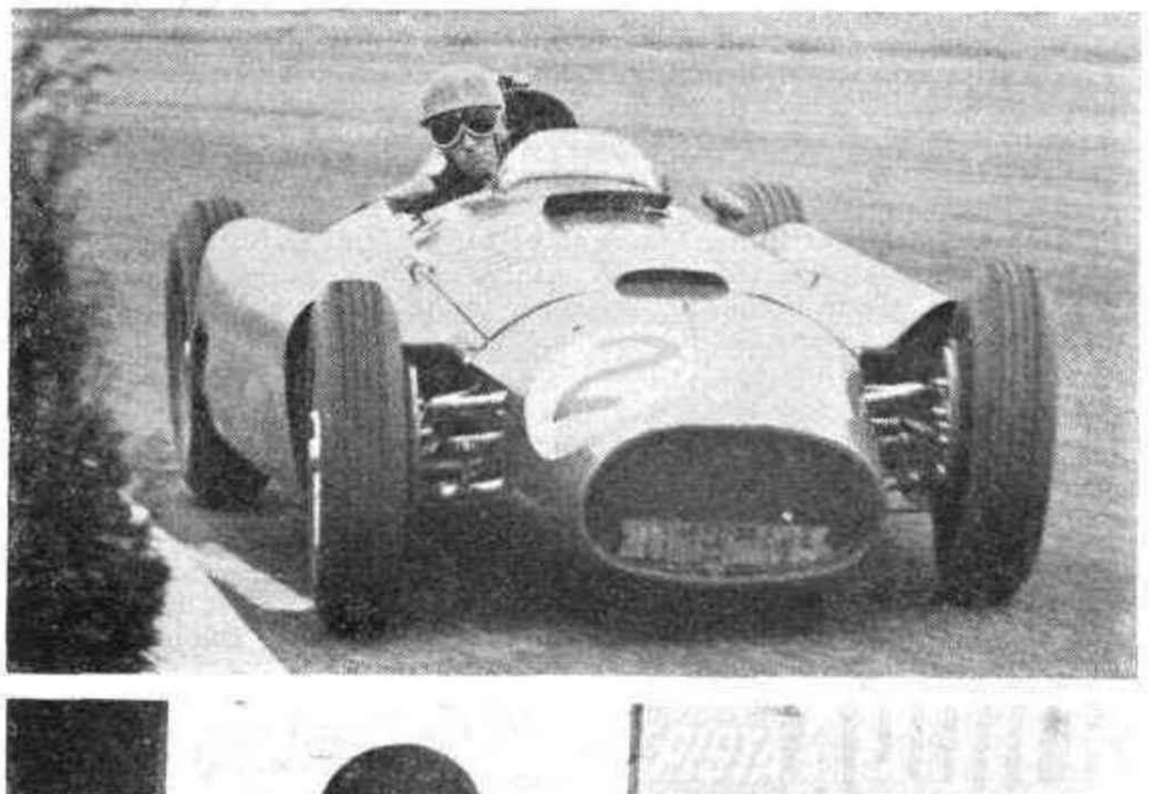
The 250F Maserati went through four years of steady development, keeping the same basic six-cylinder engine and other mechanical components, and the lower two pictures show a 1954 car and a 1957 car, a steady improvement in line, weight, power and roadholding. It won the first race in 1954 and the last race in 1957, and can be considered the most all-round successful car of the era.



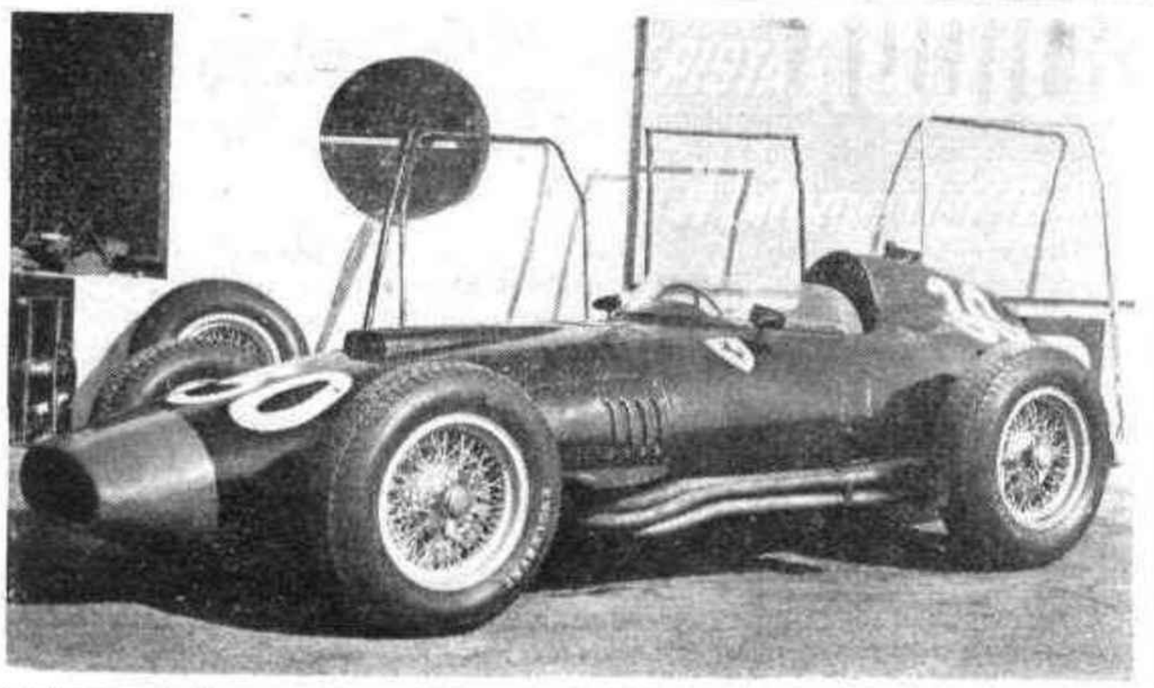


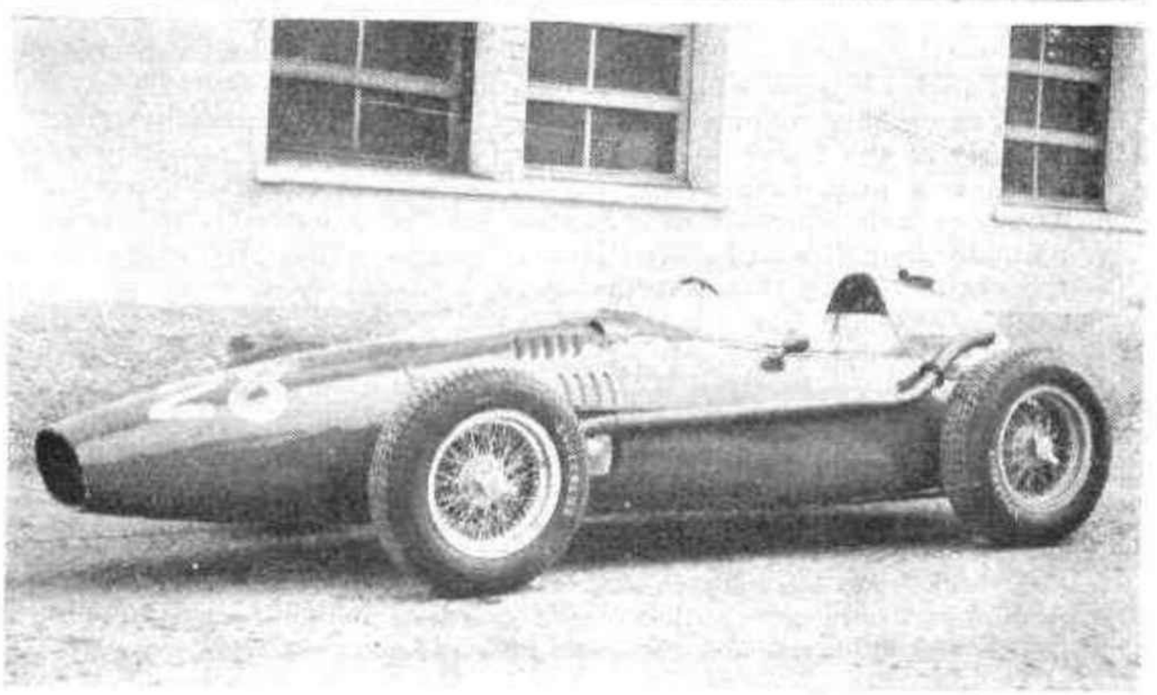












THE Lancia firm started Grand Prix racing in 1954 with a revolutionary V8-cylinder car and began a development programme in 1955, but this was cut short by bankruptcy and all the cars and designs were given to Ferrari, who continued the development, to his own ideas, up to the end of 1957. On the left, from top to bottom, are shown the original 1954 Lancia, the 1955 car with modified cowling and air intake, the 1956 Lancia/Ferrari with the pannier-tanks removed and full-width body, and the 1957 Lancia/Ferrari with new front suspension and narrow bodywork. The V8 engine was retained throughout, and though it underwent continual development it had distinct limitations as regards power output, but proved very reliable.

It was not until 1955 that B.R.M. appeared with their small and extremely light four-cylinder car, full of technical innovations, especially in the realm of weight saving, the use of a single rear brake and small oil and water capacities being amongst attempts to design to light weight rather than " adding lightness afterwards." On the right is seen the 1955 car on its first outing at Oulton Park and, below it, the 1957 version with stressed-skin cockpit panels and completely revised suspension back and front. Most of the B.R.M. development was on detail mechanical work rather than major changes, and though at all times fast, its reliability did not stabilise itself until the end of 1957.

During 1957 two entirely new designs appeared, shown lower right, the bottom picture being the V6 Ferrari designed around many of the Lancia/Ferrari features, and, above it, the V12-cylinder Maserati, an entirely new power unit fitted into a chassis which was a 250F development. The V6 Ferrari shows the trend towards smaller and lighter cars for the future, and the Maserati the interest towards a high number of small cylinders to reap the benefit from the less potent fuels to be used in the future. Next month we shall review the cars that started Formula I, Part I, but which did not stay the pace and disappeared.—D. S. J

THE WOLSELEY 1500

Road-test shows this new B.M.C. saloon to perform briskly and possess good controllability. High gear ratios and a splendid gear-change amongst the outstanding features of this small luxury car.



B.M.C.-WOLSELEY.—A ¾-view of this brisk new four-door 1½-litre luxury saloon.

AT the conclusion of a 400-mile week-end with the much-discussed Wolseley 1500 saloon we formed a high opinion of this new small car. The B.M.C. has succeeded in combining above-average performance and good handling qualities in a compact four-seater luxury saloon.

Dealing first with performance, the high gear ratios will appeal to enthusiastic drivers. For example, bottom gear can be used to pep up the initial acceleration instead of being regarded as an emergency ratio, and a useful indicated 55 m.p.h. will be reached habitually in the high third gear before the keen owner contemplates changing into top gear. Some road-test reports quote the third gear maximum as 72 m.p.h. but this requires a very long run and 60 is a more practical figure, although acceleration tails off so much above an indicated 55 m.p.h. that this is likely to be the normal "peak" used in this gear. The indicated maxima on the other indirect gears before valve bounce intrudes are 28 and 45, respectively. The little Wolseley will reach over 77 m.p.h. in top gear given a sufficiently long run, but more useful is its ability to cruise at the mile-a-minute gait with its 1½-litre engine turning over at just under 3,250 r.p.m.

Because high gear ratios are employed, the gearbox has to be used freely to maintain a good average speed and upper-end acceleration is not particularly impressive, 13.6 sec. being required to go from 40 to 60 m.p.h. in third gear, for example, and 26.7 sec. being needed to increase speed from 50 to 70 m.p.h. in top gear. However, not many small saloons do as well, and in the Wolseley gear-changing is such a delight, thanks to the delightfully placed, short, rigid central lever and the smooth positive action of the selectors, that frequent use of the lower ratios is encouraged. Conversely, the Wolseley 1500 is quite a docile top-gear car, pick-up from 20 m.p.h. in this 3.73-to-1 ratio being achieved without distress. Up to 50 m.p.h. the pick-up is extremely impressive, taking only 16 sec. from rest. In considering the performance it must be remembered that the advantages of high gearing offset any small deficiency in acceleration; also that the Wolseley is quite a heavy car for its size.

When cruising at moderate speeds the engine is pleasantly quiet but use of the lower gears results in a good deal of power-roar, which is a pity, because the indirect gears are reasonably quiet. The back axle whines, which is disturbing on a new car, although normally inaudible in competition with engine noise. Returning to the entirely delightful gear-change, it has the added merit of an easily-selected reverse gear, a pat with the hand overcoming the safety spring, so that the box might have been designed with rally-tests in mind. Alas, the B.M.C. shortcoming of a bottom gear difficult to engage has not been eliminated.

Brisk performance is matched by excellent handling qualities. The rack-and-pinion steering is accurate, entirely devoid of lost-motion, and light in action, with ample castor return. It transmits some kick-back and vibration, however, and the dished wheel not only looks out of place in this expensively-appointed car but is unnecessarily large, so that rather higher gearing would be an advantage; 2¾ turns are required, lock-to-lock.

The handling characteristics are reminiscent, naturally, of the Morris Minor, the chassis specification being virtually the same. The Wolseley corners very nicely, but enterprising drivers will find it rather too flexibly sprung, so that on tight, fast corners it leans on the outer back wheel, this roll-angle tending to push the nose of the car inwards. It is a pity that the generally outstanding road-holding is thus somewhat impaired and perhaps the B.M.C. will have second thoughts about adopting anti-roll bars. On less acute bends the little Wolseley corners delightfully and with little or no tyre scream. It is certainly above average in controllability.

The fairly soft suspension, i.f.s. torsion-bar at the front, gives a generally good ride, free from pitching, but with rather too-lively up-and-down movement easily promoted by bad surfaces and encouraged, it seems, by the weight of the old-fashioned rigid back axle on its flexible ½-elliptic leaf-springs. Over really rough going the suspension "bottoms" and the 14-in. tyres fall into pot-holes with noisy thuds.

The splendid gear-change is matched by a rather flimsy but excellently-placed central pull-up hand-brake. The pendant pedals are also flimsy but well located. The driving position is a rather unhappy one, alert but not particularly comfortable. This is because the driver sinks too deeply into his otherwise comfortable, snug bucket seat and because the car's modest dimensions result in a "sit-up-and-beg" attitude. Each front bucket seat adjusts easily after a rod beneath the front of the cushion has been raised, but the squabs are severely upright. Leg room for the front passenger is limited by an over-vertical foot ramp. The seats are nicely upholstered in duo-tone leather/leathercloth. The 44-in.-wide back seat has no centre armrest but there are armrests on the back doors. A sense of luxury and well-being is imparted to the Wolseley 1500 by the use of a genuine polished-wood facia and wood screen sill, matched by polished-wood door fillets. There is a useful lidded (but not lockable) lined cubbyhole each end of the facia, the cubby-lids opening with a pleasant action. Instrumentation is confined to two matching Smiths dials, the left-hand one comprising combined water thermometer, oil-pressure gauge and fuel-contents gauge, the other a speedometer incorporating total and trip (with decimal) milometers, headlamps full-beam window and dynamo-charge window. These are neat instruments, the only criticism being that, when cruising in the 45/55-m.p.h. range, the trip mileage reading is slightly obscured; that, far from being dazzling, the full-beam light is very subdued; and that the fuel gauge reads merely "E—½—F." Oil pressure was normally 50 lb./sq. in. and water temperature remained constant throughout the test.

Minor controls consist of neat buttons, three on the left of the facia looking after dash lighting (no rheostat), wipers and lights, two on the right controlling choke and starter. In the dark, considerable fumbling results from these similar knobs set in a line, and always it is necessary to reach over uncomfortably far in order to flash the headlamps. The screen wipers self-park, but do so on the driver's side of the screen, and we prefer an ignition-key which also operates the starter. The direction-flashers are operated by a convenient stalk on the off side of the steering-column, its knob incorporating the reminder light. When signalling a left turn this lever fouls the driver's cubby-lid if this has been left open. With so much gear-changing called for to maintain acceleration, we would prefer a hand-controlled lamps dipper.

Visibility is excellent forward, both front wings being visible and the bonnet, which carries at its extremity a dummy filler-cap and Wolseley winged motif, being quite short. Sideways visibility is somewhat hampered by sloping screen pillars. The trailing doors have folding metal "pulls" and neat concealed ashtrays. The

horn button in the centre of the deeply-dished wheel is somewhat awkward to reach, a shortcoming emphasised by its strong spring, which prevents a gentle warning being given easily and usually results in a loud unpleasant " bleep " from the dual hooters.

If radio is fitted—the test car had an excellent H.M.V. set—the speaker neatly fills the space between the two dials. The test car also had a very efficient, but noisy, Smiths heating and demisting unit, controlled by two sensibly-labelled quadrant levers on the facia. This heater is an extra and it seems ridiculous, in 1958, for anyone to market a saloon car which does not have a heater as standard equipment. One snag on the Wolseley is the width of the unprotected screen heating ducts, which easily swallow pencils, pieces of cheese and such like, especially as the wide screen sill is likely to be used as a temporary shelf.

The doors lack pockets, and what appears at first to be an under-facia shelf is found to be merely a poorly-padded stiffening bar—that it is padded at all is rather droll, because just above it the unprotected base of the wooden facia protrudes. The screen sill, however, is extremely well crash-padded. Behind the back seat is a convenient parcels shelf, sensibly recessed for the firm discipline of small objects.

Equipment in this well-appointed little car includes twin side-swivelling anti-dazzle vizors (not, however, transparent, nor is madame encouraged to make-up in hers, no mirror being fitted), ¼-ventilator windows in the front doors (without, however, thief-proof catches), pile carpets, and a roof-light operated automatically as the front doors are opened (but not by the back doors, and its switch is out of reach of the near-side passengers).

Both front doors lock. Bonnet and luggage-boot lid prop automatically, but both are heavy and the boot lid, which locks, is rather flimsy and shuts (like the doors) with a " tinny " noise. The driver's door refused to open at the first movement of the handle. The spare wheel is carried separately from the luggage under the decently-roomy boot.

The windows in the front doors can be fully opened with two turns of their handles; the rear-door windows call for 2½ turns and do not wind down entirely into the doors. Underbonnet accessibility of dip-stick, Lucas battery, 45-deg. S.U. carburetter with its A.C. air-cleaner, Champion plugs, and Trico solvent-filled screen-washer is good but the heater tube masks the ignition distributor and brake fluid reservoir.

Coming back to the behaviour of the Wolseley 1500 on the road, its good handling and brisk performance are in keeping with its luxury-class appointments. The Lockheed brakes are entirely adequate without being outstandingly powerful and they normally call for very light pedal pressure. Apart from a rubbing noise when very lightly applied, these progressive brakes were completely vice-free. The clutch action is also light, but care is necessary to avoid judder when starting from rest. There are some body rattles, which, on the car tested, included an irritating one from the front passenger's seat while this was unoccupied.

THE WOLSELEY 1500 SALOON

Engine : Four cylinders, 73 by 89 mm. (1,489 c.c.). Push-rod-operated o.h. valves. 7.2 to 1 compression-ratio. 50 b.h.p. at 4,200 r.p.m.
Gear ratios : First, 13.56 to 1; second, 8.25 to 1; third, 5.12 to 1; top, 3.73 to 1.
Tyres : 5.00 by 14 Dunlop tubeless on bolt-on steel disc wheels.
Weight : 17 cwt. 3 qtr. 21 lb. (without occupants but ready for the road, with approximately half a gallon of petrol).
Steering ratio : 2¾ turns, lock-to-lock.
Fuel capacity : Seven gallons (range approximately 218 miles).
Wheelbase : 7 ft. 2 in.
Track : Front, 4 ft. 2⅜ in.; rear, 4 ft. 2 5/16 in.
Dimensions : 12 ft. 8 in. by 5 ft. 0½ in. by 4 ft. 11¾ in. (high).
Price : £530 (£796 7s. inclusive of purchase tax). Price, with extras as tested, £862 10s., inclusive of purchase tax.
Makers : Wolseley Motors Ltd., Cowley, Oxford, England.

The 1,489-c.c. engine runs smoothly, shows no trace of running-on and cannot be made to " pink " on good petrol. It started promptly and ran with minimum use of the choke after the car had spent a night out of doors in a heavy December frost, but when idling some tappet noise intruded. No oil or water was necessary in 400 miles and fuel consumption worked out at fractionally better than 31 m.p.g., driving moderately fast. The filler cap, in the off-side rear wing, is attached to the filler but is a pretty crude affair. It is just about possible to fill from a can in an emergency, but unless the hose of a petrol pump is fully inserted, blow-back occurs.

At night the Lucas headlamps provide a very powerful but rather too-concentrated driving light; the cut-off beam is unhappily restricted. The traditional Wolseley radiator-badge illumination is retained.

The appearance of the Wolseley 1500 is enhanced by two-colour finish, in a choice of seven different combinations, but, if desired, it can be had in any one of six single colours. From one angle the car looks a bit like a grasshopper about to hop, which may not appeal to everyone. The tool kit is comprehensive and includes a starting handle.

Altogether we were very favourably impressed with this B.M.C. permutation. Those who require a car which combines Morris Minor characteristics with considerably enhanced performance and additional luxury equipment will stop searching after trying the Wolseley 1500. Its price is a modest £530, which purchase tax inflates to £796 7s., but, as tested, with heater, radio and screen-washers, the price increases to £862 10s.—W. B.

FANGIO AND PUBLICITY

Fangio, most modest of world champions, comes in for publicity of various kinds. This isn't his fault; it is the penalty of fame.

Instead of devoting space to pictures which show Fangio eating, smiling, thinking, resting, drinking, receiving trophies and other things which other people can do, MOTOR SPORT prefers to depict him doing something no one else does as well—driving fast in a G.P. car.

BRITISH FORDS ORIGINATED IN U.S.A.

At a Press Conference last year, sponsored by the Edsel Division of the American Ford Motor Company, Mr. Breech, Chairman of the Board, in discussing the future of small cars on the U.S. Market, is reported to have said that the British Fords were designed in the American engineering department. This is revealing to those who thought that Dagenham had at least the major share in the design of Ford cars manufactured in Britain. It seems rather surprising that cars which originated in the land of universal high-output o.h.v. power units should be endowed with antiquated petrol-thirsty side-valve engines and wide-gap three-speed gearboxes.

AN INEXPENSIVE BOAT

We have received details of the new Satellite motor dinghy which is scheduled for bulk production. Made from laminates of Mitchell & Smith's Polymaster polyester resin 312A, this dinghy is 9 ft. 6 in. long, has an inboard Vincent engine and is intended as a working boat, being strongly constructed. It can easily be carried on the roof of a car and the engine, which weighs only 30 lb., can be detached by undoing four nuts. The price is quoted as the modest one of £89, *including engine.* With so many motorists taking to the water there should be considerable interest in the Satellite dinghy, which is made by Wemyss Woodhouse, Ltd., Talbot Road, Rickmansworth, Herts.—W. B.

TWO-PEDAL CONTROL

From *The Daily Telegraph* : " . . . Norvic have designed a motoring shoe . . . which they think could help reduce motoring accidents. Small holes punched on the upper make them cool to wear. Adjustable clips need only a flick of the finger to loosen the shoe if the foot becomes swollen, and a projecting non-slip rubber heel acts as a firm pivot to swing the foot easily from clutch to brake."

A BARGAIN IN FIRE EXTINGUISHERS

Streatham Laboratories, 197, Wandsworth High Street, London, S.W.18, manufacture an effective but inexpensive fire extinguisher. This Cyca 13 comprises a flexible, transparent nylon bottle from which CCL4 can be directed in a fine spray. The extinguisher can be operated with one hand, is light, safe for electrical fires, leaves no deposit or stain, and costs only 12s. 6d., complete with clip bracket, or 13s. 9d. by post. Every house and office, let alone car and garage, should be provided with one.—W. B.

Champions choose CASTROL



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EUROPEAN TOURING CHAMPIONSHIP 1957

R. Hopfen, seen here with his Saab, won the 1957 Championship —using Castrol. Every European Touring Championship has been won on Castrol.

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"AUTOSPORT" SPORTS CAR CHAMPIONSHIP 1957

Ian Walker, pictured in his Lotus-Ford, won the "Autosport" Series—Production Sports Car Championship. Ian Walker used Castrol throughout the season.

Photo: Autosport



RUMBLINGS

MORE POWER FOR AUSTIN-HEALEY

The Austin Motor Company announces that a new cylinder head, developed from experience gained in the record-breaking runs at Utah, is now available for the Austin-Healey 100-Six. This six-port head is used in conjunction with a separate light-alloy inlet manifold carrying twin 1¾-in. S.U. HD6 35-deg. semi-downdraught carburetters, larger inlet and exhaust valves, the latter of KE965 steel, and two separate exhaust pipes. Using flat-topped pistons with solid skirts, the compression-ratio has been increased from 8.25 to 8.5 to 1 and, with the distributor altered to provide a suitable ignition-advance curve, these modifications add up to an output of 117 b.h.p. at 4,750 r.p.m. from the C-type B.M.C. engine, the maximum torque of which has increased to 149 lb./ft. at 3,000 r.p.m.

* * *

SELLING USED CARS

We never realised what a subtle art the selling of used cars has become until we discovered on the Editorial desk a vast, shiny manual entitled "Increase Your Used-Car Sales." Before this we had thought that those with a used car to sell put a small advertisement in MOTOR SPORT and that those who wanted to buy this sort of car spent an enthralling time scanning our back pages before setting off to inspect such vehicles as sounded delectable. Nothing very subtle about it, except for the customary haggle over the price, which can often, we understand, be almost halved if the correct technique, backed up by a wad of banknotes in one hand, is employed.

After perusing "Increase Your Used-Car Sales," we ceased to wonder just how unsubtle we had become. This great, expensively-produced, copiously colour-illustrated book cannot be bought. It is the manual of the B.M.C. used-car warranty scheme, intended to vitalise the used-car business of B.M.C. dealers.

Used-car sales are pretty vital to dealers and the Motor Industry alike. The latter is always impressing on Mr. Macmillan that, good as our exports sales now are, future security depends on good home sales, which are hampered by purchase tax, inadequate roads, the high cost of petrol, restricted hire-purchase loans, parking problems and so on. New car sales also depend on dealers being able to offer good prices for used vehicles taken in part exchange for new ones, and this is possible only if the dealers can dispose quickly of cars they have traded in. The B.M.C. states that before the war 90 per cent. of used-car sales involved part exchange and that the used-car side of the motor trade has never been so important as it is today, used cars representing the 50 per cent. deposit required in almost every deal.

The B.M.C. warranty applies to cars not more than three years old, with a reasonable mileage, so isn't applicable to that soiled 1921 de Dion Bouton that languishes in the barn and which you really ought to dispose of. These near-new used cars are guaranteed by the B.M.C. for four months from the date of purchase, as with a new car. This, the B.M.C. considers, enables the purchaser to be sure of getting an attractive price for his car at any time during the three years following the sale. Obviously, their desire to sell only used cars that are in good condition is as commendable as is their advice to dealers "that it pays over and over again to be generous in interpretation of after-sales service for warranted used cars."

It is in the suggestions for putting the B.M.C. used-car plan into operation that the mind boggles a bit—at all events if that mind has never concerned itself with trying to sell anything more valuable (in the cash sense) than a 1926 Delaunay-Belleville.

For instance :—

We agree that there is no reason why used-car trading should be on a lower note than the selling of new cars—how much nicer to choose your future transport in a warm, clean showroom (decorated with B.M.C. rosettes—available in four sizes : 7-in., 9-in., 12-in. and 15-in.) than in a water-logged sales-yard open to the four winds. But we had never realised previously that a Happy Birthday card sent to everyone who has bought a used car twelve months earlier is a good "follow-up," or that sale of a slightly knock-kneed 1956 Austley could, perhaps, be better effected by presenting the prospective client with an Austin or Nuffield Atlas (5s. 8d. each at bulk cost), or, if the client seems likely to waver, a B.M.C. key-fob or duster.

The thought of showroom-window displays to meet the seasons seems a happy one, although we cannot quite imagine the B.M.C. theme for these applied to a specimen 1935 Rolls-Royce or Red Label Bentley, particularly that for Spring, which goes : "In the Spring . . . Everyone loves Motoring—in a Warranted Used Car," and the display for which, we are told, can be "simply lettered or cut out of red paper with white backing and must include confetti on floor, 'Just Married' notice, top hat, bridal veil, camera on stand, ribbon and silver bells." All, we note, described as "easily borrowed" (including the camera ?).

The theme for a Beach display might work, for all the dealer needs is "sand, shells, beach tent and umbrella, towels, wraps, sandals, swim-suits, goggles, flippers, deck-chairs with basket, small beach table with long drinks and straws"—and a used car, of course. Disappointed that no beauty was suggested in the swim-suits, we passed to the theme labelled "Racing," thinking this might be usable with something like a TR3 or a G.P. Bugatti. Wrong, however. The props required are : "Finishing post, short length of rails, bookmaker's blackboard, saddlery, race cards and field-glass case on roof, enclosure buttons." (All "easily borrowed" ?)

Leaving the thought of the Blog Bros. (Used) Autos Co. or Sydney Swindle & Co. (Motors) Ltd. adopting any of these methods of hastening the departure of their used models, we searched elsewhere.

The equipment available to the ambitious used-car dealer is quite bewildering to the layman—flags, roof signs, painted signs, map cards, labels, posters, warranty forms, windscreen stickers, inquiry cards, sale advice cards, delivery check cards, follow-up letters, mailing lists, etc., in great profusion, as well as showroom stands (in natural grained timber, double-sided, horizontal or vertical, price 37s. 6d. and 45s., from Austin or Nuffield, including packing and carriage). It seems all a bit elaborate, especially when there are rich Americans waiting to pay big money for British vintage and classic cars . . . !

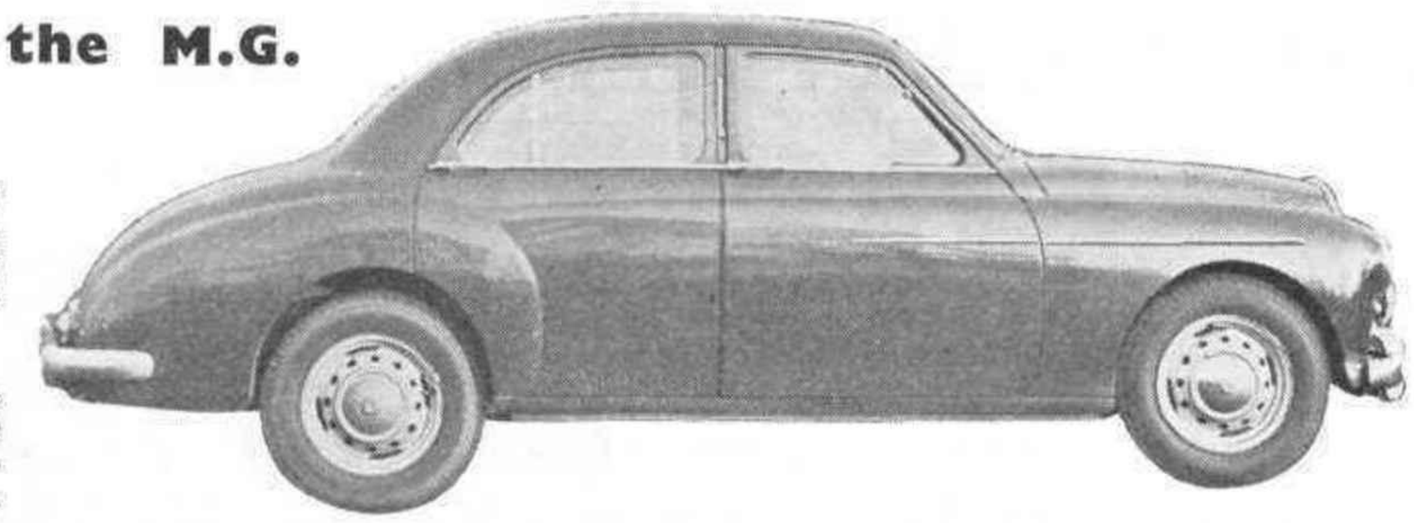
Another sales-promoter is the Seven-Day Free Trial, although for the life of us we cannot see how this isn't abused by penniless Angry Young Men and others in need of a week's free transport. Incidentally, if you are inspecting a used car and notice the salesman glance at the windscreen label just after you have asked him what is the lowest price he will accept, you can bet your bottom bob that he is refreshing his memory from a private code which the label carries—the B.M.C. publication gives some examples, such as LNSS/FPR, which, decoded, implies that you are enquiring about a 1955 car for which the minimum acceptable figure is £467.

Joking apart, it is obvious that 1958 is going to be a difficult year for those engaged in the used-car business. With unusual cars, like the vintage, Edwardian, "p.v.t." or classic vehicles so frequently advertised in our back pages, there should be little difficulty, apart from complying with the Order made by the Minister of Transport and Civil Aviation, pursuant to the Road Traffic Act of 1956, which makes it an offence to sell a motor vehicle if the brakes, steering gear, tyres or lighting are in such a condition that it could not lawfully be used upon the road—which renders rather tricky the legal disposal, for instance, of a "G.N., complete except for front axle," or similar. But for those who deal in used cars of comparatively recent manufacture, compulsory examinations for mechanical fitness are likely to drop prices and render sales difficult on all normal cars built in 1947 or earlier. So it is not surprising that the big combines, which see new-car sales strangled if used cars stick in the showrooms, should attempt to ease the path of the used-car salesman. The B.M.C. states that "very soon 100 per cent. action on used cars will soon be necessary." They regard the classified columns of the local and weekly newspapers as offering the best advertising medium for the type of cars their dealers hope to sell.

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Critical Analysis of the M.G. Magnette

A British £1,000 Sporting Saloon with Excellent Suspension and Roadholding and a Delightful Gear-Change, which Possesses Very Reasonable Performance. Interior Appointments Compel Pride of Ownership.



SIDE ELEVATION.—In this picture the M.G. Magnette resembles a 15/50 Wolseley but seen from the front the traditional M.G. grille signifies its pedigree.

THE M.G. Magnette was introduced five years ago as a sporting saloon far better upholstered and finished than the average run of such cars, and attempting to retain something of the M.G. reputation while making use of a Wolseley body shell and B.M.C. two-carburetter 1½-litre power unit. The latter, for which 68-b.h.p. is claimed at 5,400 r.p.m., provides this attractive M.G. with a very respectable performance, while its interior appointments promote a very real sense of pride in ownership.

Last year we were able to make a fairly extensive trial of an M.G. Magnette. Never has there been a better example of the need to cover a considerable mileage before expressing an opinion of a car. At first the Magnette seemed " dead " as to ride and control, the driving position unsatisfactory and the whole *ensemble* decidedly pre-war. Later, after nearly 400 miles had been covered during a December week-end, we reformed this opinion. The M.G. had left a profound impression and from being initially biased against it the writer returned it to the B.M.C. with warm regard for a car which is both " different " and delightful to drive. Let this be a lesson to those publicists who, seeking a free advertisement for their product, say to the journalist, " I may be able to let you have a run up the road, old boy " !

The M.G. Magnette has an unusual driving position, inasmuch as you sit quite high up, as on a throne, in a very snug bucket seat, in a rather sit-up-and-beg stance over the sensibly-sized, well-placed pedals. The driver soon becomes accustomed to this and is held securely in a seat which is generally good, although a bit hard in the cushion and a little tight round the shoulders, particularly as the pedals, somewhat offset to the right, cause the body to twist slightly in the seat. There is ample room to rest the clutch foot on the floor and visibility is quite good, although the near-side front wing is invisible and the screen pillars rather thick. Steering-wheel rake is excellent and the central gear-lever comes close to the wheel and couldn't be better placed—this pleasant gear-change is one of the outstanding features of the car.

Even before moving off, the driver is impressed by the Magnette. Between the front bucket seats the hand-brake lever lies absolutely to hand. A full-width shelf under the facia, bisected by the heater unit, is extremely convenient and it is supplemented by a big lidded, lined (but not lockable) cubby-hole on the left, large enough to easily accommodate a large handbag or a lady's (telescopic) umbrella.

In a half-octagon before the driver is the big 100-m.p.h. Jaeger speedometer with total and trip (with decimal) distance recorders, and inset main-beam and dynamo-charge warning lights. That no rev.-counter is provided emphasises that this is a sporting rather than a sports saloon. Flanking the speedometer are small oblong dials, a pair each side of the speedometer, one above the other. Those on the left are fuel gauge, with water thermometer below; those on the right the ammeter, with oil-pressure gauge below. The fuel gauge is calibrated " E, ½, F," and reads " E " for *miles* before the tank runs dry. Water temperature sits just below " N " and oil pressure is normally 50 lb./sq. in.

Below the dials two sensible quadrants control the heater/demister/defroster. This works moderately well, with a quiet fan, but rather more warm air would be welcome. There is a prehistoric scuttle ventilator flap opened by a lever under the facia which constitutes the heater air inlet; this enables the under-bonnet space to be kept free of heater piping. The semaphore-style direction indicators, self-cancelling and controlled by a lever on the steering-wheel hub, are entirely " pre-war."

The minor controls take the form of neat little button-switches, grouped in pairs. On the extreme right are those for the wipers, which self-park effectively but are noisy, and the lamps. Closer to the driver are the starter-button and mixture control, the latter spring-loaded but notched for retention in any desired setting. Masked by the steering-wheel are two more switches, for facia lighting and fog-lamp. The top one of these brings in all the dial lighting or can be pushed in to leave only the speedometer illuminated, an excellent scheme slightly marred because the speedometer lighting is rather bright (no rheostat) yet full lighting has to be brought in to read the distance recorders. Considerable fumbling results when these switches are sought in a hurry, yet they have obviously been located in diminishing order of prompt requirement. The wipers are supplemented by a very effective Trico push-button screen-washer.

Apart from the imposing polished-wood facia, screen-sill and garnish rails, other aspects of the M.G. Magnette impart a sense of quiet luxury. The good leather upholstery, " rope " pulls for the front doors, twin swivelling anti-dazzle visors, pile carpets, centre folding back-seat armrest, and armrests in the back doors acting as pulls all add up to a car of which the owner can be justifiably proud.

No door pockets are provided, but there is a sensibly-lipped shelf behind the back seat. There is a big ashtray in the heater unit and one in the back of each front-seat squab, all of the concealed variety. The rear-view mirror is of anti-dazzle flick type, a nice point of detail being the little rubber-capped strut between mirror and screen. Not so good is the clock above the mirror, which is awkward to set and unilluminated. The roof lamp has a switch placed conveniently for all occupants but is operated automatically only by the *front* doors. The front doors possess ventilator windows (the catches of which are not thief-proof). The main windows call for two turns of the handle to fully lower them, the back-door windows, which do not recess fully, need 2¾ turns. The doors have the old-fashioned locking arrangement whereby the handles of three act as the locks, only the driver's door possessing a key lock. We found this quite acceptable, especially as the driver's door-lock is sensibly arranged. Push-button exterior handles are fitted.

This good first impression of the M.G. Magnette is endorsed by the absence of body rattles. The doors shut reasonably well, although the near-side rear door bounced open unless slammed very hard.

The initial high opinion of the car is borne out after becoming accustomed to its performance on the road. The gear-change is absolutely delightful, rapid changes being possible with the splendidly rigid, perfectly-located, central lever. The action is faintly harsh if hurried but this really is a delightful gear-change. Reverse is easily selected by pressing the lever past second gear position, and gear hum is very subdued. The hydraulic clutch is light and vice-free.

The gear ratios are spaced to give indicated maxima of 25, 43 and 60 m.p.h., respectively, in the indirect ratios. Bottom and second seem rather low and there isn't exactly flashing pick-up in third and top gears. But for all practical purposes the Magnette accelerates briskly enough to cope with congested traffic and to maintain usefully high average speeds. The Magnette's maximum speed is just clear of 80 m.p.h. on roads of the Salisbury Plain type.

Coupled to this respectable urge from a 21 cwt., comfortably equipped and not cramped saloon are impeccable road manners.

The steering-wheel, which carries an exceedingly useful horn-ring, cut away for speedometer visibility, kicks back somewhat on bad roads, but the steering is free from lost motion, has nice castor-return action and there is no column vibration. It is geared 2⅝ turns, lock-to-lock, and might be slightly higher geared. The lock is rather meagre. It is steering which is fairly light and the front wheels can be " felt " by the driver.

The suspension earns high marks, because, while it is sufficiently stiff to quell roll when cornering rapidly, it provides one of the best " level " rides we have experienced, and only subdued shocks, quickly damped, are transmitted over badly-laid roads. Tyre noise is absent when flinging the M.G. through the bends and although the nose dips under braking the suspension, incorporating wishbone and coil-spring i.f.s., is an excellent compromise between hard and soft

springing. The Magnette is a delight to corner fast, being, again, well balanced between over- and understeer and feeling generally very safe, tail-end breakaway being easily corrected, although at times on wet roads the front-end felt somewhat non-adhesive. The farther we drove the Magnette over slippery roads the more confidence we gained, although our usual criticism of a rigid back axle tending at times to tramp about and to steer the car applies.

The overall impression is that this M.G. not only exhibits " safety-fast " characteristics to a satisfactory degree but that it corners in an individual, slightly " dead," but pleasing manner. The Lockheed brakes are fully in keeping, being very powerful when prodded in an emergency, otherwise light to apply for progressive braking and quite without vice, being, like Victorian children, present but not heard. Even in strong winds the car runs dead straight.

That this is a sporting rather than a family saloon is conveyed by the performance available and by quite a lot of engine noise. Not exactly a quiet car, the Magnette's engine roar rises to considerable volume and resonance at maximum speed in third gear. It does not protest or run-on after hard driving, and it starts fairly promptly on a winter morning, given a fair use of the mixture control, but it tended to stall from idling speed. The throttle linkage makes it difficult to drive smoothly in traffic or away from rest. The test car rather blotted its copybook because a noise suggestive of a worn bearing intruded during the week-end and investigation showed the oil level to have fallen very low, 5½ pints of Castrol being required to restore it. This works out at an oil consumption of 300 m.p.g., which is unduly heavy for a car which appeared to be less than 17,000 miles old.

Wishing to conserve revs. thereafter, we were unable to conduct our normal fuel consumption check on a moderately fast drive, but this appears to average about 25 m.p.g., giving a range of about 240 miles.

The bonnet of the Magnette takes the radiator grille and dummy radiator cap with it when it rises. Its safety catch is rather " fumbly " and the thing heavy to lift, after which it has to be propped open manually. The dip-stick is accessible.

THE SERIES-ZB M.G. MAGNETTE SALOON

Engine : Four cylinders, 73 by 89 mm. (1,489 c.c.). Push-rod-operated o.h. valves. 8.3-to-1 compression-ratio. 68 b.h.p. at 5,400 r.p.m.
Gear ratios : First, 16.56 to 1; second, 10.07 to 1; third, 6.25 to 1; top, 4.55 to 1.
Tyres : 5.50 by 15 Dunlop " Gold Seal " tubeless on bolt-on steel disc wheels.
Weight : 1 ton 1 cwt. 3 qtr. 21 lb. (without occupants but ready for the road, with approximately one gallon of petrol).
Steering ratios : 2⅝ turns, lock-to-lock.
Fuel capacity : 9½ gallons.
Wheelbase : 8 ft. 6 in.
Track : 4 ft. 3 in.
Dimensions : 14 ft. 1 in. by 5 ft. 3 in. by 4 ft. 10 in. (high).
Price : £714 (£1,072 7s., inclusive of purchase tax.)
Makers : The M.G. Car Company, Ltd., Cowley, Oxford.

The luggage-boot lid (which locks) has over-centre torsion-bar-sprung hinges. There is ample suitcase space but the spare wheel lives vertically on the near side of the boot. A good feature is the location of the fuel pump in the boot, away from engine heat. Fog-lamps and reversing lamp are standard equipment; the tool-kit includes a starting handle. Extras available comprise H.M.V. radio, direction-flashers, rimbellishers and manumatic transmission; also duo-tone finish.

The M.G. Magnette retains some of the character of M.G.s of old, blended with the luxury associated with a Wolseley (sporting owners may, however, find it embarrassing to park beside the identical-in-outline 15/50 Wolseley !). For those who require a dignified, nicely-equipped 4/5-seater saloon which goes and handles extremely well, the M.G. Magnette is their motor car. At the all-in price of just over £1,000 it stands virtually alone as offering excellent value.—W. B.

VINTAGE POSTBAG—continued from page 18

850 r.p.m.), a governor on the timing gear neatly kicks away the (hinged) push-rods from under the exhaust valve stems, so the valves stay shut and the engine is very efficiently " stifled."

Another quaint feature is the reversing process. Two sliding crown-wheels are mounted one on each side of the driving pinion and either the left or right crown can be engaged by means of a separate lever next to the long " all in line " gear-lever. Consequently, you can go backward in fourth if you feel like it and are good at reversing, or if the forward crown comes loose. This happened once, and my father did eight miles in reverse—getting *back* to town !

Eventually, my father sold that Panhard to *his* father, who later gave it to me to play with, and now I have just given it to my son (age 34), who is doing an extensive renovating job on it and hopes to get it back on the road some day—if he can get hold of some tyres (915 by 105 rear and 815 by 105 front). That of course is a big headache. I wrote about it to an American old-car fan, who told me he had induced Firestone to make some special tyres for his cars—he owns about 30 " ancestors," including a de Dion steamer—but the price is " stunning." Any tips on the matter would be welcome.

With thanks for some very pleasant reading in your paper.

I am, Yours, etc.,

Blessac, France. C. JORRAND.

[M. Jorrand's reference to the Cottin-et-Desgouttes gearbox is interesting and we think correct. Three crown-wheels and pinions are used but the layshaft is engaged for first and second speeds, although one gear train is thereby eliminated in those speeds and a pure direct drive obtained in third and top. *Circa* 1908 Berliet, another car made in Lyons, employed dual crown-wheels and pinions to provide direct drive in third and top gears in their 40 and 60-h.p. cars. They appear to have required an additional pair of gears, however, to transmit first and second speeds back *via* one or other of the final drives.—ED.]

* * *

Sir,

For some months now I have been the enthusiastic owner of an M.G. 18/80 Mk. II four-seater tourer of 1930. Some of your readers might have noticed this bright-green example commuting between Coventry and Shrewsbury at weekends.

So much joy do I derive from driving this motor car, that I cannot but be surprised at the fact that I have never seen mention of this *marque* in your articles or correspondence columns.

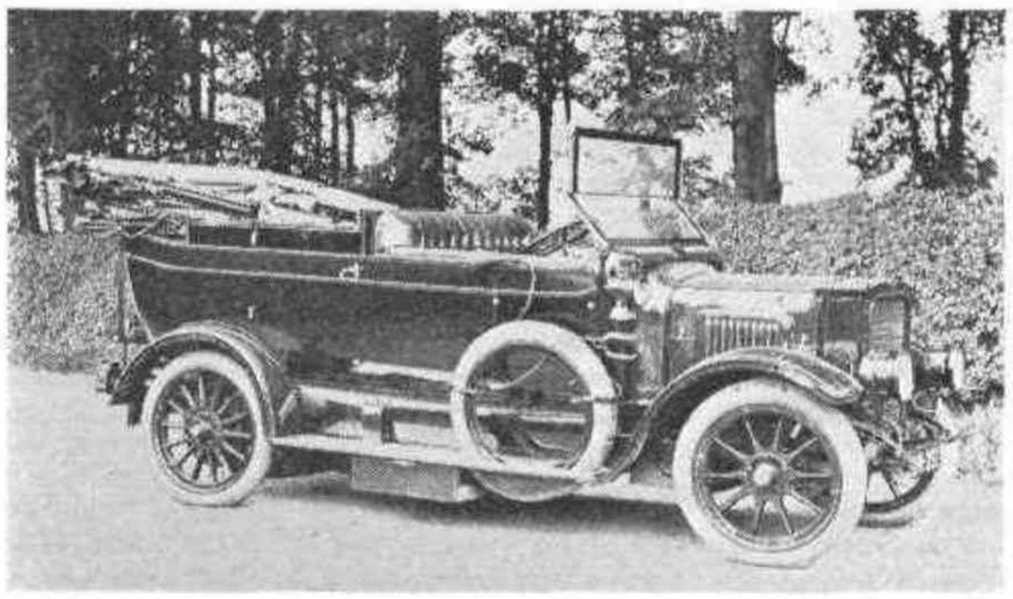
I am certain that my car is nowhere near unique—although rare—so where are all you other 18/80 owners hiding ? Let's hear something of your cars through the medium of the World's finest motoring periodical.

Sometimes I think that the M.G. tends to be regarded as rather a " non-U " car among vintage and " p.v.t." addicts—though why this should be I can't imagine.

I am, Yours, etc.,

Coventry. J. H. COCK.

VINTAGE TAILPIECE



This photograph, sent to us by Mr. E. G. Elphick of Maghull, shows a Sheppey steam car. It seems that the firm of Sheppey of York built about half-a-dozen steam vehicles, including lorries and a charabanc, of which this tourer was one. Apparently a few parts from these Sheppey steamers still lie about the factory in York.

FILM REVIEWS

B.R.S.C.C. MIDNIGHT FILM SHOW

A popular winter motor-racing entertainment is the B.R.S.C.C. Festival of Speed and Sport, which took place last year on November 22nd. It is astonishing, even startling, proof of the popularity of motor racing that two large London cinemas were filled to capacity for this non-stop two-hour midnight film show, while other cinemas in other parts of the country drew similar crowds. Only in Dublin did enthusiasm lag behind.

The evening chosen by Ken Gregory for the B.R.S.C.C. Show was that on which the British Racing Mechanics' Dinner/Dance took place at the Criterion. This had the support of almost every racing mechanic in the land, their ladies, the motor Press and such drivers as Roy Salvadori, Duncan Hamilton, Jack Fairman, John Cooper and others. Many went on to the Film Show, which explained the presence in London's West End of a large number of fast and exciting motor cars!

The show opened with the Club films of racing at Brands Hatch, the Crystal Palace and Mallory Park. These were followed by a long colour film advertising the various Shell and B.P. oil refineries, and a good Shell film by Random Film Productions, of Moss' Vanwall winning the G.P. d'Europe at Aintree, most of the incidents of this dramatic race being captured, although the cameras were absent as Lewis-Evans made his effective jury-rig of the Vanwall's throttle-linkage. This film concluded with a brief résumé of Stirling's racing career, beginning with his Cooper 500 races. Incidentally, the drivers were seen getting into the Austin-Healeys for the publicity parade prior to the Aintree race and it was interesting to see Fangio kick forward the seat back to attain his "perch," the World Champion bored with the whole affair, whereas Musso was puzzled as to what was to take place, while Moss and Hawthorn were quite happy and Schell loved every minute of it!

The big film of the morning (the show did not conclude until 2 a.m.) was the Shell colour presentation of the 1957 Le Mans race won by Esso-consuming Ecurie Ecosse Jaguars and Lotus. This was taken by a French film unit and was stunt filming, with the cars doing 400 m.p.h. most of the time and far too much time spent on scenes outside the race and far too little devoted to the victorious Jaguar and Lotus cars. It wasn't a patch on that excellent Shell Film Unit presentation of the 1952 Le Mans race, which effectively but without over-dramatisation, depicts the sad retirement of Levegh. Another film dealt, in brilliant technicolour, with the 245 m.p.h. record runs at Utah by the M.G. record car. We noticed that Moss was wearing an M.G. rosette on his overalls and felt sorry for Phil Hill, who went nearly as quickly as Stirling in testing the car and who could undoubtedly have taken these records.

The programme included two cartoons, one of them dealing with the remarkable transformation of Mr. Walker when he becomes Mr. Wheeler the motorist and concluded with a serious, large, gentleman named Richard Dimbleby occupying most of the screen to preach road safety to us, illustrating his points with childish cartoons and verses and two horrid accident-"stills." Perhaps we can be spared this, and the advertising, at next year's show.

The originators of these happy nocturnal film shows, the B.A.R.C., stage their programme at the Curzon Cinema and in the provinces next month. Perhaps they will include the well-spoken-of Castrol film of the Monaco G.P. in their showings.—W. B.

THE EPPING FOREST MOTORSPORT ASSOCIATION FILM EVENING

The Epping Forest M.A. filled Kensington Town Hall on the evening of December 9th, when they put on a programme of nine motor-racing films, including the World Premiere of the Clarke Film Unit's "Grand Prix du Reims (1957)." Many celebrities, including Hawthorn and Lewis-Evans, watched the show, which was notable for presenting only G.P. films—no sports-car racing.

After an advertising film incorporating some instructive servicing data about Girling disc brakes, we saw an excellent colour film of hero Donald Campbell raising the Water Speed Record at Nevada in his jet-propelled Bluebird. This was followed by Castrol's film of the 1957 Monaco G.P., which caught the atmosphere of Monte Carlo with "shots" of the scenery, the bathing beauties and H.S.H. Prince Rainier arriving for the start of the race. Although some of this film makes the cars travel at impossible speeds, this is counterbalanced by some very effective cornering scenes taken from above the course.

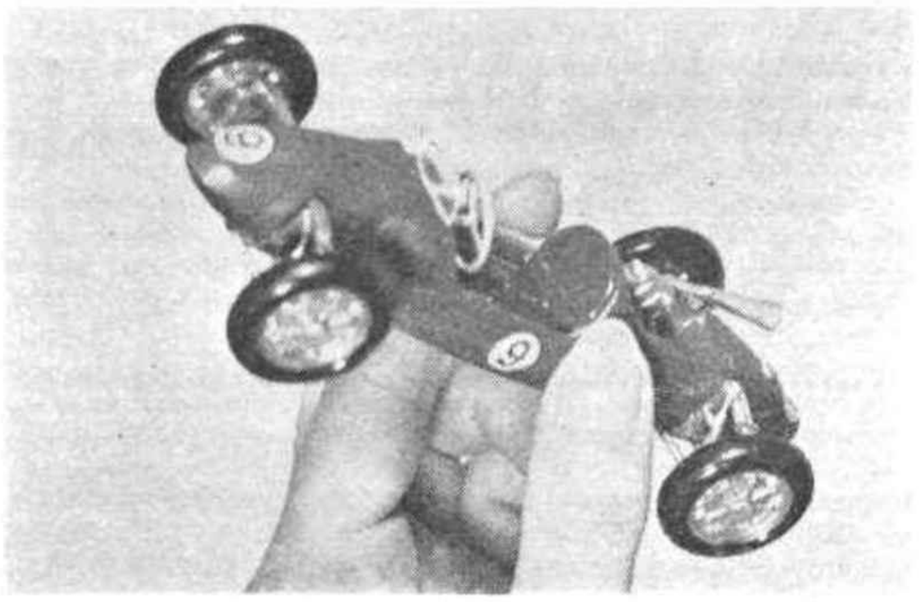
Two cartoons led to the Shell film of last year's G.P. d'Europe, described elsewhere, and then D. A. Clarke, ex-Frazer-Nash driver, introduced his colour film of the Reims G.P., which, he said, was shot on a shoe-string. We have seen better motor-racing films but this one is outstanding for excellent long-distance "panned" views of the cars, with correct sound effects and some interesting but too-brief slow-motion cornering sequences.

There followed a particularly fine black-and-white Shell film of the Golden Jubilee I.O.M. motor-cycle T.T. and a high-quality Standard Motor Co. film of TR3s collecting the Team Prize in the 1956 Alpine Rally. The latter was notable because other makes besides those of the sponsors were seen and described very fairly—although we don't think the commentator is particularly partial to Rapiers!

Now you know what to look for at forthcoming winter club socials.
—W. B.

MINIATURES NEWS

Merit have added to their range of plastic racing car kits a realistic Cooper 500 Mk. XI. This model is exceedingly pleasing, because the engine, suspension units, drive-shafts, etc., are all most realistically included. Rally-driver Ian Walker designs these kits, which are made by J. & L. Randall, and are obtainable by post from Westway Models, Ltd., 15/17, Brunel Road, London, W.3. The Cooper kit costs 7s. 11d., plus 1s. postage, which is sufficient for three kits.



An excellent Cooper Mk. XI made from a Merit kit.

Corgi introduced last month an excellent miniature of the Citroën DS19, 4 in. in length, available in yellow with red roof or in polychromatic green and black, at 3s. 6d. from all good toy and sports dealers. It will be remembered that Corgi miniatures have proper windows, and these, and the wrap-round screen and rear window, are particularly realistic in this DS19 replica. Another recent Corgi model was the Bedford "Utilicon" ambulance, at 3s. 2d.—just the job for the model race circuit! The *Corgi Model Club Magazine* for December contains articles by Stirling Moss, Raymond Baxter and William Boddy. It is obtainable at 1s. for four issues, together with the Corgi model-car catalogue, from the Corgi Model Club, 120, Moorgate, London, E.C.2, on mentioning MOTOR SPORT. Another fascinating Corgi model is their Commer Carrimore car transporter, with double loading ramps, working ramp lifts and hinged tailboard. They also make a platform trailer and a Rice's pony trailer for attachment to the Corgi Land Rover.

Scalextric racing circuits are all the rage and the *Scalextric Bulletin* is now available from Minimodels Ltd., New Lane, Havant, Hampshire, on referring to MOTOR SPORT. The winter issue contains details of a Scalextric Aintree circuit.—W. B.

"LADY AT THE WHEEL"

We hear that on Thursday January 23rd a new British musical comedy will open at the Lyric Theatre, Hammersmith, which is sure to be of interest to every motoring enthusiast. With the title of "Lady at the Wheel," the show is set in Monte Carlo at the time of the Rally, and opens as the first stage of the 1958 Rally finishes.

All followers of the sport who are likely to be denied the privilege of seeing the Monte Carlo Rally in reality can at least capture some of the atmosphere of this thrilling event at this show, a review of which will appear in our February issue.

LETTERS from READERS

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

A NOVEL 38-SEATER

Sir,

Regarding spotting Volkswagens as "maids of all work." I feel I must bring to your notice yet another use to which this versatile vehicle has been adapted. Whilst holidaying on the Fresian Island of Nordeney last summer, I saw the amazing sight of a Volkswagen, with cut-down back to form a step, pulling a pantechnicon trailer, with yet another similar trailer attached behind this.

The trailers had two wheels centrally mounted, each trailer being subdivided into four compartments, each compartment seating four people. The car itself remained a four-seater. In this way the car was pulling a total of some thirty-two passengers, plus driver and standing conductor. Little provision is made for the conductor, who has to walk along a narrow catwalk collecting fares and issuing tickets, while at the same time hanging on to the nearest upright to remain on the vehicle.

These vehicles form one of the four forms of public transport available to the summer visitor. I think one could regard this as really putting the car to work, and I find it difficult to imagine an English car of similar calibre performing such a phenomenal task with any regularity, so cheaply and effectively. Unfortunately, I have no photograph to collaborate my story, but I hope that at the same time this information will prove to be of some interest to you.

I am, Yours, etc.,

New Malden. GERALD TODD.

* * *

WHAT OF THE WOLSELEY 1500?

Sir,

I have just read a letter from your correspondent P. J. Eva, in the December 1957 issue of MOTOR SPORT, in connection with the Wolseley 1500.

I, too, own a Wolseley 1500, which to date has achieved something like 4,900 miles, 2,600 of which have been completed on the Continent. It may interest your correspondent to know that this journey, which was done with four people and a moderate amount of luggage, resulted in an overall figure for m.p.g. of 34. It must be admitted that the first thousand miles of this Continental trip were taken fairly easily. In other words, I was still in the process of running-in and allowing the speed to build up gradually from 40 m.p.h. in top after the first thousand miles.

During the trip, four major Alpine passes were negotiated, together with four other more minor ones. On the return journey from Venice, I began to take advantage of many of the better Continental roads to utilise the high touring speeds made possible in this car, and, while I would hesitate to quote actual figures, the time taken to cover the full length of the double-track Brussels-Ostend highway was only fractionally over the hour. I am not certain exactly how long this magnificent road is, but our average speed must have been in the neighbourhood of 70 m.p.h. It will be seen, therefore, that the use the car had was fairly mixed, and representative of typical Continental touring.

Experience on short journeys and on rallies of 100-150 miles does suggest that the fuel consumption rises considerably, and this is probably attributable, in my case at any rate, to a fairly heavy foot so far as acceleration is concerned. Discussion with owners of other 1½-litre saloons suggests that 25-26 m.p.g. under similar conditions is quite normal, but they seldom seem to achieve much better than 31 m.p.g. under easier circumstances.

I find that the 1500 is more than able to cope with most other 1½-litre saloons in the same price bracket so far as acceleration goes, but, of course, one can never be sure whether the other chap is trying. In any case, short of taking the car to somewhere such as Goodwood or Snetterton, this type of thing can never be conclusive. I would comment here that there is very little use in attempting to achieve very much over 50 in third, but a change into top at this speed gives quite gratifying results in terms of acceleration, since the engine is still a little short of the peak of its torque curve at 50 in top.

For myself, I find the ability to cruise at sustained speeds in excess of 70 m.p.h., with absolutely no fuss from the engine, more important than startling acceleration, and in this respect, and also for its handling behaviour at this kind of speed, I give the Wolseley full marks. The suspension, while leaving something to be desired at the rear when driving "one up," irons out even unmade roads remarkably well. I suspect it may even be able to show the VW something on Belgian *pave*.

As, apparently, with all new cars (and from what I can gather from other people, foreign vehicles are not excluded), a number of minor irritations have made themselves felt, such as leaking windscreen, bad oil sealing on the engine, and a sticky throttle cable. In addition, one can see daylight through the driver's door seals. However, Messrs. Eustace Watkins have succeeded in sorting out most of these minor irritations, although elimination of the daylight and ability to shut the door appear to be incompatible. In spite of this, I must confess that I have yet to detect any draught from the badly sealed front door.

More serious is the driver's seat. This provides inadequate support in the small of the back for a tall driver, and necessitates the use of a cushion. This, of course, pushes him forward and reduces his leg room. Conversely, the back seat is most comfortable, even for a long-legged person such as myself.

Just in case I should be accused of never having driven anything more sporting than a family saloon, I should add that my last two cars were a 1934 J2 and a TB. While it is possible that the acceleration is not as good as the latter in the lower ranges, I would say it is better farther up the scale, and the roadholding and handling is markedly superior, although the TB was less good in this respect than the old J2.

On the whole, I would say that this piece of hybrid machinery is probably the best value for money in its particular price bracket on the road today.

I am, Yours, etc.,

Purley. A. W. G. WILSON.

* * *

THE COST OF INSURANCE

Sir,

May I tell you about my experience in trying to insure my car, a 1939 Mercedes-Benz Type 230 drophead? The last time it was insured was nine months ago, when because I was broke I took it off the road when the insurance ran out. Norwich Union then wrote to me inviting renewal at £20. Recently, I went into the Norwich Union office to renew the insurance, and was told I should have to pay £61, and also bear the first £50 of claims myself. I tried to get a reason, and was told, "This is the current rate for this car." I asked why the increase, and was told the premiums went up in July. There is a difference between 30 and 300 per cent., but when I pointed this out, they muttered about "Made in Germany" and "Spares." I asked why this applied when I was only asking for third party insurance anyway, and was told, "This is the current rate for this type of car."

At this stage I tore up the proposal, told him what to do with the bits and flounced out. Since then I have been trying, with very little success for hours on end to find a company that will quote a reasonable rate. Eventually an insurance broker found an underwriter who would provide third party cover only for about £17, but this would not allow me to use the car for my business as a journalist. He shopped round a bit more, and came to the conclusion he was very lucky to get that. Other underwriters told him: "You must have caught the first chap while he was sleeping off his lunch."

The broker informs me that I could easily be faced with a bill for about £140 to insure this car. Made up as follows: Premium multiplied by four because it is a Mercedes. Fifty per cent. on that for a soft top. Another 25 per cent. again because I am a journalist working in London—a total of 7½ times the normal premium. Oh yes, I nearly forgot. A £50 excess on top of all that.

Yet this is a car of only just over two litres. A side-valve engine, pulling a vehicle which weighs, according to the label on the scuttle, 1,300 kilos. In short a docile vehicle, not overfast, which might just have the edge on a Ford Consul (old type) for speed, but which would certainly leave it in the ditch when it comes to braking and cornering.

Clearly the insurance companies are working on the assumption that all Mercedes do 150 m.p.h., and everyone who drives one is a raving maniac, especially if he happens to work in Fleet Street. It is a ludicrous view, quite unfair to the car owner, and in the long run, I should say, damaging to the insurance companies themselves.

I don't pretend to have a solution, but clearly something should be done, and pretty quickly, if a large number of cars are not going to be driven off the road by insurance costs alone.

I am, Yours, etc.,

London, S.W.3. MARK STEAD.

[We also hear of overload premiums on the essentially-safe VW—can it be anti-German feeling in the insurance world?—ED.]

FROM THE CORONATION-SAFARI WINNER

Sir,

I have just read with interest your June edition and, in particular, the item about the Coronation Safari under the heading " Rumblings " on page 308.

As the outright winner, with my co-driver Gust Hofmann, of this year's event, I thought that you might be interested to read that our VW had over 50,000 miles on the clock when we bought it in January 1957, and, apart from approximately £30 spent on overhauling it, it gave us no trouble whatsoever during this 3,000-mile event. Moreover, after the Safari was over, we sold it for more than we gave for it ! ! The purchaser being aware of its history.

The tyres (Continental 4-ply) on my last VW gave me 28,000 miles of use before retreading, and roads here are more exacting than those at home. I have just sold my own VW, having bought one of the latest models, and *total* cost per mile—petrol, oil, spares, licence, insurance *and* depreciation, was 23 cents per mile, *i.e.*, less than 3d. (25 cts.).

Show me a British car that measures up to the above and I will buy it !

I am, Yours, etc.,

Nairobi. A. A. N. Burton.

* * *

THE EXPORT MARKET IN HISTORIC CARS

Sir,

I should like to register strong exception to your editorial comment at the foot of the lead " Letters from Readers " in your November 1957 issue : " The odds are the better (historic) cars will be sold for dollars and the left-overs kept for the home market customers."

For over 25 years I have imported, restored and owner-driven Bugatti cars; most of them from the United Kingdom. With the notable exception of cars and parts from J. Lemon Burton, the Bugatti exponent, all cars received from the British Isles have so far fallen into two distinct categories :

(*a*) Exhorbitantly overpriced to the point that no British subject would consider them.

(*b*) The above referred to " left-overs," in dire need of extensive reconstruction from the frame out.

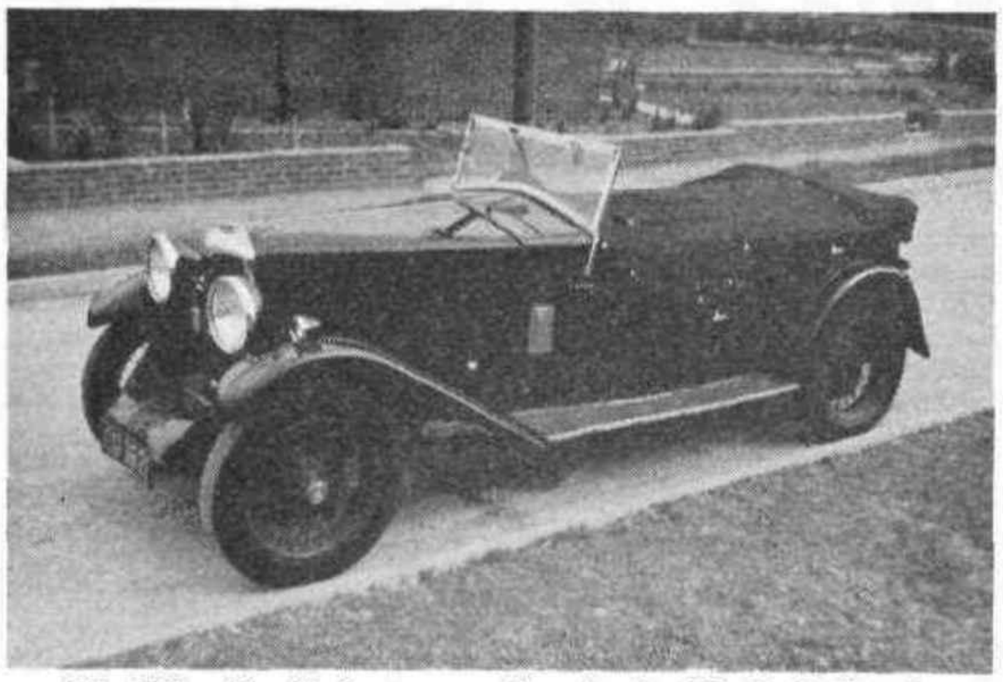
I do not blame anyone particularly, but I should like to point out that, if you have a lemon for someone to squeeze, there is much less likelihood of direct repercussions if you can ship it to some dollar happy foreigner who is too distant to come knocking at your door with effective demands for some adjustment of the swindle.

Within your own advertising columns there frequently appear offers to sell desirable motor cars " not for export." In the matter of unique and historic vehicles I concur, but let us keep an honest eye on facts; when it comes to exports, the overpriced and the shoddy remnants are the first to go. It is true, if sad, that in all countries foreigners are fair game for such practices.

I should like to reiterate that there are exceptions. Over a period of nearly twenty years, I have found that cars and parts shipped to this country by J. Lemon Burton are not cheap, but they are priced and delivered in honest relationship to the condition claimed by the seller—a most happy and unusual way of doing business. Possibly a genuine appreciation for Bugatti cars makes profit a secondary motive.

I am, Yours, etc.,

Washington, D.C. Eri H. Richardson (Lt.-Col. U.S.A.F.).



The Riley Six Alpine tourer referred to by Mr. L. J. Beach.

A RARE RILEY

Sir,

It has occurred to me that you might be able to assist me in obtaining information on the existence of a rare model of six-cylinder Riley—the " Alpine Tourer " of 1931/32.

I have had the fortune to procure one of these cars and would like to trace other " Alpine Tourer " owners. If any of your readers own or know the existence of one of these models, I should be pleased to hear from them. So far as I can ascertain, only 50 were made during 1931/32. Out of these, three were special works two-seater competition cars.

I belong to the Riley Register and my own car is the only one of this model in the Register.

Perhaps, while on the subject of six-cylinder Rileys, we might dispel the bad name these models have been given. Any Riley enthusiast who has owned a good Six knows that for smoothness, flexibility, and high-speed reliability, these engines take a lot of beating; 25 m.p.g. is quite easily obtainable without sacrificing performance, so they are not unduly thirsty.

The inherent faults in the 1928/29 Sixes were quickly overcome, and from 1929 onwards the design proved itself wholly trustworthy.

The commonest faults attributed to these engines are lack of oil pressure in the right quarters, gutlessness, and excessive petrol consumption. All these, and many other maladies, are directly allied to " blacksmith " engineering and amateur tuning.

The merit of the M.P.H. (12/6 and 14/6) and the subsequent success of the E.R.A. are beyond question.

If anyone questions the suitability of the Six for tuning they would also be questioning the know-how of the late Freddie Dixon and many others, who achieved such success in racing with Riley Six Specials.

I am, Yours, etc.,

London, S.W.3. L. J. Beach.

* * *

ANGLIA-EYETIS ?

Sir,

I would be interested to know whether any of your readers have experienced the following curious phenomenon ?

My work involves driving some 500 miles every week and, I have, over a considerable period, driven several makes of modern car. Recently, I have used a " new-look " Ford Anglia and, since driving it, I have experienced an eye irritation, diagnosed by my doctor as mild conjunctivitis.

I have questioned a number of Anglia drivers—all using their cars regularly for long journeys, or long periods of driving, and every one (including my doctor !) complains of eye irritation in varying degrees.

Is there such a thing as " Anglia-eyetis " ?

I am, Yours, etc.,

Stafford. D. K. Perry.

* * *

SERVICE

Sir,

Recently, for the first time since buying a VW, I was encouraged by the absence of wet on the ground, to lie down under the back of the machine and adjust the valve clearances. With the aid of a big spanner, and at the cost of a skinned knuckle I was successful in stripping the threads off one of the adjusting screws. This was a bit awkward as I had a fairly urgent business trip to make over the weekend, and I didn't fancy lumping a lot of heavy stuff about by train.

At quarter past twelve I 'phoned the VW depot at Plaistow, and whereas they had the spare in stock they were due to shut at twelve-thirty. I had visions of a VW-less weekend and a lot of inconvenience, but Mr. Myers of their spares department said never mind, he'd meet me somewhere on his way home and bring a replacement for the broken part with him. I hastily nipped on the tube, and sure enough my good samaritan broke his journey and turned up complete with adjusting screw and locknut, price ninepence. In my haste I hadn't brought any change with me and couldn't pay him. He said not to worry, it was only a few coppers, and I could send it on.

This I consider to be very decent treatment from an unknown individual of a large organisation, very different from that which I have received from other car people under similar circumstances.

Incidentally, this is the first thing I've managed to break on the Volkswagen after some 17,000 odd miles, most of them around Spain, and the tappet clearances as it so happened didn't really need adjusting after all.

I am, Yours, etc.,

Ilford. J. A. Williamson.

RACING ON PETROL

Sir,

Interesting, isn't it, that for over thirty years the British Motor Industry has ignored G.P. racing, preferring to advertise its cars through the medium of the Press and other channels. Naturally, there is no reason why it shouldn't do as it pleases, for it has been argued that if there is any prestige to be gained from a victory in one or another Grand Prix it is only appreciated by those directly interested and just a handful of the spectators, and is entirely lost upon the public in general, who only go to see the accidents. Perhaps there is something in this—human nature hasn't changed. The Coliseum played to capacity crowds when the lions were given a few Christians, public hangings attracted the mob from miles around, and the visit of the television cameras to the recent Lewisham rail disaster was presented as if it were a variety show.

However, let's get back to advertising. Well, well, I do hope the Standard boys aren't serious when they tell us that, above all, their new Pennant is the exclusive car of the year. According to my Oxford Dictionary, "exclusive" means "difficult to get into." We all know no one has yet built a car that is easy to get into, but it is a little odd to tell us that this is the worst of the bunch. Maybe, after all, a Grand Prix victory is the better bet.

Come to think of it, G.P. racing is rapidly "going down the pan." I mean from the research point of view. Supercharging out of the question under existing conditions, now its petrol only; soon be fairy-cycles and scooters, won't it? I wonder what the tie-up between the F.I.A. and the petrol barons really is. What did they say in 1955? "The development of commodities for sale to the general public would be better served by an insistence on the-same-as-you-can-buy fuel and oil." Development of commodities, my foot; we end up with aviation spirit becoming the official brew, which is as much use to your car and mine, Mr. Editor, as condensed goats' milk. If there really was a genuine desire to assist the public, the petrol barons would long ago have abandoned the wasteful and absurd forms of advertising their various brands, and concentrated upon stepping up the production of home-produced fuels such as alcohol and benzole. Look at it this way; sooner or later some little upstart is going to spark off another international crisis and, overnight, we shall be back to basic and black market. Now ethanol, or ethyl alcohol, is produced in this country, and its production could easily be expanded into a major dollar-saving industry. A product of vegetable matter, and obtainable at negligible cost wherever there is rain, sunshine and vegetation, ethanol is miscible with petrol and up to nearly 20 per cent. by volume may be added to petrol, and this mixture may be used in any ordinary car or motor-cycle without any adjustment of the carburetter setting whatsoever. Cooler running of the engine, with resultant greater power, giving improved top-gear performance and increased mileage per gallon, are but some of the beneficial results of petrol-alcohol blending.

This country imports annually, I believe, some 2,700 million gallons of motor fuel and oil, at a cost not far short of £200 million. Allowing as much as 20 per cent. of this to come from non-dollar areas, we are still faced with an annual expenditure of well over £150 million, a large proportion of which we could save by the use of petrol-alcohol mixtures. Were all petrol companies and combines to prepare to make available to the public a mixture containing 70 per cent. of petrol, 15 per cent. of ethanol, and 15 per cent. of benzole, then the ultimate annual saving of dollars would be in the region of £25 million.

However, back to racing(?), because if the boys want to go in for it now, it's petrol. And not a word of protest from any of 'em. Well, if I had built a team of G.P. cars out of my own pocket I'm sure I wouldn't let a group of business men only interested in advertising their petrol tell me what I should put in the tank. Those cars would go into cold storage because those bright boys don't have to foot the bill for new engines to replace those wrecked by mechanical failure due to the use of petrol, which completely lacks the cooling effects of alcohol. I wonder how some of the big-bore "fours" will fare. Ye gods, what a pasting those pistons and exhaust valves are going to get; like mother's toast, always burnt. And that reminds me, the twin-cam Coventry-Climax and its habit of dropping exhaust valves. Maybe it was faulty design or material, but I'm willing to bet a bob or two that a diet of alcohol would have been a lot kinder to those poor poppets and a sight less expensive for the owners. And, talking of cost, just look what "petrol only" has done to motor-cycle racing. In pre-prohibition days we had as many as twenty-five British manufacturers entering the Isle of Man T.T. races. Today, there are none. And why? 'Cause the only way to get reliability and results when racing on petrol is to be very expensive and go in for lots of pots; so far the number for a 500-c.c. engine is eight. At this rate Bourne might think up a thirty-six-cylinder job, but meanwhile the just-can't-get-it-right Maser will do as a good example of the shape of things to come.

Frankly, I'm all for politely and firmly telling those august dignitaries responsible for this new ruling to resign, and to hand over their jobs to those who understand what G.P. racing is all about. Surely the object of it is to design a car which, with certain definitions of weight or engine capacity, is the fastest that can be built. How on earth can this be done if free choice of fuel is denied? And look ahead; once the G.P. car is no longer the fastest on the circuits of Europe, then this form of motor racing may well disappear. Limiting the sports cars to three litres was a smart move, but on some circuits this may still prove to be a sufficient margin to exceed G.P. lap and race speeds. Perhaps, Mr. Editor, the best thing you and I can do is to buy a few shares in some valve and piston-manufacturing companies.

I am, Yours, etc.,

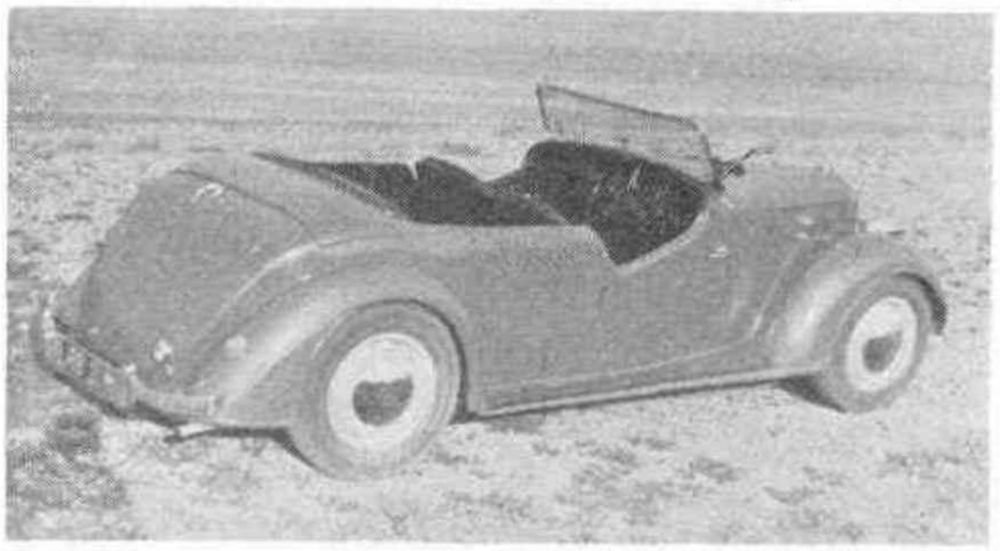
London, S.E.7. JOSEPH BAYLEY.

* * *

A 1947 ROVER TWELVE

Sir,

Your feature last year on the Alexander-Minx prompts me to send you the enclosed photograph. All praise to Michael Christie and Rootes Group for what must be an extremely healthy car to drive, but your remarks about the head of the Hillman convertible folding flush with the body very neatly, led me to sing other praises.

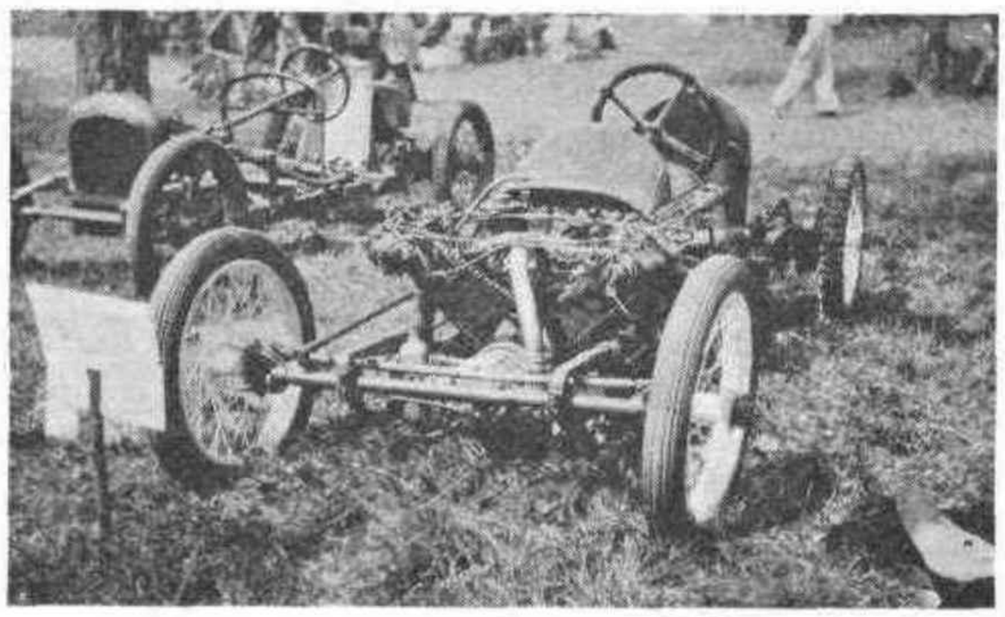


My Rover Twelve coupé is shown with the head folded. I assure you that both side-screens and hood are still on the car and have not been removed for show purposes. Everything folds away under a metal lid, rear-hinged, just forward of the boot door. This has been achieved too without restricting the width of the back seat, which Austins found necessary on their A90 Atlantic models. The Rover back seat is indeed wide enough to be fitted with a centre arm-rest. This I consider neater than the Hillman system in spite of the fact that Rootes have had ten years' extra development over the designers of my Rover which has been in active service since 1947.

I am, Yours, etc.,

Stansted. ARNOLD S. BELL.

TAILPIECE



[*Photograph by L. Seyd*].

The article in last month's MOTOR SPORT on Basil Davenport's G.N. Spider aroused enormous interest and recalled that golden age of the home-built sprint special, the late '20s and early '30s. Here are two more sprint specials, one air-cooled, that on the left of the picture probably water-cooled because it appears to have a Coventry-Premier radiator. How many readers can identify both cars?

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FOR SALE

WADE SUPERCHARGER complete with all fittings for Vanguard engine; manifolds, carburettor, pulleys, oil pipes and pressure gauge. Excellent condition. £25. Tufnell, Grantchester, Cambridge. [6153

LEA-FRANCIS 1500 c.c. Special. Tubular chassis, light alloy dry sump engine, with Turner alloy 2-plug head, close ratio box, I.F.S., I.R.S., inboard brakes, Alfins, Borrani wheels, Mistral body. Partially stripped, sell as whole or split. Box No. Y.155. [6155

M.G. T.A. Good condition, extras. £180 o.n.o. 34, Ashley Road, Keyworth, Notts. [6156

SPORTS/RACING SPECIAL. Suitable road use or competition. Full details and photograph. Write James, Dormy House, Barnes Lane, Sarisbury, Southampton. [6157

ALVIS SPORTS, 1950 (Oct.). Superlative internally, externally. Performance plus 27 m.p.g. Radio. Dealers £475. Your offer/exchange brake/saloon. Reason: 7lb. 4oz. Box No. Y.158. [6158

TWO HORNET SPECIALS for the price of one. 2/4-seater Day, B.R.G. New battery. Bills shown for re-metalling bearings, etc., 1956, and work done on brakes, lights, etc., 1957. The other Hornet for use as spares. £100 the lot. Photos available. Brown, 10, Roundwood Lane, Harpenden, Herts. Phone 5405. [6159

ALVIS. Large number of Alvis spares for 17 h.p. and for Speed Twenty for sale. First class condition and fair prices. McCausland, 49, Cleveland Road, S. Woodford, London, E.18. After 7 evenings, phone WAN 6425. [6160

1957 WORKS MARTIN-FORD 10 specially prepared by Mr. Martin for rallies, tests, etc. Fitted aquaplane manifolds, 1½in. S.U.s, oil pump, water pump, Buckler close ratios, 4.7 axle, 12 volts, remote gear change, anti-roll bars. White plastic body with hard top, green trim. Lavishly equipped with matched instruments—oil press., water temp., etc. Fog light, windtone, heater, Derrington wheel. 3,000 miles. £400. 84, Broom Hill Road, Strood, Kent. [6161

M.G. T.C. 1947. Enthusiast maintained. Recent extensive engine overhaul with bills, host of extras, genuine reason for sale. £340 or near offer. Springer, 3, Walpole Street, Warwick Road, Bristol, 2. [6188

RILEY " 9 " SPARES. Close-ratio gearbox, £10. 4 amals and manifold, £8. £2 each: crank with rods, heads, gearboxes, blocks, lightened flywheels, blower manifold, £1 each. Two carburettor manifold, wheels with tyres, set pistons, set rods, magneto, starter, camshaft, sump, half shaft. Most other parts. Evans, 4, Alma House, Alma Square, N.W.8. CUNningham 1747. [6190

ALVIS SPEED 25 SALOON. Mechanically and bodily excellent. £120. Also many Speed 20/25 spares. 70, Ringley Road, Whitefield, Manchester. WHI 2836. [6192

ALVIS SPEED 25 Charlesworth Saloon, 1938. Heater, radio, very good condition. £75 o.n.o. Mansbridge, Exhall Lodge, Bidford-on-Avon, Warwickshire. [6193

WOLSELEY HORNET SPECIAL. Open 4 seater. Body good, engine rebuilt this spring. £120 or offer. Dr. Garner, Park Hospital, Davyhulme, Manchester. [6194

LAGONDA RAPIER. 4 seater tourer 1935. New hood, tyres, magneto, dynamo, and in excellent general condition. Reliable. Best offer over £150. Walker, 1, Oak Terrace, Harrogate. Tel. 3805. [6195

AUSTIN 750 SPECIAL. Lowered suspension, other mods. Not quite completed, but towable. £45 o.n.o. Edge, 20, Hawthorn Lane, Wilmslow, Ches. [6196

ROLLS ROYCE P.111 by Thrupp & Mabberley, saloon with division. 1937, but extensive rebuild in 1947. £495. Sanderson, 1, Hoyle Street, Facit, Rochdale. Phone Whitworth 52241 [6198

FOR SALE—*continued*

BENTLEY 8 LITRE LIMOUSINE by Thrupp & Mabberley, in very sound condition, excellent tyres. Laystall reconditioned 4 litre engine and all parts from dismantled Speed Six. Sanderson, 1, Hoyle Street, Facit, Rochdale. Phone Whitworth 52241. [6197

LAGONDA 1928 2-LITRE SPEED MODEL. Body fair, good hood and tonneau. Water pump drive needs attention. Engine and gearbox in good order. New battery. Lots of spares. £95. Powell, 26, Clarendon Road, Bayswater 7156. [6199

16/80 V.D.P. LAGONDA. 1934. Crashed front end and bent chassis. 700 miles since re-grind and rebore. New hood, full tonneau and screens. All parts, including body less offside wing, in good condition. Breaking, or would sell whole to good offer. Enquiries Storrs, Coniston, Parkfield Place, Newport, Mon. [6200

FOR POPULAR. Stabilizer bars 30/-. 8 h.p. head 25/-. 5 wheels and tyres 16 x 5 £15. Spring steering wheel £1. Gallay heater £4. Set Andrex £7. Collect or carriage extra. S.A.E. details. Patrick, 3, The Gardens, West Harrow. Phone 4029. [6202

RILEY KESTREL, 1½ Litre, 4 Cylinder, 1935. car needed for increased family. £60 o.n.o. Aluminium body. In good running order. Larger Holroyd, Causeway, Winterslow, Wilts. Tel. Winterslow 319. [6203

MORGAN F. SUPER, 1947. Ford 10 engine. Good tyres and brakes. Body and chassis very clean. Finished red and cream. Hood and curtains and tonneau. £230 o.n.o. Terms arranged. SYD. 4395 or 26a, Bell Green Lr. Sydenham, S.E.26. [6204

LINCOLN ZEPHYR SPECIAL. V.12 engine. Specially built " Buckler chassis ". Transverse leaf spring suspension with André adjustable shock absorbers front and rear. Well shod. Full weather equipment. 2 seater body. Goes like a bomb. Successful Rally car. £150 o.n.o. Apply Pattinson, New Rift Farm, Acomb, Hexham, Northumberland. Telephone 156 Hexham. [6205

M.G. T.C. 1947. Red, mechanically perfect. Luggage carrier. New battery and tyres. Taxed and insured. £365 or terms. Tel: Rowe, VIC 8400, 9-5. [6206

1935 WOLSELEY HORNET. Breaking, all spares. Blakemore, 14, Springfield Park Lane, Chelmsford, Essex. [6207

'47 VOLKSWAGEN. Good tyres, battery, Marchal foglamp, oilcoil. £250. Trueman, Cobham, Surrey. Tele 688 after 7 p.m. [6208

1934 WOLSELEY HORNET SPECIAL minus body. Egine approx 1,000 miles since recon. cost £117. New King-pins and bushes, new Pinion bearings, new silencer and tail pipe. Radiator lowered. All wheels trued and respoked where necessary, three new tyres. Hyd. four wheel brakes. All instruments work. All assc. rechromed. Hand book and wiring diagram with car. £75. 30a, Woodfield Road, Leigh, Essex. [6209

ALVIS 12/50, 1927, 4-seater Tourer. Extremely reliable. £65. Wilkinson, Enterprise 6616. [6163

RILEY 1940 1½ spacious-bodied Sun Saloon, enthusiast maintained. Radio, foglight, etc. £250 o.n.o. Box No. Y.164. [6164

MORRIS 8 Tourer 4-seater, 1938. Superb condition throughout. £125 o.n.o. Morris 8 Tourer, 1936, engine poor, 2-seater, otherwise good. £35 o.n.o. Take good saloon in exchange. 17, The Dock, Lye, Stourbridge, Worcs. [6165

1935 GRAN SPORT short-chassis Alfa-Romeo supercharged 1750 with 4-seater drophead body. Enthusiast maintained in generally excellent condition. Seen Surrey. £275. Box No. Y.166. [6166

ROLLS 20 SPARES for sale. 20 and 21 inch wheels and tyres. Front axle, steering column, lamps, etc. Also structurally sound shooting brake body. Instruction book wanted. Baker, Highlands, Bucklebury, Berks. [6167

LAGONDA 4½, 1935, Pillarless Sports Saloon. Taxed and insured. New batteries, rewired, mechanically excellent. Exchange small sports car. 32, Charlton Road, Weston-super-Mare. Phone 2491. [6168

BUGATTI TYPE 40. Jarvis 2/3 rebuilt to original and not yet run in. £250. 86, Priory Road, N.8. MOU 3911. [6169

1934 ALVIS SILVER EAGLE 6-light Saloon in good condition throughout, particularly the bodywork which is first class. Engine recently rebored. £85. 27, Lower Fold, Marple Bridge, nr. Stockport, Ches. [6171

M.G. T.A., 1938. Overhauled. New tyres, resprayed. Exceptional. £220. Delivered to seriously interested buyer. " Caradon," Instow, N. Devon. [6172

GOOD HOME and approximately £75 wanted for perfect 1935 Austin 12/6 2/4-seat Tourer. VALentine 5547. [6173

£45 FORD-M.G. List of faults from Conway, Croftamie, Drymen, by Glasgow. [6180

FOR SALE—*continued*

LAGONDA RAPIER (10 h.p.) drophead coupé. Extensively overhauled, taxed. £125. Windward House, Murcot Turn, Broadway, Worcs. [6174

POOR MAN'S T.R.2. M.G. P.A., fitted fully modified Ford 10. Spare engine, gearbox, aero screens. Body good. £140. Aspinwall, Cragg Cottage, Troutbeck, Windermere. [6175

DAD FORCES SALE. 1931 Willys Whippet. Excellent specimen. Say £30. Rambaut, Queen's Gate Court, S.W.7. KNI 9581. [6179

MORRIS MINOR TOURER. Excellent condition. Just rebored. £365. 70, London Road, High Wycombe. Phone, 5. [6181

9/28 HUMBER SPARES. All parts available including open tourer body. Dismantled engine and gearbox. Radiator. 2 sets re-lined brakes. Geale, 53, Gospatrick Road, Tottenham, N.17. TOT. 4457. [6182

ALVIS T.J. 12/50. Goes like a bomb! Taxed. £60. MAI. 6396 evenings. [6184

1930 MORRIS MINOR SALOON. Runner. £17 10s. 56, Irwin Road, Bedford. Tel. 5606. [6185

A.C. 1936 AERO Saloon. Recent top overhaul, relined brakes. Bodywork requires attention. £50. Gardner, 15, Somerville Road, Rosyth, Scotland. [6223

1929 BENTLEY 4½. Classic drophead body, in very good condition, engine overhauled last month, six new tyres, new hood and lining. £350. Altringham 3898. [6224

ALVIS 12/50 1932. Good body and mechanics. Only two owners, present one since 1939. 2, Hawthorn Villas, Wallsend, Northumberland. [6225

ALVIS, FIREBIRD 1936. Fast and very reliable. Not bad looking. £85 or consider exchange. Few spares included. Sheffield. Box No. A.226. [6226

M.G. 'J' gearbox £8. 'P' camshaft, bevels. S.U.s £2. 46, Bragg Road, Birmingham, 20. [6227

1930 AVON STANDARD open 2 seater. Recon. eng. Sound tyres. B.R.G. £100 o.n.o. Newark, 195, Walton Road, E. Molesey, Surrey. Molesey 1716. [6228

1950 LEA FRANCIS, 2½ Litre Sports 2/4 seater. Thoroughly sound condition. £425. 122, Oxford Road, Birmingham, 13. [6229

BENTLEY 1927 3 litre Red Label open tourer. Engine overhauled. Good tyres, hood tonneau with whole spare 1926 Blue Label in pieces. £270. o.n.o. McIntyre, Waverley House, Horse Heath, Cambs. [6230

AUSTIN 750 SPECIAL. Cambridge modifications. New hood, tyres and wiring. 1,100 miles only. Smart and fast. £145. Oldrey, 10, Wincroft Road, Caversham, Berks. [6231

SILVER GHOST 1921. Running order. New tyres, battery. Open body poor. Seen Kent. Offers over £50. Box No. A.232. [6232

BULLNOSE MORRIS OXFORD. New hood, new sidescreens, new tyres. The whole car in excellent condition. Engine and transmission perfect. Bodywork unmarked. Only upholstery (which is reasonable) remains to be restored to bring this car to concours condition. Any test. £120 o.n.o. Phone Park 0458. [6234

THREE LITRE BENTLEY SPARES. Cylinder block complete with 1800 camshaft, £25. 'A' gear box, £12. Steering column complete, £4. Two Bosch FU4B magnetos straight from the makers, (offers). Unused remoulds 650 x 20, and two 550 x 18, £3 each. Rev' indicator, £2. Box No. A.238. [6238

1939 JAGUAR "100". Reconditioned engine, good tyres, sound condition. £225. Leavesley, Beacon Street, Lichfield. [6239

O.M. 1925 2 LITRE SUPERBA. Generally excellent bodily and mechanically. New p.v.c. weather equipment. Suitable basis for amateur concours entrant. £220 o.n.o. C. Osborne, Nash Point, Lymington. Tel. 3448. [6240

1928 2 LITRE LAGONDA. In excellent mechanical condition, sound bodywork. £95. Box No. A.242. [6242

BUGATTI TYPE 38. 1926. Mechanically sound, coachwork by Figoni, original. £150. Box No. A.243. [6243

LAGONDA 3 LITRE 1933 Pillarless Saloon. Grey with red upholstery. Pre-selector gear change. Excellent bodywork. Sound mechanical condition. £140 o.n.o. Thomas, Downton, Wilts. Downton 46. [6244

A SPECIAL, built by Mr. Tanner ? of Oldham. Most unusual machine with a truly raffish look. Chassis, Alvis Speed 25. Engine, Ford V.8. First registered Nov. 1951. Photograph available. £50, and worth it for the gear box alone, which is a delight. Sheffield 29161. Ask for Dr. Brook, or write, Sheffield Royal Infirmary. [6245

1955 STANDARD 8 DE-LUXE. Underscaled, radio, heater, many extras. 1957 condition. £475. H.P. arranged if required or part exchange 2 seater sports car and cash, or sports car as deposit (M.G. preferred). 84, Pembroke Avenue, Enfield, Middlesex. Tel. Howard 4951. [6246

FOR SALE—*continued*

1930 AUSTIN 7 Tourer. Insured. £80 on renewals. Weather equip. poor but serviceable. £35 o.n.o. Pair 1½ in. D/D S.U. Carbs., M.G. slab tank, quantity A.7 spares. Offers. Williams, 3, Subdown Cotts., Brabourne, Ashford, Kent. [6399

ASTON MARTIN, 1938, 2 litre shorts with dickey. £230 o.n.o. Ring Bury (Sussex) 42, after 7 p.m. [6400

M.G. 'K' engine, gearbox, sleeved, crank grind. 3 carbs., magneto. Come for a run. £30 nearest. Also 2 B.T.H. 6 cylinder magnetos £5. Wanted: T.C. screen. Birmingham, Springfield 2507 evenings. [6401

2½ JAGUAR, 1937. New tyres, engine perfect. Also same model but body rough, thrown in for spares. £135. 22, Grenville Street, Dukinfield, Cheshire. [6402

ALFA ROMEO 1500, 4-str. Coupé, weathered but most reliable, some history and bills. £85. MAI 1321. Box No. A.403. [6403

1955 FIAT 600. Moderate mileage, blue, good tyres, four branch exhaust, etc. £450. Box No. A.404. [6404

FRAZER NASH B.M.W., type 329. Drophead 2 litre (damaged approx. £45). 3 new tyres. £75 o.n.o. "Rosehill", Bassett Green Close, Southampton. [6405

1956 VOLKSWAGEN DE LUXE. Sun roof, 12,000 miles, one owner from new, horizon blue L.H.D. £550. Hartley, 50, Finkle Street, Cottingham, E. Yorks. Tel. 45876. [6406

M.G. T.A. Completely reconditioned engine, clutch. New hood, sidescreens, carpet, etc. Bills to show. Coachwork immaculate black. Although late 1936, this car is superior to a great many T.C.'s, and is well worth £235. 44, Watford Rd., Croxley Green, Herts. Tel.: Watford 4531, office hours. [6407

DELAGE D.8 Fixed-Head Coupé. 1930. £450 complete overhaul, only 2,033 miles since. Gift at £125. Gainsborough Lodge, Bishops Hill, Ipswich. [6408

CHEAP BENTLEY. 1934 3½ P.W. Saloon. Mechanics good, leather good, body tatty. Radio, heater. £150 or £75 down and 10s. per week. Box No. A.409. [6409

CONVERTIBLE MINX, 1953. Heater, overriders, new tyres, immaculate. £150. 120, Unthank, Norwich. [6410

LEA-FRANCIS 9.8, 1926. 34 m.p.g. Reliable 2 str. £100 o.n.o. Haxworth, Manx Farm, Chobham, Woking. [6422

ALVIS SPEED 20, 1933. Black tourer, cycle type wings. High compression engine, high lift cam, lightened flywheel, very fast, reliable. £175. Phone after 7 or week ends ACO 1078. [6423

INTERNATIONAL ASTON MARTIN refuses to compete with forthcoming infant for parental affection. Desires new home where status and history recognised. 2/4 seater, many mods. including new clutch, Mk. II, cams, pistons, brakes. Reconditioned magneto, instruments. Good hood, tyres, tonneau. Almost enough spares (some new) for another car. £200. MACaulay 8187. [6424

AUTAVIA RALLY STOP WATCHES, by Heuer. Pair for dashboard mounting, to 12 hours by 1/5 seconds, brand new condition. Cost $90. Offers. MACaulay 8187. [6425

PAIR KNOCKON ASTON MARTIN 20 in. wire wheels complete. £5. 1912 Motor driven klaxon £5. 39, Hatherleigh Road, Ruislip 6965 (Mddx). [6426

ODD PIECES. Twin S.U. carbs. (D.D.) 1¼ in. bore, reconditioned. £4. Triple manifold with carbs. for 6 cylinder Riley. £3. Riley 1½ litre gear box. £3. Riley 9 h.p. dynamo (re-con.). £4. Carriage extra. Quayle, Martins Bank, Plymouth. [6428

DIESEL BENTLEY 4½/4LK GARDNER. Spare chassis, etc. Also 2CV Citroen. Kevill, Todd Hall, Lostock Hall, Preston. 85328. [6429

FOR SALE—*continued*

1927 MATHIS, type MY 8.9 h.p. Touring Saloon. Mechanically sound; fabric, bodywork requires attention. Offers? F/O Quarterman, Officers' Mess, R.A.F., Worksop, Notts. [6427

DERRINGTON 4 BRANCH EXHAUST. Twin S.D.D. S.U.s To fit Alta Minor. As new. £15. G. Murphy, 4, Hyslop Street, Kelloholm, Dumphriesshire, Scotland. [6430

M.G. T.C. 1947, Stage 2. Immaculate condition. £335. New tonneau £4. 178, Thorne Road, Doncaster. [6431

2 LITRE SPRINT ENGINE. Unused ex-Formula 2 components. Special German BMW 6-cyl. (similar 328 series and Bristol) and Hirth gearbox. Can be dismantled for full inspection. Details from T. E. Lucas, Vacuum Research (Cambridge) Limited, Quayside, Cambridge. Tel. 57142. [6432

ALVIS SPEED 20, 1934, Charlesworth Saloon. I.F.S. telecontrol rear shockers, windtones. Spot, fog lights. Good order throughout. Nearest £105. Turner, 3, Aldock, Welwyn Garden City, Herts. [6433

M.G. J.2/FORD 10. Outstanding shpecimen, full aquaplane equipment, twin carbs, new tyres, lockheed hydraulics, Girling shock absorbers, Lucas sports coil. 85+m.p.h. 35 m.p.g. £180. Finchley 5981 after 6 p.m. [6437

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for the Best Sports Cars

ALAN BAKER offers

JAGUAR XK120, 1951. First class specimen in ivory; 8 : 1 compression, high lift cams. Michelin X. **£519.**

HEALEY 2.4, 1950, Westland 4-seater sports, beautifully maintained in grey and black, unmarked beige leather, Vynide hood, superb car. **£419.**

HEALEY 2.4 super sports 4-seater, first class in duo grey. Vynide hood, heater—similar to the Healey above, but three years less young. **£339.**

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JAGUAR 2½ LITRE Sports Saloon, 1939 model. First registered 31.12.38. New silver exide P.100's twin spots and horns. Fast and distinguished. £125. 142, Brookfield Road, off Oak Road, Cheadle Cheshire. [6439

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1929 LANGONDA 2 LITRE Tourer. £15 o.n.o. Towable. 22, Atlas Road, Scunthorpe. [6444

OUTSTANDING ALVIS 12/70, 1939 Saloon. Original black cellulose, brown hide, incredible performance, one lady owner. £265. Credit terms possible. 153, The Hyde, Colindale 7898. [6445

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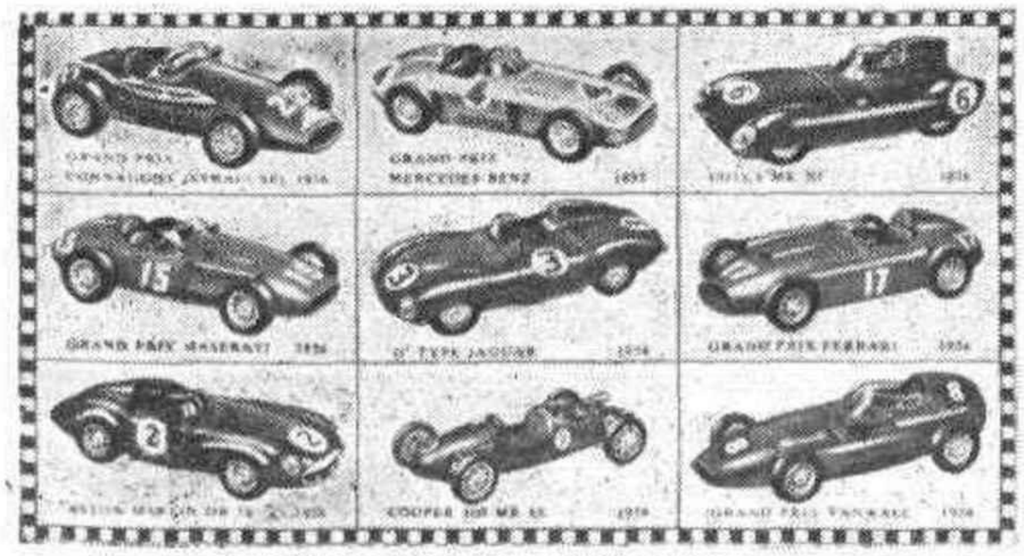
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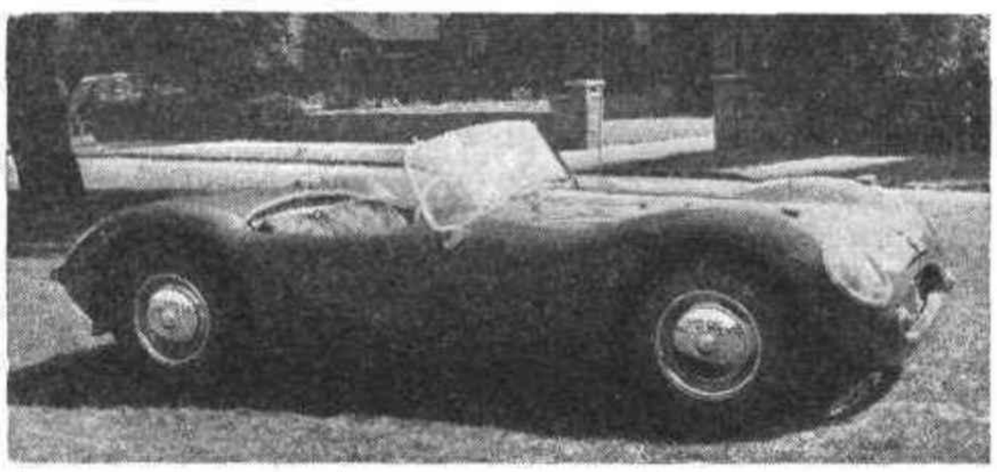
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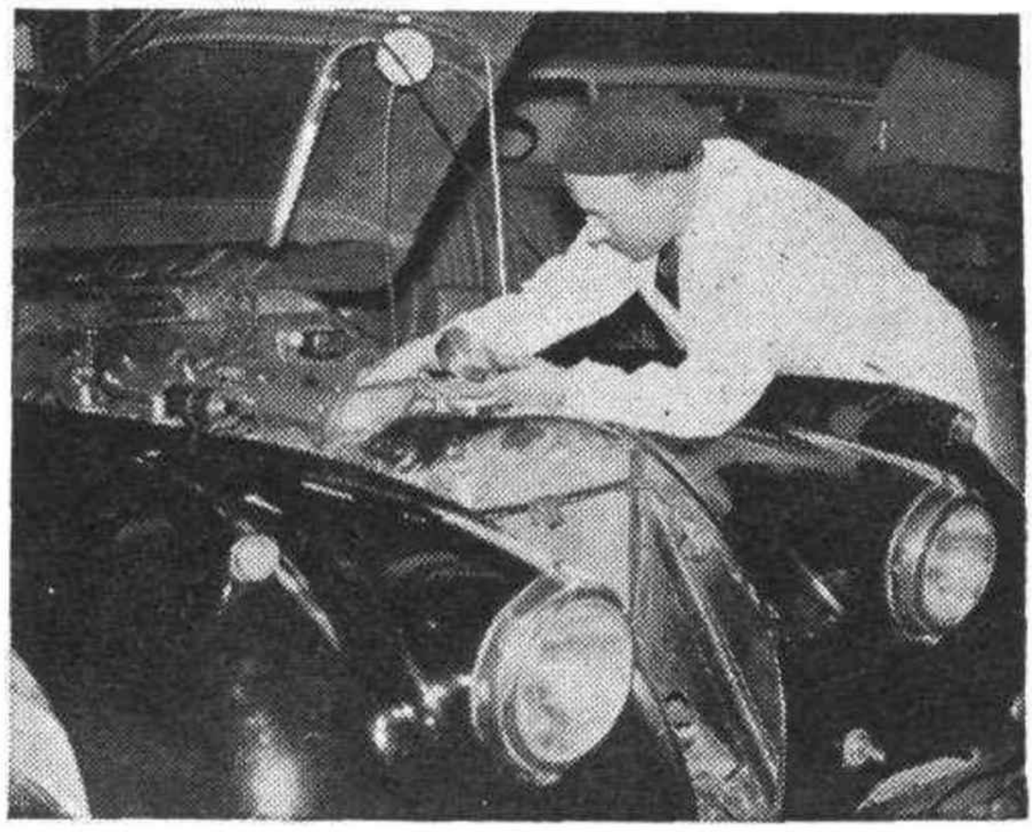
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DELARGE D.8. Series C. Very sound. £75 o.n.o. The Laundry, Barnsoldwich, Colne, Lancs. [6261

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M.G. P.A. Starter, dynamo, twin-carbs, clutch, flywheel, sump, ex.manifold, distributor. Write, Stuart, 326, Green Lane, Chertsey. [6263

MORGAN 4/4 1950 4-seater. Recently rebored, brakes relined. 4 good tyres. Only £300 or part exchange. Turner, Beauforts, Englefield Green, Surrey. Egham 593. [6265

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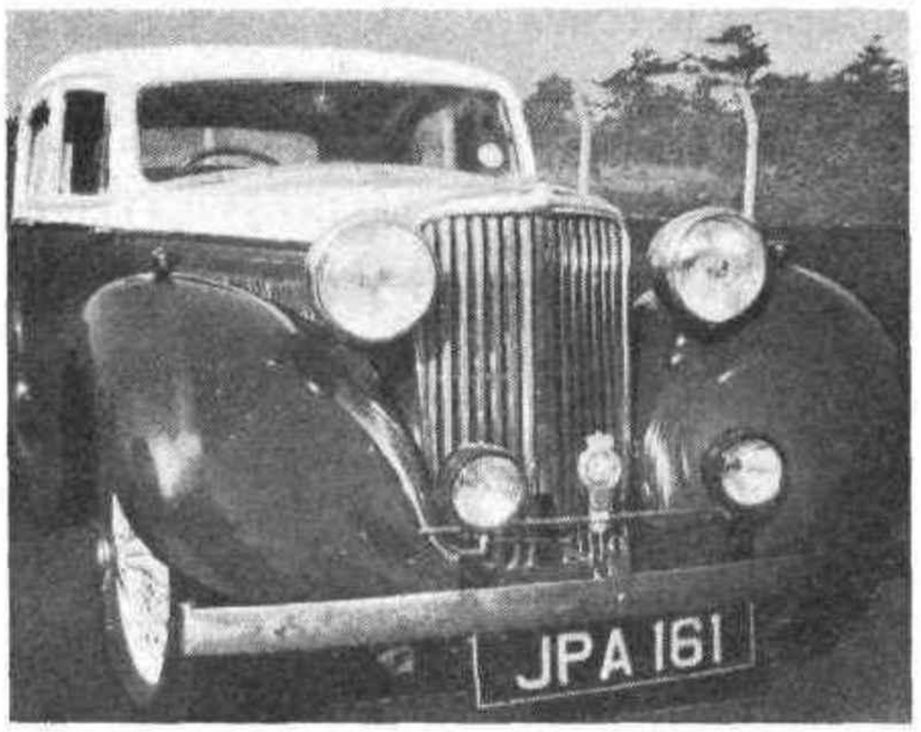
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AUSTIN 7 "SATELLITE." Two dog aluminium body. Lowered suspension, milled head, S.U. banana exhaust. Orbits at 70 on V.G. tyres. (Oversize rears). £88. Hassocks 418, Sussex. [6457

FRAZER-NASH, 1932 Meadows-engined T.T. Replica. Rebored, hydraulic brakes. Offers around £265. Thomson, South Lodge, Sefton Park, Stoke Poges, Bucks. [6458

CITREON ROADSTER, 1938. 12 h.p. Good condition. Easy spares, several new components. £150. Graty, 7, Kensington Park Gardens, W.11. [6459

ALVIS SPEED 20, 1936. Excellent mechanically. Body good. Complete Alvis recondition 15,000 miles ago. Seen, Mayfair or Harrow. Andrews, HYD 9678 or GRI 283. 22, Whitegate Gdns., Harrow Weald, Middx. [6460

ASTON MARTIN, s/c Mark II, late 1934. Fitted with 2 litre speed model engine. 100 m.p.h. car in excellent condition throughout. Over £200 spent in past 18 months. £335. Taylor, 27, Randolph Cres., W.9. Phone CUN 2648. [6461

1936 RILEY 9 MERLIN. Good. £180 o.n.o. Genuine enquiries only, please. 26, Cavendish Avenue, Welling, Kent. [6462

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BENTLEY 1936 4¼ litre Park Ward Saloon. Excellent condition. Four new tyres. £440 o.n.o. Ryder, "Eversley Garth," Sherburn-in-Elmet, Yorks. Tel.: South Milford 381. [6482

1925 MORRIS COWLEY. Moderate mileage with two owners. Excellent and original condition. Hood fair, tyres good. £130 o.n.o. C/o "Chadwell Service Station," Grays, Essex. [6483

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RILEY 9, 1931 Monaco Saloon. Economical and lively. £40. 164, Chester Road, Whitby, Ellesmere Port, Cheshire. [6487

£70. ALVIS Speed Twenty Charlesworth Saloon, Dec. 1934. Mechanically good, body fair. Warble, 86, Watery Lane, Redditch. Phone: Redditch 2193. [6488

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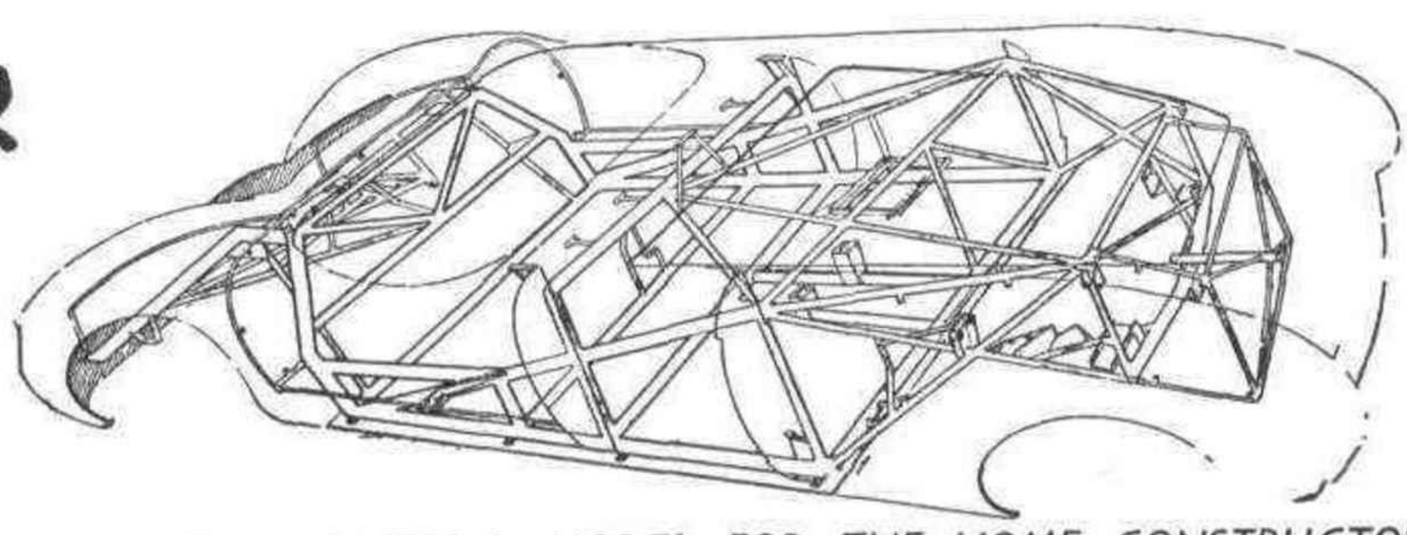
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BENTLEY 3½ Sports Saloon, 1936. Superb condition. Grey. Specialist maintained. Radio, heater, covers, washers, discs, etc. Worth £450 —accept reasonable offer. ADDiscombe 5221. [6281

RILEY 12/4 Saloon (Falcon). Mechanics and performance good, a few body blemishes. Broomfields, Cold Norton, Chelmsford. Purleigh 327. [6282

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1913 SUNBEAM 12/16 Tourer. Practical touring car in excellent trim. Rally and Concours winner. Most chassis spares (axles, springs, radiator, etc.) go with it. Shining brass with ivory body. On loan to museum but can be driven away. Showell, Island House, Belbroughton, Worcs. (phone 326), who wants only £265 to part. [6283

SPUTNIK SPARES, ex Talbot 75, 1933. Springs, water pump, steering, £3 each; block, preselector, £5, etc. Penfro, Manorhill Road, Marple, Stockport. [6284

ROLLS BENTLEY 3½ litre Saloon, Dec. 1934. Coachwork by James Young. Very attractive, good condition. 20 plus; practically no oil. Radio. £300. Seen by appointment only. 78, Lower Richmond Road, S.W.15. PUT 1802. [6285

ROLLS ROYCE 25 h.p. 1931 Mulliner Sun Saloon. Blue/black. Nice condition. 52,000 miles since complete overhaul. £300. Write Box No. A.300 [6300

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ALVIS T.A. I.A. black sports saloon, tan upholstery. Heater. Recent complete overhaul. Exceptional condition. Will haggle around £355. Owner going overseas. Carrington, Lower Fenemere Farm, Baschurch, Shrewsbury. [6293

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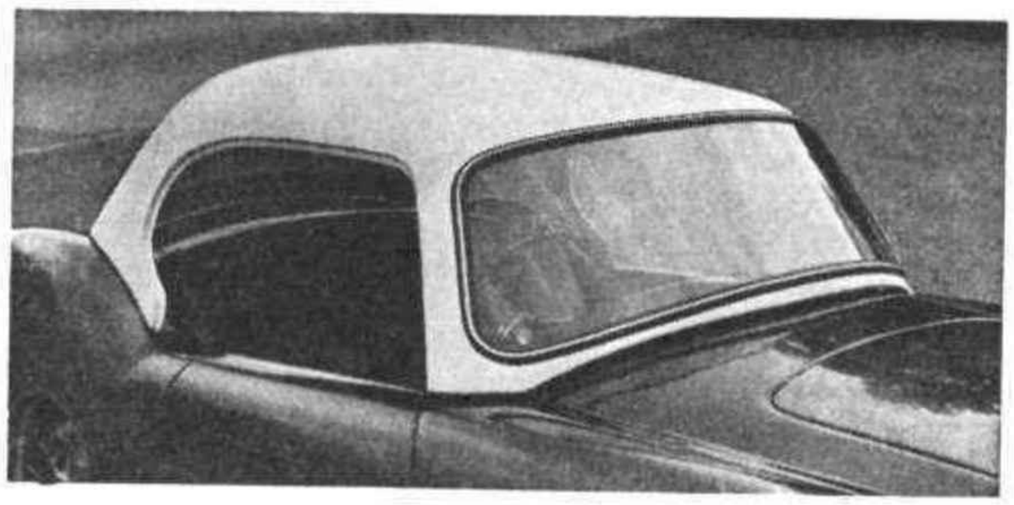
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ROLLS TWENTY TOURER. 1929. New hood, tonneau, screens. Sell or exchange W.H.Y.? £160. Liverpool area. Box No. A.304. [6304

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ALVIS 12-50 T.G., 1927, 2-seater. Twin S.U.s. £50 spent on engine in last year. Two new Michelins. Offers to Armstrong, 118, James St., Midway, nr. Burton. [6327

RILEY KESTREL, 1937 model, 14/6. Mechanically good, body needs attention. £50 o.n.o. Light, Newtown, Bickenhall, Hatch Beauchamp (349), Taunton. [6308

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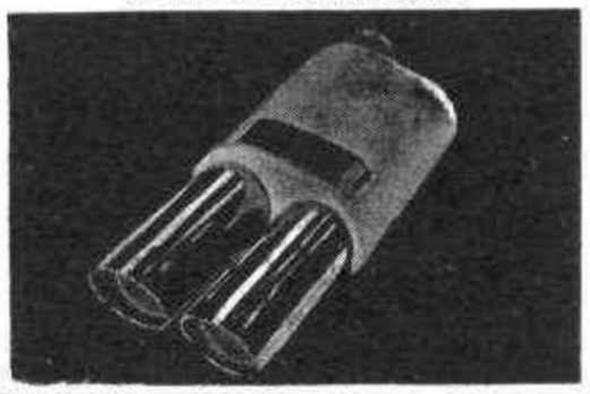
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ROLLS ROYCE 20/25, 1935, Sports Saloon offered for sale by third owner. Excellent body and mechanical condition. Photo. Best offer over £400. Weybridge 2490 after 7 p.m. and weekends. [6320

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PRESELECTOR GEARBOX for sale, £15. Suitable about 100 b.h.p. Phoenix Cottage, Hartley Wintney, Hampshire. [6476

SUNBEAM TWENTY sliding-head Coupé, 1933. Low mileage. One owner 23 years. History known. First class original order. S.T.D. register member will sell only to good home. £100 cash, no offers. Seen London. Box No. A.526. [6526

A VINTAGE STAR, 1925, 11.8 h.p. 2-seater. Good runner. New tyres. £75. WANstead 0967. [6527

ALVIS SPEED 20, 1936, Charlesworth saloon. Rebored, new radiator, recond. starter. Good tyres, etc. Good condition throughout. £135 o.n.o. Bell, 35, Fardene Road, Coulsdon, Surrey. Downland 5081 (after 5th January). [6528

BRITISH SALMSON, 1934, Saloon. Good mechanical and electrical order. New batteries, head lining, silencer, etc. £70 o.n.o. Gibbons, Glen Comeragh, Clanwilliam Road, Lee-on-Solent. [6529

DOLOMITE 14/65 Roadster. Mechanically excellent, but no hood. Poor trim, hence £100, offers? FIN 3121 after 8.30 p.m. [6530

RILEY KESTREL 1½, 1936, six light. Very good condition. Extra engine comp. recond. with the car. £200. 6, Backmoor Crescent, Sheffield 8. [6531

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1955 AUSTIN HEALEY 100. Red. Heater, overdrive. Perfect condition. £750 o.n.o. James, "Dormy House," Barnes Lane, Sarisbury, Southampton. [6535

JAGUAR 1939 2½ litre D.H.C. Resprayed. New battery. V.G.C. all round. £160 o.n.o. PROspect 1903 evenings. [6536

STEEL HARDTOP (black) for TR.2/3. £25. Wanted: Sliding sidescreens. Wickham (Hants) 2292. [6537

1936 ARMSTRONG 17 h.p. 2-seater Tourer, dickey. Reconditioned 2,000 a/lo. Broken windscreen, damaged wing, bent dumb iron, otherwise excellent. Any sensible offers. 50, Fountain Road, Edgbaston, Birmingham. [6538

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SINGER LE MANS Tourer, complete less crankshaft. Two spare camshafts, cyl. head. Resprayed cream and red. Chassis perfect. Offers near £60. Carter, 17, Green Lane North, Timperley, Ches. [6571

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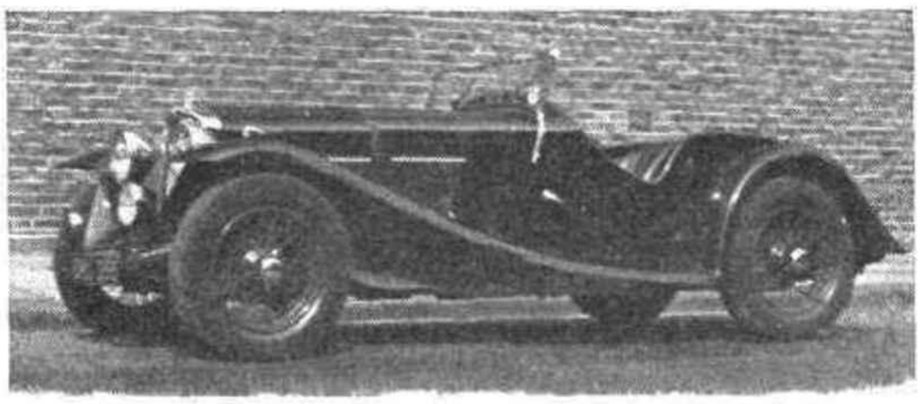
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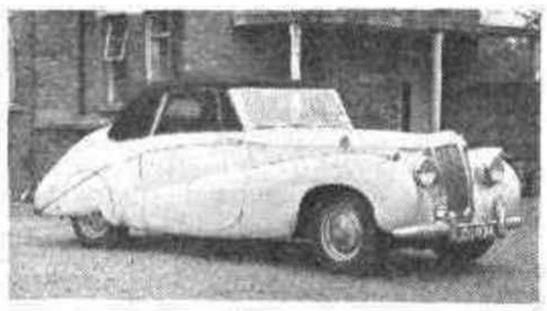
RILEY KESTREL, 1934. Preselector box, good. Cellulose fairly good. Any humane offer. Also Rover Speed 14. £35. Must sell both. Need garage space. PAD 9197. [6554

RILEY ROADSTER, 2.4 litre, 1949. New tyres, good general condition. £310 o.n.o. Stratton, Meadowview, Mayford, Woking. [6555

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PORSCHE 1300 Coupé, sunshine roof. 600 miles since complete works rebuild. £775. Johnson, Hostert, Short Lane, Ramsden Heath, Essex. [6586

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1934 VAUXHALL D.H. Coupé. Very good condition. Four new tyres, new battery. Taxed. £35. 57, Campden Hill Road, W.8. WES 5930. [6339

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1936 RILEY 15/6 engine accessories. Preselector gearbox £20. Separate. 448, Cherryhinton Road, Cambridge. [6345

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£95. JENSEN, 1936. New hood, 1954 engine. Ashbourn, Spring Hill, Lincoln 10008. [6349

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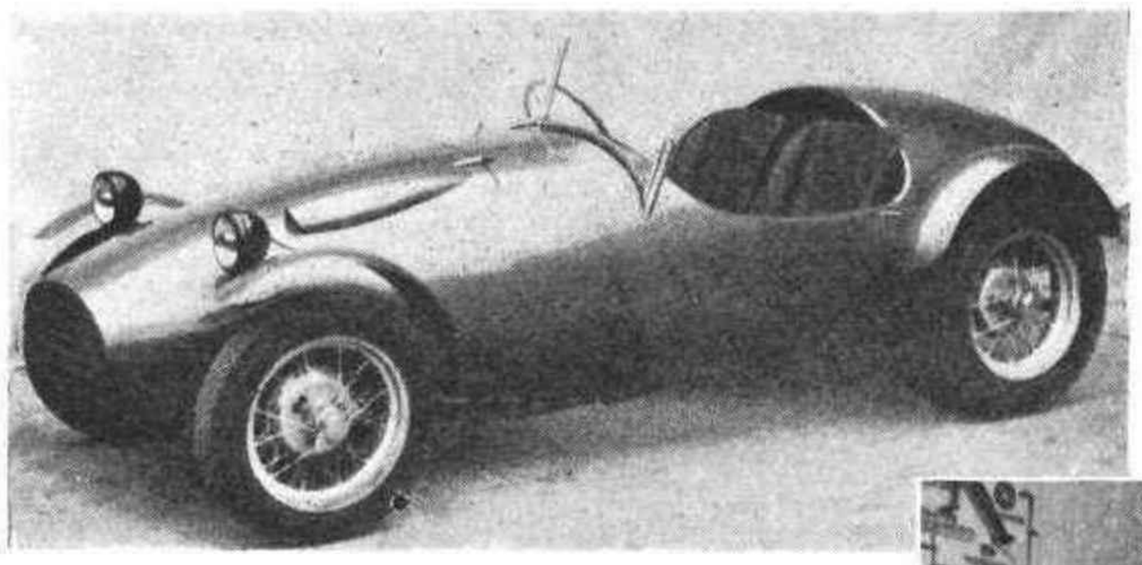
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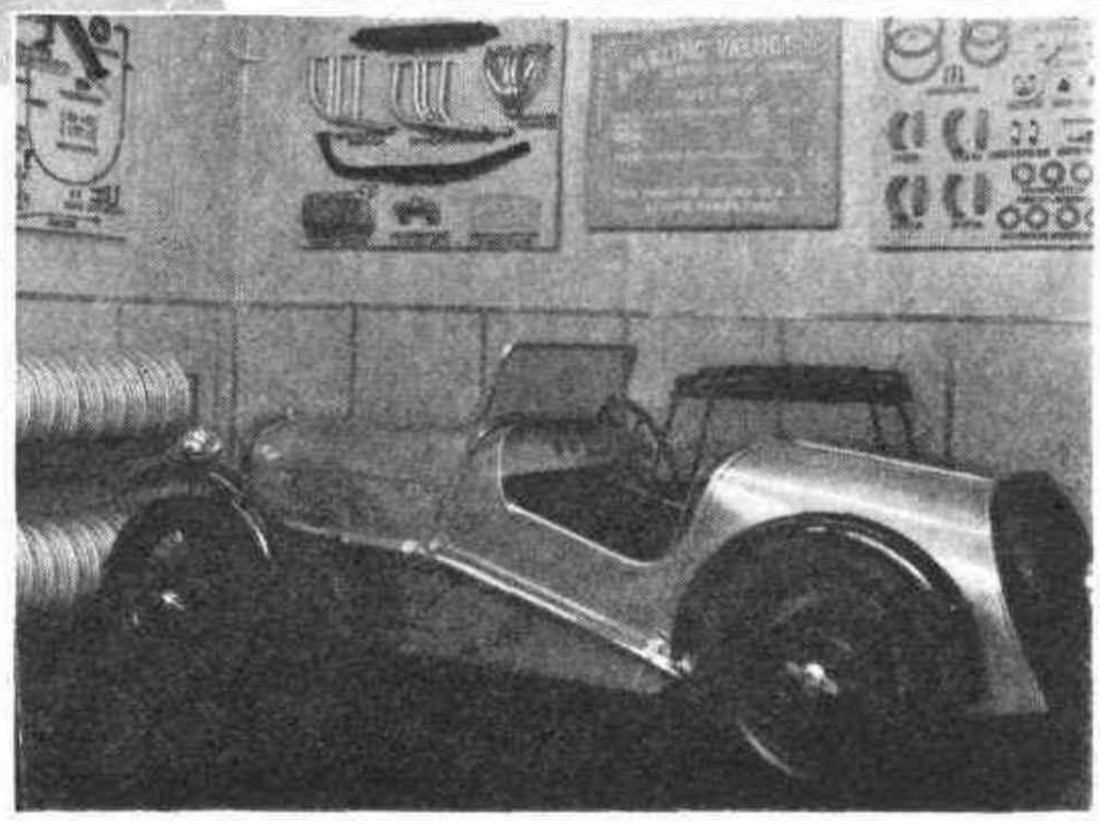
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1954 M.G. TF, beautiful black showpiece **£595**
1954 Austin-Healey, BN1, ivory, many extras **£645**
1954 M.G. TF, black, finest in captivity ... **£645**
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1954 (Dec.) M.G. TF, grey/red, new hood, radio **£615**
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1949 Triumph 2,000 roadster, engine 1,500 miles **£395**
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1949 Triumph 2,000 roadster, spotless, black **£415**
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1948 Riley 2½-litre roadster, l.h.d., green **£345**
1948 (Sept.) M.G. TC, ivory/red, sensible extras **£365**
1948 Alvis 14-h.p. TA sports saloon, black **£355**
1947 M.G. Y saloon, attractive dual green **£355**
1947 M.G. Y saloon, reconditioned engine **£385**
1947 Riley 2½-litre saloon, special sun roof **£345**
1946 Sunbeam-Talbot Ten drophead, black **£245**
1946 M.G. TC, nice black/red example ... **£345**
1939 Aston Martin short-chassis 2-seater, B.R.G. **£345**
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ALTA HEAD for Minor. All letters answered. Speight, 160, Bolton Road, Blackburn. [6299

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INVICTA BLACK PRINCE by R.A.F. officer returning from overseas end January. Condition engine, chassis and body must be excellent and stand expert inspection. Engineer's conversion to four speed box essential. All offers acknowledged by air mail. Box No. A.290. [6290

WANTED: M.G.-T.C. supercharger kit. Shorrock or Marshall. Cooper, 5, Queens Terrace, Windsor. [6291

WANTED: Austin Nippy or 1934ish Austin *Tourer. C. Jones, 95, Tixall Road, Stafford.* [6292

HARD UP, would be enthusiast requires Austin or similar economical special in full road trim. Can't afford more than £75. Photographs. G. Wilkins, 13, St. Dunstans Road, Bristol, 3. [6302

HARDTOP AND SLIDING SCREENS for T.R.2. Green preferred. Write or phone Glinert, 20, Wolves Lane, London, N.13. BOW 6900 [6307

WANTED: 1939 International short or long Chassis two seater "Aston Martin", must be in good condition. Please send details to, P. Stacey, Bassett Green Poultry Farm, Bassett Green Road, Southampton. [6329

LOW MILEAGE, 1 owner, Morgan Plus-4, 2 seater. T.R.2/3 engine preferred. Must be *immaculate. Box No. A.330.* [6330

GOOD PRICE offered for aluminium cast rocker box cover, suitable for '53 T.D. M.G. Box No. A.341. [6341

TALBOT 105-110 Airline Saloon. Immac. Lewis, 47, Beech Lane, Macclesfield. [6346

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IMUPECUNIST restoring 1925 Clyno 9 requires handbook, mag and coupling, C.A.V. lamps, starter. Ring or W.H.Y. Padfield, Mainstone, Bishop's Castle, Shropshire. [6373

ISATTA-FRASCHINI and Minerva, vintage literature, photographic negatives; required by young *enthusiast. Melvyn Hiley, 97, North View,* Eastcote, Pinner, Middlesex. [6374

MORGAN 4/4 OR M.G. T.A. Reasonable condition. About £150. Cheshire. Box No. A.375. [6375

RILEY SPRITE *Cross Flow Cylinder Head.* Reasonable price. 2, Windmill Lane, Rugby. [6376

GOOD FORD SPECIAL. Space-frame hydraulics. I.F.S. tuned. Incomplete car considered. Box No. A.377. [6377

SWALLOW DORETTI WANTED. Cash, no dealers. 349, Romford Road, Forest Gate, E.7. [6378

SALMSON, GRAND PRIX, 1926-7, wanted urgently. Or original Salmson G.P. metal body *only. Orchard Cottage, Clements Green Lane,* South Woodham, Essex. [6379

WANTED: Workshop manual for Sunbeam Talbot "80". All correspondence answered. Mackey, 14, Jesmond Crescent, Crewe. [6380

HEALEY SILVERSTONE wanted, for less than £400. Must be sound especially bodily. Box No. A.381. [6381

WANTED: Severely bent post-war 'T' series M.G. T.C. preferred. MacEwan, 763, Filton Avenue, Filton, Bristol. [6382

1172 SPECIAL with proprietary body (hardtop) on spaceframe wanted for under £150. Fullest details and photograph (returned) to Massa, Ware Park Hospital, Ware, Herts. [6411

WANTED—*continued*

I REQUIRE for immediate use a genuinely sound 1500 H.R.G.-Riley Sprite or 328 B.M.W. The car must be capable of withstanding critical examination; when, if found to be really sound and the principle of caveat emptor not implied, an extremely fair offer would be made. Please send full details and recent photo if possible to:—J. N. Oliphant, 40, Alma Road, St. Albans, Herts. [6412

HEALEY Saloon or Drophead. "F" type chassis preferred. Read, Hollesley, Nr. Woodbridge, Suffolk. Tel. Shottisham 87. [6413

WANTED PRIVATELY. Pre-war American 2 str. d.h.c. plus dicky. English considered. Hunt, 18, East Lane, Wembley Park, Middlesex. Arnold 5276 evenings. [6414

FOR 1923 SUNBEAM "14" rear axle casing and any spares for this model. Urlwin, 57, Villiers Road, Watford, Herts. Gadebrook 4107. [6415

P TYPE M.G. crank, head, front axle. Chrome headlamp, in good condition. Would consider serviceable engine. 3, Priest Ave., Wokingham, Berks. [6416

H.R.G. OR FRAZER NASH. Preferably Meadows. Good condition essential. "Goodthought," Chappel, Colchester. [6417

RILEY IMP OR PSRITE. Preferably crash box. Good condition. "Goodthought," Chappel, Colchester. [6418

FIBREGLASS BODY. Suitable Ford. 7ft. 6 in. Eldridge, 63, Cawdor Street, Stockton Heath, Warrington. [6419

RILEY 9 (circa 1930). 2-stud twin carburettor manifold required. 3-stud type NOT wanted. Also remote control top for "silent-third" gearbox. "*Motor Sports*", "*Autocars*" 1930/1935. Kidd, 47, Southcote Lane, Reading. [6434

HEALEY SILVERSTONE or equal. Good mechanics essential. Full details please. Photos returned. Box No. A.463. [6463

RILEY ENTHUSIAST offers £150 for sound Lynx-Sprite, preferably with crash box. Wade, Bodrochwyn Fawr, Abergele, North Wales. [6464

GEARBOX, M.G., T.C., T.D., T.F. preferred. 3, Youngs Rise, Welwyn Garden City. [6465

FIBREGLASS HARDTOP required, suitable for Minor Convertible, 1956. Walton, 38 Caldcotes, Carlisle. [6466

WANTED: Special, preferably 1172. Full details to: "Hargreaves", Stanmore Way, Loughton 4384. [6467

PRE-WAR M.G. *Any model, any condition,* incomplete, broken, or runner. cash waiting. Paris, Lower Flat, Beech House, Church Road, Bagshot, Surrey. Phone: 2375. [6468

WANTED: 3 Litre Bentley. About £130. Wood, 31, Breedon Hill Road, Derby. [6469

AUSTIN HEALEY, M.G. T.R.2 or similar, wanted. Damaged or rough. 5a, Gypsy Lane, Nunthorpe, Nr. Middlesborough. [6470

INVICTA 4½. Rear axle, complete or parts, also 4½ Meadows engine. 26, Hans Place, London. [6472

HELP! BANK RATE 7% and I desire to increase my motoring costs. Has anyone a dual carburettor manifold, and/or 4.3 : 1 c.w. & p. for (TA(B)14) Alvis? Would exchange single carburettor manifold and 4.875 : 1 c.w. & p. Offers to MacGregor, 5, Redesdale Street, Chelsea, S.W.3. [6478

£5 REWARD paid on purchase. News wanted of good condition (or restorable) Vintage/Edwardian cars, Steamers and Brass Age Veterans. Also Thoroughbreds, e.g., Bentley, Mercedes, Bugatti and other sporting British/Continental classics from earliest models to 1939. Tourers/dropheads preferred but will consider unusual closed coachwork. Information welcomed from any source (including owners). Write even if buying prospects, or suitability, unknown. Confidence respected, discreet negotiations. Wanted specially: Open R.R.s, any year, also razor edged, "top hat," or sports saloon R.R.s. Box No. A.490. [6490

ALLARD 1951-1953 *Saloon. Must be in excellent* mechanical condition. Modified engine preferred but not essential. Box No. A.516. [6516

4-SEATER TOURER, Sports Saloon or similar. Maximum 10 h.p. Up to £100. Adams, 5, Lower Lake, Battle, Sussex. [6517

WANTED: DELAGE Straight-Eight engine, 1928/9. State price and condition. Faircloth, Felden, Chesham Road, Amersham. [6519

WANTED: ALTA O.H.V. head conversion for Morris Minor S.V. Page, 418, Tuttle Hill, Nuneaton, Warwickshire. [6518

PEARL OR RUBY. Clean, preferably Fordised and I.F.S. Javelin Series III, low mileage, wanted by Jowett enthusiast. Cash. Tanglewood, Little Baddow, Chelsmford. Tel.: Danbury 394. [6520

WANTED: Crown wheel and pinion for 1931 Mk. II 18/80 M.G. (Roller bearing differential mounting.) Boulton, 7, Callow Street, Chelsea, S.W.3. [6557

WANTED—*continued*

RADIATOR MASCOTS. Rolls Royce Flying Ladies (standing or kneeling), Hispano Stork, Rover Viking, Isotta Flying Man, Bentley Wing, Alvis Hare or any others related to makes of car. Badges, catalogues, manuals. Top prices paid. Peter B. Moore, ARNold 1962. 18, Carlton Avenue East, Wembley Park, Middlesex. [6524

CRASHED, burn-out new type Ford, Anglia, Prefect or 100E engine. Also Ardun O.H.V. conversion for V.8 (3917 c.c.). Also 2½ litre Riley drophead and Ford V.8. coupé, or drophead. State model, year, condition. Photographs please. Dodd, Eastfield House, Ponteland 2355, Northumberland. [6556

WANTED: JUPITER. *Absolutely mint condition* and subject "A.A." examination. Please state colour. Box No. A.558. [6558

HARDTOP for T.R.2, preferably B.R.G. Immediate cash. Bishop, 91, Carden Avenue. Phone Brighton 53964. [6559

MISCELLANEOUS

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AUSTRO-DAIMLER. Wanted: Spares information, photographs, complete car(s). B. Dearden-Briggs, Coldsprings, Manchester Road, Buxton. [6421

H.P. If you are buying or selling a car and require hire purchase, contact Northern Counties Finance, 143, Boughton, Chester. [6473

VETERAN, VINTAGE AND SPEED MERCHANTS. "Persons riding in this vehicle do so at their own risk. In event of any loss or injury they cannot claim against the owner or his insurance company." Attractive plastic plaques for dashboard display. Send 3s. and S.A.E. Clarke & Co., Rosehill Avenue, Sutton, Surrey. [6477

AUSTRALIAN returning home August—October '58, preferably overland. Has any India or South *Africa bound car owner room for experienced* long distance car driver and mechanic (male, 25)? Box No. A.522. [6522

EXCHANGES

VINTAGE ARMSTRONG SIDDELEY 2-seater, 15 h.p. Exchange for Riley 1500 engine and gearbox or will buy same. "Carter's Stores," White Post Lane, Meopham, Kent. Phone: Fairseat 431. [6356

ALLARD P.1 Saloon, 1951. Genuinely excellent condition throughout. *Professional examination* welcomed. Averaged 22 miles gallon commercial petrol over thousands of miles. Exchange with cash adjustment for smaller car, wife to drive. Minor, Magnette, etc., preferred, anything considered. Box No. A.384. [6384

EXCHANGE extremely well preserved 1931 Alvis 12/50 Saloon for 4-seater tourer, 12/50 or Silver Eagle, in similar condition. 26, Main Avenue, Totley, Sheffield. [6420

TWO NEW MICHELIN "X"s, 5.50 by 15, for 6.00 by 15, with cash adjustment, or exchange for complete heater installation suitable 2½ Riley, or sell £12. McAusland, Morley, Derby. [6435

EXCHANGE Shorrocks Supercharger; needs slight repair to throttle control; good condition; for pair of over-size M.G. wheels, complete. A. *Roberts, Hamilton House Farm, St. Michael's*-on-Wyre, Preston. [6436

RED LABEL BENTLEY, 1927. Immaculate, just restored. Bills to show for nearly £200. Exchange for Renault 750, Volkswagen or W.H.Y.? or sell, £210. 7, Carlton Mansions, Richmond *Park Road, Bristol.* [6501

EXCHANGE alloy-bodied sports special, new tyres, taxed, for three-wheeler Morgan (O.H.V.). Sell £115. (Wembley 8450.) [6471

CHRYSLER KEW, 1940; one owner. Exchange M.E. 2.3/P.B. or similar, or sell. Ravensbourne 9670. [6521

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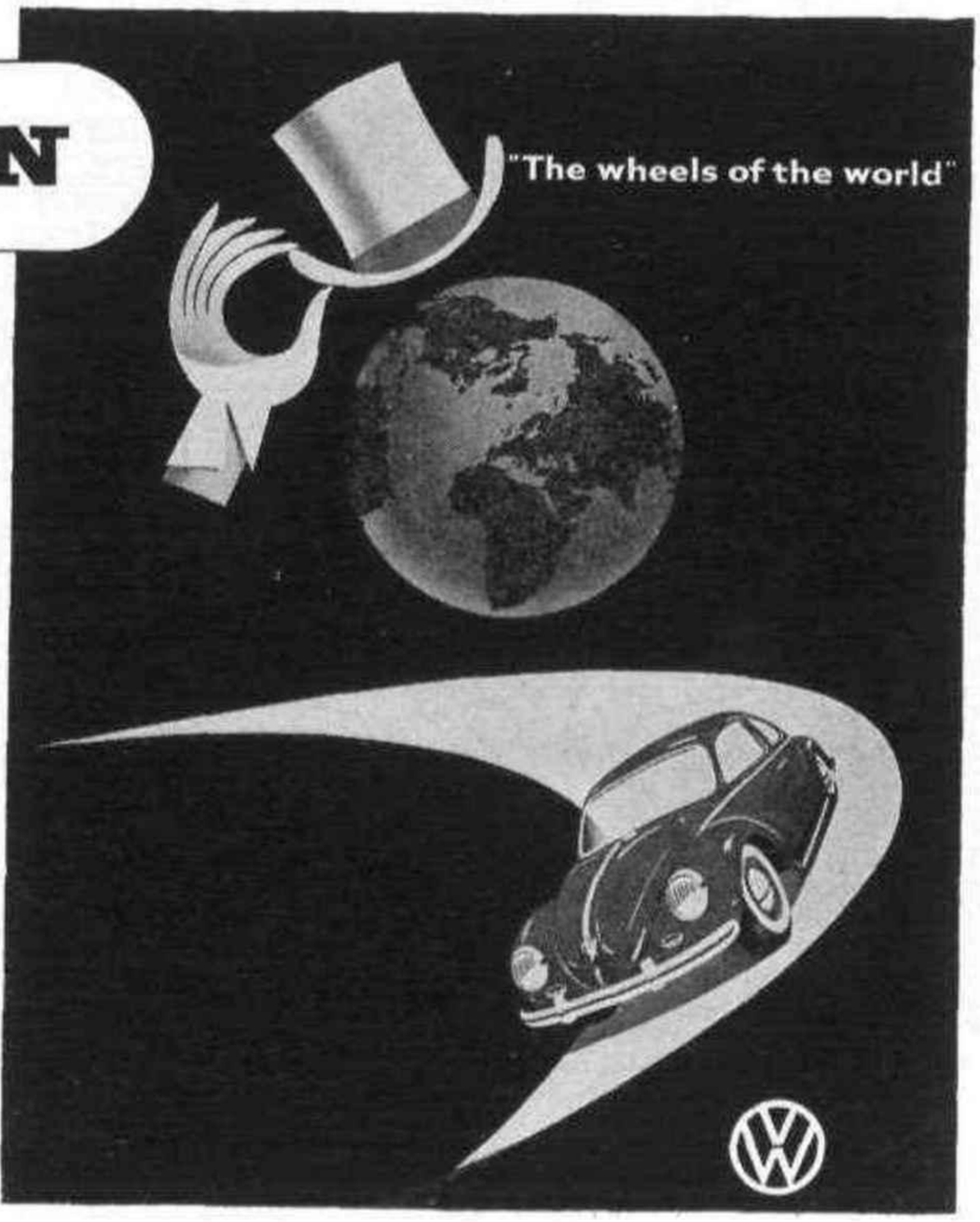
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