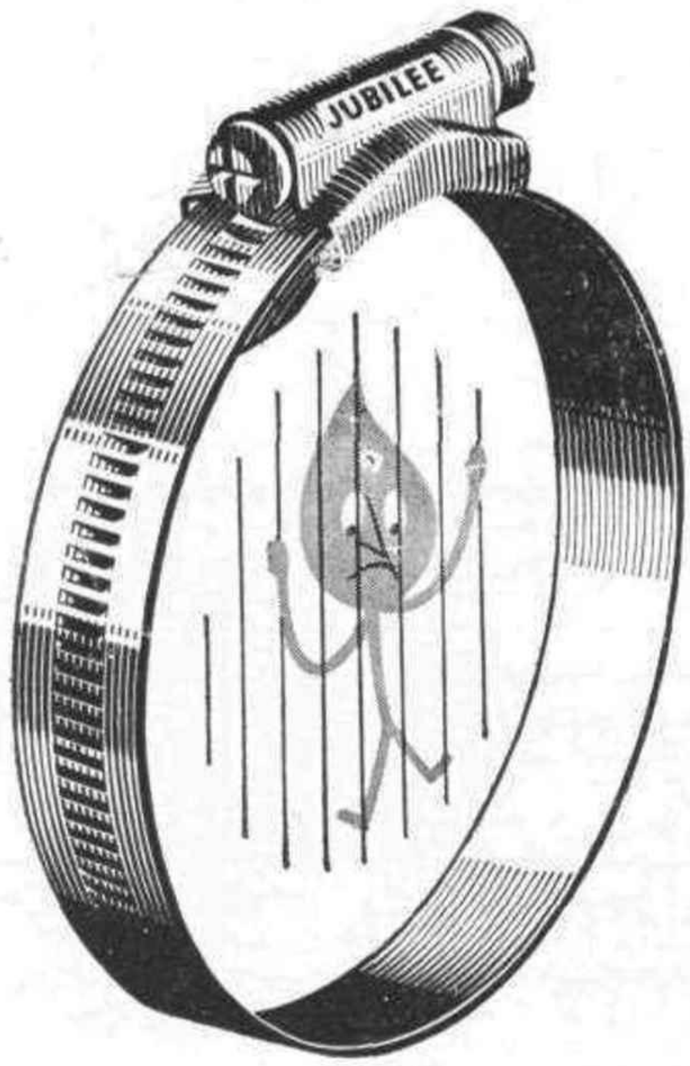
Vol. XXXIII No. 1 ONE SHILLING AND SIXPENCE January, 1957

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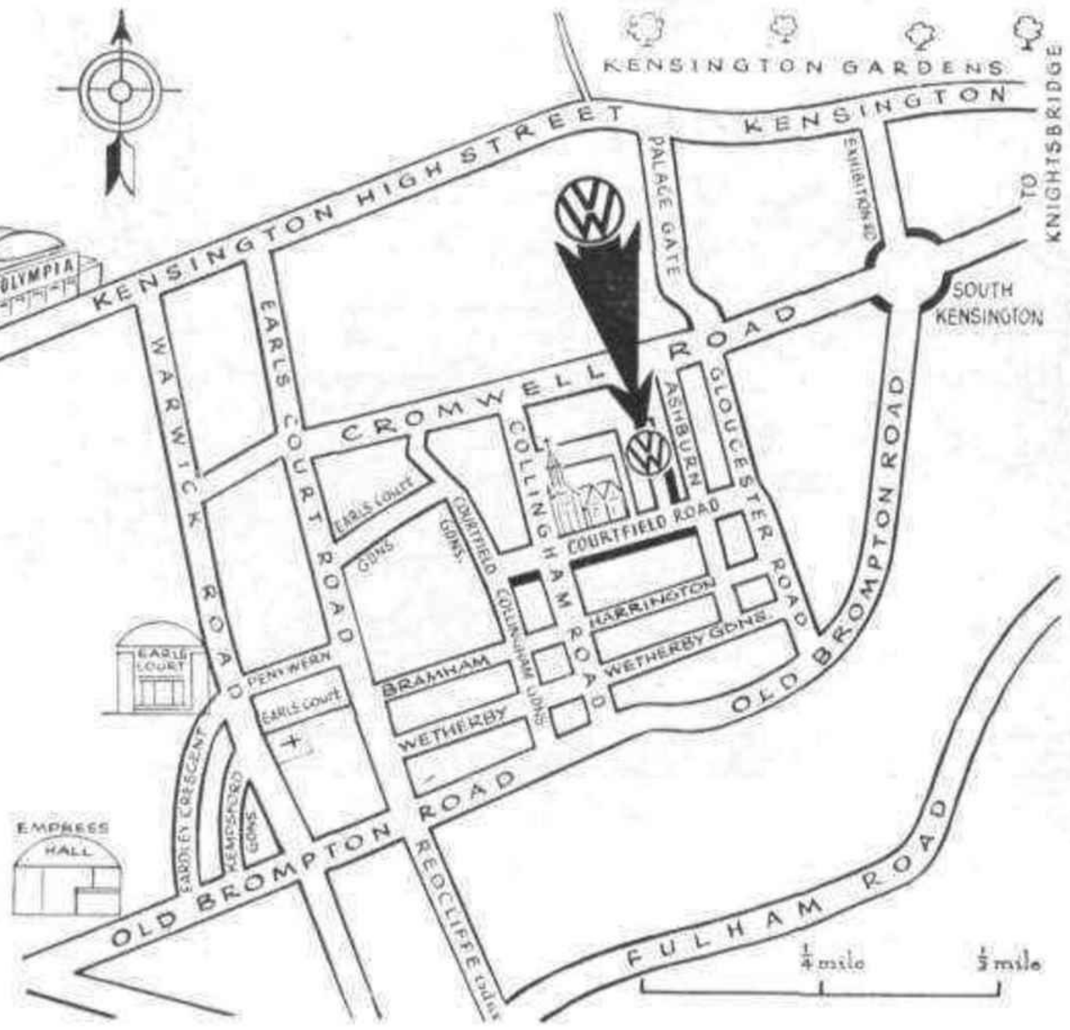


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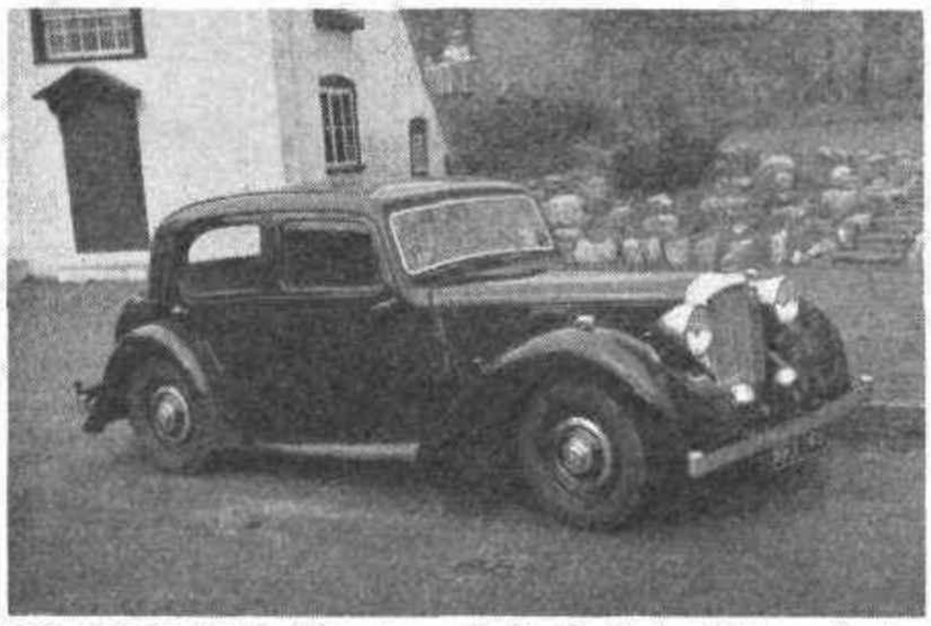
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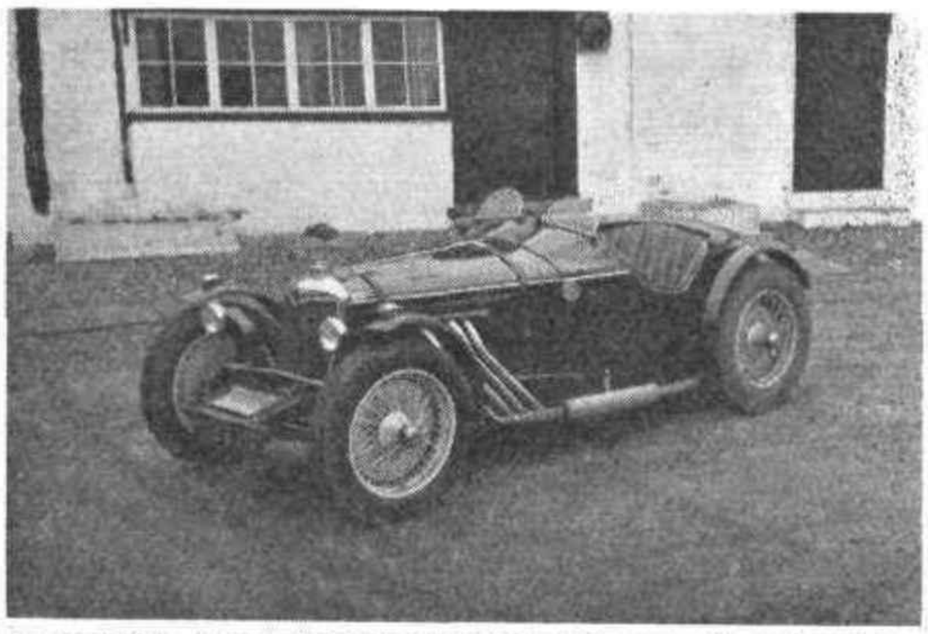


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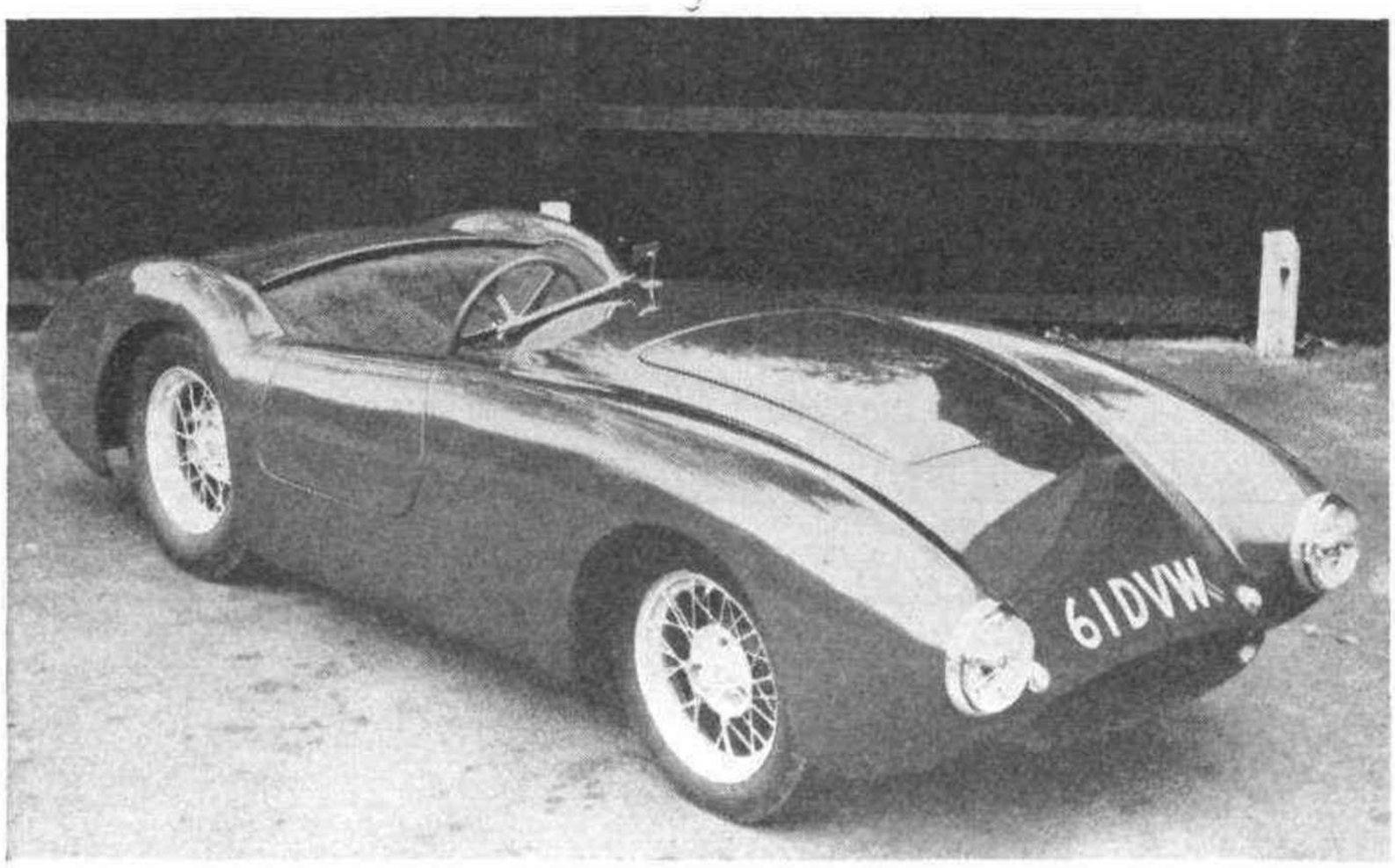
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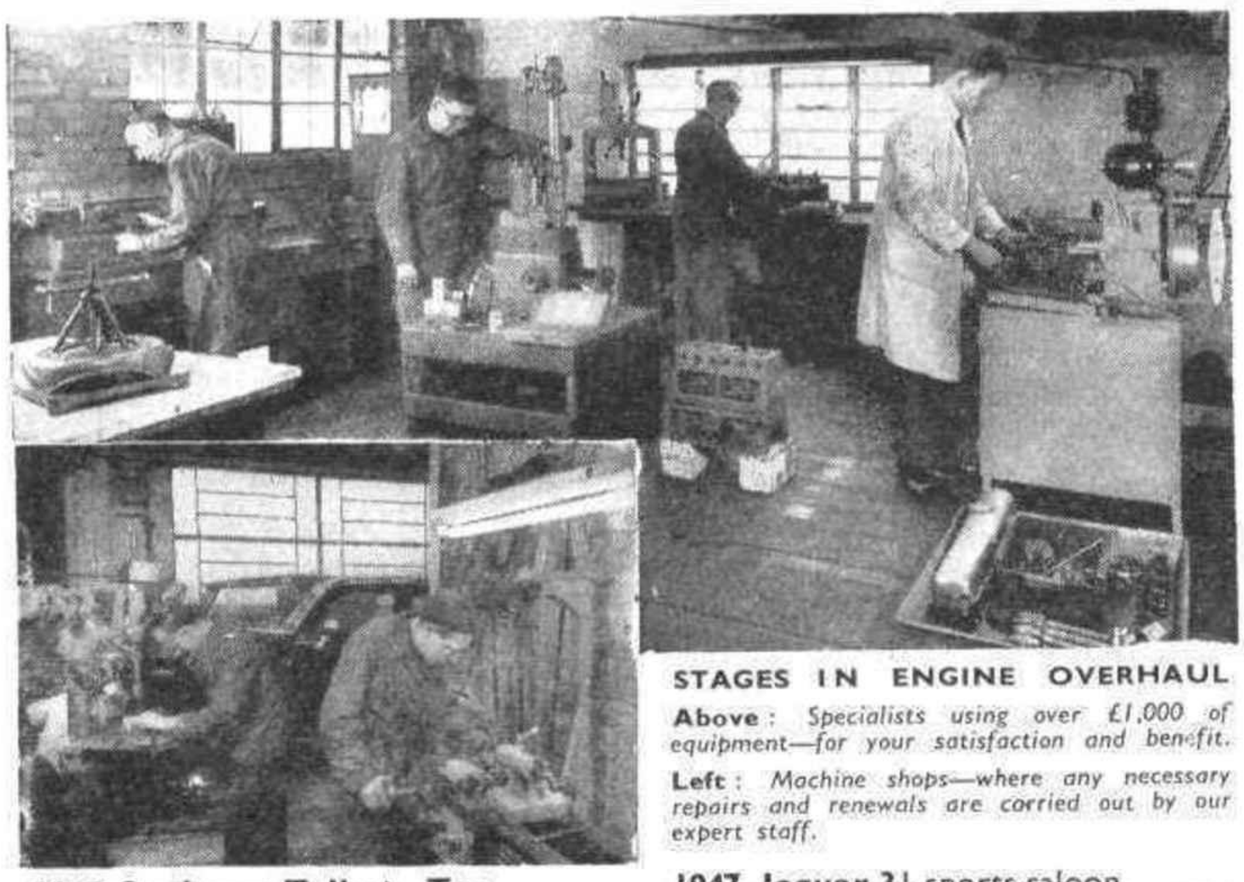
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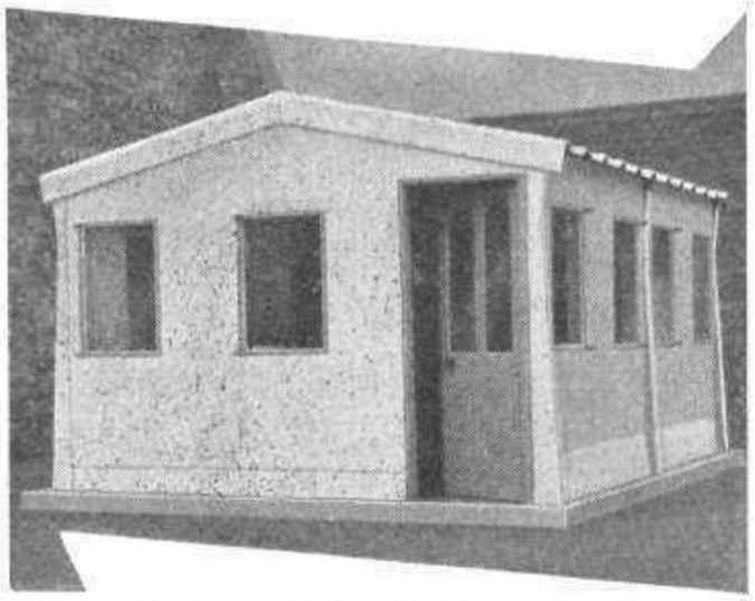
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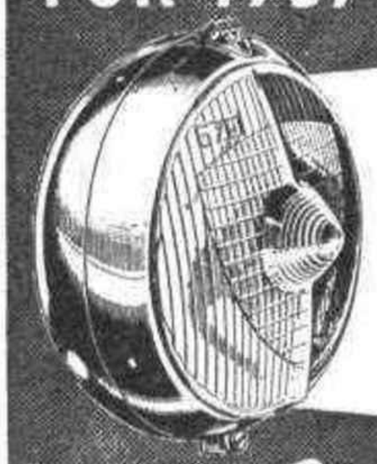
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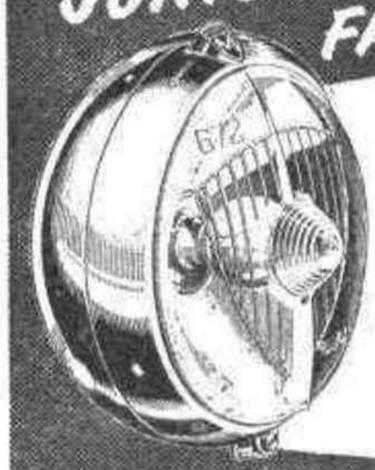


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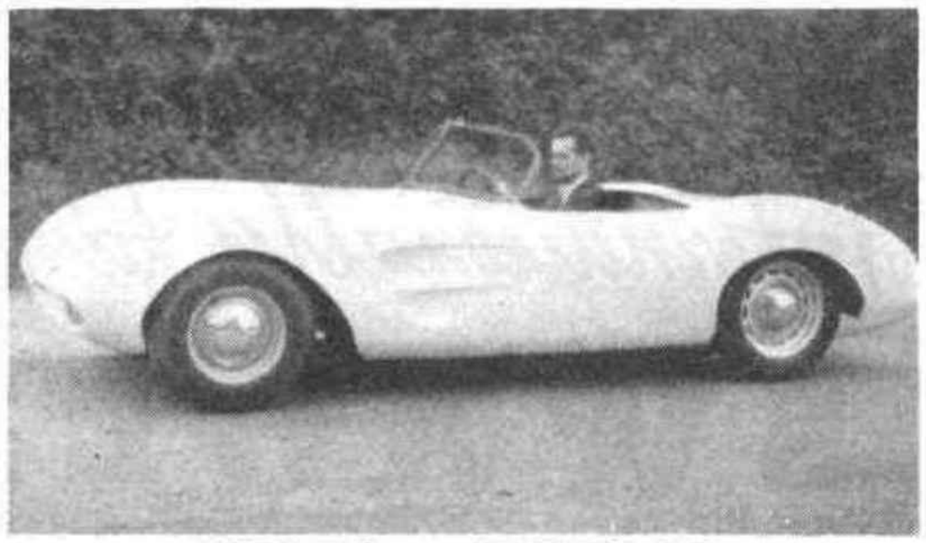
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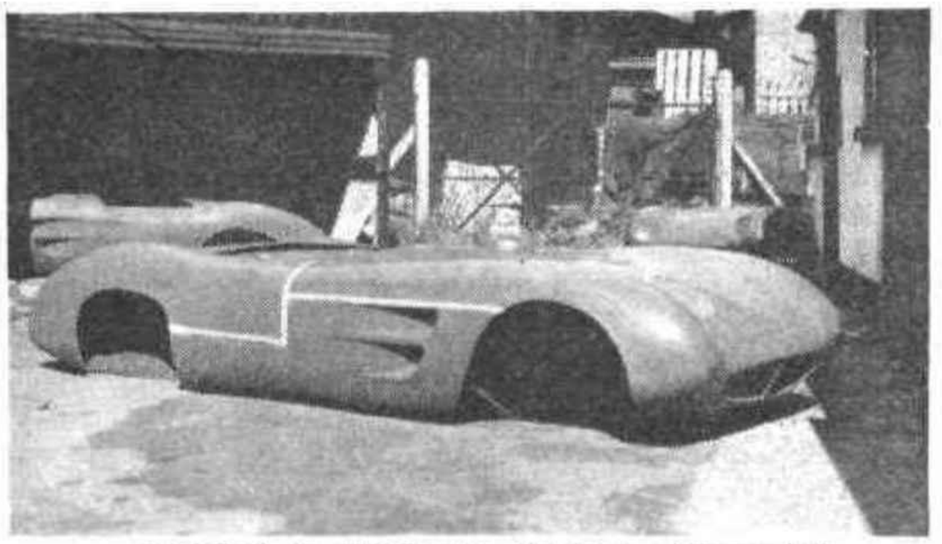
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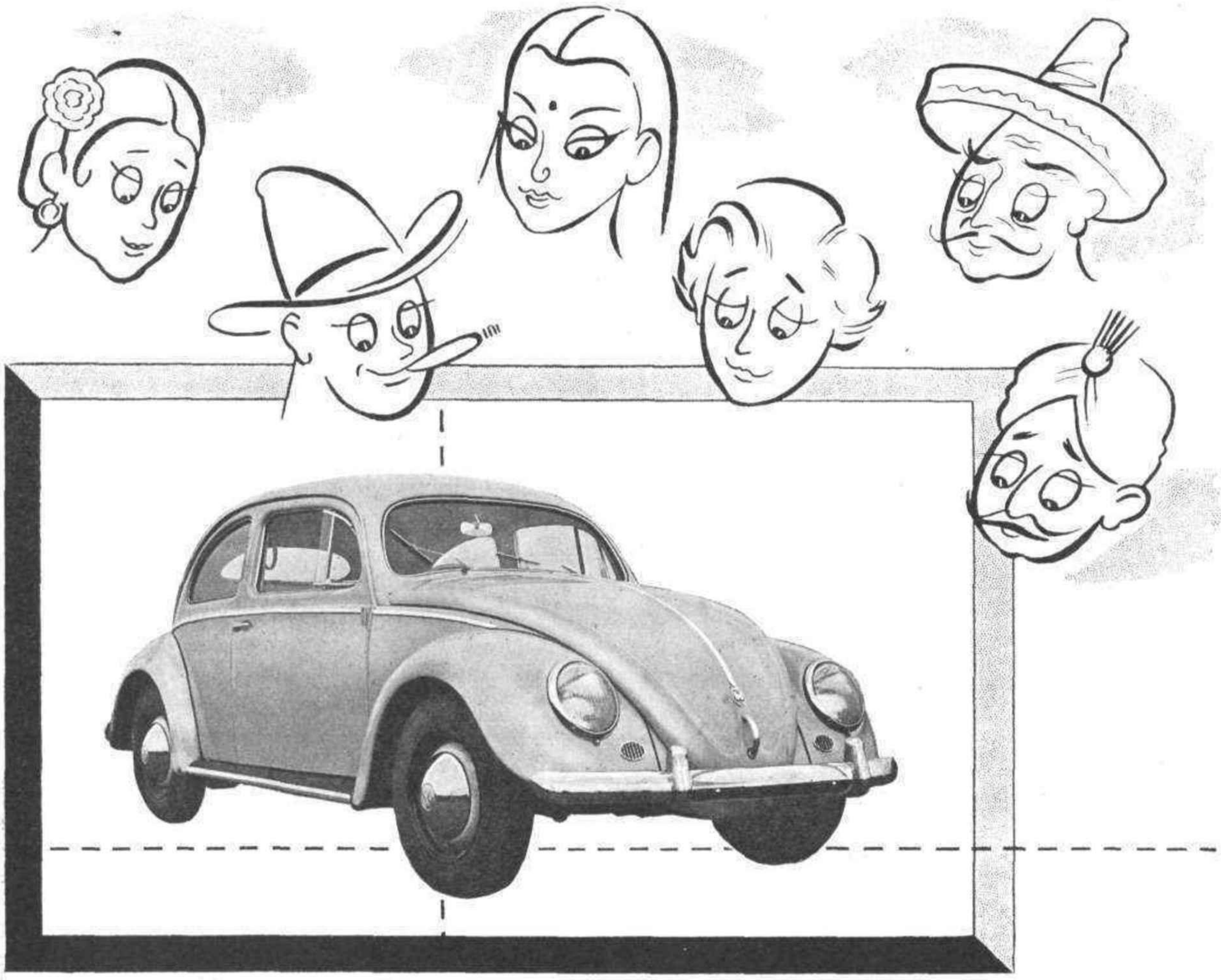
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VOL. XXXIII No. 1 — RACE RESULTS OF 1956 — JANUARY, 1957

MOTOR SPORT

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MATTERS OF MOMENT

OATS STILL UNRATIONED

MOTOR SPORT is not a political journal, so we cannot be expected to discourse intelligently about the Suez situation, the inflation or deflation of the pound and the ranting of politicians.

The rationing of petrol, however, calls for some comment, and even more so the action of the Chancellor of the Exchequer, Mr. Harold Macmillan, in savagely and immediately raising the petrol tax on December 5th from 2s. 6d. to 3s. 6d. a gallon. Not content with this, Mr. Macmillan, in spite of stating earlier that he would take steps to control the price of petrol, allowed the petrol companies to impose another 5d. a gallon, so that overnight an increase of 1s. 5d. a gallon went on to all grades of petrol.

No doubt this will benefit the Government in various ways. Petrol will be conserved, congestion on our inadequate roads will no longer be so apparent, and, under the law of averages, road accidents will decrease. Whether the looked-for stability of revenue will be realised is another matter, for the greatly inflated cost of motoring will put many vehicles off the road for the early months of this tarnished New Year, while the S.M.M.T. was quick to point out that the increase in petrol price and tax will kill sales of new cars and have a very detrimental effect on the British Motor Industry and those employed therein. The used-car trade will be in a severe plight. And a weekly *motoring* contemporary even remarks quite seriously that petrol *rationing will do good for British Railways* by demonstrating " to new customers and others who had deserted them" but will now be compelled to use them, " the improvements which have been made " !

The increased cost of motor fuel will affect every citizen in this country, by way of higher fares, higher freight charges and inflated cost of living generally, unemployment and probably strikes for further wage increases.

Once again it is obvious that the Government of this country has no use for private motoring; indeed, the Minister of Transport said as much in a recent speech on road planning. All who use their cars solely in the criminal pursuit of pleasure would be well advised to cease buying ridiculously-expensive petrol and paying the savage tax on their cars, in acknowledgement of the Chancellor's unwelcome Christmas present to motorists. They might also inquire what the R.A.C. and A.A. are doing on their behalf . . .

For years motorists have seen the price of petrol going up, but never coming down. We would like to know what prospects there are of petrol tax and petrol prices decreasing when the present crisis is over and why. if the Government was so urgently in need of extra revenue last month, it didn't spread the burden over other taxpayers instead of settling it so heavily on the shoulders of a section of the population already weary from rationing and high prices, to the ultimate deterioration of the country as a whole ? Perhaps, however, we are unjustified in our criticism—as far as we know, oats are still unrationed.

PATRIOTISM

Although we know as little about boxing as we do of politics, before Dick Richardson of Wales retired after *eight rounds at Harringay on December* 4th we hoped sincerely that he would defeat Nino Valdes of Cuba, a hope which the spectators obviously shared. We have nothing against Valdes and we imagine that had the match taken place in Cuba the cheers of encouragement for the Cuban would have been louder than those for Richardson. But we are British, so naturally we wanted Britain to win.

It was the same at Reims last summer. When Harry Schell got the green Vanwall amongst the three red Ferraris and drove temporarily into second place in the French Grand Prix we, in company with the English spectators in the grandstand, enclosures and Press box, rose to cheer. The carefully-kept lap charts of the British journalists went to blazes—we believe that the MOTOR SPORT reporter just kept his, but only due to long experience !—as they leapt to their feet to urge Schell on. He didn't win, but it was magnificent while it lasted.

That British car which went so well at Reims was driven by an American. Let us hope that this may prove prophetic when applied to the prevailing unhappy Anglo-American political situation !

NO MONTE CARLO RALLY

As we close for press we learn that the Monte Carlo Rally has been cancelled. Details of those club fixtures that remain unaffected by the prevailing situation are given overleaf but, naturally, all the long-distance competitions, including the M.C.C. Exeter Trial and V.S.C.C. Measham Rally, have been abandoned.

THE EDITOR AND STAFF OF " MOTOR SPORT " WISH YOU AS HAPPY A NEW YEAR AS POSSIBLE UNDER THE PRESENT CIRCUMSTANCES.

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Front Cover Picture : CHAMPION DU MONDE.—J. M. Fangio in action at Spa in the course of winning the World Championship for the fourth time. The position of his Lancia/Ferrari shows that modern Grand Prix racing is no milk-and-water pursuit !

Motor Sport Events for January

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Jan. 1st ...	Leicestershire C.C.	County Arms Hotel	Blaby	Party	8.00 p.m.
Jan. 3rd ...	S.U.N.B.A.C.	Town Hall	Sutton	Dinner	7.30 p.m.
Jan. 5th ...	Bristol M.C. & L.C.C.	Bristol area	Bristol	Trial (*C.*)	4.00 p.m.
Jan. 6th ...	Harlow & Dist. M.C.	Gilston Park Hotel	Harlow	Treasure Hunt	3.00 p.m.
Jan. 8th ...	Northampton & Dist. C.C.	Romany Hotel	Northampton	Film	8.00 p.m.
" ...	Lea-Francis O.C.	"The Albert"	Kingston	Social	8.00 p.m.
Jan. 12th ...	Birmingham Y.C.M.C.	Empire House	Birmingham	Film	7.45 p.m.
Jan. 15th ...	Bristol M.C. & L.C.C.	Swan Hotel	Bristol	Film	9.00 p.m.
Jan. 16th ...	B.A.R.C. (S.W.)	Little Testwood Hotel	Totton	Christmas Party	9.00 p.m.
" ...	Caerns & Anglesey M.C.	Royal Hotel	Caernarvon	Dinner	7.00 p.m.
Jan. 18th ...	Bristol M.C. & L.C.C.	Grand Spa Hotel	Clifton	Dinner	7.00 p.m.
" ...	Rover Sports Register	White Hall Hotel	London, W.C.1	Dinner	6.00 p.m.
Jan. 18th/19th	B.R.S.C.C.	Empire Society Hall	London, W.C.2	—	—
Jan. 19th ...	Southsea M.C.	Cambridge Hotel	Southsea	Dance	8.00 p.m.
Jan. 29th ...	Bristol M.C. & L.C.C.	Swan Hotel	Bristol	A.G.M.	8.00 p.m.

The B.R.S.C.C. Festival of Speed and Sport

THE Festival of Speed and Sport organised by the British Racing and Sports Car Club, in aid of the British Motor Racing Relief Fund, was billed for November 30th but, in fact, took place on December 1st last year, as it commenced just after midnight, at the Odeon, Leicester Square.

Practically everyone who matters in British motor sport and who was in this country seemed to be present, and many other sporting celebrities had been invited, including Peter Twiss, Nevill Duke, Pat Smythe, Col. Llewellyn, Roger Bannister, Stanley Matthews, Sir Stanley Rous, Alan and Eric Bedser, Sir Jack Hobbs, Sir Gordon Richards, Lester Piggott, Jack Solomons, Freddie Mills, Don Cockell, Harry Cotton, Reg. Harris, Mrs. Topham, etc. Ken Gregory, the B.R.S.C.C. Secretary, somehow found time to greet his guests, many of whose ladies were in beautiful evening dresses in the cinema foyer.

After cocktails to soft music at the Tavistock Banqueting Rooms as guests of the B.P. International Racing Service, the visitors were presented at the Odeon with the first of the evening's films, covering a splendid selection of 1956 B.R.S.C.C. race meetings at Brands Hatch, Goodwood, Mallory Park, Silverstone, Crystal Palace and Oulton Park. Recollections of a wet summer were much in evidence and one "phenomenal avoidance" at Brands Hatch was seen to perfection! A composite 1956 British Movietone Newsreel brought in the Grand National at Aintree, golf, cricket, endurance horse-racing, sailing, athletics, football, horse-jumping, etc., besides some good impressions of the Monte Carlo Rally and Don Campbell making one of his brave attacks on the World's water speed record. Peter Twiss stole this film, however, in a brief interview—exceedingly mild and modest, his eyes nevertheless give a clue to nerves under full control that go with the temperament essential for success in the world of speed. He won well-deserved laughter when, in reply to a question about training, he replied that, apart from the fact that he does not drink to excess and isn't a smoker, he is really just as normal as other human beings!

Light relief was provided by eight minutes of "Motor Mania," an R.K.O. Radio Pictures' cartoon, after which the 160-minute non-stop performance continued with the splendid Shell-Mex and B.P. film of the 1955 Dundrod T.T. It was clear from this how the Mercedes-Benz handled that much better than Hawthorn's lone Jaguar, and an excellent idea of how this race ran out was obtained, although perhaps we might have been spared the two scenes of blazing cars, which cost the drivers their lives.

An edited version of the final reel of the J. Arthur Rank film "Checkpoint," of impossible motor-racing situations in glorious technicolour, drew laughs from the knowledgeable audience, which reached their peak when the hero casually enquired how he was doing in the Mille Miglia, to be told he was "one minute behind Fangio"! But we were glad to have seen this, because we will now be spared the expense of watching the rest of Betty Box's improbable film when it is released for public consumption.

A short Shell film of the 1956 R.A.C. Rally was interesting to those who took part in this event, but the grand finale was provided by B.P.s "Formula I," which runs for 50 minutes and covers the big G.P. races of 1956, starting in the Argentine and concluding dramatically at Monza. The individual, exciting and informative "shots" are too many to detail but you should persuade your club to borrow this excellent film. We were just a trifle disappointed that the R.H.R. cameras missed the full story of the sensational "Moss-Shunt" and Castellotti's furious spin at Monza, but we had been delighted to see how well British Movietone had caught the dramatic "mechanical failure" of the Queen Mother's horse in the Grand National! But it was exceedingly nice to see again Schell's Vanwall worrying the Ferrari team at Reims.

Ron Flockhart, in national kilted evening dress, with a charming partner, was a welcome guest at this three-hour festival of "speed on celluloid," and, on the screen, Peter Collins seemed to capture the loudest applause.—W. B.

"TRAVELLERS YARN"

This is the title of a film produced for Courtaulds, Ltd., and it tells the story of high-tenacity rayon yarn for tyre cords. Rayon now plays an important part in tyre performance and is used in 95 per cent. of all tyres made in the U.K. The film is available on loan to clubs and other interested organisations in 35-mm. or 16-mm. sizes; application should be made to Courtaulds, Ltd., 16, St. Martins Le Grand, London, E.C.1.

FILMS

Motoring films will be shown at the Assembly Hall, Loughton Secondary Modern School, by the Epping Forest Motorsport Association at 7.30 p.m. on January 30th. All enthusiasts are welcome and admission is free.

BRITISH MOTOR-RACING MARSHALS CLUB

A club has been formed for motor-racing marshals, whose services at race meetings are so essential. The advantages of membership will include increased insurance cover while on voluntary duty at circuits, improved catering facilities, transport to and from meetings and, later, the organisers plan to include works visits, films, talks, social functions and trips to Continental races. The organising secretary is J. D. Bannister, "Beechwood," Alsager, Stoke-on-Trent.

MOBIL OIL COMPANY FILMS

Two new films are available from the Mobil Oil Company, "Mobilgas Economy Run 1956" and the "1956 Senior T.T." Both are in 16-mm. Kodachrome. These two excellent films last for 50 minutes altogether.—I. C.

ANTI-FROST

A convenient plastic frost scraper has recently been introduced and is available for 1s. 1d. from Messrs. Halford's branches. Made from non-scratch plastic, it is small and flat and cleanly removes snow or frost from the windscreen.

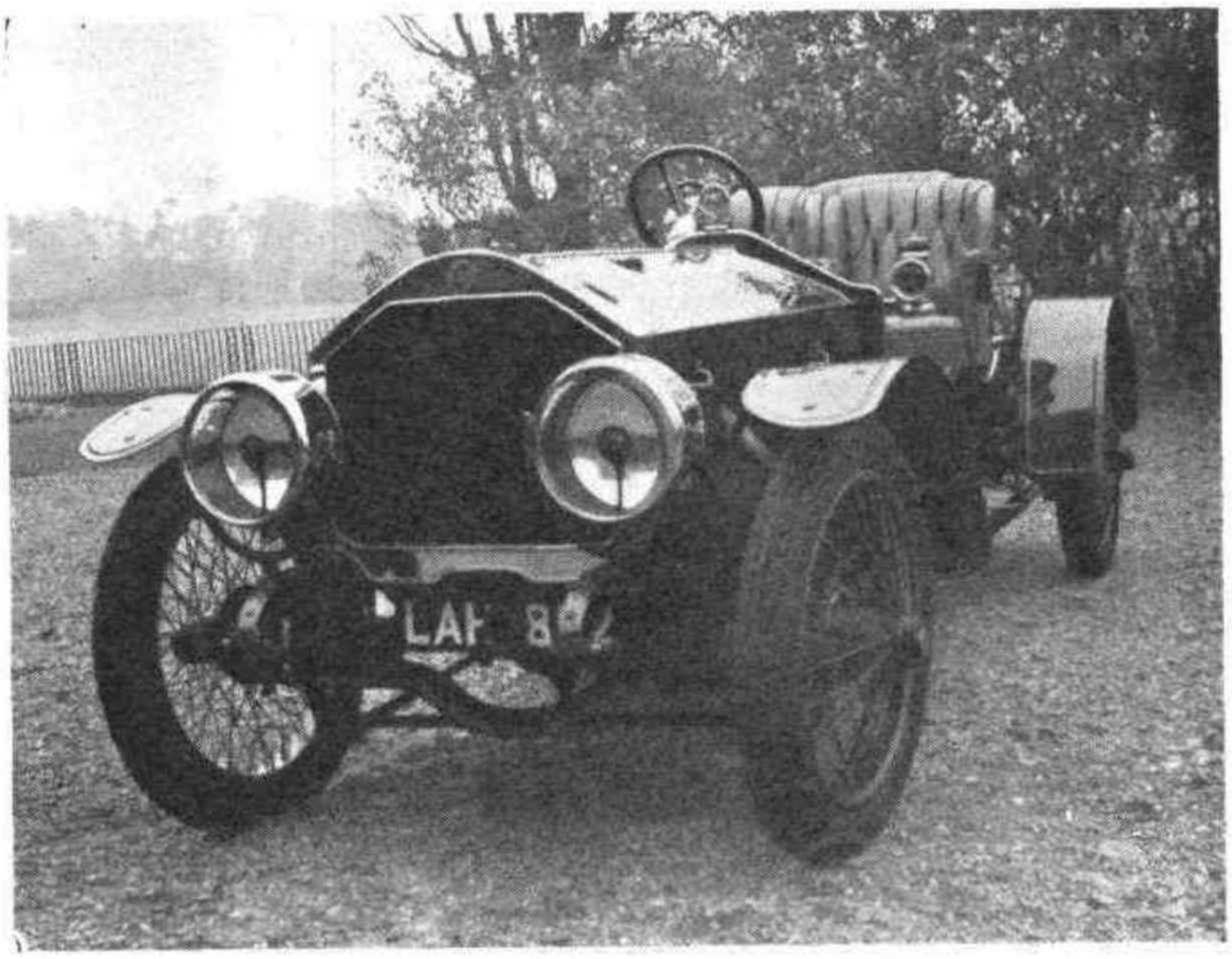
"LUNOX"

An attractive German accessory recently introduced into this country is the "Lunox" pneumatic adhesive lamp primarily designed as a rally-type swivelling spotlight for windscreen fixing by means of a rubber adhesive suction cup; the unit may be temporarily fixed to any smooth surface on the car for emergency repairs. Four yards of flex are provided and the lamp retails at £3 19s. 6d. less bulb.

Supplied by the Pool Clock Co., 30, City Road, London, E.C.1, the lamp and also the "Autoflex" rubber-bladed car fan are welcome additions to the existing range of accessories in this field.—I. G.

VETERAN—EDWARDIAN—VINTAGE

A section devoted to old-car matters, both current and contemporary



MAJESTIC.—Mr. Douglas Fitzpatrick's 1907 Maybach-engined Metallurgique awaits the pleasure of MOTOR SPORT's *testers.*

MOTORING BEHIND 21 LITRES—DOUGLAS FITZPATRICK'S MAYBACH-METALLURGIQUE

OLD cars are always fascinating but especially so when they are endowed with good performance. When this performance is such that modern sports cars have difficulty in keeping pace an experience unique in motoring is in store, and such we enjoyed when sampling Douglas Fitzpatrick's 21-litre Maybach-engined Metallurgique.

The occasion was a November Sunday that threatened fog, but a Standard Vanguard Sportsman made excellent speed from Essex to the deserted roads of Norfolk, and after a hurried lunch in Holt we presented ourselves at Mr. Fitzpatrick's beautiful home, Sheringham Hall, at a decently early hour.

The car awaiting our pleasure in the courtyard of the old coach-house was out of this world—a monster in the tradition of the 1908 Itala, 200-h.p. Benz and Chitty-Chitty-Bang-Bang.

This Metallurgique is of 1907 origin, having been a special 60/80 model, with the 150 by 140-mm. 10-litre engine, giving 100 b.h.p. at 1,400 r.p.m., used for record-attacks in Belgium. For this reason, probably, it was possessed of a back-axle ratio of 1.27 to 1, the axle casing specially spacious to house the big pinion.

It seems that the late E. A. D. Eldridge, of Isotta-Maybach and Fiat " Mephistopheles " fame, acquired the car. It later passed into the hands of a gentleman named Mr. Cole living quite near to the present owner, but unknown to him until, by a lucky stroke of fate, about six years ago, Mr. Fitzpatrick heard rumours of a giant car decaying on his premises, went to investigate and decided he must add the Metallurgique to his stable.

It had been re-engined between 1919-1921 by Mr. Cole and his partner Mr. Tillet, with a monster T-head, four-valve-per-cylinder 1910 Maybach engine of a type sold for use in " boats or airships." This vast power unit, with its six separate iron cylinders, fitted snugly once the chassis had been lengthened to accommodate it. The original Maybach carburetters had been replaced by Claudel-Hobsons but the old manifolding called for lighter " gas-works " and so two 52-mm. S.U.s have been fitted, specially made for the car and the only sop to modernity. Three new Y-shaped exhaust manifolds were made up, exhausting into quite a small-bore exhaust-pipe and cylindrical silencer.

Mr. Fitzpatrick disliked the radiator, with a pointed header-tank to give an extra two gallons of water, and bade Delaney-Gallay construct a new one to correct 1907 outline. It is a beautiful thing, carrying the authentic badge, found also on the remarkably unworn foot-pedals. At the same time the queer two-seater body put on about 1919 was abandoned and the chassis provided with three very comfortable bucket seats by Coachcraft Ltd.

The original flywheel with Metallurgique expanding brass-lined clutch is retained, likewise all the transmission and running gear. The crown-wheel and pinion had stripped but Ken Phantom made up new parts.

The side-valve Maybach engine is thought to develop 180 b.h.p. at 1,200 r.p.m. but may give more. It drives through a beautiful gearbox with ratios (note this) of 5.06, 2.56, 1.75 and 1.27 to 1. 880 by 120 tyres being unprocurable, new 935 by 135 Dunlops are used on the original wheels, resulting in speeds of over 20, 41, 60 and 81 m.p.h. per 1,000 r.p.m. in the different gears.

Our inspection of this magnificently-finished chocolate-brown Edwardian completed, 22 gallons of water were supplied to the radiator, 12 gallons of petrol to the 25-gallon fuel tank, Mr. Fitzpatrick's German mechanic, who accompanies the Metallurgique on all its journeys, pulled the engine over with a bar normally clipped along the chassis frame, and, switching-on the trembler coils, the proud owner caused the engine to burst into life. In no time at all she was warm and we were away.

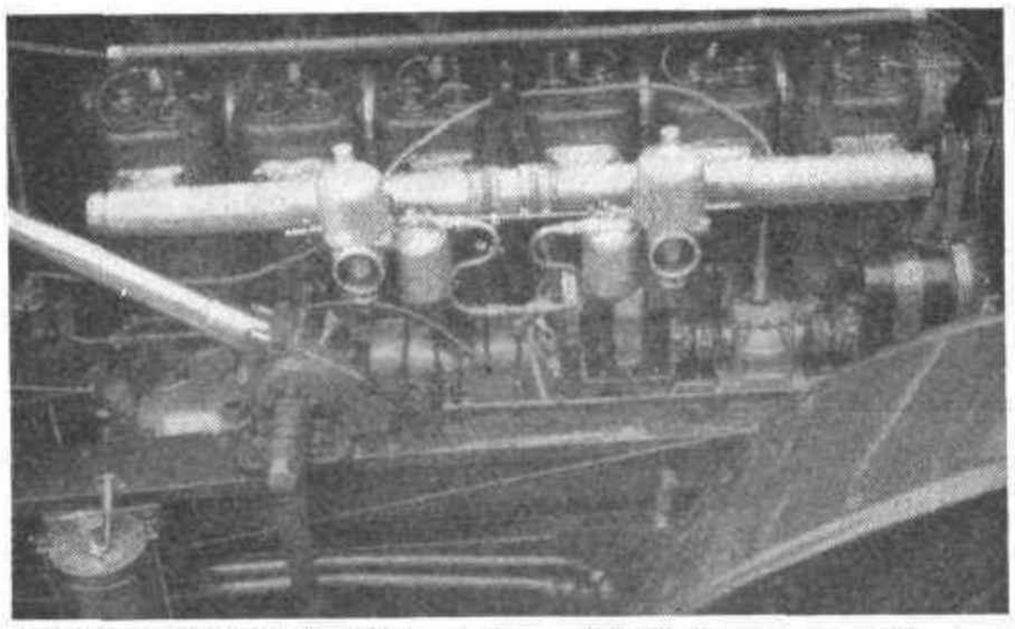
Riding on this Metallurgique is to put the clock back to an age long past, and, even in 1919, think what a phenomenal possession this car represented. When 85 m.p.h. from an E-type 30/98 was the peak of motoring, imagine being overtaken by a car doing only a little over 1,000 r.p.m.!

Moreover, this Edwardian, for all its size and 36 cwt., can be driven fast in safety. It handles extremely well, so that pulling it off the crown of a country lane to avoid collision with a spell-bound saloon is not in the least " dicey," while a casual motor-coach driver enabled us to discover how well it stops from 70 m.p.h., albeit on locked back wheels!

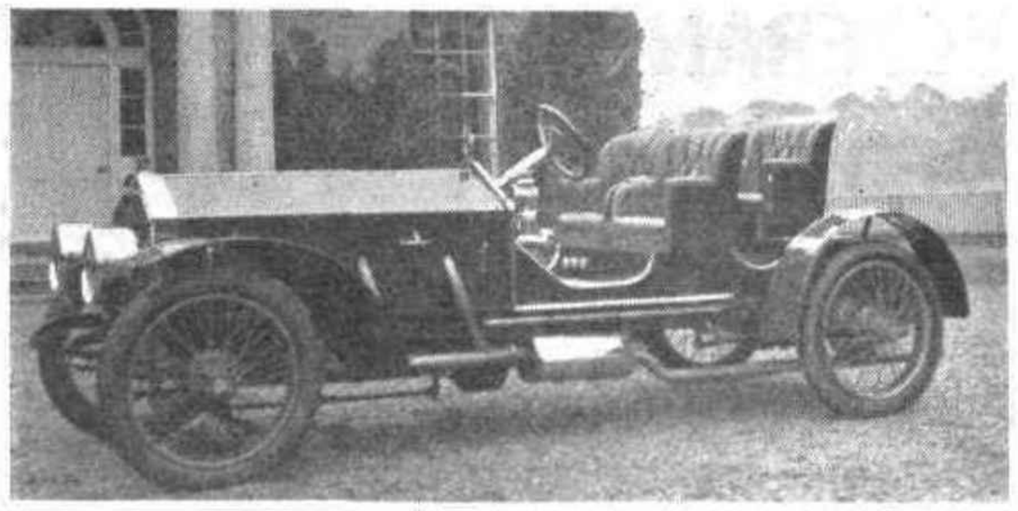
Four pedals confront the driver, two being brake pedals, working, respectively, transmission brakes behind the gearbox and ahead of the pinion casing, one of these pedals also freeing the clutch, which has its own pedal, supplemented, of course, by the accelerator. The hand brake applies the back-wheel brakes. Originally metal-to-metal was the order of the anchorage, but racing at Brands Hatch set the shoes afire, so Mintex liners are now in use and Ferodo racing linings are contemplated for this season.

If such controls seem complicated, the driver is encouraged by the docility of the engine, which is happy down to 300 r.p.m. in that very high top gear. The car's weight distribution, too, is good, being 18½ cwt. on the front wheels, 17½ cwt. on the back. Only as we rode a straight Norfolk by-road at 95-97 m.p.h. did the Metallurgique become rather eager in its manner of running—sitting high and unprotected, with the long bonnet feet below one, the sensation was better than 130 m.p.h. in a 300SL!

When really motoring, Mr. Fitzpatrick goes up to a daring 1,300 r.p.m. and after cruising at a lazy 80-90 m.p.h. we came to a straight road and assayed some acceleration figures. Here comes



ALL 21 LITRES OF IT!—A view of the induction side of the huge Maybach airship engine now in the Metallurgique chassis, showing the two S.U. carburetters "hung" on the original manifolding.



EDWARDIAN GIANT.—Seats for three intrepid mortals are provided on the Metallurgique.

the big surprise. The very steady Eliott rev.-counter enabled 0-60 m.p.h. and 0-80 m.p.h. readings to be taken, using third and top, respectively, and the times of 11.7 and 21.8 sec. will mean everything to those who collect performance data. To cap this astonishing performance, a two-way s.s. ¼-mile was timed. This came out at 17.1 sec., with the best run, uphill but after the better start, in 17.0 sec. To humour the transmission a very short rolling start was permitted, which might add one or 1½ seconds to the time, but when it is remarked that a 300SL Mercedes-Benz requires 16.1 sec. and a Jaguar XK140 takes 17.4 sec. for the s.s. ¼-mile the pleasure and purpose of owning this 1907/1910 hybrid become clearly apparent!*

Riding back in state on the rear seat to Sheringham Hall we were at peace with the world, for only occasionally does even the Editor of a sporting motor paper experience motoring of this calibre. Over tea in Mr. Fitzpatrick's charming drawing-room, amongst his treasured musical boxes, we completed our picture of this unique motor car and its keen owner. Lubrication is dry-sump, we learned, from a 10-gallon reservoir under the back seat, three beautiful eccentric pumps providing for feed and scavenge. The car carries appropriate lamps, including a splendid pair of Zeiss acetylene headlamps with ingenious driver-controlled flame-masks for anti-dazzle purposes. Liberal warning that the Metallurgique is coming up on one is provided by a handle-turned Bleriot Klaxon horn. Ignition is by two matching Bosch magnetos firing two plugs per cylinder, and rear suspension is ¾-elliptic. The pistons are cast iron, and the steering-wheel calls for 1⅓ turns, lock-to-lock. In all, the present owner has covered about 2,000 miles since the car's five-year rebuild, and has raced it at Brands Hatch, Bexhill and Silverstone.

As the car was put back into its garage we recalled the thrill of our brief ride, wind howling about one's head, the acceleration immense—no other word is adequate—as the big engine took hold and hurled the great car forward. Then it was time to investigate the other cars in the Fitzpatrick stable—and what a stable! He has three Rolls-Royces, one of them the remains of his supercharged Phantom I, which will be rebuilt with a light four-seater body. He has a special 1933 Riley with big crankshaft and hydraulic brakes, an Austin Seven Special, the 1906 Wolseley-Siddeley, and the 1902 Achilles he drove in last November's Brighton Run.

Hearing that we intended to drive that evening to Scole to see if the headlamps from the 1908 G.P. Itala still adorn the public bar of the "White Hart," Mr. Fitzpatrick suggested we should do this in his 1938 Phantom III Rolls-Royce Park Ward saloon. This fine car looks very modern. We were told that its engine was worn out and due for an R.-R. overhaul but no fumes were detected and it cruised effortlessly at 60-70 m.p.h., losing the Vanguard Sportsman on acceleration at certain parts of the range. Like all good big cars, from within this one gave the impression of being small. To ride through the night in this Phantom III was an experience as soothing as the drive in the Metallurgique had been exhilarating, the famous radiator, standing just proud of the bonnet, outlined, with the "silver lady" mascot, in the beam of the big headlamps, the instruments, including the big speedometer with its dead-steady, white-tipped needle, lit gently by the concealed dashlamps. Thus we proceeded, through Norwich and beyond, to the whisper of 7 litres of V12 engine and occasional very subdued creaks from the beautiful coachbuilt body.

Mr. Fitzpatrick told us that it is nice to have i.f.s. on this model, and that it functions so well that if you drive up a kerb in turning you are quite startled as the *back* wheel drops with a thud onto the road. We were also interested to learn that Rolls-Royce Ltd. still carry out and make available modifications for Phantom IIIs from time to time, such as a new exhaust system giving greater power and a higher axle ratio which improves petrol consumption by one m.p.g. (Mr. Fitzpatrick gets an excellent 10-12 m.p.g. from his P. III), which were on the car in question.

So to Scole—and there were the two Ducellier Dynamo electric lamps from Clutton's great Itala screwed by their mounting-brackets to the wooden beams of the bar ceiling, lighting the boards of the throwers of darts. As we sipped our drinks, Nasser and the Russian invasion of Hungary receded, until it was time to resume the Vanguard, and later the Volkswagen, and drive 200 miles through the fog towards Monday and the petrol shortage and threat of war . . .—W. B.

*[Almost unbelievable as the time for the ¼-mile acceleration is; the other figures bear it out, especially as the 0-60 and 0-80 times for the Metallurgique were recorded more gently than those for the ¼-mile:—

	¼-mile	0-60 m.p.h.	0-80 m.p.h.
Metallurgique: say,	18.6 sec.	11.7 sec.	21.8 sec.
Jaguar XK140:	17.4 sec.	11.0 sec.	16.9 sec.
Mercedes-Benz 300SL:	16.1 sec.	8.8 sec.	13.8 sec. —Ed.]

THE NASH COLLECTION

Anxious to discover what has become of R. G. J. Nash's collection of veteran cars, aeroplanes and bicycles, we called on him recently at his home in Surrey. We found him in his study, surrounded by pictures of his active competition days when he drove his famous Frazer-Nash Specials, "The Terror," "The Spook" and the Nash Union Special, in sprint events. His aeronautical collection has been taken over by the Royal Aeronautical Society, but in a big shed flanking his tennis court Nash showed us some of his veteran cars, including the 1898 City and Suburban electric carriage formerly owned by Queen Alexandra, still on its original solid rubber tyres, with leather mudguards and hood, and in a sound state of preservation, his 1900 Peugeot that he drove in many Brighton Runs, the 1896 Pennington Autocar which used to stand in the porch of the "White Lion" at Cobham, a de Dion tricycle, a 1750 hand-propelled fire-engine, and the 1912 15-litre Grand Prix Lorraine-Dietrich "Vieux Charles Trois," in Brooklands trim ready to race again if given a new carburetter float and fresh inner tubes. These valuable old cars were surrounded by numerous early bicycles and velocopedes, including a simply gigantic "penny-farthing" and by a Bleriot-type three-cylinder Anzani aero-engine, a 50 Gnome rotary aero-engine, etc., ex-U.S. Army Stores Minneapolis.

For health reasons Nash may vacate his present house, for which reason he has lent these vehicles to the Montagu Motor Museum at Beaulieu.

Nash remains faithful to Ford for transport, retaining his well-known V8 saloon, with B.R.D.C. and Brooklands badges, reminder that he holds the Brooklands Test Hill Record in 7.45 sec., and also having an early Ford Eight for local journeys. During the past three years he has devoted much time to laying the Weybridge Beeches Railway, a 7½-in. gauge layout, nearly one-third of a mile in length, of alloy rails on wooden sleepers, encircling his large garden, and embracing delightful, lawn-flanked cuttings, woods and embankments. There are numerous wayside stations, points and two locomotive turntables. Motive power is provided by a pedal-engine, for his son's amusement, an early steam locomotive which

Nash rebuilt, and by a huge electric locomotive which he built himself, the body and roof of which detach to reveal—the batteries from the City & Suburban electric car, which are thus kept in good fettle, being recharged on a big charging panel in one of the garages. This loco has a motor and control unit from a vintage invalid carriage. It travels about 17 miles on a charge and Nash says that taking it at full bore round the line provides a thrill " nearly the equal of lapping Brooklands at speed."—W. B.

THE TANK MUSEUM

Taking a tip from a contemporary, we made a point recently of visiting the Royal Armoured Corps Tank Museum at Bovington Camp. Not far from Lulworth Cove, adjacent to the rolling Dorset plains on which modern tanks are tested, this museum would constitute a worthwhile " basic "-journey for motorists living near Bournemouth, its location being signposted from Wareham—but take warm coats, for the halls are unheated.

The museum was evolved from a " scrap-heap " display of 1914-18 into a better affair in 1924 at the instigation of the late Rudyard Kipling. In 1947 the Tank Museum was revived and is now a credit to its curator and to the Royal Armoured Corps. The tanks exhibited, many of which can be entered, range from the original " Little Willie " of 1915, which carried a crew of five at 3½ m.p.h. and weighed 28 tons, through nearly 70 examples, to the armour of 1945. Tanks from America, South Africa, Germany, Japan, Australia, France, Italy and Russia are on view, together with various special-purpose vehicles.

Things like the 76-ton Tortoise will appeal to the destructive, but perhaps of greater appeal to motorists are the armoured cars and tank engines. The former include 1917 Peerless, 1920 40/50 Rolls-Royce (with normal " Silver Ghost " chassis and radiator and tyres any restorer of vintage cars will covet), 1923 Crossley, 1932 Lanchester and more recent Humber, Daimler, A.E.C. and Coventry vehicles. Amongst the tank engines can be inspected the Ricardo, with o.h. inlet and side exhaust valves; the remarkable air-cooled V8 Armstrong-Siddeley with affinity to the car engines of this make in the valve-gear covers and thin flywheel; the Meadows, a sort of ancester of the 4ED o.h.v. unit; the V12 Liberty as used, in aircraft form, by Parry Thomas in " Babs "; an air-cooled radial American tank engine, and the war-time Morris, Bedford Flat-Six, Ford V8, Rover Meteor 600 h.p. V12, 425-h.p. Chrysler Multibank, and other famous specialised engines of this kind. The full-size exhibits are backed up by models, photographs, plans and pictures, and there is a sectional 1928 Sunbeam private-car chassis presented for instructional purposes, which should please members of the Sunbeam Register. Although we went in the hope of seeing F.W.D. and other 1914-18 Army lorries and transports and were disappointed, the Tank Museum is an excellent institution, worthy of your support. Guides and histories of various Tank Regiments, and tank models, are on sale there. Admission is free and normally the museum is open from 10.30 a.m. to 12.30 p.m. and 2 to 4 p.m., Saturdays and Sundays included.—W. B.

From " The Graphic " dated April 28th, 1900 : " The motor car has, it is clear, come to stay, like its forerunner, the cycle."

From " The Daily Mail " dated November 25th, 1912 : " ' Motoring for all ' may now be said to be almost an accomplished fact."

From No. 2 of the " Chain-Gang Gazette," official organ of the Frazer-Nash Section of the V.S.C.C. : " I shall make an honest woman of her when I have finished overhauling the 'Nash . . ."

The 30/98 *Vauxhall Register* has progressed to a second list which gives details of 91 of these famous cars known to be complete and in running order, 26 believed to be so, five cars in process of rebuilding, plus 17 " doubtfuls," a grand total of 139. The list quotes chassis and engine numbers, owner and address, body style, colour, registered number and other details, where known. Velox bodies predominate, some Wensums exist, and it is astonishing how many 30/98s are now in Australia, some 54 of the entries concerning cars " down under." The 30/98 Register holds references useful to owners of these cars, including the MOTOR SPORT article of April, 1948. Details of existing 30/98s are sought by H. Radcliffe, 38, Rydens Road, Walton-on-Thames, Surrey, in this country, and by G. Sandford-Morgan, Box 869G, G.P.O., Adelaide, in Australia.

VINTAGE POSTBAG

Sir,

It was pleasing to read in MOTOR SPORT that you are re-opening " Vintage Veerings "—long may it continue. It would be interesting to have some notes on that little-known Italian make O.M., which I believe once won a Mille Miglia.

Up to about two years ago two perfect specimens were in this district, the property of an elderly owner since deceased. One, a side-valve model with four-seater body to International dimensions and having wooden fairings on the front axle, was reputed to have belonged to a Mr. Morris of R. A. G. Carburettors and to have been driven by R. F. Oates in Brooklands 500-Mile and other events. Its registration was GJ 24. The other was an o.h.v. push-rod with two plugs per cylinder, fired by Bosch coil and Scintilla magneto, and might have been a T.T. model (CJH 222).

Both cars were beautifully finished and had underslung rear ends and were of really modern design. Presumably they were made by the same firm that now constructs heavy lorries, etc. One wonders who designed them and why were they no longer made ? Perhaps someone could enlighten us.

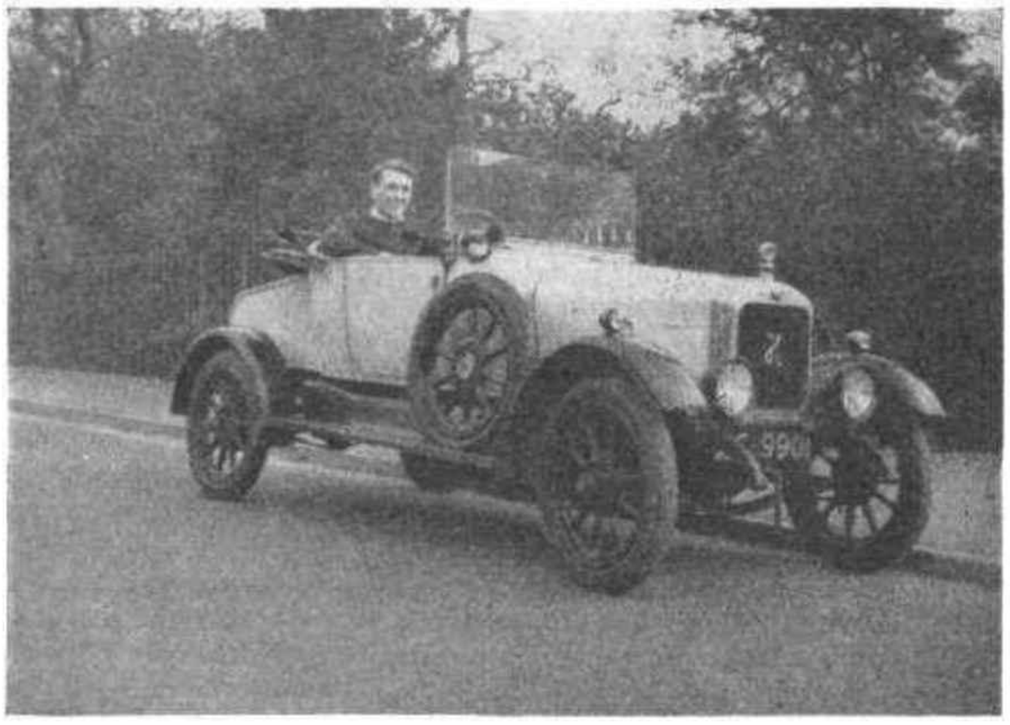
I am, Yours, etc.,

Woodbridge. C. H. SUTTON.

* * *

Sir,

Following the recent comments on the vintage Hillman sports car, this would seem to be an opportune time to try and uncover some information about the ordinary touring Hillman of that era.



I enclose a photograph of mine, which is a 1921 10.4-h.p. model in almost original condition and one of two registered with the V.S.C.C. Although it is quite orthodox, it is a very well-made and finished motor car with an engine that appears almost Edwardian in conception. It seems unusual that so few specimens of what must have been a fairly common car have survived, and if any reader knows the whereabouts of a similar model or can enlighten me with some of the history of the early Hillman, I would be very pleased to hear from him.

In conclusion, it is good to see the revival of what used to be one of the most interesting features in MOTOR SPORT. May " Veteran-Edwardian-Vintage " thrive.

I am, Yours, etc.,

Coltishall. R. C. FENNING.

* * *

Sir,

I have recently acquired a Duesenberg-engined Roamer of approximately 1920 vintage, the car being made by the Bentley Car Manufacturing Co., Kalamazoo, Mich.

The car has been standing for over 30 years and although everything appears to be in working order, before I start stripping and reassembling I would prefer to have some information on it, *e.g.*, wiring diagram, etc.

I would be very pleased if you could let me know where I might obtain the necessary information on this particular make.

The engine, incidentally, is a four-cylinder o.h.v., the valve stems being horizontal and actuated by long vertical rocker arms from the camshaft.

I am, Yours, etc.,

Llanelly. A. G. JONES.

Sir,

I have perceived here a vintage tourer bearing the name Graf & Stift, Wien, on its radiator. This is a new one to me; can you please enlighten me ?

I am, Yours, etc.,

Vienna. R. M. Cross.

* * *

Sir,

At the end of July I completed two years' running of a vintage car. I kept very carefully a complete record of all expenses. These may be of interest to any of your readers who are contemplating the purchase of the good old breeds. I drive a 12/50 Alvis and derive much pleasure both in the driving and the looking after of the " works." You can at least get at everything without having to lean over yards of bulwarks or peer down into dark depths. I bought the first 12/50—a 1932 saloon—on July 31st, 1954, for £110. On May 29th, 1955, I exchanged this car for a coupé of 1931 vintage. The expenses were as follows :

First Year :	
Mileage—both cars	7,700 miles
Total cost	£160
Garage	£22
Tax, insurance, accessories	£37
Repairs	£33
Petrol and oil	£68
Average cost per mile approximately	5d.
Average miles per gallon	28
Second Year :	
Mileage	6,700 miles
Total cost	£169
Tax, insurance, etc.	£31
Repairs	£82
Petrol and oil	£56
Average cost per mile	6d.
Average miles per gallon	27

During the second year I have had the car rebored, brakes relined, new hood and upholstery, which together has accounted for the high cost in repairs.

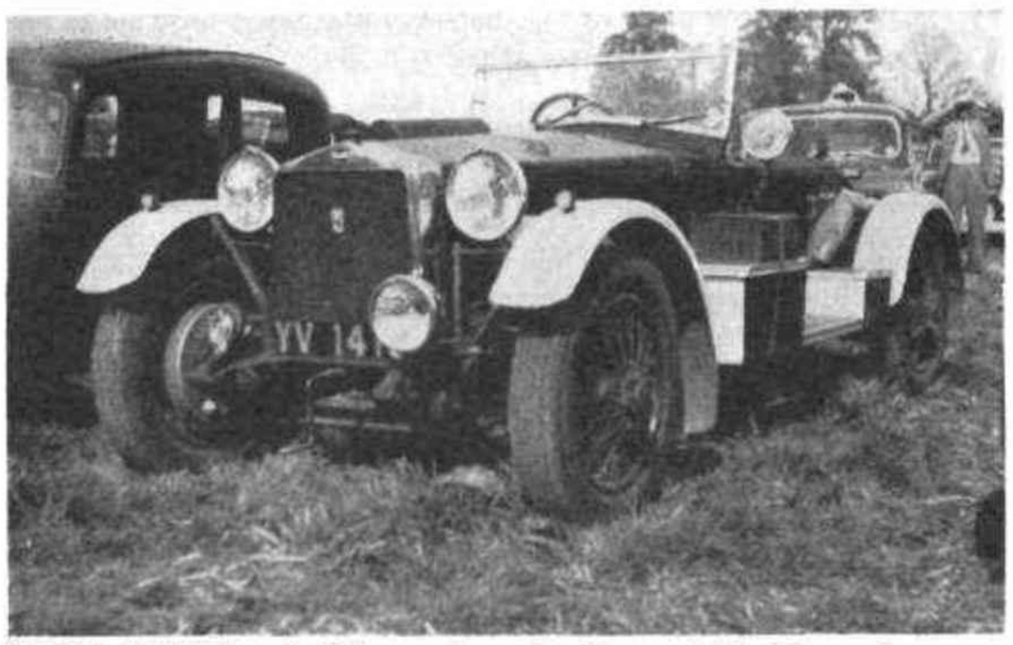
The cost per mile of 5d. to 6d. compares I think very favourably with modern cars when taking into account depreciation—the bugbear of a new car. Depreciation on the Alvis is virtually nil. A car in good condition is always in demand around the £100 figure. I can therefore afford to spend money on repairs and have a car which is interesting to drive, with plenty of character and personality. Both features which are sadly lacking in the modern mass-produced car.

Before an argument is started, I do agree that if I was compelled to drive on business twenty to thirty thousand miles a year, I would indeed prefer a modern car, but driving as I do only for pleasure, give me the vintage car every time. In July of this year I toured 2,000 miles round the North of Scotland with no trouble at all, not even a puncture. Next year I am considering a tour on the Continent.

I am, Yours, etc.,

Three Bridges. Clifton Beare.

[Although 1930 is the last vintage year, Alvis design remained sufficiently consistent for the 12/50 Alvis Register to extend this to 1932.—Ed.]



RARE SIGHT.—A Diatto, the make from which Maserati sprang, seen in a car park at one of last year's meetings.

Sir,

I was most interested to read Mr. J. S. Kelsall's letter regarding the Storey car. The gentleman who manufactured this marque is still living in Hove and his daughter, Mrs. Peggy Lezard, is a close neighbour and friend of mine. She has kindly lent me the enclosed booklet of 1920 models in the Storey range, together with letter-heading for that period, which may be of interest to readers of " Vintage Postbag." Mrs. Lezard tells me that the production of these cars was never on a mass-production scale, but that each one was hand-built (many to the specifications of the purchaser—including one eccentric gentleman who wished his car to have sufficient head room to obviate the necessity of removing his top hat when entering and leaving the vehicle !).

I hope that what I have written will be of interest to some of your readers.

I am, Yours, etc.,

Hassocks. Michael Worthington-Williams.

[The 1920 Storey catalogue referred to describes 14.3 and 20-h.p. chassis, the former with 75 by 130-mm. the latter with 85 by 132-mm., engine, which may give a clue to their origin. They were side-valve units with Zenith carburetters, the chassis appear to have been identical, with three-speed gearbox, cone clutch, semi-floating overhead-worm back axle and very substantial cantilever back springs. The body styles were London coupé, Kent two-seater, and Kent tourer on both chassis and Tonbridge centre-door saloon on the 20-h.p. chassis only. Prices of complete cars ranged from £650 to £1,200. The 1920 address is Tonbridge, with a works at New Cross and showrooms in Kingsway. A later letter-head shows a move to Norbury but they moved again, to Clapham Park, and it was there I saw the only Storey I have ever seen; it was a saloon with very beautiful carriage-type side-lamps on the screen-pillars. It had been involved in an accident and a side-member was being straightened by the time-honoured method of heating it and clouting it with a vast hammer. The year must have been 1928 or '29 and a brass plate on the premises said " Storey Motors."—Ed.]

RATIONED

So it has come again, the Rationing, the Coupon, and the Book,
And we're cap-in-hand to the garages, for the sneer and the dirty look.
We're to cut right down on our mileage. We're to cut right out our sport.
And it's off the road with the motor car that our hard-earned money bought.
The Industries that have striven hard, to put us at the top,
With a People's Car or a Sports Saloon, grind slowly to a stop.
The lad at Ford's or B.M.C. now gloomily regards
The prospect of redundancy, of picking up his " Cards."
And the Journey North for Hogmanay, the exiled Scotsman's dream,
Is off this year, for there won't be fuel, for the Bentley or the Bean.
You'd think the Powers That Be would know in 1956,
That you can't solve anything by war, whatever your politics.
That Talk and Talk and Talk and Talk, through Veto or Acclaim,
May not achieve much progress, but it does not kill or maim.
That United Nations arguments may often sound banal,
But if everyone had stuck to them, we could still use the Canal.
We'd all have been much better off, whether True-Blue or Red,
And many would be living, who now, alas, are dead,
But the Powers That Be have got us into yet another scrape,
So that Petty little Bureaucrats, in swaddles of Red Tape,
And Military Gentlemen, and Diplomatic Types,
Can dash about the countryside in Humber Super Snipes.
And fuel that should have been for use, in Transport or for fun,
Is wasted on the Bomber and the Rocket and the Gun.
Oh, You and I for Peace on Earth may sick with longing yearn,
But the General and Statesman—Why, they just will never learn.

—J. C. Brown.

INTERNATIONAL RACE RESULTS OF 1956

GRANDES EPREUVES
(For World Championship)

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
Jan. 22	Argentine G.P.—3 hrs.	Octobre 17	Fangio/Musso (Lancia/Ferrari)	Behra (Maserati)	Hawthorn (Maserati)	127.759
May 13	Monaco G.P.—314 kms.	Monte Carlo	Moss (Maserati)	Collins/Fangio (Lancia/Ferrari)	Behra (Maserati)	104.514
„ 30	Indianapolis—805 kms.	Indianapolis	Flaherty (John Zink Special)	Hanks (Hanks Special)	Freeland (Estes Special)	206.332
June 3	Belgian G.P.—509 kms.	Spa	Collins (Lancia/Ferrari)	Frere (Lancia/Ferrari)	Moss/Perdisa (Maserati)	190.614
July 1	French G.P.—506 kms.	Reims	Collins (Lancia/Ferrari)	Castellotti (Lancia/Ferrari)	Behra (Maserati)	198.802
„ 14	British G.P.—475 kms.	Silverstone	Fangio (Lancia/Ferrari)	Portago/Collins (Lancia/Ferrari)	Behra (Maserati)	158.760
Aug. 5	German G.P.—501 kms.	Nurburgring	Fangio (Lancia/Ferrari)	Moss (Maserati)	Behra (Maserati)	137.800
Sept. 2	Italian G.P.—500 kms. (European G.P.)	Monza	Moss (Maserati)	Collins/Fangio (Lancia/Ferrari)	Flockhart (Connaught)	208.787

Championship Placings : 1st : **Fangio.** 2nd : **Moss.** 3rd : **Collins.** 4th : **Behra.**

FORMULA LIBRE RACES

Jan. 7	New Zealand G.P.—328 kms.	Ardmore	Moss (Maserati)	Gaze (Ferrari)	Whitehead (Ferrari)	126.170
„ 21	Lady Wigram Trophy—241 kms.	Christchurch	Whitehead (Ferrari)	Gaze (Ferrari)	Marr (Connaught/Jaguar)	134.100
„ 28	Dunedin Trophy—120 kms.	New Zealand	Gaze (Ferrari)	Parnell (Aston Martin)	Jenson (Cooper-Norton)	—
„ 31	Orange Circuit—164 kms.	Australia	Hunt (Maserati)	Brabham (Cooper-Bristol)	Neal (Cooper-Bristol)	156.800
Feb. 11	Fisherman's Bend—85 kms.	Melbourne	Hunt (Maserati)	Whiteford (Talbot)	Davison (H.W.M.)	—
Mar. 3	Cape G.P.—250 kms.	Capetown	Phillips (M.G.)	Hoal (Riley)	Humphreys (Consul Special)	—
„ 24	Rand G.P.—250 kms.	Johannesburg	Whitehead (Ferrari)	Jennings (Riley)	Meissner (Ford Special)	—
April 2	Bathurst—164 kms.	Australia	Davison (Ferrari)	Hunt (Maserati)	—	—
„ 2	Pietermaritzburg—145 kms.	S. Africa	Holt (Connaught)	Whitehead (Ferrari)	Jennings (Riley)	—
„ 15	Limpopo Handicap	Rhodesia	Whitehead (Ferrari)	Tingle (M.G.)	Fergusson (Cooper)	131.723
„ 29	Paris Cup—75 kms.	Montlhery	Hamilton (Jaguar)	Piotti (Maserati)	Guelfi (Gordini)	156.867
May 21	Whitsun Trophy—100 kms.	Goodwood	Titterington (Jaguar)	Hawthorn (Lotus-Climax)	Flockhart (Jaguar)	141.029
„ 21	London Trophy	Crystal Palace	Moss (Maserati)	Emery (Emeryson)	Wicken (Cooper-Alta)	Time Aggregate
Aug. 6	B.R.S.C.C. Race	Brands Hatch	Scott-Brown (Connaught)	Leston (Connaught)	Salvadori/Brabham (Cooper-Climax)	Time Aggregate
Sept. 23	Autumn Cup—65 kms.	Montlhery	da Silva Ramos (Gordini)	Pilette (Jaguar)	Chiron (Osca)	156.577
Oct. 7	Salon Cup—150 kms.	Montlhery	Godia (Maserati)	Hamilton (Jaguar)	Behra (Talbot-Maserati)	148.356

FORMULA I RACES

Feb. 5	Mendoza G.P.—250 kms.	Mendoza	Fangio (Lancia/Ferrari)	Moss (Maserati)	Behra (Maserati)	133.721
April 2	Richmond Trophy—124 kms.	Goodwood	Moss (Maserati)	Salvadori (Maserati)	Leston (Connaught)	151.810
„ 14	Syracuse G.P.—440 kms.	Sicily	Fangio (Lancia/Ferrari)	Musso (Lancia/Ferrari)	Collins (Lancia/Ferrari)	156.217
„ 21	Aintree 200—325 kms.	Aintree	Moss (Maserati)	Brooks (B.R.M.)	Brabham (Maserati)	132.520
May 5	International Trophy—280 kms.	Silverstone	Moss (Vanwall)	Scott-Brown (Connaught)	Titterington (Connaught)	161.690
„ 6	Naples G.P.—246 kms.	Posillippo	Manzon (Gordini)	Gould (Maserati)	Gerini (Maserati)	104.801
June 23	Aintree 100—164 kms.	Aintree	Gould (Maserati)	Gerard (Cooper-Bristol)	Halford (Maserati)	133.680
Aug. 26	Caen G.P.—246 kms.	Caen	Schell (Maserati)	Simon (Gordini)	Salvadori (Maserati)	129.317
Dec. 2	Australian G.P.—400 kms.	Melbourne	Moss (Maserati)	Behra (Maserati)	Whitehead (Ferrari)	154.428

FORMULA II RACES

July 14	B.R.D.C. Race—25 laps	Silverstone	Salvadori (Cooper-Climax)	Chapman (Lotus-Climax)	Bueb (Cooper-Climax)	154.490
Aug. 6	B.R.S.C.C.	Brands Hatch	Salvadori (Cooper-Climax)	Bicknell (Lotus-Climax)	Taylor (Cooper-Climax)	114.122
Sept. 5	B.A.R.C. Sussex Trophy	Goodwood	Salvadori (Cooper-Climax)	Chapman (Lotus-Climax)	Leston (Cooper-Climax)	142.139
„ 22	Gold Cup—40 laps	Oulton Park	Salvadori (Cooper-Climax)	Brooks (Cooper-Climax)	Flockhart (Lotus-Climax)	134.900

FORMULA III AND 750-C.C. RACES

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
Mar. 17	Irish Championship	Kirkistown	Russell (Cooper)	Boshier-Jones (Cooper)	Parker (Kieft)	117.133
April 2	"Sporting Record" Trophy	Brands Hatch ...	Wicken (Cooper)	Lewis-Evans (Cooper)	Bridger (Cooper)	116.441
,, 2	Earl of March Trophy	Goodwood	Bueb (Cooper)	Davis (Cooper)	Allison (Cooper)	133.930
,, 21	Aintree Meeting	Aintree	Davis (Cooper)	Lewis-Evans (Cooper)	Bueb (Cooper)	127.874
May 19	Snetterton Meeting	Snetterton	Russell (Cooper)	Bridger (Cooper)	Robinson (Cooper)	131.989
,, 21	Goodwood Meeting	Goodwood	Russell ... (Cooper)	Fenning (Staride)	Bicknell (Revis)	132.270
,, 21	Redex Trophy	Crystal Palace ...	Bueb	Lewis-Evans	Wicken	120.225
June 23	Aintree Meeting	Aintree	Russell (Cooper)	Lewis-Evans (Cooper)	Bridger (Cooper)	126.844
July 8	Narbonne Race	France	Loens (Loens Special)	Kuhnke (Cooper)	—	—
Aug. 6	B.R.S.C.C.	Brands Hatch ...	Russell (Cooper)	Lewis-Evans (Cooper)	Bueb (Cooper)	115.100
,, 18	"John Bull" Trophy	Oulton Park ...	Lewis-Evans (Cooper)	Russell (Cooper)	Parker (Cooper)	119.066
Sept. 8	B.A.R.C.	Goodwood	Russell (Cooper)	Parker (Cooper)	Davis (Cooper)	134.187
" 22	Gold Cup Meeting	Oulton Park ...	Russell (Cooper)	Lewis-Evans (Cooper)	Bridger (Cooper)	129.839
" 23	Rome 750-c.c.—1 hr.	Castelfusano ...	Davis (Cooper)	Pirocchi (Stanguellini)	Branca (Moretti)	152.756
,, 29	B.R.S.C.C. Races	Silverstone	Boshier-Jones Cooper)	Taylor (Cooper)	Bueb (Cooper)	120.853

SPORTS-CAR RACES
(For Manufacturer's Championship)

Jan. 29	Buenos Aires—1,000 kms.	Octobre 17	Moss/Menditeguy (Maserati)	Gendebien/Hill (Ferrari)	Behra/Gonzalez (Maserati)	154.683
Mar. 24	Sebring—12 hrs.	Hendricks	Fangio/Castellotti (Ferrari)	Musso/Schell (Ferrari)	Sweikert/Ensley (Jaguar)	135.282
April 29	Mille Miglia—1,597 kms.	Italy	Castellotti (Ferrari)	Collins/Klementaski (Ferrari)	Musso (Ferrari)	137.442
May 27	Nurburgring—1,000 kms.	Nurburgring ...	Taruffi/Schell/Moss/ (Maserati) Behra	Fangio/Castellotti (Ferrari)	Hill/Gendebien/ (Ferrari) Portago	129.700
Aug. 12	Swedish G.P.—1,000 kms.	Kristianstaad ...	Trintignant/Hill (Ferrari)	Collins/von Trips (Ferrari)	Hawthorn/Hamilton/ (Ferrari) Portago	152.389

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

OTHER SPORTS-CAR RACES

Jan. 7	Ardmore Handicap—50 kms.	Ardmore	Moss (Porsche)	Whitehead (Cooper-Jaguar)	Gaze (H.W.M.-Jaguar)	—
,, 21	Lady Wigram Race	Christchurch ...	Gaze (H.W.M.-Jaguar)	Archibald (Jaguar)	McKay (Aston Martin)	39 min. 58 sec.
Feb. 26	Agadir—330 kms.	Morocco	Trintignant (Ferrari)	Schell (Ferrari)	Picard (Ferrari)	150.720
Mar. 11	Dakar—366 kms.	Senegal	Trintignant (Ferrari)	Schell (Ferrari)	Behra (Maserati)	198.912
April 2	Sports Cars, 1,500 c.c.	Brands Hatch ...	Gammon (Cooper-Climax)	Barnard (Lotus-Climax)	Hayles (Lotus-Climax)	107.826
,, 2	Sports Cars, 1,500 c.c.	Goodwood	Salvadori (Cooper-Climax)	Russell (Cooper-Climax)	Leston (Cooper-Climax)	138.840
,, 2	Sports Cars, over 1,500 c.c.	Goodwood	Moss (Aston Martin)	Abecassis (H.W.M.-Jaguar)	Berry (Jaguar)	143.490
,, 8	Montlhery Races	Montlhery	da Silva Ramos (Gordini)	Guelfi (Gordini)	Dutoit (Porsche)	—
,, 8	Tour of Sicily—1,080 kms.	Sicily	Collins/Klementaski (Ferrari)	Taruffi (Maserati)	Villoresi (Osca)	108.020
,, 14	Empire Trophy	Oulton Park ...	Moss (Cooper-Climax)	Chapman (Lotus-Climax)	Salvadori (Cooper-Climax)	134.740
,, 21	Sports Cars, Unlimited—80 kms. ...	Aintree	Salvadori (Aston Martin)	Titterington (Jaguar)	Sanderson (Jaguar)	133.979
,, 21	Sports Cars, 1,500 c.c.—40 kms. ...	Aintree	Hawthorn (Lotus-Climax)	Salvadori (Cooper-Climax)	Bicknell (Lotus-Climax)	131.546
May 5	Sports Cars, 1,500 c.c.—116 kms. ...	Silverstone	Salvadori (Cooper-Climax)	Chapman (Lotus-Climax)	Leston (Cooper-Climax)	153.100
,, 5	Sports Cars, over 1,500 c.c.—116 kms.	Silverstone	Salvadori (Aston Martin)	Moss (Aston Martin)	Berry (Jaguar)	152.540
,, 6	Naples, Sports Cars, 2,000 c.c.—123 kms.	Posillippo	Bellucci (Maserati)	de Fillipis (Maserati)	Sbordone (Osca)	98.430
,, 13	Production Car Races—170 kms. ...	Spa	Sanderson (Jaguar)	Parnell (Aston Martin)	Frere (Ferrari)	176.561
,, 19	Double Twelve Handicap	Snetterton	Dalton (Austin-Healey)	Piper (Lotus-Climax)	Whitehead (Maserati)	126.940
,, 20	Frontieres G.P.—240 kms.	Chimay	Musy (Maserati)	Hamilton (Jaguar)	Whitehead (Aston Martin)	165.479
,, 20	Sardinia Trophy—210 kms.	Sardinia	Scarlatti (Maserati)	Olivari (Maserati)	Luglio (Ferrari)	148.209
,, 21	Sports Cars, 1,500 c.c.—100 kms. ...	Goodwood	Chapman (Lotus-Climax)	Hawthorn (Lotus-Climax)	Brabham (Cooper-Climax)	137.180
,, 21	Sports Cars, over 1,500 c.c.—100 kms.	Goodwood	Berry (Jaguar)	Flockhart (Jaguar)	Titterington (Jaguar)	141.350
June 10	Adriatic Cup	Opatija	Cortese (Ferrari)	Vogel (Porsche)	Zeller (Mercedes)	125.250
,, 10	Targa Florio—720 kms.	Sicily	Maglioli (Porsche)	Taruffi (Maserati)	Gendebien/Herrmann (Ferrari)	90.770
,, 10	Paris—1,000 kms.	Montlhery	Behra/Rosier (Maserati)	Schell/Lucas (Ferrari)	Trintignant/Picard (Ferrari)	150.239
16	City Cup—150 kms.	Boavista	Salvadori (Cooper-Climax)	Nogueira (Porsche)	Bicknell (Lotus-Climax)	149.640

OTHER SPORTS-CAR RACES—*continued.*

Date	Race and Distance	Circuit	First	Second	Third	Winner's Speed, k.p.h.
June 17	Porto G.P.—300 kms.	Boavista	de Portago (Ferrari)	Hill (Ferrari)	Musy (Maserati)	155.020
„ 23	Sports Cars, Unlimited—10 laps	Aintree	Salvadori (Aston Martin)	Titterington (Jaguar)	Bueb (Jaguar)	130.860
„ 24	Supercortemaggiore—1,000 kms.	Monza	Collins/Hawthorn (Ferrari)	Perdisa/Moss (Maserati)	Fangio/Castellotti (Ferrari)	195.293
„ 30	Reims 12 hrs.—1,500 c.c.	Reims	von Frankenberg/Storez (Porsche)	Goethals/Goethals (Porsche)	Blache/Pons (Ferry-Renault)	164.572
July 1	Reims 12 hrs.—Unlimited	Reims	Hamilton/Bueb (Jaguar)	Hawthorn/Frere (Jaguar)	Titterington/Fairman (Jaguar)	178.644
„ 8	Delamare Debouteville Cup—1½ hrs.	Rouen	Chapman (Lotus-Climax)	Allison (Lotus-Climax)	Schell (Lotus-Climax)	141.502
„ 8	Rouen G.P.—327 kms.	Rouen	Castellotti (Ferrari)	Moss (Aston Martin)	Behra (Maserati)	150.369
„ 14	B.R.D.C. Sports-Car Race—25 laps	Silverstone	Moss (Maserati)	Salvadori (Aston Martin)	Titterington (Jaguar)	151.190
„ 15	Sables d'Olonne, Unlimited—150 kms.	France	Musy (Maserati)	Loens (Maserati)	Michel (Maserati)	95.746
„ 15	Sables d'Olonne, 1,100 c.c.—107 kms.	France	Piper (Lotus-Climax)	Hicks (Lotus-Climax)	Blache (Ferry-Renault)	—
„ 15	Dolomite Cup—300 kms.	Italy	Cabianca (Osca)	Gendebien (Ferrari)	Maglioli (Osca)	100.417
„ 21	Leinster Trophy—160 kms.	Eire	Naylor (Lotus-Maserati)	Earl (Jirano)	O'Hara (Jaguar)	132.163
„ 22	Bari, Sports Cars, over 2,000 c.c.—200 kms.	Bari	Moss (Maserati)	Behra (Maserati)	Perdisa (Maserati)	131.682
„ 22	Bari, Sports Cars, up to 2,000 c.c.—150 kms.	Bari	Behra (Maserati)	Perdisa (Maserati)	Cabianca (Osca)	125.912
„ 28-29	Le Mans—24 hrs.	Sarthe	Flockhart/Sanderson (Jaguar)	Moss/Collins (Aston Martin)	Trintignant/Gendebien (Ferrari)	168.155
„ 29	Tour of Calabria—706 kms.	Italy	Cabianca (Osca)	Villoresi (Osca)	Luglio (Ferrari)	101.470
Aug. 5	Sports Cars, 1,500 c.c.—160 kms.	Nurburgring	Herrmann (Porsche)	Moss (Maserati)	Salvadori (Cooper-Climax)	130.500
„ 6	Sports Cars, 1,500 c.c.	Brands Hatch	Bicknell (Lotus-Climax)	Brabham (Cooper-Climax)	Taylor (Cooper-Climax)	115.604
„ 6	Sports Cars, over 1,900 c.c.	Brands Hatch	Scott-Brown (Lister-Maserati)	Whitehead (Aston Martin)	Crabb (Tojeiro)	108.341
„ 12	Reggio Calabria—138 kms.	Italy	Carini (Ferrari)	Cortese (Ferrari)	Munaron (Ferrari)	118.732
„ 18	"Daily Herald" Trophy—40 laps	Oulton Park	Moss (Aston Martin)	Brooks (Aston Martin)	Parnell (Aston Martin)	123.979
„ 18	"Sporting Life" Trophy	Oulton Park	Moss (Cooper-Climax)	Hall (Lotus-Climax)	Allison (Lotus-Climax)	121.884
„ 19	Pescara, 2,000 c.c.—358 kms.	Pescara	Manzon (Gordini)	Taruffi (Maserati)	Munaron (Ferrari)	133.380
„ 26	Gun Race, Unlimited—30 laps	Karlskoga	Carlsson (Ferrari)	de Portago (Ferrari)	Kvarnstrom (Ferrari)	—
„ 26	Gun Race, 1,500 c.c.	Karlskoga	Ashdown (Lotus-Climax)	Thackwell (Cooper-Climax)	Taylor (Cooper-Climax)	—
„ 26	Messina—5 hrs.	Sicily	Hill (Ferrari)	Bordoni (Maserati)	Barreto (Ferrari)	116.855
Sept. 2	Inter-Europa Cup—1 hr.	Monza	Zampiero (Mercedes-Benz 300SL)	Luglio (Ferrari)	Lena (Ferrari)	155.700
„ 2	Sila Cup—154 kms.	Cozenza	Piper (Lotus-Climax)	Hicks (Lotus-Climax)	Placido (Stanguellini)	112.637
„ 8	Goodwood Trophy, over 1,500 c.c.—21 laps	Goodwood	Brooks (Aston Martin)	Salvadori (Aston Martin)	Flockhart (Jaguar)	141.897
„ 8	Madgwick Trophy, 1,100 c.c.—5 laps	Goodwood	Hall (Lotus-Climax)	MacDowel (Cooper-Climax)	Allison (Lotus-Climax)	136.154
„ 16	Berlin G.P.—244 kms.	Avus	von Trips (Porsche)	Herrmann (Porsche)	Rosenhammer (A.W.E.)	203.800
„ 30	Shell Cup—250 kms.	Imola	Castellotti (Osca)	Brabham (Cooper-Climax)	Musso (Osca)	140.914
Oct. 21	Rome G.P., 2,000 c.c.—1 hr.	Castelfusano	Behra (Maserati)	Schell (Maserati)	Musso (Osca)	166.030
„ 21	Rome G.P., 1,100 c.c.—1 hr.	Castelfusano	Mackay-Fraser (Lotus-Climax)	Piper (Lotus-Climax)	Rossi (Osca)	156.024
Nov. 4	Venezuela G.P.—322 kms.	Caracas	Moss (Maserati)	Fangio (Ferrari)	Behra (Maserati)	135.590
„ 25	Australian T.T.—164 kms.	Melbourne	Moss (Maserati)	Behra (Maserati)	Wharton (Ferrari)	152.383
Dec. 9	Nassau Trophy—345 kms.	Bahamas	Moss (Maserati)	Gregory (Ferrari)	de Portago (Ferrari)	154.943

HILL-CLIMBS AND SPEED TRIALS

						Time
May 6	Prescott Hill-Climb	Cheltenham	Christie (Cooper 1,100)	Marsh (Cooper 1,100)	Wharton (Cooper 1,100)	43.65 sec.
„ 21	Ladies' Cup—Como	Italy	Mlle. Thirion (Mercedes-Benz 300SL)	Sig. Peduzzi (Fiat 8V)	Sig. Pace (Alfa-Romeo)	9 min. 59.3 sec.
July 1	Bolzano-Mendola—25 kms.	Italy	Cabianca (Osca)	Buffa (Maserati)	Luglio (Ferrari)	10 min. 47.8 sec.
„ 7	Rest and Be Thankful	Scotland	Marsh (Cooper 1,100)	Christie (Cooper 1,100)	Wharton (E.R.A.)	53.75 sec.
„ 22	Aosta-Gran St. Bernard—34 kms.	Italy	Daetwyler (Ferrari)	Maglioli (Ferrari)	Gerini (Maserati)	22 min. 41.4 sec.
„ 28	Bouley Bay	Jersey	Wharton (Cooper 1,100)	Christie — Tie — (Cooper 1,100)	Marsh (Cooper 1,100)	52.6 sec.
„ 29	Mont Ventoux—21.6 kms.	France	Cotton (Mercedes-Benz)	Monnoyeur (Jaguar)	Piperno (Lancia)	14 min. 1.6 sec.
Aug. 25	Shelsley Walsh	Worcestershire	Marsh (Cooper 1,100)	Wharton (Cooper 1,100)	Christie (Cooper 1,100)	36.02 sec.
„ 26	Ollon-Villars	Switzerland	Daetwyler (Ferrari)	Maglioli (Maserati)	Hanstein (Porsche)	5 min. 38.7 sec.
Sept. 1	Brighton—1 km.	Madeira Drive	Wharton (E.R.A.)	Walker (Connaught)	Marsh (E.R.A.)	23.34 sec.
„ 8	Prescott	Cheltenham	Christie (Cooper 1,100)	Marsh (Cooper 1,100)	Christie (Connaught)	44.45 sec.
„ 23	Catania-Etna—38 kms.	Sicily	Bellucci (Maserati)	Rossi (Osca)	Boffa (Maserati)	21 min. 48.5 sec.
Oct. 14	Pontedecimo-Giovi	Italy	Scarlatti (Maserati)	Taramazzo (Ferrari)	Cabianca (Osca)	6 min. 10.1 sec.

BOOK REVIEWS

(*See also pages 29 and 32*)

"Motor Racing Management," by John Wyer. 152 pp., 8 in. by 5 5/16 in. (*The Bodley Head*, 28, *Little Russell Street, London, W.C.*1. 18*s.*)

John Wyer, who served an apprenticeship with Sunbeam in Wolverhampton and later joined Solex Ltd., has since the war been a familiar figure in motor-racing circles as the conscientious competitions-manager of the David Brown racing organisation. He has recently vacated that post to Reg Parnell in order to manage the engineering side of Aston Martin and Lagonda, and Wyer marks his retirement from competition activities with an excellent book on motor-racing management.

He is not first in the motor-book race under this heading, for S. C. H. Davis got one in under a similar title some time ago. But Wyer writes an exceedingly clear explanation of what modern motor racing is about and the complex duties of a team manager, so that what purports to be a textbook with a decidedly limited field will, in fact, prove enthralling to the thousands of enthusiasts who wish to know as much as possible of what goes on behind the scenes. Wyer leavens his learned explanations with some pleasing anecdotes, although one would have liked more of these, especially in the chapter devoted to drivers, and perhaps one day we will get them in a Wyer book of pure reminiscence.

This is a very readable book, with its chapters on policy, preparation, administration, time- and chart-keeping, mechanics and pit-work, practice and race-control strategy and tactics, etc. The author does not mince matters relating to the expense of racing and its commercial import to professional teams. He scarcely believes in racing with "catalogue" sports cars, remarking that even as far back as 1933 the M.G. Magnette with which Nuvolari won the Ulster T.T. was "as far removed from any production car as some of the present-day 'prototypes.' The car was supercharged and even the minimum cycle mudguards so beloved those days were omitted, so that the car was indistinguishable from models taking part in current events for true racing cars." This sent us scurrying to John Thornley's great work "Maintaining the Breed." While this does not give the lie to Wyer's theory, one is reminded from it that the K3 M.G. was completed from prototype to finished form in less than six months and a team of cars, prepared in three weeks, was sent to the Mille Miglia, to finish first and second in the 1,100-c.c. class.

Wyer deals with every possible aspect of race preparation, from handling drivers and getting the best from the mechanics, to how to make best use of practice periods, transport problems and the rest of it. In excellent English, with the touch of the classical scholar in places, he gives us an exceptionally interesting discourse, of more use as a means of explaining what motor racing is about to wives and girl-friends than many drivers' autobiographies. Indeed, Wyer makes you feel that the drivers, vital as they are, do not get as much out of racing as he who manages their team! There are fearless passages in which Wyer explains why he has little use for conventional lap-charts, and about his own methods of race strategy and control. He does not shy from the difficult question of the value of racing to manufacturers and here we are interested to note that he sees in the Volkswagen a car of racing heritage—after having been slated in some quarters for the attention we have devoted to this unique beetle we were inspired to read: "The effects (of racing) are apparent, also, of course, in national temperament; for an Italian is practising for the Mille Miglia every time he uses his car, and anyone who has driven on the Como-Milano autostrada on a fine Sunday evening, and compared this stimulating experience with the Brighton road on a Bank Holiday, will know only too vividly what I am trying to convey. The same applies to some extent in Germany. Mercédès would be a too-obvious example, and the current 300SL one of the very few production cars which can claim genuine pure-bred descent from a racing car. But in the humbler German cars, notably of course the Volkswagen, one sees those qualities suggestive of a racing heritage, which endear themselves to a discerning driver." Wyer also pays a well-earned tribute to racing mechanics.

Wyer's book has adequate illustrations, some of them "trimmed" rather unfortunately, but in which mechanics John King and Jack Sopp, etc., are included, and there are plenty of reproductions of lap-charts, racing data sheets and other pieces of equipment with which the text deals. We are not sure, however, whether Reg Parnell, Tony Brooks and Uhlenhaut will be pleased to find themselves on the back of the dust-jacket, labelled "members of the pit-staff"!—W. B.

"Gentlemen, Start Your Engines," by Wilbur Shaw. 320 pp., 8¾ in. by 5⅝ in. (*The Bodley Head*, 28, *Little Russell Street, London, W.C.*1. 25*s.*)

This is the autobiography of the great American racing driver, Wilbur Shaw. You can tell it is an American book by just glancing through it; for example, the eye catches a picture of Shaw in the cockpit of his car holding a live lion-cub, and his car is labelled a Blu-Green Special and has a lifesize lion's head painted on the scuttle . . . On another page we see Shaw sitting on a kitchen chair holding "a special hydraulic steering wheel," a piece of training equipment we feel sure Moss and Hawthorn should invest in at once!

This is a story with plenty of excitement and fairly lurid dialogue but the business side of racing isn't overlooked. Perhaps the Bugatti O.C. can tell me about "Johnny Bugatti—the son of the famous Antole Bugatti, manufacturer of the most expensive and popular car made in France at that time," who appears on pages 167 and 172!

Shaw is sparing with technicalities but many schoolboys will love his book, which gives a good impression of the American scene. After all, it only costs the equivalent of four gallons of the best petrol!—W. B.

* * *

"Motor Racing," by Stirling Moss, which we reviewed (as "Stirling Moss' Book of Motor Sport") in October, 1955, has re-appeared as a Scottie Special at 2s. 6d. and as such is good value and a fine idea for filling Christmas stockings—142 pp., 6⅝ in. by 4 3/10 in., soft covers, Transworld Publishers, Ltd., Park Royal Road, London, N.W.10.

* * *

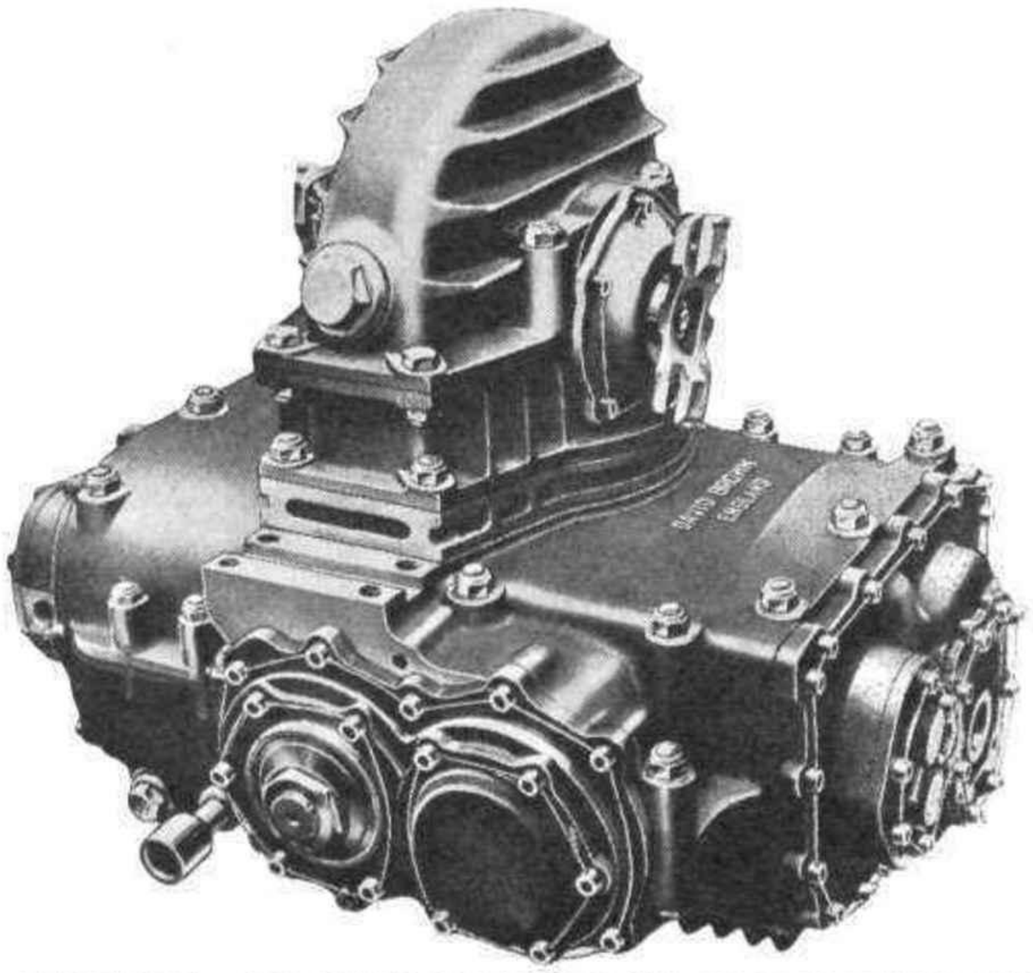
The 38-page A.O.C. Handbook is a repair manual covering Alvis Firebird, Speed Twenty and Twenty-five, Silver Eagle, Firefly and 4.3-litre cars of 1932-39. Some of the contents will assist 12/70 and Silver Crest owners. Loose-leaf binding is used to facilitate amendments. This book is the work of A.O.C. members, edited by R. E. Spain. It is available to Alvis Owner Club members only, at 12s. 6d. post free. Details from K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.

* * *

"Plastic Car Body Design and Construction for the Amateur," by R. A. Martin, is a 51-page soft-cover book with copious illustrations, which should be of value to the many "specials"-builders who now work in this medium. It is available at 9s. 6d. from "Simplast," North Lodge, West Fleet, Weymouth, Dorset.

* * *

That extremely valuable reference book of road facts, "Basic Road Statistics," is now available in its 1956 edition, price 1s., from the British Road Federation, Ltd., 26, Manchester Square, London, W.1. Road mileages in relation to traffic, types and numbers of vehicles registered (including trams, horses and diesel-engined vehicles), employment in the transport industry, etc., are covered in this unique and useful book.



IMPOSING.—The David Brown G.C. 537 combined gearbox and final-drive unit from the Aston Martin DBR1 competition car.

Steer without fear through snow, ice, mud and slush . . .



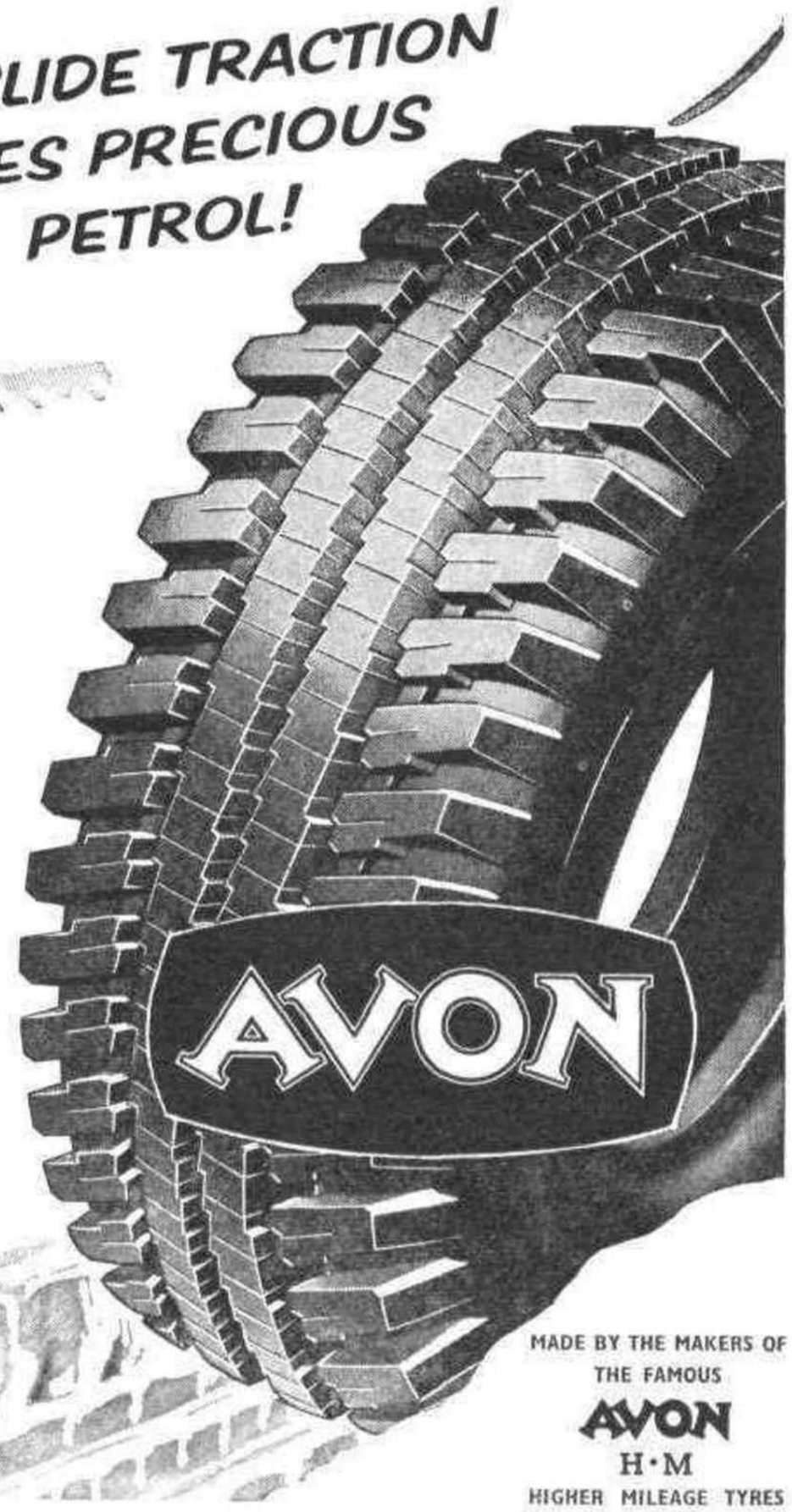
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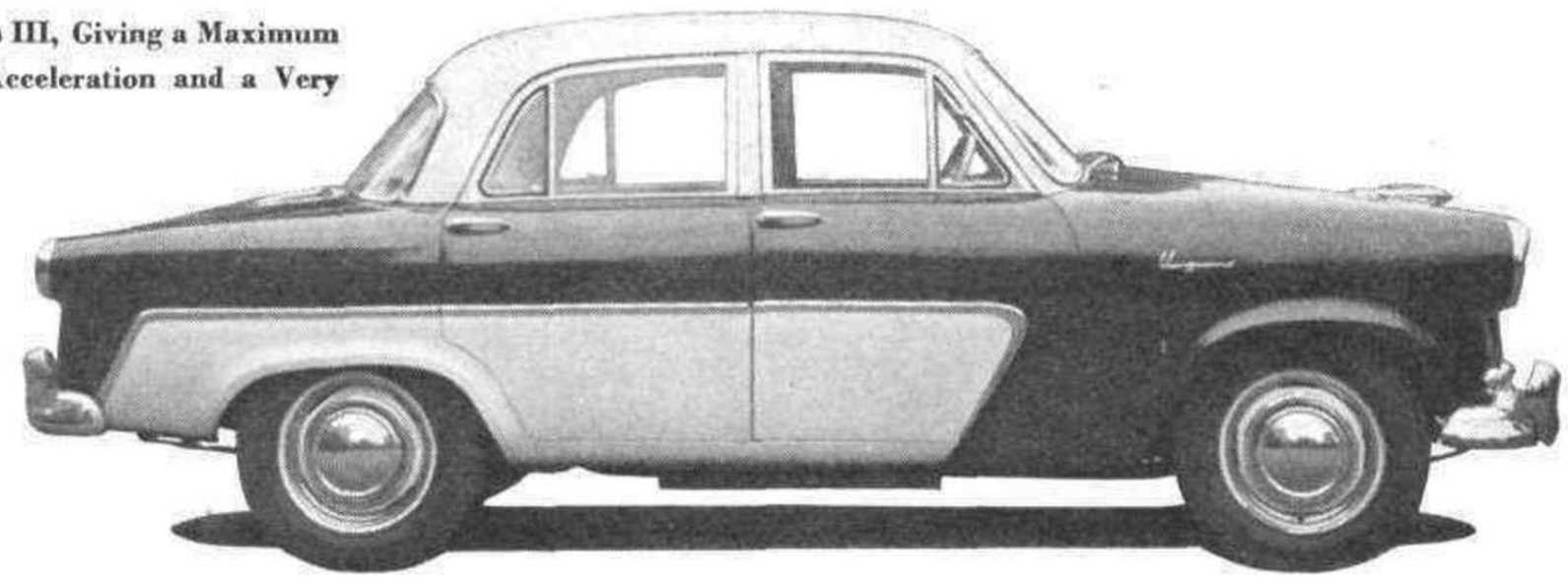
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Road Impressions of —

THE STANDARD VANGUARD SPORTSMAN

A Fast Version of the Vanguard Series III, Giving a Maximum Speed of Over 90 m.p.h., Excellent Acceleration and a Very Fair Economy of Fuel



FAST VANGUARD.—The Sportsman version of the latest Standard Vanguard provides excellent acceleration and high maximum speed in a saloon notable for modern styling and equipment.

THE Vanguard Sportsman is the fast version of the Series III Standard Vanguard, and for a 2-litre saloon it offers commendable performance for a modest outlay and a decent economy of petrol.

We conducted a road-test last year, which, although curtailed somewhat in deference to the petrol cuts announced while it was in progress, covered a distance of over 780 miles, ample for accurately summing-up the Vanguard Sportsman's demeanour and performance.

The initial impressions are of a brightly-finished car of individual appearance, although seen from just off a ¾-front-aspect the very eye-catching radiator grille is low in relation to the hooded Lucas inbuilt headlamps, giving rise to a rather squat outline. The bright exterior was matched on the test car by star-spangled upholstery and a washable plastic head lining.

This is a roomy 5/6-seater saloon with an 8 ft. 6 in. wheelbase, and to gain leg-room for the back-seat passengers a shallow front-seat cushion is used. This has given rise to criticism on the grounds of discomfort but we could not seriously fault the seat, which on this car was of bench type, although a back-seat passenger found the bulge at the top of the rear squab somewhat hard under his shoulders, but it was otherwise extremely comfortable, especially as ducts supply warm air to the rear compartment. Separate front seats are available as an extra but large folding armrests in both seats on the test car held driver and passengers securely and no other arrangement seemed desirable.

The Vanguard Sportsman has plenty of useful stowage space. Each door has a rigid " well," there is a wide parcels' shelf in front of the front-seat passenger and the usual one behind the rear seat, in addition to a cubbyhole and a further stowage-well in the dash if radio isn't fitted. The cubbyhole is lined but the interior is somewhat obstructed, while a weak point is that the lid can only be opened or held closed by a detachable key, which is inconvenient if removed and a nasty obstruction if left in place. Surely the designer has seen the simple press-button catch which does this job so sensibly on other cars?

This good stowage arrangement extends to the luggage boot, which has a lockable lid with over-centre hinges, and which provides good accommodation, as the spare wheel lives in a well below it, from which it is wound down, as required, with the wheel-brace.

All doors trail, which is a good safety factor, and the Standard design-team is obviously safety-conscious, because there are crash-pads on and along the dash before the front-seat passenger (the end-on pads hardly thick enough to be very effective, however), and those enormous rear lamps, combining the stop-lamps and " winkers," which glow like twin electric fires and, to our way of thinking, are so bright as to be embarrassing. The designers are also " American-conscious," for, as well as the " Vanguard Sportsman " motif on the tail, the word " Overdrive " is added, quite unnecessarily.

In the driving seat the occupant is confronted by the low-set steering wheel with centre horn-button, and before him is the Jaeger 100-m.p.h. half-arc speedometer, with very clear luminous figures and total and trip odometers, set neatly side by side. Under the speedometer in the same plastic casing it is nice to find fuel-gauge, oil-pressure gauge, ammeter and water thermometer as separate, square-dial Jaeger instruments. Oil pressure varies with engine speed, being normally 75 lb./sq. in., and water temperature was steady at 85 deg. C.

Neat knobs along the dash control the two-speed self-parking screen-wipers, a press-button in its centre operating the Lucas electric screen-washers with their powerful jets, the choke, the lamps and the cigar-lighter. The lamps-switch turns for sidelamps and again for headlamps, which we prefer to a turn/pull action, and it is not *too* inconvenient for use as a " flasher " at night. The dip-switch is a big rubber floor knob, from which the left foot was inclined to slip. The cigar-lighter lacks a tell-tale.

The ignition key turns to start the engine but to work the wipers it has to remain in the ignition-on position. Under the speedometer is a knob which brings in the instrument lighting with rheostat control, the luminous figures of the speedometer being clearly visible with no lighting of the smaller dials.

Warning lights of subdued aspect are used for ignition, lamps main-beam and " flashers," the last-named winking rather obscurely down by the steering column.

Centralised below the dash is the heater control unit, with slides to control heating, demisting and de-icing, and an accurate, large clock set within it in a position where the rear-seat passengers can also see it. Much plastic is employed about the car, with unhappily sharp corners to hurt one's fingers as the heater slides are operated. We did not admire the crude metal exterior beading round the windows.

The window winders are well placed, those for the front windows needing just over two turns, up-to-down, those for the back windows nearly three turns. All four doors have ventilator windows, stiff to close, with mediocre catches lacking tamperproof locks. There are side armrests-cum-door-pulls, set rather low. Novel, pull-out-to-operate, plastic interior lamps on each door pillar provide excellent interior illumination and come on when the door is opened.

From the foregoing it will be seen that this £1,200 Vanguard Sportsman is fully and sensibly equipped. To complete the story, there are twin anti-dazzle vizors, which swivel for side dazzle, the passenger's having a vanity mirror; they are non-transparent vizors. Externally, there are push-button door handles. Rather crude pull-out ashtrays are fitted at each end of the dash, with two more in the back of the front-seat squab, for those who are not content just to motor and must smoke as well.

Visibility from the driving seat is good, the bonnet falling away sharply and both wings being in clear view, but we felt we could have been spared the revolting mascot. There is a raised intake for the heater on the scuttle before the windscreen. The screen side-pillars are thick but slope back sufficiently steeply to prevent obstruction. The wrap-round back window is also productive of good visibility, for reversing and for the rear-view mirror, but the latter hangs from the roof and tends to spoil left-downward forward vision. The pedals are pendant, with a treadle accelerator that has rather short travel and works in opposition to the arc of the control link.

The gear-lever extends on the left of the steering-column and works as this form of gear-change is expected to do, the movement from first to second rather long. There is no stop for reverse-position. The lever is spring-loaded to the higher ratios. The overdrive switch is very conveniently positioned on a stalk on the right of the steering-column.

So much for the initial impressions of a driver trying the Vanguard Sportsman. After driving it for some distance he or she will be impressed with it as a very useful, comfortable saloon, getting very briskly through traffic, round corners and along what unrestricted

THE STANDARD VANGUARD SPORTSMAN SALOON

Engine : Four cylinders, 85 by 92 mm. (2,088 c.c.). Push-rod operated o.h. valves. 8.0 to 1 compression-ratio. 90 b.h.p. at 4,500 r.p.m.

Gear ratios : First, 16.1 to 1; second, 7.6 to 1; overdrive second, 5.93 to 1; top, 4.55 to 1; overdrive top, 3.55 to 1.

Tyres : 5.50 by 16 Dunlop tubeless, on bolt-on steel disc wheels.

Weight : 1 ton 4 cwt. 2 qtr. 14 lb. (without occupants, but ready for the road, with approximately two gallons of petrol).

Fuel capacity : 12 gallons. Range approximately 300 miles.

Wheelbase : 8 ft. 6 in.

Track : 4 ft. 3 in.

Dimensions : 14 ft. 5½ in. by 5 ft. 7½ in. by 5 ft. 1½ in. (high).

Price : £820 (£1,231 7s. inclusive of purchase tax).

Makers : The Standard Motor Company, Ltd., Coventry, England.

roads are left in this country, albeit a car possessing no particular " character."

The suspension seems at first unduly supple for a fast car but experience shows that corners can be taken fast, the degree of roll remaining constant, and the nose not wanting to curtsey under crash-braking. On long, fast bends there is faint understeer, changing to a trace of oversteer on tight corners. Only very fast changes of direction cause the Dunlop tubeless tyres to protest. The i.f.s. uses coil springs and wishbones and is undoubtedly helped by the anti-roll bar. The ride over bad going is excellent, except when the rigid back axle tramps on its cart-springs. The clutch action is heavy, accentuated by a tendency for a rubber-soled shoe to slide up the hanging pedal.

The brake pedal went down some distance before anything happened and then firm pressure was required, but otherwise the Lockheed 2LS brakes are powerful and entirely vice-free, being silent, progressive and fade-free. It was not possible to lock the wheels under emergency conditions but there was the advantage that the car pulled up in a dead-straight line. The hand-brake is actuated by the right hand, and it is necessary to reach forward slightly under the dash to operate it. It turns to release the ratchet and holds securely.

The steering, which needs three turns lock-to-lock but provides a very small turning circle (35 ft.) is very heavy for manoeuvring and not entirely light at speed. There is useful castor-action and the wheel is generally free from road-wheel return action, but there is some column vibration. It is dead, at times spongy, steering, but very little play had developed after some 3,000 miles.

These, then, are the handling characteristics of this brisk Vanguard Sportsman, but its charm is enhanced by the splendid performance available from the rugged 2-litre, wet-liner, four-cylinder, push-rod o.h.v. engine. Outwardly this looks like the Vanguard engine except for polished valve cover and twin 45-deg. HD6 S.U. carburetters, but, with a compression ratio of 8 to 1, it delivers 90 b.h.p. at 4,500 r.p.m., having received the benefit of research devoted to developing the well-tried and dependable TR3 sports-car engine. This endows the Vanguard Sportsman with excellent acceleration, of the 0-50 m.p.h. in just over 12 sec., 0-70 m.p.h. in a shade over 25 sec., or a s.s. ¼-mile in 21.7 sec., variety. The three-speed gearbox is converted into a five-speed box by intelligent use of the Laycock overdrive, and it is very convenient to be able to flick down from the 3.55-to-1 overdrive top into the normal 4.55-to-1 top gear for better high-speed acceleration, or to hold the 5.93-to-1 overdrive second gear to nearly 70 m.p.h. We were unable to check speeds in the gears because the speedometer became hysterical and finally ceased to record in the course of the test, but something like 26, 54 and 68 is obtainable in first, second and overdrive second, while there is little to choose between maximum speed in top or overdrive top, 85 to over 90 m.p.h. being attainable according to conditions; at about 93 m.p.h. the speedometer needle shows an impressive 100 m.p.h. !

The rapid and willing pick-up of the twin-carburetter, high-compression engine of the Vanguard Sportsman is one of the car's endearing features. It is not a noisy unit, but some odd noises emanate at times from the overdrive, and the indirect gears hum.

Driving hard, the Standard gave 24 m.p.g., less prolonged use of the lower gears and full-throttle raising this to 26 m.p.g. This



OUTSTANDING.—The two-tone colour scheme of the Standard Vanguard Sportsman and its unusual radiator grille shows to advantage in this picture.

gives the fairly useful range of approximately 300 miles. The engine showed no vices and started reasonably after a night out in a heavy frost. The Smith's heater works well and isn't unduly noisy. The headlamps did not give an adequate beam for fast driving at night and were positively dangerous in the dipped position; fog lamps are not supplied as standard.

In 780 hard miles the engine required no water and consumed about a pint of oil. The bonnet has over-centre spring-loaded hinges and a press-in safety-catch. It opens to reveal excellent accessibility of the essentials, the big A.C. air-cleaner possessing two forward-facing intake funnels, the dip-stick being in a useful guide, and distributor, plugs, fillers, screen-washer reservoir and Lucas battery all in easy reach. The " globe " badge on the radiator grille, formerly exclusive to Triumph cars, is a pleasing " vintage " touch. Body rattles betray the car's unitary construction. There is a four-point jacking system.

For those seeking a medium-sized car of reasonable economy and outstanding performance, and who can tolerate a steering-column gear-lever in a sports saloon, the Standard Vanguard Sportsman is worthy of careful consideration. Its basic price is £820, inflated by purchase tax to £1,231 7s.—W. B.

THAMES ESTUARY A.C.

The sixth annual dinner/dance of this club was held at the Queens Hotel, Westcliff-on-Sea, Essex, on November 23rd. This well-organised function attracted many guests, no doubt on account of the novel invitation in the form of a legal summons. Carrying the legal theme a stage further the menu and list of speakers appeared as a large facsimile of a driving licence, this was called a dancing licence and listed under " Groups of Dancers " on the inside front cover were the amusing human counterparts to heavy motor car, light motor car, etc. The Secretary of this enterprising club is S. L. Offord, of 68, Exford Avenue, Westcliff-on-Sea, Essex.

From the December issue of *The Bentley Drivers' Club Review* we learn that membership of this Club has reached an all-time high of 1,270. Other pleasant matters revealed are that W. O. Bentley's one-time housemaid still works in a household where a vintage Bentley is used, that " W.O." presented the annual prizes at the Dorchester dinner/dance, where two Bentleys were *driven* onto the ballroom floor and that on the occasion of the wedding of " W.O.'s" niece, Miss Valerie Bentley, the ex-team 4½-litre Bentley belonging to C. T. Atkins, was used to drive the bride and bridegroom to and from the church, the top-hatted " chauffeur " being Basil Mountfort.

RUMBLINGS

What!! Yes it's true. At last year's Motor Cycle Show at Earls Court the same Maserati firm famous for its Grand Prix racing cars exhibited a range of motor-cycles, of

A NEW MASERATI FOR £186

which the model 125TV22 lightweight is priced at £150, or £186 when purchase tax and import duty have been paid. It has a 125-c.c. two-stroke engine and swinging-fork rear suspension. Other Maserati motor-cycles are the L160T4 o.h.v. 158-c.c. lightweight (£235 12s.), and the sporting 250T4 with o.h.v. 246-c.c. dual-ignition engine (£308 14s.). So if any of you are buying a two-wheeler with which to combat the shortage and rising price of petrol, why not help to subsidise the racing Maseratis by buying one of these motor-cycles? The agent here is Nannucci Ltd., 5/6, Newman Passage, London, W.1.

* * *

Writing of the Motor Cycle Show, which, incidentally, will not be repeated until next year, we are reminded that no fewer than ten different makes of three-wheelers were there,

THE TRICYCLES RETURN

to kindle enthusiasm amongst former advocates of the Morgan, B.S.A. and Raleigh way-of-life. Those of us who have seen petrol rationed three times in the past forty years see the sense in investing in a truly economical vehicle to meet the present, and any future, crisis, and motorists are likely to turn more readily to tricars than to motor-cycles, mo-peds and scooters.

The ten makes of three-wheeler at Earls Court ranged from the 50-c.c. Bruetsch Mopetta—surely the closest to a scooter and costing £198 10s. inclusive of purchase tax and import duty—to the 748-c.c. water-cooled four-cylinder Reliant.

Most of the early three-wheelers had two wheels at the front and one at the back, the Morgan driving on the rear wheel, the B.S.A. having front-wheel drive. The Raleigh possessed a single front wheel, a layout adopted after the war by Bond and A.C. Petite. Today opinions as to which is better seem about equally divided, A.C., Reliant, Bond, Gordon and Bruetsch Mopetta having a single front wheel, Bruetsch Mk. I, Messerschmitt, Powerdrive, Heinkel and Tourette a single back wheel, this 50/50 preference being overbalanced only by the Hostaco, also with single back wheel.

Whereas at one time engines of at least 750 c.c. and usually 980-1,100 c.c. were used in tricycles, today's models place emphasis on economy, only Reliant, Powerdrive and A.C. having engines exceeding 200 c.c. The Reliant, with an engine directly developed from, and remarkably similar to, the old Austin Seven power unit, and the Bond, have recently appeared in redesigned form and the Powerdrive, with 322-c.c. British Anzani engine in the tail, looks the closest thing to the rugged three-wheelers of pre-war days. The A.C. has a big 353-c.c. Villiers engine and belt-drive, and the Bruetsch a tubular-backbone chassis, rubber diaphragm suspension and a two-piece fibreglass body, so all the fun of tricycling has by no means departed!

Three-wheelers still enjoy the £5 annual tax and most of them are capable of 50-60 m.p.g. if not driven too fast, some of them a good deal more, and the Bond costs less than £280 all-on, in its simplest form. For those who now feel they require one about the place the maker's or agent's addresses are:

A.C.: A.C. Cars Ltd., Thames Ditton, Surrey.
Bond: Sharps Commercials, Ltd., Ribbleton Lane, Preston, Lancs.
Bruetsch: Bruetsch Cars, England, Abbey Bridge Garage, Castle Boulevard, Nottingham.
Gordon: Vernon Industries, Ltd., Scotland Road, Liverpool 5.
Heinkel: Noble Motors, 23, Piccadilly, London, W.1.
Hostaco: Progress Supreme Co., 852, Brighton Road, Purley, Surrey.
Messerschmitt: Cabin Scooters, Ltd., 17, Great Cumberland Place, London, W.1.
Powerdrive: Powerdrive, Ltd., Commercial Road, London, N.22.
Reliant: Reliant Eng. Co. (Tamworth) Ltd., Watling Street, Twogates, Tamworth, Staffs.
Tourette: Progress Supreme Co., 852, Brighton Road, Purley, Surrey.

* * *

During the former no-petrol period of World War II many enthusiasts found solace in model-car racing. We remember that

MODERN RAIL-CAR RACING

D. A. Russell of *Aeromodeller* started the ball rolling with large and realistic petrol-propelled models of a Jaguar 100 and closed-cockpit Auto-Union record-breaker. Round-the-pole timed contests stemmed from this and, in spite of valiant attempts on the part of G. H. Deason and others to obviate over-complication, the sport of model-car racing developed into battles of pure speed, between tear-drop shapes, often running on three wheels but mostly airborne, driven at fantastic speeds (well in excess of 100 m.p.h., by fabulous miniature American engines for those who could lay hands on them) so that they were scarcely visible to the naked eye and had to be timed electrically. However, the sport expanded to International proportions and a committee was formed, at the instigation of W. Boddy, Editor of MOTOR SPORT, to control it, this Model Car Association having an R.A.C. delegation on its panel.

Since those pioneer days rail-racing has been developed, as a more civilised form of model-car racing. Such racing, in which the models run round circuits on guide rails, is controlled by the Model Rail Car Association. Quite long races, with "Le Mans starts" and pit-stops, are envisaged and the cars must resemble real sports or racing types. They are divided into four classes, of 0.5, 0.75, 1.0 and 1.5 c.c. The 0.75-c.c. class, using Mills diesel engines, is popular and in this class realistic examples of Gordini, Maserati, Ferrari, Mercedes-Benz, Jaguar, Triumph TR2 and TD M.G., etc., compete, while the City of Bath Mini-Car Club runs no fewer than six Cooper 1,100s.

In case your motoring becomes seriously restricted and you want to "look-in" on a model rail-car race meeting, we append a list of clubs affiliated to the M.R.C.A.:

Cheam: Miniature Motor Sports Club, T. H. Toogood, 66, Egham Crescent, North Cheam, Surrey.
Bath: City of Bath Mini-Car Club, D. J. Lamb, 18, Alfred Street, Bath, Somerset.
Bournemouth: Bournemouth Model C.C., C. Orman, 29, Ashley Road, Boscombe, Hampshire.
Portsmouth: Portsmouth Model C.C., C. H. S. Chandler, 454, London Road, Portsmouth, Hampshire.
London: North London Society of Model Engineers (Model Car Section), A. F. Weaver, 26, Selbourne Gardens, Hendon, London, N.W.4.
Fareham: Fleetlands Sports and Social Club (M.E. Section), R. Charles, "Jalna," Stubbington Lane, Stubbington, Fareham, Hampshire.
Michigan, U.S.A.: Model Auto Racing Association, T. D. Cook, 1127, Staples Avenue, Kalamazoo, Michigan, U.S.A.
Tees-side: Tees-side Soc. of M.E., J. W. Carter, 28, East Avenue, Billingham, Tees-side.
Stockport: Chapel-en-le-Frith Model C.C., H. Carter, Blackbrook Cottage, Chapel-en-le-Frith, *via* Stockport, Cheshire.
Southampton: Vickers-Armstrong's M.R.A.C. (Southampton), A. Woodford, 434, Winchester Road, Bassett, Southampton, Hampshire.

THE BLACKWELL CALCULATOR

The most recent addition to the range of Blackwell Calculators for rally drivers is the Mk. V, which is to be known as the Regularity Model. It has been designed for use in regularity trials where secret short-distance checks involving low speeds take place. Price 30s. 6d., post free, from Blackwells Metallurgical Works, Ltd., Thermetal House, Garston, Liverpool 19.

TRUE TO LIFE

We applaud a story by Joseph Carter which appeared in *The Saturday Evening Post* last March, but which has only recently come to our notice, called "Race for Love." We applaud it because it depicts a racing driver as a gentleman and a person of substance, whereas so often the racing driver of fiction is a local grease-boy who has made good.

"Race for Love" is a sloppy, sentimental love story, if you like, but it has some rather charming passages. The racing driver, Guido Romano, is an Italian, racing for fun in a famous team in America for the Carrera Pan-Americana. We like the piece where, when the girl with whom he falls in love remarks to a friend: "He told me he is their second driver," she receives in answer: "My dear, he is young and you are beautiful. He is *fourth* driver and lucky to be in the team." And later, when he drives too fast and crashes at a corner, we get another delightful piece: "Feracci said he was going very fast." "Who's Feracci?" "The top driver." "How did he know Guido was going so fast?" "Romano passed him." Yes, not bad, not bad at all!

STIRLING MOSS—DRIVING INSTRUCTOR

"It (the horn ring) is difficult to use if, like me, you drive at ten minutes to two."—Stirling Moss writing of the Sunbeam Rapier in *The Sunday Times*, dated October 7th, 1956.

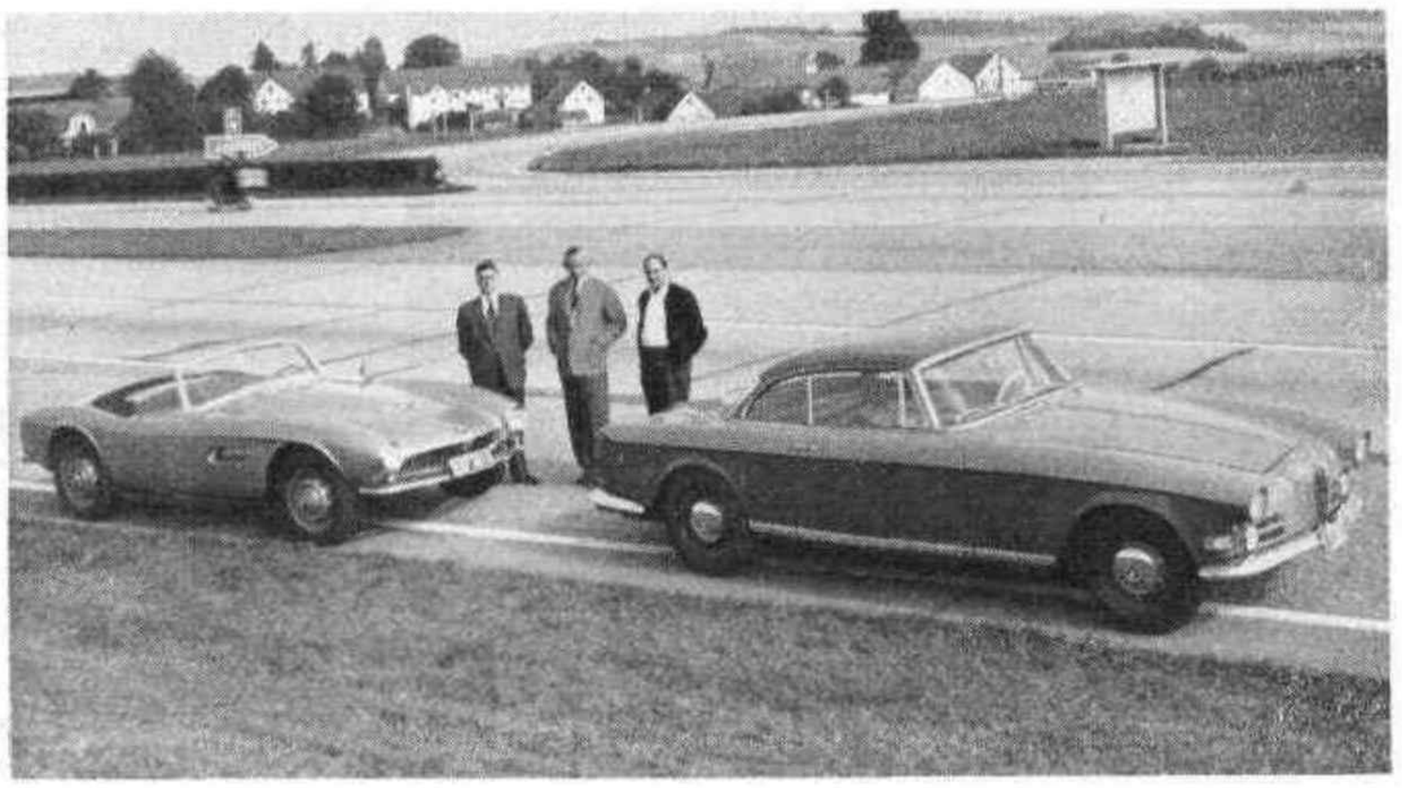
"I repeat, sit comfortably and in a relaxed position. Hold the wheel at a quarter to three . . ."—Stirling Moss writing on how to handle a sports car in the *Bognor Regis Observer*, dated October 19th, 1956. And don't you ever cross your arms, Stirling?

* * *

The "supply" of old cars just refuses to dry up! Quite recently we have been told of the remains of a one-time racing Morris-Cowley on a Sussex farm, of what is thought to be an Edwardian Bianchi rotting in a shed in another farm farther north, and of an A.B.C. light car in a shed somewhere in the Shetland Isles.

My Year's Motoring

The Editor Looks Back On The Cars He Drove During 1956



WITH THE B.M.W.s.—The Editor with Von Falkenhausen (centre) and the head of the B.M.W. test-shop, with the 507 and 503, before taking performance figures on the autobahn.

IT is both seasonal and traditional for motoring writers, at this period of the year, to fill several pages of the journals they represent with reminiscences of the motoring they enjoyed over the preceding twelve months. As a traditionalist I am only too pleased to oblige.

This will not be an account of long-distance journeys at high speed on the Continent, because I leave that to a bearded colleague, nor will you find luscious menus inserted at every other paragraph, because I am still largely confined to roast beef and Yorkshire. Yet, totting up the cars and mileage which constitutes my motoring in 1956, I am not dissatisfied, for I find that I road-tested 21 different cars of 16 different makes over distances ranging from 81 to 1,150 miles, besides sampling half-a-dozen others more briefly. Compared with the testing undertaken by teams of technical journalists on contemporary weeklies I appear to have had " fair shares " in the exciting vehicles which come the way of motoring Editors. Indeed, last season's personal test-mileage totalled over 10,000, again, let me say, hastily crossing fingers, without so much as a brush with the police. In addition, I covered about the same distance in my Volkswagen, up to the advent of petrol rationing, as I had in 1955, bringing my 1956 total to approximately 28,500 miles.

I learnt two outstanding lessons in 1956. One is that I mustn't contemplate motor racing on Sundays(!) and the other is that, taken all round, the Volkswagen is such an excellent little car that certain Englishmen become extremely cross if I so much as refer to it! So far as the former is concerned, Nasser is looking after it, temporarily. Regarding the VW, I had intended to set down a fairly detailed account of how it behaved during its second year of ownership but, instead, I will content myself by saying that the early troubles experienced in 1955 did not re-occur. No other car has given me quite so much confidence, regarded as dependable, economical transport, and because of its light steering, quick gear-change and high-geared " unburstableness " I wouldn't change the VW for any other little saloon. There is, too, the absence of H_2O, and it was fun last winter to leave the VW outside a factory while testing another make of car, return some days later armed with a kitchen brush with which to brush the snow off it, and start up, knowing that its fantastic-looking but reliable flat-four engine had suffered neither from frost nor anti-freeze. Moreover, the quality of the bodywork pleases me and after nearly two years it polishes up like new; the chromium on the back bumper hasn't lasted too well but that is largely my own fault because the car has been parked frequently with its rear exposed to rain and snow—and that no water ever penetrates through the cooling louvres to the engine is a constant, but pleasant, mystery. And the engine still consumes very little Castrolite between sump drainings.

" Enough," they are screaming, " of your VW," so I will leave it at that, confident from the numbers on British roads that many others agree with me. As I thumb through my Quinn diary to refresh my memory about other cars I *do* see that on the very first day of 1956 I missed some flying in a D.H. Tiger Moth because, *en route* to the pleasant grass aerodrome at Fairoaks, the fan-belt of the VW broke—but that was my fault entirely, as I purposely ran it to destruction without practising fitting another. It lasted 16,067 miles, by the way, and the replacement did much better.

Three days later a Bristol 405 presented itself for test and it was easy to persuade the photographer that he, too, hadn't seen enough of the English Lakes. So thither we went, arriving in the dark to find Windermere in January all but deserted, although in the end the Old England Hotel ministered to our needs.

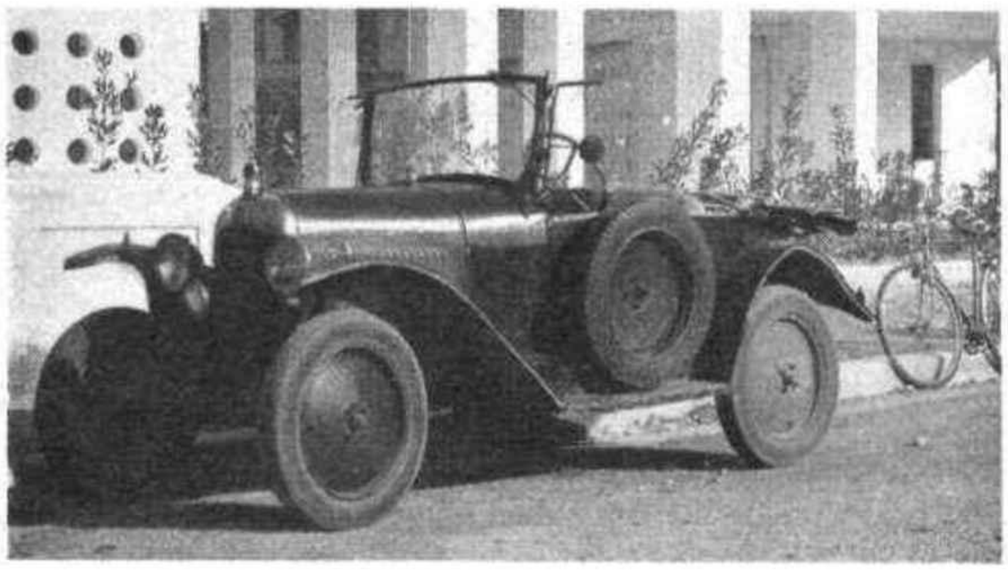
In this Bristol we enjoyed motoring in a beautiful hand-built motor car, capable of very real performance from an engine of only 1,971 c.c. in a saloon weighing more than 25 cwt. The extremely nice gear-change, effected with a short, central remote lever, added to our pleasure, and there was overdrive, raising the 4.22-to-1 top gear if brought in by operating a flick-switch.

The luxury of the Bristol's interior appointments, in conjunction with an engine ready to achieve a smooth 5,000 r.p.m. and propel this quite big car at over 100 m.p.h., made our winter excursion to the Lake District memorable, nor did the famous Passes of Kirkstone, Honister, Hard Knott, Wrynose and Whinlatter lose anything in impressiveness on those dull January days, while the lakes could be admired without the distractions of trippers and litter. Alas, the run back to London proved an anti-climax, for thick fog prevailed down A5 and after crawling to Brentford to weigh the Bristol on the usual weighbridge the run to my home in Hampshire was the worst nightmare of 1956.

The fog had scarcely cleared before it was time to present myself at Acton to collect the little Renault 750, in which I proposed to cover the M.C.C. Exeter Trial and V.S.C.C. Measham Rally. The real object of the exercise was to sample the Frelec automatic clutch, then a unique transmission feature on a small car. Suffice it to say that this Renault provided the usual lively, if noisy, performance, at the useful petrol consumption of about 42 m.p.g. in spite of cruising it mercilessly at over 60 m.p.h., and that the *embrayage automatique* stood up satisfactorily to a variety of conditions. The run back to Measham was enlivened by taking a look at what was once the Donington Park circuit, both the Continental Correspondent and your Editor recalling clearly the racing which took place there before the war.



NOT SO GRIM AS IT LOOKS.—The Editor is making notes on the Bristol 405, not attempting to stop it from plunging backwards down a Lakeland Pass—the handbrake was fully capable of holding it on 1-in-3 gradients.

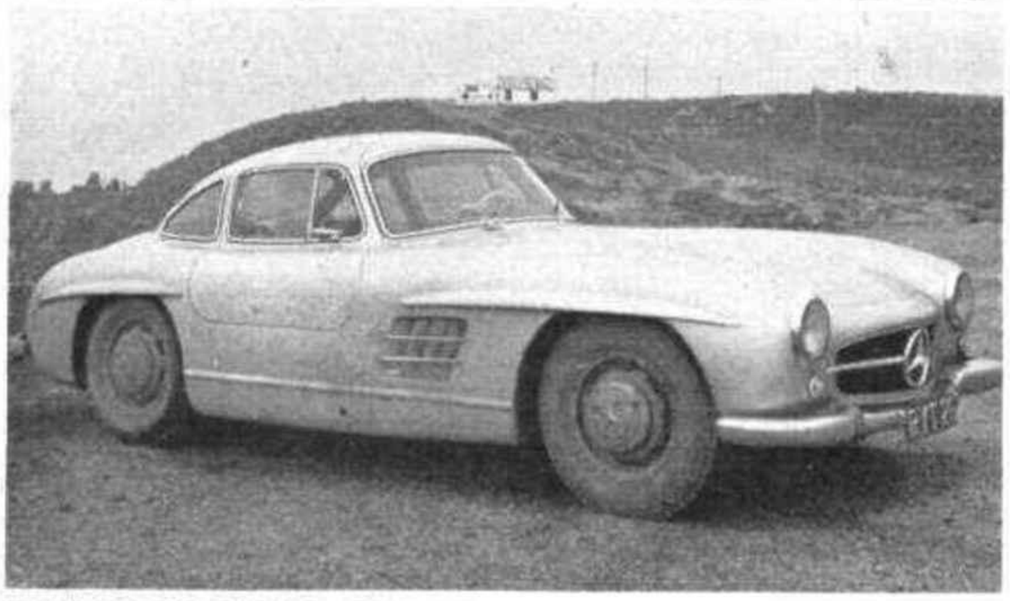


FRENCH LOGIC.—While Britain raises the petrol tax, rations fuel and threatens to introduce compulsory examinations of old cars, in France tax on the older vehicles has been lightened and those built in 1932 or before are exempt from tax. Thus will vintage cars survive for many more years across the Channel—like this 5 c.v. Citroen we photographed near Nice on our way back from the 1956 Monte Carlo Rally. It had drawn up outside a new block of workers' flats and from it had emerged a stout French lady in voluminous skirt and black stockings, carrying yards of bread and the morning's purchase of vegetables!

The following week the Continental Correspondent called for me in his Porsche and we crossed the Channel per Silver City Airways to chase after the Monte Carlo Rally. Take-off from Lydd was delayed for some hours on account of fog, what-time we were amused at the protestations of a fellow passenger, who stormed about pointing to the runways as they appeared more clearly, only to sink into the mist again, shouting that everyone must be mad, as there was ample visibility, etc., etc. When the Bristol Freighter, sounding delightfully primitive, *did* rumble out I noticed that he and his wife made a scramble for the "backs-to-engines" safe seats and hastily did up their belts! Naturally, Silver City know best and it is the prudence they display, while delaying passengers as little as possible, that has undoubtedly resulted in their splendid record of safe flying.

I must say following the Rally was not a very stern task, for all but one night we managed to spend in bed and even the exception provided a few hours' sleep, in our clothes, in a rather dubious but very welcome hotel at Digne. Otherwise my memories are all of comfortable hotels, exquisite food, exquisite wine at night (and English tea at breakfast), sensible roads with by-passes round even quite small towns, sunshine in Monte Carlo so warm you didn't require a jacket, sunshine nearly as warm at Le Touquet before we embarked for the return flight on January 25th, and the excitement of the "pocket Mille Miglia" in which competitors participated over the snow-covered Col de Braus.

After we had seen the Rally report safely en-planed we spent a very pleasant Sunday afternoon with the French motoring journalist Bernard Cahier at his charming villa on the Moyen Corniche at Cote d'Azur, overlooking the deep blue bay of Monaco. Sun streamed in at the huge window of the lounge, from where traffic could be seen crawling like ants round the hairpins of the Lower Corniche, and Bernard took whimsical delight in anticipating the "near misses" between approaching vehicles. When that palled we sat in the garden, surrounded by enormous cactus plants, picked oranges from the trees, and viewed the shipping in the bay and Prince Rainier's Palace through a giant telescope, after which Cahier took me for a hair-raising run in his Citroen 2 c.v., not happy until the *rims* scraped the road on corners. Quite a holiday!



READY TO HEAD NORTH.—The Mercedes-Benz 300SL, most exciting of the cars MOTOR SPORT *tested last year, seen at Land's End, preparatory to a run to Scotland.*

We covered 2,000 miles in the Porsche and for two people and their luggage a better car could hardly be found for a journey of this kind, unless you are the sort of person who must cruise at over 100 m.p.h. and for whom foreign currency comes in such dollops that 32 m.p.g. has no charms. The enthusiasm of the French for high-speed rallies was as heart-warming as the congested roads, hedged, fenced or kerbed-in, were chilling on our eventual return home. I take it on myself to remark that I was an ideal passenger, because that is a compliment to the driver, in whom I had complete faith—yes, even when we passed Rally competitors down mountain corners and after I had seen just how smooth were the Porsche's front tyres.

The satisfaction of having to work in France in January was equalled by the anticipation of testing a Mercedes-Benz 300SL in Scotland in February. We had waited a long time to get our hands on one of these fabulous cars and when the time came anticipation had mounted to a climax. Nor were we disappointed! Although the plan of driving from Land's End to John o' Groats failed to materialise on account of traffic delays, I shall long remember being driven really fast by a young colleague from Glasgow to Fort William in pouring rain in the dark, the Mercedes' 190 h.p. being used to full effect over that deserted, very winding and decidedly eerie road. In those conditions, with the lower gears almost constantly in use, we averaged 54 m.p.h., and on main roads, although traffic congestion was ever against us, we satisfied ourselves that averages of well over 60 m.p.h. were perfectly practical.

Arriving at the Alexandra Hotel on this pouring-wet night, we found ourselves enthusing not only over the immense performance of the 300SL but about its impeccable engineering, the complex power unit with its imposing petrol-injection system displaying not a trace of temperament save for a short bout of misfiring when a combination of Glasgow traffic and torrential rain displeased it. Along a suitably straight piece of road we reached a comfortable maximum of over 135 m.p.h. on the 3.64-to-1 axle that was in use and satisfied ourselves that 100 m.p.h. could be reached from a standstill in a shade over 16 sec. The 300SL thus proved itself in everyway a worthy successor to the 33/180, 36/220 and 38/250 Mercedes-Benz sports models of earlier times. Nor was its fuel consumption of nearly 16 m.p.g. of Esso Extra anything but praiseworthy in view of the hard driving and frequent employment of the engine's maximum of 5,750 r.p.m. in which we indulged over a distance of 1,348 miles. Today, of course, that wouldn't seem so good, as we were reminded on seeing a young man climbing into a 300SL through those gull-wing doors after the B.R.S.C.C. Festival of Speed and Sport last month. The appearance and reputation of the Mercedes-Benz caused people to collect whenever we stopped, but much more do I remember this outstanding motor car for its phenomenal acceleration and the unfaltering hard output of immense power from its beautiful 3-litre engine. If there was disappointment, it was that the brakes didn't seem quite adequate to the car's performance, so that the gearbox had to be called to their aid for quick deceleration from 100 m.p.h. and over, and the fact that the characteristics of the soft suspension included a tendency to wander which took some time to control. Perhaps it was this that caused the Continental Correspondent to invert the thing at a quite impossible angle up a bank at a corner after he had departed for a joyful midnight "Giro de Hampshire," thereby providing his passenger with much the same sensations as Moss caused him to experience later, in the Mille Miglia! But the 300SL is a great motor car, long to be remembered.

Early in April there was the pleasure of a long day's motoring to Wales and back in a Renault Dauphine, during which we investigated the one-time speed hill-climb venue at Caerphilly but missed the opportunity of inspecting a one-time Brooklands racing car interned in Cardiff—and it looks like being a long time before I shall motor that far again. The Dauphine seemed rather crudely finished but earned full marks during a 640-mile test for its combination of 65 m.p.h. cruising speed and better-than-45-m.p.g. consumption of petrol from its rear-placed 845-c.c. engine, which had no tendency to wag the tail of this beautifully-proportioned saloon or to induce oversteer. Before April evaporated the opportunity was taken of sampling the very satisfactory Ford Squire station-wagon over a four-figure mileage, in the course of another journey to Wales to thrash an uncomplaining Citroen 2 c.v. up and down Bwlch-y-Groes. The "back-of-beyond" aspect of the Welsh roads I chose purposely on the way home, a route untouched by subtopia, was so pleasing that I vowed I would return, but having grown out of the habit of regular holidays I fear I never got round to it.



FRENCH CHARMER.—We fell in love with the smart 845-c.c. Renault Dauphine. This side view shows how the back doors fall-in at the bottom so that cooling air can be vented to the rear engine.



OUTSTANDING 1½-LITRE.—The roomy six-seater Borgward Isabella TS provided a high degree of comfort allied to performance unsurpassed by many fast cars of 2-litres and over.

From my diary I see that next on the list was a Borgward Isabella TS saloon, supplied for test by Metcalfe and Mundy. How this very roomy, softly-sprung saloon contrives to achieve a maximum speed in excess of 100 m.p.h., over 70 m.p.h. in third gear, and good acceleration, all in outstanding comfort and for a modest fuel thirst of a gallon per 27½ wide-throttle miles is a mystery. But that is how the Borgward motored, and if some details of its handling were not quite to my personal taste, the fact remains that, when contemplating the performance of 2-litre sportsman's saloons, it is as well to remember that this well-finished and generously-equipped Isabella TS has an engine of only 1,493 c.c. It is remembered as a six-seater saloon of quite deceptive performance which draws warm praise from those who drove it.

By way of contrast came a Singer Hunter, unique in having a single o.h. camshaft 1½-litre engine in a dignified "old English" saloon. I covered a mileage of well over 800 in this de luxe, twin-carburetter version and from thinking it a decidedly odd combination of vintage and modern when I took it over from Barlby Road, I came to respect and like it before returning it. The Hunter needed a good deal of effort to drive and weighed nearly as much as the 300SL but got along well enough for those who demand dignity and don't mind heavy, low-geared steering and supple springing. Whether the new Gazelle version of Singer lives up to its name I don't know, because we haven't had one to try. However, Rootes provided another of their big range of cars the following month, in the form of a Humber Super Snipe saloon and, at its price, I summed this up as not at all a bad car, providing you didn't attempt to go too fast in it. The details seem to have been planned by motorists instead of stylists and it is certainly a car with which you can look the neighbours in the eye. When I first took it over, however, the four-turns-lock-to-lock steering, allied to the "squigy" i.f.s., caused me acute embarrassment, particularly as "Jackie" Masters of Rootes, not then retired, had come with me to show me the back-cuts from Acton to Piccadilly.

Returning the Super Snipe I was taken to Reims for the French Grand Prix in a colleague's Austin-Healey 100M, which made as light work of some 450 miles of French roads as we did of the champagne which flows so freely at this time in this entrancing city. Air Charter conveyed us to and fro across the wet bit with notable efficiency, and we stayed comfortably at the Hotel de l'Univers, where we had paused for the first night of the Monte Carlo Rally.

The next road test involved the 1,390-c.c. Sunbeam Rapier, and I had to have two of them because the first one developed some minor defects. I haven't had the opportunity of testing the latest version of the Rapier, which they have endowed with two carburetters to give it more steam.

Just before trying the Sunbeam and perhaps as a reward for showing off its paces in the aforesaid Bwlch-y-Groes test, I had prolonged loan of a Citroën 2 c.v., with the enlarged 425-c.c. engine and automatic clutch. Just to do things the hard way I took it up to Oulton Park for the V.S.C.C. meeting, and if you are in a hurry driving a 2 c.v. can be quite hard labour. Indeed, the virtually non-stop journey from Slough to Oulton occupied 5¾ hours! For local motoring, however, it is just about ideal, and those who paid the duty-laden high price because they were captivated by the Citroën's comfortable suspension, incredibly spacious accommodation and its many ingenious and endearing features, must now be very pleased with themselves, for the 2 c.v. can easily be persuaded to give considerably over 50 m.p.g. on the least-costly-petrol. I enjoy any car whose designer has contrived to cool his cylinders by air and keep them cool, so it isn't surprising that I didn't return the car until I had driven it 666 miles. Superfluous to add that it never faltered, even the automatic clutch engagement functioning perfectly.

In July I was able to enjoy an improved version of the Renault Frégate and to drive a very dignified British car in the form of a Rover 90. The Renault is an excellent example of the larger family car, eminently useful, sufficiently fast and yet economical, and I am glad to learn that the somewhat oddly-arranged steering-column gear change has since been simplified. The Rover is a car I feel I would very much like to have when, if ever, I retire! It is a little too much of a "gentleman's carriage" for one who prefers crash-hats to bowlers and sometimes threatens to buy another Clyno, but perhaps, later on . . . This Rover is delightful in several ways. It offers the essence of luxury with a very decent performance, it performs with that indefinable but undeniably charming smooth unobtrusiveness, and it has plenty of sensible, appealing features that render it as interesting in the showroom as on the road. Therefore, if I am ever engulfed by thoughts of bowlers, spats and the old-age pension, I shall link a Rover with them, because I like the idea of an i.o.e. 2.6-litre engine that gives over 90 b.h.p. on a quite modest compression-ratio and with but one S.U. carburetter. I wrote in the September MOTOR SPORT, in our test-report on the Rover 90, that I do not know how Rover's contrive to sell such a fine car for so little money and I adhere to that view as firmly as ever. To me it seems unnecessary to spend more than £1,500, or £1,600 if you want the fast 105 version, when you buy a dignified luxury motor car—you just go along to Rover. Although, when I retire I shall probably seek a used gas-turbine machine!

In September I found myself on a Pan-American Douglas Clipper DC7b, taking off from London Airport bound at 15,000 feet for Frankfurt, where a much less luxurious Douglas DC4 Skymaster, with oxygen sockets to remind us that it had once served as a troop

Continued on page 26



DIGNITY PERSONIFIED.—The beautifully-appointed Rover 90 impressed by reason of luxury and good performance offered at a highly competitive price.

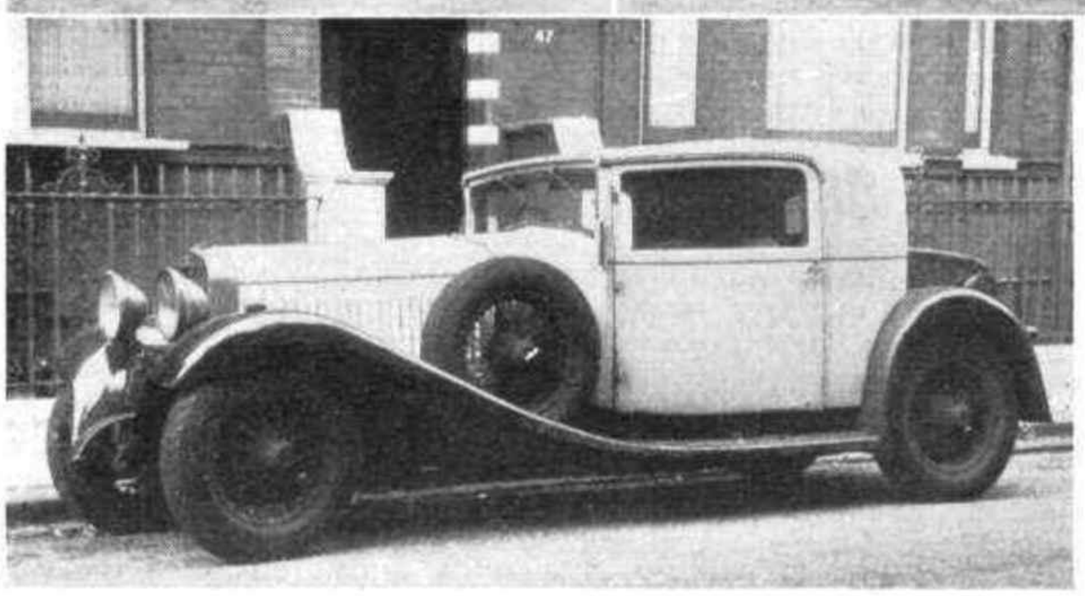
LONDON'S OPEN-AIR EXHIBITION OF VINTAGE CARS

The Editor has long been aware that London presents a fine, free exhibition of vintage and near-vintage cars. In the wide thoroughfares and select squares of Kensington, the multitudinous side streets of Bayswater and Chelsea, such cars are to be seen, awaiting the happy day when their owners have a spare petrol coupon or can afford another month's licence and insurance. Recently we persuaded the photographer to seek out some of these cars and commit them to this page. In fact, those illustrated, and several more, were discovered in a one-hour drive and all within a few miles of Piccadilly Circus, hub of the Metropolis. In these days of petrol famine you, too, may care to set forth in the Great City, to see what you can find.

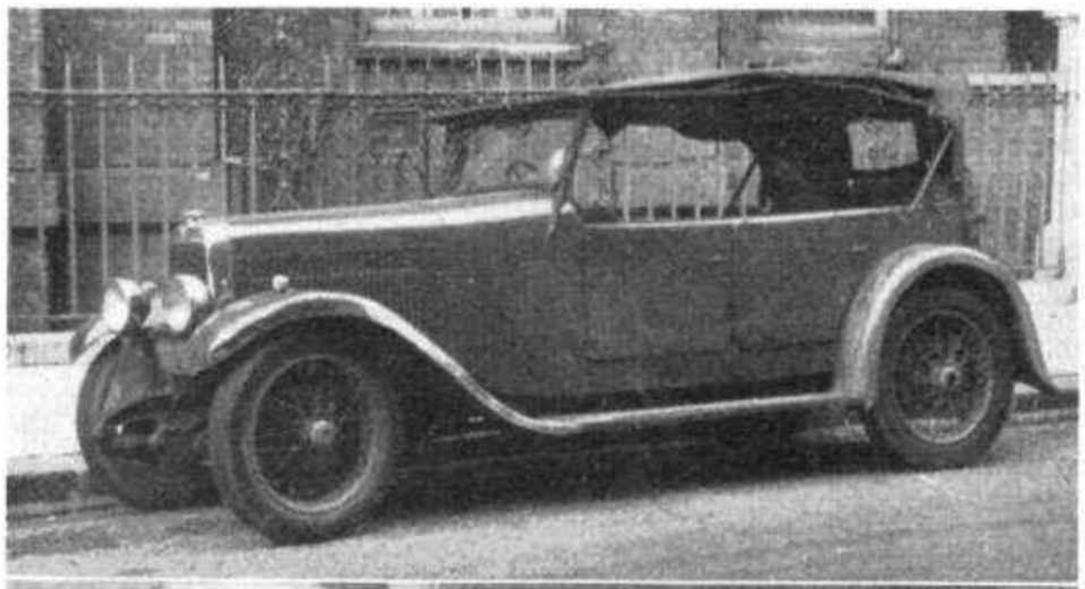




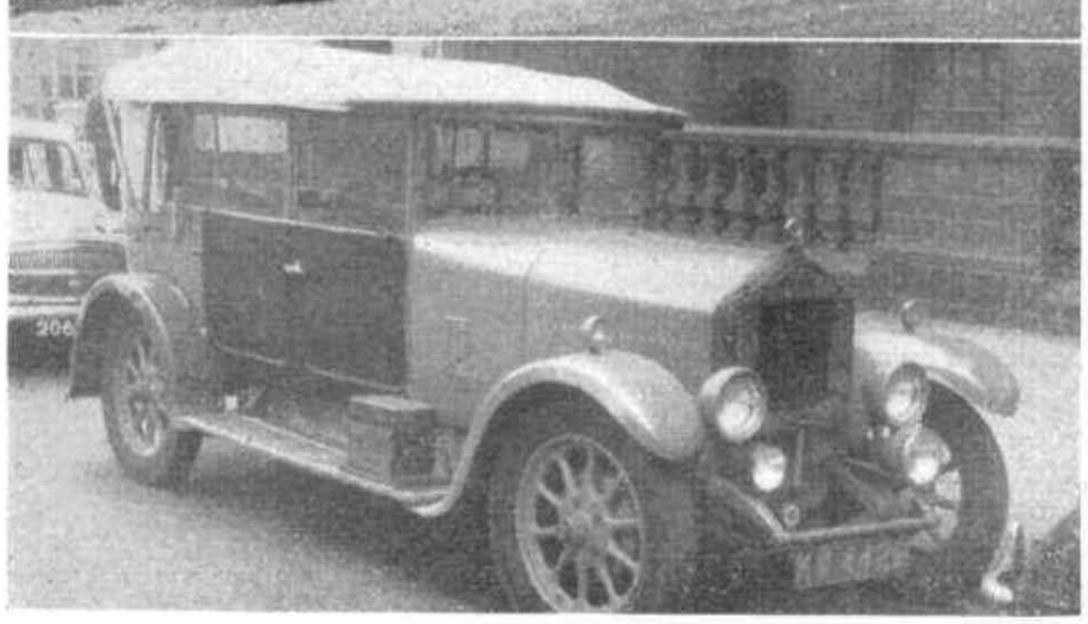
On the extreme left is the back-braked, bulbous-tailed A.C. tourer which was found in Queen's Gate, facing Hyde Park, sheltered by the statue of Robert Napier — apt, when you recall S. F. Edge's association with both Napier and A.C. cars. In the centre is a Fiat 501, waiting for its master to emerge from the Royal College of Arts. We feared this one had been abandoned, a victim, perhaps, of the inflated petrol-tax. But no, between November and December it had *turned round*. Below is a Rolls-Royce Twenty—you can't go far in London without seeing these fine old cars.

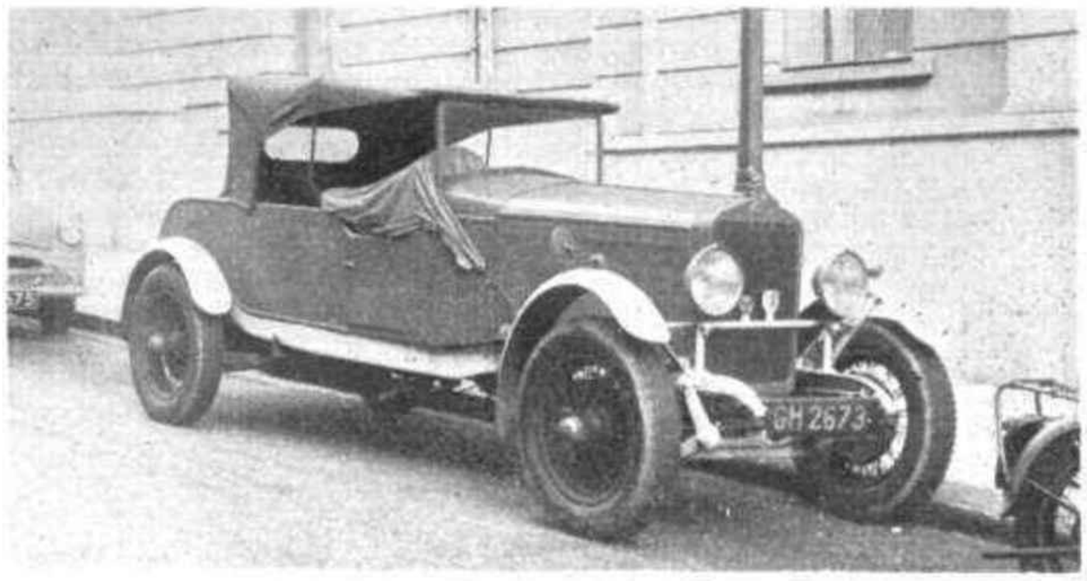


Lordly dignity still surrounds this two-door Hispano-Suiza (above), " captured " by our camera in Roland Gardens, S.W.7. On the right is but one example of the many cheeky " Chummy " Austin Sevens which, like the pigeons, abound in London streets. In the past we, too, have had difficulties with their metal hood frames!



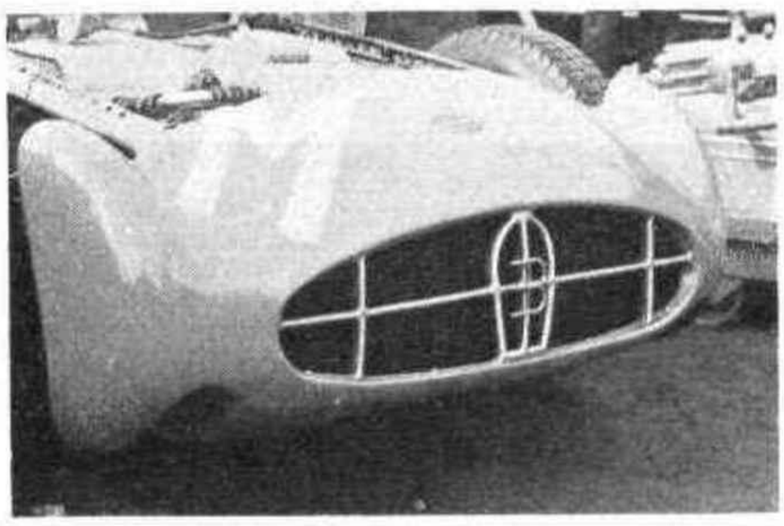
The Alvis is a very popular vintage car. In our brief hour we found this just post-vintage example (left) pondering on the return of petrol coupons. Below it is another vintage favourite, in the form of a Humber tourer with ample weather-protection, which we found tight-parked between what its owner would no doubt describe as " modern tin-wear," down by the colleges in Kensington. Finally, before we returned to the City we got a picture of another rare Continental marque, a sporting Delage (below) wearing V.S.C.C. and B.A.R.C. badges.



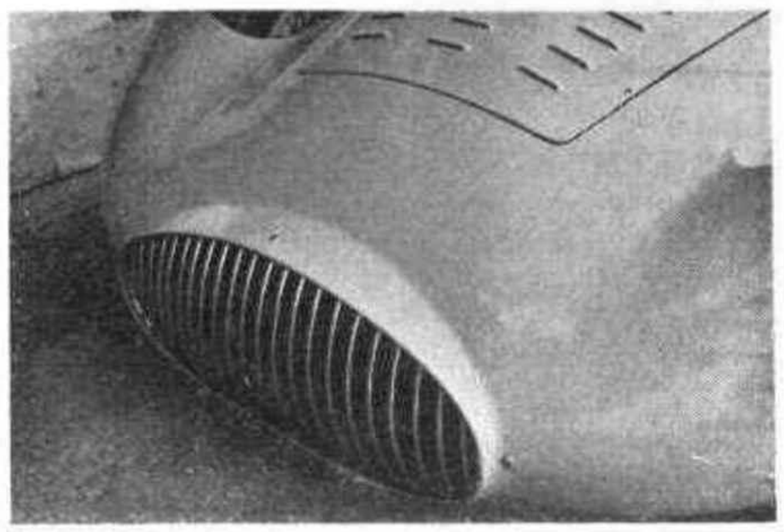


Grand Prix Faces

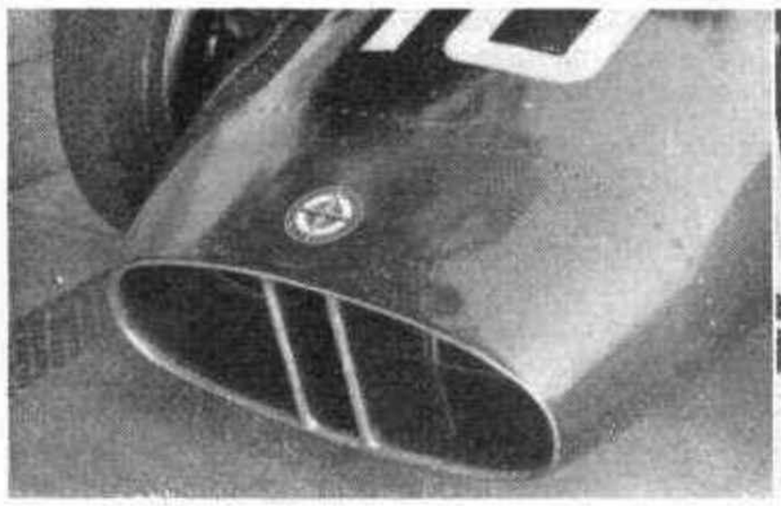
During the past season no particular Grand Prix car was a certain winner and on this page we illustrate the many and varied Grand Prix faces that were thrusting their noses to the forefront of Grand Prix racing.



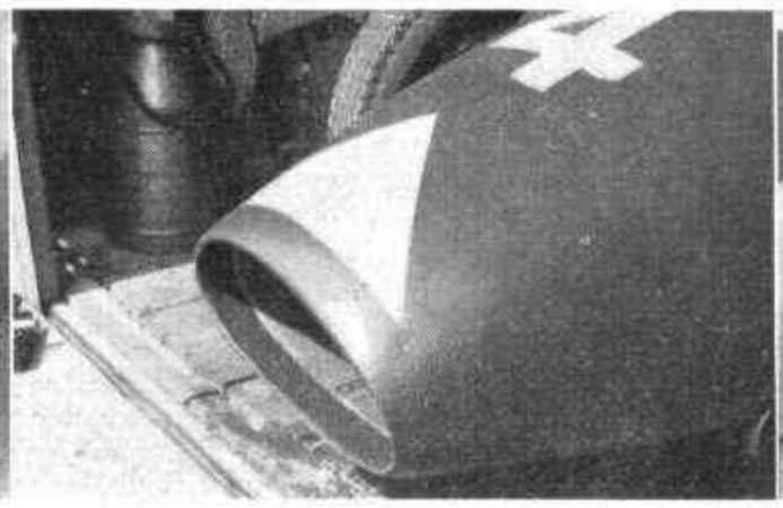
Bugatti.—A strange face and one with a nondescript mouth but the grille cannot get away from Ettore Bugatti.



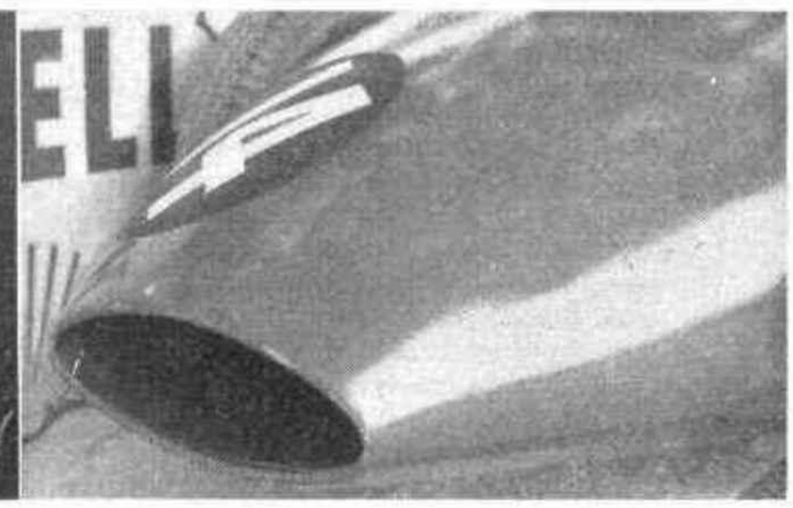
Gordini Eight.—A relic of the recent past is the grille in front of the radiator, this opening also taking in air for the oil cooler.



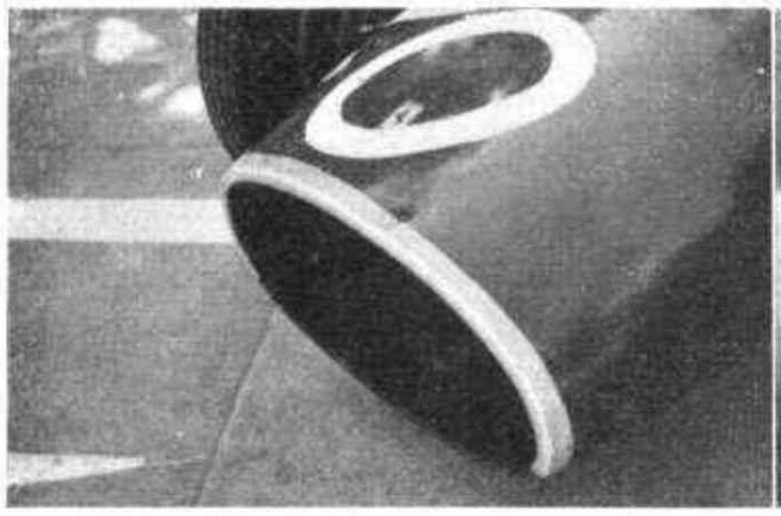
B.R.M.—Very near the ground the opening supplies two volumes of air to the radiator and the central one takes in air to cool the magnetos on the front of the four-cylinder engine.



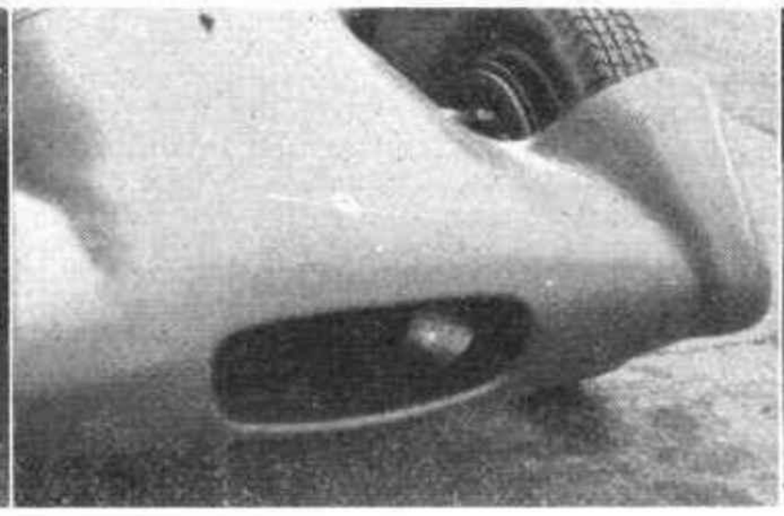
Connaught. — Neat and effective this mouth has an almost conventional Formula I look about it, and all the air goes through the radiator by reason of good internal ducting.



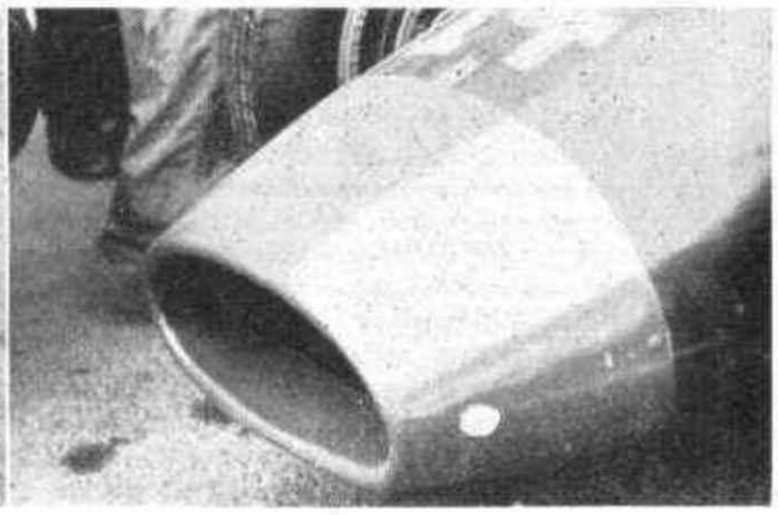
Vanwall.—Meticulous calculation produced the minimum of frontal area to the mouth, yet supplied sufficient air to cool the four-cylinder engine on all types of circuit.



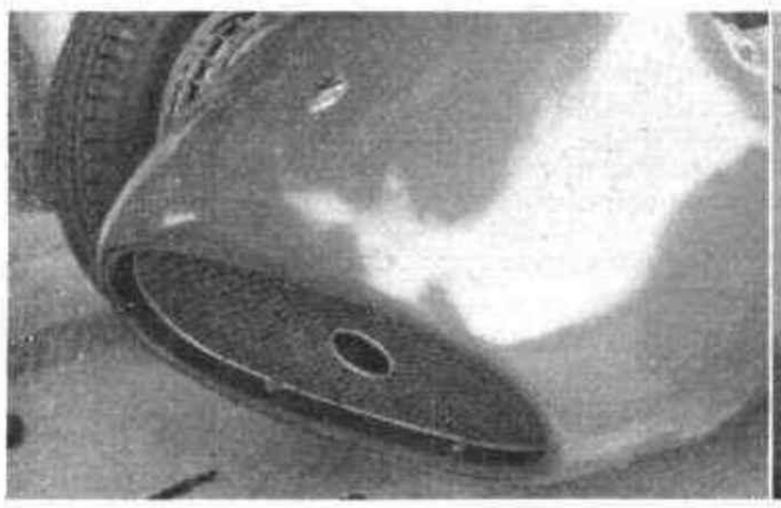
Ferrari.—Blunt and business-like this opening takes in more than enough air to cool the radiator of the powerful V8 engine.



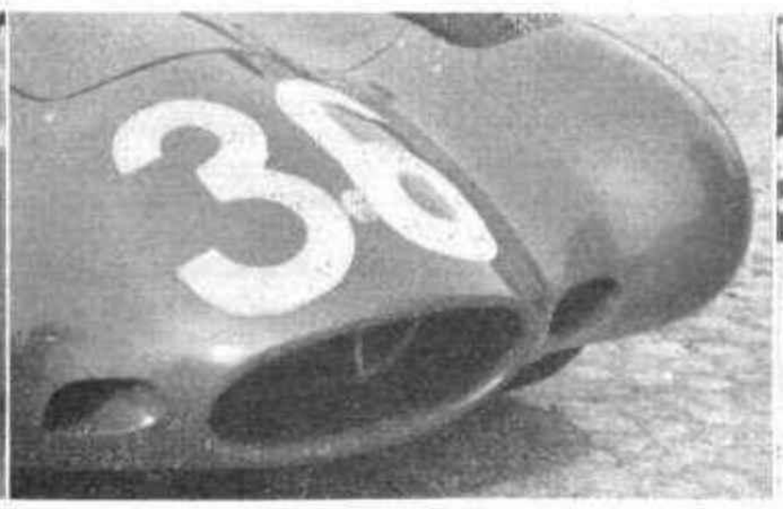
Ferrari streamline. — An ungainly attempt at improving the air flow, the narrow opening also having to take in air for the brakes and shock-absorbers.



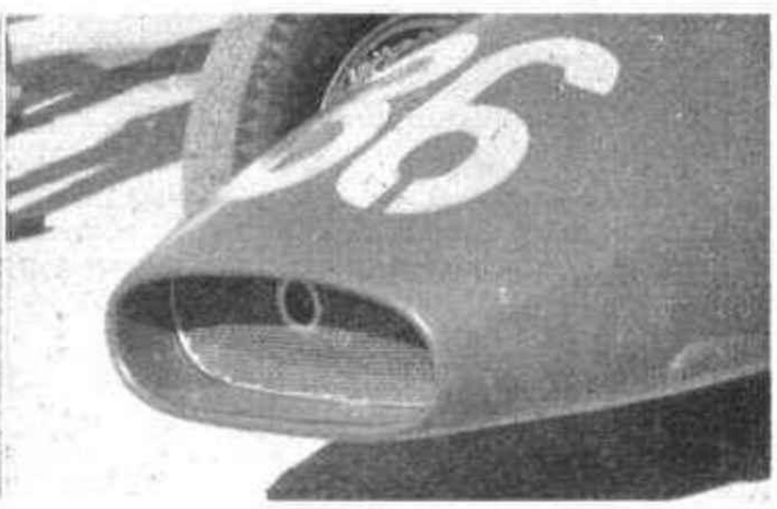
Ferrari experimental.—For the high-speed Reims circuit, and, oddly enough, also at the low-speed Nurburgring, this modification of an extra nose-piece was tried out, providing a smaller entry and more penetrating front.



Maserati.—Aesthetics played a greater part than calculation in the preparing of this opening, but the result was successful on both accounts and was usually well to the fore.



Maserati streamlined.—Air flow is tricky stuff and while flowing over the front end nicely an orthodox mouth must be provided to scoop in air for the radiator and oil cooler, while other holes are to gather air for the brakes.



Maserati ducted type.—A modification that worked well, the radiator had all the air carefully ducted through it and was dispelled underneath the car, resulting in a longer, lower and sleeker nose, with a smaller opening.



PORSCHE TRIO.—Photographer and Editor pose with the three Porsches, outside the Porsche factory at Zuffenhausen.



TWIN-CAM LUXURY.—A race-bred engine in one of England's few chassis to have independent rear suspension made our test of the 3-litre Lagonda a memorable experience.

MY YEAR'S MOTORING—continued from page 23

transport and, like a local train, occupied by only a handful of passengers, took us on, at a mere 4,500 feet, to Stuttgart, where at the airport overlooked by those remarkable television/restaurant towers, we disembarked for some extensive and exciting testing of Porsche and B.M.W. cars. Those tests were fully written-up in our November issue, so no further reference is required.

We were away for only five days, during which we motored some 2,000 miles in borrowed cars, of which the most exciting were the Porsche Carrera and the B.M.W. 507. During this time we were extremely comfortable in the Hotel Rauh in Stuttgart and the Germainia at Munich. The former is typical of the new hotels found in the bigger German towns and lingers in the memory, with the Waterloo in Hanover, as truly delightful places at which to stay. The return flight was made at 20,000 feet in a B.E.A. Vickers Viscount which was bringing home the first families to quit Cairo.

Four days after my return from Germany Rolls-Royce Ltd. put a Bentley S-series at our disposal, in which we covered over 1,360 luxurious miles, in a car which is near-perfection, although I am sorry we have reached that stage in the progress of the motor car when the former delightful right-hand Bentley gear-change has had to be replaced by American-devised automatic transmission—and, with this, I am not sure that I want to be bothered with over-ride control. Yet for all that, this Bentley is a magnificent example of British quality engineering and the manner in which this vast S-series turns itself into a seemingly small car as it cuts through traffic, setting up average speeds which before the war would have been reasonable for a sports car on congestion-free roads, constitutes a hallmark of its all-round excellence. I find myself wondering, nevertheless, what "W. O." would have said had he, as I did, hurt a knee on a pull-out hand-brake which pulled out too far because it was linked to the brake mechanism by cable instead of by rods! The automatic transmission certainly functions almost impeccably but the brakes, while retaining the famous mechanical servo of the kind introduced by Rolls-Royce in 1925 and Hispano-Suiza in 1919 and thus being extremely effective, can be too effective on slippery roads because they all too readily lock the back wheels. The petrol tank, too, provides a range which must be irritatingly small when Continental touring. Yet a Bentley is a Bentley all the world over and I left this one at Conduit Street suitably awed and respectful.



A CAR ONLY THE ENGLISH COULD MAKE.—The magnificent automatic-transmission Bentley S-series saloon which coupled extremes of comfort and dignity with an ability to maintain astonishingly satisfactory average speeds in adverse traffic conditions.

About the same time I tried the 3-litre Lagonda saloon, and this seemed an excellent motor car for those with heavy responsibilities but who are still sportsmen—H.R.H. the Duke of Edinburgh drives one. The independent rear suspension which renders the Lagonda, almost alone amongst British cars, conventional in Continental company, is more impressive for the comfort it imparts to rear-seat passengers than for its effect on roadholding, although, even when its 140-b.h.p. twin-cam engine is opened-up on grease, the car is commendably stable. The test-car possessed some individual faults and when I took it to Coventry to consult Mr. Sutton about an article he wrote for our Show Number it ran out of petrol in the thickest of the lunch-hour traffic because its reserve fuel system is nonsense. But, all in all, I liked the Lagonda, especially as this one had a "real" gear-lever and the race-developed Bentley-inspired engine delivered high performance with commendable smoothness. If I had 5¼-thousand pounds to spare I'm hanged if I know whether I'd buy a Bentley S-series or save £1,250 by having a Lagonda. Maybe I'd have a Lotus and spend the balance on old-timers, instead . . .

After driving these fabulous cars it was something of a relief to follow the M.C.C. Rally as far as the Lake District in a Ford Zephyr and to run down to Dorset in a Standard Vanguard Sportsman just as petrol was becoming embarrassing to buy. The test of the Zephyr was published last month and that relating to the Vanguard Sportsman appears in this issue, so there is little need to enlarge on these two cars, except to remark that they represent excellent medium-size family cars of no mean performance, both of which are capable of exceeding 26 m.p.g. The Ford Zephyr is truly remarkable value-for-money at a basic price of £580. But, you know, on my return to Dagenham with it I couldn't persuade anyone in that vast plant to bring the oil-level back to "full" in order to confirm absolutely and accurately the Ford's very small thirst for Castrolite. They were "at lunch"—but under similar circumstances I think my request would have been met at Stuttgart or Munich or Wolfsberg, in which, maybe, there is a moral!

Then, right at the end of the season, just as December 1955 was enlivened by a Lotus, I was able, before the petrol famine stopped play, to borrow another of Colin Chapman's little motor cars. This time it was a yellow Lotus-Ford Sports, a full road-test report on which is due to appear in the next issue. So 1956 ended on a note of fresh air, exhilaration and damp clothes.

In all this testing we have never been stranded on the road, although a faulty condenser in the Ford Squire nearly blotted this good record. The first Sunbeam Rapier developed an oil leak and a sticking throttle but otherwise the Press cars were beyond criticism on the score of trouble, although we did hear that one of the more expensive cars had seized its back axle at 80 m.p.h. just as we were due to receive it, and we were obliged to wait a few days while it was repaired. Tyres enjoyed the same praiseworthy immunity from trouble, the only puncture occurring in a Firestone tubeless cover, while the first and only deflation of the Michelins on my Volkswagen didn't happen until the car had covered over 32,000 miles! Incidentally, I see that of the cars submitted for full road-test in this country,

Continued on page 34

BRITAIN and GRAND PRIX RACING

SINCE the article of the above title appeared in the November issue of MOTOR SPORT, there has been a considerable amount of interest taken. Many agreed fully with all that was said, while others thought certain teams had been dealt with too harshly. Perhaps the most gratifying result of the article was the interesting correspondence that was received from Connaught Engineering, supplied by their Press representative John Webb. While agreeing fully that Connaught efforts taken over the whole Grand Prix season (and I would stress that only the full-length 300 mile or three-hour races were being considered) has not been outstanding, Rodney Clarke and his fellow workers were exceedingly frank about the reasons for breakdowns or retirements, and where the blame was theirs they accepted it without argument. However, they quite rightly pointed out that in races of less than Grand Prix distance Connaught cars had done well during 1956, and that due to financial shortage they were necessarily confined to short sprint-type events in preference to long Grand Prix races. Bearing in mind the cost of repairing a Grand Prix car, they pointed out that a Brands Hatch race was less damaging on a car than 300 miles at Monza and naturally had to take this into account when planning their programme.

All told Connaught Engineering made a very serious attempt to put right some of the wrong impressions that might have been gained after a revue of the 1956 results, and also made an excellent reply as to "why British Grand Prix cars had made such a miserable showing in Grand Prix races in 1956." While no official representation was received from the Vanwall team, nor any details given by Mr. Vandervell as to why his cars failed to win a Grand Prix race in 1956, certain members of the team who obviously have the Vanwall Grand Prix car at heart, did approach me unofficially and offer explanations of failures, or reasons why the Vanwall cars did not win. At no time did these people try and make excuses for the poor showing, they very reasonably provided explanations and like Connaughts admitted to certain failures which were their own fault.

From the B.R.M. people at Bourne, not a single word was received, not even a curt telegram telling me to mind my own business. Complete and utter silence appears to reign at Bourne. It must be admitted that during the season certain of the technical staff have explained to me various factors which add up to some of the difficulties experienced with the B.R.M., but since the end of the season information has been very short. But for the keen interest in motor racing from a purely neutral and enthusiastic standpoint, of one of the well-known trade representatives, I would still be very much in the dark over B.R.M. matters, and while I am sure that a personal visit to Bourne would elicit all the information I could desire, it does seem strange that of all the Grand Prix teams B.R.M. are the most reluctant to put right any false ideas that may have got around. They are not alone in their lack of supplying information, for Bugatti might just as well not exist as far as the Press are concerned. However, be that as it may, I most certainly do not consider that either MOTOR SPORT or myself are of any importance in the designing and running of a Grand Prix team, and therefore I do not expect anyone to come to me and tell me things, which is why I am always prepared to find things out for myself, but when Connaught and Vanwall do approach me personally it makes me very appreciative of their efforts.

So much for the reaction to my recent article, the whole of which I still stand by, but what of the future, the immediate future that is? At the time of writing the only British cars that might appear in the Argentine Grand Prix are B.R.M., and while it is fully appreciated that South America is a long way off and the trip would upset workshop progress for about eight to ten weeks, I can only say that if Ferrari and Maserati looked on the Argentine in the same light there would be no Argentine Grand Prix. Let us allow that our teams are not strong enough financially or from the organisation side, to tackle the South American season, then the aim is to be the Monte Carlo Grand Prix in May. I say here and now, and without wanting to appear facetious, that I expect to see a British Grand Prix car win. The only opposition worth anything is going to come from Ferrari and Maserati, and if you have seen those teams in action, as I have done, you would wonder why they ever win Grand Prix races. Their only real advantage is that they have been in the habit of winning races for a long time, and habits are hard to break. No one is going to tell me that either team have a more powerful engine than the Vanwall, nor is anyone going to convince me that either Italian firm know any more about suspension and road-holding than do Colin Chapman or Rodney Clarke. If anyone tries to tell me that the Italians have better metals than we do in this country then I shall just scream. They have one thing better than us, and that is Fangio, but we have Moss on the Vanwall and Hawthorn on the B.R.M. and the World Champion is not that much better than our drivers. Add to the Vanwall team young Brooks and that great fighter, Harry Schell, and to the B.R.M. team fast and steady Flockhart, and leaving out Connaught for the moment, how can we possibly fail to win every Grand Prix in 1957? If Archie Scott-Brown and Lewis-Evans with the Connaughts are there, then all the middle-Italians, such as Maglioli, Taruffi, Perdisa and so on are going to be pushed to one side, so how can we fail to dominate the Grand Prix field?

There are many ways we can fail, and I shall not be surprised if we do, for we failed in 1956 and unless someone makes an effort we shall fail for the same reasons in 1957. Connaught freely told me that of 11 failures during 1956 racing, 10—I repeat *ten*—were due to failure of components or material supplied by firms doing contract work for Connaughts. They were mostly specialist firms, whose maxims are that it is better to consult an expert than to try and do it yourself. Connaughts are not so sure, and but for the difficulty of finding people willing to work hard, they would try to do a lot more of their manufacture themselves. The one failure that was the fault of Connaught Engineering was due to a mechanic who made a mistake, and the firm accepted the responsibility for that, but of the other failure they quite rightly refused to accept responsibility. What they did admit freely was the fact that owing to shortage of money they could not employ a first-class inspection department, and even if they could they doubt very much whether there are sufficient people interested in Grand Prix racing to staff such a department. This in itself is a staggering statement, but I fear that it is true, for how many people would seriously take a technical job with an industry that is as shaky as our Grand Prix industry? Here is just one way that Connaught could improve their chances in Grand Prix racing; if they had a first-class inspection department faulty workmanship from outside the firm would be rejected immediately, not after it had let them down in a race. I know for a fact, that this problem is one that delays progress with B.R.M. and there are so few firms willing to make an effort that delays in supplying parts take longer than Grand Prix racing can tolerate, without the extra delays caused by poor workmanship. The Vanwall team are in the most happy state, for they are almost self-contained, and the great Vandervell industrial plant can do anything for the team, but even so 1956 saw the Vanwall cars let down due to bad design, lack of thought or bad workmanship, all of which emanated from Mr. Vandervell's own factory.

I do not expect readers to believe for one moment that Maserati, Ferrari or Gordini are perfect, they are far from that, and do not believe for one moment that those firms never make mistakes, for they do and many of them are unforgivable. But that is entirely beside the point, if everyone connected with B.R.M., Connaught and Vanwall, or any other motor-racing project in Britain, bear in mind the saying that "the best will not be good enough for motor racing" then we may see an improvement in our showing. If everyone, from the chief designer down to the boy who polishes the bodywork, resolves to be sure that what he has done is perfection and then convince himself that even that was not good enough, then I am sure that much of our trouble will disappear. Just watch a mechanic from Ferrari measure the quantity of fuel in a tank, and then watch some of our chaps; one takes it as a serious job of work, the other as fun and games. There are serious-minded mechanics among our Grand Prix teams, and it is easy to pick them out, for they are the ones that stay with the team, and in just the same way the designers can be weighed up, for a good designer will be kept and a bad one will move on somewhere else. But do not forget the man on the lathe or milling machine, or the chap in the forge or foundry, they are just as important, in fact almost more so, and their jobs must be done just as conscientiously, and then the man in inspection, even if he is not working directly for one of our Grand Prix teams, he too must be consciencious. When the whole matter of working is boiled down it would appear that the sloppy, disinterested, lackadaisical type of working, both in manufacture and design, which has ruined our passenger car industry is also ruining our Grand Prix industry. It can be assumed that workers in the passenger car industry are not really interested in passenger cars, they are merely doing a job of work, but for heaven's sake, we cannot and must not say the same of the people in the Grand Prix industry.

I say here and now, that if there is anyone working for any of our Grand Prix teams who is not interested in Grand Prix racing to an extent that it is an all-absorbing passion, then get out, and get out quickly, for you are not only wasting your own efforts but also those

Continued on page 34

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BOOKS *for the* NEW YEAR

"**Press on Regardless,**" by Anne Taylor and Fern Mosk. 115 pp., 5½ in. by 8¼ in. (*Simon and Schuster*, 630, *Fifth Avenue*, *New York*. $2.95.)

If you want light and inconsequential reading about sports-car people in California today, or in England as it was 25 years ago, then this book will amuse. The truth about the motor trade is always funny, and when dressed up by two American girls and featuring well-known Californian sports-car people thinly disguised, time passes pleasantly.—D. S. J.

"**Ten Years of Motors and Motor Racing,**" by Charles Jarrott. 297 pp., 8¾ in. by 5½ in. (*G. T. Foulis and Co. Ltd.*, 7, *Milford Lane*, *Strand*, *London*, *W.C.*2. 25*s*.)

This is a reprint of a book which stands as one of the motoring classics. First published in 1906, "Ten Years" is Charles Jarrott's account of the dawn of motor sport, from the Emancipation Run of 1896 to the Gordon Bennett races up to 1906.

He tells an enthralling story and this reviewer clearly recalls the thrill of reading a 1928 edition for which he had saved up the requisite sum and purchased as soon as it was published. The excitement of that first Brighton Run in the fog of November, early drives as lonely pioneers in primitive Panhard-Levassors with tube ignition and carriage lamps, and then the all-embracing adventure of Jarrott's participation in the great town-to-town contests, driving ever bigger Panhard, de Dietrich and, later, the odd Wolseley Beetle, cars—such was, and is, the stuff on which "Ten Years of Motors and Motor Racing" is based and Jarrott's story will, or should, fascinate the present generation as it did the previous one.

The author has the rare knack of taking the reader with him on those motoring escapades of long, long ago and thus his book ranks as one of the greatest of motoring autobiographies. There is little of the text book about "Ten Years," although a chapter is devoted to "Racing Motorists I Have Met" (wherein are the great names of this all-but-forgotten era—de Knyff, Charron, Giradot, Zborowski, Snr., Farman, Berteaux, Lorraine Barrow, de Caters, Jenatzy, Levegh, de Crawhez, Edge . . .) and the book concludes with tables of race winners and holders of the flying kilometre record up to 1906—and an index.

Foulis have done a good job in producing this fourth edition, which appears to be unexpunged, except that the maps of the great races which were in the third and earlier editions have been deleted. If the writer was confined to a desert island and six motoring books, "Ten Years" would be one of the essentials.—W. B.

"**Riley Maintenance Manual,**" by S. V. Haddleton. 390 pp., 8¾ in. by 5⅓ in. (*G. T. Foulis and Co., Ltd.*, 7, *Milford Lane*, *Strand*, *London*, *W.C.*2. 35*s*.)

This is a bulky maintenance book compiled, for owners of Riley cars built between 1930 and 1956, by the man who for ten years was Publicity Manager of the old Riley Company and who is now Advertising Executive of the Nuffield Organisation.

Mr. Haddleton is quite obviously a Riley enthusiast, who, if he were honest, would no doubt admit that the Nuffieldised Riley is but a shadow of those Riley models which emanated under the guidance of Stanley, Percy, William, Allan and Victor Riley, gentlemen whose portraits grace the fly-leaf of his book. Some of this nostalgia is conveyed by chapters one and two, which give a history of Riley and means of identifying the different models. These chapters are, however, purely introductory and a full history of the old Riley Company remains to be written, nor are the illustrations in this section at all comprehensive, pictures of the original "Monaco," "Brooklands" and "Gamecock" Nines, for instance, being conspicuous by their absence. Because the book starts with 1929/30 instead of 1926/7, no reference is made to the "Biarritz," while the competition successes of the Riley marque are lumped together in one paragraph all too superficially. However, this serves to emphasise that this useful book is purely a maintenance manual and as such it appears to be comprehensive and well illustrated and it contains very detailed specifications of the 9, 15, pre-war 12-h.p. and 1½-litre and 16-h.p. and post-war 2½ and 1½-litre Riley cars, as well as an explanation of the manufacture's model and type coding. How nice to discover a publicity and advertising executive who knows about his Company's cars down to the intimate details.—W. B.

"**Fifty Years of Brooklands.**" Edited by Charles Gardner. 160 pp., 9 in. by 6⅝ in. (*William Heinemann Ltd.*, 99, *Great Russell Street*, *London*, *W.C.*1. 25*s*.)

Had war and bureaucracy not put it down, Brooklands Motor Course would have been 50 years old, to its official opening, on June 17th this year. It is a nice gesture that Vickers-Armstrongs Ltd., whose aircraft division occupies Brooklands today, should have remembered this anniversary and have asked Charles Gardner to produce a book worthy of the occasion.

The motor-racing and motor-cycle sections have been written by W. Boddy, Editor of MOTOR SPORT, who has successfully condensed that wealth of Brooklands' data contained in his three-volume "The Story of Brooklands," which was published some years ago by the Grenville Publishing Co. He has added an outline of motor-cycle racing at the Track and, in a separate chapter, recalls some of the funnier things that happened at Weybridge.

"L'Ancien" writes the bulk of the aviation story of Brooklands and very well he has done it, too, because, apart from sketching the highlights of Brooklands as an important centre of early British aviation, he gives lots of information about later races and aviation meetings that happened in the shadow of the scarred cement bankings and, moreover, quotes more of the makes and types of the rarer light aeroplanes, and of the pilots who flew them, than it is usually possible to enjoy in books of this kind. His chapter "The Flying Twenties" so well recalls the Brooklands flying days between the wars. The more important efforts of pioneers like A. V. Roe and J. T. C. Moore-Brabazon and Paulhan and Grahame-White, etc., are naturally covered. Curiously, there is no reference to Mon. Ballamy, the very first man to bring a flying-machine to Brooklands (in 1907). This reviewer also looked in vain for passing reference to the break-up of a Vickers Vilbebeest torpedo-'plane in the late-'thirties, an episode he remembers witnessing from the aerodrome, seeing pilot and observer float down under their parachutes unhurt—but the torpedo was never seen again!

However, so much happened at Brooklands, on the Track and in the air above it, that no book can hope to tell the whole story. "Fifty Years of Brooklands" makes a successful attempt to cover a lot of ground in an attractive manner, backed up by a wealth of splendid (and splendidly reproduced) photographs. Incidentally, the amount of prize money offered at Brooklands in the early days was pretty fantastic—over £5,000 for the first race meeting and £2,500 for the first aviator to fly a circuit of the Motor Course, not to mention Edge's £10,000 wager!—which sums can be multiplied by about five to give a 1957 equivalent! The final part of the book, by E. Colston Shepherd, Air Correspondent of *The Sunday Times*, deals with the history of commercial aviation at Brooklands, giving fascinating insights into the Hawker and Vickers concerns and the changes which took place down the years in the Brooklands terrain itself.

Altogether, a book for all those who knew and loved the Brooklands of old and especially so for those who seek a fine range of illustrations of racing cars, famous and less so, and of pioneer, transport, R.A.F. and light aeroplanes which flew above and landed within the Brooklands estate from 1908 to the present day. The book has indices divided between personalities and machines and another original touch is the inclusion of pictures showing how certain historic aspects of now-out-of-bounds Brooklands are seen today by Vickers' employees.

"Fifty Years of Brooklands" is both complete in itself and an excellent introduction to Boddy's much more comprehensive volumes about the Track.—C. F.

"**Famous Auto Races and Rallies,**" by Erwin Lessner. 380 pp. (*Erwin Lessner*, *Hanover House*, *Garden City*, *New York*. $5.)

The main entertainment of this book for serious students must be spotting the errors in it, for "Famous Auto Races and Rallies" teems with them. Its Austrian author, now an American citizen, presents a miscellaneous selection of races and rallies in no particular order, with emphasis on racy reporting. Spelling errors are legion, proof reading obviously not part of the production routine.

Taking merely the chapter on the World's Land Speed Record, Lessner quotes the 350-h.p. V12 Sunbeam as "Model-1922," whereas it was built in 1920, makes *Rene* Thomas drive a Leyland-Thomas instead of *Parry* Thomas, confuses the 300-h.p. Fiat of 1911 with the earlier Fiat "Mephistopheles," mixes up Segrave's 4-litre V12 Sunbeam with the later twin-engined 200-h.p. Sunbeam, and then, coming to that car, gives it a 24-cylinder "plant" instead of two separate 12-cylinder engines. The Irving Special "Golden Arrow" is described as being "a huge box of steel, with sort of an airplane's

No. 2 IN A SERIES OF TESTS SPECIALLY CONDUCTED BY COURTAULDS LIMITED



GEORGETTE, *well-known tight-rope artiste, was photographed at Chessington Circus on June 19th 1956. Her 'rope' in this case was made of High-Tenacity Rayon—the selfsame material that gives your tyres their strength and safety. It was only ½" thick, yet provided an ample safety margin.*

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

IT'S

HIGH-TENACITY RAYON...

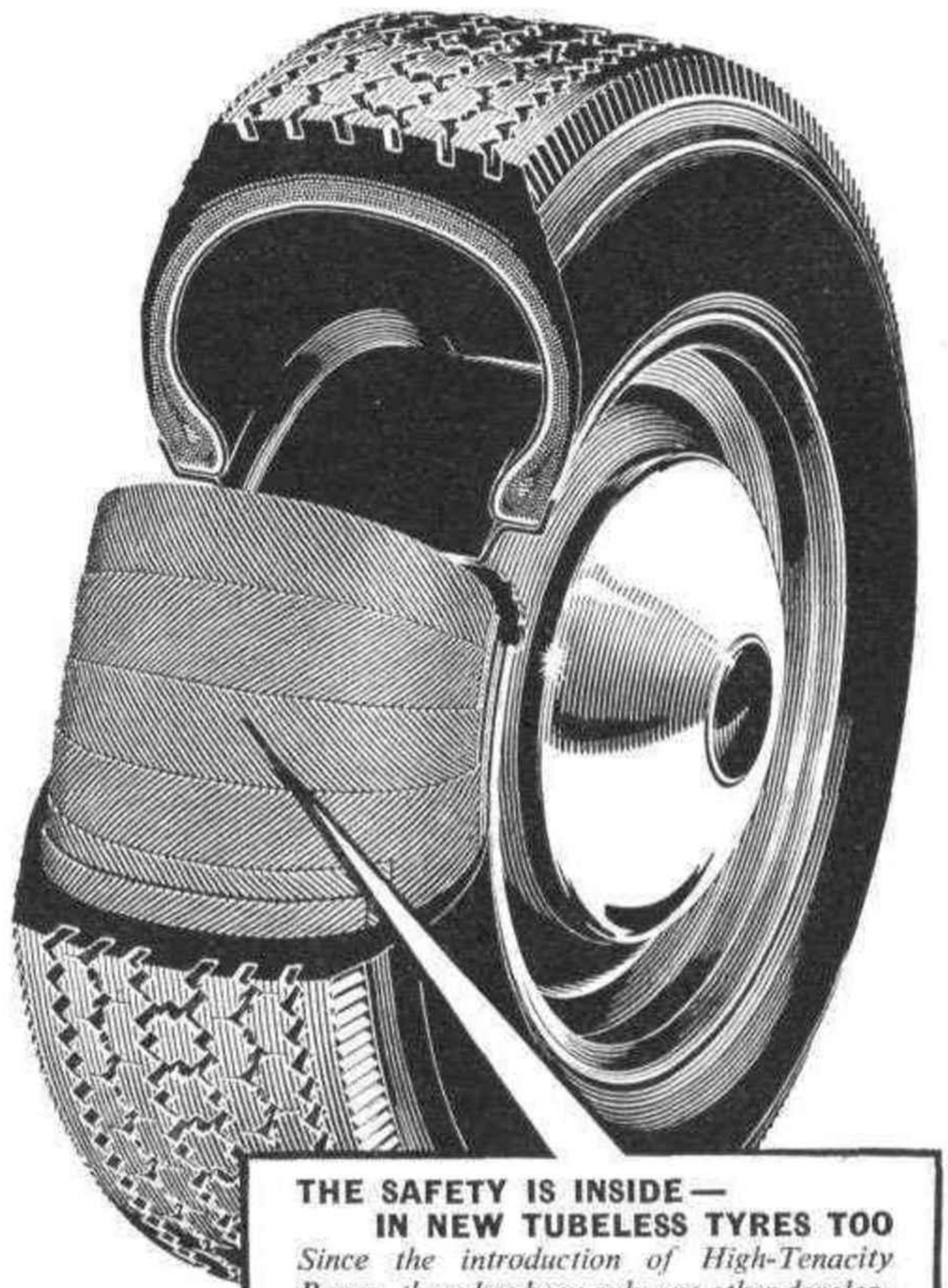
super strong basis of your tyres

What are your tyres made of? Rubber, of course —but not rubber alone. By itself, rubber would never keep its shape, resist the strain of inflation, stand the millions of shocks a tyre gets in ordinary road use.

Under the rubber, in 95% of car, bus and lorry tyres in use today, lie several layers of *High-Tenacity Rayon Cords* — a very special material expressly designed to give strength to tyres. In some ways, it's even stronger than steel —and in addition it has just the right amount of 'give' in it, so that it doesn't fail under repeated flexing, but yet preserves its shape.

It stands up to heat, too—the bugbear of tyre designers. A fast-running, heavily-laden tyre can get as hot as boiling water. Under these conditions, some materials lose much of their strength —but not rayon.

Tyres are much more reliable now than they were before the war. You can thank High-Tenacity Rayon most of all for this, because High-Tenacity Rayon was largely a wartime development, tried and tested under far more arduous conditions than you will ever experience. Like the girl on the tight-rope, you can safely put your trust in High-Tenacity Rayon.



THE SAFETY IS INSIDE — IN NEW TUBELESS TYRES TOO

Since the introduction of High-Tenacity Rayon, there has been only one other development of comparable importance—the recently introduced tubeless tyres. Naturally, tubeless tyres also have the security and reliability of High-Tenacity Rayon built into them. It is the rayon cord reinforcement inside *that gives them the strength necessary for safety.* B

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

steering gear in the rear," which presumably refers to its fixed stabilising fin. Later we are told " the disks from its wheels " were removed to " reduce wind resistance," when, in fact, discs are usually fitted in an attempt to reduce wind resistance and are removed only when they interfere with steering in side gusts. There are some startling gaps in the history of this record and some obscure cars are referred to, yet no mention is made of Lockhart's very creditable Stutz, in spite of its American origin.

After this, little faith can be placed in the rest of this book, which covers rallies, Indianapolis, Le Mans, the Mille Miglia, the French G.P. races, Watkins Glen, Sebring, the Targa Florio, the Carrera Panamericana, Vanderbilt Cup and many more, opening with Peking-Paris. We are startled to read that a 2-*litre* Bentley ran at Le Mans in 1926, and of Dario Resta we have to endure : " . . . he turned the speedway at terrific speed, letting his car swing high up the banks with boyish delight, oblivious of sales, indifferent to approaching middle age. He was young again, a champion set to outdo all champions, to set marks that should be standards for a long time to come. From the pits came admiring signals, in anticipation of new Brooklands marks. But then it happened. There was no apparent reason why the Sunbeam got out of control, but it swerved, balanced precariously on one pair of wheels for a brief moment, then overturned. The ambulance found Resta dead." In fact, he was attacking relatively unimportant class records and a burst tyre caused the car to go through the Railway Straight fence.

There are, however, a few interesting pieces in Lessner's bulky book. For instance, he seems to know a lot about Felice Nazzaro, who, in 1907, " made 200,000 lire, more than four times the take-home pay of a cabinet minister," and sets out to explain why Nazzaro failed as a car manufacturer whereas Lancia, also a racing driver, succeeded. Amongst a dramatised account of the 1914 French G.P. the point is made that frequent failures of Boillot's Dunlop tyres contributed to the Peugeot's ultimate retirement with differential failure—however, in Laurence Pomeroy's " The Grand Prix Car," volume one, the Peugeot's retirement is given as due to a broken exhaust valve in No. 3 cylinder, while the reason for frequent tyre changes being necessary, as given by Jules Goux, one of the other Peugeot drivers, is quoted by Pomeroy and destroys the rest of Lessner's argument. (Kent Karslake, in his " A History of the French Grand Prix," also disposes of the legend that Boillot had excessive tyre failures but he does quote the cause of the Peugeot's retirement as " a broken back axle." Probably, like Lessner, he was hood-winked by excuses of the " blown gasket " kind issued by Peugeot after the race ! Nor does Cecil Clutton, in " The Racing Car," throw any light on the Peugeot retirement in this dramatic race.)

All authors drop a " clanger " sooner or later but it is necessary to emphasise the errors in " Famous Auto Races " in order to warn serious students of motor-racing against it. We see that it has a catalogue card in the Library of Congress and hope that not too many borrowers will be misled. The book has no illustrations and no index. It isn't one we should want with us on a desert island !—C. F.

" MOTOR SPORT Racing Car Review, 1957," by Denis Jenkinson, 122 pp., 7½ in. by 5 in. (*Grenville Publishing Co., Ltd.*, 15-17. *City Road, London, E.C.*1. 9s. 6d.)

This welcome annual appears again, uniform with earlier editions, the first of which was published in 1948. It covers the Grand Prix racing cars of 1956—B.R.M., Bugatti 251, Connaught " Syracuse," six and eight-cylinder Gordini, Lancia/Ferrari D50 and Experimental, Maserati 250/FI and Vanwall, together with descriptions of the FII Lister, Lotus and Cooper cars.

The book is illustrated with excellent " landscape " photographs, mostly the work of the MOTOR SPORT photographer. It is right up to date, including, for example, an account of the B.R.M. post-season tests at Monza and it contains some rare views of technical detail, such as the new transverse leaf-springs on the B.R.M., a full side-view of the streamlined Maserati which was prepared for Reims but never ran there, and the cockpit of the Vanwall.

Apart from details, every *marque* gets a full-page illustration of a complete car and each description of a car's development and history throughout 1956 is followed by a tabulated specification, from which, however, the author omits controversial b.h.p. and r.p.m. figures.

I am not going to pretend that this is light reading, because in the space available there is room only for pure description, with no explanation of technicalities for those unversed in racing-car matters and the Jenkinson style is sometimes on the complex side, giving the impression of rather hasty writing. This will not discourage the enthusiast, who will find a wealth of valuable information in " Racing Car Review " that builds up into a complete technical review of last season's races. We learn how Ferrari so effectively made the best of the Ferrari/Lancia jigsaw puzzle on his hands at the end of 1955, and of the problems presented to Maserati when they adopted fuel-injection. Fresh facts come to light, too, a delightful one relating to why the body-paint on the experimental streamlined Maserati once burst into flames as the engine was being warmed up, and what steps the Italian mechanics took to prevent this happening again !

Jenkinson, as usual, writes fearlessly. His view of the present position of the three British G.P. contenders is extremely interesting. Of B.R.M. we read " . . . the way the B.R.M. went in its first few races was most encouraging, but then they sank back into the doldrums and all the good that was done by the terrific performance of the car on its first outing has now been undone, and the name of B.R.M. is rapidly returning to the laughing stock it became with the fruitless endeavours made with the 16-cylinder cars." Of Connaught ; " . . . at least the smartly-turned-out Connaught racing cars will not disappear from the starting line, though the engine is reaching the limit of its development to hope for much in the way of success at the finishing line in the major races of 1957." Of Vanwall : " . . . the Vanwall team returned home sure in the knowledge that they are as near to total success as anyone could hope to be and far nearer than any British racing car has ever been before." If you want the whole story you certainly want this little book.—W. B.

" Scale Model Cars," by Harold Pratley. 79 pp., 7¼ in. by 4⅝ in., soft covers. (*Model Aeronautical Press, Ltd.*, 38, *Clarendon Road, Watford, Herts.* 5s.)

It is some time since a book on model-car construction has appeared and Harold Pratley's work is remarkably comprehensive, inasmuch as it covers motoring history, even to yet another account of the Wilhelm Maybach/Gottlieb Daimler origins (!), explains veteran, Edwardian and vintage cars, refers to all manner of prototypes for modelling, some of them quite rare, and goes into the fascinating subject of model-car history itself.

Pratley, indeed, seems to give almost as much about the " real thing " as about models, and he does not cover " kitchen table " or petrol-engined model cars. What he does do is to provide valuable hints and tips from his great experience of scale-model work to those embarking on the better forms of model-car construction. Chapters are devoted to collecting data, preparing drawings, building a workshop and equipping it with tools and materials, the concluding chapter being devoted to the finer points of modelling.

This is a book for advanced students and no plans from which to build your first model car will be found, although there are many diagrams to improve advanced technique. Photographs are also included, of " subjects " as well as of models. Pratley knows his subject, so that errors are confined to casual proof-correction, although a picture of the 100 m.p.h. Brooklands' Vanwall is surprisingly captioned as a " cyclecar model " and reference to some of the models in the Science Museum taxes the eyes, for the showcases referred to scarcely show in the very small accompanying photograph. The Dunlop herringbone pattern tyre is described as Edwardian, but was better known in vintage times. Some of the prototypes paraded in the text, such as early vintage Buicks and sports/racing Studebakers and Du Ponts, will be of little interest to model makers, as no plans or pictures are included. However, avid model makers, especially the advanced students, will not wish to be without this book.—W. B.

* * *

Castrol have issued a set of 18 " cigarette cards " of well-known competition motor-cyclists. A splendid souvenir of the 1956 season, these cards are obtainable free, on mentioning MOTOR SPORT, by dropping a p.c. with your address to C. C. Wakefield & Co., Ltd., 46, Grosvenor Street, London, W.1.

* * *

From the same address can be obtained, also free, Castrol lubrication charts covering Fiat 600, Ford New Consul, Zephyr and Zodiac, Standard Vanguard III and estate car, Sunbeam Rapier, Wolseley 15/50 and 6/90.

* * *

A comprehensive book on " Nickel Plating for Engineers " is available free, for MOTOR SPORT readers, on application to The Mond Nickel Co., Ltd., Publicity Dept., Thames House, Millbank, London, S.W.1.

CARS I HAVE OWNED

J. E. Mellor of Portishead describes thirty years of motoring in which he went from tricycle to tricycle, a topical form of transport at the present time.



FIRST TRICYCLE.—The 1925 1,100-c.c. V-twin Blackburn-engined Morgan, which separated by over thirty years the next three-wheeler owned by Mr. Mellor.

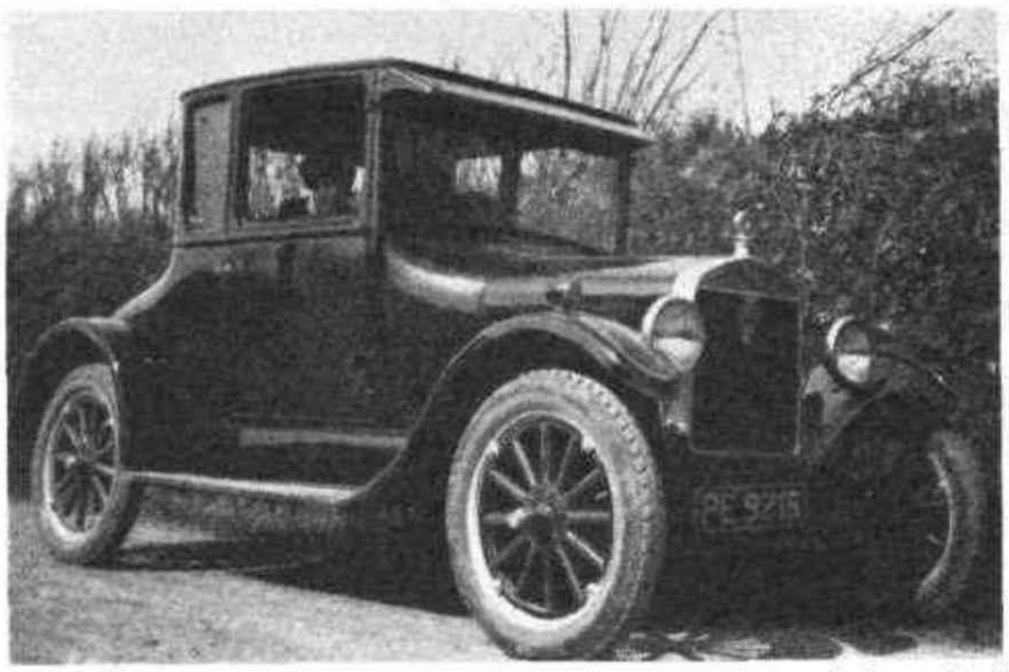
IN 1925, after a series of motor-cycles which included W. D. Douglas, Indian and N.U.T., I acquired an 1,100 c.c. twin-cylinder side-valve Morgan Blackburn three-wheeler, but my first car, a 1913 Ballot open four-seater, happened earlier, when I was working in Paris and wished to bring my mother and a friend who had visited me back to England in more comfort than was provided by the 1923 Matchless-J.A.P. combination which was my normal transport in Paris.

This car, with a close-ratio four-speed gearbox and, for those days, good acceleration, was a queer mixture of ancient and modern. We came home without difficulty except for punctures which were overcome by carrying a supply of inner tubes in addition to the Stepney wheel. Differential failure during the subsequent holiday in England resulted in the sale of the car to a breaker, the amount received in pounds for non-ferrous scrap being greater than the price paid for the car in francs!

After this, as a Ford salesman, I had a succession of model-Ts, including a tourer with a Frontenac head, Ruckstell axle and two starter-batteries in parallel to overcome the band drag as well as the compression.

My mother's sudden death led to marriage and a series of long and short chassis 3-litre Bentleys, mixed with a 509 Fiat two-seater, two Erskine-Studebakers, and an Isotta Fraschini open four-seater which was particularly suitable for carrying engines, fuel, etc., and towing my outboard hydroplanes to various race meetings. This series finished in 1930 with our first genuine 100-m.p.h. car, a 4½-litre Bentley Vanden Plas four-seater, acquired secondhand from " H.M." himself, in Hanover Square, in exchange for the Isotta. To this day I can recall the thrill of listening to my wife counting the final m.p.h. up to the magic century, the speedometer being in front of the passenger and the rev.-counter in front of the driver. The engine on this car was fitted with " hour-glass " pistons and the resultant clatter at low speeds caused much comment from uninformed friends.

Time and business needs brought Wolseley Hornets and Hillman Wizards, so the next highlight was probably an old Rolls-Royce Silver Ghost tourer on which we built a caravan body, complete with cooker, washup, adequate cupboards, and a divan at one end which converted into a very comfortable double-bed.



REDOLENT OF THE GAY 'TWENTIES.—One of the author's model-T Fords, in this instance a late-model Tudor coupe.

In 1932, came what we called the " Minx-era," including varieties on two Hillman Aero Minx chassis, one with a special very light two-seater body which we built ourselves. These were sometimes supercharged with a Zoller compressor, driven Bentley-fashion, off the front of the crankshaft or else by chain in place of the dynamo drive. On these cars rear axles and gearboxes were interchanged with early Minx models which had three-speed gearboxes and thus various indirect gear-ratios were obtained to suit mud-plugging trials, as well as R.A.C. rallies and special tests. Unsupercharged in the 1934 M.C.C. High Speed Trial on Brooklands 76.8 miles were covered in the allotted 60 minutes.

This success encouraged us to obtain a Balilla Fiat which, after " improvement " by the late M. A. McEvoy, was taken to the Derby and District M.C. meetings at Donington. Here we were completely outclassed, due to poor brakes and the fact that racing classes were for 750 c.c., 850 c.c. and 1,100 c.c. cars. The 998 c.c. Balilla being neither " fish, flesh, fowl, nor good red herring." The following year a saloon rear-axle of lower ratio was fitted and the engine cylinders lined to give a capacity of 848 c.c., but although 6,000 r.p.m. were obtained we were merely taught how to spin out of the way of following traffic, after over-rapid approach to one or other of the many corners, due to the small brake drums. In fairness I must admit that this period was the time when I learnt to *drive*



BLOWN MINX.—The Zoller-supercharged Hillman Aero Minx climbing Syde Hill in the course of an M.C.C. Trial.



THE FIAT at Donington Park in 850-c.c. form, leading an M.G. in a 1935 race and, right—



THE PRESENT TRICYCLE.—The author's small daughter with the Messerschmitt KR 175 which averages 34 m.p.h. and nearly 100 m.p.g.

a car, as distinct from the so-called high-speed motoring on main roads that I had previously considered sufficient knowledge!

Finally, in 1935, we came to own Lagondas—first a Rapier, then a 3½-litre tourer. The latter car was the equivalent of the 4½-litre Bentley, with its beautiful roadholding and top-gear performance giving 25 to just over an indicated 100 m.p.h., four-up with the hood and side-curtains erected, coupled to an average petrol consumption of 17 m.p.g.

A venture into yacht building caused a change to two Fiat "mice," one for each of us. These continued through the beginning of the unpleasantness with Hitler, mine being exchanged, after 50,000 miles without any overhaul, for the first of my second series of motor-cycles. My wife invested in a secondhand Austin Ten drop-head coupé, born in 1933, but completely ageless, although neglected due to various causes beyond her control.

In 1951 an operation caused the sale of my second "S"-series Sunbeam; these were really beautiful machines and to my mind everything a normal motor-cycle should be. Thereafter we jointly owned a model-C 1936 Ford Ten tourer, 92,000 miles old but which gave a further trouble-free 25,000 miles until it was changed for a 1948 Ford Pilot. The roadholding and positive steering of this car was, to me, surprisingly good.

My wife's untimely death and a small daughter billeted with relatives compelled cheap and rapid transport, and a KR 175 Messerschmitt provided the answer. So far, 27,000 miles have been covered, 274 gallons of fuel used and a 34-m.p.h. door-to-door average is consistently obtained!

Spares usage to date totals one set Dynastarter brushes, two hub-races, one set of outer covers (no punctures), two sparking plugs, one set of brake linings and one rear chain. An indicated 60 m.p.h., two up, is still always attainable on suitable roads, while cornering and general handling can only be compared with a sports car. Thus in thirty years' motoring I have gone from tricycle to tricycle . . .

MY YEAR'S MOTORING—continued from page 26

six had Dunlop, five Michelin, three Firestone, and two had Goodyear tyres.

Besides the cars already referred to, I was able to take brief runs last year in a Ford Popular with L.M.B. i.f.s., in the much-discussed two-stroke front-drive Berkeley 322-c.c. sports mini-car, in a third Sunbeam Rapier, in the experimental four-wheel-drive Ferguson jeep, and in several cars tuned by Alexander Laystall. The year really didn't plan out too badly, because, although sports cars, the Lotus apart, were conspicuous by their absence, we were able to test high-performance cars like the Bristol 405, Mercedes-Benz 300SL, Porsche Carrera and 1600 Super, B.M.W. 503 and 507, Borgward Isabella TS, Bentley S-series and 3-litre Lagonda. It is satisfactory, too, that of the "Big Five" manufacturers Ford, Standard and Rootes submitted their fast models. Vauxhall abstain by mutual consent, because they do not make sports cars, and it is not *my* wish that all B.M.C. vehicles should still be withheld from us. I would have welcomed an opportunity to do some long-duration investigation of the new mini-cars but the opportunities never materialised. I nearly got my hands on an Astra but in the end it proved evasive, but I did cover a few miles in a prototype Berkeley. Certainly the present situation directs attention to good petrol economy, and it does not strike me as very good progress that whereas in my youth I used to get 45 m.p.g. from a series of Austin Sevens, in 1956 the only car I drove which equalled this was the Renault Dauphine and the only one to better it was the Citroën 2 c.v., which accomplished just over 53 m.p.g. Surely it should be possible to get 55-60 m.p.g. with today's efficient small engines and improved fuels?

Vintage motoring *almost* escaped me during 1956 due to inability to find time to get my 1922 Talbot-Darracq into running order, but at least I attended the official opening of the Montagu Motor Museum, rode in Douglas Fitzpatrick's fabulous 1907 Metallurgique-Maybach, went as passenger in the Brighton Run in a 1902 Wolseley, drove a 1925 F.N. which I owned for a time for some 250 enjoyable miles, and, perhaps most enthralling experience of the lot, went for a ride in a Foden steam-wagon, which shows, I hope, that I have by no means lost interest in the vintage and veteran aspects of motoring.

Thus 1956 and very satisfactory it was. As for 1957, I prefer not to contemplate it . . .—W. B.

BRITAIN AND GRAND PRIX RACING—continued from page 27

of the chaps who are prepared to give up their complete lives to Grand Prix racing. If we should find that we haven't enough people with sufficient passion for Grand Prix racing to support our three teams, then let us pack up right now and stop wasting effort. Personally, I think there are sufficient people in Britain to run three teams, and I think there is more than enough ability in this country to wipe the floor with all opposition, but a handful cannot do it on their own, they have got to have the backing of everyone no matter how remotely they are connected with the ultimate car.

We need not worry about drivers, for we have enough, and they are as good as they come, and even if Fangio and Maserati and Ferrari share 1957 races amongst them, I want to see British cars up there fighting, just as Schell fought with the Vanwall at Reims. If it finishes only second or third, then that will be something, but it must do so by only a car's length; if it blows up, then I want to see it way out in front when it does, like the B.R.M. at Silverstone. What I do not want to see is British cars trailing along at the back, being nursed along in case something breaks, or worse still no British cars at all, as at Nurburgring in 1956. Italian cars have troubles, but they get over them in time and are always on the starting line, the British cars have trouble and miss a couple of races while it is put right; I hope we have seen the last of such nonsense.

What I do sincerely hope is that I have now written the last of such harangues as the above, for nothing will give me greater joy than to write an article full of praise for a sweeping success by a British car in a major Grand Prix race, and if 1957 is a British season then rest assured that MOTOR SPORT will be the first to cheer loudly. —D. S. J.

LETTERS from READERS

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

WHERE YOUR MONEY GOES!

Sir,

As conscientious motorists dutifully part with £12 10s. for their car licences at the beginning of each year, how many, one supposes, ever stop to consider just what happens to their money. Do they imagine that it will be spent on road upkeep, or improvement, or do they just regard it as the price of a coloured disc of paper which the law demands they renew each year? Either way, it is likely that only a very few view the ultimate goal of their money with any great concern.

Each year, the British Road Federation issues a booklet called " Basic Road Statistics," and perusal of the latest edition reveals some remarkable facts. In 1950, 60 per cent. of all motor vehicle tax receipts were spent on roads, in the form of maintenance, cleaning and improvement; a matter for concern perhaps, considering the accident rate and general state of Britain's roads. But in 1955 only 23 per cent. was spent, representing £2 17s. 6d. out of each £12 10s. that motorists paid, and of this amount only 5s. represented the sum spent on " major improvements and new construction."

These facts, together with the continual increase of traffic congestion and lack of foresight of officials concerned led me, some while ago, to the honest belief that my money was being wasted. I therefore resolved (not through any desire to break the law) not to tax my car in the future.

The conspicuous absence of major road constructions, together with the steady increase of accidents indirectly attributable to poor conditions, and traffic jams due to atrocious bottlenecks, strengthen my belief that I am justified in my action.

Some will say that an attitude such as this serves only to aggravate the situation, but the fact remains that if the majority of motorists took my view, then the state of affairs would be rapidly assessed to better effect, and sensible steps taken to cure it.

I am, Yours, etc.,

Welwyn Garden City. " ENLIGHTENED."

* * *

A PETROL-RATIONING ANOMALY

Sir,

As one who has owned and driven a 2-litre Lagonda for the past six years, I have just written to my Member of Parliament, Mr. Baldock, protesting against this Government's revival of the R.A.C. Formula which under the new petrol-rationing scheme gives me fuel for up to 1,600 c.c.s, whereas everyone knows that a 2-litre Lagonda is nearly 2,000 c.c. in spite of being rated at 12.9-h.p. R.A.C., and does therefore consume fuel at the 2,000 c.c. rate.

Having been a reader of MOTOR SPORT for many years, I know that you will have strong feelings about this injustice to what I think is a very important section of the motoring population of this country. The amazing thing to me is that the supposedly defunct R.A.C. rating has been given the largest billing on the Ration Books and in the Press.

Has this Government and the popular press not yet woken to the fact that the R.A.C. Formula, after causing years of serious restriction in the development of the British motor vehicle, was abandoned some years ago, for the present capacity system? Perhaps with such untechnical representation, the British public will be without a motor car of any description within a few years.

Thank you for the very many hours of enjoyment in the pages of your magazine.

I am, Yours, etc.,

Market Harborough. A. E. H. CHADWICK.

* * *

ENTHUSIASM FOR RILEYS

Sir,

I endorse the remarks made last month by Mr. P. W. Thomas about the merits of the 1½-litre Riley—what a shame there are no more! My second such Riley was bought in 1953 and has been vastly improved by fitting twin carburetters and a .030 in. cylinder-head gasket.

I ran a big-end once but this might have been due to using thin oil, which I then gave up.

I am never likely, as Mr. Thomas may be, to change to a 2.4. Surely there must be another small and potent Riley on the way?

I am, Yours, etc.,

Hampstead Garden Suburb. W. HUSON WATTS

THOSE SAFETY POSERS

Sir,

I would like to say that a point referred to on page 754 of the December issue of MOTOR SPORT is not correct. I was issued with one of the small " safety booklets " when I received my first full driving licence not very long ago.

The picture referred to in the article shows plainly that the saloon, which is endowed with a prominent speedometer, is exeeeding the 30-m.p.h. limit. The speedometer shows plainly that the car is travelling at 50 m.p.h.!

The saloon-car driver is portrayed as a person who will not give way to another car. He is therefore the person who is not taking care at the road junction. Thus the answer at the back of the booklet which says that the driver not taking care is also speeding, means that the saloon car driver is speeding.

I would also like to say how much I enjoy reading your magazine, for, although I am only 17 years old, I find the articles are very interesting. Especially the road-tests, which seem nice and free from phrases which are made in other magazines to cover up when the tester feels he should criticise, but his Editor disagrees.

I am, Yours, etc.,

Wigtownshire. ALASTAIR MIRRLEES.

[We have re-examined the drawing in question in the light of Mr. Mirrlees' remarks. If you have good eyesight the point can be conceded but we still consider that the drawing will prove puzzling to many, misleading them into assuming it the sports car that is speeding in a built-up area.—ED.]

* * *

ARE TUBELESS TYRES FOOLPROOF?

Sir,

Quite a lot of publicity has been given recently to the use of tubeless tyres, and in view of this I feel bound to write to you regarding my own experience of them.

I run a 1956 Vauxhall which is fitted with tubeless tyres and one evening a few weeks ago I had the misfortune to run over a broken kerbstone which had been left lying in the road. The tyres appeared undamaged but next morning I noticed a small dent in the outer wheel flange, so I called into a dealer who assured me that if the tyre wasn't losing any air it would be perfectly sound and there was nothing to worry about as they were tubeless anyway.

In view of this I carried on using my car; however, one evening about two weeks later I had the tyre deflate suddenly exactly similar to a blowout on a conventional tyre. Fortunately I was not going very fast at the time and no accident occurred.

When I took the tyre to a tyre fitter he found that several layers of cords had broken at the time of my original accident and the wall of the tyre had gradually weakened until it had split.

I should like to add that my visit to the tyre fitters opened my eyes to several disadvantages of tubeless tyres for the private owner if he intends to fit them himself, as the following equipment appeared to be required:

1. Large clamp to encircle tyre to force beads against rim. I am told this can be accomplished by twisting a rope around tyre, although it seems doubtful whether this method would be really effective.
2. Compressed air supply, as small quantity of air leaks from head until pressure is built up inside cover, hence footpump no use unless used extremely quickly.
3. Large tank of water to place wheel and tyre to ascertain that there is no leak from head edge. I am told it is not unusual to fit a tyre twice before obtaining a perfect seal and even new cars are delivered with tyres which have a slow leak and have to be refitted.

In view of this I feel that the only advantage of tubeless tyres over the conventional tyre and tube is that they will not deflate if cleanly pierced by an object such as a nail. However, as from my own experience they do not appear to stand a violent blow without damage and they are more difficult to fit than the normal tyre, I am not very impressed with them.

I should greatly appreciate your comments and any of your readers if you should care to publish this.

I am, Yours, etc.,

Harlow. C. E. PAINE.

VOLKSWAGEN *versus* MORRIS MINOR 1,000

From Viscount Bury.

Sir,

Since the introduction of the Volkswagen MOTOR SPORT has been singing its praises; and quite rightly so, for it is undoubtedly a very remarkable car. The proof of the pudding is in the eating and a million people can't be wrong.

It is refreshing to read a motoring journal that follows a strictly independent line and, irrespective of sentiment of any kind, accords honour where honour is due. This tends to prevent any complacency within our motor industry.

The Volkswagen has in my opinion at last a rival in the Morris Minor 1,000. This really magnificent little car I consider surpasses the VW, both in the amenities that it offers and in the performance that it gives.

Firstly, as regards comforts. The Morris has more luggage space, four doors instead of two, far better rear vision, a smoother and more silent engine, more comprehensive instruments, and superior body styling. The VW scores through a better driving position and doors that open through an arc of ninety degrees (shunting fourteen stone through the aperture provided by the B.M.C. takes practice). But, all in all, the Morris leads, I think, on the score of comfort. It must not be forgotten when considering performance that the Morris is giving the VW 242 c.c., although it gains in m.p.g. in consequence. The VW I suspect has superior acceleration in the lower speed ranges but a lower maximum speed. There should be very little to choose between them as regards steering, brakes and suspension, except in the case of the latter, where the VW has a slight edge on the British car.

The main reason for this letter is not to start one of those fruitless Bentley *versus* Bugatti types of controversy (although two more incomparable cars than these two can hardly be conceived), but to express the hope that MOTOR SPORT will treat its readers to (*a*) a road test of the Morris Minor 1,000, and (*b*) a table of performance comparing these two cars.

This might result in this case in people buying British *because* it is best.

I am, Yours, etc.,

Newtownards. BURY.

[We are looking forward to the day when a Morris Minor 1,000 is made available to us for test.—ED.]

* * *

"VEHICLES I HAVE DRIVEN"

Sir,

It is gratifying to know that Mr. Rigby-Jones has been sufficiently interested in my article to challenge some of the statements contained therein, and I am pleased to have this opportunity to answer his queries.

The Lanchester Ten and Daimler Straight Eight to which I referred were immediate post-war products, and I think your correspondent must have confused them with pre-war models.

My memory is not infallible, as will be apparent in the last paragraph of this letter, and I therefore contacted Daimlers, who forwarded the data which I have before me.

The Lanchester L.D.10 had an engine of 1,287 c.c. capacity, rated at 10 h.p., installed in a chassis incorporating i.f.s. (coil-spring).

In 1946, with a pressed-steel body, it sold for £761 0s. 7d. inclusive of purchase tax, but in 1950/1, when Barker coachbuilt bodies were fitted, the inclusive price was no less than £1,245 18s. 10d.; surely one of the most expensive small saloons ever sold in any quantity.

The Daimler Straight Eight D.E.36 was not a 4½-litre, but a 5.4-litre, and the Hooper limousine body accommodated eight persons in comfort, three on the front bench-type seat, and five in the rear compartment, which was equipped with two commodious folding occasional seats. The dry weight was 52¾ cwt., and if to this is added eight adults averaging 11 stone each, 20 gallons of petrol, together with water and oil, it will be found that the total is approximately 3½ tons. I clocked 88 m.p.h. in normal top on the level, but with the experimental overdrive the car was very much overgeared and appreciably slower.

I made it clear that 103 m.p.h. was attained in the fully laden condition on a more than definite down grade, where peak r.p.m. could be slightly exceeded on overdrive. This is the only occasion on which I approached anywhere near the peak on this particular overdrive ratio, and it would obviously have been quite impossible on the level.

I could give the location where this run was carried out, but make a point of not disclosing these facts in case someone may be tempted to have a bash when perhaps the road conditions might not be quite so favourable. It is possible that Mr. Rigby-Jones may query the speedometer, but indicated speeds mean nothing to me. I had previously calibrated the instrument over a measured distance, found it to be 5 per cent. fast, and took the error into consideration.

With regard to the Jaguar Mk. VII, I am afraid I slipped up there. I have a recollection of driving an early prototype with the push-rod engine, and was under the impression that a few went into production but find I was wrong. It behoves anyone who puts pen to paper to make quite certain of their facts, and it only remains for me to tender my apologies for this lapse of memory and express the hope that I have dealt with the queries in a satisfactory manner.

I am, Yours, etc.,

Coventry. R. M. V. SUTTON.

* * *

CENSUS IN SWITZERLAND

Sir,

On a recent visit to Switzerland I spent an hour on a wet Sunday afternoon taking a census of passing cars from the hotel balcony, and I felt that the result may be of interest to you.

German :	VW	17	
	VW Microbus	4	
	Porsche	1	
	B.M.W.	1	
	Mercedes	7	
	Opel	12	
	D.K.W.	1	
		—	43
French :	Citroën	10	
	Simca	7	
	Renault	7	
	Peugeot	2	
	Bugatti	1	
		—	27
British :	Morris	4	
	Humber	3	
	Wolseley	3	
	Land Rover	2	
	Ford	2	
	Austin	2	
	Vauxhall	2	
	Jaguar	1	
	M.G.	1	
		—	20
American :	Jeep	5	
	Others	4	
		—	9
Italian :	Lancia	1	
		—	1
	TOTAL		100

These were not all necessarily Swiss-owned cars, but included tourists from other countries. Nevertheless the result is significant.

I am, Yours, etc.,

Tedstone Wafre. J. W. GREENWOOD.

* * *

IN PRAISE OF THE PORSCHE

Sir,

Having driven Porsches over a period of some three years, I may perhaps be permitted to comment on the letter from Mr. Wright. During that period I have covered a substantial mileage, during which I have never succeeded in overheating a Porsche and, in fact, the only mechanical trouble has been one leaky oil cooler. I have certainly never been blown into the gutter in spite of having driven at high speed in winds of gale force, and one is tempted to wonder whether the incident occurred when Mr. Wright's attention was momentarily distracted. The steering and handling ability of the Porsche are of course among its major assets.

Chromium plating, another alleged shortcoming, is confined in my experience to bumper over-riders and nave-plates, which of course are easily replaced.

In conclusion, may I express the hope that Mr. Wright will have formed a better impression when he has driven his Porsche for 50,000 miles.

I am, Yours, etc.,

Burnaston. "SPEEDSTER."

MR. WOODLAND REPLIES TO CRITICS

Sir,

Please permit me a final letter in reply to Messrs. Stocker and Thomas, both of whose letters seem to be closely reasoned although Stocker overstates his case and is inaccurate. It is interesting that Thomas agrees that the run is possible outside the city limits even with a less powerful car.

Let me first illustrate why a stop-watch was not used for the long run: the distance in 2 hr. 45 min. would be 48.00 m.p.h., in 2/49 would be 46.86, in 2/50 would be 46.59, in 2/51 would be 46.32, and in 2/55 would be 45.26. Stop-watch accuracy would thus be useless and indeed one should not assume averages to two decimal places from broad basic figures. Stocker will see that the size of the figures is worth consideration.

Secondly, Stocker, there are many roundabouts outside town limits: three for example on the Watford bypass. My comment referred to an occasional test obviously done when nothing was about and *only* as a test.

Thirdly, as to m.p.g. I have lodged with MOTOR SPORT a certified true copy of my car log-book covering 4,806 miles at an average of 21.2 m.p.g. with a highest recorded on 10 galls. of 23.0 and a lowest of 20.0, excluding one case of 19.5 when some towing of a broken-down car was included; 15 of the 24 entries cover the range of 21.0-22.9 m.p.g. I would also refer Stocker to Ricardo's book "The High-Speed Internal Combustion Engine," from which the page references which follow are taken.

Power required varies as the square of the speed, F = 0.002AV2, A = frontal area in sq. ft., and V = m.p.h. (page 293).

Specific fuel consumption on 70 octane in pints/b.h.p. hour at ¾-throttle = 0.51, at half-throttle is 0.56 and at ¼-throttle is 0.78 (page 169). By extrapolation full throttle = 0.50 and ⅛-throttle = 0.91.

H.P. required to drive a car of 31¼ cwt. at 35 m.p.h. is 10 (page 169). (Vauxhall 14 h.p.)

Weight has little effect on a level road, rolling resistance 30 lb./ton for a Vauxhall (page 293).

For argument's sake assume that 12 h.p. would be required to move my car at 35 m.p.h. for it has a similar frontal area, 26 sq. ft., and weight does not count. The figure for 45 m.p.h. would then be 20 h.p., at which my experience tells me that I am using about ¼-throttle. The following table will show what can be done:

Throttle opening	*Three-quarter*	(*a*)	(*b*)	*Half*	(*a*)	(*b*)	*Quarter*	(*a*)	(*b*)
M.P.H.	90			64			45		
H.P. required	80	100	132	41	50	67	20	25	33
Specific fuel consumption pints/hour	0.51			0.56			0.78		
Consumption pints/hour ...	41	51	67	23	28	37.5	15.6	19.5	26.5
Miles travelled in one hour	90			64			45		
Miles per gallon	17.6	14.1	10.8	22.1	18.2	13.5	23.1	18.5	13.7

The figures in the columns headed (*a*) and (*b*) illustrate what would happen if my car required 15 and 20 h.p. to drive at 35 m.p.h. if Stocker objects to my assumptions, although I think that the figures do tie in quite well with the recorded results.

One further quotation (page 203): "The importance of efficient operation over the load range especially at small throttle openings cannot therefore be over-emphasised. In such circumstances features having the most devastating effect upon fuel consumption are:

(1) Low mechanical efficiency, in the one application above all others (the engine) where it should be as high as possible.
(2) Defective carburation and distribution, especially the latter."

I am perhaps correct in thinking that the Bentley excels in these aspects!

Fourthly, average speed Churchill to Bristol. All three of us agree on the mileage, 13.0; the amount in limited area, 2.8; and the amount at lower speeds due to bends and Redhill, 1 mile at 65 m.p.h. Thomas agrees that two bends outside the limit call for less than 70 m.p.h. Stocker talks of a roundabout, but I would remind him that this is beyond St. Mary's Church; furthermore, the signals he mentions are worked by mat at night. Let me add that the run was made about 4 a.m. without traffic being about; there is also 1.2 miles of limited but *not* built-up road from the limit to the top of Bedminster hill at the fork. For the sake of argument assume that the speed was not reduced within the limit for the 1.2 miles over the Bedminster Down Common and that an average of 35 m.p.h. was maintained for the balance of the built-up area. We then have:

13.0	miles	in	**11.95**	minutes	=	**65.4** m.p.h.
1.6	,,	,,	2.75	,,	=	35.0 ,,
1.0	,,	,,	0.93	,,	=	65.0 ,,
10.4	,,	,,	8.27	,,	=	75.4 ,,

Is this really such a tall story?

From the many letters I have received, it is obvious that there is much interest in the Bentley as a car. Can you possibly let us have an article on it at some future date?

I am, Yours, etc.,

London, N.W.3. A. H. WOODLAND.

* * *

BREATH OF FRESH AIR

Sir,

One hears so much criticism in regard to the motor trade today that I feel that the treatment I have received from one of your advertisers deserves to be "broadcast." I purchased a gearbox from him (after some correspondence which resulted in a reduction in the price quoted), which was promptly despatched. Unfortunately, although sent by passenger train, a lug was broken off the gearbox in transit and, apart from "regrets" from B.R.S., no compensation was forthcoming. I wrote to the vendor and told him what had happened, and he contacted the railway company, with the same result.

The cost of putting the gearbox to rights was £10, and on notifying the vendor in a friendly letter, he promptly sent me a cheque for £5. How refreshing today! His name: A. Fielding, Lerry Garage, Talybont, Cards.

I have never met him, nor dealt with him previously.

I am, Yours, etc.,

High Barnet. G. DAVIS WINCHESTER.

* * *

SPARK GAPS ARE OUT!

Sir,

Recently I decided to try in my Austin-Healey one of the so-called "high-frequency ignition converters," which have been advertised recently in the motoring press.

At first I noticed no difference at all in performance or petrol consumption, but after about three weeks (and 800 miles) the ignition became very rough, performance dropped, and starting in the morning became increasingly difficult.

Inspection showed that the distributor points were so badly pitted that they had to be replaced, whilst the plugs had suffered a similar fate, but with a bit of attention could be used again.

I removed the device and curiosity prompted me to see what I had spent my 25s. on. Having broken the outer plastic casing away, the interior consisted of a smaller plastic hollow block with a 1-in. wood screw embedded in each end, thus creating a very crude spark gap—total value less than 6d. What a catch-penny swindle!

In the interests of other motorists who may be tempted to try one of these gadgets, I sincerely hope you will publish this letter as a warning.

I am enclosing all the bits for your personal inspection, from which you will see that the inner plastic case was burning to pieces anyway.

I am, Yours, etc.,

Bletchingly. BUNNY ROSS.

* * *

POINTS ABOUT BIG CARS

Sir,

Referring to your article "The Guild at Goodwood" in your December issue, you lament the fact that the rev.-counter of the Alvis Graber saloon does not move in unison with the speedometer as on the Bentley "S" saloon.

It should, I think, be pointed out to you that a rev.-counter is not fitted as standard to a Series S. It has been Bentley's post-war policy not to include this fitting on their products. The only departure from this policy is on the manually-controlled gearbox Continental.

Whilst taking pen to paper, I should like to point out that some of Mr. Talbot's facts in the "Cars I Have Owned" series are a little doubtful. The most obvious one that springs to mind is his alleged 8.75 m.p.g. from an 8-litre.

As a past owner of one of these masterpieces I can only say there must have been something wrong with the car, or his driving, because over a period of approximately 14,000 miles I returned an m.p.g. of 13½. This maximum speed is also a little optimistic.

With an engine that peaked at 3,500 r.p.m. and a back axle of 3.78, which gives a road speed of 27 m.p.h. per 1000, it was virtually impossible to obtain the coveted "100."

I am, Yours, etc.,

Liverpool. J. B. HILTON.

[The S-series standard metal Bentley saloon submitted for test was equipped with a rev.-counter.—ED.]

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FOR SALE

ALVIS FIREBIRD, 1934, Saloon. Sound in wind and limb. Any trial. £45 or offer. Anderson, 21, Argyll Road, Kensington, W.8. [9029

SALMSON, 1936, D.-Head Coupé. Fair condition. Excellent parts. New dynamo-starter. Tel.: Ealing 4436. [9031

FORD TEN SPECIAL. Red Dellow-type body. Many extras. £180 o.n.o. Letters, 33, Carters Lane, Quinton, Birmingham. [9034

MINERVA 30 h.p. Limousine, 1926. New tyres, machinery overhauled, good body. Taxed and insured. £120, but offers welcomed. Lieut. Stone, H.M.S. Raleigh, Torpoint, Cornwall. [9035

MERCEDES 170V., 1938. Engine, front suspension, brakes overhauled. Regency seat covers. £110. 36, Southbourne Road, Bournemouth. Phone: Southbourne 45266. [9037

RILEY 9 KESTREL, 1934, Special Series, twin S.U. Belt driven dynamo; rebored; 34 m.p.g. Good performance. £85. 40, Wensleydale Road, Hampton, Middx. Molesey 5140. [9038

MARDENAZ SPECIAL 2/4-seater. Excellent condition. £90 o.n.o. Cormack, 60, Catherine Way, Batheaston, Somerset. [9039

1937 RILEY LYNX SPRITE, 1½ Litre. Immaculate condition throughout; host of extras; enthusiast owned. Sell £250 or exchange saloon. Philpot, Trinity Avenue, Mildenhall, Suffolk. [9040

RILEY NINE, 1931. Engine and chassis overhauled. Awaits body. £35. Jackson, Aldershot 34. [9041

1937 AUSTIN 7, engine £5; axles, rear £4 10s., front £2 10s.; gearbox £4; p/shaft £1; tank £1; dynamo £1 10s.; starter £1 10s.; carb. 15s.; steering complete £2 10s.; chassis springs £2. Peace, 17, Bedford Square, Leigh, Lancs. [9042

MORRIS 8 Series II engine and gearbox, very good condition. Offers. Bazeley, Boyle Farm, Thames Ditton, Emberbrook 1934. [9043

ALVIS SPEED 25, Sept. 1937, Charlesworth Saloon in pale green. Mechanically excellent. A fast and beautiful car. £105. Yates, 64a, D'Avigdor Road, Hove 31049. [9044

BRITISH SALMSON S4C, 1936, 1500 c.c., 4-cyl., 2 o.h.c. Brakes relined, relinered block (run-in). Four-seat d.h. coupé, body shabby but new hood. Hutton, 86, Botley Road, Oxford. [9045

1932 MONACO. Runner. Noisy. Diff. £18 or break. 1936 Merlin. £80. West, 2, Osborne Villas, Lee Rd., London, S.E.3. [9046

ALLARD, 1949. D.H.C., 4-seater, 20 m.p.g. Excellent condition. Resprayed B.R.G. £250 o.n.o. West, 50, Orlando Drive, Carlton, Notts. [9047

DISMANTLING for spares. M. Type M.G. Good engine and box. Also various Ford 8 and 10 parts, including nearly new tyres. 9, The Valley, Alwoodley, Leeds. Phone 674659. [9050

1926 LAGONDA 2-litre tourer. Only 150 miles since completely reconditioned. No snags. Body needs repainting. First reasonable offer. Wright, 18, Castle Hill, Banwell, Somerset. Tel. 130. [9052

P.A./B. M.G. rear housing, uncracked, £10. Centric blower kit, unused since overhaul. £15. Pair Lucas P.700 60W. bulb type light units, complete, £3 10s. 7 in. Lucas fog lamp £2 10s. Pair Allard spats £3. Blower manifold to fit cabin blower on P.A./B., £2. 1¼ in. S.U. carb., £1. Box No. G.053. [9053

BREAKING. 1936 12/4 Riley or will sell complete. Horrible body but engine, gear box, chassis, steering and electrics are perfect. Anything the slightest bit worn has been replaced during the past couple of years. F. Drake, Briscoe, Old Shunt House, Bubbenhall, Coventry. [9054

1935 RILEY FALCON. 1937 engine resleeved to normal, resprayed green. New tyres, silencer, battery. Perfect preselector. 29 m.p.g., 350 m.p.p. All instruments O.K Taxed, insured. P. R. Sparks, Catwell, Williton, Somerset. [9055

FOR SALE—*continued*

£60 OR OFFER. Armstrong 2-door pillarless saloon, short chassis, 17 h.p., 1935 (shaft drive to gear box), practically unworn tyres, negligible oil, body exceptional, sun-roof. Wilkinson, "Fellgarth," Barming Woods, Maidstone. [9057

B.M.W./F.N. 2-litre tourer Type 45. Excellent. "East Pines," Western Avenue, Bournemouth West. [9058

RILEY NINE. "Five stud wheel type." Spares. Phone: Orpington 20349 evenings. [9059

AUSTIN NIPPY, recently resprayed cream and black. Good mechanically. Windtones, Servais. Respectable weather equipment. £80. E. J. Vessey, Barnby, Newark, Notts. [9075

TO INTENDING PARENTS! Exchange that draughty T.R.2/Jupiter/Ace for commodious roofed, heated, stabilised 1955 Standard tuned 10. Leadbeater, Felthorpe, Victoria Road, Malvern 4127. [9076

BENTLEY 3 litre Saloon. D.N. series, reg. 1931. Good order; taxed. £110. Offers. 47, Digg Lane, Moreton, Wirral. Tel.: Arrowebrook 3688. [9077

R.R. SHOOTING BRAKE by well known London coach builders, 1950, on Rolls Royce 1929 20 h.p. reconditioned chassis. Fawn, with red leather interior. Modern appearance. Two can sleep comfortably in rear. £450. Particulars and photograph. Cassels, South House, Aberdour. [9078

1929 SUNBEAM 20 Saloon. Reluctant sale. £40. Spear, Warwick Park, Honicknowle, Plymouth. [9079

FOR SALE: Two M.G. T.C. wire wheels with tyres and double mounting bracket. Phone Molesey 1336. [9080

MORRIS OXFORD "BULLNOSE." Sound; original order. Smart appearance. Taxed. £75. St. Albans 57771. [9081

CITROEN 12 Sports Saloon. New engine, reconditioned gearbox, transmission. Clean inside out. £135. St. Albans 57771. [9081

1955 SPORTS/SPECIAL. Full tubular frame, tuned Zephyr unit, fibre-glass 2-seater body in full road trim, many extras fitted, new gearbox but requires modifying and fitting. This vehicle has been used twice only at Shelsley Walsh. Mileage under 2,000. This is a genuine bargain for the practical enthusiast at £400 or nearest offer. Apply: C. R. Lynam, "The Hollies," Hollies Drive, Wednesbury. Tel.: 1191. Evening, Streetly 7767. [9085

VOLKSWAGEN Workshop Manual, 34s. Catalogue handbooks, repair manuals, motoring books, 1s. Enquiries, stamp. Gray, Hurstpierpoint, Sussex. [9087

"D" TYPE JAGUAR. The last of the Ecurie Ecosse 1956 team cars is available for sale with numerous spare parts. The whole car has been completely overhauled by "Wilkie" and is ready to race. Full history and H.P. terms available. Apply David Murray, Merchiston Mews, Edinburgh 10. [9088

1934 KESTREL NINE, new battery, rear lights; Engine recently overhauled. Bodywork rough. Needs new clutch-plate. Excellent for "Special." £35 o.n.o. PRImrose 0326. [9089

COLOUR TRANSPARENCIES

A display of 35-mm. colour transparencies exhibited on MOTOR SPORT'S stand at the Motor Show caused so much interest that, as a start, we are making available to MOTOR SPORT readers eight transparencies of the Monaco Grand Prix, set at colourful Monte Carlo.

Prints from two of the transparencies have appeared on MOTOR SPORT'S cover, they are :

Juan Fangio (Mercedes) (Nov. issue, 1955)
Stirling Moss (Maserati) (Nov. issue, 1956)

The other six consist of :

Juan Fangio (Lancia/Ferrari)
Stirling Moss (Maserati)
Peter Collins (Lancia/Ferrari)
Jean Behra (Maserati)
Castellotti (Lancia/Ferrari)
Pilette (eight-cylinder Gordini)

This set of close-up action shots is mounted in standard 2 in. by 2 in. mounts, with printed captions, and is available at ONE GUINEA, post free. Order at once for early delivery, orders in strict rotation.

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FOR SALE—*continued*

SIDDELEY SPECIAL 1938. Superbly maintained aluminium landaulette; occasionals. Drawing-room comfort 0-80 m.p.h. Good tyres. Reliable. Bargain. £185. Herts. Box No. H.090. [9090

HUMBER 16/60 SALOON, 1935. Has given me years of faithful service and is waiting to be driven away. £30. Halsall, Betley, Crewe. [9051

SALE: Single Le Mans 1934 complete gearbox and clutch assembly, back axle and half-shafts. Bar-Brook, Baslow, Derbyshire. [9091

ALWAYS DISMANTLING AUSTIN 7s. Any part for any year. Ten-mile radius free delivery. "Spinney," Maidstone Road, New Horsted, Chatham, Kent. [9092

PROTOTYPE SPORTS CHASSIS, Gregoire suspension all round, 1173 c.c. engine with chassis and body drawings, and full size hard-wood model of body for fibre-glass moulding. Ideal opportunity for private concern wishing to enter this field. Box No. H.093. [9093

ALVIS FIREFLY Tourer, 1934. Good condition mechanically and bodily (except hood). Rebored and new pistons May. £120. Drew-Wood, Tavy Cottage, Tavistock 2024, Devon. [9094

UNABLE TO MAINTAIN two boys and my 1927 Vintage Vauxhall 14/40. Must sell. Best offer nearest £100. Telephone: Ealing 8091 day, Perivale 2816 night. [9095

1949 ALLARD 2-seater. Alloy heads, good tyres. Bargain, £185. Frank G. Gates, Ltd., WAN 6633. [9096

RILEY KESTREL 12/6 or Kestrel Sprite wanted early February. Must be good condition; not interested in expensive rejuvenation of jaded ladies however charming in charatcer. Box No. H.097. [9097

LAGONDA 4½ litre pillarless saloon, 1937 registration I have been asked to advertise this car which is the property of a surgeon. It was completely rebuilt under my supervision at a cost of £600 two years ago, and has done possibly 10,000 miles since. Condition externally and internally excellent. Fuller details on enquiry, and the selling price has been agreed at £450 o.n.o. T. Quayle, Martins Bank Limited, Plymouth. [9098

FOR SALE: Plastic Body, complete with wheel arches, door panels, handles, hinges, etc. £79. Ford 10 engine just run in; 100E manifolds. £49. Many other Ford Special items. Lomas's, King Street, Knutsford. [9099

J.2 M.G. RADIATOR and shell, excellent condition. £8. Any offers for the following parts, below average: J.2 speedo, front apron, pair rear springs, set brake drums; M-type starter, dynamo, oil pump, cylinder head, camshaft, etc.; P.A. clutch housing. Hawke, 15, Thorpewood Ave., S.E.26. [9100

MORGAN 4/4, 1950. Immaculate. Special tuning. £300 o.n.o. Moseley, 34, Married Quarters, Campfields, Shoeburyness. [9101

FORD V.8 Special. Partly built. Many new parts. £25. Or will break. Offers. Speechley, 56, Pound Bank Road, Malvern, Worcs. [9103

500 C.C. SPRINT SPECIAL 4-stud Jap motor with Alfin barrel. Run but not used in competition. Forced to sell. Ideal for beginner. Price £190 or nearest offer. Box No. H.106. [9106

AQUAPLANE Conversion Ford 10. Half price. Dunn, Eskdale, Carlin How, Saltburn, Yorks. [9107

100 MORRIS 10 O.H.V. Engines from £5 bare to £9 with accessories. Shifnal Motor Services, Church Street, Shifnal, Salop. [9111

SPARES: Riley Falcon 1936, most parts; Landrover new diff complete part no. 231345; Volkswagen quantity new German engine bearings. List odd parts available. Green, 59, Upper Kingston Lane, Shoreham, Sussex. [9112

"AUTOCARS," "MOTORS," etc., prior to 1926, also books, catalogues same period. Cash, or possibly exchange 1925 F.N. car. Box No. H.113. [9113

1942 FORD 10 VAN Chassis complete. Offers cash or w.h.y. Also Ford 10 h.p. engine and gearbox. Also Ford back axle complete with wheels. Clarke, Hilltop, Wainsford Common, Lymington. Phone: LYM 3005. [9115

RENAULT 750 semi down-draught twin carburettor four-branch exhaust manifold. As new. £20. Two Woodhead Monroe 03067-906 telescopic shock absorbers, as new. £5. Edwards, Buckfield, Leominster 2432. [9116

EX T.A. M.G. pair S.U. carbs, air cleaner, recently reconditioned. £5. Spotlight, 17s. 6d. Wanted: T.C. air cleaner. Jepson, 9, Park Hill Road, Wallington 7877. [9117

RAILTON ENTHUSIASTS! Magnificent straight 8 "Sandown" Saloon. Recent complete overhaul. Tuned for 20 m.p.g. Spare engine and accessories. First £150. No offers. Would consider exchange for 1st class Fiat 500 or similar. Bearby, 24, St. Paul's Road, West Hartlepool. [9118

MAGNIFICENT 4½ litre 1929 Van Den Plas Bentley, restored to original condition regardless of cost. Reupholstered and the whole car like new. £400. Car to be seen Watson's (Liverpool), Ltd., Oldham Street, Liverpool. [9119

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

FOR SALE—*continued*

BROUGH SUPERIOR Drop Head Coupé, 1937. Radio, heater, good tyres, Hudson straight 8 engine. Requires new hood. Offers to 309, Neasden Lane, N.W.10. GLA 0603. [9126

FORD 997 SPECIAL. First regd. June, 1956. Twin carbs. All weather. Specification on request £170 or nearest. 15, Southdown Road, Bognor. [9227

AUSTIN 7 SPARES: Engine £6; wheels £1 each; gearbox £2; chassis complete with axles £6. 136, Avon Road, Chelmsford, Essex. [9232

M.G. T.C., 46, for disposal. Real beauty. Major engine and steering overhaul 11,000 miles back. Four new retreads, steering box, carpets, hood, silencer, windtones, etc., this year. Bills. Just S.U. works "economised." £270. 10, Rollason Road, Erdington, Birmingham. [9233

BREAKING 1935 P.A. M.G. All spares mechanically perfect. New tyres, battery, engine. Bodywork bent. Pilot Officer Ryall, R.A.F. Coningsby, Lincolnshire. [9234

TALBOT TEN Pillarless Saloon, 1937 model. Engine reconditioned. A very attractive and reliable little car. £85. 39, Aperfield Road, Biggin Hill, Kent. Biggin Hill 0579. [9235

TRIUMPH VITESSE, 13.9. 1937. Woodwork and interior requires attention. Full petrol ration. £50 o.n.o. 33, Highbrow, Harborne, Birmingham 17. [9236

BENTLEY 4½ Black Label Drop Head Coupé. Black. Perfect condition, all history. £325. Saunders, 11, Lostock Road, Davyhulme, Manchester. [9237

BENTLEY 3½, 1935, Pillarless Saloon by Freestone & Webb. Very nice condition. Sell or exchange for XK120, Austin Healey 100. 11, Lostock Road, Davyhulme, Manchester. [9238

MORGAN Super Sports 1100 o.h.v. J.A.P. Prof. rebuilt '56. New hood, upholstery, tyres, luggage rack, lights, copper exhausts and battery. Reconditioned engined, gearbox, dynamo. Red cellulose body, stove enamelled wheels. Photos. £135 o.n.o P. Ibbotson, 13, Chequer Avenue, Doncaster. [9239

1954 SUNBEAM TALBOT Mk. IIA Saloon. Finished in metallic grey with red leather interior. Heater fitted. Whole car is in perfect condition. £635 o.n.o. Crossley, Brook Cottage, Hunsdon, near Ware, Herts. [9240

CAR AND MOTORCYCLE acetylene burners, Klaxon horns, bugle bulb horns, acetylene rear-lamps and generators. S.a.e. for descriptions and prices. P. G. Fearn, 9, Scott Street, Leicester. [9241

ALVIS 17, 1936. Drop Head. Numerous renewals. Beautiful coachwork. SPE 1987 evenings. [9242

ALVIS SPEED TWENTY Sports Saloon. Disc wheels, chromard liners. Fast. £170. Write or call Hildaslea, Station Road, Angmering, Sussex. Rustington 702. [9243

BRADFORD de luxe model Estate Car, 1950. Grey. Comprehensively equipped, including twin wipers, demister, interior, reversing and twin rear and stop lights, sun-visors, indicators, spring gaiters, etc. Carefully used. Low mileage, and in excellent condition. Very reliable, roomy (folding seats) and economical (40+ m.p.g.). Taxed and insured. Tools and instruction book. £185, with full book coupons. Mrs. Morgan-Giles, PUTney 7114. [9244

FOR SALE: 1936 Singer Le Mans Speed Model. Exceptional condition throughout. Offers around £155. Garside, Garforth Cliffe, Selby Road, Garforth, Nr. Leeds. [9245

SINGER 2-seater Saloon, 1934. Offers, HAM 4885. Landlady forces sale. [9252

M.G. SPARES. Dismantling all models: crankshafts, heads, blocks, camshafts, gearboxes, axles, half-shafts, springs, etc.; complete engines, N.A., Magnette, L. and F. type, P.B., swept wings, 12in. brakes ex P.A., fit J.2. All types chassis frames, one complete K.N., L. type hood and sidescreens 4-seater, Brooklands steering wheel, 400/450, 600 x 16 tyres and wheels, bucket seats, headlamps, fold flat screen, radiators, instruction manuals, T.C., K.N., N.A. and J.2, cylinder boring 10s. per bore, all types of pistons supplied. Richardson, Uxbridge 2062. [9251

S.S. JAGUAR, 1937, 2½ litre competition 2-seater. XG4673. Ex-obecassis, as reviewed in "Mot r Sport," February 1951. Carefully maintained, in excellent condition, doctor's spare car for last four years. New speedometer, starter, carpets, tonneau-cover, etc. Works reconditioned engine 15,000 miles. Gearbox, axle, all working parts reconditioned. 20 m.p.g. £705. Dr. Fenn, Meadow Way, Llanwrtyd Wells, Brecs. Tel.: 257. [9254

VINTAGE CYCLECAR, 1928. Aero-sports Morgan, 980 c.c. w/c., S.V., J.A.P., re-built and repainted, needs finishing, towable, nearest £25. Seen "Sun Harbour," High Hurstwood, Uckfield. [9259

FOR SALE—*continued*

ALVIS SILVER EAGLE, 16.95 Saloon, 1936. Sleeved to standard, crank reground, new mains, big ends, timing, clutch, batteries, September, under 500 miles since. Good body and tyres. £165 or offers. Rowbottom, 6, Eton Grove, Wollaton Park, Nottingham. [9256

MONTE CARLO RALLY SEATS: pair of magnificently made and heavily upholstered front seats used in 1955 Concours winning Morris Oxford; driver's seat adjustable in three directions; passenger's bed seat with chromium fittings. Also a pair of beautifully chromium plated shovels. Ted Lambert, 48, Renshaw Street, Liverpool. [9255

SALE/EXCHANGE: Mid-blue 1951 Healey Tickford Saloon. Engine recent o/haul, brakes relined. Tyres: fronts "wiresoles," rears A.1. Fitted heater/demister. £40 push-button radio and screen washers. Map light, pass and fog dittos. Low mileage. Garage maintained. 28 m.p.g. Fast? Not rallied. An outstanding and attractive car. Sell £515 o.n.o. Exchange something suitable lady, 2nd car, etc. Hall, 70, Farm Fields, Sanderstead, South Croydon. SAN 2171. [9257

BENTLEY, 4½ chassis, "C" box, cone clutch. Various 3 litre parts. Brayfield, 46 Station Road, Wallasey. [9260

FORD V8 30 H.P. ENGINE and clutch. Complete with water pump, Solex carburettor, air cleaner, dynamo, starter, fan belts, petrol pump and adaptor. £22 10s. Buyer collects. 40, The Vale, London, N.W.11. Meadway 3728. [9261

M.G. OWNERS! Brake cables 33s., workshop manuals, spares. D. Ferguson, 53, Brinkburn Avenue, Darlington. [9262

FIBREGLASS FORD SPECIAL, 8 h.p. reconditioned engine, £160. Morgan 4/4, excellent condition throughout, £150. Austin 750 Special, all mod cons, new hood, spare reconditioned engine, £115. Austin Atlantic Hardtop sports saloon, mechanically perfect, immaculate, four new Michelin X tyres, £425. Austin and Ford Specials and sports cars urgently required. 94a, Kings Road, Kingston, Surrey. Still phoneless. [9263

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M.G. OIL SEALS. New double action type, stop your leaks over the dynamo. 23s. c.o.d. Clark, 52, Bromley Street, Stepney, London. [9266

ALL CYLINDER HEAD and block modifications. Valves, port polishing, special manifolds. A. E. Salthouse & Sons, 22, Station Road, Thorpe Bay, Essex. [9267

1934 WOLSELEY HORNET SPECIAL. Rebored engine, crankshaft reground 3,000 miles ago. New hood, etc. Bills for over £60. Excellent condition throughout. Offer nearest £125 secures. Jordan, 40, Logan Road, Wembley. [9268

ROLLS-BENTLEY 3½ Park Ward Saloon. Excellent condition throughout. 24 m.p.g. Ration unused. £200. Pullar, 2, Nelson Street, Rotherham. Phone 3904. [9269

JAGUAR S.S.100 2½-litre. Competition 2-seater. This must be the finest example in existence, the whole vehicle being virtually as new. Looks like a dream. £375 o.n.o. Box No. H.270 [9270

75 TALBOT, 1934 model. Excellent condition throughout. Seen Kent. £52 10s. Box No. H.271. [9271

VOLKSWAGEN, 1949. Reconditioned engine, brakes relined, many extras. Full coupons so far (borrowing scooter until weather strikes). Excellent throughout, 50 m.p.g. without tears. Emigrating, must sell. £295 o.n.o. 229, Bedonwell Road, Bexleyheath. Erith 5477. [9272

RENAULT, 1930. General good condition, 5 good tyres, what offers? Also Rover 12, five seater, 1936 model. Body good, excellent engine. £100 o.n.o. 12, Bradleigh Avenue, Grays, Essex. [9273

1937 RILEY 1½-litre Kestrel Sprite, Type S.S.27K. Six light saloon. £200 or would haggle with enthusiast offering good home. Lancashire. Further details from Box No. H.274. [9274

NEW DUNLOP road speed tyre and tube. 5.75/6.00 x 15, halfshaft and lined clutch plate. Minor M.M. "Derrington" exhaust. Offers. Poynter, "Kirklands," Cockerham, nr. Lancaster. [9275

1931 SINGER JUNIOR. Clean, sound except pistons, mains, big, little ends. Good 400/19 tyres, etc. Complete or break spares. Offers. Turner, "The Haven," Greywell, Basingstoke. [9276

RECONDITIONED ALVIS Speed 20 engine. Cost £120. Some special parts made by Alvis. All for £50. Other spares available. McKee, 11, Ramsay Garden, Edinburgh. [9277

EXCHANGE 11 ft. 6 in. "Heron Class" Dinghy, complete with 1 h.p. J.A.P. inboard engine and towing trailer, used one season only, for a vintage car of character. Rogers, 56, Merridale Rd., Wolverhampton. [9278

FORD 10. Whatmough O.H.I.V. head for pre 100E Ford 10, complete with twin S.U. carbs., studs, etc., ready to fit, gives 50 b.h.p., in perfect condition, surplus to req'ments. £20. Mackenzie, 35, Bourne End Rd., Northwood. [9290

1937 A.C. D.H. Coupé. £135. Bognor Station Garage, Bognor 2102. [9291

1953 HEALEY ALVIS, 3 litre sports, 3-seater convertible. Heater, crimson. 25,000 miles. Excellent order and appearance, as new. £700. G. Bliss, 3, Holes, Wisbech, Cambs. [9292

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PAIR BRASS ACETYLENE Lugas T.54 Landalite, £25. Unmarked. As taken from Rolls when converted to electric. Delivered, Cornwall to London. Knibb, Penpoll Mill, Mawnan, Falmouth. [9294

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1956 R. R. JACKSON NORTON. Perfect. 240 miles only from new. First reasonable offer. Tel.: Derby 57263 or Duffield 3135. [9127

M.G. M-TYPE open 2-seater. Red body in good condition. Healthy and reliable engine. £60. Ring Harrow 8256 after 6.30 p.m. [9128

THE RILEY SPECIALISTS, Wesbell Motors, Balfour Road, Hounslow 9359, for repairs, spares and service. New and second-hand spares in stock for all models. Reconditioned exchange service, and free technical advice. S.A.E. [9129

1937 A.C. SPORTS. Blue; new mains, big ends, pistons liners, water pump, king pins, bushes. About £150. Seen Portsmouth. Flight Lieutenant Bogué, Officers' Mess, RAF Jurby, Isle of Man. [9130

TWIN CARBURETTORS, SOLEX, for Light Fifteen Citroen, complete with inlet manifold and controls. 1950 model. £10. 31, Danecourt Road, Parkstone, Dorset. [9131

A REAL BENTLEY most regretfully offered for sale. 4½ litre recently rebuilt with Le Mans replica body. Engine overhauled and fitted with high compression pistons, etc. Radiator and rear axle rebuilt. Brakes relined. Weight 29 cwt., b.h.p. 130+. 18-19 m.p.g., 100 m.p.h. This very fine car is both bodily and mechanically in very fine order and offers in the vicinity of £350 are solicited. Would consider sale to American enthusiast if really good home assured. Photographs with pleasure. Box No. H.132. [9132

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SURPLUS SPARES: Wolseley Wasp rear axle, diff. brake shoes and springs, £3 10s. "Corgi" runabout partly dismantled but complete, £3 10s. Vauxhall "Cadet" crown wheel pinion assembly, £2 10s. Many 12/40 leaf spares. 65, Upper Elmers End Road, Beckenham, Kent. [9135

ALVIS SILVER EAGLE B.B. Engine very good, body perfectly sound. Five good tyres. Excellent hood, tonneau cover and sidescreens. £105 o.n.o. 34, Eashing Point, Roehampton, S.W.15. [9137

MARTIN FORD fibre-glass body, beautifully finished, trimmed. New hood, screens. Aquaplane manifold, h.c. head, twin carbs. New tyres. Built 1955 from mainly new parts. 4.7 axle. 45 m.p.g. £225. 84, Broom Hill Road, Strood, Kent. [9140

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ANY REASONABLE OFFER considered for 1934 N.A. Magnette. Must sell as emigrating shortly. On view at Speedway Garage, Pembrey, Carms. [9150

79 GNS. 1935 ALVIS Speed 20 Charlesworth Sal. Very good condition throughout. P.100s, etc. Needs new starter motor. £42 deposit. 49 gns.; 1935 M.G. K.N. Magnette Sal. Very good runner. Needs slight body attention. £26 deposit. Raymond Way, 773, High Road, Seven Kings, Essex. S. Kings 4066. [9151

1933 SINGER LE MANS Sports Saloon. Hydraulic brakes. Recently tested by Singer mechanic. £65. Simmonds, 22, St. George's Road, Wallingford, Berks. [9152

1935 TRIUMPH GLORIA. Black, but sporty Saloon. Reconditioned 10.8 h.p. engine fitted (last one blew up). Excellent brakes, lights, upholstery. Good sound body. 30 m.p.g. £60 o.n.o. Rhodes, 32, Eric Road, Wallasey. Tel.: 8080. [9153

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SINGER Le Mans 9-h.p. 2-seater. Spotless cream recon. unit. Outstanding. 1935. **£185**

M.G. VA 12-h.p. sports saloon, black with red leather, handsome car. Nov. 1939. **£195**

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1934 SUNBEAM Saloon, 23.8 h.p. Reasonable condition, daily use. Reasonable offers. 24, Chapel Street, Beaumaris, Anglesey. [9303

1938 M.G. S.A. Sports Saloon. Engine just overhauled. In good condition. Petrol ration untouched. Going overseas. Around £100. Tel.: Dominion 2185. [9304

B.S.A. 4-CYL. BLOCK, £5. Twin engine, parts, spares for Austin, Morris, Singer, Ford. Scrap cars bought. Jackson, Doric Lodge, Wentworth, Nr. Rotherham. [9305

1955 T.R.2 B.R.G. 17,000 miles. All coupons. Enthusiast's car. £575. Terms could be arranged. Box No. H.306. [9306

DISMANTLING crashed Lancia Aprilia de luxe, 1938/9. All parts available. Good engine, etc. S.a.e. please. Box No. H.307. [9307

LATE 4½ LITRE BENTLEY, 2-door Sports Saloon. Sound car. Tank contains 16 gallons petrol. Full coupon book. £125. Box No. M.308. [9308

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FOR SALE—*continued*

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M.G. P.A., 1936, in good condition. £145 o.n.o. 303, Baldwins Lane, Birmingham 28. [9310

SPORTS CAR SPARES: Triumph Gloria and Dolomite cars dismantled. All parts cheap. Singer Le Mans block, crank, head, gearbox, engine, axles, hubs, etc. 2½ litre Jaguar rad., head, diff., wheels, etc. Riley Merlin 9 h.p. steering, gearbox, wheels. Paris, 6, Fort Road, Halstead, Kent. Phone: Sevenoaks 3769 evenings and weekends. [9311

M.G. P.B. 2-seater, June 1936. A fine example of the best Midget they ever produced. 38 m.p.g., 60lb. oil, 70 plus m.p.h. (60 in third). Tyres, battery, hood, etc., excellent. Lucas fog. Brakes relined. Recently fitted one-piece pile carpet. Finished in green and chrome. £175. Seen London. Box No. H.312. [9312

MORRIS MINOR Convertible, May 56. 11,000 miles. Perfect condition. £510 or exchange for sports. Hodgson, Loop Road North, Whitehaven. Tel.: 544. [9313

AUSTIN SPECIAL, three-quarters complete; Cambridge suspension and engine, 1934 chassis. £50. 97, Henley Avenue, Cheam, Surrey. [9314

VOLKSWAGEN, 1951. R.H.D. Excellent condition; recent professional respray and engine overhaul. £340. Garbutt, 10, Dukes Meadow, Pendine, Carmarthenshire. [9316

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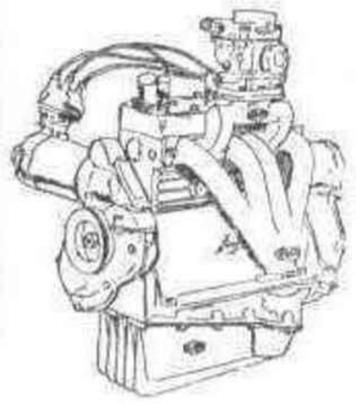
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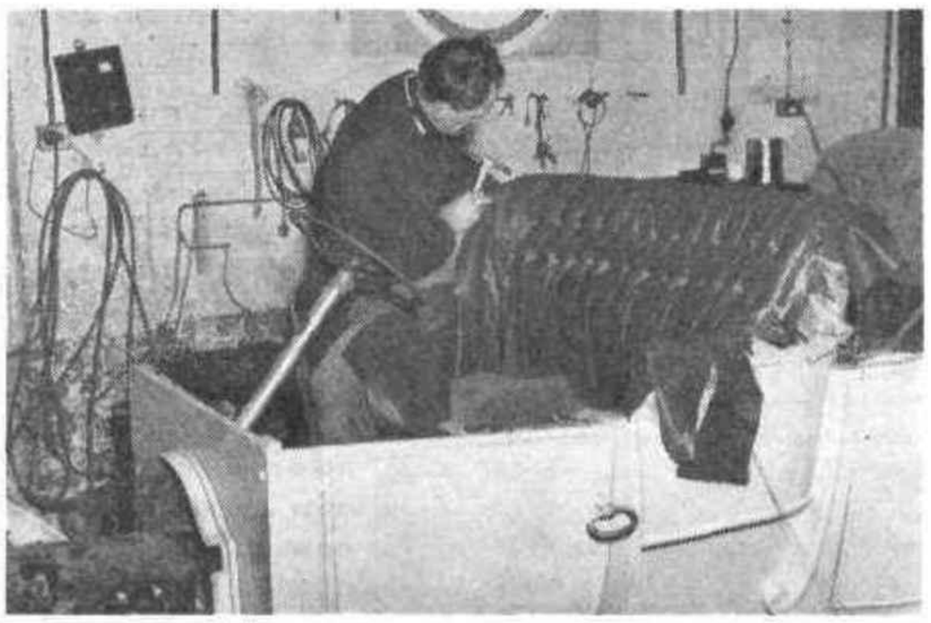


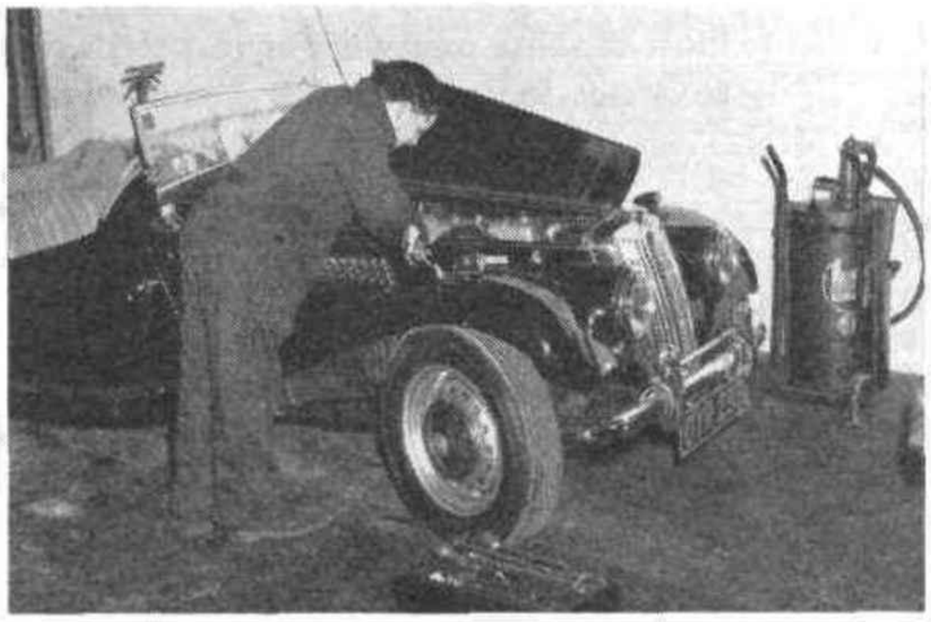
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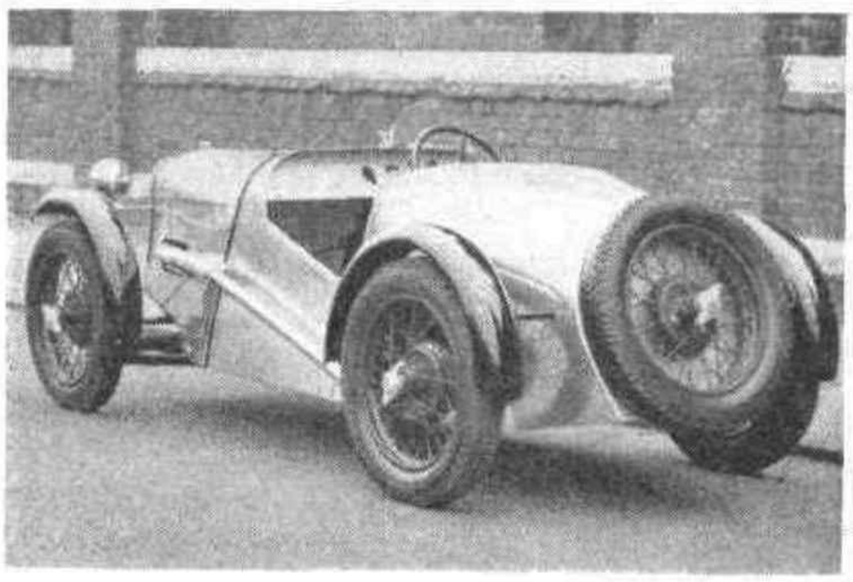
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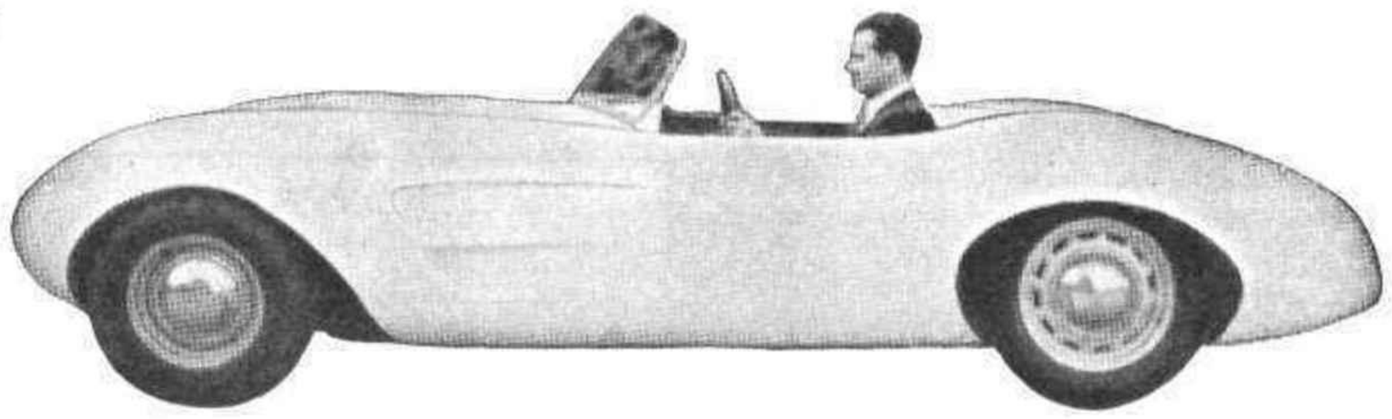
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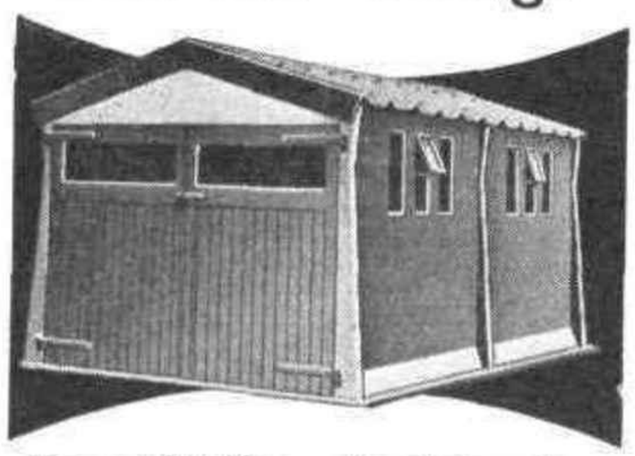
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SPECIAL: Presentable, i.f.s., well braked, 2-seater. Less engine preferred. Limit £250. Details, genuine lowest price, please. Photograph appreciated. Swann, Coombe, Uley, Glos. [9121

ROLLS ROYCE, 1936, 25 h.p. wanted with POST-war saloon body in best condition. Makers of such replicas please write or phone Leamington Spa 7478. [9136

T.A., T.B., or preferably T.C. M.G. Steering Column complete with wheel and drop arm; front brake rubber pipes, two k.o. hub nuts, T.C. control box, radiator thermostat and flexible exhaust bend. Grimes, Locke's Ride, Ascot, Berks. [9184

ALVIS FIREFLY, 11.9 h.p., 1934. Cylinder head and other spares wanted. Write: R. E. M. Thorburn, Meadow Cottage, Berkhamsted, Herts. [9169

SMALL ROLLS or 3½ Rolls Bentley not over £250. By private advertiser in West London. Box No. H.170. [9170

WANTED: "MOTOR SPORT," July, August, 1949, January, 1955. 2s. 6d. per copy. Vincent, Bridge of Earn Hospital, Perthshire. [9171

TALBOT 75 or 90 Cylinder Head. Must be free from welds and cracks in valve seats. 27, Southfields Road, S.W.18. Vandyke 1612. [9199

A.C. ACE. Low mileage. Written particulars, please, to High Cross, Crowborough, Sussex. [9201

WOLSELEY HORNET Special, 1934. Sound mechanically. About £30. State all round condition, *Whalley, 90, Sutton Oak Road, Sutton* Coldfield, Warwickshire. [9202

M.G. T.A. wanted. Any condition. £100 maximum. Good B.S.A. Bantam for sale. Box No. H.203. [9203

CATALOGUES of pre-war models of British and foreign cars wanted. Also few postwar Europeans. R. J. O'Grady, 32, Wensley Green, Leeds 7. [9204

WANTED FOR MORGAN 4/4: Front end of chassis; radiator. Hooper, 60, Beresford Road, London, E.4. Tel.: SILverthorne 6411. [9205

UTILITY wanted, cash or exchange Ford Anglia, 1954, in new condition. 45, Shirehall Park, N.W.4. Hendon 1648. [9206

THREE-WHEELER MORGAN, B.S.A. or similar. Any condition, complete or otherwise. Cash. Bullock, 249, Elmsleigh Drive, Leigh-on-Sea, Essex. [9207

FOR A.7: One pair each, 5.00 x 16 and 4.00 x 15 wheels and tyres; also rev. counter. Details to Goodrick, 39, High Street, Spilsby, Lincs. [9228

M.G. P.B. OR P.A. Enthusiast owned car with known history preferred. Give fullest details. London area. Box No. H.229. [9229

WANTED—*continued*

GOOD BUCKLER Mk. V or Lotus Mk. VI wanted. Fullest details, photo, to Box No. H.248. Yorkshire. [9248

TURNER or similar tubular chassis, complete with suspension, engine, transmission and steering. 1, Hillside Avenue, Bitterne Park, Southampton. [9246

VOLKSWAGEN Gearbox/Transmission Unit with drive shafts. Post 1952. Please state model, mileage, condition, price. Box No. H.247. [9247

3½ LITRE ROLLS-BENTLEY Engine wanted to replace one wrecked by thief. Must be good. Box No. H.251. [9251

AUSTIN A.70 OR A.16 (post 1945) Gearbox urgently required. Longwood Chase, Little Baddow, Essex. Telephone: Danbury 233. [9250

SCRAP CARS wanted, any year, make, h.p. or age. Collected anywhere. Top prices paid. Jaques, 135, St. Walburga's Road, Blackpool, Lancs. [9280

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WANTED: FRAZER-NASH, fitted Meadows engine. Must be in good all round condition. Dr. Stretton, The Orchard, Iron-Bridge, Salop. [9284

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LOTUS OR COOPER Sports 1100, with or without engine. Accept crashed model. Byrnes, Saxon Mill, Warwick. [9296

CITROEN, Fiat, Renault, Lancia urgently required. Searle, Ltd., 14, Bridge Road, Chertsey, Surrey. Chertsey 2389/2076. [9297

ROYCE 20 or 20/25. Let's not have any of the early perpendicular though. I will sink so low as a postwar A.C., Alvis, Riley or Rover at the right price. Stead, 60, Ward Avenue, Bangor, Northern Ireland. [9258

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750 SPECIAL. Mechanics, body, weather equipment must be sound. Trezies, 165, St. Asaph Road, Brockley, S.E.4. [9329

WANTED: Hardtop for M.G.A. HEN 2226. [9330

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EXCHANGES—*continued*

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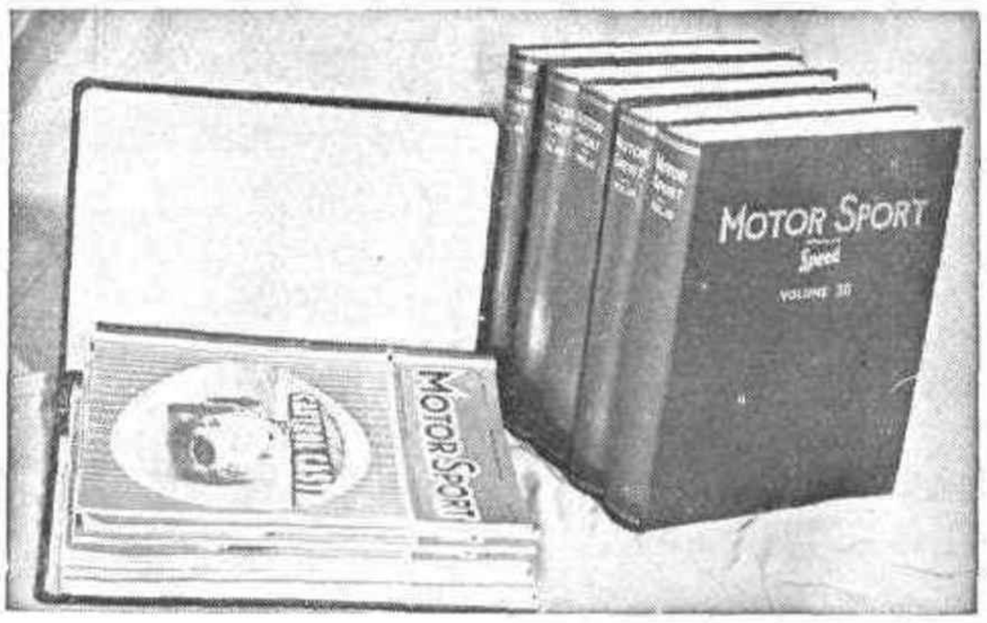
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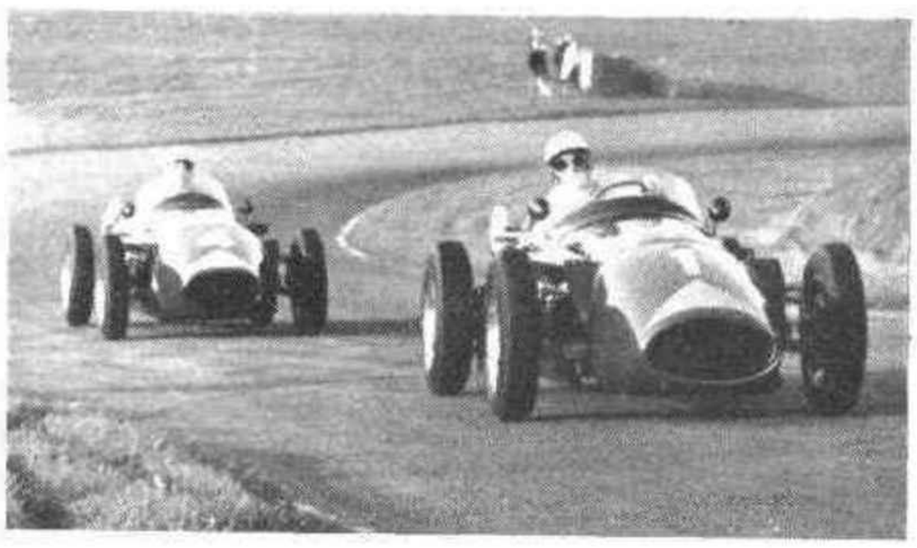


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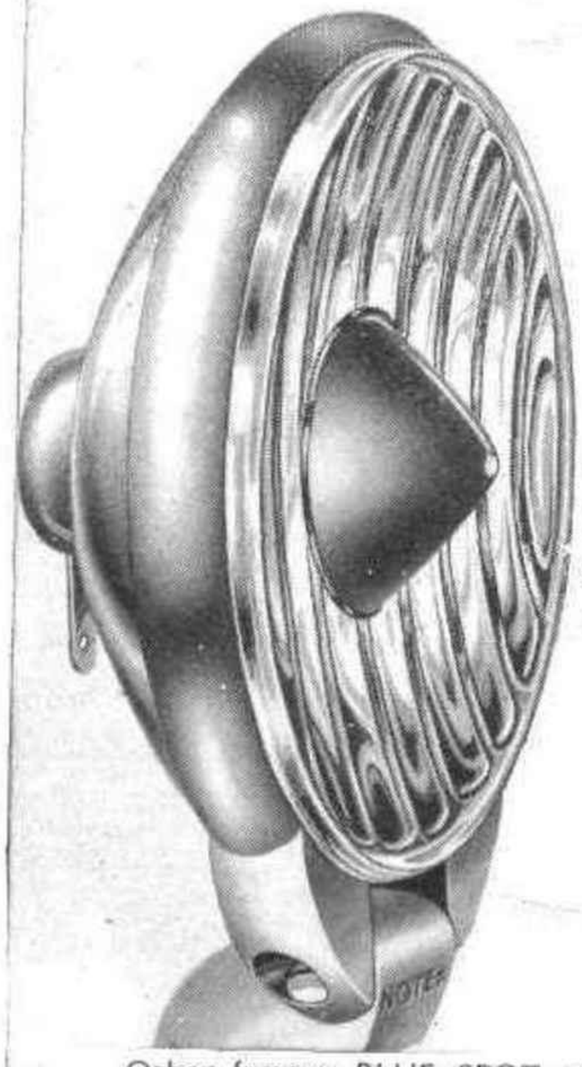


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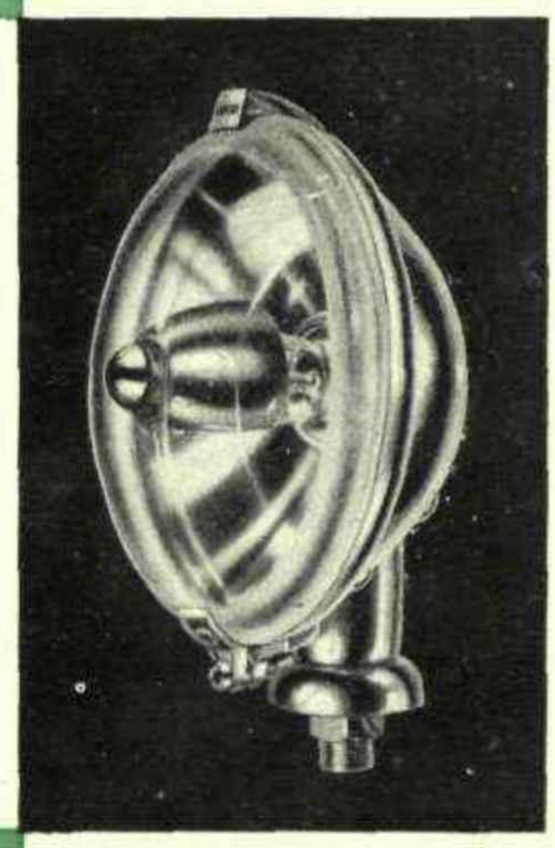
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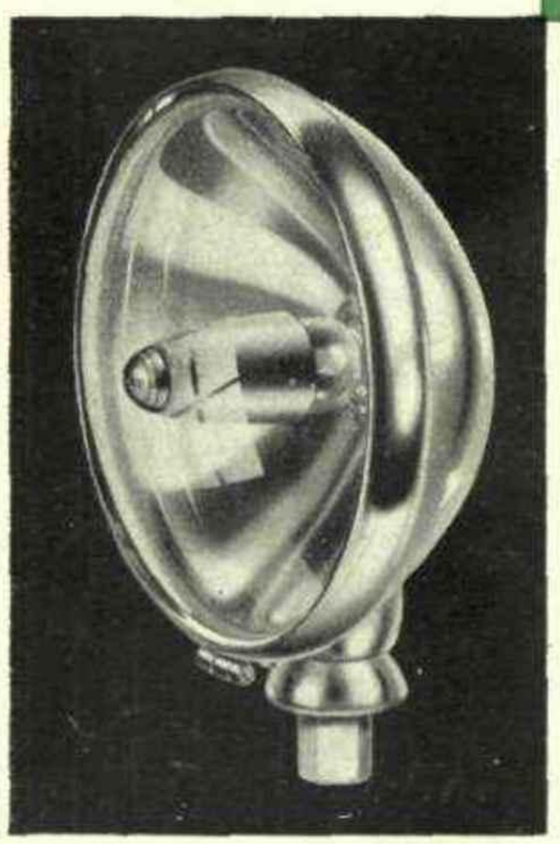


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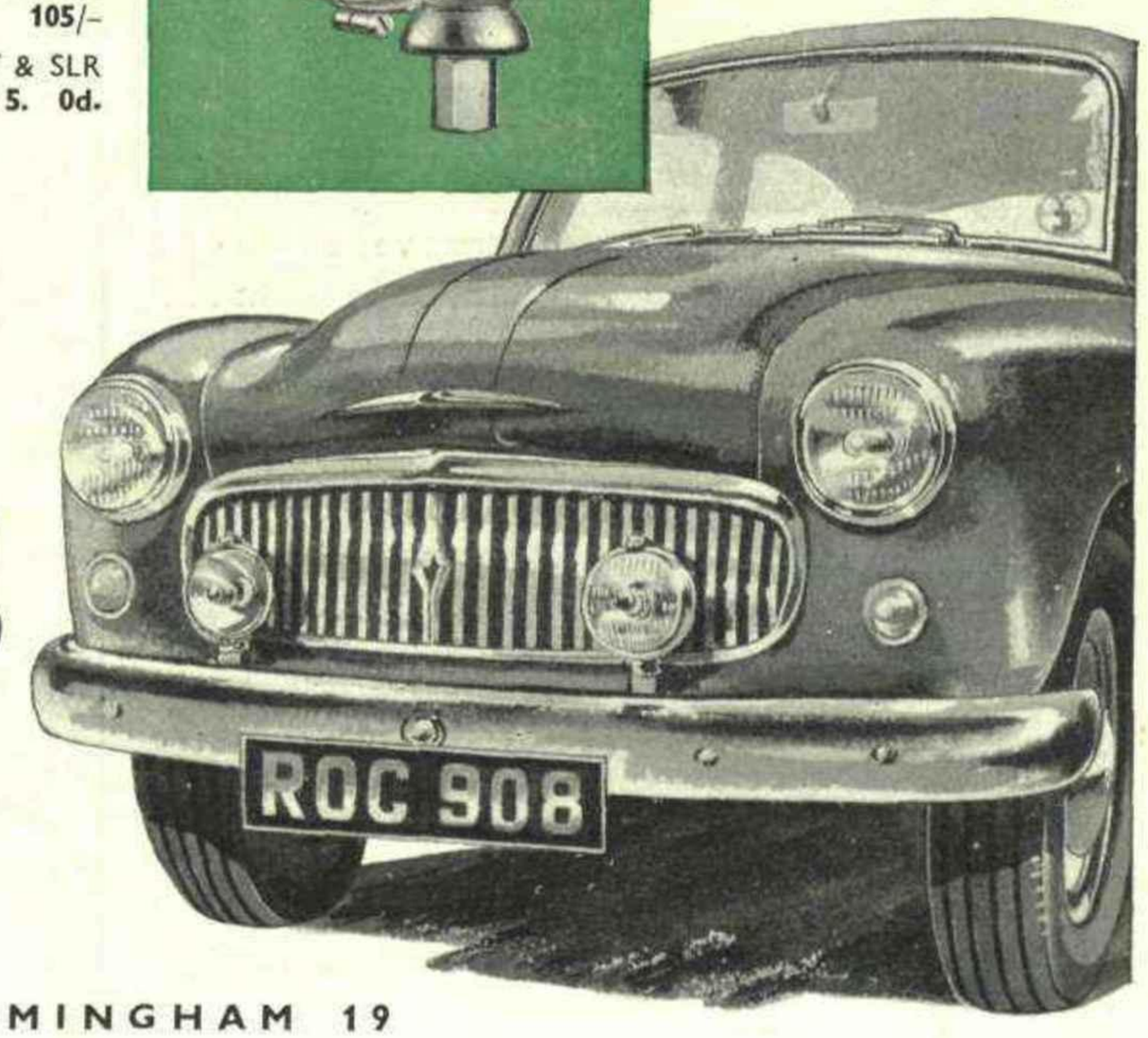
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