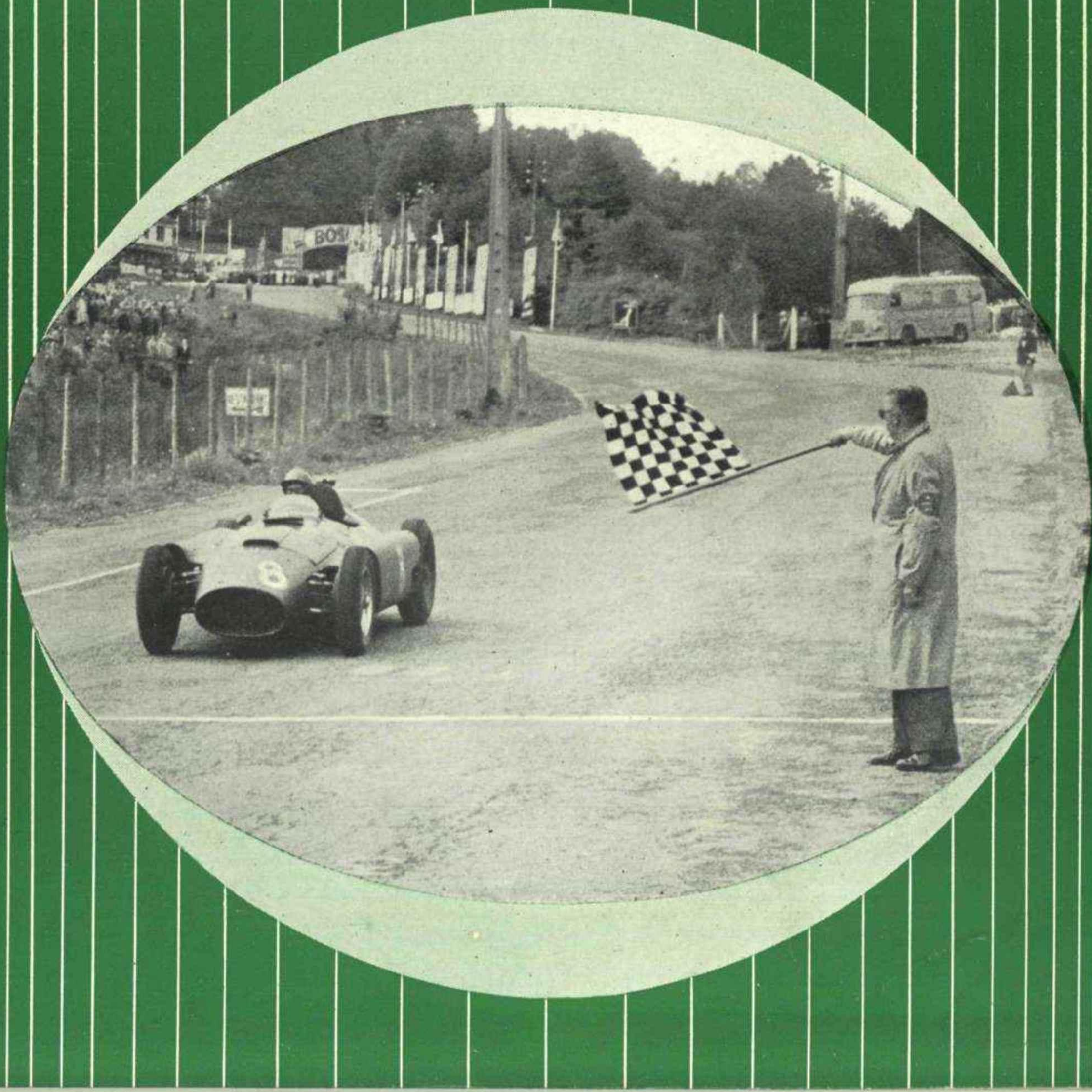
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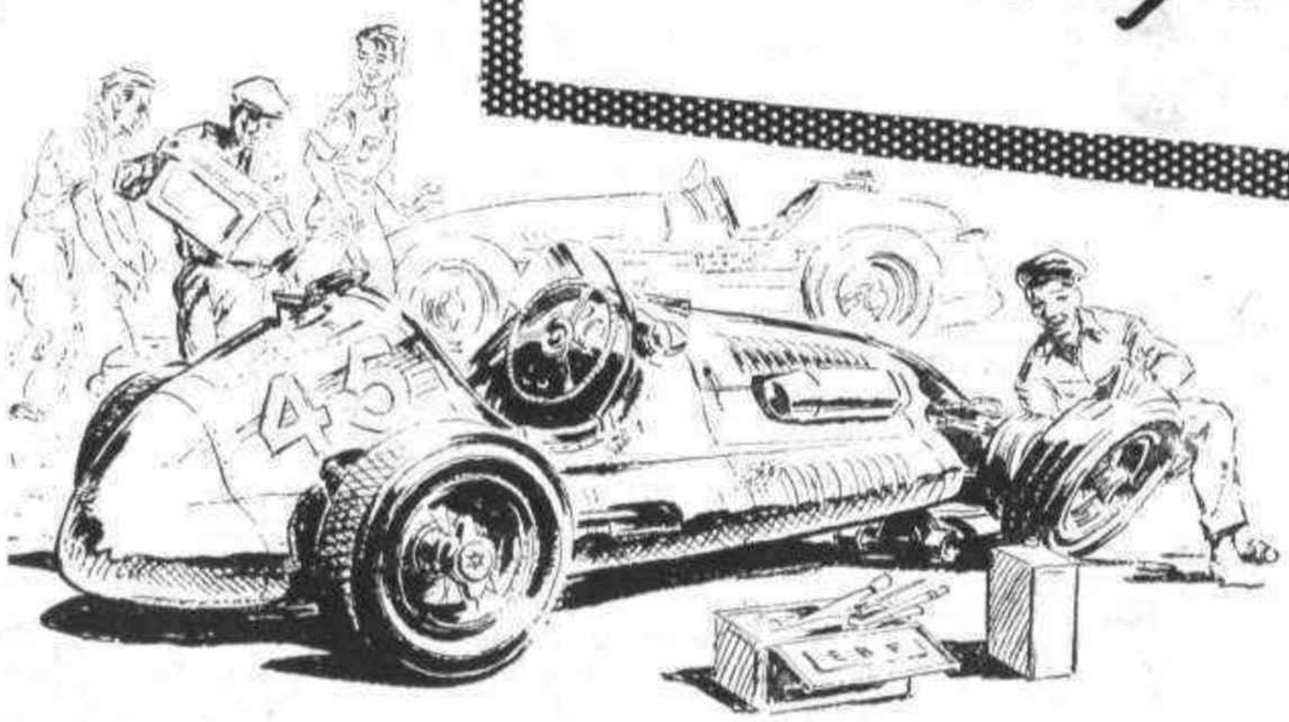
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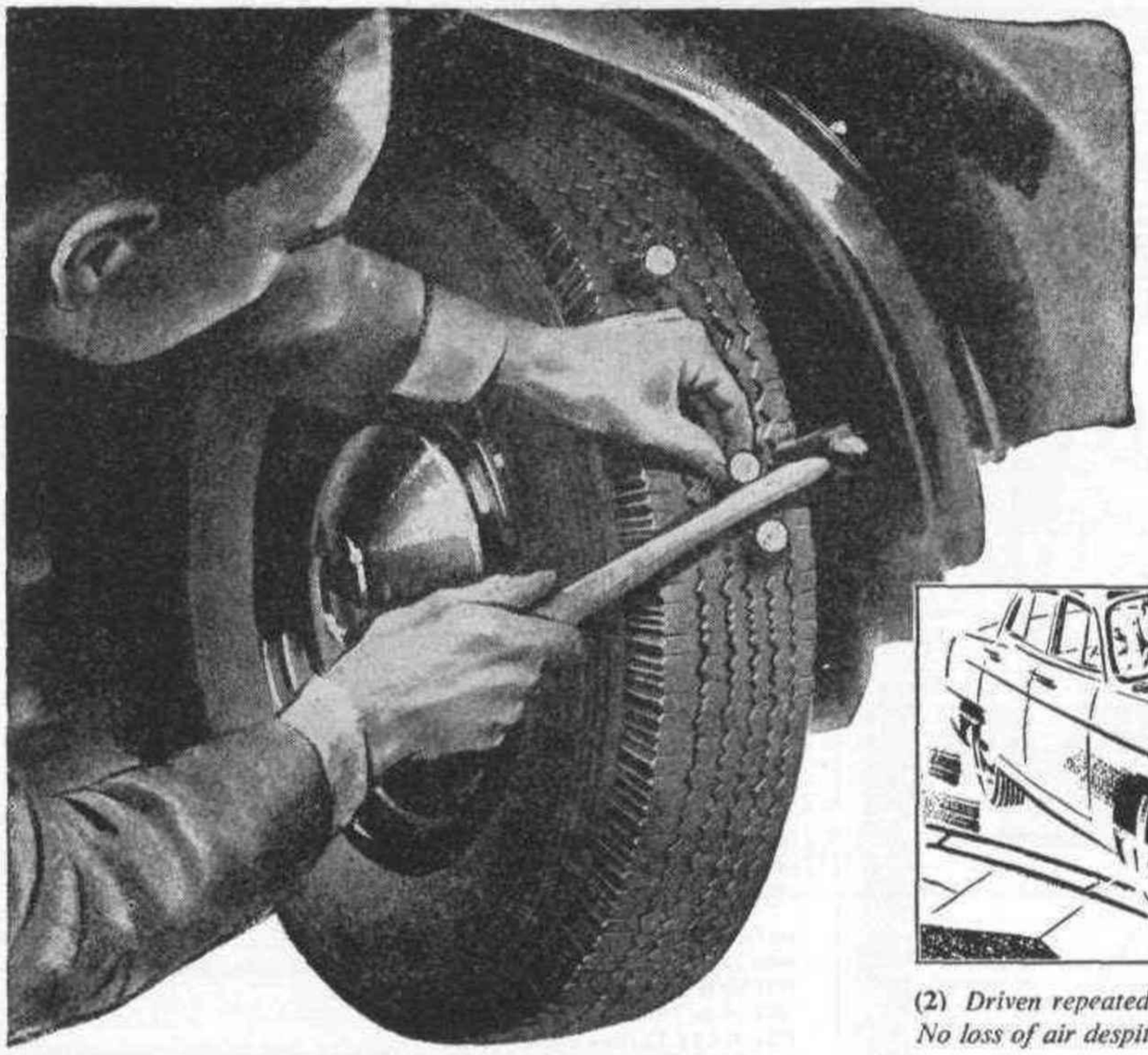
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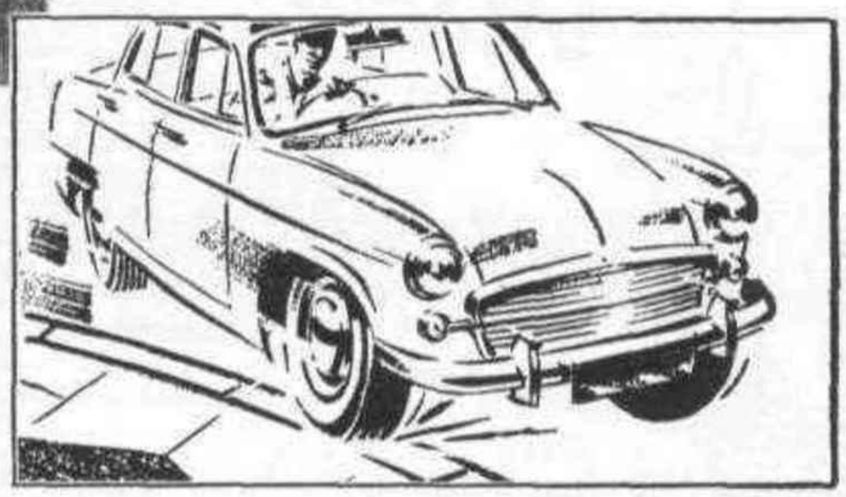
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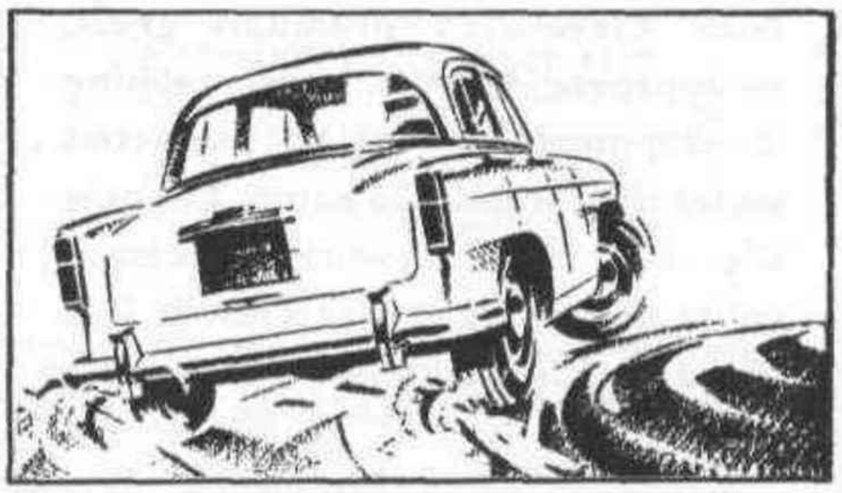
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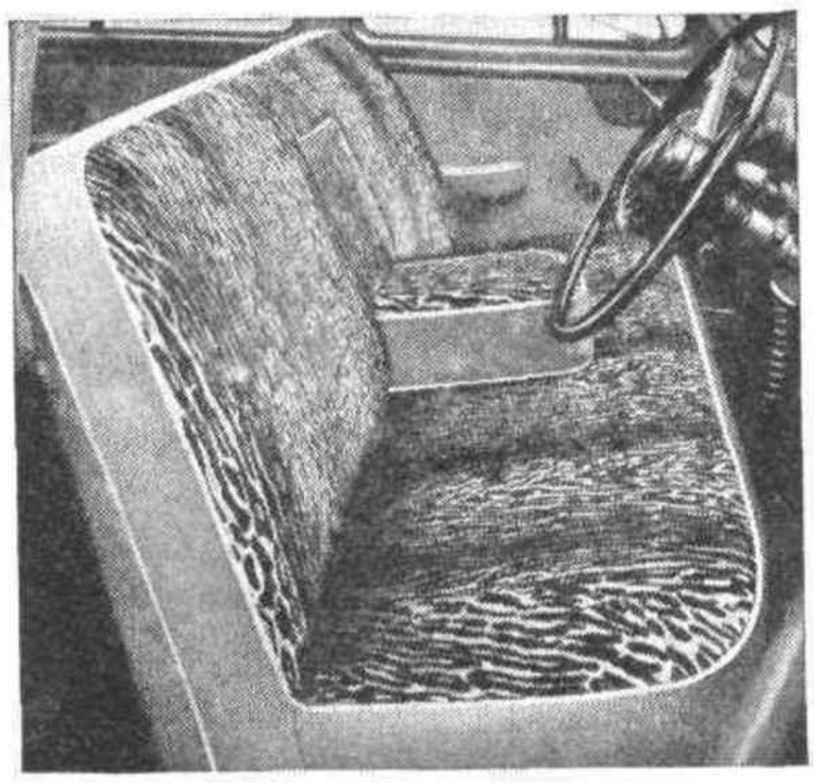
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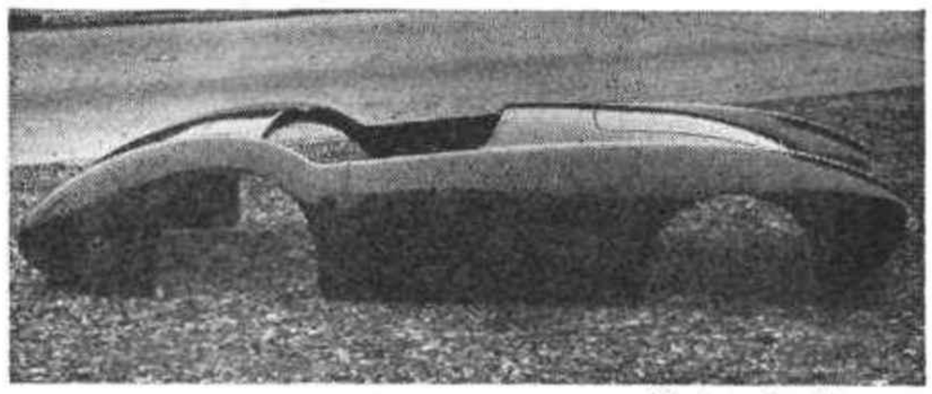


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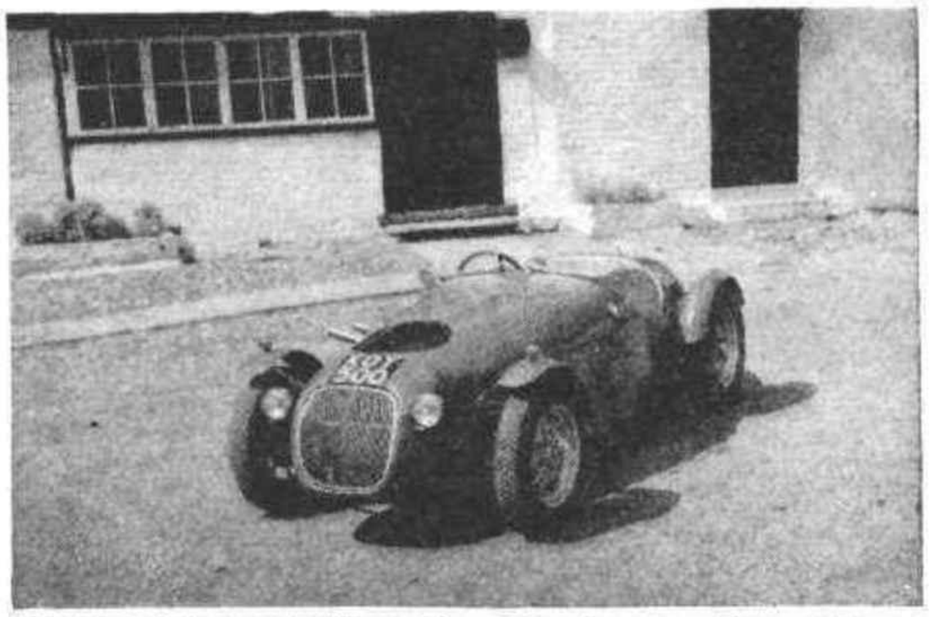


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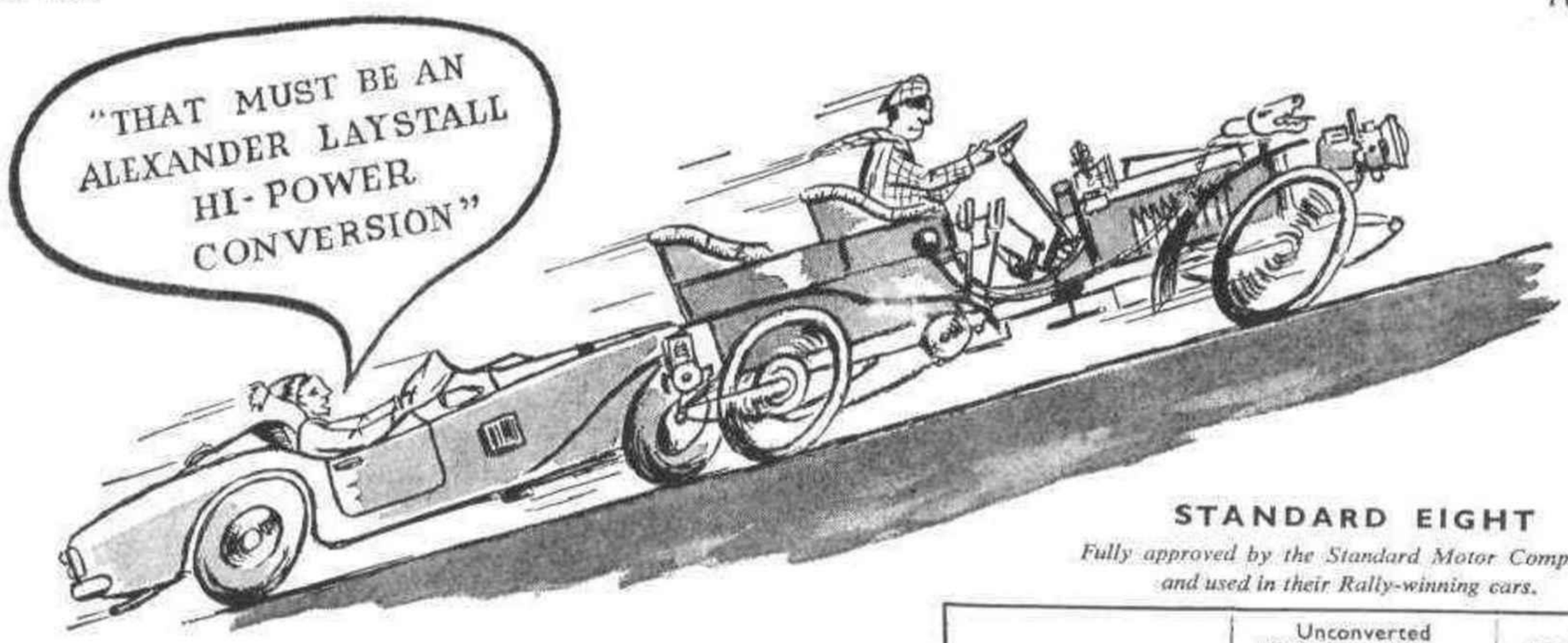
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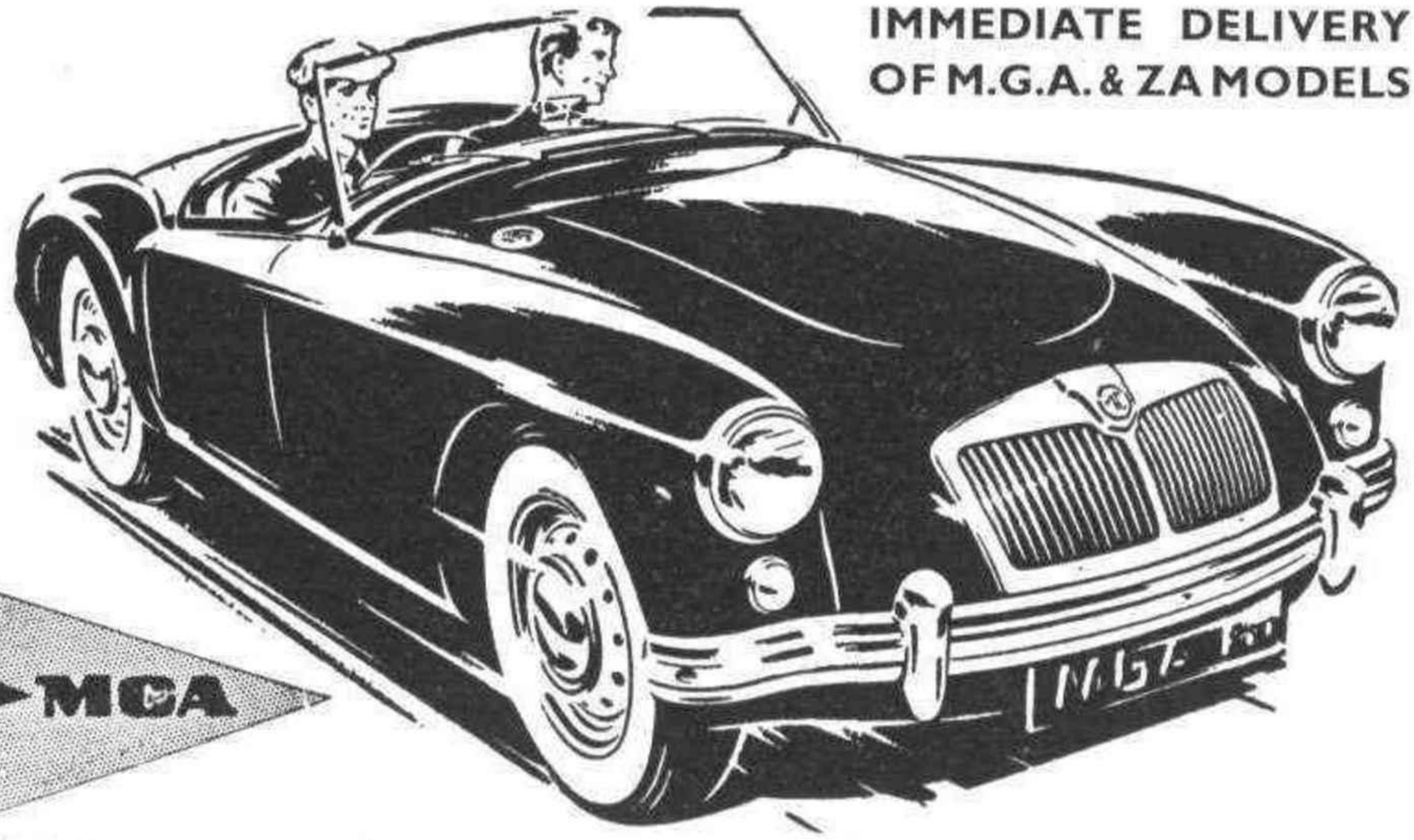
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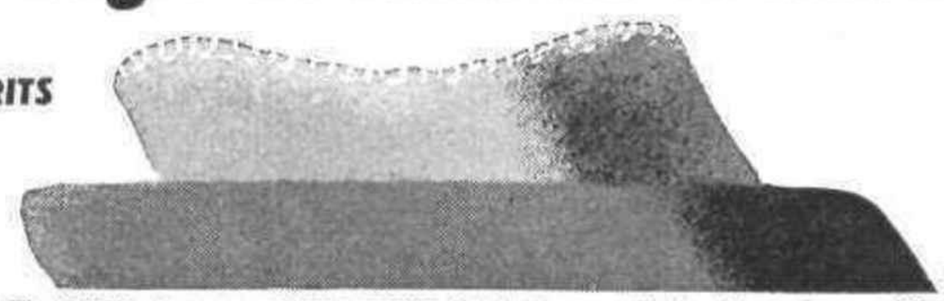
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VOL. XXXII No. 7 PETER COLLINS WINS BELGIAN GRAND PRIX JULY, 1956

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MATTERS OF MOMENT

THE BRITISH GRAND PRIX

Grand Prix motor racing is at a very high level, with British drivers leading for the World Championship and the Vanwall sufficiently fast and reliable to win a *Grande Epreuve* for this country.

The French G.P. at Reims on July 1st promises to be a stupendous race and those who cannot cross the Channel can look forward to something equally epic at Silverstone, where earlier this year Moss in a Vanwall vanquished the Ferraris in the International Trophy race, on the occasion of the British G.P. of July 14th.

An R.A.C. race organised for the *Daily Express* by the B.R.D.C., this 105-lap, 315-mile race should attract an enormous crowd thirsting for a British victory. There will be supporting races for F. III racing cars, sports cars over 1½ litres and for cars complying with next year's 1½ litre F. II. Details and applications for admission tickets should be made to the Race Office, *Daily Express*, Fleet Street, London, E.C.4. But hurry!

PURCHASE TAX ON HOME-BUILT "SPECIALS"

The present Government seems determined to hit hard at the long-suffering and outrageously-taxed motorist. If Bills at present before Parliament become law we shall have parking meters extracting heavy tolls because proper parking places have not been provided, fees to pay for certificates of roadworthiness on vehicles over ten years old, as a sop to anti-motorists who quote figures for accidents caused not by unsafe vehicles but by grossly unsafe roads, and those enthusiasts who assemble cars as a hobby will be required to pay 60 per cent. purchase tax on the wholesale value of their "specials," or about half the retail value.

Parking meters will render shopping or business calls in London a financial nightmare. Compulsory vehicle examinations (paid for by us!) will make the repair trade rich at the expense of the used-car dealers—already it is proving exceedingly difficult to sell any pre-1946 car for much above scrap-value unless it is in mint condition, and the equivalent of the pre-war £5 car is almost back again.

The purchase tax on "specials," however, is the cruellest blow of all. Motorists apart, it is the thin end of a wedge which will sever further the citizens' freedom, because "special"-building is a hobby and never before has a Government sought to impose purchase tax on hobbies—be they knitting pullovers, running model railways or constructing cars or household commodities.

Some shocking nonsense has been talked in the House of Commons by Sir Robert Boothby, M.P. for Aberdeenshire East, which makes one despair of ever getting politicians to realise the importance to British engineering prestige of success in motor racing, which is being so successfully achieved by cars like the Lotus, Cooper, Lister, Buckler and others—cars which the Finance (No. 2) Bill seeks to penalise so savagely, quite apart from the same politicians' apparent indifference to the citizens' rights in respect of their relaxations.

The clause of the proposed Finance Bill which affects the amateur "special" builder reads as follows:—

"6.—(1) Where a person, whether registered or required to be registered or not, makes a vehicle to which this section applies (hereafter in this section referred to as a 'car'), purchase tax shall be charged on the wholesale value of the car unless he makes it in the course of a business which ordinarily includes the manufacture of cars.

"(2) For the purposes of this section, a person shall be treated as making a car if he produces a car by assembling or completing the assembly of the parts, or by constructing or completing the construction of the body, or by reconstructing or converting or adapting a vehicle which is not a car; but a person reconstructing, converting or adapting a car shall not be treated as making a car notwithstanding that he thereby produces a different car of the same or of a different type."

Providing this clause becomes law then these changes shall have effect from June 1st, 1956.

Although the wording is somewhat ambiguous, the purport is clear.

Incidentally, the existing Finance Bill does not impose purchase tax on car components (except on isolated items such as mirrors, lamp bulbs, etc.) and it does not tax any *non-profitable hobby*. Now all this is to be altered, if those voting for the new Finance Bill have their way. The enthusiast constructing a "special" from component parts will be required to notify the appropriate authorities as soon as such a car has been assembled, whether new or secondhand, under penalty of a fine of £100 or three times the tax payable for not complying. Further, we gather that if such a "special" is to be taxed for road use the licence application form will bear a question asking if purchase tax has been paid, a revival of the spy-tactics the Government attempted to introduce in respect of car radio licences.

The effect of such a Bill on the specialist firms offering for sale components for the construction of "specials" can be imagined, and club racing will suffer a severe blow if the Bill becomes law, a point clearly expressed at the conclusion of the Eight-Clubs meeting at Silverstone, when many signatures were appended to a petition against these new proposals.

Taxing home-built cars not only strikes a blow at the liberty of

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Front cover picture: BRITISH DRIVER WINS BELGIAN GRAND PRIX.—Peter Collins in the Ferrari receives the chequered flag at the conclusion of his splendid drive at Spa.

Motor Sport Events for July

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
July 1st	Rugby M.C.	Lawford Aerodrome	Rugby	Gymkhana (*C.*)	2.30 p.m.
"	Cemian M.C.	Heston Airport	London	Driving Tests (*C.*)	10.30 a.m.
"	Swansea M.C.	Fairwood Aerodrome	Swansea	Driving Tests (*C.*)	3.00 p.m.
"	Hagley & D.L.C.C.	Honeybourne Aerodrome	Evesham	Driving Tests (*C.*)	11.30 a.m.
"	Westmorland M.C.	Rugby Ground	Kendal	Navigation Rally (*C.*)	10.00 p.m.
"	Winfield Joint C.	Charterhall	Berwick	Race Meeting (*C.*)	2.45 p.m.
"	Cumberland S.C.C.	High Hesket	Carlisle	Treasure Hunt (*C.*)	1.30 p.m.
July 2nd/11th	G.B. C.C.	Clifton Service Station	Sidcup	London-Sete Rally (*C.*)	11.30 a.m.
July 7th	750 M.C. (S.)	King's Arms Hotel	Christchurch	Summer Dance	7.45 p.m.
"	Harrow C.C.	Target Hotel	Northolt	Rally (*C.*)	8.00 p.m.
"	Lancashire A.C.	Whalley	Blackburn	Hill Climb (*R.*)	2.00 p.m.
"	ROYAL SCOTTISH A.C.	REST, BE THANKFUL	ARROCHAR	HILL CLIMB (*N.*)	2.30 p.m.
"	Lagonda C.C.	Bircotes	Bawtry	(*C.*)	2.30 p.m.
"	B.A.R.C.	Goodwood	Chichester	Members' Meeting (*C.*)	2.00 p.m.
"	Veteran C.C.	Albert Park	Abingdon-on-Thames	Rally (*C.*)	11.00 a.m.
July 7th/8th	Liverpool M.C.	Freeman's Garage	Bootle	Night Rally (*C.*)	11.30 p.m.
"	Congleton & D.M.C.	Whipping Stocks Hotel	Knutsford	Night Rally (*R.*)	9.00 p.m.
July 8th	Airedale & Pennine M.C.	Cleckheaton	Bradford	Rally (*R.*)	10.30 a.m.
"	De Lacy M.C.	Queen's Hotel	Pontefract	Treasure Hunt (*C.*)	2.00 p.m.
"	East Anglian M.C.	Snetterton	Thetford	Speed Event (*R.*)	1.00 p.m.
"	Spalding C.C.	Winfrey Ave. Car Park	Spalding	Rally (*C.*)	9.30 a.m.
"	Sevenoaks & D.M.C.	Brands Hatch	Farningham	Sprint (*R.*)	2.00 p.m.
"	King's Lynn & D.M.C.	Great Hassingham	King's Lynn	Driving Competition (*C.*)	2.00 p.m.
"	Darlington & D.M.C.	Catterick Camp	Darlington	Hill Climb (*R.*)	2.30 p.m.
July 14th	R.A.C. BRITISH GRAND PRIX	SILVERSTONE	TOWCESTER	RACE MEETING (*INT.*)	10.15 a.m.
"	M.G. C.C. (Scot.)	Deanston House Hotel	Doune	Driving Tests (*C.*)	3.00 p.m.
"	500 M.R.C. Ireland	Kirkistown	Belfast	Race Meeting (*C.*)	2.00 p.m.
July 15th	Northumbrian M.C.	Gosforth Park	Newcastle-on-Tyne	Rally (*C.*)	2.00 p.m.
"	West Cumberland M.C.	The Cloffocks	Workington	Rally (*C.*)	9.30 a.m.
"	Midlands M.E.C.	Honeybourne	Evesham	Driving Tests (*C.*)	12 noon
"	East Yorks C.C.	Leconfield R.A.F. Station	Beverley	Driving Tests (*C.*)	2.00 p.m.
"	West of England M.C.	Countess Wear Hotel	Exeter	Exeter Trial (*R.*)	10.30 a.m.
"	C.S.M.A.	Met. Police Driving School	Hendon	(*C.*)	2.30 p.m.
"	Southsea M.C.	Southsea Common	Portsmouth	Concours (*Open*)	12 noon
"	West Essex C.C.	Central Park	Beacontree	Concours	3.00 p.m.
July 21st	Bristol M.C. & L.C.C.	Bristol	—	Rally (*C.*)	—
"	Aston Martin O.C.	Silverstone	Towcester	Speed Event (*R.*)	11.30 a.m.
"	Veteran C.C.	Park Cross Roads	Hastings	Speed Trials (*C.*)	2.30 p.m.
July 21st/22nd	Thames Estuary M.C.	Ipswich and Southend	—	Rally (*R.*)	7.00 p.m.
"	Sunbeam S.T.D. Register	Wolverhampton	—	Rally and Social	1.30 p.m.
"	Harlow & D.A.C.	Edinburgh Way	Harlow	Night Rally (*C.*)	10.00 p.m.
July 22nd	Burnham-on-Sea M.C.	Smeatharpe Aerodrome	Taunton	Driving Tests (*R.*)	2.30 p.m.
"	Assoc. N.E. Car Clubs	R.A.F. Longbenton	Newcastle	Driving Tests (*C.*)	2.30 p.m.
"	De Lacy M.C.	Park	Pontefract	Driving Tests (*C.*)	2.00 p.m.
"	Guildford M.C.	Odiham Airfield	Farnham	Driving Tests (*R.*)	2.30 p.m.
"	Worcestershire M.C.	Henwick College	Worcester	Driving Tests (*C.*)	2.30 p.m.
"	Shenstone & D.C.C.	Lichfield	—	Driving Tests (*C.*)	11.00 a.m.
"	SNETTERTON M.R.C.	SNETTERTON	THETFORD	RACE MEETING (*N.*)	2.00 p.m.
"	Forces M.C.	Army Mech. Transpt. School	Alton	Driving Tests (*C.*)	2.30 p.m.
"	B.A.R.C. (S.W.)	Barton Stacey Camp	Winchester	Gymkhana (*C.*)	2.00 p.m.
July 26th	JERSEY M.C. & L.C.C.	BOULEY BAY	ST. HELIER	HILL CLIMB (*INT.*)	2.30 p.m.
July 27th	Enniskillen & D.M.C.	Brown Square	Enniskillen	Trial (*C.*)	7.30 p.m.
July 28th	Aberdeen & D.M.C.	Crimond Aerodrome	Peterhead	Race Meeting (*R.*)	2.00 p.m.
"	Old Culfordians M.C.	Culford	Bury St. Edmunds	Rally (*C.*)	2.00 p.m.
"	Vintage S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.30 p.m.
July 28th/29th	Bugatti O.C	Prescott	Cheltenham	Club Meeting (*R.*)	10.15 a.m.
July 29th	Old Merchant Taylors' M.C.	Warren Row	Maidenhead	Concours	2.00 p.m.
"	Berwick & D.M.C.	—	Berwick	Hill Climb (*C.*)	2.30 p.m.
"	Spalding C.C.	Winfrey Ave. Car Park	Spalding	Rally (*C.*)	9.30 a.m.
"	Newcastle & D.M.C.	—	Newcastle	Treasure Hunt (Open)	2.00 p.m

MATTERS OF MOMENT—continued from the previous page

the individual but, by reducing the ranks of those who can afford to build such cars, amateur motor-racing entries will be depleted and export sales of components and vehicles will fall, because the very best " shop window " for British goods of this sort is evidence of popularity and success in racing and other competition events.

If you are moved to act against this Bill contact the " Special " Builders' Association and write to your M.P. without delay.

TARGA FLORIO—Sicily—720 km.—June 10th.

Unlike last year the Targa Florio was not in the World Championship series and as a result it lost a lot of its glory and the entry was small. Run over 10 laps of the 72-kilometre Little-Madonie mountain circuit the only factory entries were a lone 3-litre Maserati driven by Taruffi, two 3.5-litre Ferraris shared by the pairs, Collins/Castellotti and Gendebien/Herrmann, the Osca 1½-litre of Cabianca, a Porsche RS driven by Maglioli/von Hanstein, and Villoresi with a 750-c.c. Osca.

On the opening lap Gendebien bent a wheel and lost time fitting the spare, and it was Castellotti who led, but at the end of the second lap he drew into the pit and retired with a broken transmission shaft. Maglioli was hurling the little Porsche Spyder round the twisty circuit, just as he had done at Nurburgring and was well in the lead, ahead of Taruffi and Gendebien. The Maserati then lost a lot of time repairing a broken fuel tank mounting, and the Ferrari ran into mechanical trouble, letting Cabianca into second place. Nothing could stop the little Porsche and it came home an easy winner of this severe but not very competitive event.

Though Cabianca finished second he was subsequently disqualified as he had let Villoresi take over the 1,500-c.c. Osca out on the circuit, when the little 750-c.c. Osca broke down. Walking back to the pits Cabianca later retook the wheel of his car for the finish.

Results :

1st : U. Maglioli/H. von Hanstein (Porsche Spyder RS)	7 hr. 54 min. 52 sec....90.770 k.p.h.
2nd : P. Taruffi (Maserati 300S)	8 hr. 9 min. 37.4 sec.
3rd : O. Gendebien/H. Herrmann (Ferrari 3.5-litre)	8 hr. 15 min. 36.0 sec.
4th : A. Zampiero (Mercedes-Benz 300SL)	8 hr. 50 min. 24.6 sec.

The International Mobilgas Economy Run (June 16/17th) was won by H. G. Kendrick (Austin A90), who achieved 29.74 m.p.g. Best consumption was 63.62 m.p.g. by a Renault 750, easily vanquishing a Fiat 600, and Volkswagens were 1, 2, 3 in their class, the winning VW doing 43.02 m.p.g.

GRAND PRIX DE BELGIQUE

SPA, *June 3rd.*

THE permanent road circuit that lies within the triangle formed by the three villages Francorchamps, Malmedy and Stavelot, in the Spa region of the Ardennes, is one of the finest in Europe, and each year the Royal Automobile Club of Belgium organise their Grand Prix on this circuit. With its extremely high lap speeds, fast uphill and downhill corners, long sweeping curves, and its hairpin, it is one of the greatest tests for a Grand Prix car and driver, and really sorts out those who are in the Grand Prix class and those who are not.

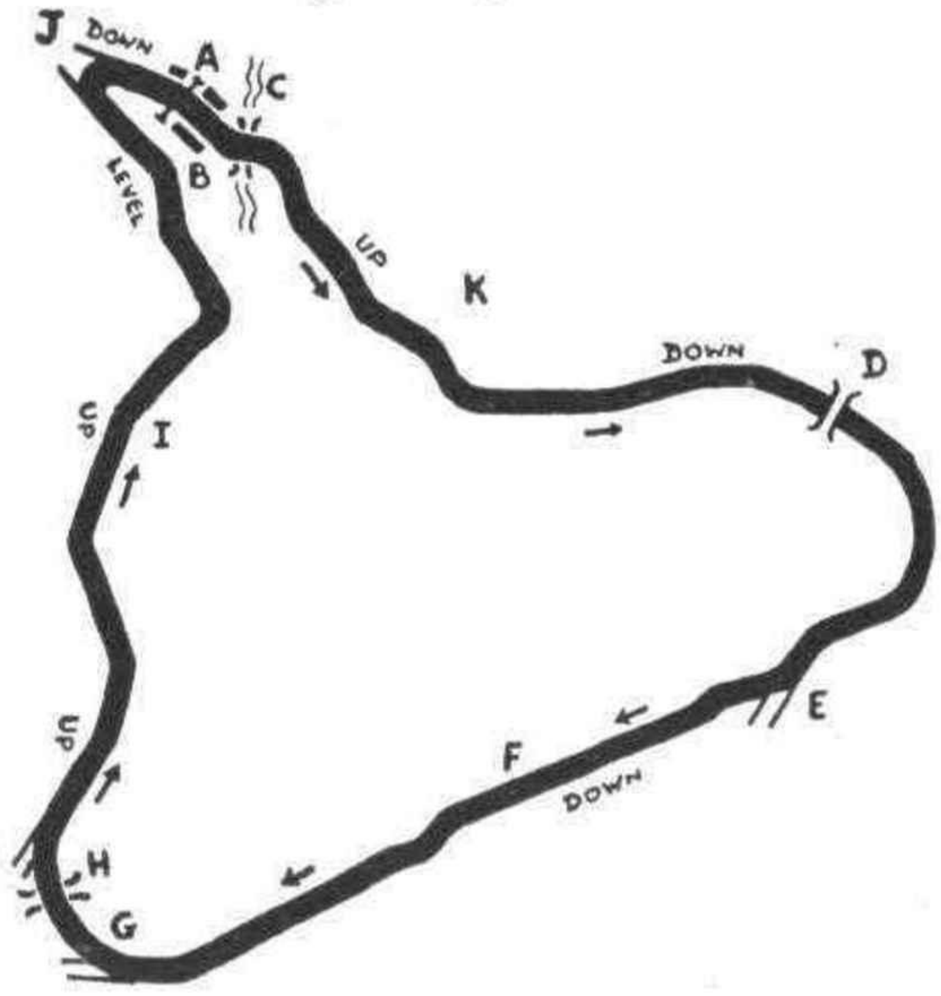
This race is one of the more straightforward Grande Epreuves, unhampered by sideshows or other races, and each year three practice sessions are provided, the first two in the evenings of Thursday and Friday and the third on Saturday afternoon. The first session saw the Ferrari team out with two cars and Fangio, Castellotti and Collins as drivers, for Musso was absent following his accident the previous week at Nurburgring. Maserati had three cars out, one the prototype ducted-radiator model, and all with carburetter engines, the three works drivers, Moss, Behra and Perdisa, changing cars frequently. Since last year the corner at Malmedy has been completely resurfaced and the edges cleaned up so that a fast entry into the Masta straight is possible, while each year the long curve at Stavelot settles a bit more and becomes smoother and smoother. With these two improvements it seemed likely that faster laps than last year would be recorded, but at first the Maseratis were circulating a lot below the 4 min. 20.6 sec. recorded during last year's race by Fangio with the Mercedes-Benz. Although this counted as the lap record, Castellotti had done 4 min. 18.1 sec. in practice last year with the original D50 Lancia. The first intimation of the possibilities of this year's cars was given when Fangio went out and within a few laps got below last year's record and then surpassed the best ever with a lap in 4 min. 17.4 sec. Castellotti went out in the other Lancia/Ferrari but kept having to stop for minor adjustments, and finally stopped altogether when a circlip came out of a half-shaft and let all the steel balls in the driving splines come out. As Fangio was monopolising the other car Collins did not get a drive.

Apart from these two works teams the only other car out was Gould's Maserati, though the Connaught was there but without a driver. As the evening wore on all traces of wind dropped, the road was perfectly dry and the air became cold and very slightly damp, not enough to perceive but absolutely right for carburation on an unsupercharged engine. Moss had been going round in just over 4 min. 20 sec. and then he started livening things up by recording 4 min. 17.6 sec. which made Fangio look up from the pit counter where he was sitting, and then when the loudspeaker announced that Moss had done 4 min. 14.7 sec. everyone sat up and took notice. This was a speed of 199.575 k.p.h., and as the Continent count in hundreds the nearness to 200 k.p.h. was electrifying. This figure of a lap speed of 200 k.p.h. is something dreamed of by all Continentals and means very much the same as 100 m.p.h. in Great Britain, except that it is a lot faster. As is becoming a recognised thing during Grand Prix practice, the moment anyone beats his time Fangio goes out again and sets a new high, but, now that Moss had knocked nearly 3 sec. off Fangio's best, a murmur ran round the pits that the "old boy" had met his match.

Moss came into his pit and Fangio went off, and as he disappeared up the hill towards the Burnenville Forest the tension around the starting area and pits could be felt. He had the whole circuit to himself, as had Moss, conditions were perfect and a short while later he could be heard approaching the hairpin prior to starting his first flying lap. Watches clicked everywhere, and as the blare of the eight megaphones on the Lancia engine died away into the woods once more everyone was tensed, waiting to "see if he could do it." In less than 4 minutes he could be heard coming up the return leg of the circuit towards the Club House bend before the La Source hairpin, round the hairpin came the squat Lancia/Ferrari, down the hill towards the pits, and "Wham" he was past and down into the L'Eau Rouge corner. "Impossible," everyone cried, "4 min. 10.4 sec., he must have found a short cut." But it was true, the official announcement came over the loudspeakers, and meanwhile the World Champion was on another even faster lap. Once more the blast from the side-mounted megaphones swept the pit counters, blowing up the dust and nearly shattering eardrums, and in double-quick time announcer Jean Leroy demanded the official lap time, for his watch, like many others, said 4 minutes and less than 10 seconds. The timekeepers gave out the official time and it was the fantastic one of 4 min. 9.8 sec., a speed of 203.490 k.p.h. This was 10.8 seconds faster than last year's official record, and though the circuit was a bit faster no driver was prepared to allow more than 4 or 5 seconds benefit. There was no doubt that Fangio and the Lancia/Ferrari were right on top of their form, while Moss and the Maserati were not hanging about, especially bearing in mind that the car he had used was a hack one. Needless to say, practice for the day finished at that point, even though Moss went out again on another of the works cars, but it was not as fast as his first one.

During the night the rest of the entries arrived and the Friday practice saw everyone ready to start long before the official time of 6 p.m., but unlike the day before the weather was now terrible and rain fell incessantly. Moss was soon out on the new sleek fuel-injection Maserati, Behra and Perdisa were driving the normal works Maseratis, and Hawthorn was out in one of the spare Modena cars. As the B.R.M.s were making another non-appearance, he had contracted to drive for Maserati for this race, but unfortunately he had also offered his services to Ferrari and before one team had given a reply the other had accepted so that there were some harsh things being said by the Ferrari team-manager. Fangio, Castellotti and Collins were all out in the rain, and now that Hawthorn was not taking the fourth car Paul Frere accepted the offer. The one being loaned to the Equipe National Belge was being driven by Pilette, as Gendebien had turned down the offer on the grounds of still being too inexperienced to tackle Formula 1 racing yet, especially on a circuit like Francorchamps. Naturally, times were a lot slower than the previous evening, but nevertheless it was the same drivers who set the pace, and times around 4 min. 40 sec. were becoming regular. Castellotti was putting in a lot of practice and wound up with 4 min. 39.9 sec., then Fangio did 4 min. 39.0 sec., and once more Moss stirred things up with 4 min. 37.7 sec. Not to be outdone, Fangio went out once more and did 4 min. 36.3 sec., a time that was faster than many people could achieve in the dry. Frere put in some tentative laps getting the feel of the Lancia/Ferrari which he had not driven before and finally achieved a creditable 4 min. 55.9 sec., this being his first Formula 1 drive since the Belgian race last year.

The two Vanwalls were not very happy, suffering from incorrect mixture and misfiring in the higher r.p.m. range, while Godia and Scotti were groping their way round an unfamiliar circuit. Behra and Hawthorn could not approach the speeds of the top three, the Frenchman being a bit put out by this, while the Englishman did not mind, as his car did not fit him very well and he could not try hard. Collins did not get under 5 minutes and did a surprisingly small amount of practice, while Perdisa was hopeless on such a fast circuit, showing no improvement over last year. The continuous rain made things very drab and as darkness drew on it become cold and thoroughly miserable, so that everyone was ready to go home long before the official closing time of 8 p.m.



CIRCUIT: SPA-FRANCORCHAMPS (Belgium)
Length: 14.120 kilometres.

A. Start and finish.
B. Pits.
C. "Eau Rouge" Bridge.
D. Footbridge.
E. Malmedy Corner.
F. Masta Straight.
G. Stavelot Corner.
H. Road Tunnel.
I. "Carriere" Corner.
J. "La Source" Hairpin.
K. Burnenville Forest.

The last practice period was held from 3 p.m. to 5 p.m. on the Saturday before race day and once again the track was clear and dry, though there was a strong wind blowing up the Masta straight, so that no one could approach the times set up by Fangio on Thursday. The Vanwalls were now going well, but suffering from surge in the oil tank, having to run with the minimum of oil, and the injection Maserati was going well but proving to be very thirsty. Castellotti was really trying and got below 4 min. 20 sec. and then did 4 min. 17.7 sec., but Fangio bettered this with 4 min. 14.8 sec., and put in a number of laps around this figure, trying hard and taking his front wheels over the grass verges, while his rear ones were sliding outwards under power. Schell was beginning to show the paces of the Vanwall, knocking seconds off each lap, while Trintignant was following him closely. Frere was obviously enjoying the Lancia/Ferrari now the track was dry, and Behra began to make a big effort. Meanwhile, Perdisa was still touring round, no faster than Rosier, Villoresi was taking things quietly and Scotti was happily putting in lap after lap in his Connaught. Poor Godia blew up his nice new car before he had really become accustomed to the circuit, and Schell brought him back to the pits on the tail of his Vanwall. Gould was more worried about bursting his car on such a fast circuit than making a good time, and Pilette was rather slow with the Lancia/Ferrari. Collins was still doing very little practice, though Fangio and Castellotti were going round and round, both giving all they had got. Towards the end of the afternoon Fangio was fastest with 4 min. 14.4 sec., then came Moss with 4 min. 14.8 sec., the strong wind holding them back down the straight, and Castellotti was third fastest with 4 min. 16 sec. Behra kept trying and gradually carved his time down until he equalled Castellotti's time, and then Collins went out and in a very few laps upset both of them by making third fastest of the day with 4 min. 15.3 sec., and considering how little practice he had been doing, this was a most remarkable time. Schell wound himself up and up until he got in a 4 min. 19 sec. and the Vanwall was going so well that it was estimated that Moss could have got it round in 4 min. 12 sec. Fangio, Moss, Collins, Castellotti and Behra were the only ones to break 4 min. 20 sec., the rest of the field being some way back.

On Sunday the rain returned and the cars were lined up on the grid in a very damp atmosphere. Maserati had decided not to use their fuel-injection engine as the consumption was too high and nowadays there is no time for a refuelling stop. Consequently, the sleek new Maserati was fitted with a normal carburetter engine for Moss to use, and in view of the bad feeling he had caused between the two Italian teams Hawthorn decided not to drive at all. All 15 starters got away as the flag fell, though Fangio was slow off the mark and by the L'Eau Rouge bridge Moss was leading, followed by Collins, while Castellotti and Behra carved-up Fangio as they took the left-hand bend. Away over the hill went Moss, with the rest in hot pursuit and as the tail-enders took the left-hand bend at the top of the Burnenville Forest there was a slight shuffle during which Scotti went sideways, and Godia in avoiding him pressed the wrong pedal and shot off the road. Having broken his own car in practice he was using the spare factory car, the long-nose prototype, and it had the pedals the opposite way round to his car, hence the error. Scotti was in trouble with his brake mechanism and stopped at the end of the lap for adjustments, and meanwhile Moss was forging along with the three Lancia/Ferraris in hot pursuit. At the end of the second lap Moss was 4 seconds ahead of the Maranello trio who were in a tight bunch in the order Castellotti/Fangio/Collins. Already there was a long gap and then came Schell, Trintignant, Behra and Frere in close company, while at the back Gould led Perdisa, Pilette, Rosier and Villoresi ; Scotti still being at the pits.

On lap three, when Fangio got past Castellotti, Moss was 6.5 seconds ahead, but this did not worry the number one Ferrari man and he carved this down to 3½ seconds the next lap and on the fifth time round he was in the lead. Now there was nothing Moss could do and lap after lap the gap widened, and the other two Ferrari team men dropped back and settled down to consistent running. Trintignant took the lead of his foursome, the two Vanwalls going well, but then he suffered a loss of power and called at the pit, leaving Behra well ahead in fifth place, with Schell and Frere very close together for sixth place. This little dice between the Franco-American in the British car and the Belgian in the Italian car became quite heated and they went past the pits side by side. Eventually, Frere got the lead, and becoming more and more used to the car he began to pull away from the Vanwall. The rain stopped and the track began to dry, so that speeds increased and it was Collins who was first to break the existing lap record, covering his ninth lap in 4 min. 19.9 sec., and the race seemed to be settling down. Fangio still led, with Moss 6.5 seconds behind, then came Collins at 15.5 seconds, having passed Castellotti, who was now 10 seconds farther back. After these there was a long gap before Behra, Frere and Schell arrived, the rest being lapped by now. As they went over the L'Eau Rouge bridge after the 10th lap Fangio was 8 seconds in the lead, but then the whole race changed its character in a flash. As Moss went up the climbing sweep after the pits, his revs. went up and there was no drive to the rear wheels. At the time he was doing about 80 m.p.h. and he free-wheeled up the steep hill with what appeared to be sheared transmission, but then the car started to weave and as he went over the hump at the top the left rear wheel, complete with hub and brake drum, came off and bounded across the road. Fortunately he was coasting as it happened, for with the brake drum going the brakes vanished as well and he was lucky to slide to a standstill on the right-hand grass verge. Almost at the same instant, Castellotti drew into the pits and retired with a broken transmission, so that all this panic left Collins in second place, with Behra third. Without waiting to look at the damaged Maserati (actually the left-hand hub shaft had sheared between the bearings in the end of the de Dion tube) Moss sprinted back to the pits, while a mechanic rushed off to the Source hairpin to flag Perdisa into the pits. Perdisa had been lapped by Fangio and was so far back that Moss had plenty of time to regain the pit, where he took over the third Maserati team car and set off in sixth place. Not knowing of the drama that was going on behind him, Fangio was still pressing on and set the lap record to 4 min. 17.4 sec. and two laps later reduced it by another tenth of a second.

Fangio was leading Collins by 30 seconds and Behra by 2 min. 20 sec., while Moss was a whole lap and 40 seconds behind the leader. He was now lapping at exactly the same speed as Fangio, so that though he crept up on Collins he got no nearer the leader. By this time Gould had retired out on the circuit with a seized gearbox, Trintignant gave up at the pits with an untraceable loss of power and Scotti withdrew due to a lack of oil pressure in the preselector gearbox. Moss came up on the tail of Collins, though still a whole lap to the rear, and Collins wisely eased up and let him go through, playing safe for second place. There were now two interesting duels going on, the first between Behra and Frere and the second between Schell and Moss. Frere was making a second a lap on Behra and closing relentlessly, while Moss was galloping up on Schell. The Vanwall was not handling well on the high-speed corners, expecially those with bumpy surfaces, the steering being so high-geared that it was proving difficult to keep the car on line. However, what the Vanwall lacked in Grand Prix type circuit handling it made up on speed, and Moss eventually went by on the downhill swerves to Malmedy ; he was visibly shaken when Schell overtook him again down the Masta straight so fast that it was impossible to get the Maserati into the Vanwall's slipstream. However, the long curve at Stavelot was another matter, and Schell prudently eased off and waved Moss by before they reached the corner, for there was no point in baulking the Maserati round the swerves. On lap 24 all eyes were on Frere who was now only 2 seconds behind Behra, and no one was paying attention to Fangio who seemed all set to win, but on this lap he coasted to a stop just out of the Stavelot bend for the transmission had given up and as Collins went by he realised he was now leading, and with the team leader stopped at the opposite end of the circuit to the pits there was no hope of his car being taken away from him, as at Monaco. With a feeling of relief he waved to Fangio each time he passed, knowing now that providing he did not make any mistakes the race was his, for Moss was too far back to be a danger. Just as all this was happening Frere got past Behra at Burnenville, much to the delight of the large Belgian crowd. Frere was driving the Lancia/Ferrari in impeccable style, but at the same time Behra was running into trouble and his engine was losing its tune, whereas the other works Maserati was singing along, Moss now being fourth, but almost a lap behind Collins; in fact, as Moss reached the top of the hill towards Burnenville Collins was rounding the Source hairpin. Schell was still holding fifth place, followed by Villoresi, Pilette, not at all at home in the yellow Lancia/Ferrari, and Rosier contentedly bringing up the rear. On lap 30, with conditions improving all the time, Moss put in a new lap record in 4 min. 14.7 sec. and this was interesting for Perdisa could not improve upon 4 min. 35 sec. with this same car ; also, it was 200 r.p.m. down on the sleek-bodied one Moss had driven earlier in the race. As he did this fast lap Behra came slowly down the hill to the pits and enquired how many more laps to do, as he motored by, for his engine was failing rapidly. Two laps later he stopped for a time before the finishing line, but then went on again for one more slow circuit. The two Lancia/Ferraris of Collins and Frere now had complete command of the race, for try as he might Moss had no hope of catching up, but like all top-line drivers he continued to press hard all the time. These three were alone on the same lap, and finally Collins crossed the line a safe and deserved winner in this race of surprises, followed by Frere, who naturally received a warm ovation, and Moss for whom the crowd cheered loudly, being appreciative of one who tries hard. The remainder were flagged in and Behra crawled over the line with his

engine making horrid clanking noises and about to fall into little pieces.

Results :

BELGIAN GRAND PRIX—Formula I—36 Laps—509 Kilometres—Wet and Dull

1st : P. Collins (Lancia/Ferrari V8)	2 hr. 40 min. 00.3 sec.	190.614 k.p.h.
2nd : P. Frere (Lancia/Ferrari V8)	2 hr. 41 min. 51.6 sec.	188.429 ,,
3rd : S. Moss/C. Perdisa (Maserati 250/F1)	2 hr. 43 min. 16.9 sec.	186.784 ,,
4th : H. Schell (Vanwall)	1 lap behind	
5th : L. Villoresi (Maserati 250/F1)	2 laps behind	
6th : A. Pilette (Lancia/Ferrari V8)	3 laps behind	
7th : J. Behra (Maserati 250/F1)	3 laps behind	
8th : L. Rosier (Maserati 250/F1)	3 laps behind	

Fastest lap : S. Moss (Maserati), on lap 30, in 4 min. 14.7 sec.—199.575 k.p.h. (*new record*).

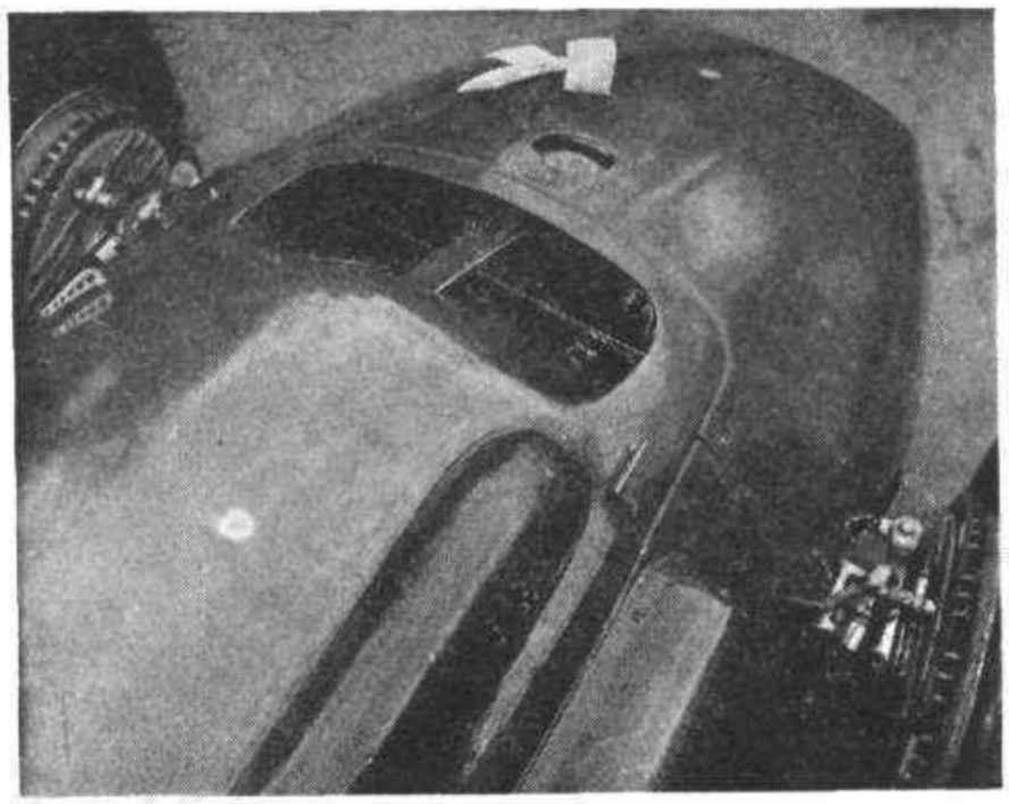
Retired : Godia (Maserati), lap one, crashed; H. Gould (Maserati), lap three, gearbox; E. Castellotti (Lancia/Ferrari), lap 11, transmission; S. Moss (Maserati), lap 11, lost wheel; P. Scotti (Connaught), lap 11, lost oil pressure in gearbox; M. Trintignant (Vanwall), lap 13, loss of power; J. M. Fangio (Lancia/Ferrari), lap 24, transmission.

NOTES ON THE CARS AT SPA

It was the Maserati team who produced the most mechanical interest at Spa and altogether they brought along six cars. One of these had the radiator extended farther forward inside a long tapering nose, and after the air had passed through the cooling element it was deflected upwards and out of the bonnet just in front of the engine, so that no hot air went into the engine compartment. On this car, which was one of the Monaco team, the header tank for the cooling water had been moved to a position on the bulkhead. Another earlier team car had been completely rebuilt and fitted with an entirely new body, this having a similar system of ducted radiator cooling, much more neatly carried out, but with the header tank still part of the radiator. The cockpit sides of this car were very high, at shoulder level, and the wrap-round screen was somewhat similar to the Vanwall. This car had a long tapering nose, well shaped and no doubt providing much better initial penetration than the normal 250/FI Maserati. Into this rebuilt car was fitted a fuel-injection engine, but this unit was also modified. Instead of the injectors squirting fuel into the ports as previously tried out, they were now screwed into the head just below the exhaust ports and injected directly into the cylinders, the same system of chain-driven fuel-injection pump and vertical sliding barrel throttles being retained. The other four cars were normal 250/FI models, the one being driven by Behra having the new type of cylinder head with 10 mm. sparking plugs as used by Moss at Monaco. The sixth car was a brand new one, quite standard in all mechanical respects, having been completed for the Spanish driver, Francesco Godia, but having a new type of front wishbone which was made from I-section steel instead of the more usual circular section material. Villoresi had on loan the car normally driven by Piotti. Of these six cars cared for by the factory, three had the accelerator pedal on the right of the brake pedal and three had the normal Maserati arrangement of the throttle on the left of the brake pedal. The right-hand-throttle cars were for the team leader, Stirling Moss, who cannot drive with any other type of pedal arrangement, and while he had two cars to choose from, the third was for Perdisa who does not mind where the pedals are. This arrangement was to allow Moss to take over Perdisa's car should his own break down during the race. It is not possible for him to take Behra's car, as the Frenchman prefers the accelerator on the left of the brake pedal, though he can drive with the other arrangement if pressed. In addition to these six cars being looked after by the factory there were the private ones of Rosier and Gould, and all except Villoresi were using the normal twin-pipe exhaust system, which is thought to give more power at the top end over the single large-diameter pipe.

Ferrari, on the other hand, was quite satisfied with his V8 Lancia cars, as used at Monaco, and brought along five models, all with the full-width " Syracuse " type of bodywork and bunched megaphones on each side. Four of these were for the factory team and the fifth was painted yellow and was on loan to the Equipe National Belge for the occasion of this race, though it was looked after by the factory mechanics. Outwardly, there was no change in the mechanical details, all had the normal Ferrari-modified de Dion rear end and the engines were still using double-choke downdraught Solex carburetters, but were said to have an increase in power since their last appearance.

The only other team present was the Vanwall and they had their original two 1956 cars running as previously, while there was the lone " Syracuse " model Connaught of Scotti, now repainted green and entered by the Connaught factory. No Gordinis were running as Gordini still does not see eye-to-eye with the Belgians, and anyway was busy preparing sports cars for forthcoming events, knowing that his eight-cylinder models would be very outclassed on the high-speed Spa-Francorchamps circuit.



The new Maserati driven by Moss at Spa had a dented radiator. The air exit is seen from above, showing the header tank filler and the top water hose running back to the engine.

SPA SPOTLIGHTS

An unexpected tribute to the late John Heath was the fact that the first three drivers to finish had their first experience of " monoposto " road racing on H.W.M. cars.

As Grand Prix car design progresses it is becoming more and more difficult for drivers to get into their cars. The Vanwall and latest Maserati having very high cockpit sides and Lancia/Ferrari demanding very long legs to step over the wide sides. Trintignant's entry into the Vanwall is rather akin to mountain climbing.

After muddling about badly at the beginning of the season, Maserati seem to have found their feet again and are making big efforts for the World Championship races. The broken hub-shaft on the Moss car was something that has not happened before.

Down the fast Masta straight the Lancia/Ferraris were geared to do approximately 165 m.p.h. at 8,200 r.p.m. so that absolute maximum reached was probably 170 m.p.h.

A pity that Hawthorn's talents are still being wasted due to various small side-issues. Let us hope the B.R.M. hurry up and get him a car worthy of his ability, for he has already missed two Championship events.

This does seem to be a Collins year, his successes being mostly the result of consistent and sensible driving and doing what he is told by the team chief.

Ironical that the only Italian driver to finish the race was grey-haired Villoresi, who can still drive well, if not as fast as the top boys.

The World Championship after this event saw the remarkable state of affairs of two British drivers in the lead, Moss and Collins.

INSTITUTE OF ADVANCED MOTORISTS

On June 12th the inaugural meeting of the Institute of Advanced Motorists took place at the Waldorf Hotel, London. The object of this non-profit-making organisation is to improve the standard of driving and increase road safety. A thirty-mile test under the vigilance of qualified instructors will be applicable and emphasis will be on courtesy, safety and the absence of bad driving habits. Any faults disclosed during the test will be pointed out to the examinee and advanced driving classes will later be available for those that wish to take them.

Advantages of the scheme which is to cost £2 2s. for the test, plus 10s. annual subscription, are a car badge and reduced insurance premiums, approximately 15 per cent. reduction in the first year and 30 per cent. the following year being obtainable. A skidpan is to be made available in the London area for tuition and practice, but this is not incorporated in the test. Arrangements are being made for motor-cyclists and commercial vehicle drivers also to take the test which is entirely voluntary.—I. G.

A GOGGOMOBILE IN CAPTIVITY

ON June 7th we were able to visit in London the only tame Goggomobile in captivity in this country. It was captured and brought here from the forests of Bavaria by Mansell and Fisher, of 20, Cadogan Lane, S.W.1, who are well-known trainers of performing Jeeps and Messerschmitts.

The Goggomobile stems from the scooter family, the first one being born in March last year. They breed rapidly, for 18,500 are known to have come into being since then, and Hans Glas, who began agricultural engineering in 1883, now claims to get a litter of 160 a day.

These Goggomobiles, known as Isards in Belgium, have an air-cooled, rear-placed engine and all-round, independent suspension, and as they sell in Germany for the equivalent of £285, inclusive of a 3 per cent. sales tax, it will be appreciated that these modern technical features, although not found in British cars, are no longer confined to costly vehicles.

The power unit of the Goggomobile is a parallel-twin 56 by 58 mm., 293-c.c. two-stroke, developing 17 b.h.p. at 4,800 r.p.m.—that is to say, as much as the much-heavier Austin Seven Ruby saloon, a small car which served tens of thousands of British motorists up to 1938 and continues to do so in used-car form. This engine is set across the rear of the car, with an engine-speed two-plate clutch and a four-speed-and-reverse gearbox in unit with it, this being a convenient way of taking the drive to the back wheels *via* swing axles to provide coil-spring i.r.s. There is an electric starter and servicing is facilitated because the crankcase of the engine/gearbox unit is split horizontally instead of vertically.



Another small rear-engined, air-cooled economy car—the Goggomobile from Bavaria, of Tulip Rally memory.

Front independent suspension is by swing axle and coil-springs and hydraulic shock-absorbers are used. Steering is rack-and-pinion. The steel body shell of the T300 Goggomobile has a boot in the nose, and as this has no lid the spare wheel is slid in from the side. There is space for luggage only on the rear seat or the roof. The Goggomobile seats two adults in front and one adult or two or three children on the narrow bench behind.

This really is a tiny vehicle, for its wheelbase is 5 ft. 10.8 in., its track 3 ft. 6.8 in., and it runs on 4.40 in.–10 in. tyres. Indeed, so small is this vehicle that its sponsors prudently instruct most of the humans posed beside it for publicity purposes to stoop, kneel or lie down! All the more credit, therefore, to the roomy interior. Hydraulic brakes with 7⅛-in. drums are used, claimed by the catalogue, which chooses to ignore the human element, to "ensure absolute safety in traffic." Conventional in appearance and easy to enter and leave, the Goggomobile has already distinguished itself in Alpine competition work and we hope soon to have an opportunity of driving it. A petrol consumption of 61½ m.p.g. is claimed, with a maximum speed of 62/65 m.p.h. The weight is quoted as under 7½ cwt.

Purchase tax plus import duty makes this little newcomer comparatively expensive in England—£505 7s., or £515 12s. 5d. with folding roof—so that its main appeal will be to two-car families who have shown interest in the B.M.W. Isetta and similar vehicles.—W. B.

SOUTHSEA M.C. SPEED TRIALS

(May 27th)

The Southsea M.C. held speed trials (called, more discreetly these days, timed trials!) at Thorney Island R.A.F. Station, near Emsworth, on May 27th. The course was a straight s.s. ½-mile up one of the runways, not so picturesque as the private drives and seaside promenades of olden days, but a very safe course, fair to the competing machinery, while the grass surrounds and sailing craft in the bay adjacent lent colour to the scene. This event, in fact, timed by the rather complex Brighton and Hove M.C. electrical apparatus, deserved a far better entry—remember to support it next time!

The most exciting car present was F. Wilcock's 27-litre Rolls-Royce Merlin-engined Spitfire Special. Unfortunately, during his practice runs he had damaged the second gear selectors and on his first run had to go direct from first to third gear, while on his next run, attempting to start in second gear, time was lost because the gear wouldn't stay in, and third had to suffice all the way. Nevertheless, the sight of the immensely long, silver, four-wheel-drive monster devouring the runway, a great puff of black smoke denoting each gear-change, made our journey to Thorney Island worth while. Incidentally, the Merlin goes up to 4,000 r.p.m. when Wilcock is in a hurry.

A. Burnand made excellent starts with the rather difficult E.R.A./Delage, which remains in the form in which Rob Walker ran it, but may one day be converted to single-stage boost to conserve the engine. For Thorney Island the only preparation was "to blow the dust off."

Dr. Good's E.R.A. did not perform while we were present, but C. T. Atkins ran his special Mercedes-Benz 300SL and a 2-litre Connaught. The Mercedes-Benz was matched with Miss Hockenhull in E. Alexander's 5.4-litre Cadillac-Allard, but as the "go" signal came on she stalled her engine. She ran again, to make best time of the ladies. Later the Allard's owner, E. Alexander, made a polished run, to record fastest time of the day, a very meritorious performance in view of the racing cars present.

Another interesting car was G. Coles' 746 c.c. M.G., for this well-known single-seater has been converted into an all-enveloping aluminium-bodied two-seater with Fiat 500 front suspension, ¾-elliptic back springs and using an Arnott blower.

Of the 500 c.c. racing cars R. F. Mayne's Cooper fairly jumped off the line and F. Finucane made a splendid start in *his* Cooper. This course should be ideal for Cooper 1,100s but none was present, but two aerodynamic Loti graced the sports-car classes, Havard and his wife driving a Bristol-engined Lotus. The Fishers ran their Kieft-Climax and J. Burke the Revis-Borgward, and Heatley his multi-carburetter V8 Grenfell Special with unusual independent system patented by J. G. Grenfell.

In the interval four police Riley saloons driven by members of the Portsmouth City and West Sussex Police Forces gave a display over a course which any rally driver would have thought cissy; even so, they proved singularly incompetent.—W. B.

Results:

F.T.D.: E. Alexander (Allard).
Best S.M.C. Member: R. Havard (Lotus).
Best Member within 20 miles of Portsmouth: R. W. Faulkner (Aston Martin).
Best Saloon: C. G. Atkins (Mercedes Benz 300 SL).
Best FIII: R. F. Mayne (Cooper).
Best S.M.C. Sports Car: Mrs. Havard (Lotus).
Best Lady Driver: Miss Hockenhall (Allard).
Saloon Cars up to 1,300 c.c.: J. Sparrows (M.G.).
Saloon Cars, 1,301-2,600 c.c.: J. Burke (Porsche 1,500).
Saloon Cars over 2,600 c.c.: W. H. B. Smith (Jaguar Mk. VII).
Sports Cars up to 1,100 c.c.: W. Frost (Lotus).
Sports Cars, 1,001-1,500 c.c.: J. Burke (Revis-Borgward).
Sports Cars, 1,501-2,500: D. Avern (A.C. Ace).
Sports Cars over 2,500 c.c.: P. Everard (Aston Martin).
Racing Cars up to 500 c.c.: F. J. Mays (G.M.).
Racing Cars, 1,101-1,500 c.c.: A. Burnand (E.R.A.-Delage).
Racing Cars over 1,500 c.c.: C. T. Atkins (Connaught).

ALVIS RALLY

Over 170 cars took part in the largest post-war Alvis Rally organised by the Alvis Owner Club and Alvis 12/50 Register at Heston on May 27th.

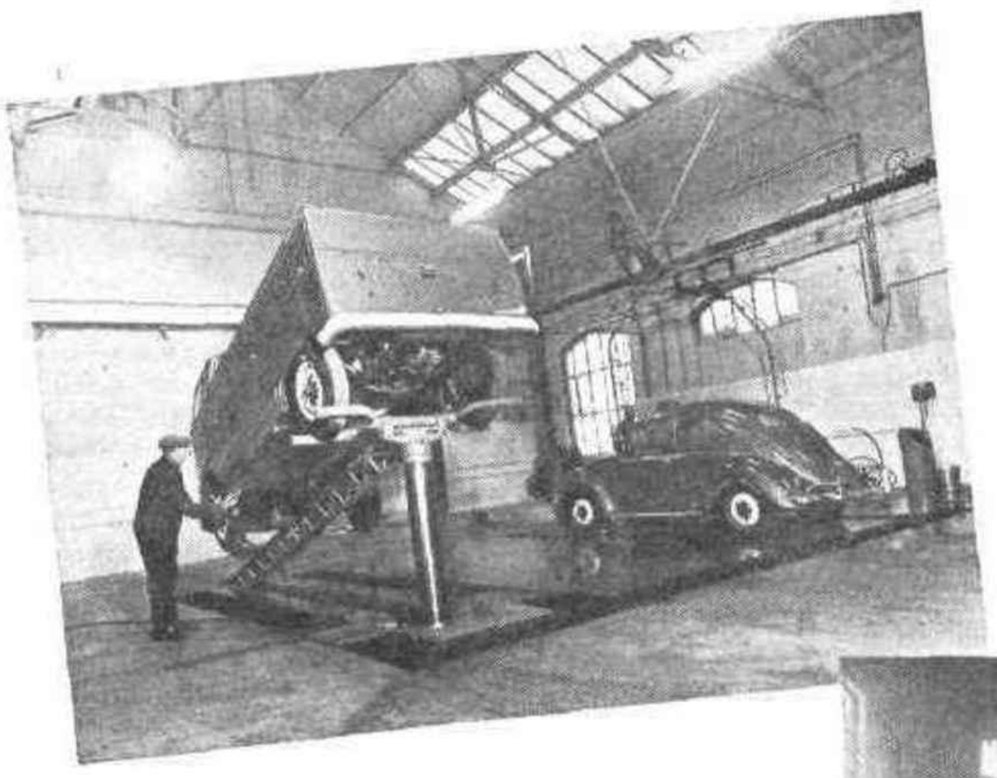
There were specimens of all models on show from 1920 10/30 to the latest Graber-bodied 3-litre. Of particular interest were the F.W.D. car which took second place in the 1928 T.T., a Brooklands 200-mile race car (won by Alvis in 1923) and a supercharged 4.3-litre.

Concours d'Elegance
1st: R. G. Sloan (1940 4.3)
2nd: W. E. Edgar (1932 12/60)
3rd: A. R. Buck (1948 TA 14)

Driving Tests
1st: W. E. Edgar (1932 12/60)
2nd: R. E. Brearley (1933 Speed 20)
3rd: A. James (1938 Speed 25)

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TWO NEW SMALL SPORTS CARS

SINCE the war, with the exception of specialised examples intended mainly for competition work, the small sports car has been neglected by British manufacturers. This is all the more curious because before World War II this country produced many very successful cars in this category, such as the Austin Seven, M.G. Midget, Singer Le Mans, Vale Special and others. A leading article in MOTOR SPORT, dated July, 1954, drew attention to this dearth of small British sports cars, and the Editor concluded : " Not everyone, even with memories of their Meccano days still clear, wants to *build* a sports car. For this reason I think a return on the part of our manufacturers to under 1,100 c.c. sports cars is overdue. They would represent attractive vehicles both for home consumption and export."

Consequently, we accepted with pleasure an invitation from British Resin Products, Ltd., to see Petula Clark, the well-known film, radio and television star, take delivery of her first car, in the form of an 803-c.c. Turner sports two-seater. [Incidentally, this was not a party to celebrate delivery of the first Turner, for some 30 have been sold to date, including one to Bob Gerard; but Bob is only a racing driver, whereas Petula is a T.V. star !—ED.]

This party took place at the Distillers Sports Club at East Molesey, a fine country house, with spacious grounds on both sides of the Thames. Miss Clarke's father is a keen motorist, who is enthusiastic about his Volkswagen, which he finds preferable to his former Austin A90. He told us that Petula, that petite red-head who graces B.B.C. television programmes, has recently passed her driving test and that when she wanted a sports car he sought something with which she could gain experience of rapid motoring, deeming 100 m.p.h. sports machinery too fast for a beginner. The new Turner seemed just the job.

It is made by Turner Sports Cars, Ltd., at Wolverhampton. Present output is a car a day, but at the new works, recently acquired, at Pendleford Airport, this should soon increase to three per day, with a target of 150 cars a year. The Turner is a genuine attempt to return to the small, compact economical sports car and a maximum speed of 80 m.p.h. is claimed, with a fuel consumption of 40/50 m.p.g. depending on how much " loud-pedal " is used.

The chassis is tubular, of T45 steel tubing 3 in. dia., evolved from experience gained with Turner FII racing cars and the rear suspension, using laminated torsion-bars and trailing links, has some similarity to the ingenious rear suspension of the later sports/racing Jaguars. Front suspension is Austin A30, as is the power unit and final drive. The engine is standard except for twin S.U. carburetters, giving 30 b.h.p. at 4,800 r.p.m. on a 7.2 to 1 compression-ratio. The guarantee is thus unimpaired. The back axle-ratio is 4.875 to 1, but to compensate for reduced weight the 13-in. tyres of the A30 saloon are replaced by 5.20 in.–15 in., Michelin in the case of Miss Clarke's car; 7 in. by 1¼ in. brake drums are used and steering is rack-and-pinion with a universal joint in the column. The wheelbase is 6 ft. 8½ in., front track 3 ft. 9 in., rear track 3 ft. 10½ in. The two-seater all-enveloping body shell is made for Turner by Hill's Fibreglass Developments, Ltd., of Cellobond polyester resins and Fibreglass, with upholstery, panelling and hood in Geon P.V.C. Everflex leathercloth. It is claimed that this body shell is one-third the weight of an equivalent metal body, but we were disappointed to learn that the colour—carefully chosen to match Petula's hair—is normal cellulose and not a shade incorporated in the plastics. Hooded Lucas inbuilt headlamps enhance the appearance of this interesting little car, and we hear excellent reports of its roadholding and cornering abilities. Mr. Turner has been sensible in employing A30 components, especially as the engine is the best part of the modern Austin car. The Turner sells for £789, inclusive of p.t., and we hope that one will soon be submitted to a MOTOR SPORT road-test.

Another new small sports car is the Fairthorpe Electron, also with a tubular chassis and a glass-fibre all-enveloping two-seater body, but with coil-spring suspension all round and a 67-b.h.p. version of the excellent 1,096-c.c. Coventry-Climax engine. The wheelbase is 7 ft., the track 4 ft. and, pulling a top gear of 4.44 to 1, a maximum speed of 112 m.p.h. is claimed. The price, with p.t., is £1,049 17s

ANOTHER " FIRST THURSDAY " AT THE " PHOENIX "
(June 7th)

Seldom has the traditional forecourt of the Phoenix Hotel at Hartley Wintney, adjacent to the Great West Road, been so full of vintage machinery as it was on the first Thursday of last month.

V.S.C.C. members had turned out in force to meet Tim and Margery Carson of the secretarial side and fellow members. Members from as far afield as America, Canada and Africa mingled with " local " characters, of whom one came literally only yards to attend. Of the cars, Frazer-Nash, Alvis and Vauxhall were prominent, the latter represented by no fewer than five 30/98s, one of them Carson's, and a 14/40. A solid-tyred Trojan with a couple of spare (but still solid-tyred) wheels in its tonneau dominated the skyline, and a very fine 4½-litre Bentley team-car rumbled its war-cry in the yard. A " square-rigged " Austin Heavy Twelve saloon was being continually commenced on the winder, Ronald Barker was recounting how the Beaulieu Museum has purchased his Gobron-Brillie fire-engine and other stories, and David Thirlby was happily announcing that the " Chain-Gang " section of the club is to have its own magazine, a thing which should have happened long, long ago. Cecil Clutton was present, and Francis Hutton-Stott had driven over in a very handsome short-chassis 1928 Lanchester Twenty-one tourer endowed with a more sporting body than is expected on this fine chassis. He proudly displayed its typical Lanchester features of water-level glass in the radiator, typical domed filler-cap above, long outside handle-brake topped by a substantial knob, which moves sideways to release the ratchet, the plan of the gear-gate tastefully painted on the fully-stocked instrument panel (to remind the car's late owner, an elderly lady, where the gears were) and the neat o.h.c. engine finished in mottled aluminium, with fuses neatly labelled on the lid of the accessible fuse-box. Hutton-Stott also showed us photographs of a 1919 Lanchester Forty saloon which he has just acquired, in splendid condition after years in storage; the first of the post-war Forties, it has a very handsome closed body with curved sides, a faintly boat-like stern and doors adjacent to the back seat only, typical of specialist coachbuilding in the early nineteen-twenties.

The most unusual car present was undoubtedly the Eldredges' Fronty-Ford, which has a model-T Ford engine with o.h. valves turned back-to-front to provide front-wheel-drive through half-shafts with exposed fabric universal joints. Front suspension is by cantilever leaf-springs, the back axle is merely a beam to carry the wheels but retains its final-drive casing, the broad curved radiator is said to have come from an Ansaldo aeroplane and the body is very stark. To remind us that it has had, or hopes to have, adventures, a shovel is part of the equipment. The Eldredges have come over from the States to search for windmills; no doubt they were as shocked as we were to note " subtopia " encroaching on Phoenix Green.

On this June evening outside and in the packed bar of the " Phoenix " one felt that the Vintage Sports Car Club is healthy and very much alive.—W. B.

A B.B.C. BLUNDER

Because we have great respect for the amount of time the B.B.C. has devoted in recent years to excellent commentaries on motor racing, we were all the more disappointed at the bungle they made in the Light Programme on June 8th. The commentary on the Senior T.T. motor-cycle race, led by Graham Walker, which millions of people, including a big proportion of non-motor-cyclists, eagerly await every year, was scheduled at 10.25-11 a.m. and 11.15-11.40 a.m., breaking then for the State Visit to Sweden and the Test Match commentary, until the closing stages of the race were to come on the air from 1.15-1.38 p.m. The commentary from Sweden was postponed until 12.40 p.m., washing out the last of the three T.T. commentaries. Rain had washed out play in the Test Match, so we were taken back to the Isle of Man from 11.45 approximately until 12 noon. But, from 12 noon until the commencement of the commentary on the Royal visit the B.B.C. decided to cut off Graham Walker, at a most exciting point in the Senior T.T. when so much depended on whether Lomas (Guzzi) stopped to refuel or not and when he was nearing the pits, to substitute a story called " Trout and Tiddlers."

As sportsmen were tuned in at that time, expecting either motor-cycle racing or cricket, couldn't the T.T. have been given preference to a short story which was unbilled and which could have been read on a more appropriate occasion ?—W. B.

THAMES ESTUARY A.C. SPEED TRIAL, SNETTERTON (June 3rd)

Fastest Time of the Day : A. Stacey (Lotus Climax)	43.58	sec.
Fastest Saloon Car : R. G. Playford (Jaguar XK120)	50.20	..
Fastest Sports Car J. R. Rudd (Frazer-Nash)	47.36	..
Fastest Sports or Saloon Car, any trim : M. C. Stacey (Lotus Climax)	45.16	..
Fastest Racing Car : E. Lewis (Lotus Climax)	45.57	..
Special Award for Fastest Time by a Lady : Mrs. E. Price (H.R.G.) ...	56.14	..



A string of successes by Duncan Hamilton OKV 1 and SHELL X-100 motor oil

)KV 1 (a 3½ litre D-type Jaguar) and J. Duncan Hamilton a native of Berkshire and an engineer with a 10-year record t high speed in the Fleet Air Arm and racing cars) first ined forces at Le Mans in 1954. OKV 1 was one of he works cars, and quite new to the circuit. Duncan amilton, on the other hand, had won the 1953 Grand rix d'Endurance, sharing the wheel of a C-type with ony Rolt, who was again his partner in 1954. They ushed a close second to the 4.9 litre Ferrari, covering 19.52 miles at a speed of 105.98 m.p.h.


Duncan Hamilton has a last-minute word with Robin Freeman, his mechanic

The same drivers and car followed this up 3 weeks later with a second place in the Rheims 12 Hours at 100.90 m.p.h. Having led all the way, they were beaten by a similar works Jaguar 15 minutes from the finish after they had sustained damage to their rear axle through being run into from behind.

After the 1954 season, Duncan Hamilton bought OKV 1 for his own use and took her to North Africa to run in the sports car Grand Prix at Dakar. He was reaching a speed of 183 m.p.h. on the straight, but lost ground through having to make a pit-stop and finished 3rd. He then proceeded to win the Coupe de Paris and the Coupe du Salon at Montlhery and the Johnson Trophy at Goodwood.

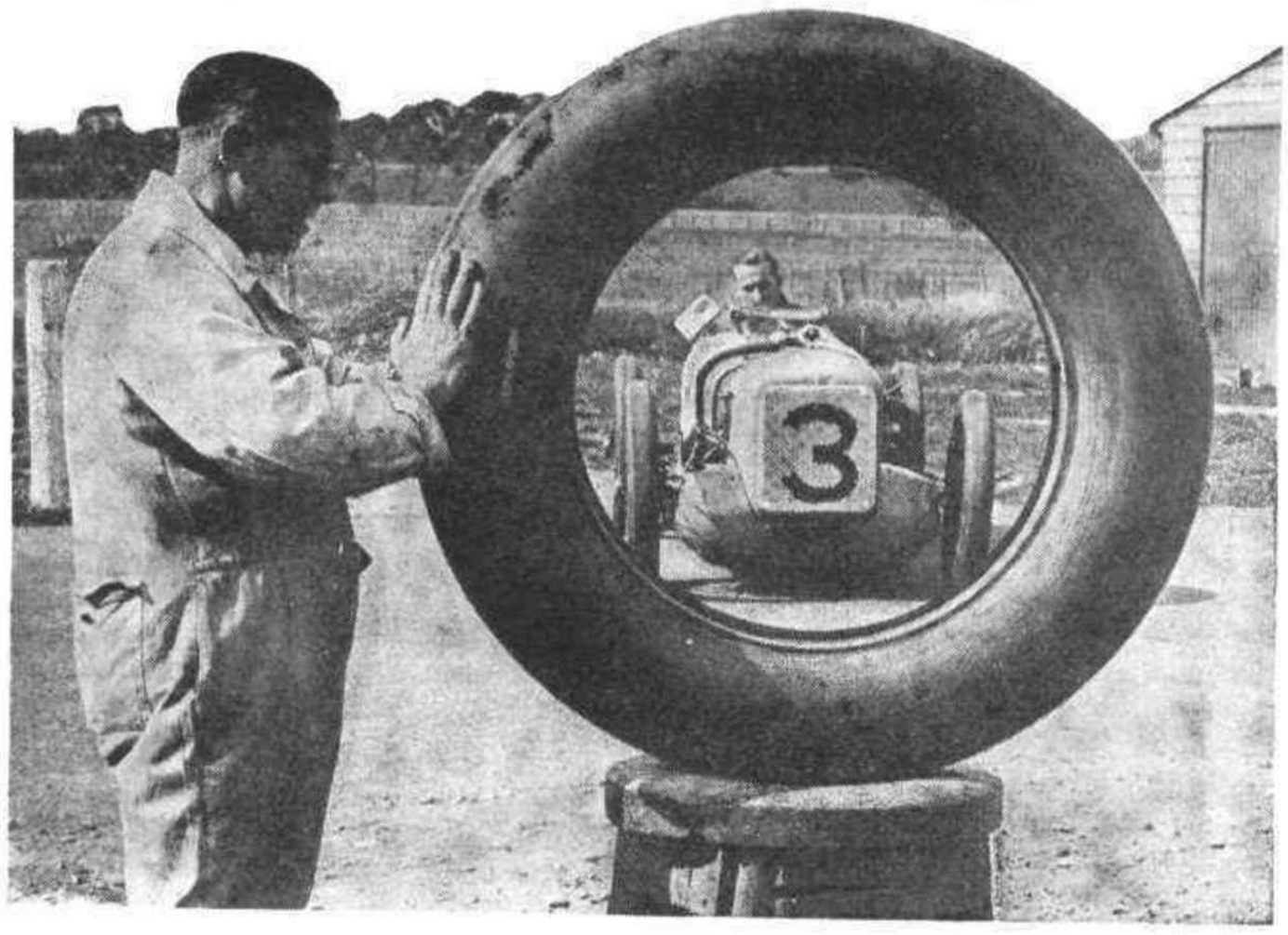
He ran third at the G.P. of Portugal in 1955, and has won nearly all of the races he entered in this country during the past two years.

In OKV 1 and all his cars, touring and racing, Duncan Hamilton uses Shell X-100 motor oil (for OKV 1, grade 30 in Europe, 40 in Dakar). *This is the same oil as you get at your garage*—no special racing brew. Duncan Hamilton says " I've never had a moment's anxiety about the lubrication of my engines: in fact I've forgotten what it was like to worry about lubrication—even at 183 m.p.h. in the scorching African sun! "

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ENTHUSIASTS' DIRECTORY No. 10—

TYRES

The figure on the left of the picture is, of course, "Dunlop Mac," photographed before the war.

THIS particular instalment of "Enthusiasts' Directory" is especially interesting, because no single component of the motor car has benefited so thoroughly from racing as the tyre. In the very early times, as the racing car emerged out of the mists of antiquity, the pneumatic tyre endowed the vehicles to which it was fitted with more speed, at the expense of time lost repairing the inevitable punctures. For many years after the turn of the century racing cars proved too fast for the covers they ran on, and as late as 1914 Hornsted was cheated time and again of the coveted hour-record with the big Benz because the high-pressure racing tyres of those days would not carry this heavy and very fast car for more than about half an hour.

The problem of time-loss over punctures and blow-outs had been solved by the introduction of the Rudge-Whitworth detachable wheel with centre-lock securing nut, an item of equipment banned in the 1908 French Grand Prix, so that the British Napiers could not compete. This spelt the end of the heroic age when mechanics and drivers had to slash hot, deflated covers from the rims of non-detachable wheels at the roadside, but introduced the fascinating spectacle of short-duration wheel-changes at the pits. As speeds rose another problem presented itself, that of tyres leaving the wheels, which security-bolts only partially cured. The solution, of course, was to forsake beaded-edge construction in favour of well-base rims, but having secured the tyres to the rims it was many years before treads ceased to fly from the covers—it even happens occasionally in racing today.

Yet pneumatic tyres improved by leaps and bounds, especially those made by Dunlop in England and Michelin in France, and for racing, notably all-out racing at Brooklands Track, the introduction of cord tyres by Palmer was a distinct advance. Today most tyres have a rayon-cord foundation.

After the 1914-18 war progress continued, balloon or "comfort" covers of oversize dimensions becoming the vogue on small cars in France, where such Michelin-shod economy vehicles as the 5 c.v. Citroen and 7/12 Peugeot were the rage in 1923. The advent of larger tyre sections and front-wheel brakes at this time can be said to have hastened the development of universal independent-front-suspension, for wheels which had behaved impeccably on rigid, cart-sprung front axles when shod with lightweight high-pressure tyres, played odd gyroscopic pranks with the steering when carrying "balloons" and brake drums.

These new low-pressure, wider-section covers were soon universal but as late as 1922 even Rapson, who manufactured a sort of Rolls-Royce amongst wheel-wear, found racing conditions to pose insoluble problems and we find the great Parry Thomas hiring a fire-engine with which to pump some of the River Wey onto the Railway Straight in an endeavour to cool the tyres of his Leyland Eight during an attempt on the world's hour record at Brooklands.

Lessons of racing were absorbed, improved tyres were designed, until today it is possible to drive for more than 20,000 miles with complete freedom from tyre troubles, and for Grand Prix cars to complete races without a wheel-change. Dunlop built special tyres with wafer-thin treads which enabled British drivers and cars to lift the Land Speed Record to 200, then to 300 and finally to over 400 m.p.h., and they also produced special covers which enabled heavy outer-circuit cars to lap Brooklands at speeds in excess of 140 m.p.h. In recent times Avon have had notable successes in motor-cycle racing and Competition Managers of tyre firms know all the wrinkles about measuring wear and temperature of tyres during practice before Grand Prix races, a technique which at one time seemed to be a prerogative of the German firm of Continental.

Pre-war mud-storming trials called for special tread patterns which were invaluable in war and pioneered the sort of sure-grip tyres so valuable today for farming and military purposes.

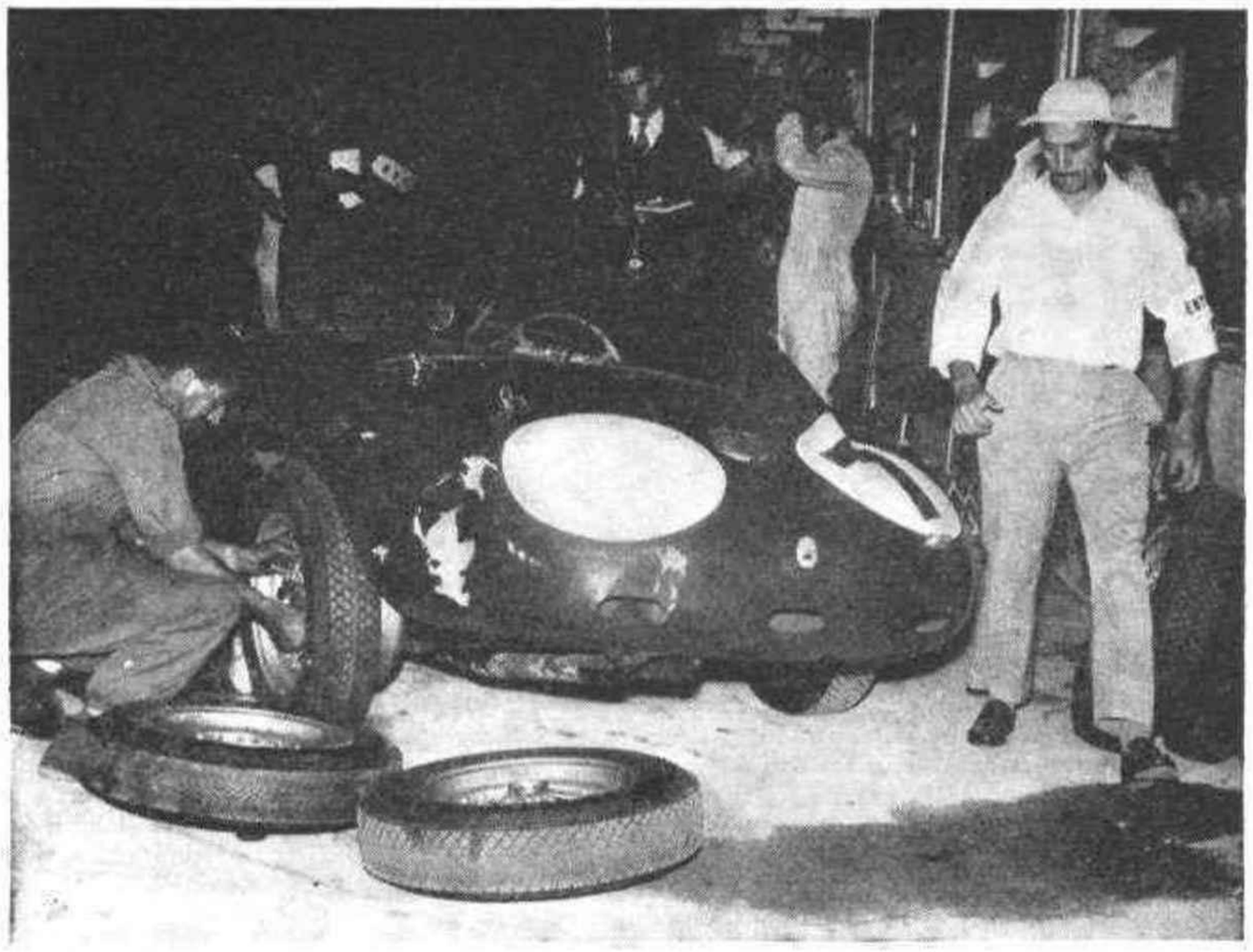
"Dunlop Mac" in his time must have changed thousands of racing covers under the orders of Norman Freeman, doyen of Competition Managers, and no one could testify better to the contribution which racing has made to the near-perfection of the tyres you and I use today. Avon, Dunlop, Englebert, Michelin, Palmer, Pirelli, these and other names are closely associated with great deeds on road and track. Such firms have taken good heed of the lessons high-speed motoring has to teach, and so we move on to the introduction of the tubeless tyre and the time when the spare wheel, so difficult to stow, such a nightmare to stylists, so dirty and cumbersome for a lady to handle on a wet night, will be abolished, and cars will run their useful lives immune from punctures.—W. B.

INTRODUCTION

THE introduction of the pneumatic tyre nearly seventy years ago constituted one the the greatest individual advances in the world of transport. The solid-tyred wheel had long remained the epitomy of the horse and cart and the new invention was to coincide very conveniently with the development of the first horseless carriages.

Originally designed by John Dunlop for use on the bicycles of the period, pneumatic tyres first gained recognition through this medium because of the increased speed and comfort which they offered in contrast with the then solid-tyred unsprung machines. This, in turn, increased the popularity of the bicycle and the Dunlop company in particular went from strength to strength in the manufacture of pneumatic tyres.

By the beginning of the present century most British manufacturers of motor cars had adopted the new tyres which, even at this stage in their development, were suitable for use on machines travelling at over 60 m.p.h., a remarkable achievement in view of their inception only 12 years previously. Beaded-edge tyres, low-pressure tyres, super balloons, giants, all were to follow but the initial moves had been made and the interests of industrial powers aroused.



PIT-STOP.—One of the most exciting aspects of racing after the introduction of detachable wheels was the rapid but unhurried replacement of worn tyres by a drilled crew at the replenishment pits. Such a scene is still a part of long-distance sports-car races. Here is a night tyre-change in the Aston Martin pit during the 1955 B.A.R.C. Nine-Hour Race at Goodwood.

Today, however, the tyres of a modern car can be relied upon to give very efficient service under arduous conditions, gone are the days when a set of covers lasted but a few thousand miles, 30,000 miles and more can be obtained now with careful driving before even the expense of a retread is envisaged.

Amongst the comparatively recently introduced tyres have been the steel corded types, the snow and town and country types, the wire tread, new speed tyres and the latest tubeless examples which are now being fitted to many of the new cars as standard equipment. Similar advances have also been made in the commercial vehicle field, stronger and more durable types are available designed expressly for the work which they are likely to undertake, be it agriculture, mining engineering or amphibious warfare.

In contrast with the pioneer motorist the present car owner has to pay much less money for his tyres, £12 being a fair outlay for a pair of tyres for a modest car whereas 50 years ago £18-20 would have been needed for the purchase of a similar pair which would have lasted for a very much shorter period, an example of the research which has gone into these all-important articles helped, at the same time, by greatly improved road surfaces and, indirectly, by such advances as the advent of the low-pressure tyre.

With the passage of time many large combines have grown up for the manufacture and sale of tyres and a wide choice remains open to the motorist. Most companies offer an expensive range and a cheaper popular range, but prices fluctuate frequently and the e are not always accurate. Some indication of the histories and special products of the leading firms follow.—I. G.

AVON

Founded by Browne and Margetson at Limpley Stoke, Somerset, in 1885. The firm later moved to larger premises at Melksham, Wiltshire, in 1889, and became known as The Avon India Rubber Company, Limited.

The Managing Director's son, R. F. Fuller, was an enthusiastic pioneer motorist owning a Locomobile in 1901 (an American two-seater steam car with a petrol-burning boiler under the seat) and a 6-h.p. two-cylinder Pick in 1904.

Avon started making tyres in 1901 and soon made all types, including pneumatics adapted for use in the First World War.

Avon was early in the competition field taking great interest in cycle and motor-cycle racing, as well as motor racing. Innumerable International and other races were won on Avon tyres, notably by Kaye Don and Reg Shirley.

In 1927 alone 51 firsts were gained in prizes, nine gold medals and the Brooklands Gold Star and many trophies.

Avon ceased active competition in 1932, but maintained full development facilities.

Attention was returned to racing in 1946, and in 1949 Avon recommenced in motor-cycle racing with the Vincent and Norton Companies. Since then the works teams of Vincent, Norton, Gilera, Moto Guzzi, and many famous private entrants have specified Avon tyres, while in motor racing the Aston Martin Company, the Gilby Engineering Company, and one or two privately entered G.P. cars use these tyres.

The present range of Avon tyres for private cars comprises Racing, H.M., H.M. Airseal, H.M. Whitewall, H.M. Airseal Whitewall, Winter Safety and Traction Mileage. Probably the most interesting type from the appearance angle is the last mentioned, the Traction Mileage, which is a heavy-duty cover for use in rough country as well as on smooth roads and gives an exceptionally big mileage before requiring replacement. Avon tyres are fitted as original equipment on Aston Martin, Vauxhall and Rover cars.

Competition Manager: BOB WALSHAM, THE AVON INDIA RUBBER CO., LTD., MELKSHAM, WILTS.

BRITISH TYRE & RUBBER

British Tyre & Rubber Co. Ltd. has specialised for over a quarter of a century in the manufacture of high-grade, craftsman-built tyres marketed under the well-known trade name "Gilt-Edged." Designed and built at Leyland, Lancashire, B.T.R. "Gilt-Edged" tyres have a wide flat tread of maximum thickness for the highest mileage consistent with cool and safe running. Available in a wide range of sizes, they are bought particularly by that informed section of the motoring public whose knowledgeable demands for extra performance can only be satisfied by the best possible balance between the conflicting requirements of modern motoring.

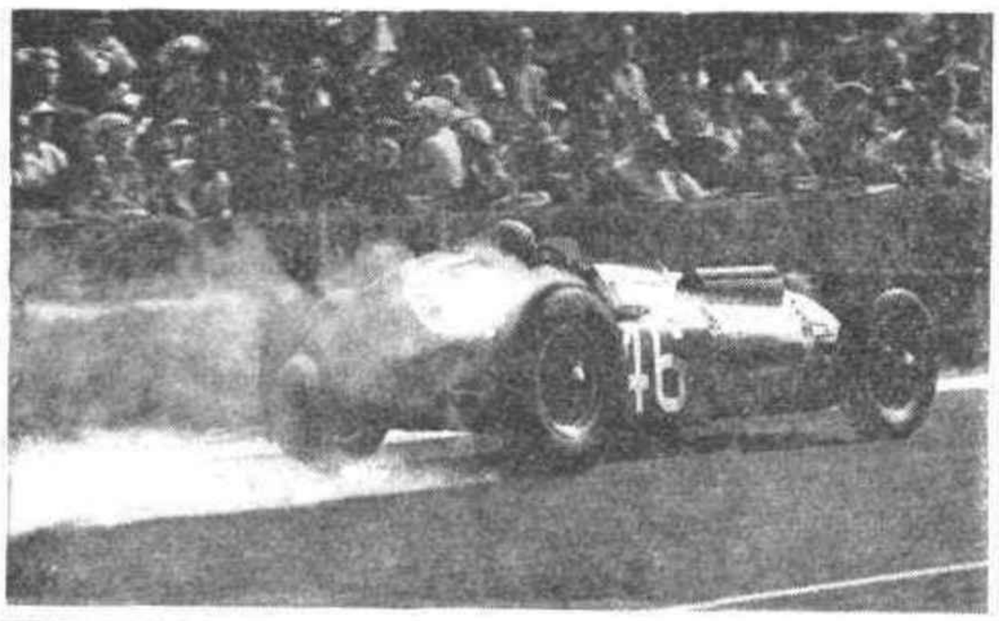
The Palmer Tyre Co., Ltd., the well-known pioneers of the first cord tyre in the world, and of many other major advances in modern tyre construction, including the reinforcing of tread and side-wall rubbers with carbon black, and the first low-pressure tyre, is an important member of the British Tyre & Rubber Co. Ltd. group of companies.

Advertising: J. J. McGINITY, THE BRITISH TYRE & RUBBER CO. LTD., HERGA HOUSE, VINCENT SQUARE, LONDON, S.W.1.

DAVIES

The company originated in 1880 as S. T. Davies & Co., manufacturers and wholesalers of bicycles and cycle accessories with premises in Bethnal Green Road. After 1918 this side of the business was sold and the company concentrated on the sale of British and Continental tyres of varying manufacture.

Later, the company moved to Euston Road, the Davies Tyre Company was formed and, in 1924, the first Davies Tyre was manufactured. Since then a complete range of car and giant tyres has been manufactured, and in 1929 the firm moved to its existing premises at The Hyde, Edgware Road, London, N.W.9. The company has branches in Bristol, Leeds, Manchester, Tunbridge Wells and Walsall.



SMOKING RUBBER.—The effect on the tyres of the vicious wheel-spin, which this driver of a Lago-Talbot is experiencing, emphasises the lessons which racing has taught the tyre manufacturers.

The Davies Tyre Co., Ltd., is the only privately owned wholly British tyre manufacturer in the United Kingdom.

An associate company of Davies is the Re-cord Tyre Co., Ltd., one of the largest national motor tyre retreading companies in Great Britain.

Originators of the famous Davies steel cord racing tyres, which were used in the early days of racing, this company has always had a keen following amongst competition motorists. A very comprehensive range of tyres is available for private and commercial use, standard and heavy duty covers being produced, a typical 5.00—16 retailing at £5 17s. for the standard and a 5.50–19 £8 6s. 6d. likewise, with approximately another £2 for the heavy duty cover in the latter size. Whitewall covers can be supplied in certain sizes at 20 per cent. above normal prices.

DAVIES TYRE CO., LTD., DAVIES WORKS, THE HYDE. LONDON, N.W.9.

DUNLOP

In Belfast 69 years ago there took place an event that was to revolutionise not merely the history of transport, but the whole pattern of modern life: the discovery by John Boyd Dunlop of the first practicable pneumatic tyre.

Dunlop, a middle-aged Scottish veterinary surgeon practising in Belfast, was a prosperous family man with a keen inventive mind. Much of his time was spent jogging along country lanes from farm to farm, and the discomfort he endured set him thinking of ways and means of improving travelling conditions. In the autumn of 1887 he started to experiment with an air-filled tube.

He first made a wooden disc 16 in. in diameter. To its rim he then affixed a sheet rubber tube inflated and covered with canvas. Its performance compared so favourably with that of a solid rubber tyre detached from his son's tricycle that he prepared two further tyres in the same way; they were secured to wooden rims, the rims then being wired to the rear wheels of the tricycle. He discovered that the tyres were lighter, faster and immeasurably more comfortable. Encouraged by his success he took out a patent for his invention in July, 1888.

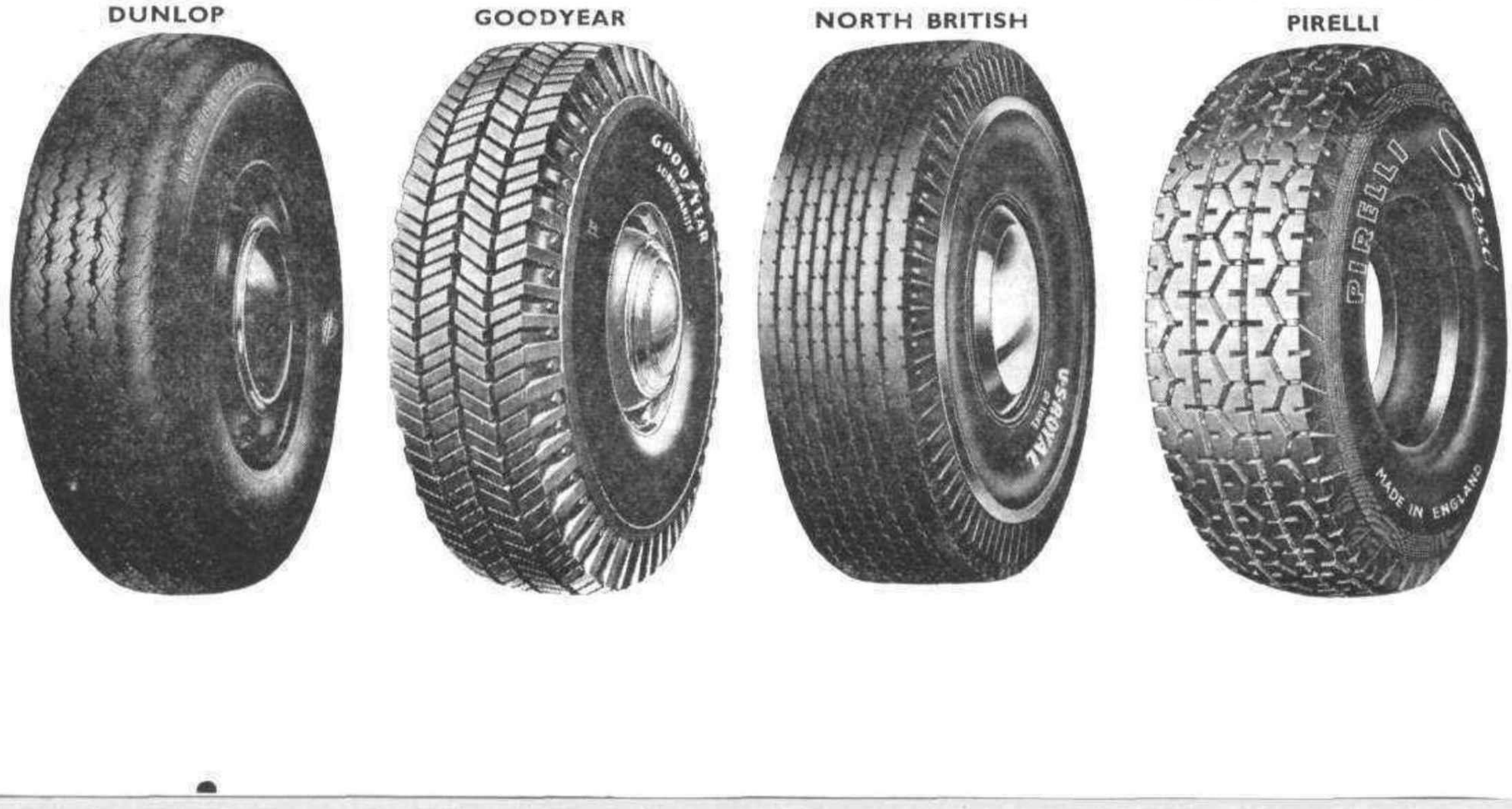
But Dunlop had still to convince the outside world of the superiority of the pneumatic tyre. That he did so in so short a space of time was largely due to the foresight and enterprise of a Belfast firm of bicycle manufacturers: W. Edlin & Co., of Garfield Street. Within six months this firm was turning out "safeties" specially designed for Dunlop's tyres. At first an object of derision on account of their ungainly appearance, the tyres soon proved their worth when at the Queen's College Sports in May, 1889, William Hume, Captain of the Belfast Cruisers Cycling Club, won every race for which he entered on a pneumatic-tyred machine. Further spectacular racing victories by Arthur Du Cros convinced a hesitant public that pneumatic tyres had come to stay.

The Du Cros family was closely linked with the early fortunes of the Dunlop Rubber Company, for it was thanks to Harvey Du Cros that Dunlop secured the necessary financial backing to expand his organisation and to found in Dublin in 1889 with an authorised capital of £25,000 the company that was later to bear his name.

The company prospered rapidly, for Dunlop's invention led to a great increase in the popularity of bicycles. Before long, the Dublin factory proved inadequate to meet demands and the tyre organisation was therefore transferred to Coventry, the heart of the cycle industry. Emphasis was still on cycle tyres in those early days, since motor vehicles were limited by the restrictive "Red Flag" Act to a speed of 4 m.p.h. and the vehicles themselves were clumsy, underpowered and fitted with iron-tyred wheels. But the repeal of the Act in 1896 gave an impetus to the motor industry that resulted in a further expansion of the Pneumatic Tyre Company, as it was now called. As in the case of bicycle tyres, it was discovered that the future lay with the pneumatic tyre, for tyres made from solid rubber grew hot and disintegrated.

In 1901 the company adopted its present name of the Dunlop Rubber Company. In 1908 there was launched at Coventry the Dunlop Rim and Wheel Company, Limited, which was soon manufacturing the new detachable wire wheels and hubs. This development was a direct result of the company's early realisation that however well made its tyres, their performance depended greatly on wheel design. Still more significant was the establishment in 1910 of the company's first rubber plantations in Malaya. Dunlop thus secured not only technical control of its main raw material but made an attempt to protect itself against violent price fluctuations in the world market. Today the company owns rubber-producing estates covering 80,000 acres.

After this well-earned prosperity the firm continued to expand and as a long-established British concern its products have enjoyed considerable popularity on these islands particularly. All manner of rubber products are now manufactured in the various companies in Britain and many other subsidiary companies have been formed throughout the world. Dunlop tyres are available in all sizes and for all purposes and are well known for their long-lasting qualities coupled with moderate price. A new tyre has been introduced in



recent months, it is the " Road Speed " tyre which is designed for use on high performance cars, it has a new ribbed pattern with specially angled knife cuts for extra grip on wet roads.

Competition Manager: N. W. FREEMAN, DUNLOP RUBBER CO., LTD., FORT DUNLOP, ERDINGTON, BIRMINGHAM 24.

FIRESTONE

As an enthusiast of rubber tyres in the 1890s Harvey Firestone started by fitting new tyres, which he bought from outside concerns, on carriages and buggies in his home town of Chicago. By the turn of the century the Firestone Rubber Tyre Company became united with other concerns furthering the sales and fitting of the new products. Retained as Manager of this larger concern, Firestone was restless and a disagreement over policy prompted him to leave with $42,000 capital for Akron, Ohio, the rubber city, where in 1900 he founded another company, acquired the existing stocks of tyres from a manufacturing company and organised the sales of a superior carriage tyre which possessed no retaining wires (which had previously considerably reduced the effective lives of the articles).

In January, 1903, Firestone opened his own new factory in South Akron and from then on production began in earnest. Further branches opened and sales increased especially in the commercial vehicle field, a market which Firestone had been early to appreciate as deserving better facilities in the way of comfort and mileage per tyre. At this time the company was only producing solid tyres.

In 1905, Harvey Firestone, a great horse lover, purchased a Maxwell car in order to test a new idea in connection with pneumatic tyres—the elimination of the clincher type rim in favour of wire beaded edges.

The following year Henry Ford marketed a cheap runabout car, and Firestone bettered by $15 the $70 quotation for a set of four tyres by the rival companies who had formed a ring, and prepared to meet the delivery schedule of 6,000 tyres, a hitherto unexpected quantity for the firm to have to produce.

By 1907 the spring catalogue listed detachable rims and further demand was made in 1908 with the advent of the model-T Ford; serious mass production was beginning and further impetus was given to the Firestone Tyre Company, who supplied the tyres.

And so began the vast concern which we know today, producing all types of tyres for all manner of vehicles, and rubber goods in general for simple and complex applications.

Advertising Manager : N. G. WINTER, FIRESTONE TYRE & RUBBER CO. LTD., BRENTFORD, MIDDLESEX.

GOODYEAR

The story of Goodyear is a cross-section of the history of rubber and tyres, and the entire development of the great rubber industry today, based upon the discovery by Charles Goodyear in 1839 of vulcanisation, has taken place within the corporate lifetime of the Goodyear Company, founded in 1898. Planned efficiency has marked its career from the early days when experiments were carried out with devices to keep tyres on the cumbersome rims of the cars of 1900. And in 1901 came the adaptable side-flange tyre, the forerunner of the straight-side tyre.

The earlier generation of car users will remember the old beaded-edge tyre, and the introduction of the easily demountable straight-side tyre solved many back-breaking jobs.

A new, multiple-cord tyre was designed in 1913 and, two years later, the first low-pressure tyre was introduced, followed by a practical balloon tyre in 1924 and followed up in 1932 with a tyre, the Airwheel, the forerunner of today's Super Cushion. But undoubtedly among its greatest achievements was the introduction of the High Pressure Giant pneumatic tyre in 1919, without which the rapid and efficient road transport system of today would not have been possible.

After the Goodyear factory had been established in Wolverhampton in 1927, its first tyre being produced on December 15th, the new plant at Wolverhampton became an important factor in local industry by virtue of its increasing reputation for efficiency in production.

Battling its way through the tough days of the early '30s the factory quickly moved forward with constant expansion, both on the production line and with its buildings. The first soles and heels were manufactured in 1933 and in 1938, after much Goodyear research, a new tyre was introduced for use on the land. Extensive tests had proved the most efficient all-round worker would be the straight bar lugs of the Open Centre Sure Grip and, today, the modern version of this tyre, the Super Sure Grip, has become world famous and accepted everywhere.

When war came Goodyear was able to meet new tyre demands which overall accounted for 32,693,748 tyres made in Britain alone. The return of peace saw the demand still further accelerated. Earthmoving machinery was becoming a dominating factor in the reconstruction of a new Britain, and giant tyre requirements necessitated the production of such huge tyres as the Hard Rock Lug, the Hard Rock Rib, the Sure Grip Mutton Leg, and the All-Weather tyre, each designed for its own individual earthmoving application, and often costing more than £1,000 each.

By adaptation, replanning, and extension, the Wolverhampton factory grew rapidly to tackle the fantastic post-war boom in production needs, and in this period a unit to make Pliofilm (a transparent packaging material) was opened in 1949, and a much-needed addition in the industrial rubber products field came with the opening of a new plant in 1951. In 1953 a new aviation factory at Wallasey began producing wheel and brake equipment.

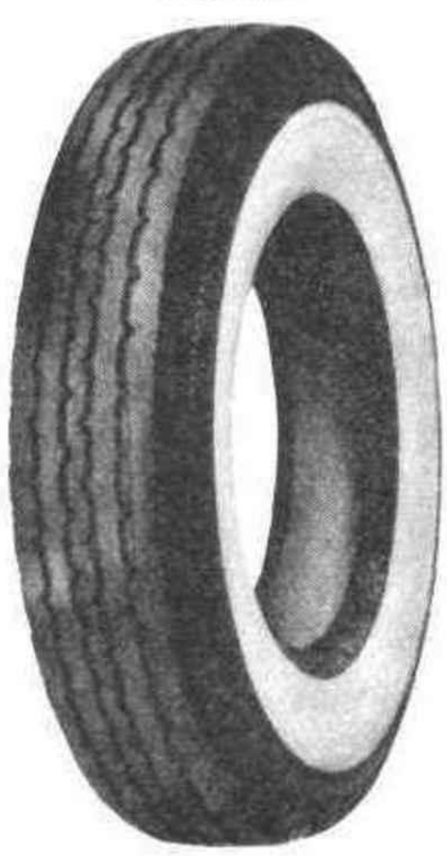
Still advancement continues for, in 1955, the company announced a substantial expansion scheme to erect new plants and modernise existing facilities within the boundaries of the Wolverhampton factory, and also earmarked additional expenditure for a new tyre-producing factory, which will be among the most modern in Europe, to be built at Glasgow.

Post-war achievements by the Wolverhampton tyre and rubber firm include a revolutionary low-pressure tyre called the Super Cushion, the Lifeguard safety tube, an inner tube which gives a car and its passengers complete safety in the event of a sudden tyre failure, and the revolutionary tubeless tyre. In the tubeless range Goodyear produce both for cars and for giant tyre users. In America, Goodyear is producing tubeless tyres for earthmoving vehicles and also a range of tubeless tyres for modern high-speed aircraft.

INDIA



DAVIES



MICHELIN



AVON



All varieties of tyres are available from this company, the Tubeless Suburbanite illustrated being but one example retailing at around the £8 mark in a limited range of popular sizes.

Advertising Manager : J. EVANS, GOODYEAR TYRE & RUBBER CO. LTD., WOLVERHAMPTON.

HENLEY

Henley's Tyre & Rubber Co. first began making tyres in 1912, and today they have a modern factory situated on the Thames-side at Gravesend, Kent. The bulk of Henley Tyres are manufactured expressly for everyday use on cars, trucks and buses. Henley's have never specialised in the production of tyres built for racing as they prefer to concentrate their experience on supplying tyres which will meet every demand likely to be made by the average road user.

The finest ingredients are carefully selected and manufactured into the finished product by an enthusiastic team of skilled workers who are paid for the quality of their work—not merely for quantity.

Henley's Research Laboratories have always kept abreast of current developments and are now producing a tubeless car tyre in both the S.G. and S.S.G. tread patterns, one of which is illustrated. A comprehensive list of motor car tyres of all sizes is available on request.

Advertising Manager : A. S. BREWER, HENLEY'S TYRE & RUBBER CO., LTD., 95, ALDWYCH, LONDON, W.C.2.

INDIA

Producers of high-quality tyres for a great many years, India offer a complete range in both tubeless and tubed car tyres. The India tyre is a standard model for use under normal conditions, the India Super is for larger, faster cars, the Speed Special for cars driven continually at very high speeds, and finally the Winter type, which is for use in snow or mud where extra grip is needed.

Advertising Manager : R. M. DAVIS, INDIA TYRE & RUBBER CO., LTD., P.O. BOX No. 5, INCHINNAN, RENFREW, SCOTLAND.

JOHN BULL

It was not until 1934 that this firm, previously the Leicester Rubber Company, became a public company under the name of The John Bull Rubber Company, Limited. It was in 1906 that a young man, John Cecil Burton by name, conceived the idea of manufacturing rubber products and he opened a tiny warehouse in Granby Place, Leicester, where he formed the Leicester Rubber Company in conjunction with his younger brother. They began by buying and selling rubber goods, their first transaction being the sale of cycle tyres obtained from the Harburg and Wien Rubber Company.

From this time onwards the firm prospered slowly, business connections were made abroad and a small export trade began. One of the first large contracts was with Denmark for the supply of bicycle tyres and tubes, this was in 1909, the year in which the firm moved to larger premises in Post Office Place, Leicester. In 1910 another large contract for the supply of perambulator tyring was secured, the firm having acquired the patents relating to this commodity which was a simplified product of the then customary tyring which was sold in lengths and had to be joined up.

About the same time the famous " John Bull " repair outfits came on the market. These became very popular and sales increased to a great extent. By 1915 the company began manufacturing on its own account and the foundations of the great organisation were carefully laid. Much more attention was paid to advertising, presentation of products and as always care was taken to ensure the high quality of the goods.

Late in 1915 production began in the new factory outside Leicester, but it was not until 1923 that thoughts were turned to the manufacture of tyres, although other products were made for cars and cycles. However, in October, 1923, the first John Bull cycle cover was moulded and by 1930 new machinery had been installed for making car tyres.

Expansion continued and more factories were built up, including one at Nowra near Sidney, Australia. Other small concerns are now incorporated in the vast John Bull concern, all producing rubber or metal and rubber components. A good range of heavy-duty tyres for all types of vehicles is now available at very competitive prices.

Publicity Manager : D. R. BURROWS, JOHN BULL RUBBER CO., LTD., EVINGTON VALLEY MILLS, LEICESTER.

MICHELIN

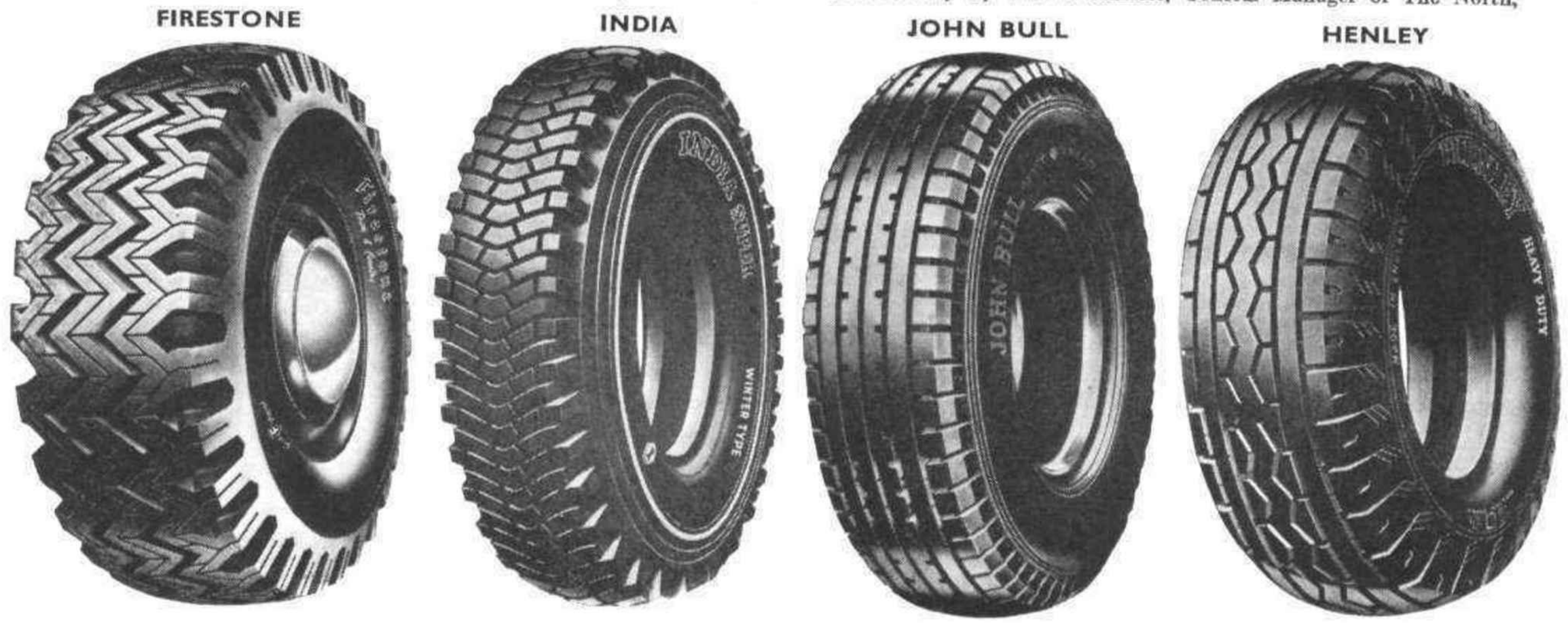
The Michelin Tyre Company was formed in the year 1905 by the Michelin brothers. Work began in Sussex Place, South Kensington, in two adjacent houses with a staff of 17 people. By 1909 more space was needed and a move was made to 81, Fulham Road, Chelsea, premises which the firm occupies to this day. Further advances were made during World War I, and orders poured in faster than the staff could cope with them, and by 1925 great strides had been made with headquarters at the factory at Stoke-on-Trent. Then came World War II, with more high-pressure research work and mass production of tyres for war vehicles, but after this major upheaval the company introduced the steel corded tyre which they had been experimenting with for a few years previous to the war and a few years later the Michelin " X " came out. This tyre gained immense popularity because it gives a much greater mileage before requiring replacement, it gives better roadholding in wet weather and is very silent in use. These covers are available in sizes to suit most popular British cars.

Advertising Manager : L. W. JANSSENS, THE MICHELIN TYRE CO., LTD., MICHELIN HOUSE, 81, FULHAM ROAD, LONDON, S.W.3.

NORTH BRITISH

Founded in 1856 by a small group of Americans who realised that the patent laws of vulcanisation in England did not at that time apply to Scotland. Rubber footwear was the first product, followed by general rubber products. The patent for belting was taken out in 1859.

Milestone was in 1870 when through R. W. Thomson's tyre invention wheels of a traction engine were covered with rims of vulcanised rubber. In 1890 was invented the first detachable pneumatic tyre in this country by W. E. Bartlett, General Manager of The North,



British Rubber Company. The Bartlett-Clincher patent revolutionised the tyre industry and became the basis of all future tyre developments.

Through two world wars, North British Rubber gave outstanding service to industry and the armed forces. In 1946 the company entered into an agreement with the United States Rubber Company of America exchanging research and technical developments. In January, 1955, was started the manufacture in this country of U.S. Royal tyres, a development which has been highly successful. The company has now an additional factory at Heathhall, Dumfries—once the home of the Arrol-Johnston car—where all rubber footwear manufacture is concentrated.

The U.S. Royal De Luxe and the U.S. Royal 8 are examples of the luxury tyres offered by this concern.

Publicity Manager : T. W. DAVIE, THE NORTH BRITISH RUBBER CO., LTD., CASTLE MILLS, EDINBURGH, 3.

PIRELLI

Pirelli, Ltd., England, is one of the world-wide group of Pirelli companies, with factories in the Argentine, Belgium, Brazil, Canada, Mexico, England and Spain. This group is connected with the Pirelli S.p.A. group of factories in Italy. Pirelli, Ltd., was first registered in Great Britain in 1909, with the purpose of importing and distributing Pirelli goods in the United Kingdom. In 1929, the factory at Burton-on-Trent was completed and the manufacture of Pirelli tyres and other rubber products commenced. Today the range of tyres produced include Car, Giant and Scooter Tyres. The company has just embarked on a considerable expansion programme and it will be interesting to see what future developments lie ahead.

Advertising Manager : R. W. HOTOPH, PIRELLI, LTD., PIRELLI HOUSE, 343–345, EUSTON ROAD, LONDON, N.W.1.

TYRESOLES

In 1934 retreading in Great Britain was not held in very high repute.

At this time the " Tyresoles " process known in America as the " Hawkinson " system was introduced into Great Britain by the Simon Engineering Group. In the first instance, the " Tyresoles " section was a most modest department, but in 1936 was formed as a separate company. A high quality product backed by a rigid inspection standard and high mileage rapidly established " Tyresoles " in the forefront of retreaders.

During the years up to the war expansion both at home and overseas went ahead very rapidly. The standstill years of the war had the effect of convincing an ever-wider circle of tyre users of the benefits of reliable retreading.

After the war came rapid developments. Nearly 40 factories at home and over 100 factories throughout the world were producing the " Tyresoles " process. (The figure is exclusive of the 500 plants operating in North America.)

In 1949 the introduction of " Wyresoles " steelclaw tread made an impact on the motoring world. Rally enthusiasts were quick to realise the potential of this road-gripping tread which the Road Research Laboratories found gave as much as 40 per cent. better road grip on slippery wet surfaces.

The interest of the discriminating competition motorists culminated in the achievement of Maurice Gatsonides, who won the 1953 Monte Carlo Rally on " Tyresoles." Again, in 1955 Capt. Malling repeated the performance which confirmed again the reliability of the retreaded tyre treated by the reputable retreader.

In April, 1953, it was announced that Tyresoles, Ltd., had become a member company of the Dunlop Organisation.

In 1954 the new " Tyresoles Plus " process was introduced. By this process all the unique features of " Tyresoles " with its reliability are retained, but in addition the reconditioned tyre is given an appearance equal to a new tyre.

The process of retreading tyres has become so well known to motorists and commercial vehicle users that an article on tyres would be out of place without some mention of this interesting process. " Tyresoles " of Wembley are renowned for their excellent reconditioned tyres and a visit to the factory confirmed the care and attention which are applied from start to finish in this process.

First, the casings are inspected for flaws, as much as 30 per cent. of those submitted being rejected, then they are lightly buffed to provide a key for the new tread which is rolled on as a flat strip, after which a curing ring is fitted, this ring carrying the required tread pattern. Steam is then passed through the ring to vulcanise the new tread. Wires are fitted into the curing ring for the " Wyresoles " process before vulcanising should the customer require the added grip that these designs offer. Finally, the " Tyresoles Plus " treatment is available which consists of adding a thin coating of rubber sheet to the tyre casing for the sake of appearance, making the article resemble a new cover at only approximately half the cost. A point to note in this procedure is that only the actual tread is subjected to the full vulcanising heat, the tyre walls do not receive high temperature treatment, which has been found, in certain cases, to be detrimental to the interior fabric. The cost of retreading a 500–16 tyre, for example, amounts to £3 9s.—a considerable saving on £5 17s., which is an average price quoted for a similar article new.

Publicity Manager : D. McBRIDE, TYRESOLES, LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDLESEX.

COURTAULDS

Carrying the development of tyres a stage further back still, to the fabric cords which are the backbone of any tyre, the name of Courtaulds is encountered as principal producers of high tenacity rayon cord now incorporated in 95 per cent. of the world's tyres. It was first developed by Courtaulds in 1936 and later put into large-scale production during the war years owing to the shortage of imported cotton and because it was found to be very suitable for use in conjunction with synthetic rubber.

Rayon proved to be a more suitable reinforcement material than cotton because it was stronger and more uniform, had better fatigue and heat resistance, and in contrast to cotton it increased in strength on losing moisture. Rayon is a cellulose product made by the extrusion of a solution of cellulose obtained from wood fibres. Other uses for this product, which comes under the trade name of " Tenasco," are in conveyor belts, power transmission belts, universal joint discs, hose pipes and rayon seat covers.

Public Relations Officer : K. HIBBS, COURTAULDS, LTD., 30, NEWGATE STREET, LONDON, E.C.1.

Representative Tyre Prices

(*N.B.*—MOTOR SPORT *cannot take responsibility for price fluctuations.*)

AVON	Standard	Heavy Duty	Airseal Standard	Airseal Heavy Duty
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	8 4 6	7 11 0	9 4 0
5.50–16	7 1 6	8 17 0	8 1 0	9 16 6
5.50–19	8 6 6	10 8 6	—	—

BRITISH TYRE & RUBBER	Cushion	Reinforced	Traction	Whitewall
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	8 4 6	—	7 17 6
5.50–16	7 1 6	—	—	8 10 0
6.00–16	8 0 0	10 0 0	8 11 6	9 12 0

DAVIES	Standard	Heavy Duty	Cross-Country	Whitewall
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	8 4 6	—	7 17 6
5.50–16	7 1 6	8 17 0	—	—
6.00–16	8 0 0	10 0 0	8 11 6	9 12 0

DUNLOP	Standard	Fort	Whitewall	Tubeless
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	8 4 6	7 18 0	7 11 0
5.50–16	7 1 6	8 17 0	8 10 0	8 1 0
6.50–16	9 13 0	12 1 6	14 10 0	10 18 6

FIRESTONE	Standard	Whitewall	Heavy Duty	Town & Country
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	7 18 0	8 4 6	7 17 6
5.50–16	7 1 6	8 10 0	—	7 12 0
7.50–16	—	21 17 6	18 4 6	—

GOODYEAR	De Luxe	Eagle	Whitewall	Suburbanite
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	8 4 6	7 18 0	8 1 0
5.50–16	7 1 6	8 17 0	8 10 0	8 11 6
5.00–19	6 14 6	—	—	—

HENLEY	Tubeless	Heavy Duty	Conventional	Heavy Duty
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	7 11 0	9 4 0	6 11 6	8 4 6
5.50–16	8 1 0	9 16 6	7 1 6	8 17 0
6.00–16	8 19 6	10 19 6	8 0 0	10 0 0

INDIA	India	India Super	Whitewall	Winter
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	8 4 6	7 18 0	7 1 6
5.50–16	7 1 6	8 17 0	—	7 12 0
6.00–16	8 0 0	10 0 0	—	8 12 0

JOHN BULL	Standard	Tubeless		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–15	7 12 6	8 12 0	—	—
5.50–15	6 10 0	7 9 6	—	—
5.00–20	7 9 6	—	—	—

MICHELIN	Super Comfort	Tubeless	"X"	Whitewall
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 6	7 11 0	7 13 6	7 18 0
5.50–16	7 1 6	—	8 9 6	8 10 0
6.00–16	8 0 0	8 19 6	9 4 6	9 12 0

NORTH BRITISH	U.S. Royal	U.S. Royal 8	Heavy Duty	Whitewall
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	—	6 11 6	8 4 6	7 18 0
5.50–16	7 1 6	—	8 17 0	—
5.50–18	7 11 0	—	—	—

PIRELLI	Standard	Speed Tyre	Tubeless	Heavy Duty
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
6.40–13	6 11 0	—	7 11 0	—
5.50–15	6 10 0	9 14 0	7 9 6	—
6.00–16	8 0 0	12 1 0	8 19 6	10 0 0

CONTINENTAL NOTES

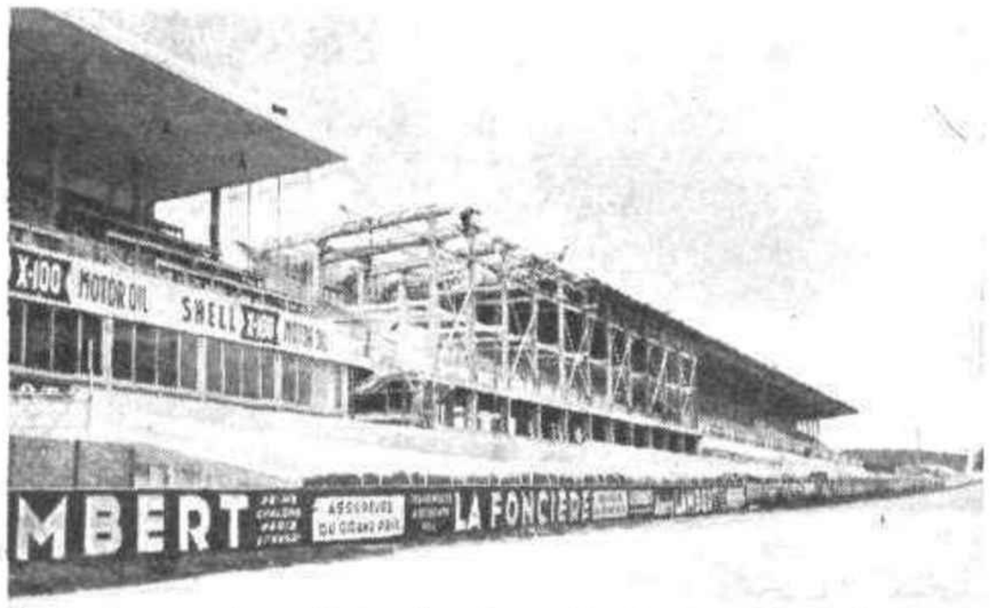
THERE is a rule in Grand Prix racing that allows a team manager to change his drivers from one car to another during a race, providing, of course, that this is done at the pits, and with the World Championship events this is frequently done, not only in an attempt to gain a victory, but to keep the top drivers supplied with points. In many ways this is a reasonable regulation, but in other ways it is not and it could easily be abused. While the private owner has little or no chance of winning a championship event, it is possible that he could be placed if all the top drivers broke down or crashed, but with the rule that lets one team driver take over another car in the team this possibility is slight. If the private owner breaks down that is the end of his racing for the day.

Personally I should like to see this rule eliminated, for it would make the World Championship much more open and also allow more people to share in the credit of winning races. A good example was the recent Belgian G.P. in which Collins was first and Frere second. Had Fangio broken down at the pits it is almost certain that he would have taken over one of the Ferrari team cars, though which one would have been interesting to see. As it was he did not get back to the pits until right at the end of the race, and according to the rules he could still have taken Collins' car for the last lap and consequently shared the eight points that the winner receives towards the championship, which would have left the British driver with a total of only seven, instead of being in the lead with 11. As the World Championship in Grand Prix racing is for the drivers I feel that they should be made to stick to the car they start with: if it breaks down, or they spin off the road, then it is just too bad. There is so much chance in motor racing, that some of the lesser drivers should be allowed to profit from the misfortunes of the "great."

In sports-car racing it is an entirely different matter, for in those events in the World Championship it is the manufacturer who gets the points, the races being inter-marque instead of inter-driver. With a minimum distance of 1,000 kilometres two drivers are required, so that the whole race becomes a team effort, and the ruling brought in by the A.D.A.C. at the recent Nurburgring event seemed a good one. This allowed, in the event of a breakdown or withdrawal, the substitution of a pair of drivers to another car in the team. Note that it was both drivers of the abandoned car, not just the "prima donna," so that the team aspect was retained. In a race where drivers share a car they must work as a pair, and this permissible substitution was a good idea for the whole essence of the sports-car races is that the *car* shall win, rather than any particular driver. At Nurburgring Maserati won the race, thanks to the efforts of Taruffi/Schell/Behra and Moss, a real team effort.

* * *

While on the subject of sports-car racing, it is with some pleasure that I perceive a semblance of order appearing among organisers as regards distance. The Manufacturers' Championship events are fixed at 1,000 kilometres, a good round figure by Continental standards, and now the A.C. de l'Ile-de-France have followed this lead with the 1,000-kilometre event at Montlhéry. If all major sports-car races were to conform to this distance it would ease the problems of manufacturers and, I feel sure, be popular with drivers and teams. At present all the organisers seem to be trying to out-do each other, with the 24-hour Le Mans, the 12-hour Reims, the 10-hour Messina, the 9-hour Goodwood and so on. Time races usually end up a bit of a farce, for invariably when the appointed finishing hour arrives the leader is on the opposite side of the circuit and the first car to receive the chequered flag is some non-entity who is about 47th in the general classification. The Italians see the point of this 1,000-kilometres distance, for the Supercortemaggiore race has been over this length for the past three years. Grand Prix racing has retained its position of importance for many reasons, but one of them is that a Grand Prix is a Grand Prix and no ifs or buts. Each classic Grand Prix stands alone, so that a driver can say he won the Monaco Grand Prix, or the French Grand Prix, the German Grand Prix and so on, but in sports-car racing there is such a muddle that he can only say "I won a race at so-and-so last year, over a length of 17½ hours. I cannot remember what race it was, but I think it was in France." For this reason sports-car racing, and, of course, I am referring to big-time racing not five-lap sprints, carries far less prestige. Various classic events such as Le Mans or the Mille Miglia can stand on their own merits, while the latter, and its counterpart in Sicily, cannot be altered, being a single lap of a continuous open-road circuit. If organisers continue to show some semblance of agreement, as is beginning now, then sports-car racing will probably benefit. In the early days of racing events were from town to town and the starting and finishing points were significant, but now that civilisation has spread itself and stopped real road racing, we must be content with artificial circuits. We already have 1,000-kilometre events at Buenos Aires, Nurburgring, Paris and Monza, and if we can add to these other important towns, such as Reims, Rome, Lisbon, Barcelona, etc., together with other circuits such as Goodwood, Imola, Solitude, etc., then I am sure that sports-car racing as a complete whole will benefit.



By having one large club rather than a hundred small ones the French are able to have circuits such as Le Mans and Reims and to build grandstands and amenities such as those on the Permanent Circuit of Reims. Nearly completed is this extension to the concrete stands on this circuit, containing a restaurant below, all points giving a full view of the pit area.

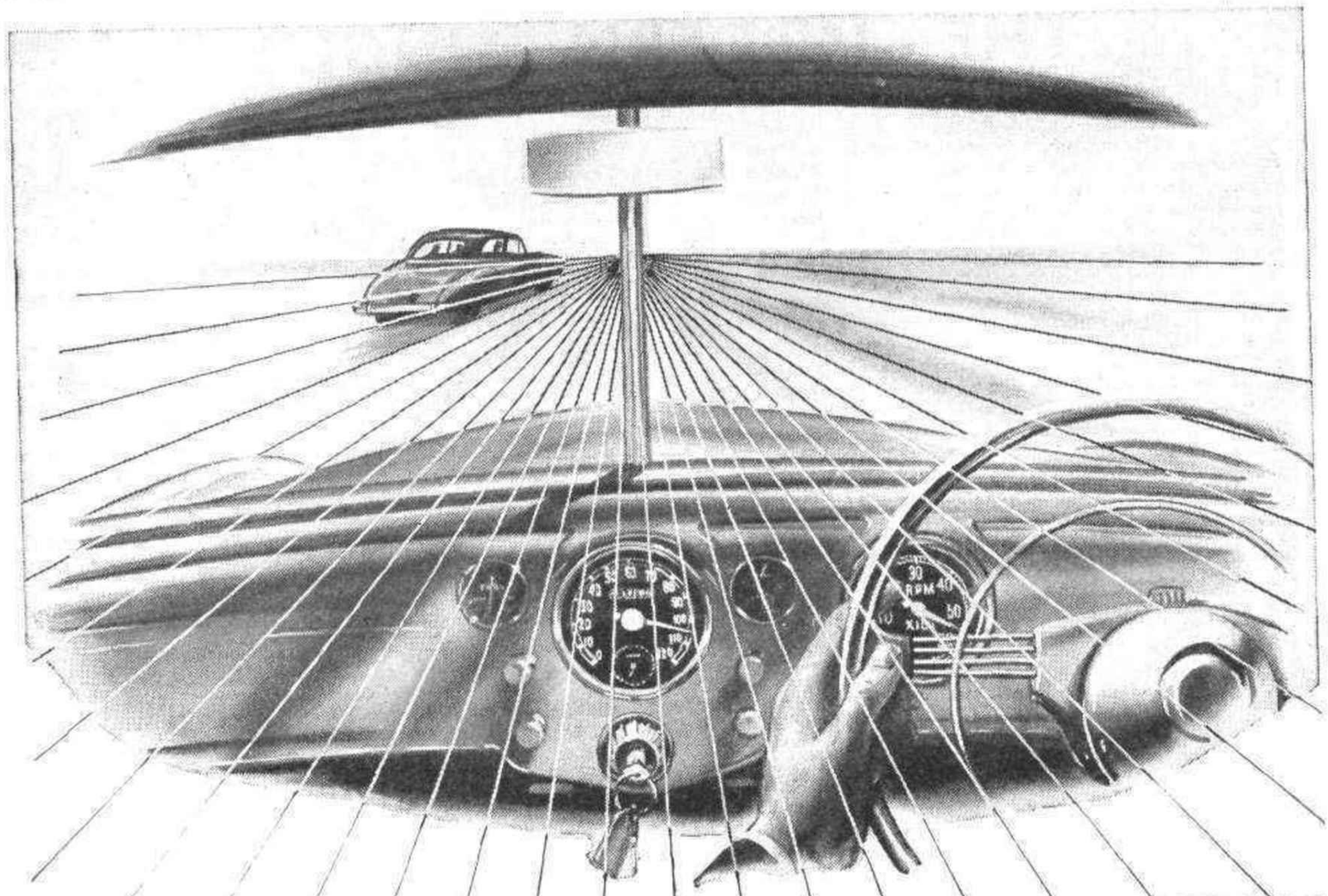
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Deploring the almost complete absence of real road racing the other day with a well-known racing driver, I suggested that it would be nice to have enough money to build an imitation Monte Carlo, Naples or Pau circuit, in an English park, complete with kerbs, drains, pillar boxes, level crossings, brick walls, houses, shops and so on. In fact, a proper street racing-circuit of the type that used to be so popular in the early 1930s, for somehow, to me, that was real motor racing as distinct from track racing, which is also fun. My companion agreed absolutely, being one of those who enjoys street racing, but suggested that many drivers would not like it, they preferring the wide open spaces of aerodromes and fields, but he added that such a driver would never get into the top group of Grand Prix drivers, which after all is the aim of most people who are racing seriously. Developing my suggestion for building a street circuit, there being no visible hope of being allowed to motor race on English streets, he proposed the idea that when a vast housing estate is next completed, a syndicate of motoring clubs should buy the whole thing from the contractors and sell or rent the houses and shops only to people who would agree to there being four or five motor races round the streets of the estate during the year. With the enthusiasm for motor racing that exists in England there would be a rush to live on such an estate, with bedroom-window views of the racing. Between us we soon thought of a number of large housing estates on which a good two or three-mile street race could be held, but there we had to stop, for it occurred to us that there would probably exist some ancient bye-law from the horse-and-cart age that would prevent such a Utopia. The basic idea, however, still remains; almost all enthusiasts would like to see real road racing, preferably through their own towns, and any racing driver worthy of the name enjoys Continental road racing, so why not build our own street circuit as the Government will not let us use the public streets. At present Britain is inundated with little sprint-like circuits all battling against one another to get the best entries, and such as happened at Whitsun, each circuit had one star driver. If all the financial experts and organisers got together and made one *good* circuit I feel sure it would be more beneficial all round. Last month we reported in MOTOR SPORT the American idea of Utopia, as being built near Los Angeles: we have no Los Angeles in Britain, but neither have we Utopia.

* * *

As a change from motor racing, I slowed down and cast an eye on some of the Continental attempts at improving road conditions, with especial regard to accident prevention. The Italians have taken a

Continued on page 420



PUT YOUR FOOT DOWN
INSIST ON



PIRELLI
Speed TYRES

Years of motor racing experience have gone into the construction of this tyre—the kind of experience that's made *Pirelli* a famous name in the motoring world. It's built to stand the strain of rapid acceleration. The tread is patterned for road holding, for fast cornering and really *fast* driving. It is designed expressly for use on the road. It is built to resist effects of centrifugal force and rising temperature. It's made for speeds of 85-120 m.p.h. It's the Pirelli *Speed* tyre.

THE MODERN SINGER

Two-Carburetter O.H. Camshaft Hunter Special De Luxe Saloon Constitutes a Luxury 1½-litre Car in the Pre-War Tradition.

ONCE upon a time the name Singer was one for sportsmen to enthuse over, for in its day the Singer Nine Le Mans was a staunch little car, noted for a hard-wearing o.h. camshaft engine and a pleasant gearbox. Later models scored convincing successes in trials and Fox and Nicholl raced a six-cylinder Singer successfully at Brooklands.

A little while ago it was rumoured that the Singer Hunter saloon, descendant from the long line of earlier cars of this make, was to be endowed with a twin o.h. camshaft cylinder head of a design which emanated at H.R.G. when the advanced new post-war sports car bearing those initials was evolved. This aroused a bright spark of enthusiasm in the Editorial breast, for the idea of a twin-cam engine, just like Aston Martin and Jaguar use and Sunbeam and Lea-Francis did in saloons before that, in an outwardly bread-and-margarine 1½-litre vehicle, promised fun.

Consequently, soon after the Rootes Group acquired Singer Motors I telephoned the P.R.O., John Bullock, and said, " John, I *must* sample a Singer Hunter 75." John had a neat reply. The " double-knocker " Singer had never got as far as the production stage and now it never will. However, my so-quickly dispelled enthusiasm struck a response somewhere, for not long after this brief conversation, " Jackie " Masters of Rootes, whom you know as the popular Secretary of the Motor Cycling Club and Treasurer of the V.C.C., wrote to say a normal Singer Hunter Special De Luxe saloon was being placed at MOTOR SPORT's disposal—that is to say, one with but one upstairs-camshaft, albeit with twin Solex carburetters

Accordingly, the Volkswagen was taken to see the people who once said it was without a future and I drove away in the latest car to carry the time-honoured name of Singer. Incidentally, Rootes tell me that such is the appeal of this competitively-priced fully-equipped quality car that they have sold out all Singer's stock and there is now a waiting-list of some weeks on Hunter delivery.

Before I drove out into the congestion which is rush-hour London, Mr. Boness kindly allowed me to look round the fine premises which the Rootes Group occupies at Ladbrook Hall. In 1903 these premises caused no small stir when they were opened for the manufacture, by the Rt. Hon. the Earl of Shrewsbury and Talbot, of Clement-Bayard cars in England. The English Talbots, as these became, were built in this then extremely advanced 3½-acre factory, the present exhibition-hall then housing three giant Willans and Robinson gas-engines which, started by a small National gas-engine, supplied the machine shops with power and the cooling water of which heated the offices. A gallery ran round this unique power station, so that visitors could watch the engines at work. Today the huge crest of the Earl of Shrewsbury still adorns the walls although " Clement-Talbot " round its circumference has changed to " Sunbeam Talbot " (!). I was also allowed to walk round what is left of the old one-eighth-mile test track, some of the banking of which is still in evidence.



WELL PRESERVED.—The home of the late Count Zborowski, near Canterbury, which, although now the Highlands Maternity Hospital, looks the same externally as it did in the early nineteen-twenties, when, as Higham House, it was the birthplace of the Count's fabulous racing monsters. For proof, see photograph opposite page 81 in the first volume of " The Story of Brooklands," showing Chitty-Bang-Bang I in this setting.

On being introduced to the Hunter I was to borrow, a car unmistakable on account of the horse's-head mascot on its prow, I was warned that I should bark my knuckles on the base of the radio set when changing gear, that the boot required a knack to open, that oil-smoke on opening up is a legacy of the o.h.c. engine and that if I wanted the car to handle properly with four persons in it I must inflate the back Goodyears from 24 to 28 lb./sq. in. Certainly the gear-lever, even with a shallow knob, goes so close to the radio in first and third positions that there is no room for the driver's hand—a pretty shocking design-snag on a 1956 car and a pity, because it is a nice gearbox and the radio didn't work anyway. The other points didn't worry me, because I had my wife as the only passenger and luckily neither of us had brought any luggage.

On this warm May morning we had to go beyond Reading before shaking off the traffic, but thereafter, turning off the Bath Road just beyond Newbury, we had miles of very beautiful Berkshire/Wiltshire countryside to ourselves. After calling at Swindon to check up on an elusive H.E. we decided, in view of the name on our car and its aforesaid mascot, to drive over to Lambourn—only to find Lambourn nothing like Newmarket and rather an anti-climax, although the run from there back to Newbury, the road flanked by a single-track railway and passing through charming villages, was pleasant indeed.

I have been wondering if, with vintage cars commanding considerable prices, whether vintage lorries wouldn't be a better bet, so that an early Morris Commercial which caught my eye near Newbury was of more than passing interest !

The modern Singer, with its long, alligator bonnet and deep leather-upholstered seats, its polished wood dash and very complete equipment, imparts an air of solidity and luxury. It is curious how, when a particular make or model of car is in mind, unless it be a Sheffield-Simplex you keep on seeing more and more of them; it was so with the Singer and we had to bow to people driving past in sister Hunters or the older SM 1,500 from which the Hunter was evolved. Doing this brought us home to Hampshire, with some considerable motoring planned for the following day.

With a fellow-enthusiast and my 10-year-old daughter I made for that part of Kent which I shall always know as the " Zborowski country " and, shaking off the traffic beyond Maidstone, after deviating to the village of Bridge to look again at the garages where the Chitty-Bang-Bangs were conceived we penetrated by early afternoon to a farm beyond Canterbury, where we were successful in locating a brass-radiator model T Ford.

Elated by this discovery of a complete and well-preserved Edwardian motor vehicle, we drove on to the nearby seaside resort for my daughter's benefit, amusing ourselves by calling on Mr. William Culling at his garage, to ask him exactly where the course along the sea front ran when speed trials were held at Herne Bay thirty-two years ago. Mr. Culling, then aged 21, had made a special journey to watch this event, at which Leon Cushman's Brescia Bugatti made f.t.d. over the s.s. ½-mile. Diving into the pocket of his overalls he drew out a photograph of a Riley Redwing racer getting ready for its run.

Our next objective was in far-away Sussex, in search of another rumoured-to-exist Edwardian. The journey, through the beautiful sun-drenched countryside *via* Charing, Biddenden, Sissinghurst, Rotherfield and Crowborough, was enlivened by a duel with a Morris Minor tourer handled with skill by a girl who used the well-known good roadholding of this little car to the best advantage, although in speed it was no match for the Singer. Arrived at our venue, the " clues " we had proved too elusive and as the girl in the Minor had long ago got away from us when my navigator proved uncertain of the route at a T-junction, we decided to return home, the day's mileage coming to 310. I have long thought that a reserve fuel tap is a better thing to have on a car than a fuel gauge alone, and I had confirmation of this when, hoping the reading lied slightly, I let the Hunter run dry—partly, too, the blame lies on the " tied-garage " system, because one drives on hoping to find the desired brand of petrol, when formerly it would have been available, mingling with other brands, at any of the larger petrol stations. However, an Esso Service in East Grinstead provided a can and, after we had devised a funnel from the top of a cheese box for the awkwardly placed filler of the Singer (which lives under a locked flap in the near-side back wing), we were all set to continue, one very cheering aspect of the evening being the surprising lack of troublesome congestion on the main roads from the coast.



FAMOUS BEFORE THE WAR in competition events, Singer successes included outright victory in the 1935 L.C.C. Relay Race at Brooklands, when the Singer team averaged 85.31 m.p.h. inclusive of the change-over stops. Above we see J. Rennick's Singer Le Mans leading Miss P. Goodban's sister car round a hairpin bend during the J.C.C. High-Speed Trial of 1934.

On the Sunday we drove to Emsworth for the speed trials and, although comparatively back-routes were used, we were again agreeably surprised at the lack of traffic on this warm and pleasant day. Inadequate as our roads are, it is nonsense to suggest that pleasure motoring in Britain is no longer possible.

By now definite opinions had been formed regarding the Hunter. It is a very fully-equipped car, offering comfort in the pre-war tradition. This results in an unladen weight of some 24 cwt. but with this the twin-carburetter high-compression o.h.v. engine copes very well, providing notably brisk acceleration to the accompaniment of only very slight tappet noise and an equally subdued power roar, providing the gearbox is used, and giving indicated maxima of 38, 58 and over 80 m.p.h. in the three higher ratios. The true maximum speed is about 79 m.p.h. The handling qualities are hardly in keeping, for the steering is too low-geared, at 3½ turns lock-to-lock, to cope easily with the roll promoted by quite supple suspension when cornering. Yet, given an alert driver, the Singer can be driven fast without undue anxiety, although the heavy steering, which pulls against strong castor return action, is tiresome and the tendency to tyre-squeal under enterprising cornering or when using the insensitive, if adequate, brakes, is irritating.

Driven in a more leisurely manner this Singer excels, for its controls, driving position, seating and visibility are well planned, and a sense of luxury is imparted to the driver and his companions.

The interior is roomy and imposing, the deep facia in polished walnut, with a full-width parcels-shelf beneath it, having a 100-m.p.h. Jaeger speedometer with trip and total mileage recorders and a matching Jaeger dial containing ammeter, fuel gauge, oil-pressure gauge (normal reading about 35 lb./sq. in.) and water-temperature gauge (calibrated H, N and C). On the centre panel are seven white knobs, each lettered for easy identification (but confusing at night, as the panel lighting does not illuminate them), controlling the starter (push-in), head and sidelamps, fog-lamps, panel lights, fan for the Smith's heater, and choke. Flanking this control panel on each side are the control quadrants for heater and ventilation. Warning lamps are employed for dynamo not charging, headlamps full-beam, and as a warning that the "winkers," self-cancelling and operated by a lever on the steering-wheel centre, are in use. The twin Lucas under-bonnet horns, which are far too blatant, are controlled by a full-circle horn-ring on the big, high-set, triple spring-spoke 16½-in. steering wheel, a ring which it is only too easy to contact when not intending to—most embarrassing!

On the left of the facia (as this dashboard really is made of wood I feel I may safely use this term, even if readers have, in the past, pointed out that it means a shop-front!) is a very loud Jaeger clock set in the centre of a loudspeaker—alas, not only did the radio fail to work but the clock gained about half-an-hour a day. There are effective but noisy non-self-parking dual screen-wipers, Trico screen-squirts of the long-duration variety, and twin anti-dazzle vizors. Visibility from the driving seat is good, although the bonnet is long and only the off-side wing can be seen. The steering wheel rather blanks the minor instruments.

The bench front seat is useful for the occasional accommodation of three persons, the slight gearbox protrusion and central gear-lever not being unduly impeding; it has small side armrests and a concealed very wide central armrest, and slides back automatically when adjustment is required. In spite of deep upholstery it becomes rather "hard" towards the end of a full day's driving. The rear seat is similar and earned praise from the passengers who used it. Wood door fillets and imitation-wood surrounds blend well with the smart facia, the leather upholstery and pile carpets. Besides its full equipment, such as heater, air-conditioning, radio, full instrumentation, screen-squirts, rim-bellishers, reversing lamp and twin Lucas spot-lamps, this Singer has its tools in a neat foam-rubber-lined wooden tray under the facia shelf on the passenger's side, and an inspection-lamp is clipped beside this tool-tray. The chassis incorporates useful towing attachments, while deep pockets in the front doors, a shelf behind the back seats (incorporating a second radio loudspeaker), the big back window, and an interior lamp which comes on when the front doors are opened, are appreciated. The front doors trail but the back doors do not. Ventilator windows of generous size are fitted in front but they are stiff to shut and their catches are the sort that car-thieves are said to welcome. The main window-winders ask 2½ turns, up to down. There are no "pulls" for the rear-seat occupants, nor is a cubbyhole provided, but there is an ashtray in the front compartment, which swivels away under the facia. Push-button door handles are fitted, with a lock in the driver's door.

Coming back to the controls, the hand-brake is an ingenious hinged lever-cum-ratchet protruding from the right of the steering column. It is unusual but reasonably convenient to use and holds the car firmly. The pedals, which bear the letters "SM" on their rubbers, are well spaced, with plenty of room for the left foot, and the gear-lever, cranked to clear the driver's left leg, is well placed, if a trifle far away when first or third is engaged. The gear-change is very pleasant, if rather stiff, only marred by the aforesaid jamming of the luckless driver's hand between the knob and the centrally-mounted radio set. It is possible to jump the synchromesh when changing from first to second. The lever lifts beyond second with an easy action to engage reverse. The knob tends to soil the driver's hand.

The steering is heavy and rather spongy. No road-wheel movement is returned but there is sometimes vibration *via* the column. The suspension gives a very shock-insulated ride at the expense of roll; at times the front wishbones appear to "bottom" over bad bumps, while over such surfaces the cart-sprung back axle makes itself felt, but the nose does not dip appreciably under heavy braking. The Lockheed 2LS brakes are rather fierce, call for firm pedal pressure and could be more convincing. The clutch pedal calls for fairly heavy pressure but the action is satisfactory.

The car was shod with Goodyear Allweather De Luxe tubeless tyres, our first experience of motoring without tubes, a reassuring feeling when traversing those newly-laid roads which the motorist pays 250s. a year for the privilege of rolling.

The inbuilt 6½-in. Lucas headlamps give a rather poor driving light. In a total mileage of 870, accomplished in six days, the Singer gave no trouble, except when the fuel gauge temporarily stuck at "full" (a most unusual sight on the Editor's cars, for he is prone to running dry at awkward moments!). It called for ¾ of a gallon of oil but no water. Fuel consumption came out at 26.1 m.p.g., which is reasonable with the twin-carburetter engine, in a heavy car.

The bonnet appears to be hinged in the centre but is actually of alligator-type. Rather heavy, it has to be propped open (the prop



TYPICALLY BRITISH.—The modern Singer Hunter Special De Luxe saloon goes well for a substantially-built 1½-litre saloon and is notable for the refinements and full equipment offered at a competitive price.

is troublesome to stow) to reveal accessible water and oil fillers, fuse-boxes and Lucas battery, but a dip-stick rather deeply buried. There is a big A.C. air-cleaner for the carburetters. The cooling system incorporates a four-bladed fan. The luggage boot lid has over-centre hinges and locks; a concealed lever releases it. The luggage capacity is exceedingly generous and the spare wheel has its own compartment under the flat floor, although luggage has to be removed to reveal this. The tyre pump is clipped to the inside of the boot lid.

The body, quite handsome in side elevation, offers conventional comfort and is free from wind-noise, rattles and fumes. This is a car you step up into and the luxury grows on you, so that for some time after retrieving the Volkswagen it seemed fabulously small, spartan and light on the controls. Altogether we rate the modern Singer Hunter De Luxe as one of the nicest Rootemobiles we have yet tried. At the all-in price of £863 17s. it represents keen value for a class of car, very fully equipped and offering a sense of luxury with fair performance, which is encountered only infrequently amongst post-war models.—W. B.

THE SINGER HUNTER SPECIAL DE LUXE SALOON

Engine : Four cylinders, 73 by 89.4 mm. (1,497 c.c.). Single overhead camshaft; 7.47 to 1 compression-ratio; 58 b.h.p. at 4,600 r.p.m.
Gear ratios : First, 17.02 to 1; second, 10.75 to 1; third, 6.95 to 1; top, 5.125 to 1.
Tyres : 5.50 by 16 Goodyear All-Weather De Luxe tubeless, on bolt-on steel disc wheels.
Weight : 24 cwt. 0 qtr. 14 lb. (without occupants, but ready for the road, with approximately two gallons of petrol).
Steering ratio : 3½ turns, lock-to-lock.
Fuel capacity : 10 gallons. Range approximately 261 miles.
Wheelbase : 8 ft. 11½ in.
Track : 4 ft. 3 in.
Dimensions : 14 ft. 9 in. by 5 ft. 3 in. by 5 ft. 4 in. (high).
Price : £575 (£863 17s. inclusive of p.t.).
Makers : Singers Motors Ltd., Birmingham.

NOSTALGIC

THIS month's "Nostalgic" feature is based on some extremely interesting papers sent to us by Mr. M. H. Peard, of South Croydon, a keen Volkswagen owner.

The first is a reprint from a 1911 issue of the now defunct *Car Illustrated*, describing the 15 h.p. Star. (Incidentally, Mr. Peard remarks that he remembers this excellent magazine, but that it was very expensive for a schoolboy to buy!)

A Star of this kind was subsequently purchased by a great uncle of Mr. Peard's, which proves that Press write-ups *do* sell motor cars; then as now, for we have proof of a considerable number of sales attributable to the road-test reports in MOTOR SPORT.

This 15 h.p. Star which George Oliver Peard purchased in December, 1911 had a torpedo body, as shown in the Star catalogue, "but with back seat to accommodate three persons comfortably, giving plenty of leg room and sides high enough to shield from wind." This special Star cost £365 and various extras ordered, which included a German-silver radiator, double folding screen, black cape-cart hood, Star detachable wood wheels, a Stewart speedometer, Dunlop leather-tread steel-studded non-skid tyres on the back wheels, ditto on spare wheel, an M.O.C.O. exhaust whistle, two Lucas rear lamp oxidised head-lamps, Lucas oil side-lamps, a Dependance Landalite and the number plates, brought the total to over £432.

This Star must have been a smart car, for it was finished dark blue, with the beading round the top of the body painted, upholstery to match, and metal parts nickel-finished, while metal shields and aluminium matting were fitted.

Incidentally, this invoice was written out in long-hand (by someone who couldn't spell "aluminium") and a printed chassis specification attached, as was then the custom.

The next document kindly sent to us by Mr. Peard is a similar invoice, but now type-written, concerning a 20/30 h.p. standard Peugeot ordered in January, 1914, by an elderly cousin, a Miss Dunn of Bideford. This Peugeot was specified as having to do 55 m.p.h. and to have a good steering lock. The chassis, a 4-cylinder long-wheelbase model with wooden wheels and four plain tyres, cost £530. It was provided with a Million Guiet ("or body by a coachbuilder of similar repute") 5-seater torpedo body painted royal blue with black mouldings and fine white lines, black domed wings, dark blue leather upholstery stuffed with hair and slightly darker than paint-work, pile carpet to be fixed on the back of the driver's seat, and aluminium (still spelt with two "ls"!) fluted matting on the foot-boards. Miss Dunn specified a scuttle petrol tank, a rear seat the same shape as her Star seat, slam door handles on the inside only and tool storage under front and back seats. What a dignified age!

All this, and a double-folding Beatonson screen, Pantasote "one-man" extension cape-cart hood with side curtains, Lucas bulb horn, Bleriot horn, Stewart model C speedometer "reading up to 75 m.p.h., with trip," the usual three non-skid tyres, one as a spare, complete nickel finish, dissolved acetylene lighting, two Lucas 11-in. projector headlamps, two Lucas No. 621 oil side-lamps, a Dependance rear lamp, number plates and registration (Devon C.C.—£1), brought this up to £745 1s. 3d.

Mr. Peard recalls that the Peugeot fulfilled its speed requirement, getting up to 55 m.p.h. on the speedometer along the straight in the New Forest in 1914, after a bit of an effort by the chauffeur.

Next we find a letter to Miss Dunn from Lorraine-Dietrich, of Great Marlborough Street, London, dated January, 1914, advising her of a delay in delivery of the new 20/30 h.p. Lorraine-Dietrich. The writer, for Charles Jarrott & Letts, Ltd., explained that the factory had been experimenting for eight or nine months, but the new chassis had not been seen in London but that one was expected at the end of the month. This, they explained, was sold, but a demonstration could be managed if Miss Dunn did not "object to trying a chassis, which would be fitted with a fairly comfortable testing body and weighted accordingly." Perhaps this did not appeal to Miss Dunn, because she returned to Devon from Guildford and ordered her Peugeot.

The last document relates to the Benz which Miss Dunn owned after her Peugeot, a car Mr. Peard recalls as "very fast for its day, generally proceeding with the cut-out open, which was most effective in clearing all and sundry out of its way." The document in question is a bill for repairs from Heard Brothers, Ltd. of Bideford, which totals the startling sum of £218 for an extensive engine and chassis overhaul, which was paid in August, 1920.

The item "rewiring magneto, cleaning and adjusting same" will be familiar to today's vintage-car enthusiasts; it is interesting that Messrs. Heard were able to bench-test the engine before re-installing it in the chassis. It seems possible that a slight accident necessitated this overhaul, as a dumb-iron was straightened and a new door fitted to the body, etc. This Benz seems to have had a dickey seat and its post-Armistice repairs included conversion of wooden wheels to dual Warland rims carrying 815 by 105 tyres, new K.L.G. plugs, a new Goodyear tyre, etc. A delightfully "period" touch is rendered to this old account by the entry: "To fitting test body to chassis, testing car, removing test body, refitting Benz body, etc., and rubbing down, painting and varnishing car to your requirements."

Long rest the memory of Miss Dunn of Bideford, who chose such interesting cars, ordering them carefully and paying generously for their proper maintenance.—W. B.

BRISTOL M.C. & L.C.C. NAISH HOUSE SPEED HILL-CLIMB (May 12th)

Production Saloon Cars up to 1,300 c.c. : E. P. Harris (1,192-c.c. VW)	54.2	sec.
Production Saloon Cars, 1,300-2,000 c.c. : H. Liddon (1,489-c.c. M.G.)	56.2	,,
Production Saloon Cars over 2,000 c.c. : E. Thorne (2,639-c.c. Austin A90)	55.2	,,
Sports Cars up to 1,300 c.c. : J. F. Marshall (1,100-c.c. Buckler)	54.4	,,
Sports Cars, 1,300-2,000 c.c. : P. Hubner (1,991-c.c. Morgan)	48.6	,,
Racing Cars up to 1,100 c.c. : W. Cuff (497-c.c. Hells Hammers V)	45.0	,,
"Specials," up to 1,500 c.c. : W. Cuff (497-c.c. Hells Hammers V)	45.4	,,
Vintage Sports Cars over 1,500 c.c. : R. Bickerton (1,660-c.c. Frazer-Nash)	49.8	,,

Fastest Time of the Day : W. Cuff.

HERTS COUNTY A. & Ae.C. TEMPSFORD SPEED TRIALS (May 13th)

Fastest Time of the Day : H. C. Taylor (Cooper-Norton), 68.64 sec.
Fastest Time by a Member of the Herts County A. & Ae.C. : C. P. Tooley (Steyr-Allard), 70.20 sec.

Tulip time for Mintex!

MINTEX Brake Liners were fitted exclusively to the STANDARD 8's that came 2nd, 3rd and 4th in the 1956 Tulip Rally, and won the MANUFACTURER'S TEAM PRIZE.

MINTEX Liners were also fitted to

THE SUNBEAM-RAPIER - - Winner Class E
THE ROVER 75 - - - - Winner Class G
THE WOLSELEY 690 - - Winner Class H
THE ASTON-MARTIN - - Winner Class M

(Subject to official confirmation)

Congratulations to All Concerned.

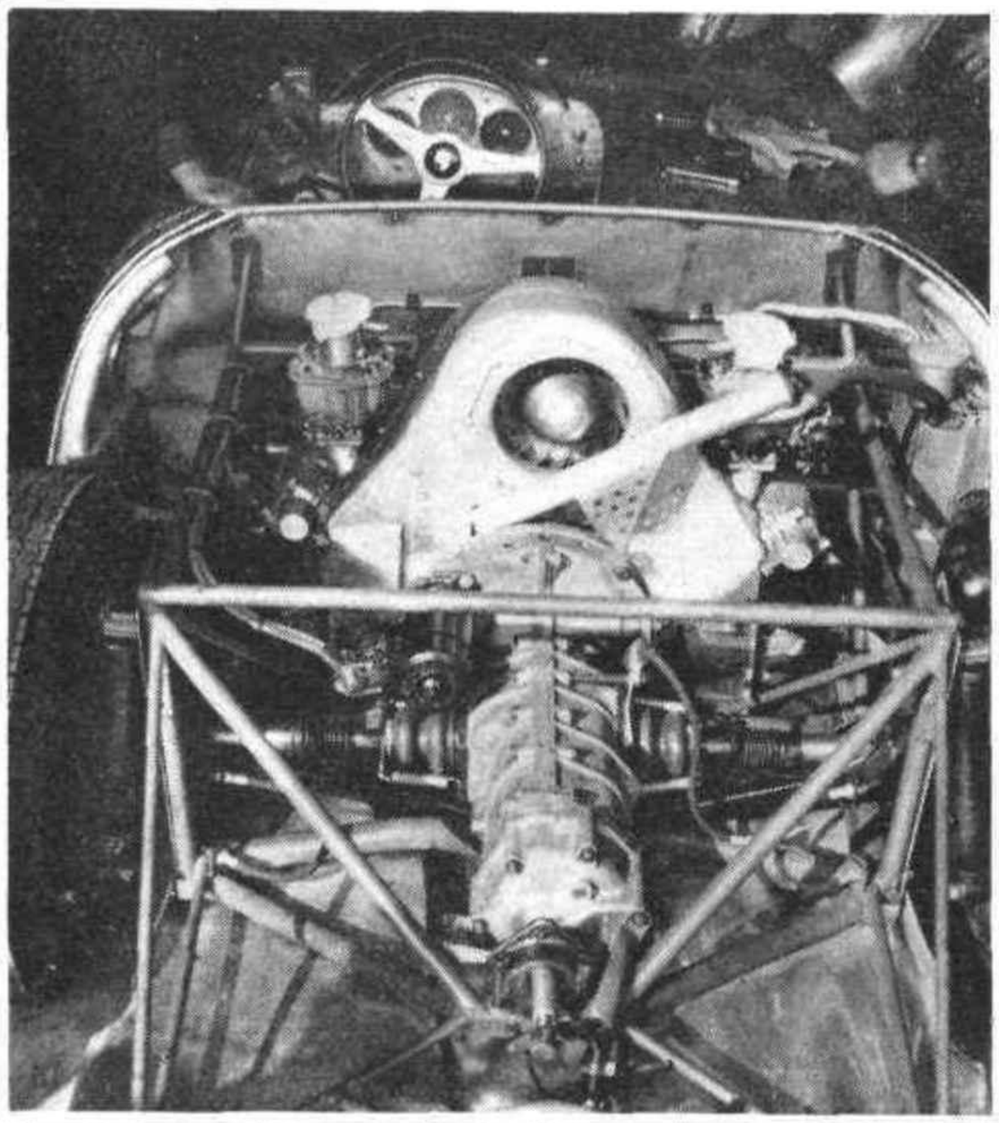
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NO BETTER LINER WAS EVER FITTED TO A BRAKE SHOE

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING & ASBESTOS LTD., CLECKHEATON, YORKSHIRE, AND ARE AVAILABLE FROM LEADING GARAGES AND STOCKISTS THROUGHOUT THE COUNTRY.

THE 1,000 KILOMETRE RACE at NURBURGRING



This rear view of the new factory Porsche Spyder shows the small-tubing space-frame of sound triangulated form and the five-speed gearbox and final drive unit. Below the open drive shafts lie the two swinging arms pivoted about a point below the gearbox. Across the cooling fan can be seen a tubular crankcase breather, coupled to the oil tank.

ADENAU, *May 27th.*

THIS year the A.D.A.C. had their 1,000 kilometre race inscribed in the list of events counting for the Manufacturers' Championship and as a result the greatest collection of sports cars and sports-car drivers ever seen on the Nurburgring were gathered together. With entries from all the leading factories it was a true championship event, the only doubtful point being the inclusion of rather a large number of unknown private drivers.

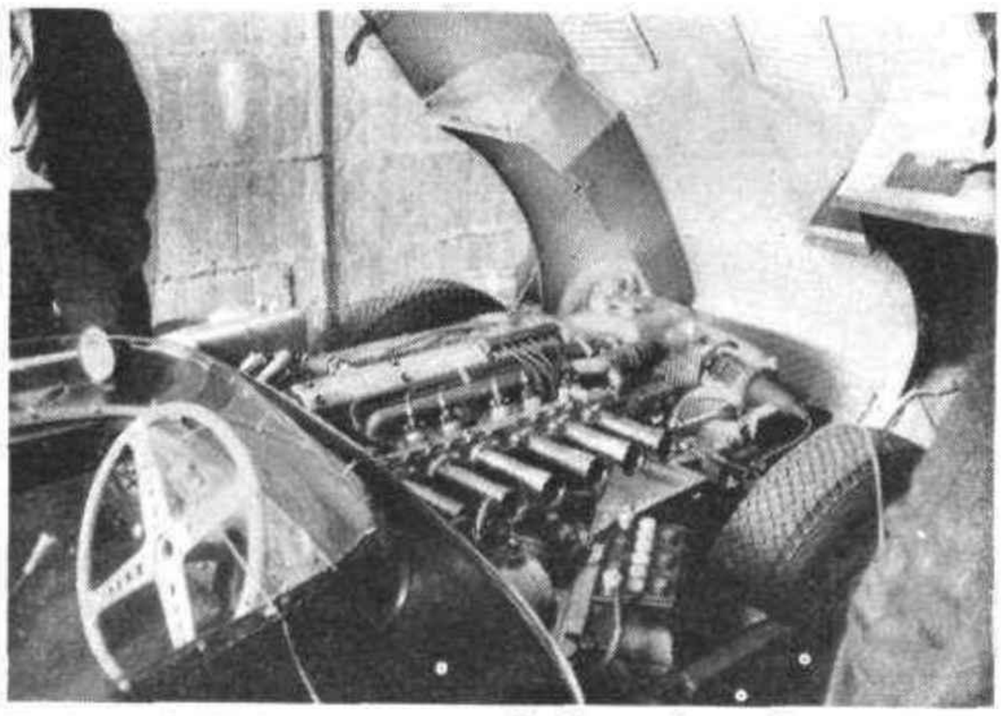
Practice times in a big sports-car event usually count for little, for when a Le Mans-type start is used, the organisers invariably line the cars up in order of engine size instead of performance. For the Nurburgring race the arrangement was still a Le Mans-type start, but with the cars in order of practice times, the only snag to this otherwise excellent arrangement was that no account was taken of who drove which car in practice. The Ferrari and Maserati teams were using more cars than drivers for practice, with a result that there was a lot of chopping and changing about, and times were only credited to the race number of the car, and a driver might make fastest lap and have to start fourth or fifth in the line, due to having practised on one of the other team cars.

There were three days' practice and the first one saw quite a large amount of activity, though many of the works drivers were circulating in their private cars to learn the course, for the Nurburgring is not to be tackled lightheartedly. The regulations made a strong point that no passengers were to be carried during practice, having in mind two-seater sports cars, but when family saloons arrived on the line loaded to capacity with drivers, there was some anguish caused when the officials turfed them all out. For some reason best known to themselves the Nurburgring authorities had rebuilt two of the corners on the circuit, Aremberg and Schwalbenschwanz, completely altering the whole aspect of the second one and making it much faster than before. The Aston Martin team had been to the circuit earlier in the month and become pretty well acquainted with what was needed, though Jaguars arrived blindly and had to do some rapid rear axle changing, being much too over-geared. Both these teams had only two cars apiece, with no spare for training or in the event of trouble, while the Italian teams arrived with spare cars and engines, and on the second day there was gloom in the Jaguar team for Paul Frere looped-the-loop into the bushes with the second D-type and bent the chassis frame. An urgent phone call to Coventry energised the works and another car was driven out overnight, which was good proof of the roadworthiness of the D-type Jaguar. The Ferrari team was undecided about who should drive four-cylinder cars and who should drive 12-cylinder ones, but after a great deal of practice by all the drivers, and a reshuffle of the pairing of drivers, there was satisfaction all round. Maserati had only the 3-litre cars for their top drivers, so there was no problem, but there was a certain amount of re-arranging of the pairs of drivers. Throughout the whole of the second day of training it rained and as the weather did not look like breaking up almost everyone practised, in case the race had to be run in the wet. On the Saturday morning before the race there was a final practice period and at last the weather had cleared and the track was dry, so that there was plenty of activity, but with drivers trying different cars all the time it was impossible to keep track of everyone's best laps. When the official timekeepers gave a very fast lap for car number six, the Maserati driven by Taruffi and Schell, it was quite obvious that it was during the time Moss or Behra were driving the car, and similarly with the Ferrari team.

Watching on the Sudkerve and later down the hill to Hatzenbach, it was possible to see which drivers were really trying and one of the most outstanding was Maglioli with the factory Porsche, his first experience with the rear-engined car. All the big boys, such as Fangio, Castellotti, Moss, Behra, Hawthorn and so on, were naturally fast, for they try all the time. After much changing the final pairing of drivers had been decided upon, and Ferraris had at last decided which cars to use. As follows, the first-named driver was the one to start the race, Fangio/Castellotti (Ferrari four-cylinder), de Portago/Gendebien (Ferrari four-cylinder), Musso/Trintignant (Ferrari 12-cylinder), Hill/Wharton (Ferrari 12-cylinder); Moss/Behra, Taruffi/Schell, Perdisa/Manzon, all on 3-litre Maseratis; Hawthorn/Titterington and Frere/Hamilton with Jaguars; Collins/Brooks, Walker/Salvadori with Aston Martins. Then in the smaller class, Herrmann/Frankenberg, Trips/Maglioli with Porsches; Barth/Rosenhammer, Thiel/Binner with the renamed A.W.E. cars; Pilette/Giardini with the only factory Maserati 1½-litre, the other having broken its front suspension and being replaced by a 3-litre; Chiron/Villoresi (Osca) and so on, down through all the private owners of Porsche Spyders, Mercedes-Benz, and Alfa-Romeo Giuliettas.

From the fall of the flag it was Moss who set the pace and by Quiddlebacher-Hohe on the opening lap he had outdistanced the rest of the field. In amongst the big cars was the Porsche Carrera of Nathan, which had made a good start, while Frere, Perdisa and Herrmann were all a long way back and both A.W.E. were farther back than they should have been. With a clear road in front of him

Continued on page 413



The Lucas fuel-injection system on the factory D-type Jaguar, showing the long intake trumpets, the sliding-plate throttle with the "up-stream" injectors. On full throttle there is an unobstructed passage down each trumpet as far as the valve.

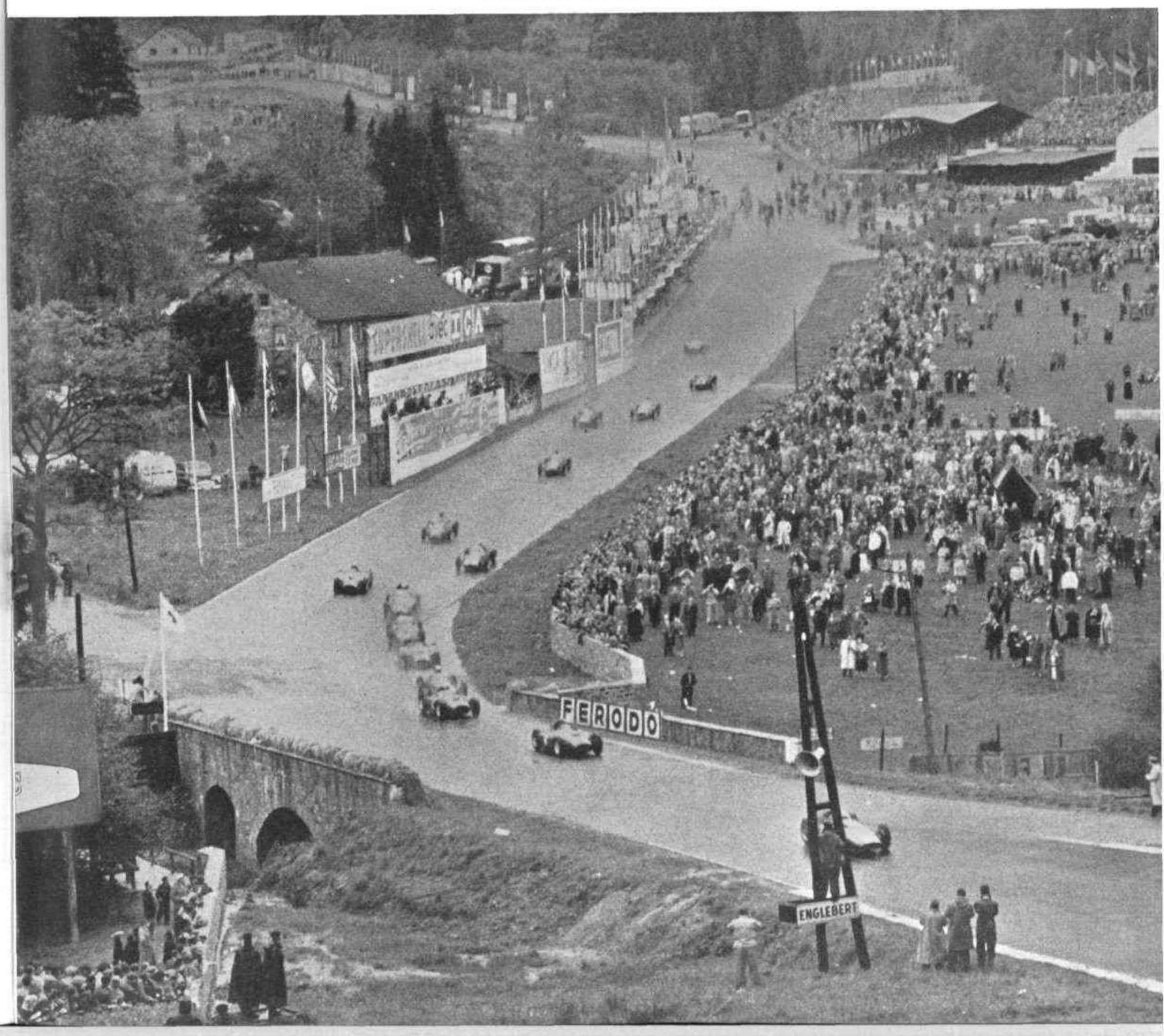
MOTOR SPORT

PICTORIAL REVIEW

Belgian Grand Prix 1,000 km. Nurburgring 1,000 km. Montlhery

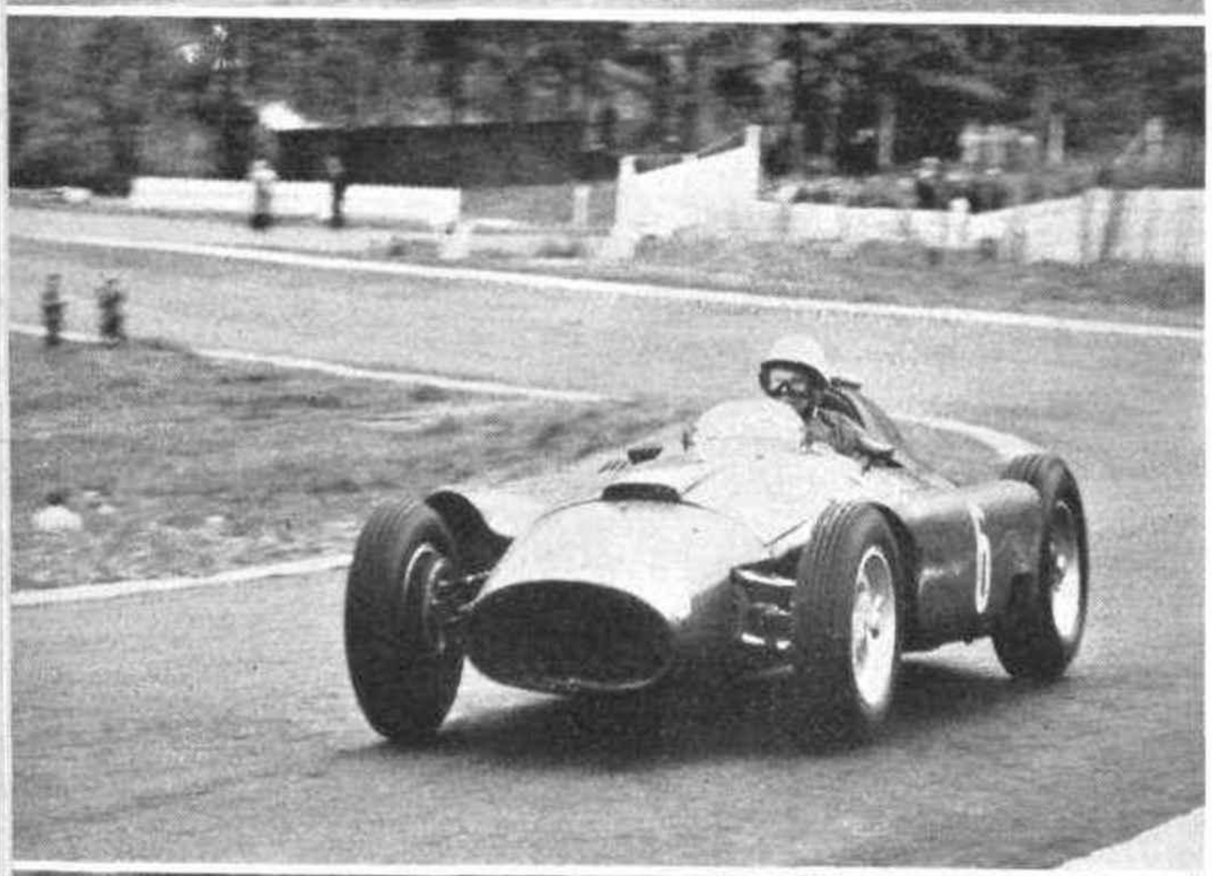
Lotus-750 M.C. Brands Hatch Eight Clubs' Silverstone

SENSATIONAL START.—This "Motor Sport" photograph shows clearly the scene immediately after the flag fell for the start of this year's Belgian Grand Prix. Stirling Moss (Maserati), behind the telegraph pole, already has a commanding lead. Behind, Peter Collins (Ferrari), who won so brilliantly, is a few lengths ahead of Castellotti (Ferrari), Behra (Maserati) and Fangio (Ferrari). After a poor start (from opposite the top stand), old-man Fangio had to brake hard for the corner to avoid ramming Castellotti and Behra, so that the two British Vanwalls, driven by Schell and Trintignant, were close on the tail of the World Champion.





MAGNIFICENT ! — Peter Collins, who has shown his skill for several seasons, won his first Grande Epreuve at Spa driving for Ferrari. He is seen taking the hairpin before the finishing line in this great Belgian Grand Prix.



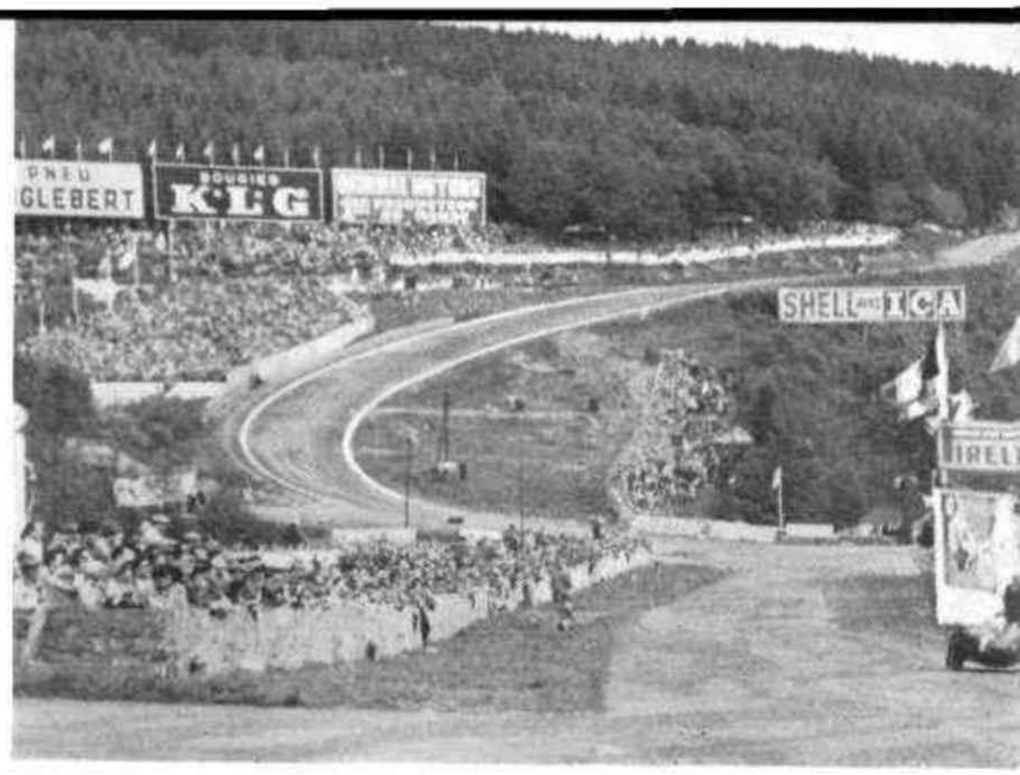
LOCAL JOURNALIST MAKES GOOD ! —Paul Frere, so popular with the Belgian spectators, drove formidably at Spa to finish second behind Collins in a Ferrari.



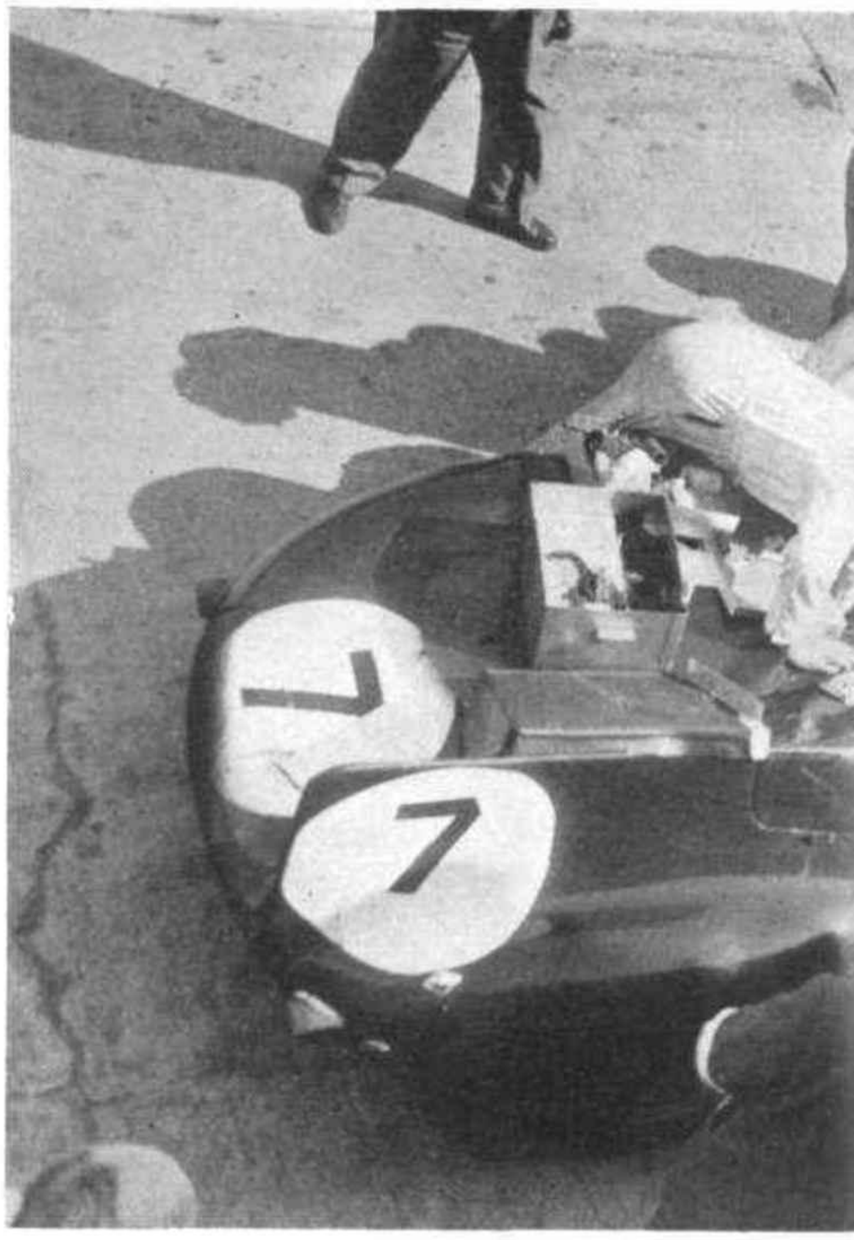
THE MAESTRO. — Fangio leading this year's Belgian Grand Prix at Spa in a Ferrari before he was eliminated with transmission trouble. Luckily for the "prancing horse" Collins and Frere were present to take over the lead, Collins finishing with a well-nursed car.



CLOSE STUFF.—The Belgian driver Pilette (Ferrari) fractionally ahead of Schell's reliable Vanwall at Spa, before being passed by the British car. Note the typical Belgian advertising posters.



PIT SCENE.—Two British aces, Collins and Moss, going past the pits on the Francorchamps circuit during the Belgian G.P. Shortly afterwards Stirling overtook Collins to get on the same lap as the leader, but when this picture was taken Collins, then second to Fangio, was a



TROUBLE. — Mechanics work to cure a leak in the re at Nurburgring, while an official remonstrates with the driver, petty regulations, but in th

DANGEROUS GROUND.—A strong force of Alfa-Romeo Giulietta Sprint Veloces competed in the 1,000 km. race at Nurburgring, the home of the 1,300-c.c. Porsches. They not only conquered their direct rivals but also many larger Porsches and the ex-Porsche driver Ringgenberg is seen tailing Plant's Porsche Carrera.



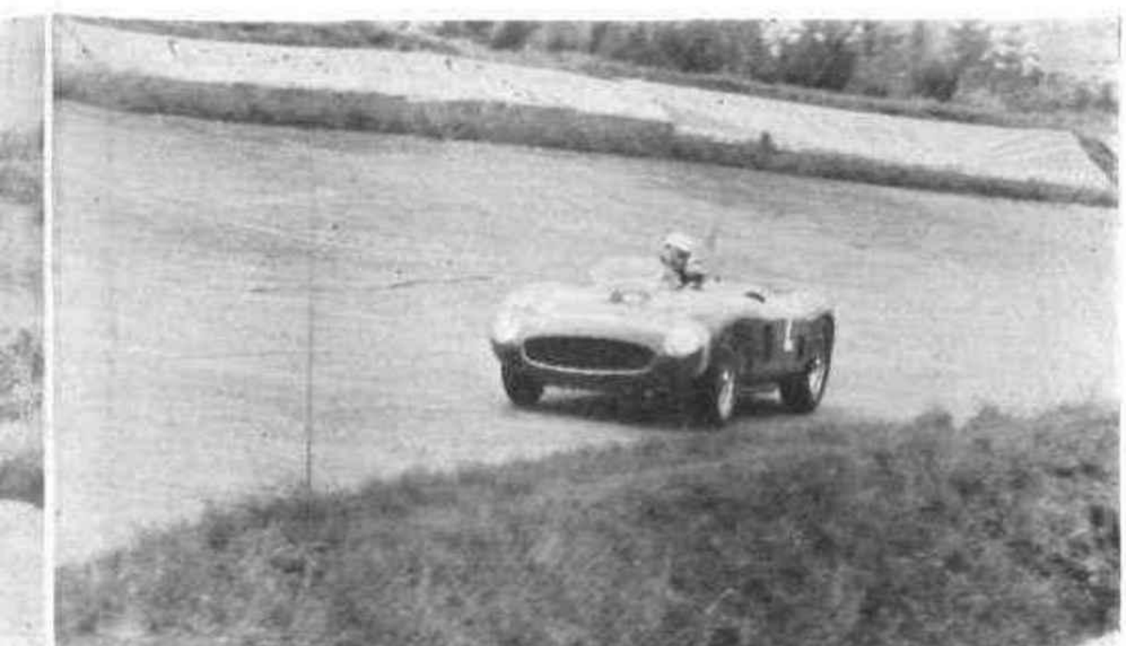


lap and a few yards ahead of Moss. Beyond the pits is the uphill right-hand bend on which Moss lost a back wheel on his first Maserati, the car finishing up the road just above the "A" of the Shell ICA sign in this picture.



...sert fuel tank on the factory Jaguar during the 1,000 km. race ... Hawthorn, who wants to clean the windscreen. This race was full of ...is ... Hawthorn was in his rights.

UNIVERSAL.—The outward appearance of the 12-cylinder and 4-cylinder 3½-litre Ferraris is virtually identical, as is the chassis. The American driver Phil Hill is seen during practice for the 1,000 km. race at Nurburgring in a 4-cylinder version.





IT'S A CONNAUGHT.—C. J. Green's unusual-looking example of the Send marque, with 1,767-c.c. engine, was one of the many competitors at the 8-Clubs' meeting. It finished third in a five-lap scratch race.



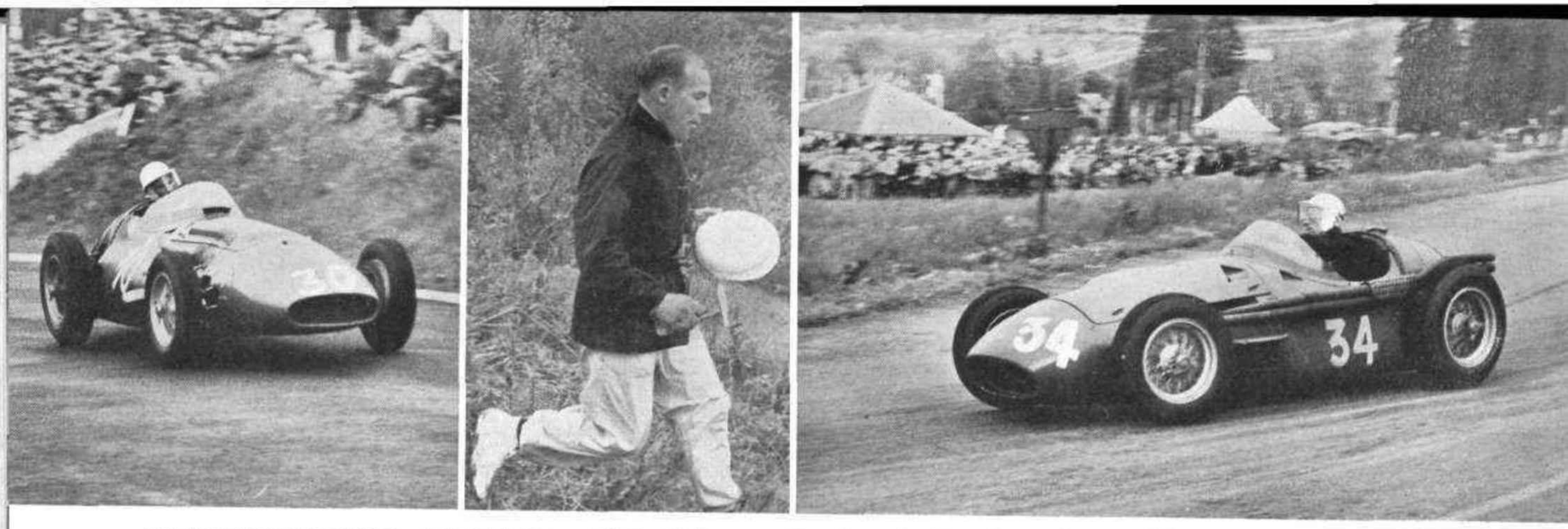
BUCKLAND BEATS ACE.—H. F. Day, no doubt feeling very pleased with life, winning the A.C. Handicap at the 8-Clubs' Silverstone Meeting in his 1953 "cart-sprung" A.C. Buckland tourer from a field which included all-independent Aces.



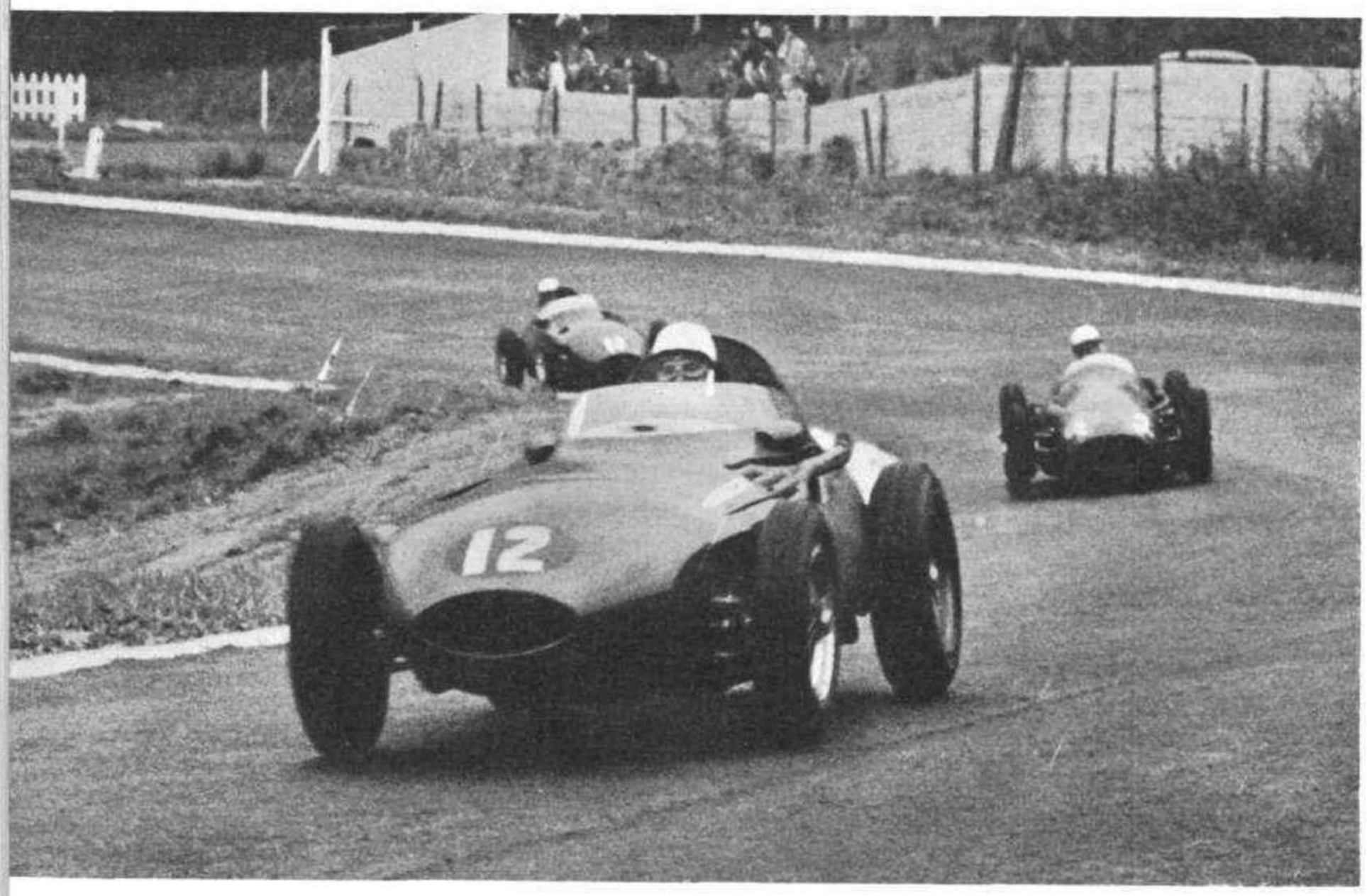
FAST STUFF.—Dickie Steed, adopted son of the late Editor of The Times, was a star performer in this Cooper-Jaguar at the 8-Clubs' meeting. He netted a first and a third and lapped the Club circuit at 79.74 m.p.h.

CORNER WIZARD.—Major A. M. R. Mallock, seen here in his Ford Ten-engined Austin at the 8-Clubs' meeting, is extremely fast round the corners on the Silverstone Club circuit.





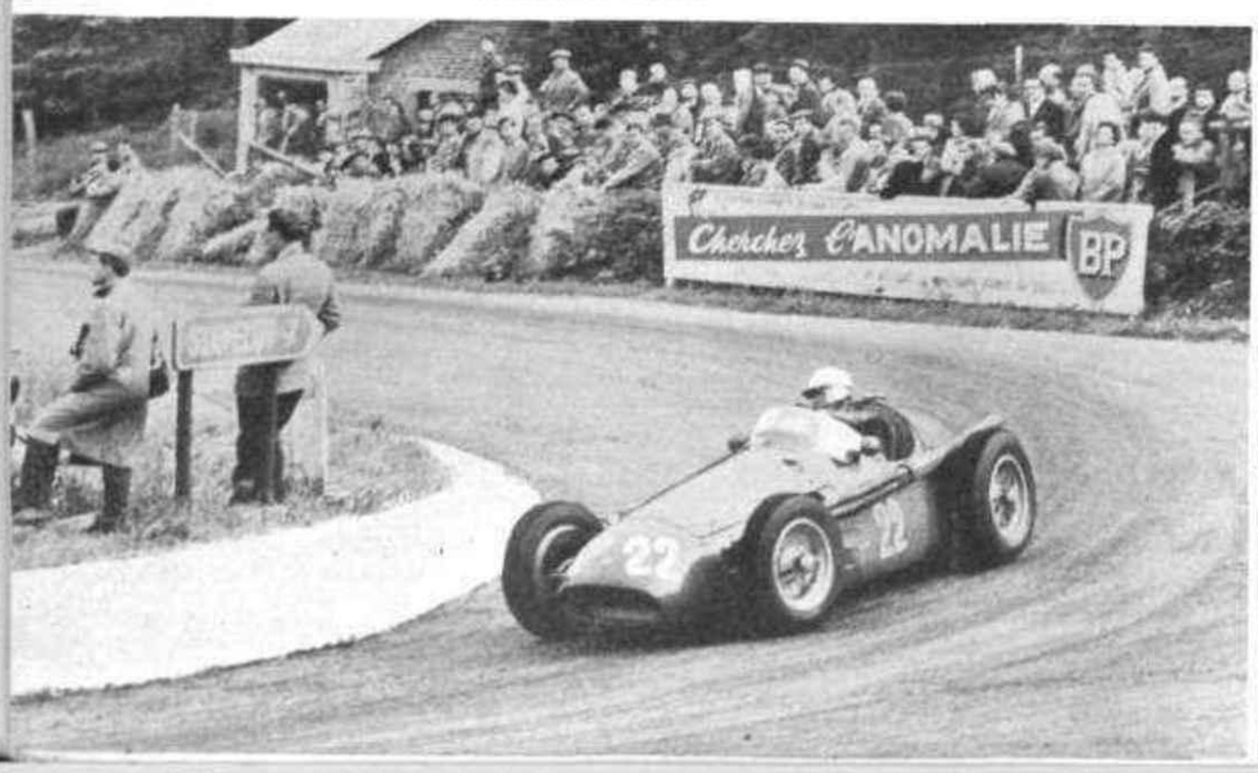
DRAMATIC INCIDENT.—As described in our Belgian G.P. report, Moss lost a wheel from the new Maserati (left), and after coming safely to rest about half a mile beyond the pits, sprinted across country (as seen in the middle picture), cheered by the spectators, to resume the race in Perdisa's Maserati (right), in which he was placed third. In practice, the stricken car had run on fuel-injection but used carburetters for the race.



MASERATI SANDWICH. — Trintignant and Schell in the splendid British Vanwalls going well at Spa with a Maserati between them. Schell finished fourth after his team-mate had retired with engine trouble.

OLD-STAGER.—Luigi Villoresi, still racing, here corners in a Maserati during this year's Belgian Grand Prix, finishing at the back of the field in his time-honoured style.

HARD TRIER.—Horace Gould, with his Maserati at Spa, waving the Union Jack. His transmission seized and put him out of the race, but Gould does far better than many British amateurs have done in the "Continental circus" in the past.



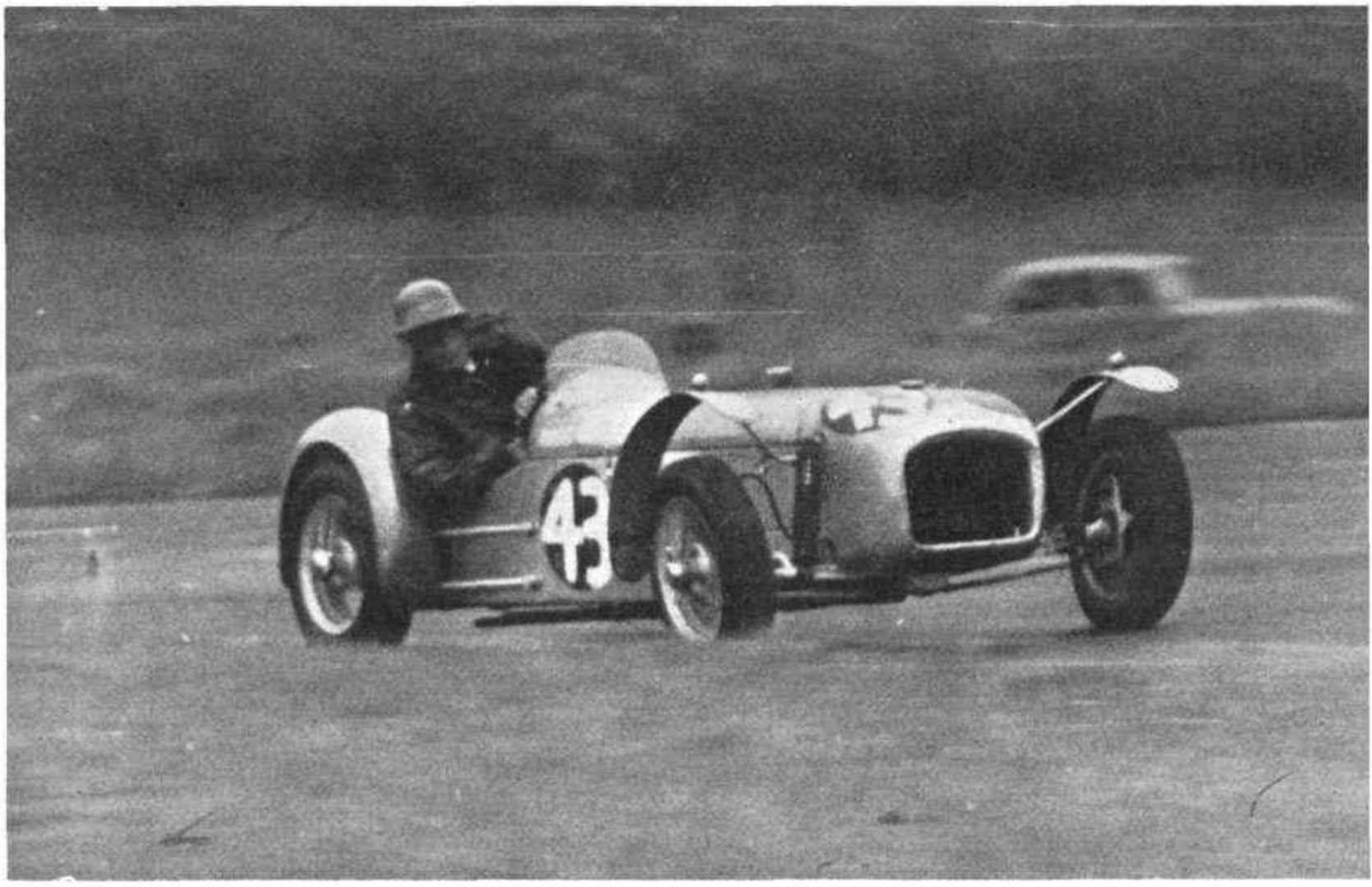




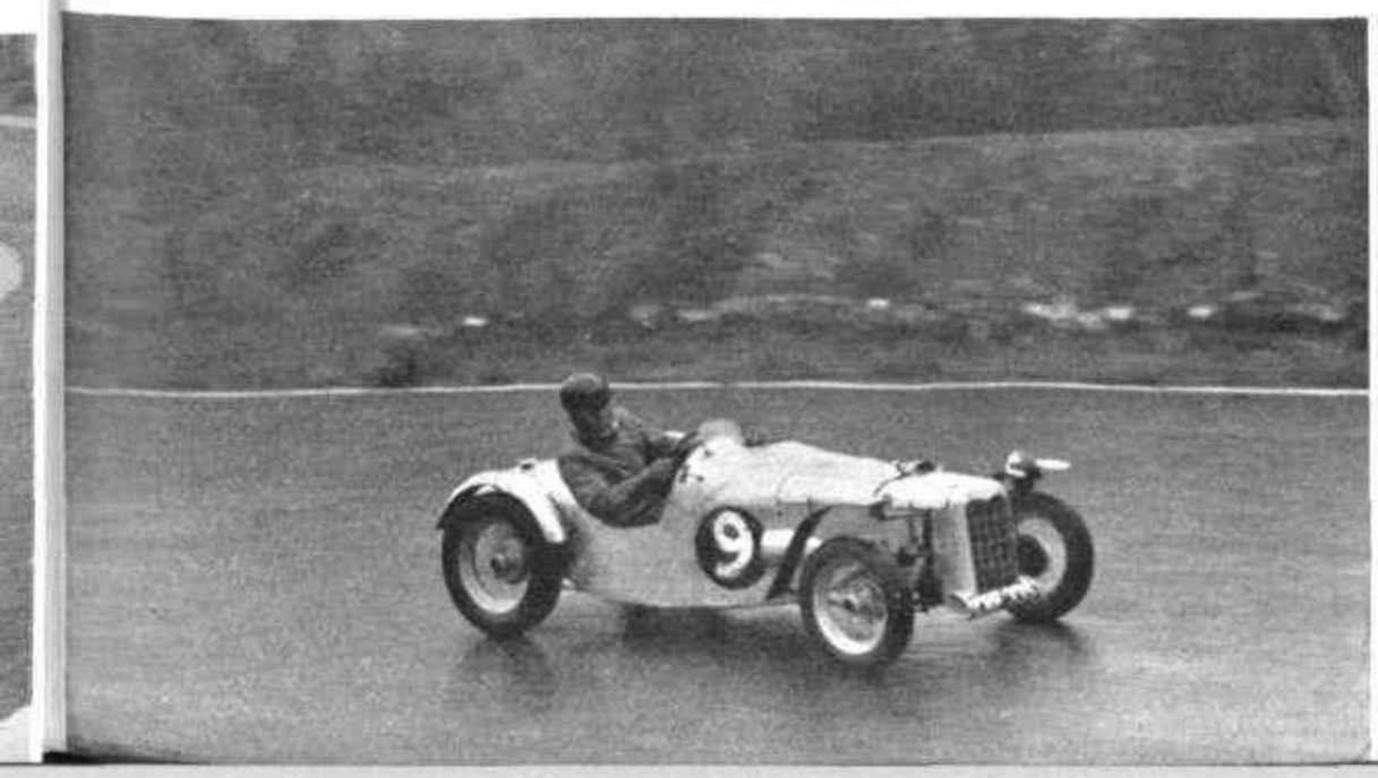
CHANGE-OVER.—The winning Maserati pit stops at Montlhery were well organised under the direction of Ugolini. Here is Behra leaving the car so that Rosier might take over, while mechanics pour in fuel and oil.



FATAL STOP.—The A.W.E. was leading its class easily when it made its first pit stop in the Paris 1,000-km. race. Barth is seen checking the oil while mechanics try to make the refuelling hose work. Behind them is the Aston Martin pit preparing to receive Wharton in Kyffin's DB3S.



LOTUS OF THE DAY.—J. Harris driving the Mk. VI model Lotus which was placed first in the five-lap scratch race for 1,100-c.c. cars and also the 1,500-c.c. scratch race during the Lotus-750 Clubs' meeting at Brands Hatch on June 10th.



750 REPRESENTATIVE.—T. Millard's Austin Special, one of those that were prone to spin round on the wet track, seen after coming out of Druids' Hill Bend in the 10-lap handicap event for 750-c.c. cars at Brands Hatch.



TRIPLETS.—The two Ford Anglias of Hayle and Lowe, followed by Gammon's Prefect in the 10-lap saloon-car handicap race. The three cars kept this order throughout the race and crossed the finishing line together.

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1,000 KILOMETRE RACE—continued from page 406

Moss pressed on hard and got well out into the lead, followed by Fangio, Hawthorn, Collins, Musso, Hill, Taruffi and Trips.

In a race such as this, with every type of car from a 12-cylinder Ferrari to a 1,300-c.c. Porsche, it is possible to visualise the approximate order in which the cars will pass on the opening laps. Consequently when any particular one is going exceptionally well it stands out as being out of place. The little Porsche Spyder of Trips was one of these, as was the 300SL factory car of Riess, the Carrera of Nathan and the Giulietta of Bonnier. Equally a fast car being driven slowly becomes rather obvious, for it is surrounded by smaller and slower cars, but such cars should not be mentioned, and in fact they should not be racing.

On the opening lap Portago went off the road, after scratching past Collins, but he gathered together enough people to help him get back again and then stopped at the pits to have the damaged bodywork cut away. The long procession of cars soon spread out, with Moss way ahead, some 10 sec. in front of Fangio and after only two laps these two were an indecent distance in front of the rest of the runners. Hawthorn was doing wonders with the Jaguar, which was by no means easy to handle on the difficult Nurburgring, while Collins was sitting back and playing a waiting game, the Aston Martin not being powerful enough to make it worthwhile to attempt to attack. On the third lap Musso spun off as he left the Sudkerve and unfortunately the car rolled over on him and broke his arm. By the fourth lap the leaders were passing through the traffic at the end of the field and they had both settled down now to a distance of 8½ sec. between them, well out of sight of the Jaguar that was lying third. Frere and Herrmann had been romping through the field after their bad starts, though the Porsche had again been delayed, at the pits, to mend a brake adjuster. Riess was comfortably leading the big Gran Turismo cars, Nathan the 1,500 c.c. group and Bonnier the little ones, while Trips was unchallenged in the small sports class, and was still running seventh overall, in spite of losing second gear during the fifth lap. With so many cars on the track the overtaking problem for the fast cars was acute, and one time Moss would get an unobstructed run and the next time Fangio would, but the result was that the gap between them began to widen, the young master's dash and daring paying off better than the old master's care and caution.

Although the leaders were still pressing on, others were falling by the wayside or stopping at the pits to cure troubles. Frere broke the gearbox of the works Jaguar and retired at the pits, so that Hamilton did not get a drive, Collins lost a whole lap while dirt was cleaned out of the carburetters and pipe lines, a trouble he had experienced during practice, and Seidel's Porsche Spyder stopped with a broken steering arm. By 10 laps reports from observers round the course were beginning to get back to race control, and as a result of these "tell-tales" Hawthorn was flagged in and warned about passing on the wrong side, whereas all the other fast drivers were having to do the same thing, but no one "split" on them. Portago's car was disqualified instantly when it was discovered that he had received assistance to get it back on the road, so Ferrari announced that they would put the team Portago/Gendebien into the car of Hill/Wharton, and as a result Wharton did not get a drive. In the meantime Herrmann set up a new class record with the factory Porsche, in 10 min. 23.1 sec., which compares well with the fastest lap of the day, by Fangio, in 10 min. 05.3 sec. About this time refuelling took place, and driver changes were made, but before this the order was still Moss, 25 sec. ahead of Fangio, then Hill, Taruffi, Hawthorn, and the others a long way back. The leaders of the other groups had not changed, and Bonnier was leading not only the 1,300 c.c. group but also the 1,500 c.c. and Porsche people were looking down their noses at the little red Sprint Veloce.

One by one all the cars refuelled and changed drivers, but there was little change. Behra was keeping the leading car ahead of Castellotti, Gendebien was in the Hill/Wharton Ferrari and Titterington was going well in the lone Jaguar. As Behra was going round on his 18th lap nearly one minute ahead of Castellotti, there was an ominous grinding noise from the rear of the Maserati and at the end of the lap he pulled into the pits. There was nothing to do, for the rear transverse leaf spring had broken on the nearside and the car was out, but Maserati quickly nominated the team Moss/Behra to their second car, called in Schell who had only just taken over from Taruffi and was lying third, and gave the car to Behra. This was a severe blow to Maserati, for their third 3-litre had already retired just after Manzon took over from Perdisa, with a broken rear shock-absorber link, and their only 1½-litre car had been withdrawn when one of the Weber carburetters sheared its mounting studs. The private 1½-litre Maseratis were going terribly slowly and were no match for the two factory Porsches which were still going very fast in the hands of Maglioli and Frankenberg. All the Maserati hopes now rested on their second 3-litre car and it was fortunate that Taruffi had gone so well in the early stages and got the car into third place overall, for it gave the Moss/Behra pair a chance of victory.

At half-distance, or 22 laps, the order was Fangio/Castellotti, then Gendebien driving the Hill/Wharton car, Behra in the Taruffi/Schell Maserati, Hawthorn/Titterington Jaguar, Trips/Maglioli Porsche, and then Walker/Salvadori one lap behind in their Aston Martin, followed by the second factory Porsche and then the second factory Aston Martin. Riess had broken the gearbox of the works 300SL, but Bonnier's second driver Mackay-Frazer was keeping the little Giulietta ahead of all its rivals. The two smooth-looking A.W.E. cars were still running well, in ninth and eleventh positions, but lacking top rank drivers, while those two old gentlemen, Villoresi and Chiron, were enjoying themselves with the 1½-litre Osca in 10th place.

Lap after lap went by and Behra moved up into second place when Gendebien stopped for fuel and handed over to Portago, and then the Maserati closed up appreciably on the leading Ferrari when Castellotti did the same, and Fangio took over. The Maserati was going exceptionally well and Behra began to close on Fangio now, until he was only 10 seconds behind, but then he had to stop for fuel and Moss took over. The Maserati pit work was very good, for while two mechanics changed the rear wheels, Moss filled the fuel tank, using two gravity filler pipes, the oil was checked and the car was away again in 57 sec. This was at the end of lap 32 and, though Moss came by at the end of the next lap 66 sec. behind the leader, there was a sporting chance of him being able to catch Fangio, especially as it was not certain whether Fangio would have to stop again. For the next six laps all eyes were on the narrowing gap between the leading four-cylinder Ferrari and the hounding six-cylinder Maserati and yet all the time there were other things happening all around. The special 220a Mercedes-Benz of Bauer/Heeks split its fuel tank and retired, the Carreras of Nathan/Kaiser and Schultze/Nogueira, the Portuguese driver, were only a few lengths apart from each other in their dice for 2-litre Gran Turismo class, and Bonnier put in a shattering lap in 11 min. 48 sec., a clear 20 sec. faster than any 1,300 Porsche has ever done.

Hawthorn was comfortably in fourth place, back in the Jaguar once more, but had a slight moment when he bumped the rear of a slower car, fortunately with only superficial damage to the Jaguar. At the end of lap 37 the Jaguar drew in to refuel, but it was found that the overload tank in the cockpit had sprung a leak. Unlike the main tank, which is rubber, the extra tank on this car was made of aluminium and vibration and the chassis-twisting nature of the course had caused a baffle to tear out a rivet. After a long delay, during which time both works Porsches, the two Aston Martins and one of the A.W.E. cars went by, a repair was effected and Titterington set off, now ninth and one lap behind the leaders. In spite of the tank repair holding out, the Jaguar settled things finally by breaking a half-shaft three laps later. Moss was now really pushing the Maserati, gaining as many as six sec. a lap on Fangio and each time he came through the starting area he received so much information from his team that he could have become muddled, had he not been well aware of the situation. The Maserati pit signalled him the gap between himself and Fangio, a bit farther on Schell had a private sign telling him Fangio was not stopping for fuel (actually false information), then there was Taruffi waving him to take things steadily and not blow up the engine, and finally Behra was urging him to go faster and catch Fangio. Moss realised that they all had an interest in how the car finished, but took no notice and continued to run his own race from the information the pit was giving him.

On lap 40 Castellotti was standing at the Ferrari pit ready to take over from Fangio, and the car drew in; a quick squirt of fuel into the tank and Fangio leapt back in the car and roared off again, leaving Castellotti by the roadside still wearing his crash hat. The stop had taken only 25 sec., but it was too long and Moss had gone by into the lead and at the end of the next lap he was 26 sec. ahead of Fangio. It was now just a question of not breaking the car for the remaining three laps, for Fangio could not make up time. Meanwhile the rest of the runners were circulating, some merely hoping to finish, others still racing hard, especially the two Carrera Porsches of Nathan/Kaiser and Schultze/Nogueira, who were still only a few lengths apart and came into the pits for their final refuel together. Gendebien was comfortably third, but was a bit shaken when Brooks sat on his tail for three laps with the Aston Martin and then passed him, though he was a lap behind. The other Aston Martin had worked itself into fourth place by consistent running and Salvadori seemed all set to bring it through to the finish, when only 2½ laps before the end, and 1½ for him as he was a lap behind the leader, the de Dion tube broke and a rear wheel and brake tore itself away from the chassis leaving the car skating to rest on three wheels, fortunately

on a straight part of the course. The two factory Porsches were still running well, though devoid of brakes and were nicely placed fourth and sixth. Much to the relief of Taruffi, Schell and Behra, the leading Maserati kept going and Moss came over the line to record his name once more on a list of winners, though this time having been helped by his team-mates. After 7¾ hours of racing Fangio arrived second only 26 sec. after the winning car, which gives some idea of the equality between the two Italian teams driver/car combinations. As each class winner completed the 44 laps, or 1,003 kms., the rest of the class were flagged in, so that for some while after the winning Maserati had arrived and the four drivers had received their laurels, the smaller cars went on circulating until the leaders covered the full distance.

Results :

1,000 KILOMETRE RACE—Nurburgring—44 laps—Warm and Dry

* 1st : P. Taruffi/H. Schell/J. Behra/S. Moss (Maserati 300S)
7 hr. 43 min. 54.5 sec.—129.7 k.p.h.
2nd : J. M. Fangio/E. Castellotti (Ferrari 857/4C)
7 hr. 44 min. 20.7 sec.—129.6 k.p.h.
3rd : P. Hill/A de Portago/O. Gendebien (Ferrari 290MM)
7 hr. 53 min. 55.9 sec.—127.0 k.p.h.
* 4th : W. v. Trips/U. Maglioli (Porsche RS)
8 hr. 01 min. 45.9 sec.—125.0 k.p.h.
5th : P. Collins/C. A. S. Brooks (Aston Martin DB3S) .. 1 lap behind.
6th : H. Herrmann/R. v. Frankenberg (Porsche RS).
7th : E. Barth/A. Rosenhammer (A.W.E.).
* 8th : B. Martenson/G. Einsiedel (Mercedes/Benz 300SL).
* 9th : M. Nathan/G. Kaiser (Porsche Carrera 1,500 c.c.).
10th : H. Schultze/P. Nogueira (Porsche Carrera 1,500 c.c.).
*11th : J. Bonnier/H. Mackay-Frazer (Alfa-Romeo Giulietta).
12th : W. Ringgenberg/H. Walter (Alfa-Romeo Giulietta).
*13th : F. Kretschmann/S. Liebl (Porsche Spyder).
14th : P. Carini/P. Bordoni (Alfa-Romeo Giulietta).
15th : H. Zick/H. Plaut (Porsche Carrera).
16th : R. Gunzler/H. Retter (Mercedes-Benz 220a).
17th : Mlle. Thirion/Mlle. Pace (Alfa-Romeo Giulietta).
18th : A. Lang/K. Kuhnke (Alfa-Romeo Giulietta).
19th : K. Zeller/W. Bieling (Alfa-Romeo Giulietta).
20th : W. Wittman/W. Hampel (Porsche 1,600S).
21st : H. Busch/H. Boes (Porsche 1,300S).
22nd : J. Greger/H. v. Saucken (Porsche 1,300S).
23rd : H. Oesterle/S. Gunther (Porsche 1,300S).
24th : M. Hezemans/C. de Beaufort (Porsche Spyder).
25th : H. Deutenberg/H. Jager (Porsche 1,300S).
26th : K. Falk/A. Joch (Porsche 1,300 S).
Fastest lap : J. M. Fangio (Ferrari) 10 min. 05.3 sec.—135.6 k.p.h.
* *Class winners.*

NATTERS FROM NURBURG

Before returning to England the Jaguar team had to fit a new half-shaft to one car, and a new gearbox to the other, all three cars, including the bent one, having to be driven back to Coventry. Someone should buy them a transporter.

The Italians threw all their wreckage into vans and trucks and sent it home after the race.

Neubauer and Kling were looking after the 220a and 300SL models. For four-seater family saloons the 220a models were outstanding and showed remarkable roadholding properties.

Random timing of most of the drivers through a series of ess-bends showed Tony Brooks by far the fastest, not to say the smoothest.

The vast Ford Thunderbird, in the hands of two German drivers, took up a lot of space, but eventually amused the crowds at Hatzenbach by spinning like a top and disappearing into the bushes. With graceful ease it gradually sank out of sight down an embankment as the bushes gave way under its weight.

Full marks to Aston Martin for providing a contact man between the pits and the Press, at least some information was correct.

The tank repair on the Jaguar was effected by opening up the hole until it would take a rubber blanking grommet, the contact of petrol causing this to swell and seal itself. It was still leaking next morning.

The reliability and speed of the Sprint Veloce Alfa-Romeos was outstanding and, after winning his class, Bonnier set off over-night to drive to Sweden to compete in a rally two days later.

The sight of Hawthorn and Frere with the D-types broadside on in the wet during practice was most inspiring. Two very brave men. Bueb did an enormous number of laps in his 2.4-litre saloon, as reserve driver, but he was not needed.

NOTES ON THE CARS AT NURBURGRING

The Ferrari team were still undecided about the most suitable type of engine for their sports cars and brought along three 12-cylinder cars and two four-cylinders. These were virtually identical externally and in chassis layout, and were similar to those used in the Mille Miglia. During practice it was a question of deciding on which engine characteristics suited the circuit and also the drivers, for some preferred the high-revving 12-cylinder and others the low-revving "lumpy" four-cylinder. In performance there was little to choose, both types being 3½-litres, and though the 12-cylinder had more power, the four-cylinder had greater torque. Maserati were providing the major opposition and entered two 3-litre cars, identical to those used in other sports-car races this season, and they had another one as spare. They also had two entries in the 1,500-c.c. class and had a pair of works 150S cars, more or less as sold to the public, but with the modified cylinder heads with inclined carburetters as practised on the G.P. engines.

From England there were two Jaguar entries, and the Coventry firm had two cars, one fitted with Lucas fuel-injection, the other with Weber carburetters and in all other respects these were normal works D-types. The new de Dion-axled car, which would have been a great help on the Nurburgring, could not be brought, as it was a virtual write-off after the Silverstone crash. Aston Martin had two completely unchanged "works" DB3S models, with disc brakes, Weber carburetters, 12-plug cylinder heads and identical in specification to those raced at Sebring earlier in the season, and, in fact, last season.

These comprised the over-2,000-c.c. racing/sports class and it was interesting that mechanically the total entry contained nothing knew, giving the impression that design in the big sports car world has reached saturation point for a while.

In the 1,500-c.c. racing/sports class there were the two factory 150S Maseratis, already mentioned, and three privately-owned models. Porsche had two entries, both being brand new cars and developments of the Spyder. They had multi-tube space frames of good technical conception, the normal Porsche trailing-arm and torsion bar front suspension, but a new swing-axle rear-end. This was modelled on the G.P. Mercedes-Benz, having two swinging arms carrying the wheel hubs, these arms pivoting about a common point below the differential unit. Single radius plates running forwards controlled the fore and aft movement of the wheels and the normal system of transverse torsion bars were coupled to the pivot points of the radius arms. The engine and gearbox were the normal Spyder layout, with drive shafts containing two universals each taking the power to the wheels. The gearbox was the factory four-speed with "under-drive" starting gear. The engine was still the well-tried air-cooled flat-four, with a camshaft to each set of valves, and the only major modification was the fitting of the two distributors for the coil ignition on a housing bolted to the nose of the crankcase, whereas before they were mounted on the ends of the inlet camshafts.

From the East Zone of Germany came two of the well-known six-cylinder cars from Eisenach, formerly known as E.M.W., but now renamed A.W.F.—Automobile Werke Eisenach. The only modification these cars contained since last year was the fitting of a five-speed gearbox, though experimental work is progressing at the factory on fuel-injection and desmodromic valves. To complete this class there was a single private Osca and a home-made special using a Porsche Super engine and gearbox and Cooper-like rear suspension.

In view of the factory opposition in the 1,500-c.c. class a second group was formed for production sports cars, and this contained five private Porsche Spyders and a lone M.G.A. from England. Among the Spyders was one owned by two Swiss drivers and they were experimenting with an inverted aero-foil mounted above the cockpit and acting on the C.G. of the car. This "upside down wing" was controlled by the driver through a lever and cable system, and could be turned about its horizontal axis from —3° to +17° to give no lift or a negative lift, thereby increasing the pressure on the tyres when cornering and improving the cornering power of the tyres. It was calculated to be effective at speeds up to 200 k.p.h., the Spyder's maximum, and by trial and error the drivers found it possible to increase their speed round a given corner by as much as 500 r.p.m. Although acceptable to the scrutineers, it was turned down by the non-technical members of the race organisation on the grounds of danger to other competitors and the public, for they imagined it might part company from the car. Rather like an aeroplane being accepted for the King's Cup Air Race and then told it could start providing the aerilons and rudder were removed!

The over-2,000-c.c. Gran Turismo and Special Touring class contained one works 300SL and some private ones, two special factory-prepared 220a Mercedes-Benz and a Ford Thunderbird (ahem!). The 1,300-2,000-c.c. group of this category consisted solely of Porsches, 1,500 Supers, 1,600 Supers and Carreras, and finally the 1,001-1,300-c.c group contained equal numbers of Porsche Super and Alfa-Romeo Spring Veloce cars, the little Italian cars hot from their success in the Mille Miglia, most of them with factory attention.

THE EIGHT-CLUBS AT SILVERSTONE (June 2nd)

THE Eight-Clubs Organisation, which comprises the A.C. Owners' Club, Cemian M.C., Chiltern C.C., Hants & Berks M.C., Harrow C.C., Lagonda Club, Lancia M.C., and Seven-Fifty M.C., held its annual Silverstone Race Meeting on June 2nd. The weather had changed from heat-wave to chilly breeze, so that summer skirts swirled in the wind and duffle coats were not out of place. To compensate, no accidents happened and Kenneth Best and Barclay Inglis gave an excellent commentary to the large crowd which assembled at this private meeting.

The morning session was devoted to two 40-minute high-speed trials, each with a "Le Mans" start and one compulsory pit-stop, at which either four plugs had to be changed or the front wheels interchanged. In the first, for cars up to 1,500 c.c., J. M. Burn's D.K.W. was faster than Moreton's TA M.G., Baxter really went racing in his Kieft, Low's R.L.M. with blown Ford Ten engine exhibited excellent acceleration out of the corners, Dr. Turner took his corners wide in his Standard Ten saloon, and Moreton's M.G. MGA rolled to rest on the outside of Woodcote Corner, while Morell's M.G. MGA ran its big-end bearings, but still qualified. Bell's Morris Minor tourer sounded fit, and it led Lambert's D.K.W. saloon, while Coakley's Lotus was nearly as fast as the Kieft. Henry's Wolseley 4/44 saloon rolled and smoked and Dixon's M.G. MGA retired, as did New's old B.M.W. and Tornei's M.G. TC.

In the second of these V.S.C.C.-type high-speed trials, which are such excellent training for racing, the cars were of 1,501 c.c. to unlimited capacity, with Pat Moss allowed to run her M.G. MGA. Little Miss Flockton drove her Triumph TR2 well but was delayed for over three minutes watching her male helpers change plugs, and the Elva Team Ford Anglia, with i.o.e. head, rumoured to give 78 b.h.p. and to do 97 m.p.h., driven by Peter Gammon, was likewise delayed, the distributor having to be removed to get at the plugs—many people would have done better to have swapped wheels, even bolt-on ones, surely? Miss Betty Haig's Frazer-Nash had the loudest exhaust note and made a rapid pit-stop, Morrison's Jaguar XK120 was boiling when it stopped for the plug-swap, Bridges (TR2) and Hindes (Aston Martin DB3S) elected to swap wheels, the latter by far the quicker, Pat Moss made her tyres scream round Woodcote on a good drive, but Lancaster's Ford Consul, Mackenzie Low's Elva Ford and Gamble's TR2 all retired, the Ford after a mere three laps.

It was nice to see Jack French's Simplicity circulating, rebuilt the night before after being run into at Mallory Park, but the little Austin was not very fast as it was using two gaskets in conjunction with an Ulster head, giving a compression-ratio of only 5.4 to 1. It had a neat ex-aircraft 1¾-gallon auxiliary fuel tank on the floor in front of the passenger's seat.

All the races were over five laps: some scratch, which were the usual processions; some excellently handicapped by Charles Bulmer. The first was for 750 and 1,172 Formula cars, Millard's Austin winning the former at 61.01 m.p.h. from Stanley and French, with Nick May's Austin going sadly slowly in spite of its 5.25-to-1 back axle. Laverton's Mk. VI Lotus-Ford with spatted back wheels led the 1,172 cars convincingly, winning at 66.72 m.p.h. from Anstice-Brown's Mk. IX Lotus and Lowry's Mk. VI Lotus. Cross' Austin retired on lap one.

The Lagonda Handicap was a victory for Long's 1929 2-litre tourer, which overtook Bugler's 1935 Rapier coupé on lap four, after which Naylor's 1934 Rapier Special and Lyne's 1934 4½-litre Type M45 saloon came by to fill second and third positions. The winner averaged 51.57 m.p.h. and Michael's 1936 lowered 4½-litre made fastest lap, at 65.04 m.p.h., compared to the winning Lotus-Ford's 68.75 m.p.h. in the 1,172 race.

In the next (scratch) race Dickie Steed's Cooper-Jaguar not only led all the way, to win at 76.69 m.p.h., but set fastest lap of the procession, at 78.02 m.p.h., Trimble's C-type Jaguar being second and Taylor's Lotus-Climax, identified by stripes running along the centre of the body, third. Cornish's Halton-Tojeiro retired on lap four.

In the following scratch race Bailey's ex-Relay Race Singer Nine two-seater held on to Leo's blown 2-litre Lagonda for four laps, passing on the last lap, to win at 58.96 m.p.h., making best lap, at 59.56 m.p.h. Inwood's A.C. was third. The only retirement was Uten's Ford.

Back to handicaps, Simpson's M.G. MGA led for four laps, but was beaten by Taylor's Lotus-Climax, North's TR2 and Steed's Cooper-Jaguar on the final lap, Taylor winning at 72.87 m.p.h. and Steed lapping at 79.74 m.p.h. The Earl of Northesk's TR2 retired. It was good to see Averil Scott-Moncrieff in her husband's Lotus, her own having given trouble *en route*. Morley drove an old 4½-litre Bentley, obviously a vintage car as it possessed dumb-irons but with the radiator in the wrong place. The back-markers came through well to win the next race, Le Clair's "chain-gang" Frazer-Nash averaging 56.18 m.p.h. to beat Lusty's TR2, which, however, lapped faster, at 68.10 m.p.h. Tearle's raucous Fiat 1,100 Special, with Morris radiator, was third, but Green's "disguised" Connaught and Henry's Wolseley 4/44 saloon both found three laps sufficient.

The tenth race was another scratch affair—rather like school sports, these Club Silverstones, with the same chaps appearing again and again!—which Standbridge, having cured clutch slip with the time-honoured injection of fire-extinguisher fluid, led all the way, to win at 69.18 m.p.h. in his A.C. Ace from Prior's Mk. VI Lotus and North's Triumph—another procession. The A.C. made fastest lap at 71.29 m.p.h. Betty Haig's Frazer-Nash was good for only one lap. Next, another five-lap scratch race, also a procession, Mrs. Bluebelle Gibbs driving really well in her H.R.G. to shake off everyone, winning at 64.46 m.p.h. from Simpson's M.G. MGA (which made fastest lap, at 65.78 m.p.h.) and Green's Connaught, Dixon's luckless M.G. MGA retiring after two laps, big-end still clanking.

The A.C. Handicap saw a fine assortment of these noble cars (alas, there was no Lancia Handicap), Sturges' yellow 1922 Six two-seater leading for three laps, before the later starters caught it. In the end Day's 1953 Buckland tourer won at 55.34 m.p.h. from Hicks in Miss Pullen's 1949 saloon, Thornton's 1938 16/80 taking third place, ahead of Jennings' scratch Ace-Bristol, which set fastest lap at 71.47 m.p.h. Liming's 1936 coupé retired after two laps.

The last handicap saw Boult's Austin Seven, a 1928 Chummy with single-carburetter and Ulster head, led by Bailey's Singer Nine until the last lap, when Cutler in Colburn's Healey Silverstone closed right up on the Singer and Herrull's TR2 also got past the Austin to take third place. The Singer averaged 59.48 m.p.h., the Triumph which was third made fastest lap at 68.59 m.p.h., and only Mrs. Gibbs' H.R.G. retired from the considerable field. A good, punctually-run meeting, devoid of thrills.—W. B.

ASTON MARTINS AT SILVERSTONE ON JULY 21st

The Aston Martin O.C. plans to hold an ambitious meeting at Silverstone on July 21st. Besides races for sports cars of various sizes entered by A.M.O.C. and one-make club members, a 750-c.c.-1,172-c.c. Formula scratch race and a Bentley handicap, there will be a half-hour high-speed trial and during the afternoon the St. John Horsfall Trophy will be contested in two 10-lap handicaps for Aston Martins of any sort, the David Brown Challenge Cup fought for in a 21-lap team relay handicap, and a 15-lap scratch race held for the U.S. Air Force Trophy. Fastest lap of the day earns the Emu Trophy and, apart from the races, there is to be a 21st Anniversary Parade of Aston-Martins and Aston Martins (if you follow us!) from 16-valvers and Bertelli side-valve cars to DB3S, team cars to be driven by their original drivers wherever possible. Entries close on July 7th, to R. Mennell, "Woden Law," Firs Road, Kenley, Surrey (Uplands 0858).

SUNBEAM S.T.D. REGISTER WOLVERHAMPTON WEEKEND

Sunbeam cars are due to return to the place of their birth over the weekend of July 21st/22nd, when the Sunbeam S.T.D. Register holds its annual Wolverhampton Weekend. Roesch-designed, London-built Talbots and S.T.D. Darracq cars support the Sunbeams, the Saturday being devoted to a treasure hunt organised by John Coombes and an evening social in the canteen of Guy Motors Ltd., makers of Sunbeam trolleybuses, in the old Moorfield works, by kind permission of Mr. Sydney Guy. At this social ex-Sunbeam employees, including members of the old racing team, meet members of the register to discuss the old days and old cars, their numbers running into several hundreds.

On the Sunday a parade through Wolverhampton, with police escort, leads to a closed section of road in West Park, for a Concours d'Elegance, the parade commencing from the Park Hall Hotel, Goldthorn Park, at 1.30 p.m. It is hoped that racing Sunbeams from the Rootes Museum will be on view.

During the weekend an age/distance rally of up to 24 hours' duration will also be contested, the winner in last year's event travelling 721 miles to Wolverhampton in a 1924 14/40 Sunbeam.

Regulations and details of future fixtures, which include parade and driving tests at the Worthing Carnival on August 4th with £15 prize money, Concours d'Elegance and driving tests at Sandhurst in September, and further social and children's events, are available from Mrs. W. Boddy, "Carmel," Wood Lane, Fleet, Hampshire (Fleet 831).

RUMBLINGS

Flying "through the sound-barrier" has caught the public imagination, and, naturally, books are beginning to appear about trans-sonic and supersonic pioneering. There is "Across the High Frontier," by W. R. Lundgren (Victor Gollancz, 240 pp., 8¾ in. by 5½ in., 16s. 6d.), which is the story of Charles E. Yeager, the American Air Force pilot who first dived through the so-called "sound barrier" in the X-1 in 1947. The pilot was exploring unknown territory and the book is naturally an adventure story; it is also an absorbing technical study, Yeager having to check no fewer than 97 points of cockpit-drill before take-off.

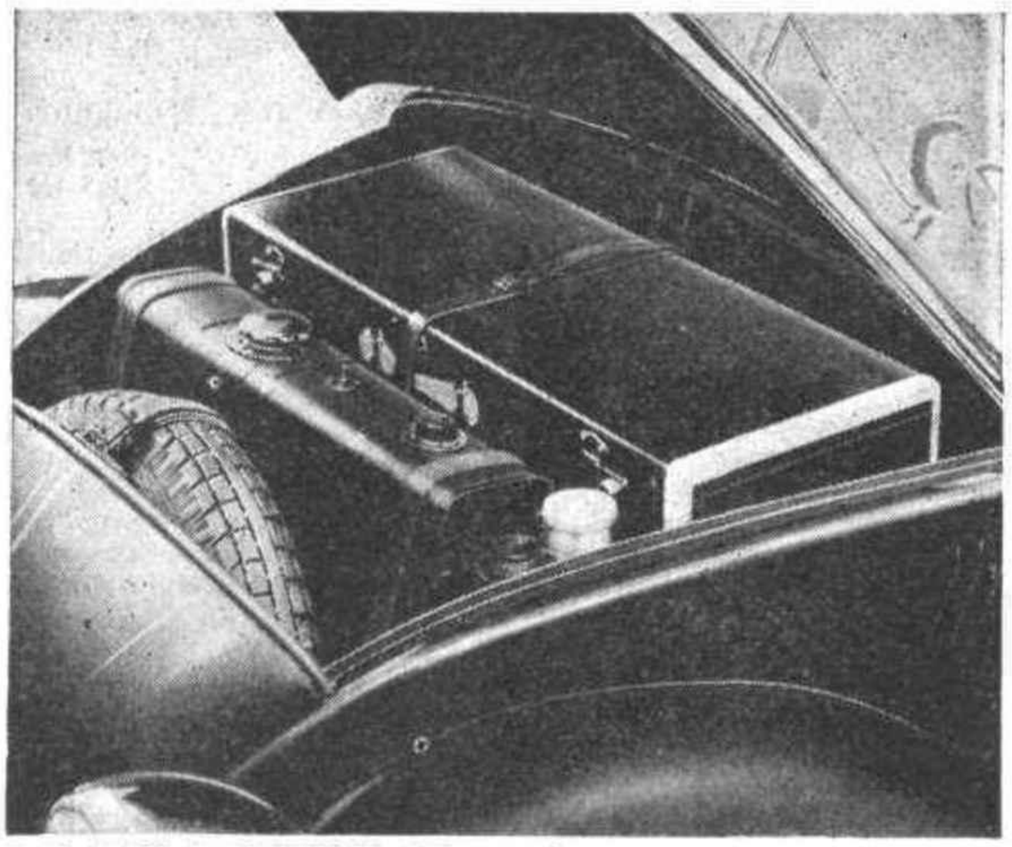
FAST STUFF

There is the even more absorbing book "The Lonely Sky," by William Bridgeman and Jacqueline Hazard (Cassell, 278 pp., 8 9/16 in. by 5 11/16 in., 16s.), which is the account of Bridgeman's air force, commercial flying and test-pilot career, culminating in the flying of the Douglas Skyrocket X-3 at diving speeds of over 1,250 m.p.h. from a height exceeding 72,000 feet when launched from a converted Douglas B29 bomber. This is a tremendously absorbing book, for the X-3 was a fantastically tricky aeroplane, propelled by four rockets burning a ton of highly-explosive liquid oxygen and alcohol per minute. The risk of taking-off such a missile, let alone flying it at supersonic speeds, was enormous, and Jacqueline Hazard, the journalist, spares us nothing in describing the skill, concentration and luck which enabled William Bridgeman, the pilot, to succeed in his great task.

The point of view of the woman test-pilot is put over in "The Sky My Kingdom," by Hanna Reitsch (The Bodley Head, 208 pp., 8¼ in. by 5¼ in., 12s. 6d.). This German test-pilot flew almost every German military aircraft during the war from the famous Focke-Wulf 190 to the vicious rocket-propelled Me 163 which reached 30,000 feet in 90 seconds. The book opens with gliding record attempts and concludes with the time when Hanna Reitsch was one of the last to see Hitler alive. There is also Jacqueline Cochrane's flying autobiography "Stars at Noon" (Robert Hale, 274 pp., 9 in. by 5½ in., 15s.), in which this blonde American test-pilot tells of how, from humble beginnings, she aspired to become a pilot and eventually to achieve the high distinction of being the first woman to fly a military aircraft, to "break the sound barrier" and to make a totally blind landing.

The British contributions are "Test Pilot" and the earlier "Sound Barrier" (which is really a textbook on supersonic flight), by Sqd./Ldr. Neville Duke, and "Mach One," by Lt.-Comdr. Mike Lithgow (Allan Wingate, 151 pp., 8¾ in. by 5½ in., 12s. 6d.), the autobiography of Vickers' chief test-pilot, leading up to his attainment of a speed of mach one in level flight in the Swift Mk. IV, which at the time set the world's air speed record at 735.7 m.p.h. Test flying in a less scientific age is dealt with in perhaps the best of all these books, "The Dangerous Skies," by Air Commodore A. E. Clouston (Cassell, 187 pp., 8½ in. by 5¾ in., 13s. 6d.). The two latter books have been fully reviewed in MOTOR SPORT.

When you tire momentarily of reading about motor racing, try these books about the task of the modern test-pilot. They should make you all the prouder of modest Peter Twiss, who with normal jet-propulsion flew faster than any of them in *level flight* in the British Fairey Delta II. Perhaps one day soon we shall have a book about *his* very, very splendid accomplishment.



CAN YOU IDENTIFY IT?—Quiz pictures are always popular, so here is one. If you can identify the make and model depicted, let's have it, on a p.c. before the 15th inst. please, so that we can publish names of the knowledgeable next month.

* * *

Sir Hugh Casson is to be congratulated on the series of talks entitled "Journey Through Subtopia" which he broadcast in the B.B.C. Home Service, commencing on June 6th. "Subtopia" is the name, a combination of "suburb" and "utopia," coined by Ian Nairn when he wrote in *Outrage*, a special issue of *Architectural Review*, about the danger and horror of Britain becoming a universal suburb, the ultimate ideal of uniform mediocrity. To see what chances there are of subtopia being halted before it is too late Sir Hugh Casson made journeys in North Oxfordshire, Norwich, the southern edge of London, Dartmoor, along the Yorkshire coast, and to industrial Lancashire. His task has been to describe vividly and with true feeling the horrors of the growth of subtopia and to point the way, through the concerted action of interested individuals, to stopping this creeping spoilation of the English countryside.

"SUBTOPIA"

What has this to do with you? A great deal! Pleasure motoring, for all save a minority, will become quite pointless if England becomes one enormous suburb, with no distinction between town and country. Gone will be the fascination of using the car to leave behind built-up areas and adventure along less-congested ways. The deep pleasure of the country scene on such journeys will vanish; motoring will become mere transportation from one squalid area to another through mile after mile of squalor. Such a prospect is unbearable to motoring enthusiasts and we must all listen carefully to men like Ian Nairn, Michael Wharton—who wrote on "What Can We Do About Subtopia?" in the *Radio Times* of June 1st— and to Sir Hugh Casson, who so obviously spoke from the heart in his excellent anti-subtopia broadcasts.

We have special reason to concern ourselves with stopping this day-by-day obliteration of the countryside, for the coming of the motor car started the rot and modern petrol stations are amongst the worst offenders under the heading of spoilation by buildings and advertising signs. Lend all the weight you can to Sir Hugh Casson and his supporters!

* * *

"In round figures one may expect a goods or public service vehicle to cause injury once in 14 years and a motor-cycle to experience the same misfortune once every 20 years. The private car, however, is only involved once every 32 years . . . It follows that no legislation restricted to private cars can substantially affect the road accident problem as a whole, and that those who pin their hopes on new forms of driving test or new methods of inspection for roadworthiness are foredoomed to disappointment."—From a powerful and convincing Editorial on the Road Traffic Bill in *The Motor* dated June 6th, 1956.

THEY SAY . . .

* * *

"The Volkswagen must, in many ways, be considered the greatest sales success in the U.S. industry today, achieving this sale with less than 500 dealers."—J. Bruce McWilliams writing on "The Export Motor Race" in *Motor Racing*.

* * *

". . . the motorist who achieves (a speed of) three figures on British roads does so only at a risk to himself and others that would be difficult to justify."—Editorial in *The Autocar* dated May 18th, 1956.

LE MANS 24-HOUR RACE (July 28th/29th)

The following special arrangements have been made by Quo Vadis Tours, Limited, of 21, Maddox Street, London, W.1.

Depart London Airport 28th by B.E.A. or Air France to Paris, special train direct to Le Mans Circuit; return 29th. £16 16s. per person.

Alternatively, depart on Friday p.m. 27th, with one night in Paris, and continuing to Le Mans as above. £18 18s. per person.

Limited number of reserved grand stand seats available at £4 4s. (Wimille Stand) and £5 5s. (Benoist Stand).

BOOK REVIEWS

"**'Motor Cycling' Road Tests—4th Series.**" 60 pp. 10½ in. by 8¼ in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.*1. 5*s.*)

This annual reprint of road-test reports from *Motor Cycling* is a valuable reference work, full of facts, figures, illustrations and graphs. The fourth edition, covering motor-cycles, mo-peds, three-wheelers and combinations tested during 1955, goes from Lambretta model LD to Triumph Tiger 110, and covers the Gilera B300 and Bond, Gordon and Messerschmitt three-wheelers, etc. There are also abbreviated reports on Triumph Tiger Cub and Panther 10/4. The test figures are summarised in a table, from which we learn that highest speed achieved was 112 m.p.h. over the flying ¼-mile on the 649-c.c. Triumph Tiger 110, and the best fuel consumption was 165 m.p.g. at 30 m.p.h. with the 146-c.c. B.S.A. Bantam Major.

W. B.

"**The True Book About Motor Cars,**" by Charles Fothergill. 144 pp. 7½ in. by 5 in. (*Frederick Muller Ltd., Ludgate House, 110, Fleet Street, London, E.C.*4. 7*s.* 6*d.*)

This is a comprehensive book about most aspects of the motor car, by Charles Fothergill, late motoring correspondent of the *News Chronicle*. This book in the "True" series really does cover a lot of ground, including a history of racing, although we have read it all before in various places. The illustrations are rather crude line sketches by Gordon, with a dust-jacket colour picture of an improbable Le Mans. Get it for Junior and keep it as a personal quick-reference.—W. B.

"**The Chequered Flag,**" by Douglas Rutherford. 223 pp. 8½ in. by 5¾ in. (*Collins Ltd., 14, St. James's Place, London, S.W.*1. 25*s.*)

Thinking up new gambits when writing motoring books is the difficult part of the art these days, when motor cars and motor racing are universally popular, but Douglas Rutherford, author of the novel "Grand Prix Murder," manages the uncopied by taking us, after a brief piece of motor-racing history, on a tour of the Continental circuits during last season's motor racing.

He ably gets over the atmosphere of this greatest of all sports and spectacles, although at times tending to remember he is a novelist and dramatise his prose accordingly. On the whole, though, this is a job well done, with plenty of descriptive matter on what racing is like and all about it, on the drivers and so on. Moreover, the story Jenkinson wrote for MOTOR SPORT on winning the Mille Miglia with Moss in the Mercedes-Benz, "perhaps the greatest scoop of motoring journalism," is reproduced very fully. As this is a personal account of a holiday following the Continental "circus," the graphic account of the Le Mans disaster could not very well have been omitted, but the photographs of the accident are in poor taste. Otherwise, good photographs, and diagrams augment the text of a book which captures the true spirit of present-day motor racing and one which will allow many to relive the races they, too, attended as spectators.—W. B.

"**Auto 1956,**" by Carlo Biscaretti. 144 pp. 10 in. by 7¼ in. (*Motor Racing Publications, Ltd., 13, Conway Street, Fitzroy Square, London, W.*1. 30*s.*)

This is a beautifully produced annual reference work covering the cars of the world, from A.C. to Zis 110, not forgetting sports, racing and Grand Prix models. A picture, usually a publicity hand-out, accompanies each specification, and each manufacturer's address is included. Some of the pictures, including those of the advertisers, are in colour, and text and specifications are in English and Italian. There is some historical matter, accompanied by rather suspect dates, and the curious remark that Lancia "judiciously adopted such novelties as electrical equipment" in 1914. Carlo Biscaretti rode an 1898 Phoenix-de Dion tricycle in the Verona-Mantova race.

"**Rally Navigation,**" by L. N. Needham. 16 pp. 7¼ in. by 4⅝ in. Soft cover. (*Rally Equipment, 279, Edgware Road, London, N.W.*1.)

The purpose of this book is evident from the title and it will no doubt be in demand by those who seek proficiency in rally navigation.

"**British Sports Cars,**" by Albert Douglas. 63 pp. 6 in. by 4 in. Soft cover. (*Ian Allen Ltd., Craven House, Hampton Court, Surrey.* 2*s.* 6*d.*)

This book covers current British sports cars, including those of small-output factories, in descriptive text, picture and specification tables. The Turner is not included.

"**Ford Cars,**" by T. B. D. Service. 236 pp. 7½ in. by 5 in. (*C. Arthur Pearson, Ltd., Tower Service, Southampton Street, Strand, London, W.C.*2. 10*s.* 6*d.*)

This is a useful practical guide to the maintenance and repair of Ford models from 1934 onwards, complete with wiring and other diagrams, although it doesn't cover tuning for increased performance.—W. B.

"**Motoring on a Small Income,**" by William H. Hartley. 128 pp. 7¼ in. by 4¾ in. Soft cover. (*Hutchinson and Co. (Publishers) Ltd., 178/202, Great Portland Street, London, W.*1. 2*s.* 6*d.*)

Another book in a series, this gives the usual hints and tips for obtaining economy from your car. Elementary, my dear Watson!

* * *

Modern Caravan has published a very useful book, "Caravan Sites," which lists, under counties and with details, the *approved* sites taking five or more caravans in Great Britain and Ireland. It is available for 2s. 6d. from Heathcock Court, Strand, London, W.C.2.

* * *

"Roads Matter—Lancashire, Cheshire, Staffordshire" is the title of the latest book, containing those fascinating illustrations of current road congestion, issued by the Roads Campaign Council, 15, Dartmouth Street, London, S.W.1, in its crusade for better British roads. Copies are obtainable free, on mentioning MOTOR SPORT.

* * *

Red Rose Publicity Services, Back Regent Street, Blackpool, have introduced a little book called "The Average Speed Computer," compiled by Ronald Taylor, which should prove invaluable to rally competitors and others. It consists of tables in easily read form whereby the time required to complete a given distance at a stipulated average speed, distance to be covered in a set time to give a stipulated average speed, or the speed to maintain in order to cover a set distance in a specified time, the tables covering every speed from 10 m.p.h. to 35 m.p.h. and "special" speeds, such as 26.666 m.p.h., often set by rally organisers. Claimed to be easier to read and more accurate than the usual calculators, the book, wire bound for easy manipulation, costs 5s. 3d. post free.—W. B.

VOLKSWAGEN O.C. RALLY (June 3rd)

The Volkswagen Owners' Club of Great Britain held a rally on June 3rd, for which a record entry was obtained. Competing VWs surrounded the Albert Hall on the Sunday morning, to the astonishment of Kensington residents, although, in fact, the rumour that Ronald Woolf, V.O.C. Secretary, had dispatched a telegram to Wolfsburg reading "Objective successfully surrounded" was untrue!

Leaving *en masse*, the crews made for the lunch stop at Ockley in Surrey, endeavouring to collect *en route* an 1896 penny, a spring onion, a 'bus and Green Line ticket [I paid a conductor 1s. 4d. for the latter while my navigator was attempting to get one out of a used-tickets box on a nearby coach!—ED.], six pine cones, a peanut in its shell, a pair of brown shoelaces, and a picture of Nottingham castle. Your Editor managed all these, except the peanut, for on examination those in his packet were found to be shelled, but the shoelaces entailed making emergency laces from the cords of the VW's seat-covers!

In the afternoon a navigation-cum-observation run took place and, as in the morning, the lower the mileage the fewer the lost marks. This caused your Editor's navigator, a lady recently home from Kenya, to take him down into a remote valley, along a track up which there was no return; apparently she saw nothing unusual in such a "road." In the end the VW bull-dozed a small wood, with no damage beyond some scratches along the body, and was able to emerge triumphantly at a padlocked level-crossing, first car to blaze this trail. But it did not win the rally!

During tea on the lawn at the delightful home of the Club's President, A. Colbourn-Baber, at Gomshall, it was announced that Mr. Thomas had done this, with 152 marks, Mr. Carpenter being second with 151 marks, and Mr. Haynes third with 149½ marks. They received, respectively, an engraved pint tankard, engraved half-pint tankard, and an engraved ashtray.

Hon. Sec.: R. D. Woolf, 40, Send Close, Send Road, Send, Surrey.

THE 1,000 KILOMETRES RACE—MONTLHERY

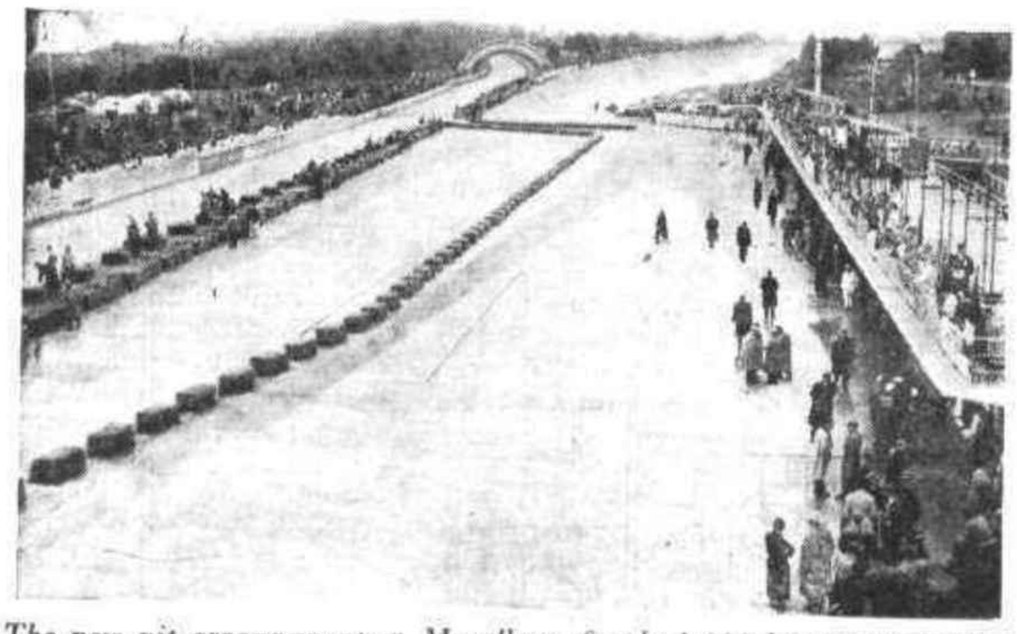
Another Victory for Maserati

MONTLHERY, *June 10th.*

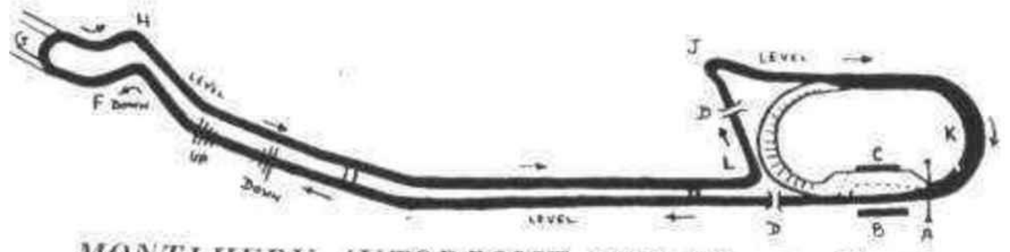
THE 1,000 kilometre sports-car race, held at the Montlhèry Autodrome, south of Paris, was the first real motor race to be held in France since the catastrophic event at Le Mans last year, and this may have accounted for the very strong entry it received. During the winter months the Autodrome underwent a face-lifting operation in which the pits were completely rebuilt, of ferro-concrete, with pressure fuel lines to each pit and a balcony above, while the long road circuit in the grounds of the Autodrome was resurfaced and the corner near the banked track surrounded by a 4-ft. concrete wall with an enormous earth embankment on the outside to enable spectators to get a good view. For this full-scale event a circuit of 7.784 kilometres was used, incorporating the eastern end of the banked oval and the road circuit as far as the sharp bends at the Cote Lapize. The wide starting area was transformed, by walls of straw bales, into a normal-width road leading off the banking and into the road circuit, and a wide pit area as a by-pass. Entry into this pit area began at a white line before the end of the banking with a straight run into the pits. Exit was by means of a narrow passage through the straw bales lining the main track, and controlled by a flag marshal who had a clear view of the approach to this area. When a car was seen heading off the banking towards the pit area a warning was given on whistles by the Gendarmes along the front of the pits, and nothing can be more penetrating than a French Gendarme shrilling on his whistle. The whole arrangement allowed everyone plenty of space and worked remarkably satisfactorily.

This event was new to the French calendar, replacing the old Bol d'Or, and the distance of 1,000 kilometres was one that was obviously popular with competitors and public alike, judging by the numbers that turned up in spite of terrible weather conditions. Altogether there were 40 starters and they all had three practice periods, two in the evenings of Thursday and Friday, and one on Saturday morning, so that with a 10.30 a.m. start on Sunday there had been plenty of time to prepare the cars properly. The circuit was not only very fast, as shown by Behra's practice lap at almost 100 m.p.h., but was hard on the cars, the flat-out blind round the banking and the two long straights proving tiring to engines, while the corners and the loads applied by the banked track imposed heavy strains on the chassis. In addition, the poor weather conditions, which prevailed throughout practice as well as the race, were tiring for the drivers and there were many corners on which mistakes could be made.

There were only a few factory cars running, the rest of the entry reading like a Super-Club meeting, with nearly every possible amateur and near-amateur driver taking part. Maserati sent along one works 3-litre car, for Behra/Rosier, under the command of Ugolini. There were also two factory A.W.E. 1½-litres, with Barth/Rosenhammer, and Thiel/Binner, and two factory-supported Panhards, now being operated by the Ecurie Monopole, rather as Ferrari runs the Grand Prix Lancias, these little 750 c.c. two-cylinder cars being driven by



The new pit arrangement at Montlhery for the 1,000-km. race proved to be first class. In this view from the timekeepers' building at the start can be seen the demarcation of the pit area, with the road circuit going away at the top under the Dunlop Bridge. Cars for the pits approached from the bottom left corner of the photograph and rejoined the circuit just before the section of banking, which was not used for this race.



MONTLHERY AUTODROME—7.784-kilometre Circuit

A. Start and finish.
B. Grandstand.
C. Pits.
D. Footbridge.
E. "Quatre Bornes" Corner.
F. "de Couard" descent.
G. "Cote Lapize" Hairpin.
L. "La Ferme" Corner.
J. "du Faye" Hairpin.
K. Eastern Banking.

the Chancel brothers and Heuard/Flahault. For the rest, the Equipe National Belge, under the direction of Pierre Stasse and Paul Frere, fielded Pilette/Milhoux with a 3-litre Monza Ferrari, Rouselle/Bianchi and Dernier/de Changy with 2-litre Mondial Ferraris, and Goethals/Harris with a Porsche Spyder. The Scuderia Guastalla, from Italy had Gerini/Landi with a 3-litre Maserati, and Cornacchia and his son with a 200S Maserati. In addition, there were private Monza Ferraris, driven by Picard/Trintignant, Schell/Lucas, Munaron/Meyrat, de Portago/Hill, and a lone DB3S with Kyffin/Wharton. Gordini made an onslaught in three categories with Manzon/Guelfi on a 3-litre, da Silva Ramos/Bayol with a 2-litre, and Loyer/Rinen with a new 1½-litre. With 2-litre A6G Maseratis, were Signorina de Filippis/Tomasi and José Behra/Houel with cars from the Centro-Sud Scuderia, and Simon/Piotti, and Cotton/Guyot, while there was a Mondial Ferrari in this class driven by Mlles. Thirion/Peduzzi. In the 1½-litre class, apart from those mentioned, were four 150S Maseratis in private hands, and two French-owned Porsche Spyders and the German one of Seidel/Glockler, and among the small cars Panhard D.B., Ferry-Renault, Stanguellini and Moretti.

The whole entry was divided into four classes, 3-litre, 2-litre, 1½-litre and 750 c.c., with class prizes as well as an overall general classification, but no complicated Index of Performance was introduced. The race was over 129 laps of the circuit, and all competitors had to complete the full distance up to one hour after the first man arrived. For a pleasant change a Grand Prix type start was given, instead of the over-worked Le Mans run-and-jump start, and cars were lined up in order of practice times, with Behra/Rosier, Trintignant/Picard on the front line, then Schell/Lucas, Manzon/Guelfi and Munaron/Meyrat, behind, the first named in each case doing the start. In rows of two-three-two-three the field was strung out behind, and notable were the two silver A.W.E. cars side by side in the fifth row and ahead of all the 1½-litres and all but two 2-litres.

Portago stalled his engine trying to jump the flag, and Behra was slow off the mark, so that it was Trintignant, followed by Schell, who led the stream of cars round the banking at the end of the opening lap, spray flying out behind them from the wet track. Behra soon got into the lead, and it was a fine sight to see the low red Maserati high on the banking, followed by the blue Ferrari of Trintignant, then Schell's blue and white one and Pilette's yellow one with the rest of the multi-coloured entry strung out at various heights on the banking according to their speeds, the faster cars doing nearly 140 m.p.h. past the pits. The regulations insisted that each driver should do a minimum of 30 laps and a maximum of 50 laps, so for the first hour or so, things settled down, though at a considerable speed in spite of the pouring rain. Naturally, the 3-litre cars were dominating the scene, but outstanding were the two A.W.E.s, which were leading all the 1½-litres and 2-litres with the exception of da Silva Ramos who was going very fast in the 2-litre Gordini. The new 1½-litre Gordini was well up in the 1½-litre class and the Monopole-Panhards were leading the "tiddlers." One of the Belgian Ferraris, driven by Dernier, provided the first incident when it spun off at the Virage Ferme together with a Panhard, and then Cornacchia Junior retired the 2-litre Maserati with clutch trouble. After one hour of racing, still too early to draw any real conclusions, the order was Behra (Maserati), Trintignant (Ferrari), having difficulty in seeing due to a broken windscreen, Schell (Ferrari) with Portago (Ferrari) right on his tail, Manzon (Gordini) having a real dice on the banking due to an unstable chassis, da Silva Ramos (Gordini 2-litre), Barth (A.W.E.), Landi (Maserati) and Munaron (Ferrari) in close company, and Wharton (Aston Martin) having a dice with Thiel (A.W.E.). Gilberte Thirion (Ferrari) was second in the 2-litre class, much to the

chagrin of many male drivers. Shortly before the two-hour mark the faster cars completed their first 30 laps, and the first to come in for fuel and change of driver was Barth (A.W.E.), followed the next lap by Wharton (Aston Martin). It was still pouring with rain and the co-driver had the unenviable task of taking over a car with a wet cockpit and on a slippery track either trying to keep up the position of the car set up by a better driver, or to improve upon its position caused by a worse driver. There was a panic when the A.W.E. stopped for fuel, as someone had forgotten to turn on the supply at the main storage tank, and while the East-Zone Germans tried in vain to make the filling hose function, Wharton stopped, and finding the same trouble in his pit put Kyffin in the car and sent him off again to return later when they had got the refuelling system to work. Due to this delay to the A.W.E., the second driver, Rosenhammer, left in a frenzy and almost immediately went off the road into the ditch, putting the car out of the race. At the same time, Munaron was contemplating finishing his spell at the wheel when he too spun off and turned over, fortunately with no serious personal damage. Portago came sliding into the pit area with his front wheels locked, having no rear brakes working, and during the refuelling the oil pipe was repaired before Phil Hill took over. The leading three cars were still lapping consistently and Schell got past Trintignant into second place, but Behra was now a long way ahead. After two hours of driving in the rain, the Belgian girl refuelled and Mlle. Peduzzi took over, waiting on the pit counter with an armful of cushions, she being tiny by comparison with Gilberte, while Papa Thirion directed operations for his rapid daughter. The Equipe Belge did one of the quickest change-overs on their 3-litre Ferrari, Pilette to Milhoux, and then the second A.W.E. which was leading the 1½-litre class retired at the pits with a broken fuel pump. It was not until 1 p.m. that Behra came in to change, the Maserati pit being prepared for trouble with the pressure refuelling system by having churns of fuel standing by. This was at 45 laps, and Rosier took over, having lost the lead temporarily to Schell and Trintignant who were still close together. However, 10 minutes later, they had to stop and Rosier took the Maserati back into the lead. Both Ferraris made excellent pit stops and they rejoined the race in the order Lucas, Picard, though there was little to choose between the two cars. This was interesting as the abilities of Trintignant and Schell are about equal, so that the two French amateurs could continue the battle unabated, they also having equal ability, though inferior to the number one drivers.

Still the pit stops continued, some being a quick refuel and change of drivers, others demanding work to be done on the cars. Behra's young brother arrived with a rear shock-absorber and part of the chassis trailing, but it was torn off and Houel continued without the right-hand rear shock-absorber. Bianchi, the son of the late Johnny Claes' mechanic, had not been in the Belgian 2-litre Ferrari long before the engine went woolly and he retired with some internal trouble. The rain was now stopping, though heavy clouds still covered the sky, and Kyffin retired the Aston Martin with a broken gearbox and Dutoit crumpled Olivier's Porsche Spyder into a ball, but managed to crawl slowly back to the pits to explain to the owner. One of the last to change drivers was the 3-litre Gordini and before Guelfi took over a large quantity of oil was required.

By 1.30 p.m. all the pandemonium in the pits had died down and the various pit staffs and first drivers settled down to lunch, this varying from large tables spread with food and wine, to legs of chicken held between finger and thumb, or a hunk of bread and a slice of sausage washed down with a bottle of beer. The order of the race was still the Maserati leading, Rosier keeping up the pace remarkably well, followed by Lucas and Picard having a good scrap, Hill making up time, and then Guelfi, Milhoux, Gerini (on the Guastalla 3-litre Maserati), and Rinen leading all the 1½-litres and 2-litres with the little Gordini. Poor da Silva Ramos had received the signal to come in next lap, and for a fleeting moment his thoughts wandered and he found himself going through the hedge to land in a field unhurt but with a very battered motor car. During the early afternoon the track began to dry, especially on the banking, and the first to make this obvious was the American Hill who began to set up a series of fastest laps and close rapidly on the two Ferraris dicing for second place. At half-distance the general order was unchanged, and the class leaders were Behra/Rosier, Thirion/Peduzzi, Loyer/Rinen and Laureau/Hechard with a private D.B. Panhard, the Monopole cars having run into mechanical trouble. The Ferrari battle for second place came to a temporary end when Picard spun, but continued still ahead of Hill, and all the while the works Maserati was running like a clock. The American's progress was halted however, when a fuel leak appeared under the bonnet and he came into the pits unexpectedly. As there were now 54 laps to the end of the race, and Portago intended to do the last 50, Hill was sent away again and told to come back later. At 3 p.m. the leaders refuelled and handed over to their first drivers, and again the Lucas/Schell equipe were outstandingly quick, as were the Equipe Belge. The track was drying quite rapidly and Behra soon started making new lap records even though he was nearly a minute ahead of the second man. Guelfi dropped out on the circuit, just beyond the pits, when the big Gordini blew up, the fuel leak on the Portago/Hill Ferrari became worse so that starvation set in going round the banking. With his legs soaked in petrol the Spaniard came in for a further refuel, the mechanics looked at the leak, but there was nothing to do and away he went again, still holding fourth place. In the 2-litre class, Tomaso had got the A6G Maserati in front of Mlle. Peduzzi driving the Mondial Ferrari, but now the two women drivers, Thirion (Ferrari) and de Filippis (Maserati), were battling for the lead, the Ferrari being the quicker car, but not making up time very quickly for there is little to choose between these lady dicers. The 1½-litre Gordini had lost the lead in its class to the Belgian-driven Porsche, the two new drivers, Goethals and Harris, showing excellent form and the 750 c.c. class was depleted to only four runners. Just before 4.30 p.m. the ladies' race came to an end when the Maserati gave out on de Filippis, and the big Maserati of Landi/Gerini, running steadily but not very high up, stopped at the pits to change a wheel, the tyre of which was being chafed by a damaged rear suspension. Trintignant could not hold Schell, who was on top of his form, and Behra lapped his compatriot Trintignant, the Maserati still going wonderfully well. As the leader was completing the last few laps, Portago stopped for more fuel, most of the previous tankful having poured over the rear tyres causing him to spin five times in one lap, before he got used to the conditions, and then the ladies' Ferrari dropped its undertray necessitating a stop to fix it up again. On his penultimate lap Behra set another fastest lap, in 2 min. 50.0 sec.—164.848 k.p.h.—and the next time round received the chequered flag. Everyone waited while he went round on his lap of honour, and then Schell arrived in second place, Trintignant in third place, and still no Behra. Finally, he arrived in an official car, the Maserati having run out of fuel on the extra lap, due to a slight leak in the tank that had developed towards the end of the race, unbeknown to driver or pit stff. Taking a can of fuel Behra went off in the official car and eventually brought the victorious 3-litre Maserati to its rightful place in the winner's bay in front of the grandstands.

One by one the 16 finishers in this hard-fought and arduous race were flagged in, until one hour after Behra's arrival the course was closed and the four 750s were flagged off.

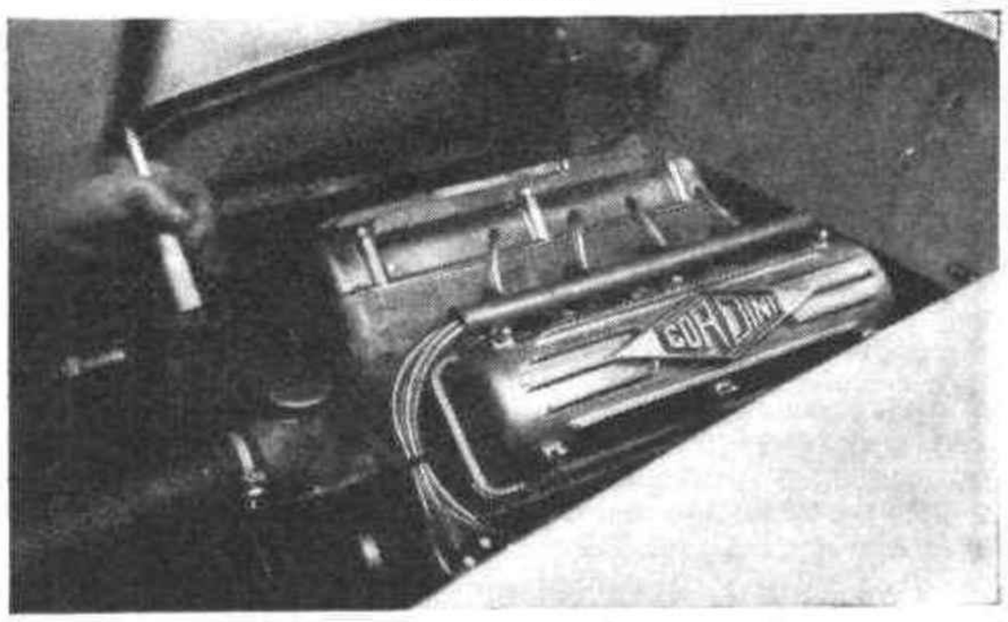
Results :

1,000 KILOMETRES—MONTLHERY—129 Laps—Wet and Dull.

			k.p.h.
1st :	J. Behra/L.Rosier (Maserati 300S)* ...	6 hr. 41 min. 03.1 sec.	155.239
2nd :	H. Schell/J. Lucas (Ferrari Monza) ...	6 hr. 43 min. 44.3 sec.	149.234
3rd :	M. Trintignant/F. Picard (Ferrari Monza)	6 hr. 44 min. 22.3 sec.	149.001
4th :	A. Pilette/A. Milhoux (Ferrari Monza)...	6 hr. 53 min. 20.3 sec.	145.769
5th :	A. de Portago/P. Hill (Ferrari Monza)...	6 hr. 58 min. 51.8 sec.	143.850
6th :	F. Landi/G. Gerini (Maserati 300S) ...	7 hr. 16 min. 37.6 sec.	137.994
7th :	R. Goethals/G. Harris (Porsche Spyder)*	7 hr. 17 min. 22.3 sec.	137.759
8th :	R. Loyer/C. Rinen (Gordini 1½-litre) ...	7 hr. 18 min. 49.3 sec.	137.303
9th :	A. Veuillet/C. Storez (Porsche Spyder)...	7 hr. 33 min. 35.2 sec.	132.829
10th :	Mlle. Thirion/Mlle. Peduzzi (Ferrari Mondial)*	7 hr. 41 min. 46.9 sec.	—
11th :	W. Seidel/H. Glockler (Porsche Spyder)	7 hr. 42 min. 07.8 sec.	—
12th :	L. Cornet/R. Mougin (Maserati 150S) ...	7 hr. 42 min. 48.4 sec.	—
13th :	Laureau/Hechard (DB-Panhard)* ...	Flagged off...12 laps behind	
14th :	Blache/Pons (Ferry-Renault)	Flagged off...12 laps behind	
15th :	Faure/Foury (Stanguellini)	Flagged off...20 laps behind	
16th :	Dumazer/Campion (V.P.-Renault) ...	Flagged off...22 laps behind	

Fastest lap : J. Behra (Maserati) in 2 min. 50.0 sec....164.848 k.p.h.

* *Class Winners*



The new 1½-litre four-cylinder two o.h.c. Gordini engine ran extremely well in the 1,000-km. race and augers well for Gordini in the new Formula II. The similarity to the six-cylinder and eight-cylinder Grand Prix engines will be appreciated.

MONTLHERY MUSINGS

Maserati have now won three 1,000 kilometre races, Buenos Aires, Nurburgring and Montlhèry.

* * *

The distance of 1,000 kilometres for a sports-car event seems to be gaining in popularity. It is certainly a type of event in which good planning pays off, and not so tedious as a 24-hour race. A sports car worthy of its salt should be able to race for 1,000 kilometres without being rebuilt.

* * *

The pairing of the drivers of the first three cars could not have been more equal had they all been in the same team.

* * *

The rules prevented a top driver like Behra doing most of the race. With a maximum of 50 laps per driver-session Rosier did his fair share of winning the race. They split the 129 laps, Behra 45, Rosier 39, Behra 45.

* * *

The Equipe National Belge goes from strength to strength, with three Ferraris and a Porsche, while they seem to have found some good up-and-coming drivers. Pilette and Milhoux are well established and formed a very balanced team.

* * *

It was good to see the A.W.E. team in action outside of Germany once more ; they visited Montlhèry at the opening meeting earlier in the year. While they were running they created an impressive sight and sound.

NOTES ON THE CARS AT MONTLHERY

Although most of the entries were standard racing/sports cars there were one or two of interest, notably the Gordinis. The 3-litre was of the type that practised at Le Mans last year, with compact chassis using double wishbones and torsion bars at the front and a one-piece axle on torsion bars at the rear, fitted with an eight-cylinder in-line engine using the Grand Prix type valve layout with direct-acting twin overhead camshafts. Four Weber double-choke carburetters were used and the eight exhaust pipes blended into four just in front of the nearside rear wheel. A five-speed gearbox was used, first being a " starting gear." This car had left-hand drive and a very compact body, with a front similar to the eight-cylinder G.P. car. The 2-litre was a normal sports six-cylinder, but the 1½-litre was interesting for the engine was a four-cylinder, identical to the eight-cylinder 3-litre, and obviously half that engine. It was coupled to a four-speed gearbox and was running its first race, there being no doubt that it was destined for the coming Formula II.

The three 2-litre Ferraris were all the latest four-cylinder Mondials, known as " red heads " due to the colour of the paint used on the camboxes. The Belgian ones, painted yellow, had normal right-hand drive, and the one driven by the ladies was fitted with left-hand drive, otherwise they were identical, with very pretty bodies by Scaglietti of Modena. These cars use a rigid one-piece rear axle suspended on coil springs, and located by radius rods and an A-bracket under the differential. A similar type of layout was used on the experimental 200S Maserati of the Scuderia Guastalla. This car having quarter elliptic rear springs instead of coil springs, which also positioned the axle, together with an A-bracket. In addition, this new 4-cylinder 2-litre had a frame built up from small-diameter tubing, instead of the normal large-diameter main tubes of the standard 150S and 200S. Kyffin's Aston Martin was an ex-works DB3S with normal drum brakes, being the one used privately by Collins last year.

The Monopole Panhards were centrally seated aero-dynamic " sports cars " with ducted cylinders and fan cooling, one having two double-choke downdraught racing Solex carburetters behind the engine, and the other two such carburetters mounted one over each cylinder. Similar carburetters were used on the V.P.-Renault and the Ferry-Renault, though the latter had each choke coupled to each inlet tract, there being siamesed ports in the head, and the former had one choke split between the two inlet pipes, and the other feeding into a balance pipe between the two ports. The V.P. was a neat rear-engined tank-like two-seater, whereas the Ferry was a front-engined very streamlined two-seater. For excellence of line it was near-perfect, but its size was such that had it been an English special, a 2-litre Bristol engine would have been fitted instead of the tiny Renault power unit.

For the rest, the Ferraris, Maseratis and Porsches were production models, while the two A.W.E. cars were as used at Nurburgring.



Many people inquire what is exactly meant by Gran Turismo. This view of Renault Fregate transformed by Rosier, Alfa-Romeo Guilietta Sprint and Porsche shows exactly what is meant. Note the " enormous " family saloon at the end of the row.

CONTINENTAL NOTES—continued from page 400.

bold and sound step by forbidding overtaking through villages and small towns, where a main road goes straight through. From each direction at the entrance of the town or village there is now a sign consisting of the silhouettes of two saloon cars one beside the other. One is blue and the other red, and as red is a universal warning colour it is pretty obvious to the meanest intelligence from another country that it is forbidden to have two cars side by side going the same way; *i.e.*, no overtaking. Actually this is a universal European sign and needs no written explanation; it is understood by all people. At the same time, in similar circumstances, where a main road goes straight through a small town or village, all parking is forbidden, and that is final. No silly subsidiary clauses about a limit of 20 minutes, which results in a continuous line of parked vehicles throughout the day, nor obscure time limits such as after 8 p.m. or on odd dates only. No parking in the main street is the rule. The result is that even enormous lorries can rumble gently through the towns unimpeded and the overall flow of traffic is greatly improved. Like most police, the Italians are open to bargaining, and if you want to stop at midnight or 4 a.m. they are unlikely to get nasty about the word of the law, but during the better part of the day the system works well.

In Germany, where the accident rate and subsequent insurance rates are high, there are many attempts at control, some of them seemingly severe. For example, a learner-driver can only drive an official driving-school car until he or she has passed the driving test, and during training of driving it is obligatory to attend some classes on the theory of the motor car and driving in general. Before any vehicle is allowed to be taxed it has to undergo a Government-controlled inspection and road test, which may explain why one hardly ever sees an old car in Germany and very few tatty ones. Another new safety-law has just been imposed, and that is the fitting of an obligatory outside mirror, a sound idea in a way but very few drivers seem to look in it, even so.

France is still happily devoid of all this civilisation and regimentation, being still spacious and sparsely populated, so that Jean-Claude can still trundle along in his ancient rear-braked Citroën or Peugeot on tyres showing two layers of canvas. It will be a sad day for those of us who love motoring for its own sake when France is overrun by the bureaucratic Controller of Road Vehicles.—D. S. J.

MINIATURES

Those readers who collect new Dinky miniatures as they come out are accustomed to keeping a close watch on the toyshops, but they should remember that the French branch of Meccano Ltd. makes a range of Dinky toys which are not available in England but which are just the thing on which to expend surplus French currency on the way home from holiday, for instance.

These French Dinky miniatures are sold in toyshops both in Paris and in quite small French towns. The latest additions comprise a very imposing *Autocar Chausson*, the typical high-speed single-decker inter-town French 'bus, fully six inches long, and a big Berliet platform *camion*, complete with twin rear wheels, spare tyre, towing hook, and a load container, which although shorter than the *Autobus* towers above it, being 2½ in. high and weighing 8 oz., so that it typifies those huge lorries that are part of the French scene. Private cars in this latest range are a handsome Simca Versailles saloon in light blue with white roof and " whitewall " tyres, a Peugeot 403 saloon, and taxi versions of Ford Vedette and Simca 9 Aronde complete with " taxi " signs and taximeters. Be sure to collar some of these as you return from Le Mans! — W.B.

LETTERS from READERS

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

THE STEERING-COLUMN GEAR-LEVER

Sir,

I feel that Mr. Side is a little unfair on the novice who refuses to double-declutch his Vauxhall into first gear. Extensive acquaintance with the Wyvern has convinced me that this manoeuvre can only be carried out with fantastic revs. and a wrist movement reminiscent of a circus contortionist. The fact that the gear-lever recently snapped off at its roots has not increased my love for the arrangement. Incidentally, my private transport has a crash-box with the lever growing out of the floor, and I intend to keep it that way.

I am, Yours, etc.,

Cambridge. A. SKINNER.

* * *

A DOCTOR'S VIEWS ON MOTOR-RACING ACCIDENTS

Sir,

As a keen follower of motor racing I am fully aware that it is a dangerous sport, and that the risks are known to, and accepted by, the drivers; but as a medical man I am appalled by the present high incidence of fatalities. Speeds get higher and higher every year, and racing cars become lighter and flimsier in construction, and it would seem that we can expect an increasing number of fatal accidents.

The great majority of deaths are due to fracture of the base of the skull, with or without other injuries which, by themselves, might well not be fatal, and it seems to me, therefore, that the compulsory fitting of adequately strong roll bars to all racing and open sports cars would greatly help to diminish the death rate from skull injuries. That the roll bar can be most effective has been amply borne out in the 500-c.c. racing-car class; and there must be a number of drivers who owe their lives to this simple and inexpensive fitting. The provision, too, of safety belts is a matter which might well be the subject of further inquiry and research. There must be a mass of information relating to the efficacy of safety belts in aircraft accidents, and much of this knowledge is applicable to a racing car when it crashes.

Since last year's tragedy at Le Mans, circuits all over the world are being altered to provide greater spectator safety, but surely there is just as much moral justification to provide every possible safety for the drivers. I feel very strongly indeed that immediate steps should be taken by the R.A.C. to make it compulsory for clubs to remove obvious hazards to life at known danger spots. In the Press there was a description of a fatal accident at Oulton Park, when a car ran off the road at Druid's Corner and struck a tree. Surely it is near-criminal folly to allow trees to remain at this rather notorious corner, and there must be very many similar hazards on tracks all over the country.

I also feel that in many instances the medical and first-aid arrangements leave a lot to be desired, and all too frequently there is a considerable delay before a doctor or ambulance can reach the scene of an accident. This delay can be due, in some cases, to lack of doctors and first-aid personnel, or—as at Goodwood—to the ambulance or doctor's car having to travel round the racing track itself. The provision of an inside perimeter path, with a central ambulance park park with radial paths running out to the perimeter, would allow cars and ambulances to travel in any direction without going on to the track, and would cut down delay and make for much quicker attention to an injured driver.

Finally, I wish it could be impressed upon racing drivers as a body that, should they be thrown out of their car and are not in danger of being run over by other cars in the race, they ought to lie still until they have been examined by a doctor—not merely by a first-aid man—and pronounced fit to move around. It seems to be common practice for drivers under these circumstances to get up and jump around to show that they are alive, which no doubt is good for the morale of the spectators; but within recent years there has been at least one driver to my knowledge who did just this, and died a few minutes later in the ambulance from a fractured rib piercing his lung—an entirely unnecessary and avoidable fatality.

I am, Yours, etc.,

Woodmancote A. LOGAN TAYLOR, F.R.C.S.Ed.

BRITISH CARS IN UGANDA, AND IN BOSTON, MASS.

Sir,

Might I add one further blast to the hot air already expended on the British cars *versus* Continental controversy. Having experienced conditions both at home and in this country, which must be fairly typical of our export markets, I feel more qualified than most readers to state my opinion.

British cars, for use in Britain, and possibly the odd few thousand miles on the Continent, are perfectly adequate for their job. Given smooth roads and a garage round every corner they last for years. All well and good—for people whose motoring is like that. In fact, I am not surprised that so many people think that it is not worth paying the relatively high price which importation puts on Continental cars, virtues such as independent suspension all round being—dare I say it—wasted on British roads.

But for the considerably harder conditions found in most of the world's export markets, our cars are nothing like as effective as most Continentals. Rugged durability is probably the first essential, followed by low running costs, with which it is allied; a smooth ride is desirable, though it will be sacrificed to a certain extent, as in the case of the Peugeot 203, for a very economical, strong and roomy vehicle. (The van and station-wagon are more common than the saloon.) After that comes an ability to cruise far and fast, steer accurately, and in some places, stop.

Out here, most British cars are owned by town dwellers and such fortunates as can confine their motoring to the few tarmac roads. Other people rarely buy British more than once. Those who can afford it go American, cars that may absorb petrol, but at the same time do a first-class job of absorbing passengers, luggage, bumps, and distances. The remainder concentrate on the ubiquitous VW and the Peugeot 203, which two models must outnumber all the others put together. Such "wonder" cars (Robert Glenton ?) as the Standard Eight are as common up-country as dogs at a motor race.

For the record, my present, and last British, car is a Phase II Vanguard, which does better than many home-produced models out here. It has the reputation of being more solid than most, but suffers from a bad back-seat ride, a lucky-dip gear-lever, and a hearty appetite for front suspensions. Incidentally, I was amused by the report on the designing of the new Vanguard. The Standard Motor Company is going to put off more buyers than it attracts by stating complacently that the vehicle will survive one thousand miles on *pave*-type roads "Without any *major* breakage occurring." Many cars in this country are expected to last a lifetime on such surfaces.

Yours till Moss beats Fangio.

I am, Yours, etc.,

Jinja, Uganda. P. W. TAYLOR.

Sir,

Don't sell the British Motor Industry short. Their products are very good. I believe their trouble is somewhat due to lack of good export management. Why does the importer have to wait so long for his cars ? Why was it we didn't see any new A50s for almost a year after they were publicly announced ? Why aren't there any new M.G.As here yet ? What's holding up the Jaguar "2.4" ? Why no Sunbeam Rapiers yet ? I could go on. Maybe they haven't got swing rear axles, but they do make a good car for a very reasonable price. What can compare with the new M.G. in its price range ? Our dealers could sell thousands of them this spring, if they had them to sell. Our local dealers get an A50, for example, and it sells right away. Then they have to wait a month or more to get another. That's not good business in my opinion.

Well you have one letter now from someone who likes British cars. Maybe the grass is greener on the other side of the fence to you, but don't overlook your own. Your policy of trying to bring the better points of Continental cars to the attention of the British Industry is all right, but please give credit where it is due, and your own products deserve much. Again I say, the trouble (as it looks from here) is not so much with the product as with the export management. Let's get those cars over here so our dealers can sell them. That's all that's required.

I am, Yours, etc.,

Boston, Mass. RANDOLPH G. WILSON.

COMPULSORY VEHICLE TESTS

Sir,

After a generation or more of shameful neglect, our present Government introduced their future programme of road building and improvement with a flourish. It did not go far towards giving us a road system worthy of the country, but at least it was a beginning. Unfortunately it was decided that through sheer lack of funds even this programme had to be pruned severely, but having committed themselves to positive action to reduce the present appalling death toll on the roads, to save their reputation something had to be done.

Faced with a steadily growing number of vehicles on our roads and no prospect of being able to afford to make the road systems adequate to accommodate them, it hardly required a brilliant brain to produce the thought that the next best thing would be to reduce, or at least halt the present increase, in the number of vehicles in use. Looking around for victims least likely to produce any spirited opposition, and also calculated to be readily turned into the subject of uneducated public prejudice, the responsible Minister, no doubt under considerable pressure to find an adequate number of scapegoats, appears to have turned his eye on the users of vehicles over ten years of age, and in my view unless concerted action is taken now by the owners of these vehicles, they may very well find themselves the victims of a deliberate Governmental attempt to drive many thousands of well-kept vehicles off the roads for good, just as a matter of political expediency.

An experimental testing station has been established which (to quote my daily newspaper) has found that 97 per cent. of all vehicles over ten years of age possessed serious faults. By what standards these cars were judged remains discreetly undivulged, but it is not hard to see that if it is desired to prove that any type of vehicle is sub-standard, the establishment of suitable tests calculated to produce this result is but a matter of contrivance. If, for example, the braking systems of pre-1946 cars are expected to reach the same standards as those fitted today to cars of much higher general performance, it is the simplest thing on earth to prove that all the older vehicles are " unroadworthy " !

But considering that these older vehicles are, as a class, driven in the manner for which they were intended, and at speeds befitting their steering, suspension and brakes, wherein do they constitute the general menace which the Minister is now carefully trying to suggest ?

Let us now turn to the recent change of attitude displayed by the often-maligned insurance companies. Since the last war it has been common practice to call for higher premiums on cars of pre-war manufacture because, it was said, their outdated brakes and other features of design rendered them more liable to be involved in road accidents than more modern vehicles. But within the last six months, what a *volte-face* there has been ! Now, the majority of insurers are prepared to give at least third party cover on cars up to *twenty* years of age (let alone ten), engineers' certificates of roadworthiness have largely been dispensed with, and, what is more, higher premiums are now charged for comprehensive cover on cars *under* ten years of age. Granted that the last-mentioned is largely due to the dire effects of even a slight side-impact on modern slab-sided bodywork and chassisless construction, the fact remains that motor underwriters, who have access to nation-wide accident statistics and are unlikely to take chances on reducing premiums unless they consider it abundantly justified, have declared by their ceasing to " load " the premiums on older cars, that these vehicles are in no way inferior to newer ones as regards being involved in accidents for which they or their drivers are responsible. It does not take much of a brain to realise that, if these older vehicles were in the state of mechanical decrepitude which the Minister alleges and which his " experts " affect to have proved, they would constantly be getting involved in serious mishaps producing heavy third party claims. That they do not do so is clearly proved by the motor underwriters' action in actually *reducing* premiums for these vehicles. If it can therefore be regarded as established beyond reasonable doubt that the position alleged to have been discovered by one testing station serving a limited area, is not applicable to the country as a whole, then the projected limitation of testing to vehicles over ten years old is exposed for the political manoeuvre it undoubtedly is.

Though it has been said that very careful thought will be given to the subject before such testing is put into general operation, and organisation will take at least a year to complete, this is at best disarming and may very well be deliberately misleading—it would not be the first time that our politicians had lulled us into a state of false security and we had wakened one morning to find that an unpleasant prospect had been turned overnight into an even more unpleasant fact.

Consequently, it seems to me that no time should be lost in ventilating our grievance; if needs be by notifying our present rulers that if such a possibility becomes a fact, those of us who helped to put them in office will withdraw all future support.

I am, Yours, etc.,

Lincoln. N. H. FOWLER.

* * *

DE-BUNKING DR. LLEWELLYN SMITH

Sir,

I would like to make two comments on Dr. Llewellyn Smith's article. The first is that good traction is very necessary in a car here as only a few trunk roads outside the large cities are sealed. The country roads are loose gravel or just dirt tracks. My second comment is that no one in Melbourne who watched the last series of motor races, held in a park in the city, will be put off by the " oversteer " characteristics of rear-engined cars. A Porsche Spyder was most impressive in these, finishing fourth in one race and third in another, beating several XK 120s and 140s and a host of Austin Healey 100s and M.G.s.

Incidentally, the Volkswagen is the only car here which has a waiting list. I would say that it is second in popularity only to the Australian-built G.M. Holden, and only because of the Holden's large size. The 750-c.c. Renault is also very popular. In a journey through the rich farming area of South East Victoria I was amazed at the number of Peugeots on the road. They appear to be a very popular car among farmers.

In concluding may I say how much I appreciate your magazine each month. It brings back many happy memories of Silverstone and Goodwood to an exiled enthusiast.

I am, Yours, etc.,

Melbourne. M. KIRTON.

Sir,

Although this is only my second year as a subscriber to your excellent monthly I find myself so consistently in agreement with your outspoken views that I do not hesitate to write to you for information when the need arises. This feeling of fellowship between reader and Editor must be your greatest asset, springing as it does from a common desire to foster progressive functional design.

I should like to make one point about Dr. Llewellyn Smith's remarks regarding the handling of rear-engined cars on icy roads. For two years I ran a small fleet of cars in North-West Germany. These cars consisted of six Volkswagens and three Opel Kapitans. The roads on which this fleet operated were covered in black ice for three months of each year. In one winter alone, we " wrote off " three Opels after smashes caused by the car going completely out of control on bends with an adverse camber and a covering of black ice. Volkswagens used over the same roads remained completely under the driver's control. This should not be read as a criticism of the Opel, which with its typically G.M.C. design, was always a comfortable, smooth car under normal conditions, nor do I attempt to say that the Volks will not skid on ice, for I have personally on one occasion done a " Spinning Top " act that left me giddy, but the fault was mine and not the car's. One must surely drive a Volkswagen as a Volkswagen, this comes naturally as the mileage mounts up and after a few weeks the keen driver will find his Volks staying completely under his control in conditions that send the designs advocated by Dr. Smith careering uncontrollably into the ditch. One cannot confute the excellence of the theory that ALL OTHER THINGS BEING EQUAL then the rear-engined car with its inbuilt oversteer will not handle as well as the design having a better weight distribution. But when you compare the precise steering, brakes and excellent gearbox of the Volkswagen with the current productions of the British motor industry, then one soon discovers that things are far from being equal.

I am, Yours, etc.,

B.F.P.O. V. T. PEGLAR

* * *

POOR SERVICE IN TORONTO

Sir,

I feel constrained to write to you, though I have only during this year become a reader of your excellent magazine. I am not given to superlatives in this field, being a journalist myself, but both my Editor and I feel we have at last found a motoring magazine with both knowledge and integrity.

As an Englishman living in Canada it presents its problems, but it

does help to give one an unbiased view on the relative values of English and American cars. In view of some the the arguments which have appeared in your columns, may I add these words.

So far as I can see, the value of an English car for the sort of conditions under which the average North American drives is very limited. It is light on petrol, but petrol is cheap, it is not noticeably cheaper to buy, unless one buys the baby models, and service is very bad indeed. Let me give an example. I drive a fairly recently acquired M.G. " Y " model. Recently, as a result of driving at 65-70 over not-very-well-surfaced roads, the exhaust pipe cracked and finally broke in two. No such pipe was available at the huge B.M.C. depot in Toronto, and it has taken nearly a month for one to be brought in from Hamilton, about 35 miles away. In the meantime, my exhaust pipe had been welded together by a German, and had broken again. When the new pipe was fitted it was found to be misaligned, so that it protruded from the right hand side of the car, under the door. It was heated and straightened again. Less than one hour after driving away, the pipe, the new one mark you, had fallen away from the flange. My service man repaired it free, at his own cost, since apparently Morris Motors take the old R.A.F. attitude to matters of this sort so far as guarantees are concerned.

Further, owing to the incredible design of the rear wings with built-in lamps, and much the same applies to Jaguar side lamps for that matter, the salt on the roads here has eaten away the entire lamp structure in the six years of the car's life. Needing a new wing therefore, I applied for it. Non-existent, of course, even in Hamilton, and one is being flown over for me from England, doubtless at incredible cost, either to me or the M.G. Car Co. Meanwhile, the inevitable German firm has a vast spare parts and repair depot worth $1,000,000 in Toronto itself. And now we read of the invasion of D.K.W. as well, to bring Teutonic zeal to a peak.

Now with the American cars, which no driver would willingly like to own in Britain, the " tight little isle," good service is provided, as well as a car which runs for thousands of miles with very little trouble. Lighters, hefty seats and transmissions, amazingly quiet five-litre engines, efficient heaters and brakes are all part and parcel of these giant family cars which really carry a family, and soften out the bumps on Canada's terrible side roads.

I drive an M.G. for the sporting side of things, if anyone wants to know.

For some weeks I have been burning to write this letter, since the DB3S *v.* American cars argument is driving me silly. It boils down to this; if you must compare British cars with American stay in your price brackets. The only valid comparison with a Chev Six is a Ford Popular, because they are both the cheapest cars made in their respective countries. And the Chev, compared with an average wage of $60 a week is a lot cheaper than the Popular at an average wage of £10. (The Chev costs $2,000 or thereabouts.)

If you want to provide cheap transport for millions of people, the only way to do it is to sell millions of cars, or make one model like Volkswagen or Citroen (2 cv. of course) which is really simple and cheap.

MOTOR SPORT appears to be the only magazine which is prepared to see the British motor industry in its proper perspective, as one Industry competing with the world, which cannot rest on the laurels gained by two or three companies. Until it can produce vehicles which are as cheap, relatively speaking, as the American or Continental (without that crippling import duty to handicap them) countries, the less it says about fine British workmanship the better.

My next car, by the way, if anyone wants to know, will be a Triumph TR3, a car which has really gained respect here for the soundness of its engine. In the words of a friend, " You can't cruise an M.G. at 80-90 m.p.h. for long, or most other British cars at the price, but you can a TR."

Just keep printing the truth, that's all.

I am, Yours, etc.,

Toronto. ALAN H. GAYFER.

* * *

M.P.G.

Sir,

Reading of your 1,158 miles with a Ford Squire with an average m.p.g. figure of 32.7, I thought you may be interested to know that on a recent holiday in N. Wales and including a fast journey to and from Bettws-y-Coed in my 1936 Morris 12, I averaged over 38.5 m.p.g. for 1,171 miles of mixed motoring with plenty of gear work in the mountains and no coasting or other freak driving.

One common factor was the fuel used, other fuels have not given figures better than 33 m.p.g. before.

The fact which puzzles me is why an old vehicle of 1,500 c.c. (approx.) should considerably better another 20 years younger, only some 1,172 c.c., and considerably lighter also.

I have informed the National Benzole Co., Ltd., of this achievement as I feel it is definitely something to sing about.

I am, Yours, etc.,

London, E.4. L. L. GATCUM.

* * *

ACCELERATION—AIRCRAFT *versus* CAR

Sir,

Last month I had occasion to fly home to Belfast from London and during " take off " noticed that the acceleration seemed very fast. In a moment of idle curiosity I asked the captain of the aircraft if he could give me any approximate figures. He obligingly did so and they were :

Standing start to being airborne, half a mile; speed at take-off just before being airborne, 125 m.p.h., jumping to 165 as soon as aircraft is airborne; time, 20 sec. So that gives a standing half mile for an Elizabethan aircraft in 20 sec.

It would perhaps be of interest if any of your readers could enlarge on this subject, and give figures for other types of aircraft and how they compare with a Grand Prix car.

What prompted this letter was the mention and photograph of a propeller-driven car in the December MOTOR SPORT coupled with this demonstration of airscrew-driven acceleration.

This could open up possibilities for " special " builders to explore this avenue, with the Brighton Speed Trials in mind, or wouldn't they be eligible ?

I am, Yours, etc.,

Melbourne. G. B. CARVER.

* * *

THE ROAD OVER CROSS FELL

Sir,

Just for the fun of it I would like to take up—in part—Donald S. Rayner's challenge in his letter " Possibilities in Lakeland " regarding the road(!) over Cross Fell.

In 1940 I was running a 1934, very secondhand, Austin Ten two-seater and was also involved in work at the Silverband Mine, which was being worked then for the " Barytes " rather than for the lead.

All equipment at that time for the mine was taken up by the track, to which Mr. Rayner referred, by means of the inevitable Fordson tractor and trailer, and on one occasion I decided to drive up to the mine.

The road was merely a boulder-strewn track patched in places with loose shale and we—one of my staff and I—set off to do the climb in the Austin. We had to use bottom gear most of the way due to the appalling surface, but she never faltered, climbing some of the bigger boulders cylinder by cylinder, eventually reaching the mine one hour later and none the worse.

The Pass over the Fells is about a quarter of a mile to the east of the mine at a hairpin turn and rises about another fifty feet, and whilst up there I went up to the top of the Pass but did not go over, returning the way I came up.

I do not recommend anyone to try the climb with a modern car as they are far too low-slung for the boulders.

Incidentally, the Austin had a flat-out speed of 45 m.p.h. and the clutch would slip in top and third if driving flat out for more than ten minutes, but in bottom gear it never slipped even after a 20-mile run with the clutch slipping continuously.

I am, Yours, etc.,

Radlett. J. SANER.

* * *

1920 VELOCETTES

Sir

In the interests of accuracy we point out that the 1920 two-stroke Velocette engines and machines ridden by O'Donovan were designed by the late Mr. P. J. Goodman—the father of Mr. B. J. (Bertie) Goodman, who is our present Sales Director. The engines were built here and nearly all of the work was carried out by Mr. P. J. Goodman's brother, Mr. E. F. Goodman, our present managing director.

In order to keep these engines cool, Mr. O'Donovan arranged a water drip onto the top of the iron cylinder head, and we believe that the " blow up " that you refer to was caused by Mr. O'Donovan forgetting to turn up the oil pump adjustment to maximum after starting. The adjuster on the pump was later interconnected with the throttle to avoid the consequences of a rider forgetting it, and our production two-stroke models from 1932 which were developed from the earlier types included a throttle-controlled oil pump.

I am, Yours, etc.,

R. W. BURGESS.

Birmingham, 28. *pp.* Veloce Ltd.

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

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FOR SALE

SINGER LE MANS Crankshaft, cylinderhead, etc. S.a.e., Williams, 2, Sparrows Herne, Bushey, Watford. Tel.: Busheyheath 1554. [5238

P.B. M.G. 1936 2-seater special body, resprayed last year. Smart appearance. New engine 1952. Mechanically 95%. (Photos.) Haggle starts at £125. 165, Grove Lane, Denmark Hill, S.E.5. [5239

1937 JAGUAR 100, bought by present engineer owner June 1938. Well maintained, no racing, parts most subject to "fatigue" periodically renewed. Engine fitted "Cromard" liners. Engine overhaul almost completed. New main and big-end bearings, pistons and rings, latest type con-rods, new battery, radiator block, silencer and piping, clutch plate. Plating good, tyres excellent. Reasonable offer considered. Box A240. [5240

AUSTIN 16, 1929 saloon. Two owners only. Reconditioned two years ago. Exceptional. £60 o.n.o. Wilson, Fulham 9035. [5241

DELAGE, 1938 Model D 6/70 D.H.C. Cotal box, heater, resprayed and completely restored, examination welcomed, photographs. £325. Catton Grange, Norwich 23880. [5243

AUSTIN 7 SPECIAL, completely rebuilt, including reconditioned engine with d.d. manifold. Smart two-seater body, ready to drive away. £85. Major, London Road, Chipping Norton, Oxon. [5245

LANCIA LAMBDA 7th Series. Good condition. Laid up 1936-1950. Rebuilt wheels (20in.). Four-speed box, coil ignition, original Zeiss headlamps. Resprayed 1955. Complete with spare front suspension and numerous engine spares. £115 o.n.o. Box A246. [5246

FRAZER-NASH, 1935, 14 h.p., 2 o.h.c. Blackburne. *ALO 300. Straight front axle,* good order throughout. £275. Gostling, Lincoln Hill, Ross-on-Wye. Ross 2492. [5247

1929 CLYNO NINE Saloon, one owner-driver. Good condition. Offers, White, 113, Upper North Street, Brighton, Sussex. [5248

1930 ALVIS, S/E 16.95 engine with all accessories. Working order. Offers. Banks, 13, Holmer Road, Hereford. [5250

FORD ENGINED Austin Special, two-seater, three good tyres, professional body, good condition. All faults revealed. 38, Warwick Road, Anerley, S.E.20. [5251

ASTON MARTIN, Bertelli Series II, two/four-seater in exceptional condition. £185 o.n.o. Sharp, 126, Ulverley Green Road, Birmingham, 27. [5252

ROESCH TALBOT DARRACQ AX65 four-door six-light saloon, black grey leather, pre-selector. Under 50,000 since new. Offers. Nielsen, Kingston Crescent, Bridlington. [5253

M.G. "J" 2-4 seat coupé. New mains, new rocker shafts, bushes, rebuilt camshaft, new battery, good tyres, weatherproof and looks good, but bodywork fundamentally unsound. £85. 7, Park Road, Winchester. [5254

HUNDREDS of magazines, books, etc. Lowe, 3, Delfield Close, Berkhamsted, Herts. Berkhamsted 837. [5256

4½ LITRE BENTLEY ENGINE completely overhauled and cylinder head fitted with new set of valves. Also two 3 litre Bentley engines in excellent condition, also a considerable quantity of Riley 2 litre parts, including five crown wheels and pinions to different ratios. For particulars, apply to J. Blake & Company, Limited, 112, Bold Street, Liverpool 1. Telephone Royal 6622. [5259

LANCIA LAMBDA 3rd Series, shortened chassis tourer. Mechanically good, body fair. With spare engine, gear box and back axle. £75. Welch, Fairhaven, West Malvern, Worcs. Malvern 1038. [5261

FOR SALE: 1931 M.G. 1880. £65. Phone MAYfair 3987. [5262

FOR SALE—*continued*

S.S.100 2½. Very good all round condition, including tyres. £275 o.n.o. Box A263. [5263

BENTLEY 3 litre, Blue Label, all-weather six-seater. £80. Caesar, Clapton-in-Gordano, Somerset. [5264

LISTER CHASSIS and body works built late 55 Dunlop disc brakes, complete with radiators, battery, tank, etc. Ready immediate fitting Bristol engine or adaption for other units. Offers C. H. Truman & Co. Ltd., 61a, Mansfield Road, Nottingham. [5265

OUT OF THIS WORLD. Most vintage of vintage cars. For 30 years has been the "second" car. No large bills, it hasn't been that far. 1924/5 Lanchester 21 in magnificent condition. To make You drool: O.H.C., superb spherical universal joints at valve ends of rockers, eight bearing crankshaft, enormous finned aluminium brake drums, steel lined, fitted suitcases with (of course) machined brass fittings, etc. Bags spares and Lanchester gen. Ideal everyday motoring. £120. Alderton, Kinawley, Station Road, Leatherhead. Tel. 2982. [5266

SPIKINS (TWICKENHAM) LTD. offer one only Triumph TR2 in British Racing Green, new and unregistered at former list price £886, a saving of over £50 on to-day's price. 83/101, Heath Road, Twickenham. POPesgrove 1035.6.7.8. [5267

FOR SALE. S.S.9, 1933, complete with spare engine, gear box, clutch, good tyres. Also Morris 8 engine, 1933. Webster, Cinema Lodge, Olney, Bucks. [5268

BENTLEY 4¼ LITRE Standard Sports Saloon, June, 1947. Black (just recellulosed by Makers), maroon hide upholstery, radio, heater, demister, sliding roof, windscreen washers. £1,395. Comprehensive guarantee. Hire purchase and part exchange. A.A. and R.A.C. examinations welcomed. Kennings Limited, Leadmill Road, Sheffield 1. Tel.: 26451. [5269

MERCEDES-BENZ, 1935, M21, 16 h.p. Brakes relined, new hood, taxed, insured. Mechanically good. £150. Nicolson, Four Walls, East Blatchington, Seaford, Sussex. [5270

INSIDE INFORMATION on Austin 750 c.c. Specials, e.g. how to build, where to get supplies, design, re-registration, legal requirements, etc., may be found in the sixmo sized book "Building a 750 Special." Profusely illustrated. Price 5s. from Haynes, St. Margarets, Sutton Valence, Kent. [5271

PAIR P100s, £11; one P80, £3; 2 litre S.S. engine £6. 2½ ditto. 36 Jaguar rear axle £8. 35 front £3. Twin S.U. carbs., single ditto, 18 in. knockons with hubs, 12 volt dynamos, etc. Quick clearance wanted. 24, Clarkes Road, Hatfield 2740. [5273

1954 KIEFT-CLIMAX 1,100 c.c. Stage II Special Camshaft giving 86 b.h.p. This is the 1954 T.T. class winner and Le Mans Car. Works mechanic maintained. Standing ¼ mile 27 seconds at Thorney on Sunday. £750 o.n.o. Terms and exchanges. John Fisher, 201, New Road, Portsmouth 73395. [5274

ALFA ROMEO 2.3 supercharged 8 cyl. 1936 D.H.C. Excellent condition. £650. Lancia Aprilia 1938 Saloon, 20,000 miles since complete rebuild. £300. Lord Ridley, Blagdon, Seaton Burn, Northumberland. [5275

BAYSHILL CARS, 87, St. Georges Place, Cheltenham, phone 54914, have a good stock of post- and pre-war sports cars and are interested in purchasing good sports cars of all types. [5278

TALBOT 105 AIRLINE SALOON. Beautiful condition. Recent complete overhaul by H.W. Motors. Very good paintwork and interior. Excellent tyres. £150. Kennard, 40, Smith Terrace, Chelsea. FLA 4568. [5281

LEA-FRANCIS 1928, 4-seater Tourer. Good running order. Good tyres and sidescreens. Taxed Dec. £55. Seen London. Ring Sloane 5670. [5282

£60 B.S.A. THREELER, Taxed. 1,000 c.c. 65 m.p.h. 45 m.p.g. Excellent condition. Sale second week August. Anthony Hill, Cricketfield Road, Seaford, Sussex. [5283

PERFECT 1939 SUNBEAM TALBOT, only 27,000 miles, full history, any inspection; comprehensive insurance for year. £250, no offers. London/Portsmouth area. [5284

1923 23/60 VAUXHALL Tourer in unique and original condition. Just incredible that 33 years have passed since this car was new. Good for another 33 years if similarly cared for. Any motoring enthusiast interested enough, write George Lane, 22, Oaklands Avenue, Wolstanton, Newcastle, Staffs, and bid high because there is going to be competition. [5285

FAMILY COMING, so must sell 1951 Healey-Silverstone, never raced, very fast. £425 o.n.o. Seen Stotherts, Claypit Lane, West Bromwich. Enquiries ATH, 396. [5286

'34 WOLSELEY HORNET, bearings fitted, trancoed, needs building. Body, tyres, good. £30 o.n.o. Must sell. 2, Shanklin Ave., Urmston, Lancs. [5287

"MOTOR SPORTS" May 1950—Dec. 1955. Perfect. Offers. Drake, 1, Bold Venture Street, Keighley Road, Skipton, Yorks. [5288

FOR SALE—*continued*

1928 RENAULT 9/18 Saloon. £37 10s. 1920 Swift 12 Tourer, partially restored. £18 o.n.o. Bell headlamp. C.A.V. F. 10s. Elsden, The Corner House, High Roding, Dunmow, Essex. [5289

SOMETHING DIFFERENT? 9 h.p. Standard Avon Special, 1932, new battery, hood, nice appearance, spotlight. Bargain £58. Clark, 1, Copley Way, Tadworth, Surrey. [5291

M.G. VA 1½-litre Tourer. Late '37. Recon. engine/gearbox (6,000 miles). Excellent body; very fast. £175. Phone: UPLands 7866—mornings. [5292

M.G. PA 2-seater, red, good condition, hydraulic brakes, inspection welcomed. £175. Harrow 4183. [5293

RILEY NINE, engine completely overhauled, twin S.U.s, chassis 90% overhauled. Requires body. £75. 66, Ravensbourne Avenue, Shortlands, Kent. [5294

ALFA-ROMEO, 1,750 c.c., twin cam, unsupercharged fixed-head foursome. 1937 aluminium body, metallic grey and in much above average condition. Fast, reliable vehicle, not a heap full of bugs. Up to 31 m.p.g. available. Recent top overhaul. Taxed, insured. S.a.e. photo. Owner needs capital. I suggest £220; your move. Tel.: 659 (evenings). Keeble, Reedham Café, Burnham, Bucks. [5295

£150—Recently acquired 1931 Alvis offered for sale as owner is taking his family to live on a boat and her services are no longer required. First class condition with new dynamo, tyres, battery, sidescreens. Very reliable and 30 m.p.g. Box No. A298. [5298

MORGAN PLUS 4 Coupé, 1952, royal blue. Chromium luggage carrier and other extras. Really excellent condition. Snell, 33a, Preston Road, Yeovil, Somerset. Telephone 1289. £390. [5300

ROLLS-ROYCE 20 h.p. Shooting Brake, originally registered 1929. £370 spent on engine and body two years ago. Mechanically excellent. £235 o.n.o. KENsington 6642. [5301

THE ONLY 2-door Alvis 12/60 Saloon for sale. Excellent condition, recent engine and electrical overhaul. Spare engine. Modern equipment, heater and instruments. Offers around £120. Box No. A302. [5302

1925 SWIFT 9 h.p. unmodified open tourer. Just overhauled engine, spares, three new tyres. £55. Tel.: BALham 9334, after 7. [5303

RILLEY 9 VICTOR, 1937 (38 model). Reconditioned engine May 1956, bills available. £150 o.n.o. Hutchison, 23, Wells Road, Mickleover, Derby, or ring Derby 43020, 9 a.m.—3 p.m. [5304

SUNBEAM, 1931, 18.2 h.p. black Saloon. Good inside and out, runs well, but needs some mechanical rejuvenation. £50. Also good 6.50 x 20 car tyre, £2. A. W. Neal, 17, Gainsborough Drive, Westcliff-on-Sea, Essex. [5305

TR2 550 x 15 racing covers, tubes, disc wheels, all as new; pair 10in. brake drums, back plates and front springs. Wanted: TR2 wire wheels, hubs, etc., or would consider complete "pranged" TR2. S. A. Hurrell, Leighton Buzzard, Beds. Tel. 3440. [5309

4½-LITRE LAGONDA. Beautiful condition. Owner going abroad. Quick sale, £190. Rodda. PAR. 4310. [5310

PHANTOM II ROLLS-ROYCE, Owen Sedanca-Gurney Nutting d.h. Coupé, for sale, privately. First registered mid-1933; 87,000 miles, mechanically and bodily excellent. £435. GRE. 0705, or Extension 20, WEL. 5415. [5311

INVICTA Saloon with 1½-litre Meadows engine. All spares available. Ord, Culdrose, Helston, Cornwall. [5312

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M.G. MAGNETTE K1 open sports 4-seater. New hood and tonneau. £95. Lewis, 100, Hampton Road, Southport, Lancs. [5315

ROLLS. Saloon body (post-war), wings, bonnet, carpets, etc. £350. Rolls O.D Saloon, 1933. £165. Rolls 6-seater, 1930. £140. Rolls 6-seater, 1930. £200. Rolls 6-seater, 1932. £400. All 25 h.p. 25 h.p. spares; Radiator, engine, chassis, axle (front and rear), starter, springs, etc.; 20 h.p.: Cranks, half shafts, brake drums. Johnson, 26, Egerton Road, Fallowfield, Manchester 14. (Rusholme 3009.) [5316

750 MAKERS' HANDBOOKS, workshop manuals, motoring books; catalogue 1s.; enquiries, stamp, please. Gray, Hurstpierpoint, Sussex. [5317

1932 ALVIS SPEED 20, mechanically excellent, 5 new tyres. 22 m.p.g. £85. 30, Greenview Gardens, Shirley, Croydon [5320

FIAT 1,100, 1949, pillarless 4-door. Under 45,000 original miles. Scintilla magneto. Fast, tough, leech on road. Excellent condition. Usual tearful separation. Haggle around £295. Dr. Rosow, CHIswick 1897. [5321

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

FOR SALE—*continued*

FAMILY OUTGROWN AUTOCYCLE. Reliable income but no capital. Will pay £5 monthly for 4-seater saloon giving about 25 m.p.g. Box No. A319. [5319

M.G. J2, good condition, flared wings, B.R.G. £120. Full details: telephone Bexleyheath 5880. [5322

1946 TC M.G., cellulosed, B.R.G. H.C. head. Reconditioned engine. Tygan seat covers. £355. Plaistow Cottage, Lingfield, Surrey, 120. [5323

SPARES for the enthusiast. Dismantling over 200 cars, including M.G. 2-litre S.A. and Midget type J1, 1933/4 Alvis 16, 1935 Daimler 15. Morda Garage, Oswestry, Shropshire. [5326

VETERAN 1913 A.C. 10 h.p. open 2-seater. Completely restored and as new. The only car of its make and type V.C.C.-dated. Winner of many awards. Complete details and photograph from Fairway Garage, 51, Brown Street, Salisbury. Phone 5666 or 4308. [5327

ALVIS SPEED 25, 1937, Saloon. Black, red leather. Dual ignition, heater, new c.w. & p. £150. Frazer Nash, 1936, Ulster. Gough engine, new k-o. M.G. wheels, tyres and hydraulic brake system. £150. 132, Wilbury Road, Letchworth. [5328

750A SPECIAL, registered 1952. Reconditioned 3B engine, i.f.s., 4S box. £80 o.n.o. Tel. MAI. 2408. [5334

FOR SALE—*continued*

FIAT MODEL 1500. Rear axle, completely reconditioned and tested, with brake drums, **£25**; ignition distributor, £5; petrol pump, £2; bonnet, £2; front wing £2. Many small spares. Stiles, 153, Billing Road, Northampton. Telephone 2264. [5329

M.G. K2 MAGNETTE 2-seater. Triple S.U.s, Wilson gearbox, Alfin drums, oversize rears, twin spares; engine, magneto, overhauled by specialists; new battery. In quite exceptional condition throughout. £150. 20, Stuart Road, S.W.19. WIM. 5400. [5330

AUSTIN 7 SPARES. Big crank magneto engine, h/c. head, doubled v/springs, enlarged ports, complete accessories, £12; 3-speed box, £2. Also chassis parts, wheels, tyres. Box No. A331. [5331

A.C., 1934, coachwork excellent, hood fair. £130 overhaul last 12 months, bills available. Sell £150 or exchange good 4-seater tourer. Photo available. Rees, 573, Bath Road, Slough. [5332

CLIMAX ex-W.D. engine, carburettor, July, vertical mag., all as new, £10. Fife 700 x 19 tyres, tubes, and Siddeley Special wheels, all sound, some quite good, £10. Crabtree, Ing Heys, Colne, Lancs. [5333

RILEY 9, alleged Brooklands but re-registered 1949. New Lucas magneto, Crompton battery, Marchal spotlight. £210. Crisp, 182 Bellingham Road, Catford, S.E.6. HIT 2621. [5338

FOR SALE—*continued*

AUSTIN 7 SPECIAL, excellent coachbuilt body, new silencer, lowered suspension, battery, brakes, five excellent tyres, hood requires finishing, spares. £70 o.n.o. Fisher, 90, Chingford Avenue, E.4. [5336

100% RELIABLE TRANSPORT for £17 10s. 1930 Ford 14.9 or 1932 Singer 9. Immaculate Austin 16, £35. 1934 16 h.p. Alvis, very good, £55. Always a selection of cheap Yanks from £20 upwards. Open till 7 p.m. Sundays. 160, Town Road, Edmonton. [5341

CLARE'S FOR SPARES. Luvax shock absorbers, brand new, 25s. each, post 2s.; all types except small vane types, 7,000 in stock. Large stocks of genuine Talbot 6-cylinder spares, also second-hand parts from dismantled cars, such as all models Morris, Austin, Standard, Vauxhall, Humber, Hillman, Wolseleys; also Sunbeam Dawn, Terraplane, Oldsmobile, Graham, Hudson, Raleigh, B.S.A., Triumph, Daimler, Lanchester, and many others—approval 7 days. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [5342

BIG BROTHER is not watching me, but Jack Berry is, and he has a big hammer. £25 bails out 1928 Humber Tourer. Spares for B.S.A., Rover, Riley, Ford, etc. S.a.e. Tel. Chorley, Lancs, 2120. [5337

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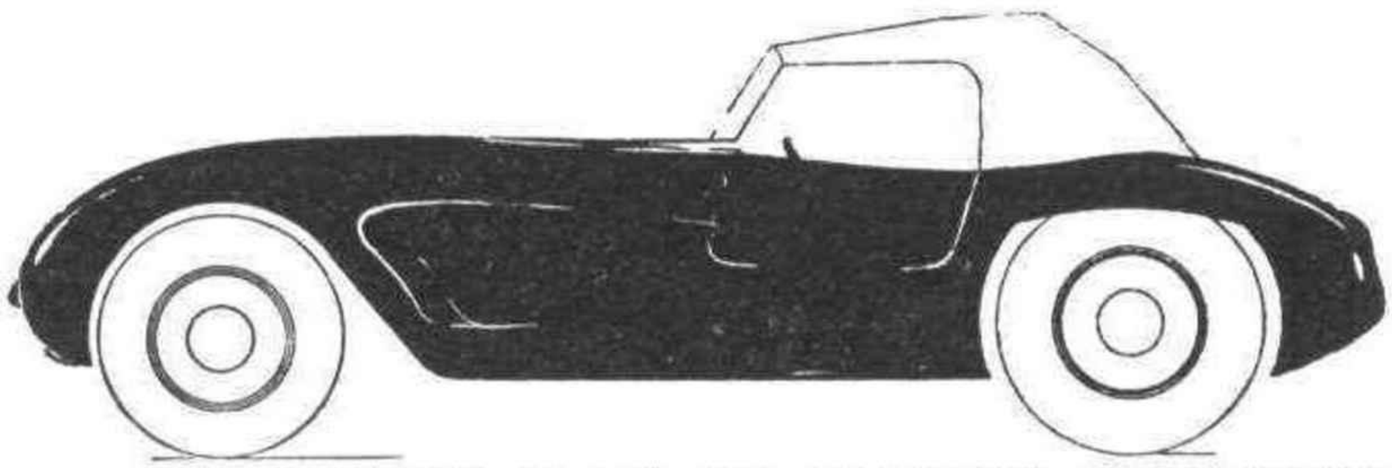
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FOR SALE—*continued*

1937 ALVIS SPEED TWENTY-FIVE saloon in first class order throughout, circumstances forcing sale. £250 o.n.o. Box No. A.620. [5620

AUSTIN A70 16 H.P. Engines used. With accessories. Ideal for special or replacement unit. £22 10s. Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.9. BRIxton 2330. [5908

BENTLEY 4½ LITRE, 1931. Three owners only, including present one. Van-den-Plas, black and red interior. Excellent condition. £300. Telephone TEM. Bar 8705. [5909

MODEL T FORD, 1923. Roadster, rough. £25. Vauxhall four-door drophead, 1938, 14 h.p. £65. BYRon 1994. [5910

FERGUSON for the following: Brake linings, brake cables, track rod and draglink ends, king-pins and bushes; reconditioned dynamos and starters. All models M.G. and some other marques. Try me first: D. Ferguson, 53, Brinkburn Avenue, Darlington. [5911

MERCEDES-BENZ 170. Reconditioned engine and front axle assembly. Resprayed Mercedes grey. Good general condition. Continental steering. £185. First registered 1955. Kershaw, Springpark 1018. [5928

S.S. JAGUAR 2½ Sports, '35. Recon. engine, dynamo, gear-box. New king pins, bushes, brake cables, linings, hood, regulator, coil, etc. Upholstery excellent. Extensive chroming, resprayed. Four good tyres. In fact, v.g. condition for £130 o.n.o. Payne, 11, Upper Park Road, Hampsted, N.W.3. [5929

1934 RILEY 9 Kestrel special series saloon (cr. box). Present owner 7 years; complete overhauls (bills), superb condition. Brakes just rebuilt costing £40, tyres as new. Good looker, economical, painted black, maroon wheels. Only wants seeing, but any inspection invited. £195 o.n.o. Also excellent spares available: block, timing case, two cranks (one new unused, other never re-ground), con. rods, brake drums, pr. front wings, two wheels, new tappets. Genuine reason. Phone evenings, Blue Bell Hill 475 (nr. Maidstone). [5947

HUMBER 9/20, 1927 Saloon, completely rebuilt, everything replated, new carpets, all woodwork polished, new tyres, clock, etc. £110. Taylor, Holly Bank, Yatton, Somerset. [5948

TO WHOM THIS MAY CONCERN. Please return front axle as promised. 25, Cleveden Road, Thorpe Bay. [5448

1949 SUNBEAM TALBOT 90. Blue export saloon model. Accept £355. Phone BYRon 7996, 9 till 6. [5602

£650 ! ! 2-LITRE BRISTOL, registered Sept. 1950. Very low streamlined saloon body. X tyres. Very fast, taxed. Willing to exchange for small family car. 12, Jamaica Street, Bristol. Tel.: Day 23882, evenings 44161. [5603

AUSTIN 7 1933 ENGINE, sleeved, new mains, big ends, pistons, enlarged inlets, ports and rods polished, with starter, dynamo, pump. Coupled with gearbox and ready to run in. Inspection and offers: 84, London Road, Slough. [5601

VOLKSWAGEN, 1952, Immaculate condition, colour grey—red interior, fitted radio. £385 o.n.o. THO 2160. [5605

ROESCHE TALBOT 105, 4-seater Tourer, 1933. Good mechanical condition: used daily. £120 o.n.o. Can be viewed week-ends at "Walnut Tree Cottage," Heronsgate, Rickmansworth, Herts. Tel.: Chorleywood 839. [5606

CROSSLEY Sports Saloon, 1935, 13 h.p., 6-cylinder Climax, 26 m.p.g., 2-pedal control. Exceptional appearance, 2 new Tyresoles, headlining, respray. £125 o.n.o. Graves, 160, Kings Road, Harrow, Middlesex. ELGar 7641, ex. 12. [5607

750 SPECIAL. Fully modified, balanced engine, remote controlled gearbox, Cambridge body, slab tank, fold-flat screen, dropped suspension, small lightweight wheels, Bowden brakes, hood, spares, £150. Tel.: PARk 9298. [5608

M.G. K2 MAGNETTE, 2-seater. Immaculate B.R.G. Engine completely overhauled, Laystallised head, balanced flywheel, reconditioned E.N.V. box, Borg competition clutch. Rewired. New batteries, good tyres, full weather equipment. Economical. Spare head, camshaft, etc. Insured. Work forces sale. Offers about £210. Steele, 22, Beaumont Avenue, St. Albans, Herts. Tel.: 52186. [5609

SUNBEAM ALPINE Sports 2-seater, late '53, immaculate condition. Low mileage, radio, heater, rev.-counter. Taxed Dec. Bargain, £725, or exchange Saloon. Tel. 52495 Nottingham. [5610

BENTLEY, 1929, open 4½-litre. Recent overhaul, raised compression, Bosch starter. Good condition. Present owner five years. £225 o.n.o. Can be seen at Delta Garages Ltd., Leighton Buzzard. Further details from Mellow, The Meadows, Down Road, Portishead, Som. [5612

PORSCHE 1500 Saloon, February 1955. Metallic grey, fawn upholstery. £1,300. Lancia Aurelia Saloon, October 1953. Smoke grey with matching upholstery. Brakes recently relined. £1,050. Both these cars have been meticulously maintained for their enthusiast-owner, and are in excellent condition throughout. Birmingham Central 2139. [5613

1931 AUSTIN 7 Saloon. Running order. £18 spares. 32, Broad Street, Abingdon. [5632

FOR SALE—*continued*

INVICTA 1½-LITRE Sports Saloon. Dynamo overhauled, new petrol pump, battery; wheels and brake drums stove enamelled. Good running order, clean, comfortable interior. £45. Faulkner, 22, Caroline Street, Birmingham. Central 2139. [5614

LYNX, RILEY 9, 1933. Manual box, Special-series engine recently overhauled, 2 S.U.s. £80 o.n.o. Seen week-ends only. Berting, Oakley Cottage, Grubwood Lane, Cookham Dean, Maidenhead. Marlow 623. [5615

MATHIES 12 h.p. engine and gearbox. 1934 Riley 9 h.p. rear axle (knock-on hubs). Dickerson, 162, Bury Road, Thetford, Norfolk. [5616

RILEY, 1934, 14/6 Saloon. Preselector needs repair. 18-in. bolt wheels. Suitable spares. Towable. £15. Phone BYR 5492 evenings. [5617

TWIN TUBE VICTORY CHASSIS designed for Ford 10 components, and fibreglass bodies. 70 lb. £39. Feal Engineering Ltd., Woodcock Hill, Rickmansworth 4787. Liverpool Agent: Bateson, Huntscross 2924. [5618

COTTON-J.A.P. motor-cycle, 1928, restored, £10. Renault 12 h.p. Saloon, 1935, in excellent order, £30. Streatham 8238. [5619

AUSTIN ULSTER SPECIAL, fully modified engine, stark alloy body, £50. Gerrards Cross 3765. [5621

MORGAN PLUS 4 (TR2 engine), 1955 model. Cream/red. 16,000 mls. £100 extras. Genuine 32.5 m.p.g. at 60. Both spares unused. Immaculate condition. £750 o.n.o. Would consider small 1954/5 saloon as part exchange. Some hire purchase if needed. M. A. Lewis-Price, 37, Marlborough Road, Oxford. [5622

TRIUMPH DOLOMITE 1½-litre Roadster, 1939. In particularly good condition. Engine and gearbox reconditioned 3,000 miles ago. Body finished in immaculate red cellulose. Four excellent tyres. Offers? Box No. A.623. [5623

TYRES, beaded edge, new, car and motor cycles. Acetylene self-contained brass headlamp. Avon Garage, Netheravon, Wilts. Tel.: 324. [5624

1937 SINGER LE MANS, 1500 c.c., dismantled. Details available. £25 o.n.o. Martin, Birdham 251. [5625

FRAZER-NASH CHAIN GANG, Meadows, 1931. Excellent condition. Offers. Chisledon Service Station, Nr. Swindon, Wilts. Tel.: 251. [5626

RARE OPPORTUNITY for Enthusiast, 1933 Aston Martin 1½-litre S.C. Le Mans 2-seater; crank case damaged but repairable. Offers around £100; worth £300 when complete. Full particulars to genuine inquiries. 2, Lawrence Avenue, Silvester Road, Cowplain, Nr. Portsmouth. [5627

ALVIS, 1939, 12/70, polished wood, hide, radio, heater. Attractive exterior, rechromed. Alvis performance, 28 m.p.g. Nearest £195. 35, Riverdale, Attenborough, Notts. [5628

£45, 1934 TALBOT 14/65. Lovely condition inside and out. Engine needs attention. Drive away. 6, Manor Mount, Forest Hill, S.E.23. [5629

SINGER LE MANS, 1935, 9 h.p. Speed Special 2-seater. Good condition. Special manifold, twin Amals. £150 o.n.o. Wall 2898. [5630

RAILTON DROPHEAD FOURSOME, 37/38, Straight 8. Maroon and grey, new P.V.C. hood, very attractive car in good condition; outstanding performance, reliability and 20 m.p.g. Passlights, mirrors, hoods, windtones, telecontrols, spares, workshop manual and photos available. £155. 29, Howard Road, Dorking. Tel. 3461. [5631

TALBOT 65 33/4 Saloon, good condition, taxed and insured. £50. Smith, 158, Brownspring Drive, S.E.9. [5633

FIAT 500, 1937, convertible, well shod, reconditioned dynamo. £60. Porteous, Leybutts, Chew Valley, Greenfield, Nr. Oldham. Tel.: Saddleworth 2868. [5634

M.G. PA, 1936. £150 or exchange TA, cash adjustment. 167, St. Albans Road, Sawdridge, St. Albans 52027. [5635

TALBOT 14/65 Sports Tourer, above average condition, immaculate original alloy body by Eagle Carriage, black/red leather, hood and side-screens perfect; k.o.s. Top overhauled, new valves, guides, springs and rockers. Oil pressure good, engine noisy. Photo available. £95. Watson, 2, Newlands Drive, Sheffield 12. [5636

ALVIS 12/70, 1940. Chassis, new engine and rear axle. B.H.P. 95. Meticulously prepared for glass-fibre shell. Tow or drive away. Sensible offer. Exchange for 500 c.c. chassis, Trials or W.H.Y. 2, Lothian Road, Middlesbrough. [5637

ROLLS 25 Limousine. Engine overhauled, new rad., carb. checked by Rolls. Not yet run-in. Inside, outside and underneath spotless. 1931. Red badges. 7-seater. 21, Blackthorn Close, Watford, Herts. [5638

WE ASK ONLY £55 for a 1937 1½-litre Jaguar Saloon with 4-door body in need of attention, but with very sound chassis, suspension, axles, wire wheels with three near-new tyres; reconditioned engine only 8,000 miles ago. Would make excellent basis for a Special. Heard Brothers, Bideford, phone 470. [5640

1934 MERCEDES BENZ Tourer, 2-seater with dicky occasionals. De Dion rear axle, i.f.s., overdrive. Only two of this model in the country. High Street Garage, Corsham, Wilts. Phone 3293. [5648

FOR SALE—*continued*

J. H. BARTLETT offers the following bargains—Alfa Romeo 2.3 supercharged coupé, £250; Alvis 1938 Speed 25 Saloon, £165; Aston Martin 1935 Le Mans specimen, £325; Bentley 37 series Park Ward, superb, £475; Bristol 49, 400 Saloon, £595; Delahaye, registered 1954, 135, drophead, £295; Frazer-Nash 321 drop head, £225; Frazer Nash 327 coupé, £375; Lagonda 4½-litre drop head, £145; Sunbeam Alpine, £595. 27, Pembridge Villas, W.11. Bayswater 0523. [5639

TRIUMPH ROADSTER, 1800, 1947, black. Heater, windscreen washers, two fog lamps, immaculate condition inside and out. Genuine reason for sale. £350 or nearest. Coleman, 11, High Street, Bromyard, Herefordshire. Tel.: Bromyard 54 in normal working hours. [5641

M.G.A, Cream with black upholstery. Immediate delivery. Smith's Motors, Dovercourt. Tel. Harwich 701. [5642

1949 TRIUMPH ROADSTER. Black with maroon hood. Radio. Immaculate condition. £395. Smith's Motors, Dovercourt. Tel. Harwich 701. [5643

ALVIS SPEED 20, 1934. Rebuilt by qualified engineer 1,000 miles since. All in A1 condition. New hood. £125. Goodacre, 20, Park Road North, Bedford. [5644

ROVER METEOR, 1932, 19.8 h.p. Weymann body, fabric perfect, engine good, interior shabby. Carburettor reconditioned, generator rewired and new radiator Jan. 1956. This ideal family car has given me 5,000 trouble-free miles while on leave from overseas and uses no oil. 16-20 m.p.g. Four good tyres, original handbook, everything works. Two previous owners only. Leave ends July. £65 or haggle. Turnbull, 21, Shenley Hill, Radlett, Herts. Phone 6637. [5645

1928 CHRYSLER 20 Coupé. One of finest-looking cars in country. Really lovely condition. £65. Bayswater 3345. [5646

LANCIA AUGUSTA Saloon, 1936. Smart, good general condition. £150 o.n.o. Hendon 7135. [5647

BENTLEY 3-LITRE, 1925. Chassis 1106, 100 m.p.h. model. Ex Woolf Barnato. Original Jarvis 2-str. body. Excellent condition throughout. £260 o.n.o. Lamont, Pentlands, East Horsley. Tel. 2916. [5649

M.G. 1½-LITRE VA Coupé, 1938. Excellent condition. Lavender/grey. £225. 11, Cartledge Close, Cuddington, Nr. Northwich, Cheshire. [5650

SPARES AVAILABLE for Alvis, Lagonda, Bentley, Sunbeam, Singer, Standard, Wolseley, Austin, Morris, Hillman, A.J.S., Humber, and many others. We may have the part you want, or be able to offer some help. Lerry Garage, Tallybont, Cards. Phone 79. [5651

RILEY 9 MONACO, 1933, in good running order; new springs and batteries. Spares include Kestrel body with renewed woodwork, excellent engine, reconditioned all-helical gearbox, pre-selector gearbox, axles, instruments—almost complete car, £100 the lot. Would consider separating. Stephenson, Plumpton, Penrith, Cumberland. [5652

RENAULT 750, 1950. New tyres, overhauled, resleeved; mileage 33,000. Immaculate. £325. Berkhamsted 1817. [5653

LAGONDA, 1933, 3-LITRE Saloon. Grey and black, four new tyres. Excellent condition. £250. Anthony Crook Motors, Esher 4580. [5655

LAGONDA 2½-LITRE Saloon, new December 1951. Fitted with DB2 engine during last twelve months. Excellent condition. £875. Box No. A.656. [5656

BENTLEY 3-LITRE, Blue label 1924 Saloon, in very good and original condition. £175. Baxter, Grove Farm, Batchworth Lane, Northwood, Middx. [5657

1940 JAGUAR 2½-litre Saloon, £195. 1939 Morgan 4/4 2-seater, £175. 1937 Lagonda LG45 pillarless, £170. 1933 Aston-Martin 2/4 International, £180. The above cars are all in above-average condition and open to any trial or examination. Hire purchase terms can be arranged on all vehicles. Your own car accepted in part exchange. 31, Newcastle Road, Liverpool 15. Tel. Sefton Park 4722. [5658

ROLLS ROYCE 21.6, 1938, Replica by Southern Motors. New starter, dynamo and recent front axle overhaul by Jack Barclay. About 2,000 miles since top overhaul and new tyres. All repair bills shown. Screen washers, heater, radio. £300. J. G. Bryan, Kingsburgh, Chislehurst Road, Orpington, Kent. [5674

CADILLAC 38/9 Drophead Coupé, completely rebuilt 1951, impeccable condition; radio, new tyres, battery, etc. Belonged to Dorothy Lamour. 100 m.p.h., 19 m.p.g. Must sell. £200. FLA 5950. 5, Redcliffe Gardens, S.W.10. [5675

1926 WOLSELEY 11/22 Tourer. Excellent condition. Engine resleeved, f.w.b., good tyres, handbook. Taxed. £110. Donovan, 51, Cedar Rose, N.14. Enterprise 4513. [5678

UNCOMPLETED AUSTIN 7 SPECIAL. £40 or offer. Details, photo, Kiely, 24, Bengeworth Road, Harrow, Middx. Arnold 8829. [5679

£25 and upwards. Austin Sevens in profusion, specials and other makes usually available. Silverstone Motors, 91a, Ashford Road, Eastbourne, Sussex. [5681

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

FOR SALE—*continued*

WOLSELEY 14. Special tourer body, black/yellow, new hood, excellent condition. 1946 reg. Exchange Morgan 4/4 or similar. Sell £110. Cooper, 11, Victoria Avenue, Hull. Telephone 42163. [5680

38 M.G. T.A. B.R.G. New clutch, engine 52, gear-box just overhauled. £255. TUDor 9056. [5682

RAILTON 16 H.P. Drophead Coupé, Nov. 1939. All units overhauled by Hudsons; new hood and recellulosed green. Telecontrols, extras. 24 m.p.g., 80 m.p.h. Outstanding car. £245. Carpenter, Well Nigh, Woodmansterne Lane, Banstead, Burgh Heath 880. [5683

RILEY KESTREL, 1½, 1938. Exceptional condition throughout. Andre telecontrols, wheeldiscs, extras. Works overhaul 1952. Recent top overhaul. New battery and carburettor. Photos available. £255. Consider exchange good Kestrel 9, cash adjustment. Farquhar, 178, Wintersdale Road, Leicester. [5684

LANCIA APRILIA, recently re-sprayed, re-trimmed and re-upholstered; engine and transmission in first class order. £265. The Shellings, Sandhurst Lane, Yateley, Camberley, Surrey. Yateley 3153. [5685

ALVIS SILVER EAGLE, 1935, drophead coupé, good condition. Consider exchange. £110. 27, Roxwell Road, Chelmsford, Essex. Phone 56062. [5686

RENAULT 750, 1953, in excellent condition, brake linings replaced, four new retreads fitted, engine reconditioned. £375. Gilbert, 24, Calstock Road, Woodthorpe, Nottingham. [5687

BUCKLER FORD I.F.S., rear end complete with new 4.7 c.w.p. and half-shafts. Close ratio gearbox also and other Ford parts for Special not now being built. S/Ldr. Goorney, R.A.F. Officers' Mess, Farnborough (Hants) 1009. [5688

4½ LITRE BENTLEY (D type box) broken up for spares. Also LLancia Aprilia, M.G., Riley spares. S.a.e. for list. 12, Canning Street Lane, Edinburgh 3. [5689

M.G. P.B., 1936, 9 h.p. Two-seater sports, 30 m.p.g., taxed, good condition. £195. 137, Green Lane, Edgware, Middx. STO 9216. [5690

DISMANTLING RILEY 9, 1932. Dynamo, starter, radiator, £2 each. S.U. pump, 35s. Most other parts. 33, Newcastle Road, Chester-le-Street, Co. Durham. [5691

M.G. 2 litre drophead coupé, excellent condition, reconditioned engine, new hood, rewired, windtone horns, enthusiast's car, photograph available. £175. Saltash 3229. [5692

1932 RILEY 9, spare engine, gear-box, clutch, new battery, good tyres. £65. F. N. Gazeley, Pirton, Herts. [5693

LAGONDA 2 litre spares, engine, axles, etc. 50, The Charter Road, Woodford Green, Essex. BUC5877. [5694

M.G. 2 litre, 1939. New cellulose, engine, hood, brakes. £210, or exchange Pre-Rolls Bentley. Box No. A.695. [5695

FRAZER-NASH, 1933, T.T. Replica, Blackburne engine. Cracked cylinder head. Two pistons damaged. Rest of car good. £100 o.n.o. 28, Mayhill Road, S.E.7. GRE 3906. [5696

J.2 M.G. Engine parts. Cheap, but good. Pavey, R.A. Mess, Larkhill, Wilts. [5697

M.G. 1947 T.C. Black, good condition. £300 o.n.o. Phone High Wycombe 939 any evening. [5698

WOLSELEY HORNET SPECIAL, 1934. £60. Mills, Orpington 22690. [5699

1951 CITROEN Light 15, green. Recent overhaul, new battery, spotlights, etc. £415. Box No. A.700. [5700

WOULD-BE LOTUS OWNERS! I have a Mark 6 Ford, overhead Elva L.R.G., four Amals, etc., for immediate sale. B.R.G. Fantastic performance. Has to be seen to be believed! Price, a mere £550. Interested? Phone Nottingham 255431. [5701

RILEY 9 MONACO, 1932. Reliable engine, four good tyres. £45 o.n.o. 38, Shepherds Way, Rickmansworth, Herts. Phone Rickmansworth 2246. [5702

1935 RILEY FALCON 12/4. Fair. £75 o.n.o. Excellent tyres. Havery, Orpington 24293. [5708

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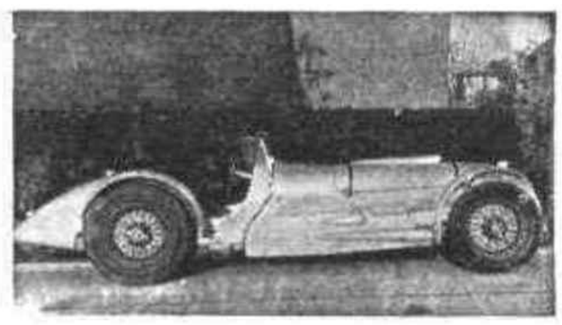
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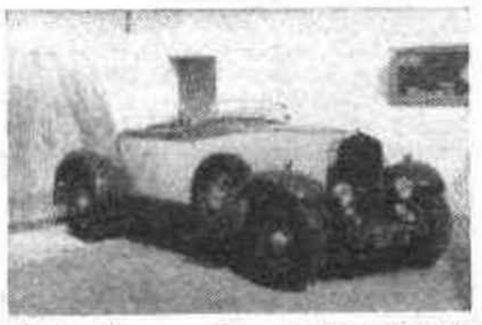
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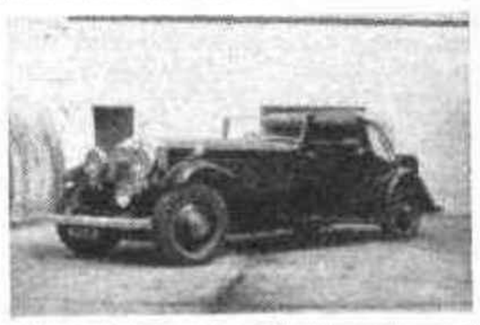
LAGO TALBOT DARRACQ 2-seater fixed-head coupe (with sliding roof) by Figoni and Falaschi. This truly magnificent car has just been expensively recellulosed in dark blue and is in Concours d'Elegance condition throughout. Blue leather, chromium-plated wire wheels, Cotal gearbox hemispherical Lago cylinder head with twin carburetters. Radio. A car appealing to the connoisseur desirous of acquiring one of the finest-looking coupes ever made.



ALVIS 4.3-LITRE special sports/racing 2-seater. This well-known competition car has had many successes and is capable of phenomenal performance. 150 b.h.p.; 8.25 : 1 c.r. Triple d.d. Solex. 3.8 : 1 axle. Racing tyres. Full road equipment. Standing ¼-mile 15.85 sec. Engine had a recent thorough and complete overhaul. Very good-looking bodywork, finished in polished aluminium. Enthusiast's opportunity at **£395.**



DELAGE. This magnificent **D8 100S** "beetle-back" 2-seater is in immaculate condition. Mechanically it is excellent and the engine is in first-class order. The hood, sidescreens, upholstery and tyres are practically new and the car is a delight to drive. Two spare wheels are fitted and the original English instruction book is with the car. This collector's piece is offered at the very low reduced price of **£195.**



ROLLS-ROYCE CONTINENTAL PHANTOM II Owen Sedanca coupe by Gurney Nutting. This car had a recent major engine overhaul and is one of the best conditioned examples of this elegant car that is left. Immaculately finished in dark green, with green and beige leather hood. The car is capable of holding its own when placed alongside any car irrespective of age or price. Another collector's piece. Priced at **£595.**

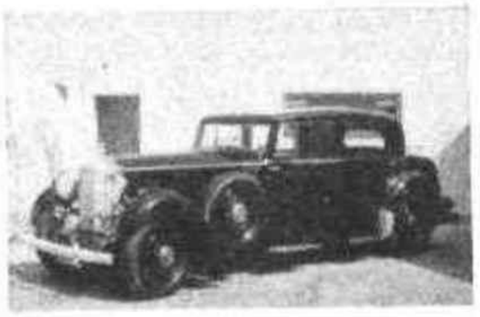
ALSO :

1955 Porsche 1,500 Super Speedster	...	**£1,575**
1955 Porsche 1,500 Super hard top	...	**£1,575**
1943 Bugatti Type 55	...	**£1,250**
1934 Bugatti Type 57	...	**£395**
1939 Lagonda V12 drophead coupe	...	**£575**
1948/9 Jaguar 3½-litre drophead coupe	...	**£365**
1939 Lagonda LG6 saloon... ...	...	**£475**
1938 Delahaye 135M fixed-head coupe	...	**£295**
1951 Dyna Panhard Sprint saloon	...	**£385**
1939 Delage D6/75 saloon ...	...	**£295**
1939 Delage D6/75 drophead coupe	...	**£295**
1930 Delage D6 coupe	...	**£85**
1930 Delage D8 saloon	...	**£85**
1929 Bentley 4½-litre saloon ...	...	**£125**

TERMS

OPEN AT WEEKEND

EXCHANGES



1938 ROLLS-ROYCE PHANTOM III sports saloon by Barker. We have bills available to show that this car has had a very thorough engine overhaul together with considerable attention to the chassis. It has just been recellulosed black, and the upholstery is finished in beige leather. Woodwork, tyres, trimming, etc., are in excellent condition and the car is fitted with a radio. This rare car must be one of the cheapest good Phantom IIIs at **£575.**

BATH ROAD, PADWORTH, NR. READING. Telephone : WOOLHAMPTON 505/6

FOR SALE—*continued*

1911 TALBOT, suitable for spares. Seen any time by appointment. Turk, 26, Ashford Road, Maidstone, Kent. [5335

1929 ALVIS S.E. Saloon. Good condition. £70 o.n.o. or exchange for 12/50 sports tourer. 8, East Street, Market Harboro. [5339

M.G. 1937 2-litre Tickford d.h.c. Good running order, in daily use. £130 o.n.o. Box No. A340 [5340

ALVIS SPEED TWENTY *1933 V.D.P. Tourer* seeks good home. Excellent condition throughout. Recently resprayed, new hood, screens, cover. Offers to Bush, York House, Minehead, Somerset. [5343

SINGER 9, 1934, Le Mans 4-seater. Completely overhauled, new hood, sidescreens, tyres. Taxed. £125. Rogers, Kensington 5111, ext. 290, daytime. Reliable, fast, economical. Expenditure unneces ary. [5344

M.G. ENTHUSIASTS. 1946 TC in outstanding condition, new tyres, hood, full length tonneau. Engine rebored, crank reground, new pistons and bearings, 2,000 miles ago. Black coachwork, red upholstery, as new. Many extras. Gift at £340. B. C. Cunnington, 8 Fourth Avenue, Hove 3, Sussex. [5345

SPECIAL BUILDERS. Triumph 9.5 h.p. Saloon, 4-cyl. o.h.v. engine with nice 4-speed remote control box, Lockheeds, knock-on wire wheels, etc.; bodywork appalling. £20 or would separate. Cardinal Motors, Hythe Bridge Street, Oxford. Tel. 4344. [5346

BENTLEY 3-LITRE, 1927, Red Label V.D.P. 4-seater Tourer. Excellent and original condition. £250. Gillam, Dower House, Butleigh, Glastonbury, Somerset. [5347

RILEY ENTHUSIASTS—Kestrel 1½-litre 1935 sports Saloon, finished grey and black. Body in superb condition. Fast, mechanically sound, engine overhauled, new battery, genuine total mileage 63,000, 30 m.p.g., negligible oil consumption. Maintained and tuned by a Riley enthusiast motor engineer. Price £165. Long, 5, Winterbourne Road, Solihull, Warwickshire. [5348

M.G. SPECIAL, basic 1931. Engine sleeved 10,000. New c.w. & p., S.U.s, battery, pump, twin spares (16's). Condition good. £110 o.n.o. Demuth, 105, Gough Road, Edgbaston, Birmingham [5349

DELAGE SPARES. D.I.S.S., complete engine, c/r, gearbox, back axle, radiator, diff. unit, half shafts (new), dynostarter, road springs, camshaft. Many other parts. Complete clearout of all Delage bits. Walker, Fern Cottage, The Burroughs, Hendon, N.W.4. Phone office hours Chancery 9551. [5350

AUSTIN 7 SPECIAL, two-thirds complete, overhauled engine, 4-branch manifold, D/D carburettor, Servais silencer, Bowdenex i.f.s. and brakes, Micron "Stilletto" fibreglass body. £170 o.n.o. Rye, 69, Birchwood Avenue, Hatfield, Herts. [5351

LAGONDA, 1933, *2-seater, fitted with Ford V8* 30 h.p. engine and gearbox. Excellent condition throughout. £175 o.n.o. Box No. A352. [5352

MORGAN 4/4, 1938, rebuild 1952, very good condition. £220 o.n.o. 28, Chapel Street, Woburn Sands, Bletchley, Bucks. [5353

FORD, Twin recond. Zenith 30VIG5's on Aquaplane manifold, all throttle linkages and pipes. £12 10s., all unused. 109, Churchbury Road, London, S.E.9. [5354

1935 S.S. 16 H.P. Saloon. Excellent condition throughout. View London or Bucks. £125 or nearest. Box No. A355. [5355

M.G. VA 1½-litre, 1938, 4-seater Tourer. New hood, brakes relined, modern lighting. £175. *The Brambles, Botley, Chesham, Bucks.* [5356

1922 MAXWELL, 4-cyl. 21 h.p., rear half of body missing. Suitable spares. T. B. Ash, Rockfield, St. Johns Road, Buxton. [5357

ASTON MARTIN Mk. II, 1934, good condition, very smart appearance. Offers around £190. 29, Layton Road, Woolton, Liverpool. [5358

1946 (July) CITROEN LIGHT 15 4-door sports Saloon. Black with brown hide. Many extras. Car overhauled in our workshops. A sportsman's fast saloon. Price £250. W. A. Jordan, Holme Flour Mills, Biggleswade, Beds. Phone 2001. [5359

FORD SPECIAL, with Mistal fibreglass body. Aquaplane head, twin carburettors, heavy valve *springs, lightened flywheel,* 4-branch exhaust, heavy clutch, i.f.s., all-weather equipment, Goodyear tubeless tyres; kerb weight 11 cwt. £385. L. Brown, Melton Grange, Woodbridge, Suffolk. [5363

FIAT 1100 pillarless Saloon. Immaculate. Special engine just fitted, giving a high performance. £255 or consider exchange saloon about £150 and cash. 8, Plymouth Avenue, Brighton. [5364

ALFA ROMEO 1,750 c.c. Quantity of spares includes front and rear axles, springs, steering, 5 wheels, tyres, tanks, radiator, etc. £25 the lot. Buyer collect. Witherden, Manor House, Littleton Somerton, Somerset. [5365

FORD 8 VAN. Mechanically good, body rough. *Suit special builder.* Would break. Offers. 96, East Road, Chadwell Heath, Essex. [5367

VOLKSWAGEN, 1947, Saloon, l.h.d., good condition. £220 o.n.o. Demuth, 45, The Dingle, Crawley, Sussex. [5369

FOR SALE—*continued*

SEEKING an immaculate, economical, thoroughbred Saloon? Then come to Brighton (July 15th onwards) and see my 1936 British Salmson (11.8 h.p. 1480 c.c. twin o.h.c.). Recent first rebore, really superb condition throughout. Interesting history. Spares readily obtainable. Alternatively write for history, photos, etc. 4, Eastfield Crescent (top Ditchling Road), Brighton, Sussex. [5366

FORD 10, 1936, in running order, roughish condition, good tyres, steering and self-starter reconditioned. £40. Divall, Whitehill, Crowborough, Sussex. Crow 349. [5368

£20, 1929 MORRIS OXFORD Saloon. Insured November. Drive away. Box No. A370 (Kent). [5370

T MODEL FORD *Tourer, 1925. Running order.* £125 o.n.o. Trailer, ball attachment overrun brakes, take Cooper or Kieft 500. £40 o.n.o. Jones Newport Garage, Ltd., Commercial Street, Newport. [5371

ALLARD 1948 71L Tourer. Good hood, batteries, tyres (T. & C.), full tonneau. Dark blue body in above-average condition. 250, Chellaston Road, Shelton Lock, Derby. Tel. Chellaston 2009. [5372

750 SPECIAL, lowered suspension, twin exhaust; 40 second, 65 top. £35. Jeffreys, Manor Farm Cottages, Seale, Surrey. [5373

AUTO UNION, 1937, 2-seater d.h. Fitted recently reconditioned Stage II Allard engine. Heater. *Original good 2½ engine included.* Wilkins, Hastings 1295. [5374

BENTLEY 3-LITRE, 1925. Rebuilt, re-registered 1948 with 6/8-seater shooting brake body. Chrome, body work, etc., excellent condition. New battery. Well based wheels, 7 x 19 tyres. £250. Crutch, 17, Garden Road, Bromley, Kent. RAY 3163. [5375

FRAZER-NASH, 1931. T.T. Rep., 4ED Meadows. £130 o.n.o. Tel.: FOR 7222, "Langside," Taymount Rise, S.E.23. [5376

LANCIA LAMBDA, 1928, Saloon. Sound order except for cracked head. Towable. Also spare crown and pinion. £35. Two P100 lamps for sale. Wilford, Helperby, Nr. York. Helperby 240. [5377

WOLSELEY HORNET SPECIAL sports Saloon, very good condition. £70. S.S.I 1933 Sports fitted with Singer 10 h.p. engine. Towable or would break for spares. £30. "Enfield," Northwood Lane, Bewdley, Worcs. [5378

ALVIS SPEED TWENTY, 1934, d.h.c. New hood, batteries, brakes relined, excellent condition. £115. Hoyle, Tel. Weybridge 4221, daytime. [5379

ALVIS SPEED 25, 1936, V.D.P. d.h.c. Good condition, relined brakes, well shod, no oil. Oil pressure constant. £200 or sensible offer. Seen Streatham. Scriven, Gipsy Hill 4972. [5380

RAILTON SPORTS Saloon, 1934, in the vintage tradition with post-war replacement (straight eight) engine. New gearbox, Scyntilla magneto, remote control, electric pump system. P100 headlamps. All tyres near new. Garage maintained and serviced. A completely reliable and attractive car, taxed year. £145. Also 1936 Railton d.h. coupé, roughish paint but first-class hood, new radiator block and *gearbox only 12 months old.* Cheap at £55. Hyde-East, 8b, Wood Street, Kingston-on-Thames. Kingston 8866; evenings Molesey 6222. [5381

ALVIS 12/60, 1932, Saloon. Mechanically very good. Reconditioned carbs., dynamo reground, new battery rewired. Body requires attention. Bought 12/70. No room for two cars. £50 o.n.o. Pearcy, 8, High Street Green, Adeyfield, Hemel Hempstead. Boxmoor 5256. [5382

DISMANTLING.—1933 and 1934 Hornet engines; also gaskets, valves, springs, guides, etc. Hornet Spares Service, 14, Orchard Way, Luton, Beds. [5383

GARAGE CLEARANCE. Bargain hunters snap *these up! 500 Black chrome leather spring* gaiters, approx. 24in. x 12in., 3s. each. 8 only 700 x 15 Dunlop Fort tyres, as new £5 each; wheels to suit, £2 each. 30 only new A.C. "T" petrol pumps, 10s. each. Bosch ZU4 magnetos and others. Marendas rear springs. All items sent carriage paid, cash with order. Smallbone, 116, Raddlebarn Road, Birmingham 29. [5384

RENAULT AUTOBLEU Convertible, Exhibition Special. Fantastic performance with flexibility, raised compression, big carburettor, special crank, Abarth silencer, extra Marchal lamps, radio, three horns, leather upholstery, nylon covers, many other extras. £430. Write after July 17th for details. Birt, 41, High Street, Northwich, *Cheshire.* [5385

1909 DAIMLER 22 H.P., 2-seater with dickey, V.C.C. cert. Professionally rebuilt 1953, new tyres, complete all-weather equipment. Rare opportunity for connoisseur to acquire a magnificent Edwardian in mint condition. Clayton, Glenrock Park, Brough, E. Yorkshire. [5387

LAGONDA RAPIER, 1936, Tourer. Coachwork immaculate, mechanically perfect. £210. 124, Wood Street, Barnet 8245. [5389

M.G., 1938, 2-litre Tourer. Coachwork immaculate, excellent mechanical condition. £145. Park Garage, Barnet 0907. [5390

FOR SALE—*continued*

ALVIS CRESTED EAGLE, 1936. Body and *chassis excellent.* Heater, screen washers, P.100s. £120. Pain, H.M.S. Neptune, Chatham. [5386

G.P. CHASSIS, believed Alfa Romeo, 15in. Girling type brakes, alloy drums, 2-seater body work, fully road equipped, no hood, fitted 8-cylinder Riley engine and self-change box. Two spare axle ratios available. 105 m.p.h. Excellent tyres. £165. Telephone C. Rayney, Chorleywood 260. [5388

ROLLS-ROYCE, 25, 2-door Sportsman's Saloon, good condition. £325. Amilcar, 1926, pointed tail staggered 2-seater. Recon. Ford engine and gearbox, brakes relined, new wheel bearings. £75. Alvis Speed 20 spares. Standard, 1938, V8 engine and gearbox. Ace Motor Co., 20, Radley Mews, W.8. WES 5691. [5391

AUSTIN T.T. Replica, excellent original condition. Unblown works type engine, big journal pressure crank. Good hood and screens, rewired, new upholstery. Exceptional mechanical condition. £125. Platt, 5, Denbridge Road, Bickley, Kent. [5392

WOLSELEY 1934 *Hornet Special. Nearside bump* has reduced already decaying coachwork beyond present owner's repair capacity, otherwise O.K. Engine just top-overhauled month before bump. Would make very lively special with fibreglass or similar body. £45 o.n.o. Can be seen Writtle (near Chelmsford). Tel.: Epping 2403 after 6. [5394

£48! ORIGINAL RILEY 9 (1929) in really beautiful condition throughout. Five nearly new tyres, Silver Exide battery. Excellent brakes and engine. Requires no money spent on it. Ready for the road. R. R. Lloyd-Davies, Green Acres, Five Ashes, Nr. Mayfield, Sussex. Hadlow Down 381. [5395

ALVIS 1930 T.J. *12/50 four-seater tourer.* Complete engine overhaul 19,000 miles ago. Fitted Fram. 30 m.p.g. Body not immaculate. Spare gearbox, dynamo. Well shod. Now family man with 12/70 saloon. £100. Ashton, The Knoll, Caernarvon. [5396

TWIN S.U. CARBS., manifold, air filters, to fit post war 1½ litre Riley. £8 10s. Gregson, 27, Granville Road, Blackburn. [5397

RAILTON STRAIGHT EIGHT Saloon, 1937. Immaculate throughout. One fastidious owner since new. Recent extensive overhaul. Tuned 20 m.p.g. Photograph and particulars on request. Sell £165 or exchange Fiat 1100 or 1500, 3½ litre Jaguar Coupé, Rolls 20 Sportsmans Coupé, Bentley, or *similar specimen.* Cash adj. either way. Bearby, 24, St. Paul's Road, West Hartlepool. [5393

SENSATIONAL BARGAIN offer of revolution counter and Marshall supercharger kits in brand new condition. Approx half price and less for units, testimonials galore, verbal and written, confirm outstanding quality. Performance increase results. Smith's handsome 3¾in. dial revolution counter, flex. shaft, geared fit all dynamos drive kit. 55s.; rear engine 75s. Supercharger kits for any car or special up to 2,200 c.c. Do it yourself kits, £15; also complete installations fitted here. Post c.w.o., please, or call: Parkes Auto's, Woodview, Buckholt, near Monmouth. [5399

H.R.G. 1500. Non-aerodynamic. In perfect condition all round. Seen London. £450 o.n.o. Details from 44, Alleyn Road, London, S.E.21. Phone GIPsey Hill 3565. [5400

BENTLEY 1930 Speed Six, fitted Mulliner coupé body with dickey. Very fair condition throughout. This fabulous machinery yours for around £180. Palin, 15, Hanover House, N.W.8. PRI 9006. [5401

1930 15.6 H.P. O.M. Body rough; mechanically sound. Wants repairing for road. £40. D. Bashford, "Braidlea," Nutfield Road, Redhill, Surrey. [5402

MORRIS MINOR Peculiar 1933 Special. Jeep-like aluminium body. Open two-seater. Also canopy and frame. Evenings: 10, Cedars Avenue, Rickmansworth, Herts. £30. Phone Rickmansworth 3808. [5403

BENTLEY RED LABEL 27 original chassis LT1593 Vanden Plas. Complete engine and gearbox 4½. Axle overhaul. Spicer shaft needs running in. Also spares for 3 litre. Set 21in. new tyres. Sell lot or separate. Phone Edgbaston 0342. 285, Dudley Road, Birmingham 18. [5404

1933 RILEY 9 Monaco. Rough but in daily use. £35 o.n.o. BARnet 6695. [5405

M.G. two-seater, 1934 Magnette. Red. Hornet type engine. Good looking car with modern lines. £70 o.v.n.o. Thorowgood, Littlecroft, Upper Drive, East Preston, Sussex. Phone Rustington 184. [5406

ALVIS 16/95, 1931, six light saloon, excellent condition throughout. £60 o.n.o. Padfield, Wylye, Warminster, Wilts. Wylie 203. [5407

FOR SALE: DAIMLER 1933. Two new tyres; body resprayed. Axle and dynamo needs attention. Offers. (Seen evenings.) W. Musto, Mission Cottage, Siddington, Cirencester. [5408

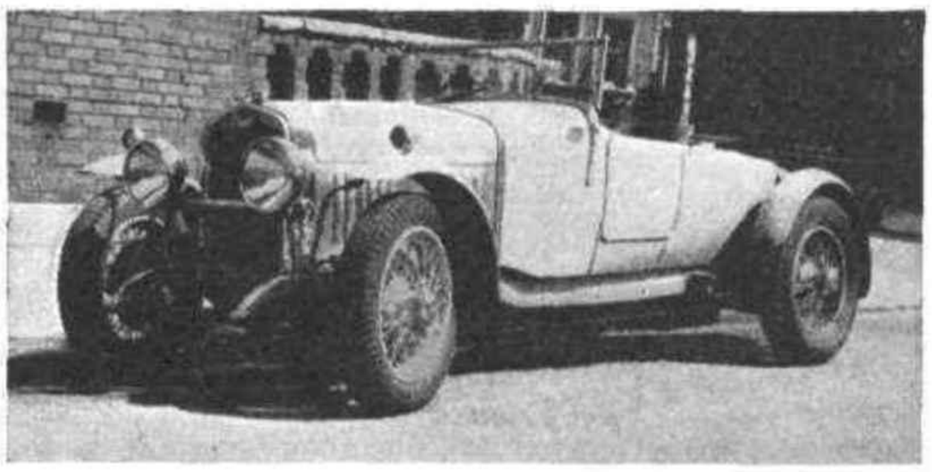
FIAT TIGER, 1937 Fiat 500. *Fitted with Triumph* Tiger 100 twin engine. 70 m.p.h., 40 m.p.g. Very good all round condition, with spare Fiat engine. Exchange late type van or brake. Cash adjustment. Phone Kirton 221. Jim Tunnard, Algarkirk, Nr. Boston. [5419

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

AUTOMO LTD.

229, WEST END LANE, N.W.6.

Telephone : **HAMPSTEAD 3430**



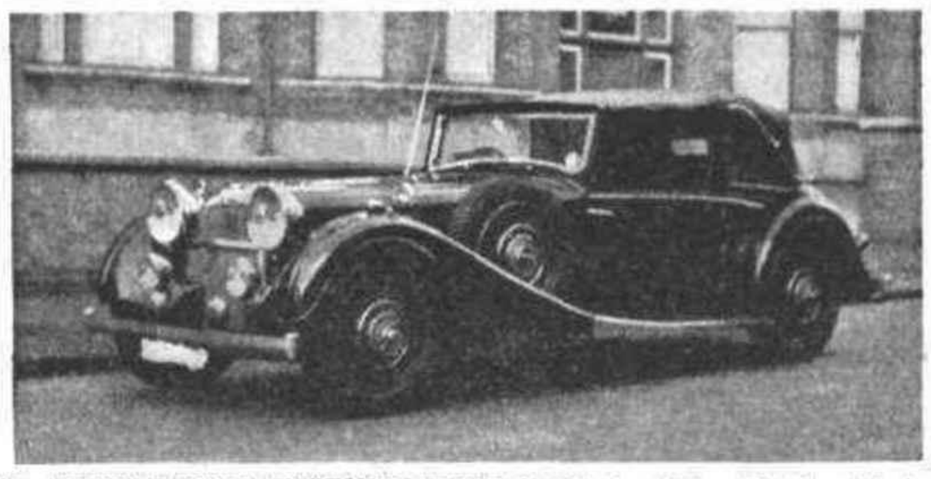
1925 *DELAGE D.I.S.S. 14-H.P., just been rebuilt and in extremely good condition. Original, brass lamps, new hood. Blue, with red leather interior; original instruments and dashboard.* **£150**

1935 BENTLEY 3½-LITRE Park Ward saloon. Black, with blue leather interior. The very much-above-average condition is due to the engine having been rebored, carburetters reconditioned, clutch relined, and rounded off with all new Super India tyres and tubes being fitted. **£435**

1937 DAIMLER 26-H.P. sportsman's saloon, with extremely good history. **£215**

1933 RILEY LYNX 9-H.P. open 4-seater. Rechromed radiator, twintones, spot-lamp. Engine completely overhauled late '55. Full weather equipment. **£125**

1932 2-LITRE LAGONDA Vanden Plas tourer, in exceptional condition. Black with brown leather interior; considerably reconditioned. Three spare wheels, good tyres, excellent all-weather equipment. **£185**



1937 *ALVIS SPEED TWENTY-FIVE drophead coupe. Black, with brown interior. Almost-new hood, very good tyres. Generally above-average condition or its year.* **£195**

1935 AERO MINX. Very attractive body similar to miniature Kestrel shape. Nice condition throughout. **£145**

1932 ALVIS SPEED TWENTY tourer, in exceptional condition. Black. Good weather equipment. **£165**

1924 BENTLEY RED LABEL 2-seater, rebuilt, short chassis, in exceptional condition. In black, with red wheels. **£275.** Another open 4-seater V.D.P. in reasonable order at **£150.** Also a 4½-litre due in at around **£230.**

The following saloons we would gladly swap or sell : **1937 Singer Ten, £85; 1948 Standard Twelve, £245.**

We are the best buyers of Frazer-Nashes; Bentley (open) 3s and 4½s; Lagonda, 2-litres (open); Alvis; Rileys; S.S.100s; etc., etc.

H.P. ON ALL CARS, IMMEDIATE INSURANCE COVER.

FOR SALE—*continued*

CAMBRIDGE SPECIAL, 750 c.c. Supercharged, suitable for 1100 c.c.—1500 c.c. and vintage events. General specifications: Centric blown "Ulster" Austin engine, close-ratio 4-speed gear-box, Lockheed brakes, Scintilla mag., lightweight steering wheel, full electrics, spare "Ulster block" rebored 060 and racing pistons. Alternative 15in. or 16in. wheels, tyres, tubes—balanced. Price £200. C. A. Rickett, 32, Pennard Road, Shepherds Bush, W.12. SHE 1775. Phone 9 a.m.—6 p.m. [5418

M.G. T.D. 1953. Phase 2. BRG. High compression "Lucas Laystall" head. New battery. Luggage grid. Twin spots. Excellent condition. Standard head thrown in very fast. £520 o.n.o. 341, Eachelhurst Road, Walmley, Sutton Coldfield, Warwicks. [5420

TWIN S.U. CARBURETTORS with airfilters, aquaplane manifold and exhaust. Brand new for Anglia or Prefect. £18. Grotte, Newhall, Elland, Yorkshire. Tel.: Elland 2852 from 9 a.m. to 5 p.m. 2950 after 5 p.m. [5421

ORDINARY CRASH BOX and prop. shaft for Riley 9. 45s. and carriage. Best, Godmanston, Dorchester, Dorset. [5422

CYCLE WINGS, domed and beaded, steel, 5in., 6in. and 7in. wide; fronts 10s. 6d. each, rears 13s., carriage and packing pair 4s., sets 5s. 6d. Alloys. W. S. Ferguson, Bath Road Garage, Nailsworth, Glos. [5423

BENTLEY 3 LITRE. An exceptional car, built and maintained regardless of cost. Registered 1951. Scintilla mags, Axial starter, raised compression, lightened flywheel, Servo brakes. £250. Box No. A424. [5424

CUT OUT CRYSTAL GAZING — avoid costly errors through "hit or miss" maintenance methods—by investing 20s. in the guinea set of three Vintage Bentley instruction books (3 litre; 4½ litre; Speed Six). Interesting reading, invaluable guidance. Spares sources available, and instructions for overhauling to Le Mans performance standards. Avoid "buying a lemon"—Technical Data & Model Identification Tables (priced 7s. 6d. and embodying Buyer's Guide)—included free! Total value 28s. 6d., but send £1 only or write for details. Vintage Bentley Service, Box No. A425. [5425

1930 AUSTIN ULSTER for sale, unblown but also have blown engine available in running order. In good condition throughout. Painted blue. £215 o.n.o. for car plus the two engines. Box No. A428. 5428

The RILEY MAN

OFFERS :—

a comprehensive spares service for the enthusiast.

Many used spares stocked, all models. New replacement 9-h.p. speedo. cables complete, **22/6**; crown-wheels and pinions, **£7 10s.**; brake cables, **18/6**; valve guides, **4/-**; valves, **9/6**; valve springs, **7/6** set; gasket sets, **14/-**; h.c. head gaskets, **8/-** each; solid copper, **17/-**; all models king-pin and bush sets, **47/-**; universal bushes, **4/11**; exchange magnetos, dynamos and armatures. Carriage extra on all items. Inquiries, s.a.e. please.

SPECIAL ITEMS, ex-Imp, Sprite and Brooklands models :—

9-h.p. racing head, masked, large ports, flush guides, brand new, **£17 10s.**; set four genuine Imp wings, running-boards and brackets, as new, **£20**; Brooklands sump, **£4 10s.**; straight-cut crown and pinion, 5 : 1, new, **£12 10s.**; another, 4.62 : 1, as new, **£15**; Imp Monza filler cap, **50/-**; pair 16-in. wheels fitted nearly new Dunlop racing 6.00 tyres, **£20**; 19 by 4.75 Dunlop racing tyres, from **£3 10s.** each; Scintilla 6-cyl. maker's overhaul, **£8 10s.**; six Amal carb. set with manifold, as new, **£15**; etc.

Specimen cars for sale include choice of two Imps, one Sprite 2-seater and Kestrel saloons.

Stanley A. Burville

13, RAILWAY VIADUCT, ALPERTON, MIDDLESEX

(Adjoining Alperton Piccy. Stn.) Wembley 3345

RILEY FALCON 1936, engine good, tyres good, bodywork sound. Taxed December. £100. Beaumont, 50, Jackroyd Lane, Newsome, Huddersfield. [5426

"XERTEX" 4-cyl, unused, perfect. £5. F.I.A.T. 501 differential unit, new condition, £5. 12/50 axle 4.7 : 1, £6. Most other parts. 1938 Rover 12 front wings, excellent condition, £5 pair. Cylinder head, £3. Several sets leather bucket and rear seats. Rich, *Steelgreen, Millom, Cumberland.* [5427

ASTON MARTIN MK.II Long 1934. Taxed, insured, new battery, etc. Shoreham-by-Sea 2153. Nearest £200 or trade Ford 10 Special or similar, seen London by appointment. [5429

BROUGH SUPERIOR 1938 in good order, drophead coupé, Atcherley coach work. £400 or nearest. Mould, Annesley, Chandos Road, Prestwich, Lancashire. [5430

LANCIA AUGUSTA, 1934, sports car. Excellent condition throughout. £150. Tel.: Brentwood (Essex) 2920. Box No. A431. [5431

MINX TOURER. 1933, comprehensive insured for £75. Good old car. £55. Richmond, 30, Lemsford Road, St. Albans. [5432

I AM NOT, unfortunately, going abroad, neither am I impecunious so perhaps only those people with not less than £200 will ask for details and photograph of my rebuilt, modified, Alvis S.E. 16.95 two-seater sports, which was re-registered in 1952 and has since motored only 5,000 miles. Please write to R. Cox, 33, Grosvenor Court, Vicarage Road, London, E.10, or telephone R1V 466 by day or LEY 8574 after 6 p.m. [5433

1937 H.R.G. 1500, red, Meadows 4ED Brooklands engine, crank ground rebored, excellent weather equipment. £215. "Wabana," Cross Lane, Newton, West Kirby, Cheshire. Hoylake 6710. [5434

M.G. P.A. *Red, very smart, good tyres and* weather equipment. New carbs., valve gear and brake linings, leather as new, luggage grid Nights/week-ends. £200. Jones, 176, Fosse Road Souht, Leicester. [5437

REMAINS of 1928 vintage Riley Nine Tourer; take what you want, pay what you like. Box No. A438. [5438

130 H.P. GIPSY ENGINE, good condition, offers. Collings, 16, Tangier Road, Guildford. [5439

£85. 1935 ALVIS Speed Twenty Drophead Coupé, recent engine overhaul. Owner going abroad. Smith, "The laurels," Cooke Street, Bentley, Doncaster. [5440

FOR SALE—*continued*

FRAZER-NASH BMW.329 Cabriolet. Good interior and mechanical condition, but fair body. Enthusiasm, and cash, now diverted to bricks and mortar. About £150. Details from Triggs, Manor Avenue, Crewe, Cheshire. [5703

RILEY ADELPHI 1½ litre, 1938 model. Very nice condition throughout. Speedometer reads 75,000, believed genuine. £189. Ember Brook 4983 evenings. [5704

ARNOTT SUPERCHARGER and Carburettor, fittings for side valve Minor. Perfect condition. £27. Gulliver 3124. [5705

SPARES? For Lancia Lambda, 3 litre Lagonda, also Riley 9, Merlin engine parts. Yew Tree Garage, Woodyates, Salisbury, Wilts. Handley 334. [5707

ALVIS 12/50. Gearbox, both axles, steering unit, road wheels, tyres, hood, magneto, springs, new speedo and rev. counter. Reasonable. Write first. Simpson, Ashdown Farm, Lenham, Maidstone. [5709

M.G. FORD SPECIAL. Four new tyres, all new electrics, re-con. engine. Neat 2-seater. Body requires detail finishing. £65. Bacon, 26, Ivy Close, Dartford, Kent. [5710

1934 ALVIS TWENTY Coupé. No reasonable offer refused. 37, Acacia Road, W.3. ACO 0861. [5711

"M" M.G. SPECIAL. £50, or exchange "D." "M" engine, J.2 gear-box and back axle, hydraulic brakes, slab tank. After 14th July. Barclay, 3, St. Bernard's Crescent, Edinburgh 32680. [5712

TRIUMPH DOLOMITE 1½ litre sportsmans saloon, 1938. Genuine 81,000 miles. Recent re-spray dark green. Excellent interior. Heater, washers, de-mister, twin spots, windtones, automatic lubrication. Reluctant sale, owner going abroad. £150. Yates, 1 Riversleigh Avenue, Lytham, Lancs. [5713

SINGER LE MANS Spares, gear-box, head, carburettors, block wheels, hubs, half-shafts, etc. Paris, 6, Fort Road, Halstead, Kent. Telephone Sevenoaks 3769 evenings, week-ends. [5714

DISMANTLING TRIUMPH DOLOMITES, Glorias and Vitesse, 1935 to 1939. All parts for 10.8, 14 and 16 h.p. models. Paris, 6, Fort Road, Halstead, Kent. Telephone Sevenoaks 3769 evenings, week-ends. [5715

1938 BROUGH SUPERIOR D.H. Coupé, 21.6 h.p. £135. 1936 B.S.A. Scout 2-seater, £65. Salmson, believed 1925, regd. 1930, o.h.c., 9 h.p., new tyres, some attention required, new magneto, £37 10s. Ayro Cars, Garbutt Street, Stockton-on-Tees. Tel.: 66374. And 23, Westfied Ave., Redcar, Yorks. [5716

JAGUAR 1½, Dec. '37. Very good condition. £125. This or following car must be sold: Delage D6, 1931. 22 h.p. Finely styled sports saloon with boot. Good condition. Nearly new tyres. £65. Wright, 9, Lindsay Road, Hampton Hill, Middx., or MOL 1380, ext. 26, 9 a.m. to 5.30 p.m. [5717

M.G. 12 h.p. F Type, 1932, 2/4-seater saloon. No reasonable offer refused. Phillips, 36, Cromwell Avenue, N.6. [5718

WOLSELEY HORNET Special 4-seater D/H Coupé, complete overhaul, engine, brakes, steering, etc. New battery, upholstery. Resprayed. 30 m.p.g. £95 o.n.o. Rider, 85, Haywards Road, Haywards Heath, Sussex. [5719

RILEY KESTREL SPRITE, 1937, 1½ litre six light saloon. SS27K Series. Pre-selector. Particulars to interested persons. Bargain, £250. "Oakholme," Littlemoor, New Bold, Chesterfield. [5720

RILEY LYNX 1½ litre, 1933. Carefully driven and maintained. First class cellulose, new hood and carpets. New S.U. giving 29 m.p.g. New batteries, Scintilla, bores standard, oil 60 hot, 150 m.p.p. Good brakes, superb road holding. Manual box. Taxed. About £120. Box No. A.721. [5721

1928 20 H.P. ROLLS-ROYCE OD Saloon by Hooper. Very clean. P.100s, mascot, instruction book. In daily use. Must sell, bought Bentley. B.100. T. & I. D. M. Flanagan, Brianston, Merrlocks Road, Blundellsands, Liverpool. [5722

ALVIS 3½ litre, late 1936. Pillarless Sports Sun Saloon. Outstanding and individual streamlined design. Built by Gurney Nutting, re-cellulosed dark green; very attractive. Green leather upholstery. P.100 headlamps, pass lights, driving light and windtones. Engine first class. Dual ignition, chassis lubrication system, built in jacks, new batteries, new tyres, excellent condition throughout. Taxed for year. £295. Stoke Poges Nurseries, Stoke Park, Slough, Bucks. Tel.: Farnham Common 439. [5723

ALVIS SPEED TWENTY, 1933. 4-seater, Super-Sports Tourer. First class machinery and suspension, new batteries, radiator, sidescreens; good body, hood, tonneau cover. £125. Write 12, Green Lane, Chislehurst, Kent, or Tel.: Greenwich 0185 (day), Imperial 3035 (evening). [5724

500 C.C. TURNER, J.A.P. engine. Only raced one season. £200 o.n.o. S. Hughes & Co. Ltd., Whitehall Road, Cleckheaton, Yorkshire. [5725

NEAR COMPLETE SPECIAL requiring body. Semi-tubular chassis, Ford engine and gear-box, Lockheed brakes. £55 or exchange. Tel.: ELTham 1876. [5729

FOR SALE—*continued*

RILEY 9 SPARES: Engine, starter, steering column, radiator, grill, etc., 1930/34. Phone Rickmansworth 3291. [5726

M.G. 1950 Saloon, reconditioned engine, radio, various extras, new battery. Showroom condition. £475. MIL 2112. [5727

ALVIS Speed 25 Saloon, 1938. Original condition. Speedo 41,000. Bills for £500. Duo-blue cellulose. Ace discs. New tyres, batteries. Servo. Perfect inside and out. No peculiar mods. Exchange smaller car, preferably Minor Convertible, or sell nearest £400. Write Ernest Shenton, Gandria, Caverswall Common, Stoke-on-Trent. [5728

ARMSTRONG SIDDELEY 12 Sports Saloon, 1936, two-door. £35. 145, Seafield Road, Southbourne, Bournemouth. [5730

LAGONDA 2 litre, 1932, low chassis, speed model tourer, 4-seater. Immaculate black body and chrome work. Enthusiast's car. £140 o.n.o. N. London area. Taylor, Hillside 3821. [5731

FORD SPECIAL, VRO.682. Extremely smart and attractive fibreglass body similar to "C" type Jag. Finished red with twin aero screens and full tonneau cover. Just finished running in engine. Fantastic road holding, fast and economical. Great scope for individualistic ideas. Offered with quantity of spares, including engine and gear-box, at around £280. 53, Newlands Avenue, Radlett. Phone 6713 evenings, week-ends. [5732

ALVIS 12/70, H.R.G. wanted for 1931 Bentley 4½ tourer. Really first class condition throughout. Seen Kent or London. Value £220. Box No. A.733. [5733

1931 BENTLEY 4½ Tourer, green. Recently rebodied. Immaculate condition and mechanically first class. Good chrome. Reasonable tyres. "C" box, 3.53 axle. Genuine reason for sale. £220. Seen Kent or London. Consider exchange for H.R.G., Alvis 12/70, in similar condition. Box No. A.734. [5734

RILEY NINE SPECIAL, 2-seater, 1945. £130 o.n.o., including spares. Photo and details, Carrington, 10, Brighton Road, Southport. [5735

NEW MICROBOND Fibreglass Sports Body with tubular frame and fixing lugs. New flush lights, grill and screen. Suit Ford or similar. £40, or exchange for larger size. Howard, 133, Grovehurst Road, Sittingbourne, Kent. [5736

FORD 8 SPORTS, 1933. 1953 engine. £20. Back axle needs attention. Ring BEC 3285. [5737

MORGAN 4/4, Sept. 1946, 2/4-seater. £195. Bargain. 36, Emerson Ave., Middlesbrough. [5738

ALVIS BROKE, 20 h.p., re-registered, engine overhauled complete 10,000 miles. £100, or dismantle. Engine fit Special 20. S/E Saloon, 20 h.p., clean, running order, £40. Firefly, 12 h.p., clean, running order, four new tyres, £85. Dismantling 12.50, Firefly 16.9, Speed 20 and 4.3, 12.50, 4.3 ratio diff, complete, £10. Firefly engine, running order, complete, £15. D. Bagshaw, The Green, Bath Street, Leicester 62875. [5739

FORD ENGINED Austin Nippy. Almost completed special builder's dream. All new parts throughout, including steering, i.f.s., axles, bearings, c.w.p., gear-box, tyres, tubes. All new chrome and upholstery. The lot! Over £350 spent. Must sell. £175 o.n.o. (Leeds). Box No. A.740. [5740

M.G. T.A, TICKFORD, October 1938. Everything good. Reconditioned engine. £215. "Birklands," Farnborough Road, Farnborough, Hants. Farnborough 995. [5741

1935 FRAZER-NASH T.T. Replica 2-seater with twin o.h.c., 1½ litre Blackburne engine. Sloping radiator, Shelsley steering and brakes. One of the most attractive cars of its time. Seen most vintage meetings. £250 o.n.o. Box No. A.742. [5742

RILEY LYNX 12/4, 1935, 30 m.p.g., v.g. cond. £150 or exchange Kestrel 9. Consider M.G., Aston, W.H.Y.? 6, Gaston Way, Shepperton. Walton-on-Thames 3651. [5743

RAILTON, 1939, roomy black saloon. Excellent appearance. Terrific acceleration. Reasonable economy. £165 o.n.o. Blackburn. Lowood, Alderley Edge, Cheshire. Alderley 3463. [5744

S.S.II, 1934, dismantling for spares. S.a.e. for list; state requirements. Morgan, 49, Bellevue Road, West Cross, Swansea. [5745

1933 TALBOT 105 Saloon, sliding head, sound in wind and limb (in spite of Mr. Lewis, who knows less about 105s than he thinks). Must sell. Nearest £90. Smith, 6, Stadon Road, Anstey, Leicester. [5746

ROLLS-BENTLEY 3½ Park Ward Sports/Saloon, black, blue hide. Very nice condition. Available after 9/7/56. Bargain, £325, or exchange smaller Saloon/Drophead. Harrison, 37, Abingdon Road, London, N.3. Fitzroy 0519 daytime. [5747

HUDSON SPECIAL straight-eight, 122 b.h.p., 8ft. 3in. wheelbase; built by David Fry, 1947. Engine tuned by R. R. Jackson. Cowled radiator, light 2-seater body. 0-60 m.p.h. in about eight seconds. Excellent condition. £225. Down Cottage, Crawley Down, Sussex. [5748

RILEY MONACO, 1933. Mechanical condition and appearance excellent. All the work done for you. £85. Upminster 6245. [5757

FOR SALE—*continued*

ROLLS TWENTY Shooting Brake, 1928 chassis, post-war body. Engine recently reconditioned. New battery, good tyres. £225. Box No. A.749. [5749

ABSOLUTELY EXCEPTIONAL Riley, 1933 Monaco Nine. Just had extensive body, mechanical rebuild much exceeding price of £120 o.n.o. Would exchange larger. Upminster 2978. [5750

ASTON MARTIN 1½ litre International, 1930. Most parts overhauled in past 10,000 miles, including complete engine overhaul, crank ground, mains and big-ends by Laystall. Reconditioned magneto, dynamo, steering-box, rear axle, clutch. New carburettors, radiator and chrome. Details on request. £190. Box No. A.751. [5751

CITROEN LIGHT 15, 1952, L.H.D. Grey, factory reconditioned engine and brakes relined 4,000 miles ago. Radio, roof rack, Marchal 662 Fantastic, radiator blind, windscreen washers, complete tools. Owner going abroad. £400. Fothergill, 111, Durham Road, Stockton. Tel.: 67703 after 6. [5752

SINGER LE MANS Replica 9. Team car. Special features include h/l cams, s/chassis, c/r crash box, square tooth final drive. 20 gal. tank. Performance incomparable with normal Singer. £150. 9, Manor Park Crescent, Edgware. EDG 3358. [5753

A.C. 1936 Drophead Coupé, good mechanical condition, new battery, brakes relined, good tyres. Body fair. £145 o.n.o. Breaking 1934 A.C. spares for sale. Austin Seven Ruby Saloon, smart, good mechanically, tyres, etc., Sept. 1936. Taxed year. £110 o.n.o. Send for list. Springfield Garages, Winchmore Hill Road, Southgate, N.14. Phone: PAL 5576 and 5577. (Sun. 9 to 12) or evenings PAL 8974. [5754

ALVIS 1938 SILVER CREST (16.9). Sound bodily and mechanically. £95. 141, Fellows Road, N.W.3. Gladstone 3333 Ext. 349 (10-5), Primrose 4874 evenings. [5755

T.D. M.G. Lucas Laystall Head, £40. Luggage rack (new), £3. Scott. Tel.: Arnold 4854. [5756

DERRINGTON CONVERSION for Zodiac. Exhaust and inlet manifolds, 3 S.U. carbs., head, 2 Roadmaster springs, etc. Almost new. Used once only. £50 or near. TULse Hill 2540 mornings or evenings. [5758

M.G. T.A. Immaculate condition. New: cylinder head, radiator, water pumps, two tyres, full vynide tonneau, batteries. Very fast, straight through exhaust. Taxed December. Numerous extras. £275 or exchange good SS100 2½ 2-seater. Wetover, St. Andrews Road, Rochford, Essex. Phone 56313. [5759

SUNBEAM TALBOT Saloon Mark II, October, 1951, 29,000 miles. Many extras. Excellent condition inside and out. £540. 53, Clifton Road, Rugby. [5760

£80. TALBOT 75 4-seater Saloon, 1934. Carefully serviced, well shod, extremely good appearance. Seen London or 54, Lindlings, Hemel Hempstead, Herts. [5761

BENTLEY, 1926 Red Label speed model (green). 4½ Back axle, completely rebuilt 1952. Condition perfect. £300 o.n.o. 40, Ashburn Place, S.W.7. Phone: FREmantle 8864 after 7 p.m. [5762

ROLLS TWENTY, 1928 Park Ward Saloon. For sale in very good condition. Two owners since new. Genuine Rolls history and Rolls maintained throughout. Pressing bank manager tactfully suggests sale of family friend. £180 or haggle. 92, Elm Hill, Warminster. Phone 2063. [5763

HOTSTUFF WOLSELEY HORNET SPECIAL, no finer example of this famous sports car in existence. £85. Smith's, 86, Chalk Farm Road, N.W.1. Phone GUL. 2767. [5764

BROOKLANDS RILEY 9, first class condition throughout. Owner declining driving. Inspection any time. £225. 84 London Road, Slough. [5766

ALVIS SPEED 20, 1935, Tourer, 64,000. Good condition. Three owners. Full history. £185. Whytlaw & Harper Ltd., 174, Upper Richmond Road, S.W.14. Prospect 4455. [5767

H.R.G., 1947, 1500 non-aerodynamic model, body immaculate, mechanically sound. £425 o.n.o. or exchange Healey Silverstone. Cash adjustment. J. C. Edwards, St. Michaels Cottage, Black Bull Lane, Fulwood, Preston. [5768

RILEY VICTOR, 12 h.p., 1938, in good condition. Gearbox recently overhauled, new brake and clutch linings fitted. Brand new 2-year guarantee battery. Bodywork excellent. £260. P. R. Dawson, 23, Parkside, Alkrington, Middleton, Manchester. Tel. Middleton 4936. [5770

SINGER 4AD 1500 c.c. Roadster, 1951, 4-seat, detachable hardtop (fibreglass), hood, tonneau, new battery, underguard, 18,000 miles. £325, no offers. Moore, Staveley, Park Road North, Birkenhead. Phone 1688. [5771

RENAULT 12 H.P. Saloon, 1937. Over £200 just spent. Rebored, crank ground. Tyres, back axle, rear spring, king pins, clutch plate, universals, latest double-dippers, speedometer, trafficators, all new. Leather good. Genuine 30 m.p.g. Bargain, £140. Rudkin, Wood End, Parade, Parkgate, Cheshire. [5772

M.G. M., 1931. Sound engine, excellent tyres, £40 without radiator or battery; £60 when complete. Box No. A.777. [5777

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

FOR SALE—*continued*

ALVIS FIREFLY, 1934, large 2-seater. Manual box, mechanically 100%, cromarded, everything renewable renewed, good tyres, battery, body serviceable, requires slight attention. £95 o.n.o. Hove 38419. Box A.773. [5773

ROLLS-BENTLEY 3½-LITRE. Fine Park-Ward drophead (1934), fast, economical. Well shod, new hood, almost immaculate. £300 (no offers) to first applicant. Lennard, 81, Pembroke Crescent, Hove, Sussex. [5774

1247 C.C. MAYFLOWER ENGINE SPECIAL, twin S.U.s, 4-branch exhaust, tubular chassis 10in. 2LS Lockheeds, 12-volt heavy duty battery. £160 o.n.o. Vivian, 800, Foleshill Road, Coventry. [5775

AUSTIN SEVEN SPECIAL, engine overhauled, new S.U. pump, battery and tyres. Neat Dellow-type alloy body. Taxed and insured. £80 or haggle. Seen London. Photos, details. Box No. A.779. [5779

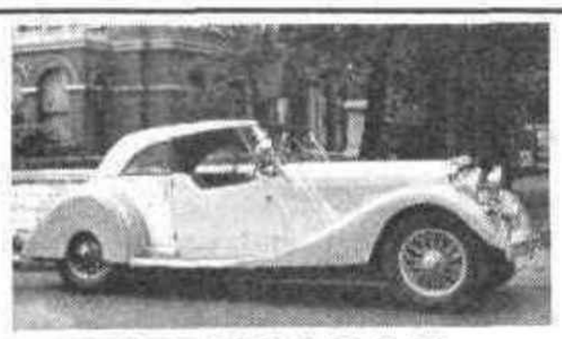
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£135—Singer Nine Le Mans 4-seater, 1936. Spotless ivory.
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£130—B.S.A. Scout sports 2-seater. Duo-green.
£130—B.S.A. Scout sports 2-seater. Red.
£110—Austin 747-c.c. Nippy sports 2-seater. Red.
£145—M.G. Eight sports 2-seater. Green.
£135—M.G. Eight sports 2-seater. Red.

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FOR SALE—*continued*

RILEY 9 KESTREL, 1934. Extensive overhaul mechanically. Electrics, rewired, recellulosed. Excellent chrome. Nearest £130. Details, 86, Milton Street, Northampton. [5776

MORRIS-FORD SPECIAL, built 1952, many new parts, £110. Gains: Hornchurch 8782, TEM 8541. [5778

1933 RILEY 9 (LYNX) Tourer. Enthusiast's car. £150. Tel. Patching (Sussex) 60. [5780

OFFERS CIRCA £160 for 3-litre Blue Label Bentley. Fine mechanically, bodily, just resprayed green, but hood poor, tho' weatherproof. Gregory, 100, A.M.Q., R.A.F. Stradishall, Suffolk. [5781

APRILIA 1937/8, top overhaul, no oil, recellulosed. £195. Deer, 34, Maidenhead Road, Stratford-on-Avon. [5782

SUNBEAM 16 Sports Coupé, 1931. Good condition. Nearest £75. Farmer, 30, Tame Street East, Fullbrook, Walsall, Staffs. [5783

ASTON MARTIN 1½-litre, 1931, open 4-str. Very attractive motor car in exceptionally good condition. Outside exhaust pipes, otherwise standard. £250. Borrington, 8, Westgate Road, Rugby. Phone 2473. [5784

1927 SUNBEAM 16 H.P. 6-cyl. 4-seater Tourer. £35. Goodman, Reigate 3203. [5792

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Lynx Sprite, 1937. Exceptionally good mechanically, and with the Sprite engine this car offers considerably better performance than most of the others in its class. It has been owned by an enthusiast, who has kept it well up to the mark in all respects. **£265.**

Ranelagh, 1934, 9 h.p. This model is rare since Rileys only made two genuine drophead coupes before the war and this is one of them. It has two large doors, wind-up windows and a teak-framed, three-position, hood. The car has belonged to our foreman for the past 18 months so it has been cared for by someone who knows Rileys. **£165.**

Mark IV tourer, 1929. 9 h.p. A very good fabric body, weatherproof hood and sidescreens, and a good engine. These cars are always tremendous fun to drive and they offer almost unlimited carrying capacity. Plenty of brass to polish. **£95.**

Kestrel saloon, 1934. 9 h.p. Twin carbs. and a very lively engine. The body is sound and the performance excellent. **£125.**

Kestrel Sprite, 1937. An extremely attractive car which has recently been given one of the finest resprays we have ever seen. The interior is very clean, there is plenty of chromium, and performance is well up to the standards expected of a Sprite engine.

We are always interested in purchasing really good pre-war Rileys.

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FOR SALE—*continued*

1938 BENTLEY 4¼. Park Ward Saloon, black, heater, Ace discs, engine recently reconditioned, paintwork, tyres, excellent. All bills shown. Mechanically first class. Chalcraft, "Longlands," Henley on Thames, Oxon. Henley 243. [5785

£18 TRIUMPH SEVEN, 1929, Tourer, and it runs too. Saunders, Orwell Yacht Club, Ipswich. [5786

M.G. TB Tickford D.H.C., 1939, black. £295. 23, Battlefield Road, St. Albans. (Boxmoor 3699 between 9 a.m.—4 p.m.) [5788

1936 ALVIS 12/70 D.H.C. Good condition throughout. £115 o.n.o. Colman, 17 Westbury Road, Coventry. Phone 64550. [5789

DISMANTLING M.G. J2. Most parts, cheap. L-type 12 in. brakes. Trickett, Woodlaithes Cottages, Sunnyside, Rotherham. [5790

ROLLS ROYCE 20 H.P., 1947. Replica open 4-seater. 20 m.p.g. £500 o.n.o. W/C. Jennings, R.A.F. Melksham. [5801



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M.G. TC, '48. Finished in green, immaculate appearance. Recon. engine, beautifully maintained and in tip-top order throughout. Four excellent tyres. **£338**

Allard P saloon, Dec., '50. Bodywork and cellulose in exc. cond. Colour black. Mechanically first rate, extremely fast, delightful to handle. This car cost £1,636 new and represents extremely good value for money at **£265**

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Lagonda 2-litre, 13-h.p., tourer. Mechanically good, excellent appearance, new tonneau cover, very economical, 25-27 m.p.g. obtained by last owner. A car of real character for the modest outlay of **£115**

Lancia Augusta 12-h.p. saloon, '34. A beautifully preserved little car in excellent mechanical order throughout. Four good tyres. Thoroughly recommended at **£95**

Lagonda 3-litre saloon, '32, quite clean and tidy. Runs well but second gear noisy. **£35**

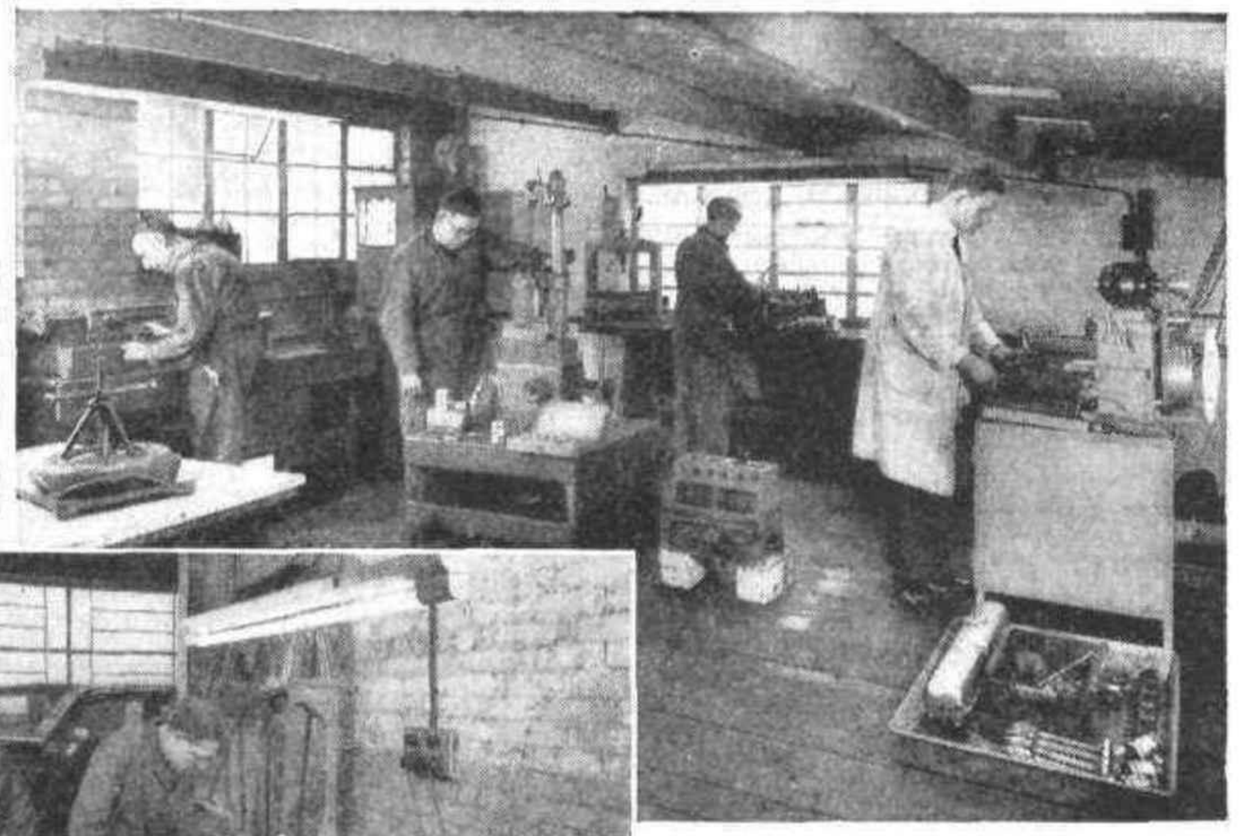
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1952 Jaguar Mk. V convertible, specimen ...	**£589**
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1948 Alvis Fourteen sports saloon	**£459**
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1948 Jaguar 1½ de luxe saloon	**£425**
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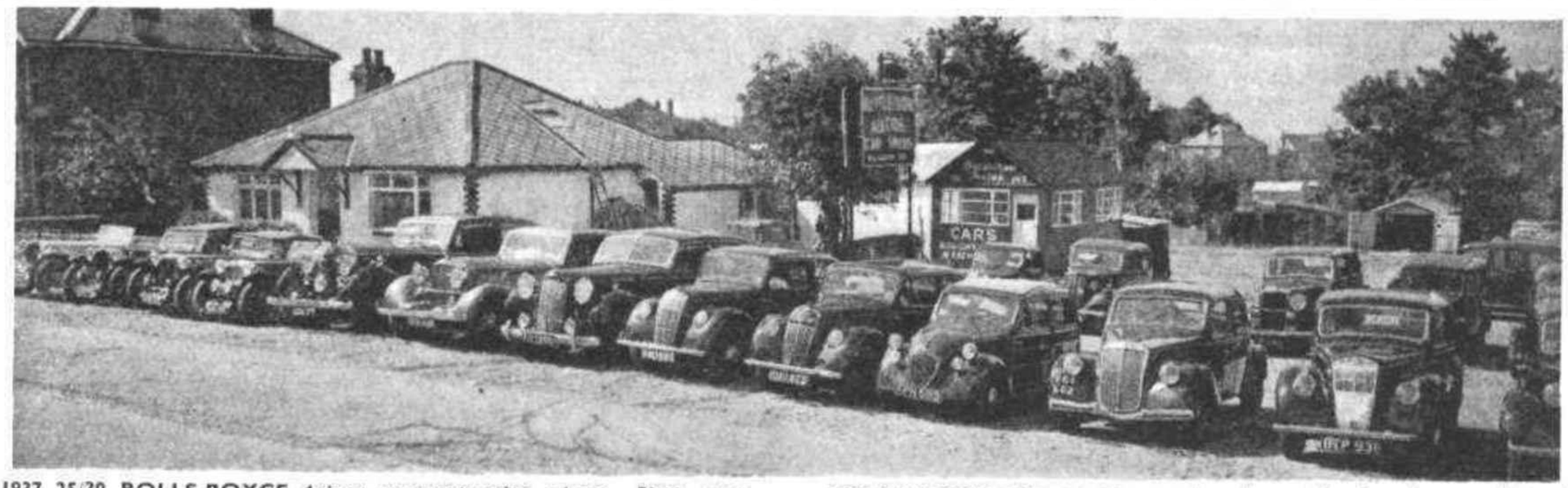
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1938 RAILTON 4-door semi-razor-edge saloon. Fitted works reconditioned engine and hardly used since, this car is in 1956 condition and must be seen **£245**

1949 Fiat 600-c.c. o.h.v. **Belvedere** shooting-brake. Very fine little car **£350**

1939 Fiat 500-c.c. 2-seater convertible, in perfect condition throughout **£160**

1950 AUSTIN Sheerline. Black, with brown leather upholstery fitted; four nearly new tyres; radio and heater and many extras. Small mileage, one owner from new **£415**

1939 ROLLS-BENTLEY, fitted overdrive. Black, with brown leather. Radio. Engine is completely overhauled and fitted Cromard liners, and is now back to standard. Bargain at **£850**

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1947	**M.G. TC.** Black. Extras. Immaculate...		£375
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1947	**M.G. TC.** Black. Radio and heater		£345
1947	**M.G. TC.** Black. Extras. Excellent		£345
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1939	**M.G. TA.** Red. Full tonneau. Specimen		£295
1939	**M.G. TA.** Red. Tickford coupe		£275
1938	**M.G. TA.** Green. Excellent		£265
1937	**M.G. TA.** Black. Fitted extras		£255
1935	**M.G. PB** 4-seater tourer. Excellent		£195
1935	**M.G. PA.** Cream. Excellent condition		£195
1933	**M.G. J3.** White. Supercharged		£215
1932	**M.G. Q-type** Monoposto s/c. 750		£195
1933	**M.G. J2.** Red. Excellent condition		£115
1938	**M.G. VA 12-h.p.** 4-seater tourers. Three	From	£225
1938	**M.G. SA 18-h.p.** 4-seater tourers. Three	From	£195



A SMALL SELECTION FROM OUR STOCK OF 152 SPORTS SALOONS AND COUPES

1955	**Austin-Healey 100** hard top. Red		£775
1954	**Austin-Healey 100.** Two-tone blue		£725
1952	**Austin A40** sports convertible. Radio, heater		£515
1951	**Allard 91P** saloon. Black. Excellent condition		£325
1935	**Bentley 3½-litre** Mulliner saloon. Black. Specimen ...		£395
1928	**Bentley 4½** V.D.P. tourer. Specimen		£365
1949	**Citroen Light Fifteen** de luxe saloon. Black		£345
1951	**Frazer-Nash Le Mans Replica.** Ex-Bill Black		£895
1951	**Healey Silverstone.** Ex-Sessions. New engine. Excellent		£475
1953	**Jaguar Mk. VII** saloon. One owner. Radio, heater ...		£745
1949	**Jaguar Mk. V** saloon. Black. Heater		£395
1955	**Morgan Plus Four,** TR2 unit. Heater. One owner ...		£595
1936	**Riley Lynx Twelve.** Choice of two. Black, beige ...	From	£245
1954/5	**Triumph TR2s.** Choice of five	From	£695

1951 Allard P1 saloon. Gunmetal grey. Radio, heater. Lovely condition throughout £375

1951 Jaguar Mk. V drophead foursome. Beige. Absolute specimen. Radio, heater £555

1951 Healey Tickford saloon. Blue and gunmetal grey. New engine in 1953. "C"-type chassis £555

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FOR SALE—*continued*

ABSOLUTELY BRAND NEW Andre-Hartford shock-absorbers, large type. Suit Bentleys, Mercs., Lags., etc. £2 each. Cariage extra. Box No. A441. [5441

MORGAN 4/4, 1939. Coventry-Climax engine. £220. Hind, Craigmore, Handforth Road, Wilmslow. Phone 3309. [5442

RILEY NINE MONACO, 1934. Good all round. £65. Tutt, Westfield Lane, Etchingill, Folkestone, Kent. [5443

STANDARD 8/10 twin S.U. carburettor conversion complete with antiroll bar. Exceptional performance. £15 o.n.o. Gibbs, Crendle Lodge, Milborne Port, Sherborne, Dorset. [5444

CHARRON-LAYCOCK, 1924, two-seater tourer Also two dickie. This delightful and very rare vintage car is in perfect condition. Owner going overseas. Engine recently overhauled. Magneto rewound. Brakes relined. New battery. Four good tyres and spare. Taxed and insured May, 1957. Nearest £60. 117, Queen's Road, Weybridge, Surrey. Tel.: 3102. [5445

FIAT 500, 1939, full four-seater, good condition, taxed December. 50 m.p.g. £165 o.n.o. Telephone Bookham (Surrey) 3439. [5445

MORGAN 1934 three-wheeler, O.H.V. J.A.P. Excellent condition, recently complete overhaul, three new tyres. £90 o.n.o. Rose, 83, Catesby Road, Rugby. [5447

1932 HORNET SPECIAL. Must sell, no reasonable offer refused. Write or call: Pearce, 127, Broad Street, Chesham, Bucks. [5585

TYRES, TUBES, TYRES. Most sizes in stock for all vehicles, 1900 to 1955. Also obsolete and beaded edge specially selected for veteran cars. Hamiltons, M.S., 22/4, Vicarage Street, Yeovil. Tel.: 927, after 6 p.m. 1945. [5454

1925 CHRYSLER 70 (21 h.p.) Tourer, in running order, needs general tidying up; taxed. £20. J. E. Manasseh, 57, Campden Mill Road, W.8. WES 5930. [5435

TYRES, 2 new 30 x 3½ B.E., £3 10s. each. New 4.50 x 21, W.B. £3. New 7.00 x 21 £6. Ford T wheel, rim tyre, £3 10s. Large quantity pre-1914 oil, acetylene and electric lamps and accesseries, including pair Ducellier s/e headlamps, £4. Bleriot s/e headlamps, new, £4. Daimler sidelamps, C.A.V. switchboards, new. Various veteran speedos. J. E. Manasseh, 57, Campden Mill Road, W.8. WES 5930. [5436

H.R.G. 1500, black, 1948. Not raced or trialed. Nursed by one owner since end 1949. O.N.F.S. recently acquired wife wants fug box. Seen evenings or week-ends. £425. Watkin, 71a, Rose Valley, Brentwood, Essex. [5458

1937 22 H.P. BROUGH SUPERIOR D.H.C., doctor's car; reliable. Spares available. 20/25 m.p.g. First £45. 16, Windermere Gardens, Whickham, Newcastle-upon-Tyne. [5459

M.G. 1934 N.A. MAGNETTE. Engine needs reconditioning. Body, chassis, gear-box and transmission sound. Offers. Walsh, 20, St. Ives Road, Hemingford Grey, Huntingdon. [5461

M.G. V.A. 1½ litre 1938 Drophead Coupé. Blue. Good tyres and general condition. £170. Serle, Greenleaves Painswick, Glos. Tel.: Painswick 2136. [5462

RILEY KESTREL SPRITE, 1938. Excellent mechanically. £160. CANonbury 4950 business hours, evenings KEYstone 6914. 21, Pendlestone Road, Walthamstow, London, E.17. [5463

RILEY PARTS. Breaking early Monaco. Everything for sale or towable scrap car. £25. Box No. A464. [5464

BARGAIN! 1926 BENTLEY 3 litre B.L. Shooting Brake. New mags, mechanically sound, no oil. Sleeps three. B.R.G. New Battery. £90. Family reasons. 30, High Street, Burnham, Bucks. 170. [5460

1930 AUSTIN 12.8 Roadster, brass lamps, six good tyres, going strong. £40. Young, Worthy House, Winchester. Tel.: 4284. [5466

ALVIS SPEED 25, 1937 Charlsworth saloon. New batteries, rings, valve springs, exhaust system, carpets, etc, nice condition. £195 o.n.o. Exchange considered. 58, Easthampstead Road, Wokingham, Berks. Wokingham 1285. [5467

750 SPECIAL BUILDERS. "A7 Textbook," 4s. post free. Dante aluminium cylinder heads (6.5 : 1 c.r.), £4 19s., plus 3s. 2d. carriage. Dante aluminium heavily finned deep sumps, £3 8s. 3d., plus 3s. 2d. carriage. Sporting Motorist's Agency, 76b, Amhurst Park, London, N.16. [5468

M.G. SPARES. The following being dismantled for spares: J.2, P.A., T.A. Nearly all components. One J.2 engine complete, good condition. J. C. Taylor, High Street, Riseley, Bedford. [5469

1938 MORRIS Series II 8 h.p.; dismantling, all mechanical parts. J. C. Taylor, High Street, Riseley, Bedford. [5470

EX GOVERNMENT BLOWER. Unused. With boost gauge and case. Suit 1200 c.c. £20 o.n.o. Shone, 15, Mentmore Road, Liverpool 18. [5471

1936 M.G. TOURER, 10 h.p., excellent condition. M. Davies, 7, Gibsons Road, Heaton Moor, Stockport. HEA 2751. [5472

1936 (JUNE) A.C. U.B.S. engine, D.H.C., new battery and all working parts renewed last four years. Requires hood but serviceable. £178 o.n.o. Box No. A474. [5474

FOR SALE—*continued*

PJ7363 TALBOT 105 open four-seater tourer. Fox and Nicholl's team car (driver N. Garrad) for 1932 Alpine Rally in which the Talbot team won a Coupe des Alpes, and finished without loss of a single mark. Capable of over 100 m.p.h. in Alpine trim. Described in "Motor Sport" for Dec. 1952 and July 1955. Some spares and original special tools. Bills for over £700 shown. Available in approximately five weeks, pending re coach painting. Overseas enquiries entertained. Offers around £500. Murray, 120, Leicester Road, Loughborough. [5473

BENTLEY 4½ litre 1929. Extensively rebuilt to original specification. Mechanically unmodified but four seater open body in fabric covered aluminium fitted. Offers about £350. Dr. Slim, Crossways, Bittadon, Barnstaple, Devon. [5475

L TYPE M.G. Pranged body, mechanics perfect. Will sell complete or as separate units. Enquiries to Francis, 56, Cranley Road, Westcliff-on-Sea, Essex. Tel.: Southend 43710. [5476

AUSTIN 750 Special. Immaculate, lowered suspension, four-speed remote box. Hood, tonneau. Taxed year. Photo. £110. Lloyd, 20, Mount Park Road, W.5. Perivale 6878. [5477

RILEY 9 LYNX '33 (Tourer), crash box, two S.U.s, etc. Good all round condition. About £125. Grounds, BAY 1194, or Box No. A478. [5478

IF YOU REQUIRE superb 1949 T.C. M.G. and are prepared to pay £425, please contact M. K. Davis, 32, Lichfield Road, Walsall. Phone 4625. [5479

BRESCIA BUGATTI 1926. Decently original four-seat Tourer. Four-wheel brakes. Marchals. Good tyres. Recent Laystall overhaul but needs decoke. New hood, battery. £120. FUL 4702. [5480

SPECIAL, requiring completion and engine. Suit Ford 10. Chassis 2in. x 14 s.w.g. M.T. tube. Non enveloping alloy body partly finished. Ford 10 rear axle with coil springs. Divided axle I.F.S. with transverse leaf spring. Telescopic dampers. 10 x 1¼in. hydraulic brakes. 2L.S. front. Ford 13in. wheels. Almost new 560 tyres. £70 o.n.o. Seen Eccles, Manchester. 23293366 Pte. L. E. Wickham, Hut 11, Y.M.9, B. Coy., No. 11 (BT) Trg. Btn., R.E.M.E., Blackmore 2 Camp, Great Malvern, Worcs. [5481

1936 M.G. N.A. (12 H.P.) two/four-seater sports. Fitted Scintilla magneto and many extras. Haggle starts at £185. Write to Osborne, 5, Queen's Court, Hatfield Road, St. Albans, Hertfordshire. [5482

M.G. K-TYPE CHASSIS, shortened, completely overhauled, 4ft. 1in. track, 7ft. 9in. wheelbase, ideal for making thoroughbred special. Registered 1935. £35. M.G. 1467 c.c. 85 b.h.p. sports/racing unit, sound except for cracked liner. £35. M.G. 1287 c.c. Magnette engines, dismantled for overhaul. £10 each. G.M. gear-box, complete and sound. £10. Alfa-Romeo 1750 blown engine, very special. Full details on request. Riley 9 Mk. IV engine, with many spares. £12 10s. Chiltern Cars, 11a, Water Lane, Leighton Buzzard. Telephone 2050. [5483

BENTLEY RED LABEL 3/4½ Tourer, chassis DN1729, engine ST3014. Radiator rebuilt, enlarge heater tank. Good condition, original. £250 o.n.o. Beswick, 15, Burgess Hill, N.W.2. HAMpstead 6031. [5484

1927 WOLSELEY 16 two-seater with dickey. Plenty of spares. £35. Butterworth, Bury Hall, Wolverley, Kidderminster. WOL 202. [5485

1951 XK120, good condition, extras. Best offer over £540 or exchange plus cash. Oates, Wycombe Road, Princes Risborough 2864, Bucks. [5486

MORGAN S.S. 1100 c.c. J.A.P. Rebuilt 1953. New clutch, hood, chain, coil, rear tyre. Immaculate condition. Young man's ideal. Photo, s.a.e. Absolute bargain. 5, Hazeldene Drive, Pinner. [5487

1937 (SEPT.) BENTLEY 4¼ Series K.T. Park Ward Saloon, black. Radio, heater. Bentley maintained since new, used solely by present careful owner since 1940. Chassis and body both in unusually fine condition. £525. Dean, Pale Farm House, Chipperfield, Herts. Tel.: 3122 King's Langley. [5488

RILEY 1938 12/4. £135. 1934 9 h.p. Saloon. £50. H.P. terms arranged. Other models in stock. Also numerous spares 1928-1938, 9 and 12 h.p. Replacement brake shoes, £4 10s. a set. Replacement clutch linings and brake cables, new valves and guides, etc., etc. Rileys bought any condition. Send s.a.e. for replies. F. Clarke, 168, Lee High Road, S.E.13. Tel.: Lee Green 8904. [5489

TYRES. Two new (wrapped) 525 x 21 Dunlops, £5 5s. each. Two 450 x 19 new, unused, Michelin, £3 10s. each. Car rear truck, shaped for body, with fixing clamps, £2 10s. Pair occasional seats, good condition, £3 10s. M.G. or Minor 6v. vertical dynamo, £2 10s. W. H. Barnes, 1c, Venner Road, Sydenham. Phone 7469. [5490

1926 CHRYSLER 25 h.p. Cabriolet, excellent condition throughout. Hydraulic brakes, new tyres. Insured, with handbook. £85. J. Hilton, m/y "Pandamac," c/o Thames Hotel, Shepperton. [5493

FOR SALE—*continued*

BROUGH SUPERIOR 21 h.p. 1938 drophead foursome. P.100s, windtones; excellent throughout. £150. 71, Blue Bell Lane, Huyton, Liverpool. Huyton 1452. [5491

FORD PILOT, 1950, de luxe saloon. Private ownership since new. Regular servicing. Annual Simonizing. Good tyres, no retreads. Battery one year. New engine 15,000. Heater, twin radio, Marchal headlamps. Believed by owner excellent throughout. Taxed year. Wittar tow bar for caravan. £285 or reasonable offer. 14, High Road East, Felixstowe. Telephone Felixstowe 1541. [5492

FIAT 1947 1100 c.c. Pillarless saloon. R.H.D. Perfect throughout. 38 m.p.g. £265. Buckeridge, Beechwood House, Bartley, Hampshire. Phone Cadnam 2107. [5494

RILEY MARCH SPECIAL. Aluminium occasional four-seater body. Exceptional condition throughout. £160 o.n.o. Full details (photograph available). Box No. A495. [5495

MERCEDES BENZ, 1936, 2 litre, l.h.d., d.h. coupé. Good condition. Reliable and distinctive. £150 or offer. Going abroad. French, Lee-on-Solent 79325. [5496

ODDDS AND ? Rolls Twenty, set valves, £4. Temperature gauge, £1. Starter switch, £1. 1937 Alvis Speed 20. Set valves, £2 10s. Dynamo and water pump, £2 10s. Distributor, 10s Ford 8, engine with carb, new distributor, £5. Trico triple suction horns, chrome as new, £5. Pair Mellowtone horns, 12v., £1 10s. Runbaken oil coil, 6v., £1. Two quick fillers, 2in. and 2½in., 10s. each. 52 m.m. hub drawer, £1 10s. Various lockrings. A.C., Alfa, Fiat. 85, William Bonney Estate, Clapham, S.W.4. [5497

ASTON MARTIN, Mk. II short chassis, 2/4-seater, brought to Ulster standards with h/c pistons, modified head, polished ports, 36mm. carbs., etc., etc., in beautiful condition throughout, fitted new tyres, spot, windtones, all chrome new; new hood and tonneau. Never raced but probably fastest Mk. II in the country. £350 o.n.o. S.a.e., please, to 47, March Street, Burnley. [5498

BENTLEY SPEED SIX. New conventional type body, '52, rewired, new battery and tyres, taxed. £140 or offer. Ring Norwich 2126. [5499

1923 MORRIS COWLEY two-seater with dickey seat. Absolutely original as from works. Mileage approx. 20,000. Tyre size 26 x 3. Offers to Howe, Higher-Rock-Close, St. Andrew Street, Tiverton, Devon. [5500

£260. 1947 CITROEN Light 15 Sportsmans four-door saloon. Black, red hide. Extras include windtones, twin carburettors, spotlight, etc. W. A. Jordan, Holme Mills, Biggleswade, Beds. Phone 2001. [5501

£50 RILEY 9, 1933. Excellent tyres, good brakes, electrics, etc. Reliable, uses no oil. Aluminium body poorish. Tel.: PERivale 3261. [5502

M.G. P-TYPE, approximately 10,000 miles since reconditioned and modernised by Toulmin, including hydraulic brakes, telescopic shockers, etc. Total cost £325. Little used by lady owner since. Resprayed and new battery last year. For details see advertisement 7341, "Motor Sport," November, 1953, or write Hastilow, Kendal End Road, Barnt Green, Birmingham. [5503

AQUAPLANE FORD 10, Twin 1¼in. bore S.U. carburettors and inlet manifold, used one day only. Tel.: Bexleyheath 6871. [5504

ROLLS CHASSIS, 20 h.p., 1923 or 4, rough but complete and runner. £25, or exchange for anything veteran car, lamps, parts, books, etc. Cash adjustment either way. Hodgkinson, 69, Macclesfield Old Road, Buxton. [5505

UNIQUE GERMAN GUTBROD two-seater. The only one in the country. Nov. 1952. 593 c.c. Twin two-stroke. Bosch fuel injected. All Bosch equipment. Water-cooled F.W.D. Independent suspensions, hydraulic brakes, 70 m.p.h., 50 m.p.g. Ivory. £350. Terms, exchanges. Petersfield Garages, 1357, Stratford Road, Birmingham. Springfield 1848. [5506

RILEY. Owing to change of plans. 1935 four-cyl. 1½ litre reconditioned engine, assembly complete less dynamo, sleeved standard, chrome plate rings, reground crank, etc. £60. 1934 Riley 9 tuned engine assembly fitted twin crash gearboxes, giving three overdrive gears, twin exhaust cams, carbs., platinum plugs, four-branch manifolds, etc., less dynamo. Ideal for special. £35. 1935 1½ litre, 1936 Merlin 9 pre-selector gearboxes, guaranteed sound. All Riley spares. S.A.E. for quotations. Carriage extra. Leigh, 65, Granville Street, Sheffield 2. [5507

AUSTIN SPECIALS SERVICE. Bring your special up to date. Lighten flywheel 10s. Fit new starter ring (post '33) £2. Machine c/head 15s. Enlarge inlet valve conversion, complete 4 special valves £2 10s. Lowered suspension; front beam cranked, spring flattened, rears flattened approx. 4in. £3 10s. I.F.S. for saloon £8. For specials 3ft. 4½in. : 3ft. 9in. £8, £9. Photo on loan. Special induction manifolds 35s. Double valve springs 12s. Carr. extra. List on request. Bowden Eng. Co., Ottery St. Mary, Devon. Tel.: 391. [5508

CONSUL ENGINE. 2,000 miles, oil pump slightly damaged. £30. 125, Shirley Way, Shirley, Croydon. Springpark 6018. [5513

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

FOR SALE— *continued*

AUSTIN 7 SPECIAL. 2,000 miles since rebuild, many new parts. £75 or offer. Must sell. Lugg, 37, London Road, Bexhill. [5509

1939 ALVIS Silver Crest Tickford drophead, very good order throughout. £185 o.n.o. Smith, 41, Chislehurst Road, Bickley Kent. (Imperial 4508.) [5510

1951 H.R.G. First class condition. Twin spares. Gunmetal. Red leather. £485 o.n.o. 258, Oldfield Lane, Greenford, Middx. Waxlow 5037. [5511

1933 RILEY MONACO. '34 engine, raised compression head, brakes, rockers, wipers, steering, etc. Spare engine, body tidy, 100 per cent. reliable. £65. Beach, 27, Beaufort Gardens, S.W.3. KNI 4722. [5512

BREAKING ALVIS 3½ litre 1936, twin 12 volt S.U. pumps, complete, 45s. Pr. P.100 headlamps, 95s. Radiator and Shell £5. Complete cash, all instruments working, £5. Complete diff. assembly perfect, £12. Pr. half shafts, £6. Rear springs, 50s. each. Front suspension, steering, brakes, hubs, complete, £5. Prop. shaft, 30s. All engine spares, and body for two-door Mayfair Coupé. Please write, Hollyden, Well Hill, Chelsfield, Kent. [5514

MORGAN 4/4, 1939, two-seater. Radio. Excellent condition. £255 o.n.o. A. R. Jones, 4, Woodlands Road, Hough Green, Chester. Tel.: Chester 23667. [5515

SS100, 2½ litre, very good condition, enthusiast maintained. £250. Noads House, Tilshead, Salisbury, Wilts. [5516

ENTHUSIAST'S CAR for sports event or touring. Talbot 105, four-seater sports tourer, fold flat screen, extensively renovated; tyres as new, 100 mile an hour motor, taxed. Sacrifice. £125. Bone, Weeting Rectory, Brandon, Suffolk. Phone Bran'on 265. [5517

RILEY 9 MONACO, 1934. Res'eeved engine, aluminium body, nice clean condition. £100 o.n.o. Sullivan, 159, Horton Road, Manchester 14. [5518

SUNBEAM SALOON, 16 h.p. 1928 vintage. Low mileage. Complete set spares, engine, gear-box and axle. Good condition. £125. Jackson, 33, Bourne Road, Bromley, Kent. RAV 5774. [5519

TC M.G., black. Good condition. Recent overhaul. Rebuilt wheels. Good tyres. Twin wintones, stop and tails. Luggage carrier, seat covers, heater. Taxed. Available July 9th. Wanted or would exchange for Morris Minor or Volkswagen. J2 M.G., black, very neat. Goes like a bomb. Offers. Bagley, 70, Horseley Road, Tipton, Staffordshire. [5520

1934 4½ LAGONDA SALOON, good condition but front brakes disconnected. Interior scrufly. £110 o.n.o. Exchange economical Ford Special or similar sports. Cash adjustment. Box No. A.521. [5521

FORD 10, D/H, 1938. H/C head, Servais silencer. Well known 1172, " Performance with economy." Overheauled throughout, mechanically and bodily excel'ent. B.R.G. Recent new hood and side-screens. Any inspection. £165 o.n.o. 2, Rowan Road, off London Road, Brentford, Middlesex. [5522

J2 M.G. Good condition. £125 o.n.o. 26, Culverhouse, Red Lion Square, W.C.1. [5523

LONDON, BLACKPOOL, Lake District, York, London 48 hour tour in 1934 16.95 Alvis. Very good mechanically, battery, interior, two new tyres, £45, Loft, 86, Heron Hill, Belvedere, Kent. Erith 5307. [5524

HEALEY SILVERSTONE, 1950 E Type, excellent condition. £520 o.n.o. Further details, R. Critchlow, 234, Foleshill Road, Coventry. [5525

M.G. T.A. 1937. Owner going in Forces. £195. 69, Dawlish Drive, Ilford, Essex. [5526

TALBOT 75. Many spares. Treharne, 1, Wyver Crescent, Stoke, Coventry. Phone 64730. [5527

MORGAN PLUS-4, 1952, good condition. £465, or exchange for 1953-54 Volkswagen, Morris Minor. Brookes, 45, Burton Road, Dudley. [5528

RILEY AND SPARES, 1935 Kestrel 9. Very smart and generally good. Also virtually complete 1930 Monaco as spares. £105 the lot or separate. North, Box No. A.465. [5465

1924 STANDARD " Canley " Tourer V3. Laid-up for 25 years, but in constant use since 1950. Mileage 26,500, collector's condition. £150. Fanghanel, " Worls End," Grange Lane, Roydon, Essex. [5242

RILEY USED PARTS: 1928-39. 1936 Adelphi Sa'oon, 12/4, £95. Chili Parlour, By-pass, Hatfield, Herts. Tel.: 2863. [5529

RARE RILEY NINE ASCOT, 1933, 2-seater, with dickey. Genuine 45,000 miles since new, unusually good condition. Original finish, manual gearbox. £125. 9, Clock House Court, Clock House Road, Be.keham, Kent. [5530

£330. 1939 LANCIA APRILIA, Tele control, Marchal headlamps. Wheel bearings, indicators, demister, petrol pump new. Radiator, brakes, clutch, dynamo reconditioned. Body, upholstery good. Fleming, " The Coppins," Grange Road, Ash, Surrey. [5538

1955 (OCT.) AQUAPLANE INLET, exhaust manifolds, twin S.U.'s, breather pipe, for New Anglia/Prefect. Cost £22. £15 o.n.o. Box No. A.540. [5540

FOR SALE—*continued*

EXCHANGE OR SELL, 4-litre Bentley drophead. Box No. A.539 or FRE 4153. [5539

1927 VINTAGE AUSTIN 20, 4-cylinder aluminium 4-door Saloon, in beautiful condition. Good tyres, several spares, Bosun magneto. £150. Hearn, 30, Queen Street, Henley-on-Thames. [5541

POLYCHROMATIC GREY SUNBEAM-TALBOT Sports Saloon, 1946, 10 h.p. Superb condition throughout, one previous owner, taxed year. £350. Wentworth 3245. [5542

MARSHALL SUPERCHARGER, Complete installation for O.H.V. Morris Minor little used. Specially modified, cylinder head, racing valves and springs, highlift camshaft, special distributor, special manifold, Servais exhaust, racing plugs, high ratio differential complete. Offers to J. H. Crawford, 14, Southview Road, Bromley, Kent. Phone: HIT 5921. [5543

M.G. P.A., 2-seater, 1934. Green t. and c. £120 o.n.o. 18, Fulbert Road, Pershore, Worcs. [5544

£59. SINGER LE MANS. Good brakes, tyres. Seen Farnborough, Hants. Box No. A. 545. [5545

RILEY 12/4 SALOON, 1936, Adelphi. Mechanically excellent. Three new tyres. Bodywork poor in one place through wood rot. £90. Parker, 12, Haling Park Road, South Croydon. CRO 5026. [5557

1172 FORD, prepared for racing and virtually unused. One large Zenith carb., welded up inlet and exhaust manifolds, Lucas mag., ali sump, large ports and special o'size inlet valves. Must be sold. Offers. Parker, 12, Haling Park Road, South Croydon. CRO 5026. [5558

1929 AUSTIN 7 Saloon. Good condition, excellent tyres. A car with character. For only £35, inc. many spares. S.a.e. for photograph. Phone (evenings) CLE 2310. 13m, Dufferin Street, Finsbury, London, E.C.1. [5559

1914 ROLLS-ROYCE, V.C.C. Certificate. Overhauled and restored but mostly original. Was village hearse for over thirty years and is now unique fixed-head two-seater, not yet in concourse winning condition, but runs beautifully. Mascot and handbook. Seen Manchester. £350. Box No. A.562. [5562

VINTAGE SPECIMEN. Lea-Francis, 1928, 12/40, 2-seater. Superb original condition throughout, except hood needs recovering. Vast quantities of spares included. Offers around £150. Venning, 82, Woodside Green, Bishops Stortford. [5563

SALMSON G.P., late 1929. T.O.C. underslung, perfect order, absolutely original; Salmson racing body. Also Brooklands Gazette M.S., 1924 to date. Jennings, Orchard Cottage, Clements Green Lane, South Woodham, Essex. [5564

ASTON MARTIN, 1934, short chassis 1½ litre 4-seater (swept wings) fitted Mk. II engine completely stripped and rebuilt, lightened flywheel, 5 very good tyres, nearly new hood, screens, battery, upholstery. Very quick, yet practical sports car. Taxed year. £245 or near. Would exchange. 16, Preston Avenue, Eccles. Tel.: 1027. [5565

RILEY NINE MERLIN, 1936. Mechanically excellent, body good. Over £150 worth of renewals in last three years. £180. Also spare gear-box, brand new, £75. Naylor, 28, Kingfield Road, Sheffield, 11. Tel.: 51648. [5566

1932 TALBOT 105 short 4-seater tourer. Engine, transmission, brakes, and e'ectrics over £200 spent. Crash gear-box. Bodywork and tyres good. £150. 25, Church Lane, Wistaston, Crewe. Tel.: 7501. [5567

CLEARING OUT. 1500-1750 Alfa: Single-cam block, £5; bevels, £2; 12 new valves, £2; crank, £3; c.w.p., £5; good 19in. tyres, £2. 14/45 Talbot: perfect dynamotor, £5; c.w.p., £5; lamps, instruments, other parts both cars, state wants. Gunn, 70, Albert Road South, Malvern. [5568

1928 4½ BENTLEY Fabric Saloon. Mechanically excellent. Many recent improvements. Well shod. Body requires little attention. £145 o.n.o. 1928 14/40 Humber F.W.B. Tourer. Windup windows. Excellent condition. Recent respray. £60 o.n.o. Mulholland, Ballywalter, Co. Down. [5569

ALVIS FIREFLY D.H.C., 1933. Good order. £85. Thornton, Brindlea, Cabus, Garstang, Nr. Preston. [5570

AUSTIN 7 open 2-seater. Good running order. £25. Bright, Coachhouse, Greetwell Road, Lincoln. [5571

M.G. N.A. 12 h.p. Magnette. £85. New hood and batteries, good tyres. Weekends. 43, Howard Road, New Malden, Surrey. Malden 2715. [5572

S.S.I. 1935. 20 h.p. Airline Saloon. 80 m.p.h., 23 m.p.g. Over £240 recently spent, including reconditioned gear-box, transmission; completely renewed electrical equipment and wiring; top overhaul; resprayed grey; five near-new tyres. In excellent order, must sacrifice to best offer over £90. Carter, 68, Lansbury Drive, Hayes, Middlesex. HAY 5655. [5573

M.G. J.2. Recent overhaul engine, brakes; comp. new hood; 5 excellent tyres. 40-45 m.p.g. Taxed, insured. £130 o.n.o. Tel.: Place, Brentwood 1102 evenings. [5574

TRIUMPH, 1936, Gloria Sports 2-seater, rebuilt 1947. 10.8 Coventry-Climax engine, very fine performance. £120. Hampstead 1761 evenings. [5577

FOR SALE—*continued*

RILEY MONACO, 1935. £60. South View House, Hobberley Lane, Shadwell, Leeds 664644. [5575

MUCH LOVED 1937 M.G. 2 litre, grey Salmons coupé. £450 spent on rebuild 31,000 miles ago. Engine by Burtonwood with Cromards. Obsessionally maintained. Will sell to " the affiicion " for £250. Box No. A.576. [5576

RILEY FALCON, 1935. Black, reasonable condition. Pre-select. Good tyres. £85 o.n.o. Box No. A.578. [5578

1935 M.G. N.A. MAGNETTE. £65. 31, The Garlands, York. Tel.: 56168. [5579

STAFFORDSHIRE. 1936 Alvis Crested Eagle Limousine. Aluminium body by Mairfair Carriage Co. Very handsome and rare vehicle. Original paintwork and chromium in excellent condition. Discs, jackalls, rev. counter, Luvax chassis lubrication, Ventric, etc. In very good condition throughout. £180. Smitton, 35 Sparch Hollow, Newcastle, Staffs. (Phone 67376.) [5580

RILEY 9 LYNX, 1935. Good order throughout, full tonneau, 35 m.p.g. £125. Spare engine and pre-sect. box, c/w, all ancilliaries. £15. Ideal combination for enthusiast. Will separate. Old School House, Ide Hill, Kent. Tel.: 226. [5581

VINTAGE " BAMFORD " ASTON-MARTIN, 1923, 4-seater. Fair condition. And 1924 2-seater, similar " spares " car. £130 for both. Would sell separately. Details from J. Talamo, Wrest Park Lodge, Silsoe, Bedfordshire. [5582

JAGUARS, 2½, 1½, 3½, 1936, '37, '39 respectively; runners, but will break. Box No. A.583. [5583

1948 JAGUAR 3½-litre Saloon. Good runner, sound, bit untidy. £175 or £90 dep. (on Banker's Order). Altrin ham 4648. [5584

LAGONDA 4½-litre pillarless Sports Saloon. Good throughout. Excellent tyres. 20 m.p.g. £135. Alvis Speed 20 Charlesworth Saloon. Nearly new tyres. Much above average throughout. £145. Invicta 1½-litre Sports Saloon. New oil coil. Bodily and mechanically excellent. A really charming car. £95. Newcombe, Archway House, Court Road, Maidenhead. Phone: Maidenhead 3023. [5586

FIAT 508. Mechanically excellent. Laystall engined, ali. home-bodied 4-seat tourer; rebuilt 1951, green. Utterly reliable, taxed and insured, in daily use. £95, includes over £20 new spares. Barratt, 46, Beech Lane, Earley, Reading 81831. [5587

M.G. MAGNA, 12 h.p. 2/4-seater, 1932. B.R.G. Crank reground, brakes relined, etc. Good body and hood. Fast. £75. ADD 3433. [5588

ALVIS SPEED 25 Charlesworth Saloon (1937), good condition throughout. £135 o.n.o. Seen Swindon, Hull or Manchester. Box No. A.589. [5589

ALVIS SILVER EAGLE, 1930. Good condition, reliable. Attractive saloon body by Carbodies with built-in boot. Well shod, etc. £85. Details from Graham, Barford Hatch, Churt, Surrey. [5590

M.G. PA. In good condition; engine recently overhauled, modernised, chromard liners, re-designed front suspension. Many extras, spotlights, heater, etc. £25 worth spares. Bills over £200. Also light trailer. £120 o.n.o. Stokes, Ropers Hall Cottages, Bures, Suffolk. [5591

1934 DELAGE D.8. Almost all spare parts for this model available, including engine and chassis. Box No. A.592. [5592

M.G. SALE. " M " and " P " engines, gearbox, accessories. S.A.E. list. 26, Elmwood Drive, Breadsall, Derby. [5593

DISMANTLING: Vauxhall, 1936, 12 h.p.; Humber, 1926, 11.9; Ford Zephyr, 12-cyl, distributor, perfect con.; Austin 10, 1934, engine parts and gearbox; Fiat 1100, 1938 (bent). Offers. The Forge, Green Lane, Hanworth, Middlesex. [5594

BUGATTI 57 Saloon, ex K. Bear, J. Youngbody. Excellent car. Exchange small car. £350. Chesham 276. [5595

ALVIS SPEED 20 Charlesworth Saloon, 1934. Good condition and reliable, good tyres. £95 or offer. Brandt, 26, Wedderburn Road, N.W.3. Hampstead 8509. [5596

DIESEL 4-CYLINDER fitted in Auburn, with overdrive. Smart appearance, mech. sound. £250 o.n.o. Watkins, 57, Brampton Road, Hillingdon, Middx, or phone Datchet 380. [5597

MERCEDES/BENZ/A.E.C., 12 ft. wheelbase 180/220, described two issues previous as 30/380, 6.6 diesel converted car of ex-King Zog of Albania. After 3-month procrastination will shortly be on road with new set of gears. 30 m.p.g. Good acceleration. Engine recently rebuilt. Enquiries to J. Leland, Whitehall Farm, Arborfield, Berks. Tel.: Arborfield Cross 203. [5598

1932 INVICTA 4½-litre, 2/4-seater, low chassis model. Post-war history only. At present undergoing extensive refit, this enthusiast's car will be available in September for £350. Genuine enquiries for full details to Box No. A.599. [5599

ALVIS 12/50 Saloon, 1932, excellent mech. cond., good body; 4 good tyres, scruffy interior. A real snip at £70. Lagonda 4½ (LG 45) pillarless Saloon. Beautiful condition but I want rid of it. Sell as going concern or break for spares. Mr. Collinson, c/o Moorside Motors Ltd., Harrogate Road, Eccleshill, Bradford 2. Tele. 38252. [5600

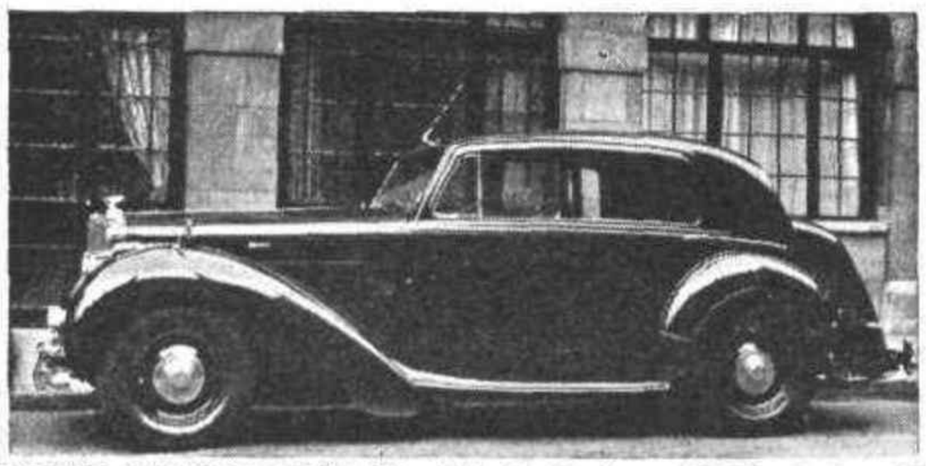
M.G. TA. £145, Please ring Harrow 6303 after 6 p.m. and week-ends. [5604

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

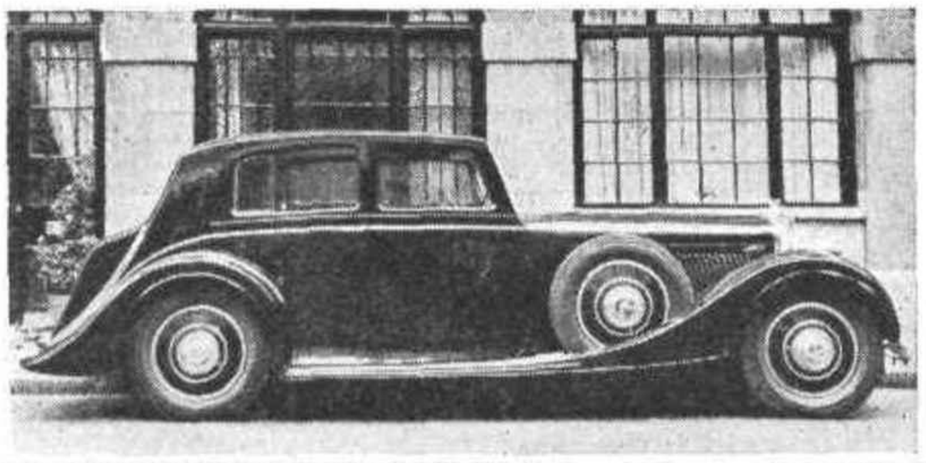
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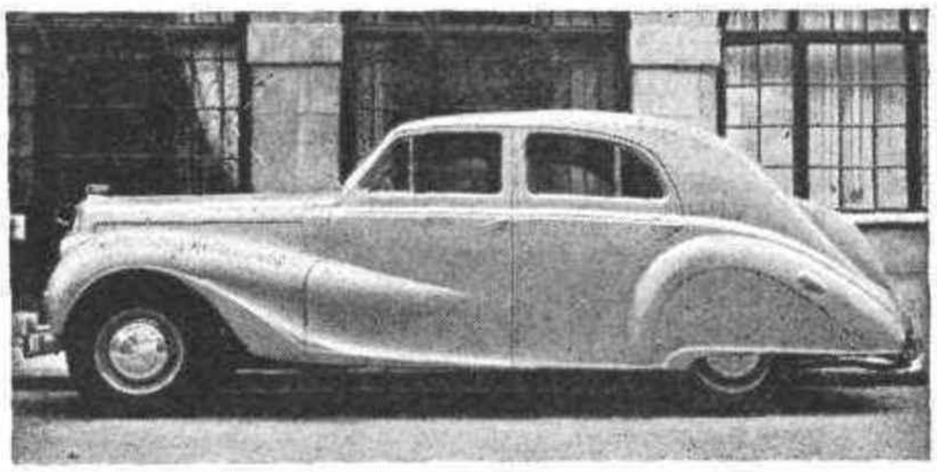
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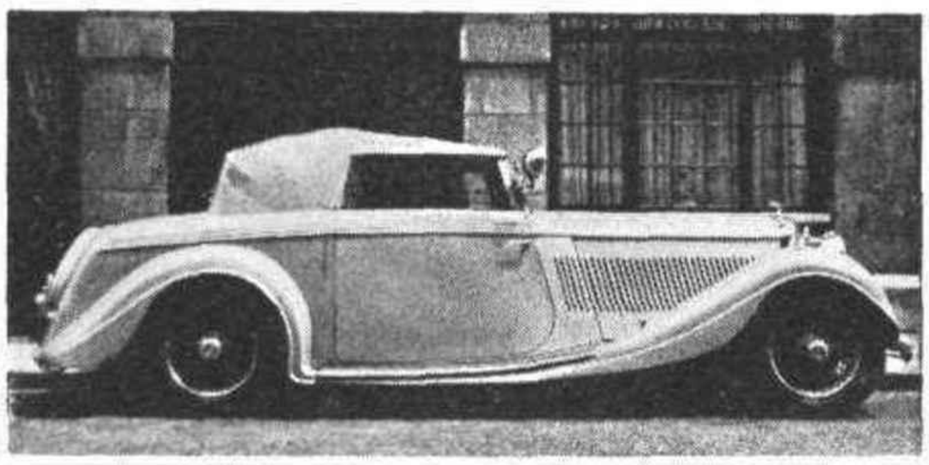
BENTLEY MARK VI (1948) S.S. sliding-head saloon, CF Ch. Series. Black, natural pigskin trim. 53,000 miles. One owner and maker's history from delivery. Schedule-serviced to our order this month. An outstanding chassis. Also a two-tone grey model with grey trim (1948). with modifications and detailed Bentley history. **£1,125** and **£1,150** respectively



ROLLS-BENTLEY (1938) 4¼-LITRE, LS Ch. Series. Full razor-edged sliding-head saloon by Park Ward. Black, natural pigskin trim. Appointments include fitted suitcases, heater, etc. One owner from delivery. Detailed post-war Bentley history, schedule-serviced to our order this month. An exceptionally handsome and finely conditioned example of a much-sought-after model. **£650**



AUSTIN PRINCESS (1950) A135 sliding-head saloon by Vanden Plas. Grey, with blue calf trim. 38,000 miles. One owner. Single-carburetter manifold, giving 19 m.p.g. Elegant and luxurious to the most exacting degree and representing, in our considered view, excellent value for a comparatively modest outlay. Comprehensive equipment, including radio, heater, etc. **£550**



ROLLS-BENTLEY (1936) 4¼-LITRE, JD Ch. Series, drophead coupe by Gurney Nutting, with fully disappearing hood. Silver-grey, tan trim. Full post-war Bentley history, authenticated mileage 58,000 from delivery. Works-serviced to our order this month. Radio, heater, tonneau covers, etc. Exceptionally fast, quiet and attractive, and in specimen order. **£550**

ROVER 75 (1953) saloon. Black, fawn trim. 24,000 miles. One owner. Heater, wing mirrors, screen washers, etc. An excellent model in mint condition. **£725**

DAIMLER (1949) 2½-LITRE sliding-head saloon. Black, with dark grey trim. Small mileage. One owner from new and in specimen order. **£425**

RILEY 2½-LITRE (1950). Black, with scarlet trim. Moderate mileage. Recent extensive overhaul, including bore. Available second week in July. **£425**

MERCEDES-BENZ (1935) TYPE 290 (18 H.P.) drophead cabriolet "A" with overdrive. Right-hand drive. Blue, tan leather trim. This rather rare model was extensively overhauled six months ago and is offered with a complete post-war history and a useful collection of spare parts. **£150**

ROLLS-ROYCE (1935) 20/25-H.P., GPG Ch. Series, owner-driver town saloon by H. J. Mulliner, with optional division. Black, with natural pigskin trim. Radio, heater, etc. Detailed R.-R. history. In singularly fine order. **£500**

ROLLS-ROYCE (1934) 20/25-H.P., Ch. Series GUB, owner-driver town saloon with occasional seats. Black, with tan cloth trim. Neat, attractive and mechanically excellent, but with interior only passable. Otherwise a thoroughly good chassis. **£285**

TRIUMPH (1948) 1,800 ROADSTER convertible. Black, tan trim. Pretty, economical and thoroughly sound. With a recent complete overhaul detail and at a very reasonable figure. **£325**

ARMSTRONG TYPHOON (1948) hard-top. Manual box. Two-tone fawn. Heater, etc. Moderate mileage. Not pristine but in very reasonable condition and having all the earmarks of a well-maintained vehicle. Taken in part exchange last month. **£300**

At the time of going to press, we are negotiating the purchase of a **1940 Bentley** overdrive chassis with Freestone & Webb coachwork a **1950 Riley** foursome coupe, and a further **1949 Mark VI Bentley** at 41,000 from delivery.

AT THE PRESENT SEASON IT BECOMES INCREASINGLY DIFFICULT TO KEEP ADVERTISEMENTS ABREAST OF THE STOCK POSITION. IN THE EVENT OF READERS NOT SEEING THE VEHICLE THEY REQUIRE IN OUR ADVERTISEMENTS, PERHAPS THEY WOULD BE GOOD ENOUGH TO INFORM US OF THEIR SPECIFIC REQUIREMENTS, WHEN WE WILL IMMEDIATELY ADVISE THEM OF ANYTHING WHICH COMES TO HAND.

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

WE WOULD PARTICULARLY LIKE TO BUY ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY-PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. A MEMBER OF OUR FIRM WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

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

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

FOR SALE—*continued*

RILEY ENTHUSIASTS. 1938 Blue Streak Kestrel 16/4. Excellent condition throughout. Extras and spares. £295. Utley, 55, Market Street, Hoyland, Barnsley. [5791

TRAILER FOR RACING CAR, max. width outside tyres, 49½ inches, easily widened. Ball hitch, over-run brakes; used twice only. £30. Carlton Garage, Neville Road, Forest Gate, GRA. 0734, evenings Seven Kings 3421. [5793

RILEY 9 MONACO. 1937, S67Z series, fitted twin Zeniths. Engine, gearbox, differential, road springs, shock absorbers, brakes, all recently overhauled and now mechanically sound. New battery and three new tyres; body and interior fair. Demonstration given to genuine buyer who should bring £150. Tel: ACO 1997. [5794

SS100 2½-LITRE Competition 2-seater. Cream, red interior and hood. P.100s. Very attractive car. £225. 1237, Warwick Road, Birmingham 27. ACO. 2125. [5795

B.M.W., GENUINE 328, in excellent running condition but cannot be registered in this country in its present form. Any trial. £250 or exchange considered. Box No. A.796. [5796

RILEY IMP. "One of the finest in captivity." £340. Guildford 67656 (evenings). [5797

BENTLEY 3-LITRE Red Label 2/4-seater. Excellent engine, chassis and body. "A" type gearbox, 3.53 axle. All tyres good. A magnificent Bentley in fine tune. £26. Flat 2, 58, Braidley Road, Bournemouth. [5798

1½ INVICTA Sports Tourer. First class bodily and mechanically. Bills for over £100. £130 o.n.o. 56, Beaumont Road, Purley, UPLands 2309. [5799

RILEY 1937 LYNX, 4-seat Tourer, pre-select. Enthusiast maintained good condition, sand body. Denham, 42, Southway, Carshalton, Surrey. VIG 5371. [5800

£105. M.G. 14/40 Tourer. Blue cellulose and polished aluminium. Lockheed hydraulic brakes with new Laystall drums, four-speed gearbox, new radiator, all tyres as new. Cruising 55-60, max. over 70, petrol 30 m.p.g., oil negligible. E. Burcher, 8, Forest Road, Westbourne, Bournemouth. [5802

A.C. OWNERS. Set of 1½ in. large-bore carburettors, manifolds and linkage complete. £25. ENV 4:1 crown wheel and pinion. £8. All new. Jennings, 16, Poyle Road, Guildford, 2765. [5803

L-TYPE M.G. MAGNA, one owner and mint condition. Well worth inspection. A small slice of history at £155. Hamilton, West House, Bathampton, Bath, Somerset. [5804

ROLLS-ROYCE 20 H.P., 1927, later Mulliner Sports Saloon Body. Seen London. Gift, £195. Box No. A.805. [5805

B.M.W. SALOON, black, 320, 1938. Reconditioned engine and brakes. Body paint excellent, interior similar. Heater. £265. Dr. Harris, Whitwick, Leics. [5806

BENTLEY, 1925, 3-LITRE, long chassis. Now undergoing engine overhaul; available end July. Must sell, wife cannot cope. Haggle from £150. Particulars from Box No. A.807. [5807

F. W. (FREDDIE) DIXON must clear surplus stocks before moving home. Riley Nine Special head, £5; as new six stud wheels, £2 10s. each; lined racing brake shoes, £2 per pair; lots of S.U. carburettors and spares; 8 steering wheels, £5 lot, 2 new Smiths temperature gauges, 25s. each; 2 new 6-v. S.U. petrol lifts, £2 5s. each; over 100 new valves suitable exhaust or inlet 5⅛ x ⅜ stem 1⅛ head, price according to quantity taken, in any case very low; Teddington Electric 10,000 revolution counter, new, with instructions, £4 5s. "Ardverness," Wray Common Road, Reigate. [5808

LAGONDA, 1934, M45 4½-litre Tourer. Confidently claimed the finest existing example. Last owner, member V.S.C.C., kept it faultlessly. Quite outstanding in every way. £185. Richards & Carr Ltd., 35, Kinnerton Street, S.W.1. Belgravia 3711. [5809

DELAHAYE, 1938, but new Guillore body 1946 and new engine and Cotal gearbox 1948. Beautiful Drophead Foursome. Exceptionally well cared for. Superb performance and reliability. £295. Richards & Carr Ltd., 35, Kinnerton Street, S.W.1. Belgravia 3711. [5809

LAGONDA 2-LITRE, 1932. Low, Sound. About £85. Bradford, Farley, Much Wenlock, Salop. 295. [2810

ALVIS 20 Thrupp Maberley Saloon, fine condition/appearance. Economical Solex/3 S.U.s. New tyres. £125. 1934. Photo. Bamber, 7, Lumley Avenue, Skegness, Lincs. Tel. 1463. [5811

LEA FRANCIS Estate Car, 1950, 1767 c.c. Maroon/oak; bodywork and interior in showroom condition. Undersealed. Engine just completely overhauled, all bearings replaced, new liners, pistons, etc. 28 m.p.g. £450. Wells, 1, Argyle Street, Tynemouth, Northumberland. Tel. North Shields 3226. [5812

1917 MORRIS COWLEY, 2-seater Coupé. Original Continental Red Seal engine. Exceptionally good condition. Tel.: West Kingsdown 210, nr. Brands Hatch. [5813

RILEY 9 KESTREL Saloon, 1936. Daily use. Evenings only. £50. 25, Villiers Street, Coventry. [5815

FOR SALE—*continued*

1947 CITROEN LIGHT 15—"Pyewacket," the familiar of R.A.F. officer requiring less thirsty barouche to suit rather short pocket. Mechanically good, new liners/pistons 10,000 ago, new radiator, silencer, w/pump. Brakes relined. Body bit rough round edges. Nearest £200. Box No. A.814. [5814

VINTAGE RILEY, 11.9 s.v. New 2-seater body. All mechanical parts original. Needs rewire, battery, to complete rebuild. Towable. £25. Spare 10.8 s.v. engine and cone clutch, good condition. £10. Riding, 156, Birchfield Road, Widnes, Lancs. [5816

1939 M.G. TA Tickford Coupé. Good condition, new hood, brakes. £240. Lieut. Turner, H.M.S. Collingwood, Fareham. [5817

£60. 1939 PEUGEOT 402B 2-litre Saloon. Hill House, Holt Road, Cromer, Norfolk. Tel.: 2059. [5818

WADE SUPERCHARGER, suitable Ford Ten, complete belts, pulleys, fan, S.U. carburettor. £25 o.n.o. 529, Church Road, Yardley, Birmingham 33. Stechford 4997. [5819

PB TYPE M.G. 2-seater, excellent condition. Red. Extras. £180. Wanted V.W. D. Cooke, "Rock House," Ambergate, Derbys. [5824

HUMBER ex-W.D. Tourer, *circa* **1944**

We offer this rare type of Super Snipe with all-weather equipment, in original condition throughout and quite unfaultable, with a mileage believed genuine of only 24,000-odd miles. **100 gns.**

HUMBER 14-h.p. HAWK, 1948

A very fine specimen car with appearance as new. Mechanically really excellent. Steering-column change and heater. **300 gns.**

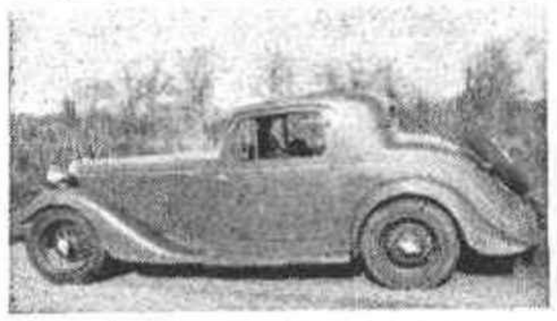
ROVER 16-h.p. Saloon, 1946 (late)

One elderly owner from new, this exceptional car in immaculate and original condition has always been factory maintained, and at 54,000 miles is absolutely unbeatable value. **365 gns.**

W. T. DYSON (Peterborough) LTD.

Newark Avenue Garage

'Phone : PETERBOROUGH 4106



AVON SPECIAL

1935 Sports Coupe, coachbuilt. Recently overhauled and resprayed; good tyres. Meticulously maintained. Excellent condition.

£85, o.n.o.

Box No. P111, "MOTOR SPORT," 15, CITY ROAD, LONDON, E.C.1.



1933 13/70 MARENDAZ SPECIAL 2/4-seat tourer, fitted with 1½-litre Continental 6-cyl. s.v. engine and close-ratio 4-speed box. One owner until last year. 1,100 miles since reconditioned engine, new clutch, rebuilt gearbox, wheels rebuilt, resprayed grey, rechromed, re-upholstered in red hide and carpeted, new dash, full tonneau and hood bag. New battery and excellent tyres. 25 m.p.g. with luck and 70-75 m.p.h. **£200 or offer.**

G. DAVICO, CURLHAWES, THORPE, SURREY Tel.: Chertsey 2074

FOR SALE—*continued*

M.G. YB, 1953, Saloon, 16,000 miles, black/green Lucas screenwash, heater, temp. gauge, radblind. Ace rimbellishers, seat covers, other extras. £595. Burt, Silverthorn 4361 London. [5820

ALVIS SPEED 20 Charlesworth Saloon. In very reasonable condition. £45 o.n.o. 4, Waterloo Road, Bramhall, Cheshire. Phone: Bramhall 2301. [5821

LANCIA APRILIA, 1937, mechanically sound, interior fair. £130. Dr. Taylor, Townley's Hospital, Bolton. [5822

RILEY FALCON 12, 1935, engine sound, new tyres, rewired, dynamo/starter motor overhauled. Hendon tested. £130. CHI 1743. [5823

JOWETT JUPITER, 1951, Series III engine, good, clean condition. £340 or exchange pre-war saloon. L. Sowersby, Moorside, Brandesburton, Driffield, E. Yorks. [5825

WANTED

STARTER MOTOR, ratchet and pawl for handbrake, A/H, S—absorbers for 16/18 Lagonda. Price, etc., Johnson, 10, Somerset Road, Hanley, Stoke-on-Trent. [5257

AQUAPLANE H.C. head, induction, and any exhaust manifold for new Anglia. Box. A258. [5258

WANTED: MORGAN T.R.2 Engine. Give details. Box No. A276. [5276

BAYSHILL CARS, 87, St. George's Place, Cheltenham, Phone 54914, urgently required good post and pre-war sports cars. [5277

FOR 1938 T.A. M.G. One pair 16 inch, k.o. wire wheels. Must be in perfect condition. Shields, Redwood Road, Sidmouth, Devon. [5279

ROLLS ROYCE 20/25 or 25/30 tourer in excellent condition. Will give loving care and good price for finest available touring car. Alton Walker, Pebble Beach, Calif., U.S.A. [5280

OVERSEAS OFFICER returning leave end July has only £101 available for Alvis Saloon or similar capable of 4 months' genuine trouble-free motoring. Norman, 27, Rosslyn Road, Bath. [5290

URGENT REQUIREMENT for a 1926 Rolls Tourer. Must be in good and original condition. Price about £200-£250. Box A299. [5299

WANTED: MINOR SERIES MM engine and Javelin 50/51 engine. With or without gearboxes. Any condition. Urgent. Cash paid. Write details—Pountney, 31, Parkhill Road, Walmley, Sutton Coldfield. [5306

FIVE 15IN. LIGHTWEIGHT WHEELS and tyres, not shrouding drums, suitable Austin 7. Guest, 21, Solent Road, Southbourne, Bournemouth. [5318

MODEL T FORD. Preferably 1913-16. Send fullest particulars and photograph if possible. Burgess, 96, Roverway, Christchurch 222. [5324

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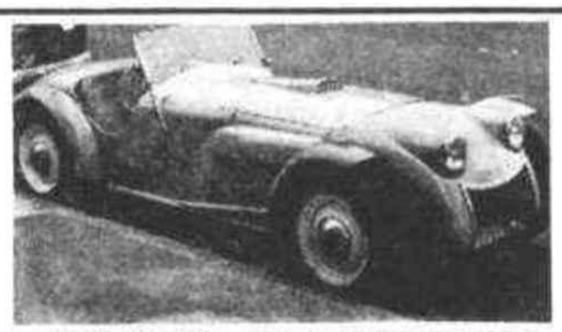
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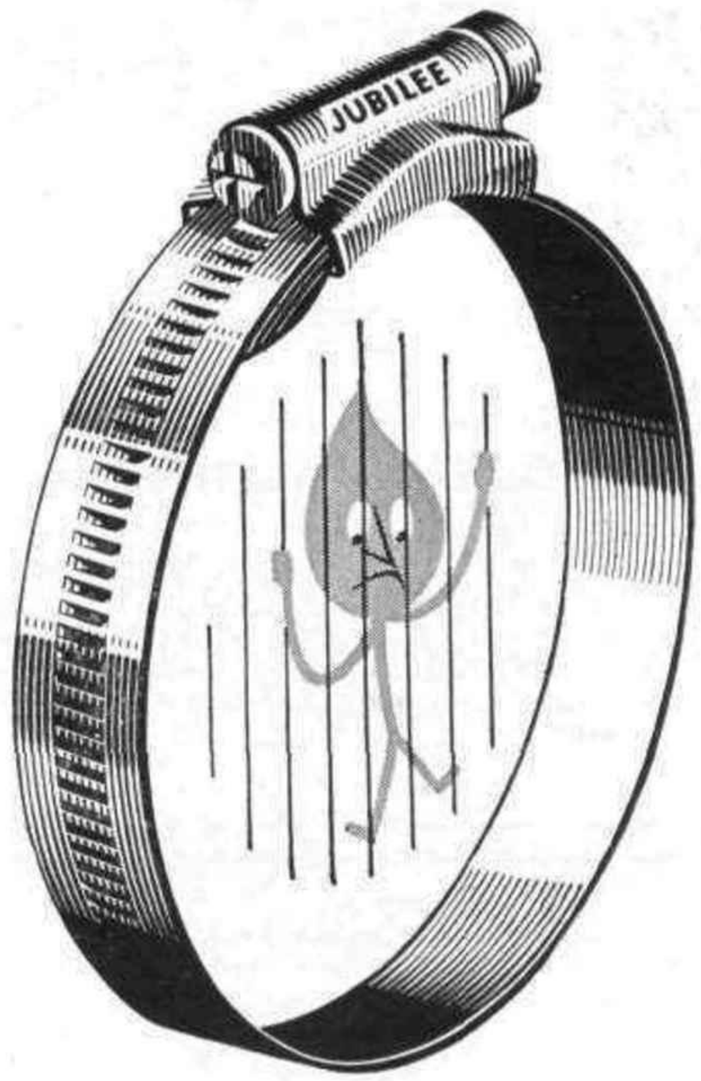
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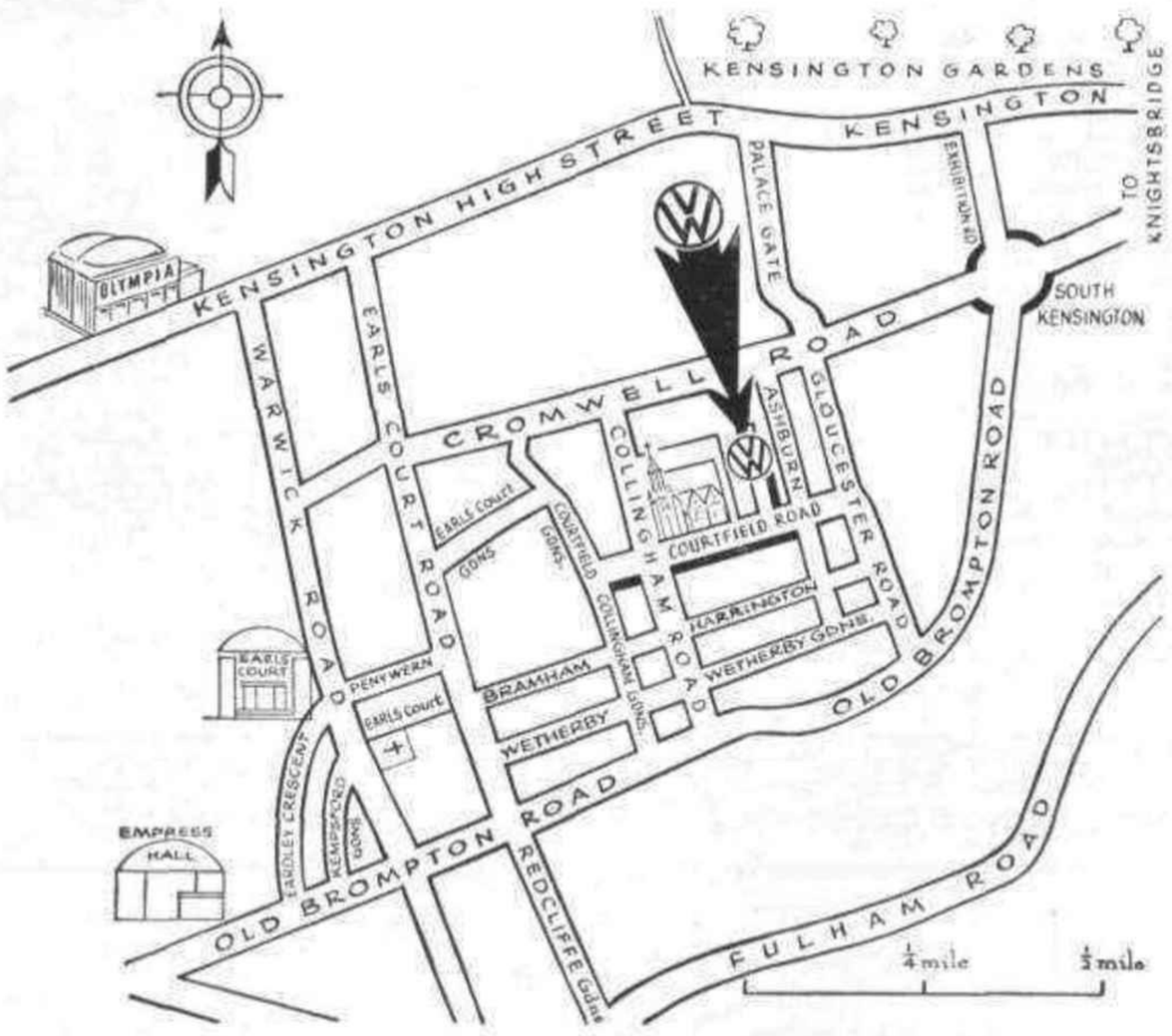
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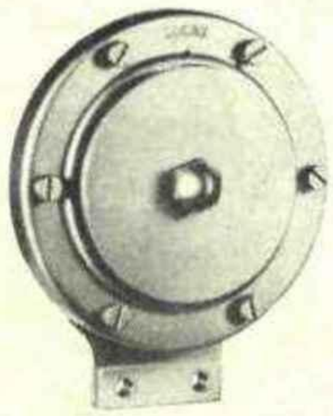
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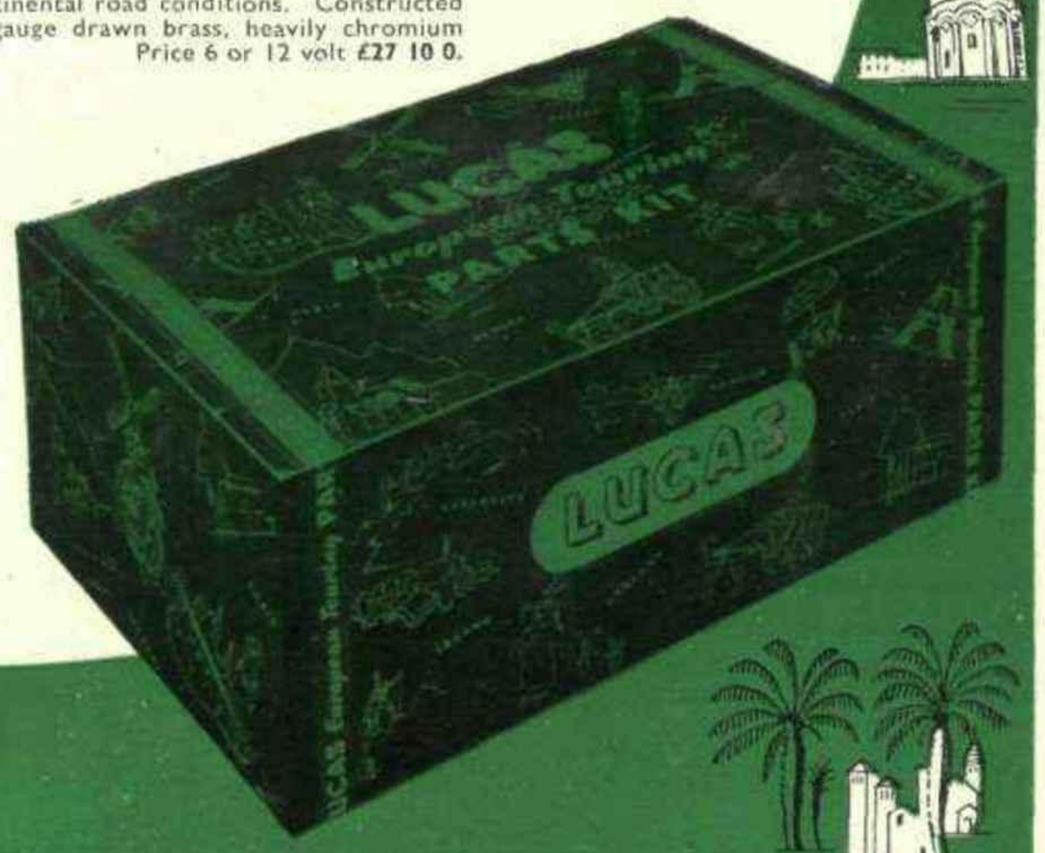
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