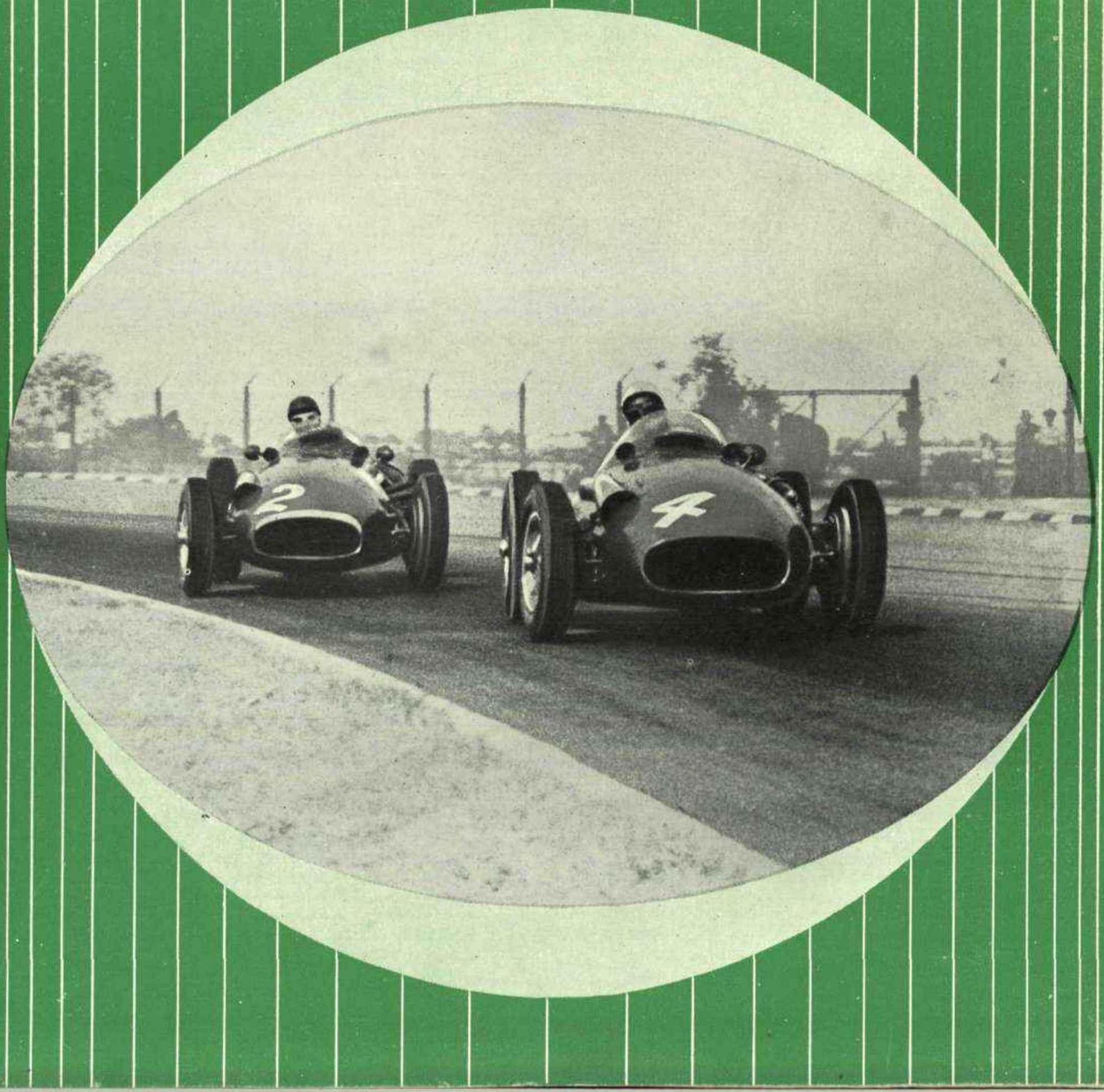
Vol. XXXIII No. 3 ONE SHILLING AND SIXPENCE March, 1957

MOTOR SPORT

LARGEST CERTIFIED NET SALES 33rd YEAR OF PUBLICATION



Light Car Leaders

FOR MILES PER MONTH



BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MOTOR VEHICLE MANUFACTURERS
FORD MOTOR COMPANY LTD.

POPULAR £295
Plus P.T. £148 . 17 . 0

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All these cars are available for a limited period for only 20% deposit of the total purchase price. See your Dealer for details.

The Ford Squire—a de Luxe estate car with a 101 uses—is capable, at a constant 40 m.p.h., of MORE MILES PER MONTH THAN ANY OTHER LIGHT CAR IN ITS CLASS!

The Squire, de Luxe brother of the Escort estate car, is just one of the Ford family of light cars—all offering you outstanding economy and reliability. Squire, Escort, Anglia, Prefect or Popular—whichever you choose you'll enjoy the unique advantages of FORD '5-STAR' MOTORING—and Ford Service too.

The Motor Road Tests Show that the Squire covers 44 MILES PER GALLON at a constant 40 M.P.H. Under petrol rationing the Squire qualifies for 7½ GALLONS. This equals 330 MILES PER MONTH.

NOW MORE THAN EVER

IT'S FORD *all round*

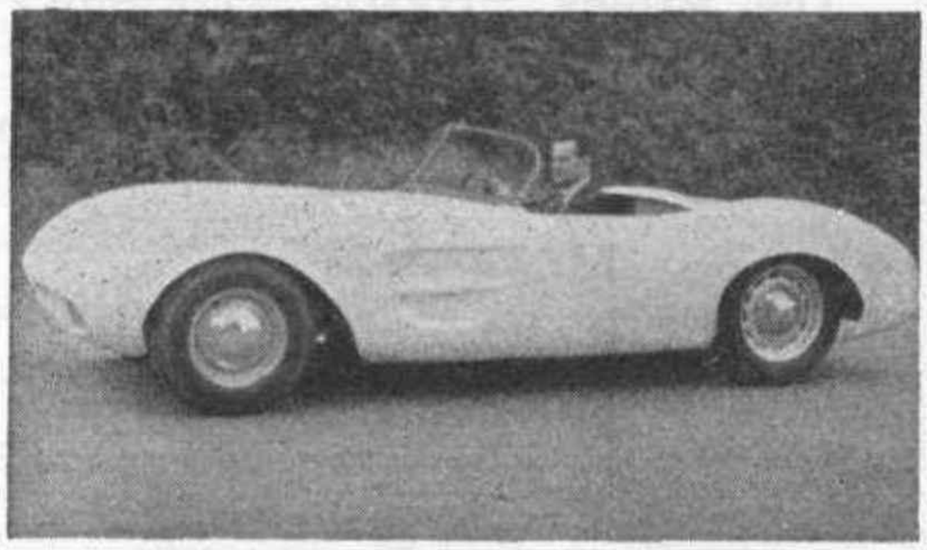
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FORD MOTOR COMPANY LIMITED · DAGENHAM

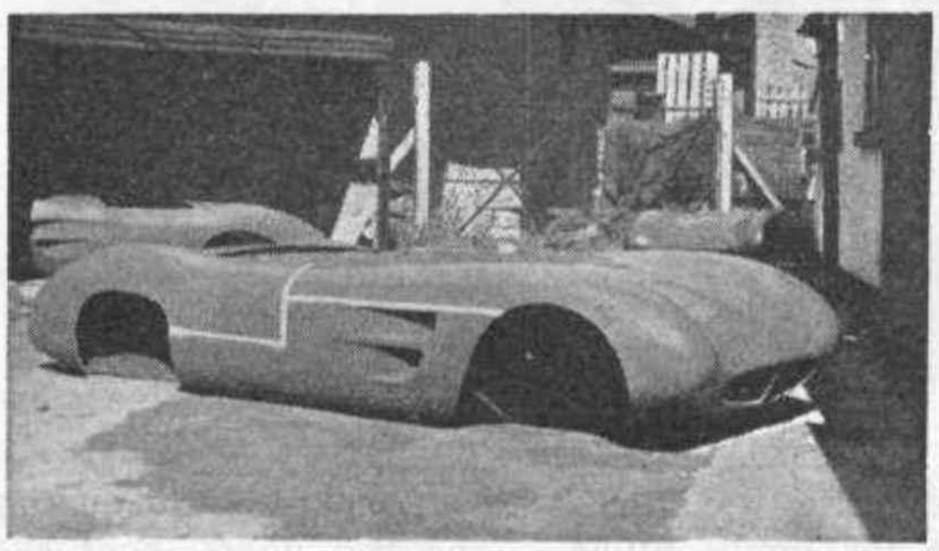
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We regret that, due to an exceptionally rapid turnover, we are unable to show this month our usual photographs of interesting cars for sale. Should you have a car of a sporting character in good condition to dispose of, why not contact us?

1946 M.G. TC 2-seater. Mechanically above average, with good tyres, battery and new clutch. Twin spots, wing mirrors, etc. **£275.**

1949 MORRIS MINOR tourer, green with beige upholstery, fitted with twin wing mirrors and windscreen demisters. Above average in every respect. **£320.**

1949 MORRIS MINOR tourer, black with beige upholstery. Reconditioned engine fitted 10,000 miles ago. Excellent all-round condition. **£315.**

ALTA O.H.V. conversion for side-valve Minor (suitable for either of the above), giving 42 b.h.p., 40 m.p.g. and 80-plus m.p.h. Immediate delivery from stock at list price, **£47 10s.**

VINTAGE LEA-FRANCIS 4-seater sportsman's fixed-head coupe. A recent Concours winner which has been owned and meticulously maintained in exceptional condition by a vintage enthusiast. Very good performance allied with unexpectedly low fuel consumption in the region of 33 m.p.g. **£95.**

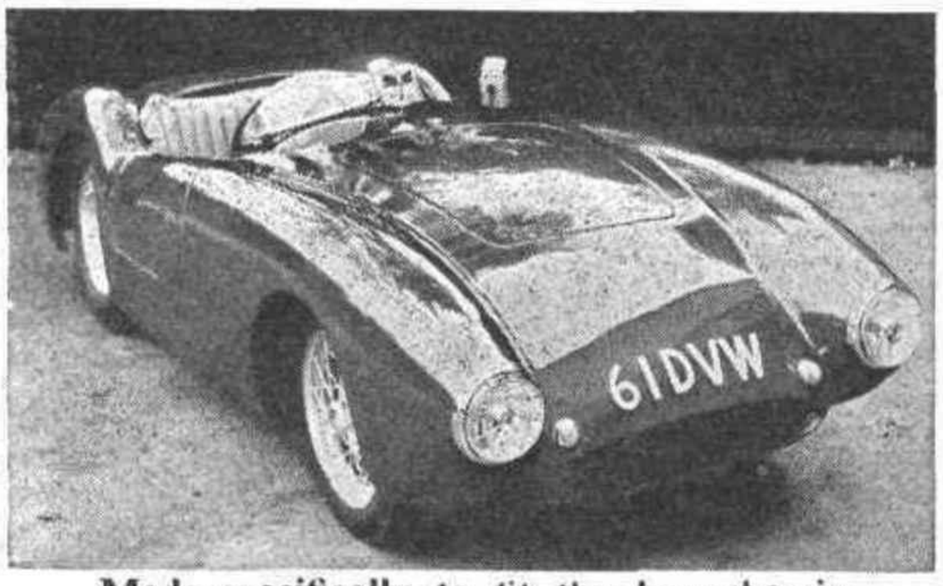
MORRIS-FORD SPECIAL. Outwardly an original Morris Eight 2-seater, but now fitted with a Ford 10-h.p. engine and close-ratio Buckler gears. In exceptional mechanical order with better steering and roadholding than most of its kind, this is a tight little car with an outstanding performance. **£90.**

1932 RILEY MONACO 9-h.p. saloon, finished in black with green upholstery, exceptional condition throughout. A good, sound, economical little car with a full book of coupons available. **£55.**

EASY TERMS **EXCHANGES WELCOMED**

We are interested in purchasing most types of British and Continental sports cars in good condition. If you have a car of this type for disposal why not write or telephone?

BODY SHELLS FOR AUSTIN 7 SPECIALS



Made specifically to fit the long-chassis (1932 onwards) Austin 7.

These bodies are fitted with an eight-point mounting frame for simple fitting. The two doors, boot and bonnet lid are fitted with hidden hinges and are flanged to fit body. All body edges are flanged, strengthened and trimmed.

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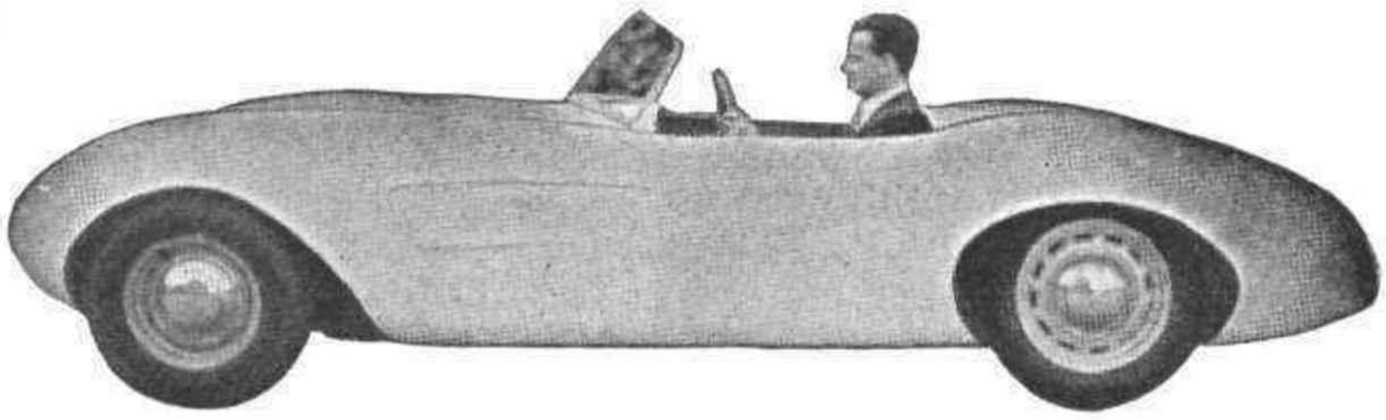
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★ BUCKLER LIGHT ALLOY STREAMLINED BODY OR MISTRAL GLASS-FIBRE AS ILLUSTRATED

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1,172 Formula Engine
Fully tuned—**90 m.p.h. and 35-45 m.p.g.**
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Fitted o.h.v. head—**110 m.p.h.**

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With untuned **Consul** **100 m.p.h.**
With untuned **MGA** **110 m.p.h.**

I.F.S. Units—1,172 Populars & Specials, Ex.	£26 10 0
Close-ratio Gears—New Anglias & Specials	£12 10 0
4.7-1 Crownwheel/Pinions—1,172 Specials	£8 8 0
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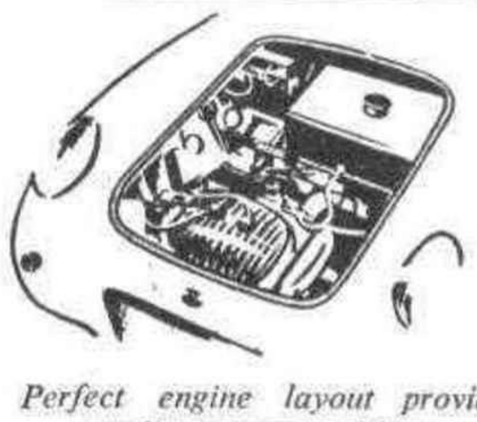
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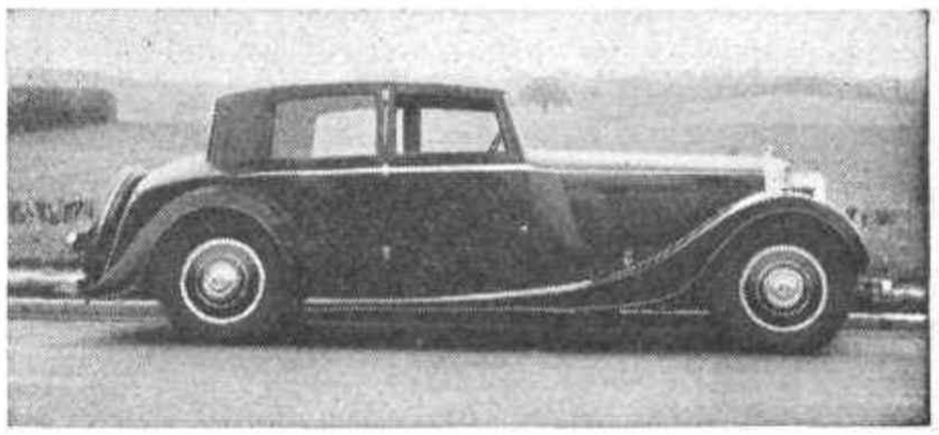
WE ARE SELLING OUT FAST

1937 ROLLS-ROYCE Phantom III sports saloon with division. This car belonged to H.R.H. the Duke of Gloucester and has had one well-known owner since. It is finished in black with brown leather at the front and brown cloth at the rear. The car is in thoroughly sound condition throughout and is offered at the very low price of **£395.**

1955 (Reg.) FIAT 500C convertible. This economical car is smartly finished in blue with cream wheels and has had a new blue plastic top fitted. It is in excellent mechanical condition throughout and the tyres are fairly new. It is capable of giving very nearly the economy of some of the three-wheeled toys at present being sold, but of course it is in every way a real car and costs the same as these do at **£395.**

1948 BUICK convertible. This car will appeal to someone who likes a lot of gadgets and has plenty of spare batteries from which practically everything works, electric hood, windows, seats, radios, heaters, etc., and all for **£395.**

1938 DELAGE D6. 75 drophead coupe, recently recellulosed green and fitted new fawn mohair hood. Four good tyres, radio. Excellent mechanically. **£195.**



1937 BENTLEY 4¼-litre saloon by Freestone and Webb. This car has covered a reputed 40,000 miles and is in as near new condition as possible. The bodywork is finished in black with green leather and carpets, and the car must be one of the finest remaining examples of this pre-war type of Bentley. It causes envious glances and interest wherever it goes and has been greatly reduced to the price of **£595.**

ALSO:

1955 SUNBEAM Mk. III, overdrive, radio, etc.	**£775**
1949 AERO drophead coupe, 600-c.c. 2-stroke, 50 m.p.g. ...	**£195**
1930 ROLLS-ROYCE 20/25 sports saloon	**£150**
1955 RILEY Pathfinder. Perfect example	**£895**
1948 BENTLEY Mk. VI. Exceptional history	**£1,100**
1955 BORGWARD Isabella. Blue. Radio	**£795**

1937 BENTLEY 4¼-litre Park Ward saloon, duo-grey with dark green leather and carpets. Heater. Thoroughly sound throughout. **£395.**

BUGATTI. This is an ex-Peter Hampton coupe described in the Bugatti book. It consists of a Type 55 fixed-head coupe body and supercharged 4-cylinder Type 40 engine. Lockheed brake conversion, torque reaction members, telescopic shock-absorbers. Bugatti aluminium spoke wheels. Enormous sums have been spent on the car to make it thoroughly reliable and the general finish inside and out is up to Rolls-Royce standards. Even heater and radio are fitted and the price of **£875** must represent a fraction of what has been spent on the car.

FLYING SAUCER. We still have this ex-Lloyd Jones sprint car, powered by a Rolls-Royce Kestrel 21-litre engine and 4-wheel drive. Any offer considered.

1930 M.G. 18/80 2-seater. This car is quite exceptional in every way. Is finished in original green with green leather and carpets. New wooden sidescreens have been fitted. Tyres are excellent and the car is as good as it looks mechanically. Fast, reliable vintage transport for **£150.**

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* *The original letters from which these extracts were taken are open to inspection.*

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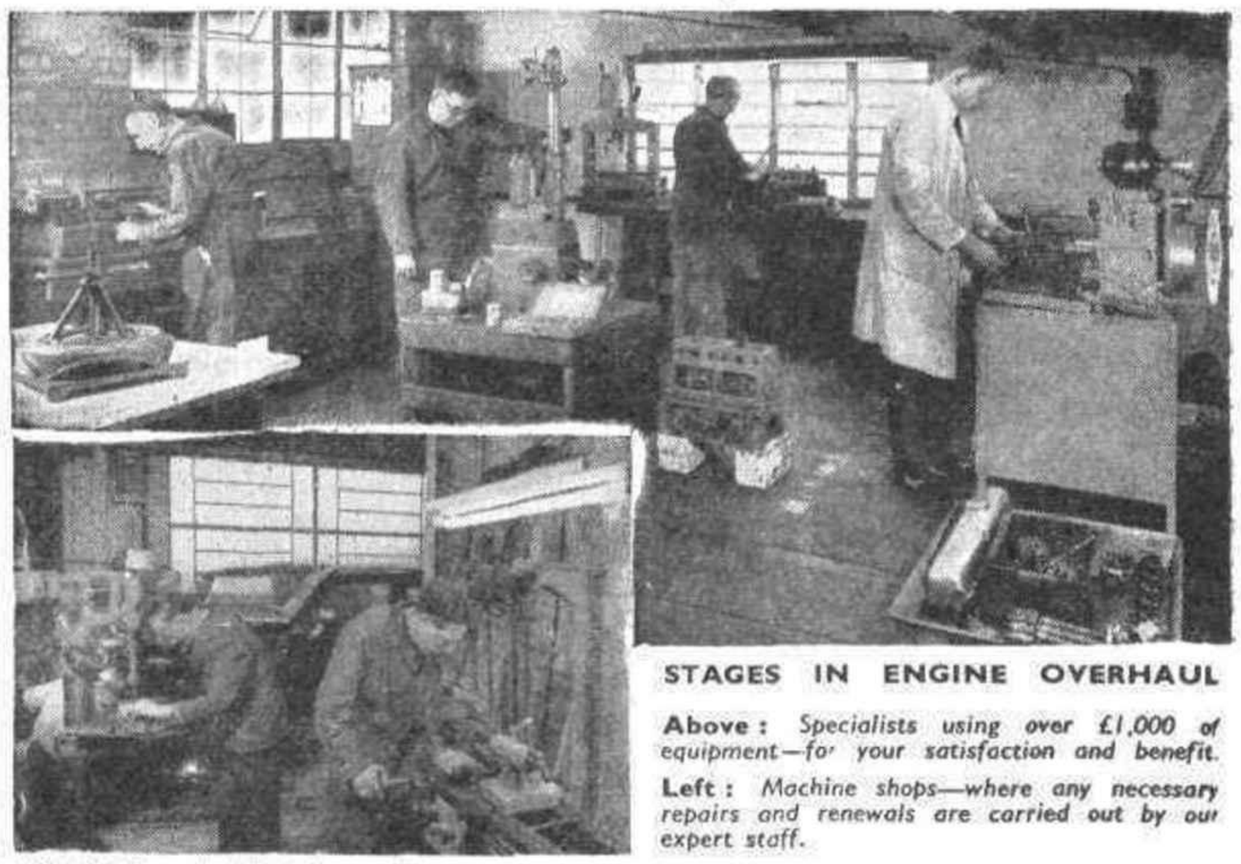


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1949 Lancia Aprilia, Farina body **£639**
1954 Austin A40 convertible, specimen **£475**
1950 Sunbeam-Talbot 80 and 90s, from ... **£455**
1952 Austin A90 hard-top sports **£449**
1950 Alvis 3-litre sports saloon **£449**
1937 Bentley 4¼ Vanden Plas **£444**
1939 Delage D.6 75 sports drophead coupe, would cost today over £3,000. Ideal vehicle **£399**
1949 Jaguar 1½-litre sports saloon **£389**
1949 Austin A90 convertible, choice 2 ... ... **£379**
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1946 Jaguar 1½ sports saloon **£319**
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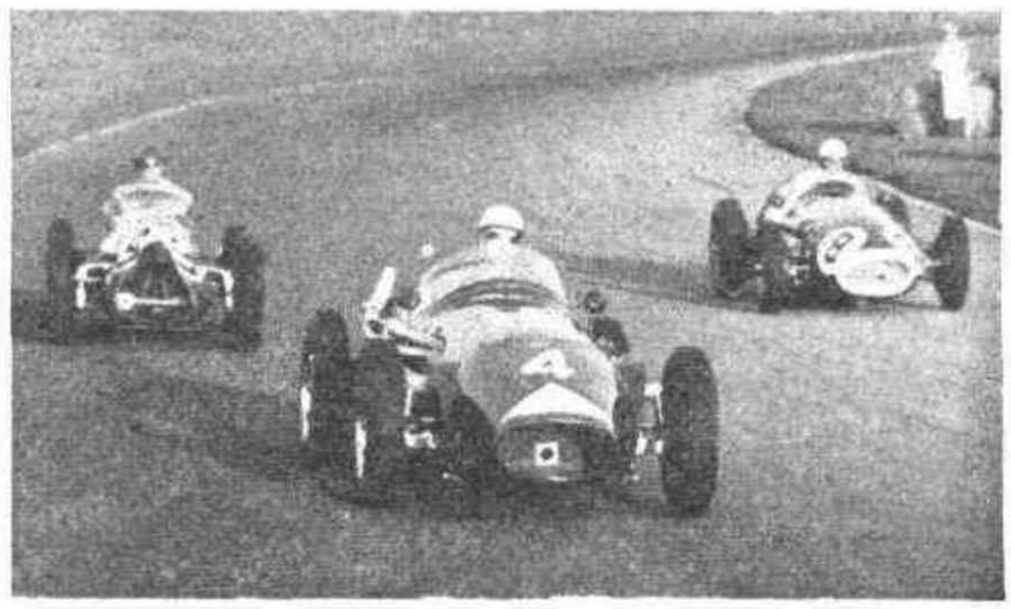
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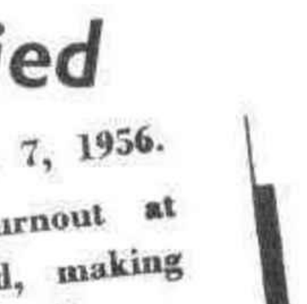
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Extract from "Autosport," Sept. 7, 1956.

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VOL. XXXIII No. 3 THE ARGENTINE RACING SEASON MARCH, 1957

MOTOR SPORT

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"MOTOR SPORT" TROPHIES

The first event to count for this trophy took place in 1950. Subsequent events achieved considerable popularity and the purpose of these races, namely to unite the clubs and allow their members to meet one another, was to some extent fulfilled.

These five-lap handicap events have continued successfully to date and have given amateur drivers a chance to win a small amount of money, together with a silver trophy. One or two defects have, however, shown up in the course of recent years in the necessarily complicated rules and club secretaries have had difficulties in handicapping cars which they have never seen race before. Accordingly, MOTOR SPORT has decided to make certain alterations to the previous rules to simplify the running of the event and increase the incentive for club drivers to compete.

The new regulations do away with the necessity for six members of one club to have to appear at other club events in order to qualify for points, each club now runs its own handicap races and qualifying five-lap race, six finishers being taken from any three handicap races during the earlier part of the day of the meeting, so making up a field of 18 cars for the five-lap MOTOR SPORT qualifying race. The first six finishers in this last race then compete in a final race at the end of the season at the close of which the silver trophy will be presented. Qualifying competitors for this actual Trophy Handicap will therefore not be required to compete in any further intermediary qualifying races held by other clubs competing for the same trophy during the season.

The lap times of competing cars in the qualifying races will be worked out by MOTOR SPORT in conjunction with the club secretaries at the individual meetings. The official R.A.C. handicapper will have these times in his possession when handicapping the final.

Only sports cars are eligible to compete. Cash prizes are to be awarded to winners in qualifying races, £10 for first place, £6 for second and £3 for third place. They will be presented to drivers at the close of each club meeting. The outright winner of the trophy will receive a cash prize of £75, the second and third will receive £40 and £15, respectively. Arrangements for the Goodwood Memorial Trophy continue unchanged from last year.

PETROL FOR MOTOR RACING

The Ministry of Power has sanctioned petrol for a limited number of car and motor-cycle competitions. The car events are :—

April 6th : B.R.D.C. Empire Trophy, Oulton Park. April 13th : B.A.R.C. Aintree Meeting. April 22nd : B.A.R.C. Goodwood Meeting. May 24th: B.A.R.C. Aintree "200." June 10th : B.R.S.C.C. Crystal Palace Meeting July 20th : R.A.C. G.P. d'Europe, Aintree. August 5th : B.R.S.C.C. Brands Hatch Races. August 24th : B.R.S.C.C. Oulton Park Meeting. September 14th : R.A.C. T.T. September 21st : Mid-Cheshire M.C. Oulton Park Meeting. September 28th : B.A.R.C. Goodwood Meeting. The B.R.D.C./*Daily Express* International Trophy Meeting at Silverstone is included but has been postponed from May 4th, as the B.R.D.C. finds three months insufficient time for organising this meeting "on its usual scale."

F. I and F. III races will also be possible if supplies of methanol are available. While it is encouraging that H.M. Government recognises the importance of motor sport, which, as the *Daily Mail* observed recently, "is part of the greater game of survival," this announcement portends the continuation of petrol rationing throughout the summer, a truly dismal outlook, especially as the gambit of taxing several cars to increase the mileage available, which was general during the previous rationing period, has lost its glamour with the high price of petrol and taxation at its present savage level. If Mr. Butler, Home Secretary and Lord Privy Seal, is serious in his desire to stem the emigration rush, he should consider the vital part motoring plays in the enjoyment of hundreds of thousands of British people and should do his utmost to end petrol rationing in Britain, as France hopes to do within a few months.

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Front Cover Picture : NO TWO WAYS ABOUT IT.—Moss and Fangio in the 1957 Maseratis are seen doing a magnificent "full left lock on right-hand bend" pair of Grand Prix slides on the Buenos Aires circuit during the Argentine G.P.

OUT-OF-DATE DESIGN

It is small wonder that British designers remain complacent in the face of world competition. For the Motoring Correspondent of the *Sunday Express* has been telling motorists of this country that British cars at the 1957 Show will be "smoother, simpler and *far ahead of any rivals*," a sweeping statement to make about cars most of which he cannot have seen, far less tested, at this early stage. But wait, that isn't all. This *Sunday Express* journalist remarks that Britain is expected to be the first country to fit disc brakes in family cars, overlooking the fact that this honour belongs to the Citroën DS19, and he informs his millions of readers that independent-rear-suspension, "*so far a luxury found only in some foreign cars and our more expensive makes*," is being tried on British prototypes. As i.r.s. is found on Volkswagen, Fiat 600, the baby Renaults, Goggomobiles, Citroën 2 c.v.s, Saabs and Skodas, etc.—in fact, on the majority of inexpensive foreign cars, as well as on almost every high-performance car of note—it becomes, on sales-totals, the *conventional* form of rear suspension. It is the rigid back axle and "cart springs" of British cars that rank as the *unconventional* system in world markets. Far from being a luxury, i.r.s. is accepted as essential by the majority of European designers and, indeed, is found on two of our lowest-priced cars, the Astra minicar and Berkeley mini-sports-car. It is high time British designers adopted it universally, following the lead set years

Motor Sport Events for March

★ **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*
Mar. 1st ...	Riley Register	Oasis Cafe	London, E.16	Armchair Rally	7.00 p.m.
Mar. 3rd ...	Harlow & Dist. A.C.	New Hall Farm	Harlow	Acceleration Test (*C.*)	2.30 p.m.
,, ...	Burnham-on-Sea M.C.	"Miners' Arms"	Priddy	One-Car Trial	—
,, ...	Surrey Sporting M.C.	Brands Hatch	Farningham	Sprint	12 noon
,, ...	Romford E.C.C.	Warley Barracks	Brentwood	Driving Tests (*C.*)	2.30 p.m.
,, ...	Shenstone & Dist. C.C.	Bull's Head Farm	Shenstone	Trial (*R.*)	10.30 a.m.
Mar. 5th ...	B.P. C.C.	Britannic House	London, E.C.2	Lecture	6.00 p.m.
Mar. 6th ...	Old Merchant Taylors' M.C.	"Durrants"	Croxley Green	Film	8.00 p.m.
,, ...	Midlands M.E.C.	White Swan Hotel	Birmingham	Rally (*C.*)	8.00 p.m.
,, ...	Circle C.C.	"Queen's Head"	Pinner	Noggin and Natter	—
,, ...	West Essex C.C.	"Three Jolly Wheelers"	Woodford	Film	8.00 p.m.
,, ...	King's Lynn & Dist. M.C.	Wenns Hotel	King's Lynn	Mechanical Quiz	7.30 p.m.
Mar. 7th ...	Romford E.C.C.	White Hart Hotel	Romford	A.G.M.	8.00 p.m.
Mar. 10th ...	Combined Universities M.C.	Bedwell Hay	Ely	Speed Trials	11.00 a.m.
Mar. 11th ...	B.P. C.C.	Britannic House	London, E.C.2	Film	12.30 p.m.
,, ...	Riley Register	Hotel Belgrave	Leicester	Film	8.00 p.m.
Mar. 12th. ...	Leics. C.C.	White Horse Hotel	Birstall	Film	8.00 p.m.
,, ...	Waterloo & Dist. M.C.	Seair Club	Liverpool	Film	8.00 p.m.
,, ...	Bristol M.C. & L.C.C.	Grand Spa Hotel	Bristol	Four of Clubs Ball	8.00 p.m.
Mar. 13th ...	Bristol M.C. & L.C.C.	Pat's Bar	Bristol	Indoor Trial	7.00 p.m.
Mar. 16th ...	500 M.R.C., Ireland	Kirkistown	Belfast	500 Championship	2.00 p.m.
Mar. 17th ...	Bristol M.C. & L.C.C.	Bristol area	—	One-Car Trial	2.00 p.m.
,, ...	Falcon M.C.	Woolmer Green Hill	Welwyn	—	2.30 p.m.
Mar. 19th ...	Morecambe C.C.	Midland Hotel	Morecambe	Indoor Rally (*C.*)	8.00 p.m.
Mar. 20th ...	West Essex C.C.	"Three Jolly Wheelers"	Woodford	Talk by Nancy Mitchell	8.00 p.m.
Mar. 21st ...	Waterloo & Dist. M.C.	Compton Billiard Club	Liverpool	Hot-Pot	7.30 p.m.
Mar. 22nd ...	West Essex C.C.	"King's Head"	Chigwell	Dance	8.00 p.m.
,, ...	B.A.R.C. (E. Sussex)	Cavendish Hotel	Eastbourne	A.G.M. and Film	8.15 p.m.
Mar. 23rd ...	Bristol M.C. & L.C.C.	Bristol Area	—	Full Moon Trial	2.00 p.m.
Mar. 24th ...	Darlington & Dist. M.C.	Scotch Corner Hotel	Darlington	Semi-sporting event	10.00 a.m.
,, ...	North London M.C.	Lea Valley Road	Ponders End	Point-to-point	2.30 p.m.
Mar. 25th ...	B.P. C.C.	Britannic House	London, E.C.2	Film	12.30 p.m.
Mar. 26th ...	B.A.R.C. (S.W.)	Little Testwood House Hotel	Totton	A.G.M.	8.00 p.m.
Mar. 27th ...	B.A.R.C. (S.W.)	Little Testwood House Hotel	Totton	Film	8.00 p.m.
,, ...	Stockport M.C.	Stockport Baths	Stockport	Swimming Gala	8.30 p.m.
,, ...	Evesham A.C.	Crown Hotel	Evesham	Film	7.30 p.m.
Mar. 28th ...	Jersey M.C. & L.C.C.	Five-Mile Road	St. Helier	Sprints	3.00 p.m.
Mar. 30th ...	Circle C.C.	Preston Hotel	Wembley	Armchair Rally	—
,, ...	Rochester, Chatham & Dist. M.C. ...	King's Head Hotel	Rochester	Indoor Rally	8.00 p.m.
,, ...	Wirral Hundred M.C.	Rhydymwyn	—	Sprint	1.00 p.m.
Mar. 31st ...	Bolton Le Moors C.C.	Blackpool	—	Driving Tests	—
,, ...	Snetterton M.R.C.	Snetterton	Attleborough	Race Meeting (*R.*)	2.00 p.m.

MATTERS OF MOMENT—continued from previous page.

ago by A.C. and Lagonda. To suggest that the better roadholding, improved traction and stability, and enhanced comfort provided by this item of chassis specification is a luxury is just punk!

Technical journalists have been screaming at our engineers to adopt i.r.s. for a long time and nothing will give MOTOR SPORT greater pleasure than to announce that it is a normal feature of British cars for 1958. Those makers who try to get away with primitive back-ends after this year will have only themselves to blame for sales losses in home and export markets.

B.A.R.C. MIDNIGHT FILM MATINEE

Once again the B.A.R.C. Midnight Film Matinées took place on February 1st, 4th, 5th and 8th. It is a great credit to the club that it should be able to fill a London cinema several nights running, but the well-balanced programme is a certain draw for motoring enthusiasts of all kinds. "Britain Goes to Monte" was the opening film, telling the story of the British entries in the 1956 Monte Carlo Rally. This was followed by "The Thousand Kilometres," a fine production by the Castrol film unit giving a graphic description in colour of the preparations of the Aston Martin team entry and of the race in general at Nurburgring last year.

An interesting contrast was provided by "Vesuvius Express," an excellent film of the latest Italian express train which connects Milan, Florence, Rome and Naples, at which places this ultra-modern electric train makes brief halts, a few moments being spared in the film for scenes of some of the famous landmarks in these historical towns. There followed an interval, after which "One Cab's Family" was shown, this being an American cartoon showing the exploits of "Junior," the offspring of imaginary "living" taxicabs.

"Formula I—1956" gave an excellent insight into the seven major Formula I events in 1956, these being the Argentine, Monaco, Belgian, British and Italian Grands Prix.

Finally came "Water Wizardry," an American colour film of hydroplane racing with water ski-ing and acrobatic glamour girls thrown in for good measure. A happy note on which to end the 1957 show.—I. G.

ASTON MARTIN O.C.

On January 23rd at the British Council Cinema the club held a film show, the highlight of the evening was a film record by Leslie Marr of the 25th anniversary meeting of the Club at Silverstone with its very spectacular parade of all models of Aston Martins.

OFFICIAL ECONOMY KITS

Amongst a welter of "gives-you-more m.p.g." gadgets, many of them useless, it is nice to be able to place on record two methods which have the official blessing of the manufacturers concerned. Thus Volkswagen in England announce a conversion, comprising a smaller venturi and modified jets, which can be fitted by a VW agent for £2 2s., inclusive of engine tuning. This gives well over 50 m.p.g. Indeed, Mr. J. J. Graydon, Managing Director of VW Motors, Ltd., says: "Careful drivers can get up to 56 m.p.g. at 40 m.p.h. We have given vigorous tests to Volkswagens fitted with these new jets and are satisfied that they can do all that is claimed of them."

Another manufacturer to offer advice and special economy jets is Standard, who have published a booklet of hints and tips on economical motoring, in which the part numbers of the jets recommended are quoted.

AUTOPLAX LOCKNUT CEMENT KIT

Automobile Plastics have introduced into their already large range of plastic kits a plastic nut-locking cement. The kit consists of two tubes, of plastic and hardener, which when mixed and placed on the bolt will set hard enough to stop the nut vibrating loose but not hard enough to withhold a spanner. It also acts as an oil seal. Particulars from Automobile Plastics Co. Ltd., 62-64, High Street, Barnet, Herts.

MOTOR RACING GRAMOPHONE RECORDS

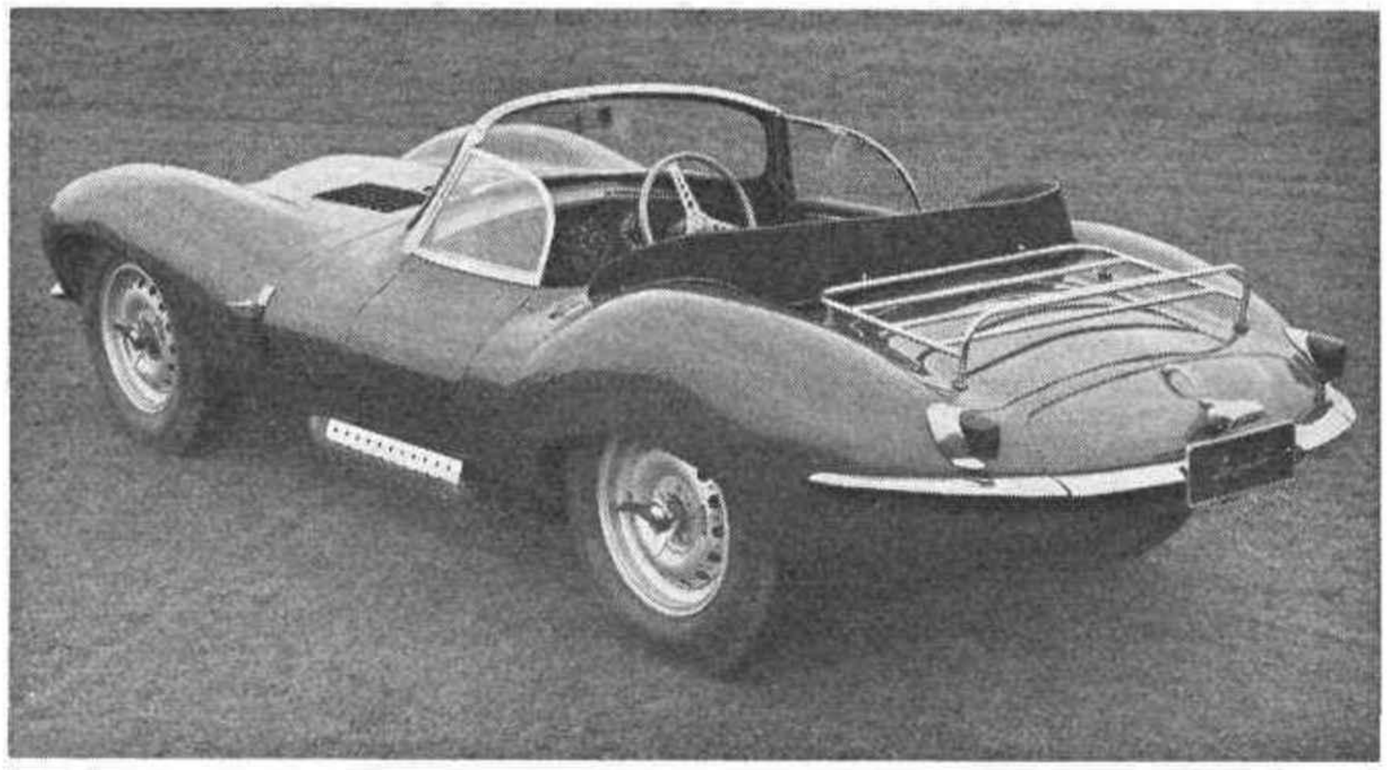
The sales of these records are now being handled by the Antone Company direct and comprise the following recordings:—

Prescott	8s. 9d.	All plus 1s. 6d. postage and packing.
Shelsley	8s. 9d.	
Jersey/Silverstone ...	10s. 6d.	

The Antone Company, 113, Longdown Lane South, Epsom, Surrey.

TAKING STOCK

The Editor Considers the Position of Britain's Sports Cars



GENUINE SPORTS CAR.—The new Jaguar XK "SS" is the Le Mans car with a few civilised additions like bumpers, luggage-grid, hood, full-width screen and proper upholstery. Its performance can be imagined! It is for export only and sells in America for 6,900 dollars.

IN the past sports cars from British factories have paid dividends to manufacturers—and their shareholders. With a tough struggle ahead of us for export sales it is opportune to take stock of our 1957 models.

For the purpose of defining a sports car I am going to discard the classic dictum that it is any car through which it is possible to walk wearing a top-hat and substitute the formula that it must be able to out-perform the faster British saloons and that it must have an open body so that its owner can enjoy that excellent tonic, fresh air.

In this Island, where, no matter how brightly shines the sun in Le Touquet or how brown the debutantes are roasting themselves in Nice, we are usually hemmed-in, not only on our roads but by the weather, there is much in favour of a closed car. I am also aware that closed sports/racing cars can be faster than open versions and less fatiguing to drive in long-distance races. But for successful dollar-sales I guess we want sports cars that are both open and able to get away from the sedans.

The American who has tired of his centrally-heated luxury home, his heated swimming pool and his air-conditioned commuting wheeled-boudoir will surely crave the exhilaration of driving an open *sports* car. If he is addicted to racing he is likely to prefer the freedom and visibility provided by an open cockpit—although we saw a spate of intriguing coupés at Le Mans a couple of years or so ago and although I believe Stirling Moss may drive a Maserati coupé in this year's Mille Miglia, the trend has not continued, even with full-width screens demanded at Le Mans last year.

We still manufacture open sports models, although their ranks have been decimated in recent years—the latest Singer may go like a Gazelle but it isn't open to the four winds like the former Roadster. The Sunbeam Alpine has been replaced by the smaller but slower saloon Rapier. The open two-seater introduced by Alvis after the war has been dropped, which is possibly just as well, because it was more of a prop for elegant girl-models than a sports car. Aston Martin have ceased to make the DB3S, Allards are made only to order, Austin long ago abandoned the A40 Sports and open Rileys are in the p.v.t. category, more's the pity. The promising post-war H.R.G. hangs fire because no one wants to make it.

Of those British sports cars that remain, how many are sufficiently fast? Once upon a time, when the T.T. took place in Ulster and Bentleys were victorious at Le Mans, any car that could touch "the century" was considered very exciting. Today all manner of comfortable, spacious and luxuriously-equipped saloons do that and more—the 3-litre Alvis, 3-litre Lagonda, S-series Bentley, 2.4-litre and Mk. VII Jaguar, Bristol 403, Jensen 541, Rover 105, Riley Pathfinder, and the Daimler One-O-Four with built-in make-up set and ladies' silk umbrella, to name a few. Consequently, to justify its existence and its price, it seems reasonable to demand a maximum of at least 110 m.p.h. before a car earns the title of sports model.

How many of our open cars qualify? Before we start to assess them, let me say a few words about the bogy of comparative prices and restricted engine sizes. Our 100-m.p.h.+ saloons (some may be 100 m.p.h. minus if a strong wind is blowing, but they do "the magic century" as near as makes no odds) have engines of from 2- to 4.9-litres capacity. Our sports cars range from 3.5-litres downwards. We are apt to point out that if their performance falls short of that of the sports models of Ferrari, Maserati, Mercedes-Benz, Alfa-Romeo, Lancia, Porsche and Pegaso, so do the prices—far shorter. Is this of such importance outside the Home Market? In America petrol is cheap, money plentiful. In Italy some are very poor, others very rich, and the specialist sports car firms cater for the latter.

In England, where petrol is scarce as well as expensive and we are heavily taxed on our incomes and what pleasures we can purchase with what is left to us, inexpensive cars are essential. Alas, they are not so essential in dollar markets. In Europe the VW undoubtedly sells because it is cheap; in America it sells in spite of being cheap, because it is pleasingly "different."

The Sunbeam Rapier, which in two-carburetter form does a genuine 84½ m.p.h., is excellent value for £1,043; to buy here an Alfa-Romeo Giulietta Sprint Veloce which does 113 m.p.h. with the same size engine you have to pay *an additional* £2,800. The 1½-litre M.G. MGA sports two-seater can be bought in England for £961. It does just under 100 m.p.h., which is about the speed of a normal Porsche coupé (Porsche think in terms of 120 m.p.h. for their fast models) but the German car costs another £977. That makes a big gulf between these cars at home but is of less importance where the dollars flow freely or the sun shines warmly on the fortunate ones. Then it is more a question of "how fast does it go?" and "does it stick on the road at speed?" than "what does it cost?" and "what does it do to a gallon?"

Accepting the fact that the indignity of heavily-clad occupants in a sports car being beaten from the traffic-lights by a "uniform" driving a big saloon is matched by the exhilaration of reversing this situation, how high should sports-car designers set their sights?

The aforesaid big luxury saloons that exceed the century also reach a mile-a-minute from rest in about 15 sec. and can cover a standing-start ¼-mile in approximately 20 sec. Is it too much to ask that our sports car shall better those figures and out-corner the saloons, as well as being capable of at least 110 m.p.h. when extended? (Personally, unless I could have a sports car to that specification I'd rather forgo the fresh air and motor in closed-car comfort.)

Alas, not many of our cars qualify, built as they are down to prices forced on them by successive Governments that cannot see the vital need for a healthy Home Market. The A.C. Ace may do so with its Bristol power unit, but doesn't go quite rapidly enough with the A.C. engine, which, let's face it, was evolved in 1½-litre form 38 years ago and was getting a bit out of breath in the 'twenties, when Harry Hawker, God rest him, was developing it—even then it needed four valves per cylinder to help it along. I do not think I shall be contradicted in Thames Ditton if I say that when this long-lived engine was introduced to circuit-racing it ran its bearings because the oil surged away from the oil pump. That has been cured and the car goes very well and its rigid ladder-frame has the distinction (for a British car) of all-round independent suspension, achieved, very simply, by Tojeiro transverse leaf-springs and wishbones. I have to judge its roadholding qualities by observation, Jock Henderson, A.C.'s P.R.O., being not only a canny Scot but an expert conjuror, because whenever an Ace has come within reach for road-test Jock has never failed to make it vanish. But it is a nice-looking car, and a real sports car, in everything except maximum speed in its 90-b.h.p. form.

The 2.6-litre Austin-Healey 100 Six is likewise too slow, and being heavier than the former Austin-Healey with its big four-cylinder engine, I believe it is out-accelerated by the 1.3-litre Alfa-Romeo Giulietta Sprint Veloce. However, Donald Healey has lived with sports cars too long to let it rest there and I feel confident

that it won't be long before hot Healeys are again the order of the day.

Frazer-Nash have never made anything but real sports cars and the latest V8 B.M.W.-engined model lives right up to the A.F.N. tradition.

The race-bred Jaguar is perhaps the greatest of the modern British sports cars. Sir William Lyons, Jaguar Chief, has several attributes that have been responsible for his success, for full employment in his factory when others are on short-shift, and for the sense of contentment and well being that permeate those who hold Jaguar shares and drive Jaguar cars. In the first place he has never been afraid of demonstrating the speed of his cars by officially-timed tests, while being commendably shy of shouting about what his cars will do before they have done it. Then he has used sports-car races both as a testing-ground for the designs of his very able Chief Engineer, Mr. Haines, and to advertise his cars, winning valuable prestige at Le Mans, in the T.T., at Reims and elsewhere. Over and above that, Sir William Lyons has a skilful ability to put on the market cars which are one jump (and sometimes one and a half!) ahead of his competitors in respect of styling, while retaining Jaguar's world-renowned race-bred qualities of stamina and performance. How he does it at the price—a 2.4-litre, 102-m.p.h., fully-equipped saloon for £1,430 17s. all on, a 129-m.p.h. XK140 coupé for £1,711 17s. ditto—I cannot attempt to explain.

MOTOR SPORT is naturally delighted that these race-bred British Jaguars are so successful. Naturally, there have been troubles. The first of those very beautiful, exceptionally smooth-running, XK120s suffered from severe brake-fade. I recall that I drove one fast for a few miles along winding lanes and the brakes faded so completely that I thought all the fluid had leaked away—until, cool again, they put me into the windscreen. *That* was soon cured. Then the XK120 coupé didn't handle properly, but today's XK140 is a very different car. This article isn't concerned with coupés but with sports cars and Jaguar offer these in their highest form. The sports/racing D-type is still available and once again Sir William Lyons seems to have had one of his world-beating "hunches" in introducing the Jaguar XK "SS" as an export-only model. It has the 3½-litre Le Mans engine, Dunlop disc brakes, light-alloy knock-on disc wheels, drilled steering wheel and long-range fuel tank but is "civilised" in possessing hood, full-width screen, decent upholstery and trim, luggage grid and bumpers. It retains the classic Jaguar form and sells in America for 6,900 dollars—the now defunct Porsche Spyder, according to a *Road and Track* road-test, cost 6,800 dollars (incidentally, they claimed 121.6 m.p.h., 97.5 in third, 0-60 in 8.2 sec. and a s.s. ¼-mile in 16.1 sec.—my idea of a real sports car!). A real sports car in every sense of the term, the XK "SS" should achieve as great a place in history as did those other great Stuttgart-built "SS" models of yesteryear. Truly, Jaguar occupies today the position held in vintage times by Bentley in the affection of British enthusiasts.

The Cooper-Climax and Lotus-Climax sports cars are what we are after, even with engines of a mere 1,100 c.c., and Colin Chapman's Lotus can be supplied with disc brakes and de Dion back axle, which makes it an interesting proposition, even in this country, where the Le Mans 75 model sets you back a cool £2,080. Other specialised cars like the Buckler and Fairthorpe should be fast enough if sufficiently powerful engines are available for them.

Obviously the little Berkeley, the Turner, the Morgan 4/4 Series II and the Dellows do not qualify for inclusion, being powered by sober proprietary engines, and the Triumph TR3 would require Le Mans mods. to meet our maximum-speed requirement, although it has the merit of Girling disc brakes on the front wheels. The Morgan Plus Four has the advantage of lightweight construction, which endows this somewhat flimsy car with excellent acceleration, but the Triumph engine does not give it the speed we are seeking.

Those, then, are Britain's outstanding sports models, which can see off most closed cars and which, if publicised in competitions and backed by a decent sales-service, should continue to sell satisfactorily where people buy their cars with dollars.—W. B.

THE PERFORMANCE OF BRITISH OPEN CARS

Make	Absolute Maximum Speed	Acceleration 0-60 m.p.h. in (sec.)	Acceleration s.s. ¼-mile in (sec.)	c.c.
A.C. Ace	104 m.p.h.	11.4	18.0	1,991
Austin-Healey 100 Six	107 ,,	12.9	18.8	2,639
Frazer-Nash Targa Florio	114 ,,	9.6	17.4	1,971
Jaguar XK140	129½ ,,	11.0	17.4	3,442*
Lotus-Climax	112½ ,,	10.9	17.9	1,098
M.G. MGA	99 ,,	15.6	20.2	1,489
Morgan Plus Four	102 ,,	13.3	18.5	1,991
Triumph TR3	106½ ,,	10.8	18.1	1,991*
For comparison : **Average Performance of Nine High-Performance British Closed Cars**				
	104.8 m.p.h.	15.1	19.9	3,245

* *These figures apply to hard-top versions, as those for open models are not available.*

SATISFACTION

Products which give satisfaction deserve a few lines. My Timex key-ring watch, which used to dangle from the VW's ignition-key until petrol rationing caused the car to be virtually laid-up, after which it was transferred to a trousers-pocket, still keeps good time considering its hard life and low price. Its performance would make me trust a Timex wrist or pocket watch if I were in the market for one.

Petrol rationing having caused the Exide battery on the VW, nearly in its third year, to go "flat," I remembered a 6-volt Oldham Major that might do as a substitute while the Exide was being recharged. This Oldham had been supplied for my 1922 Talbot-Darracq to demonstrate how it could be taken empty from store and would self-charge in half-an-hour after acid had been poured in. It did this admirably but the Talbot is seldom run, had stood for nearly a year without use, nor was the battery emptied as advised when thus mistreating it. However, it seems to have come to no harm and now, after two years, is as good as ever, holding its charge admirably with very little charging and providing a prompt start. I shall let it alternate in future with the reliable Exide.—W. B.

NORTH LONDON E.C.C.

On Sunday, April 14th, this club hopes to organise a meeting of driving tests at Heston Aerodrome, Hounslow, and extends an invitation to members of other clubs to take part, which they may do by effecting sports membership of the N.L.E.C.C. for 2s. 6d. by March 24th at latest (R.A.C. 21-day ruling) to cover one month. They can obtain sports membership application forms and supplementary regulations from G. Bance, 11, Bath Road, Reading.

A LOTUS REGISTER

It has been decided to compile a Lotus Register, giving details of every car of this *marque* in existence. The eventual aim is to collect sufficient information for a publication based somewhat on the same lines as the Bugatti Book.

However, a book of this sort entails a great deal of research and although it is hoped that it will be possible to contact everyone concerned, all Lotus owners are asked to co-operate by sending details of mark, registration and chassis numbers, make and capacity of engine, colour of bodywork, and any notable successes achieved, to Nicholas Syrett, "Newlands," Spinney Hill, Addlestone, Surrey.

BUGATTI O.C.

At the council meeting held towards the end of January it was decided that the following meetings should take place at Prescott during the 1957 season.

April 6/7th	...	Testing Weekend.
May 5th	...	National Open Meeting.
June 8/9th	...	Members' Meeting.
July 27/28th	...	Inter-Club Meeting.
September 8th	...	National Open Meeting.

The National Open Meetings in May and September, when paying spectators are admitted, will be held on a Sunday and the manner of charging admittance to the general public will be announced later.

The council have been encouraged to go ahead with their programme by the fact that during a previous period of petrol rationing some very successful meetings were still held at Prescott.

Hon. Sec.: K. Nightingale, Crescent Copper Works, Edward Street, Birmingham 1.

THE ARGENTINE RACING SEASON

SOUTH America was enjoying the intense heat of summer when the annual series of races were held in Buenos Aires. The first event was held on January 13th and was the Grand Prix of the Argentine, counting in the World Championship series. The two Italian teams were out in full force, and in fact no other nation was represented mechanically in this first important event of 1957. The Maserati team took three new cars, more or less as used during 1956, but combining ideas from the normal 250/F1 cars and the special "Monza" models of last year, the result being lighter and lower cars, but *not* using the offset prop.-shaft principle of obtaining a low driving seat. These new cars were driven by Fangio, Behra and Moss, while 1956-type cars were driven by Menditeguy and Bonnier. To support these five works cars there were the semi-works models of Schell and Piotti. The Scuderia Ferrari had five of their V8 Lancia/Ferrari models competing. Collins, Hawthorn and Castellotti on new ones and Musso and Perdisa on old ones, and standing in as reserve drivers for this array of Ferrari talent were de Portago and von Trips. To make up the number of starters to a round fourteen there was de Tomaso with an old four-cylinder Ferrari.

In practice the Maserati team were far and away superior, the Lancia/Ferraris with their modified inductions and reputed higher power outputs not coming up to expectations. Maserati were very much top dogs and practice times saw Moss beating Fangio on his home ground, with Behra third fastest.

As the cars got away from the start the throttle linkage on the Moss car broke and he drew into the pits to spend an infuriating nine laps having it repaired. Meanwhile the Ferrari drivers pressed on and harried the Maseratis of Fangio and Behra. However, Ferrari fortunes were not high and one by one they ran into trouble, Collins and Musso having their clutches burn out, while Hawthorn had his clutch start slipping. Castellotti was going hard in an endeavour to fight the Maseratis but then his car sheared a hub shaft and a rear wheel parted company from the car, the driver coming to rest shaken but unhurt. Perdisa shared his car with Collins and von Trips, but the end of the three-hour race saw Maserati with a sweeping victory, being placed 1-2-3-4 in the order Fangio, Behra, Menditeguy and Schell. After having his car repaired Moss drove at terrific speed, making up a whole lap on Fangio and setting fastest lap of the day, but it only availed him eighth place. The pace of the race, like the weather, was hot, and spins and sideways motoring were rife, but everyone managed to keep on the road.

Results :

ARGENTINE GRAND PRIX—Buenos Aires Autodrome—3 Hours—Very Hot

1st : J. M. Fangio (Maserati 250/F1) ... 3 hr. 00 min. 55.9 sec.—100 laps.
2nd : J. Behra (Maserati 250/F1) ... 3 hr. 01 min. 14.2 sec.
3rd : C. Menditeguy (Maserati 250/F1).
4th : H. Schell (Maserati 250/F1).
5th : J. Gonzalez/A. de Portago (Lancia/Ferrari V8).
6th : C. Perdisa/P. Collins/W. von Trips (Lancia/Ferrari V8).
7th : J. Bonnier (Maserati 250/F1).
8th : S. Moss (Maserati 250/F1).
9th : A. de Tomaso (Ferrari 4-cyl.).
10th : L. Piotti (Maserati 250/F1).

Fastest lap : S. Moss (Maserati), on lap 75, in 1 min. 44.7 sec.

One week later the galaxy of Grand Prix drivers was joined by a miscellaneous collection of sports-car drivers and the first event in the Manufacturers' Sports-Car Championship took place, on another circuit just on the edge of town. This was another Ferrari versus Maserati match, with the addition of Jaguars entered by Ecurie Ecosse, plus numerous private owners with lesser cars. Apart from being a thinly disguised Grand Prix event, except that it lasted for 1,000 kilometres, this race turned into one of those absurd games of team-managers general-post with drivers and cars. The Maserati team fielded their latest weapon, the 4½-litre V8 sports car, now much less of an uncontrollable monster than when it first appeared in Sweden last August, and it was in the capable hands of Fangio and Moss. A normal 3-litre 300S was driven by Behra/Menditeguy and the Ferrari opposition was supplied by Castellotti/Musso, Collins/Hawthorn and de Portago/von Trips, all with new 3½-litre V12 cars with four overhead camshafts, while American Masten Gregory had an early 3½-litre V12 with Perdisa as co-driver. The Scottish team had two D-types entered, but only one started the race, driven by Sanderson/Mieres, as Flockhart crashed the other one in practice.

Moss shot off from the start in the 4½-litre Maserati and, driving well below the rev.-limit, built up an enormous lead, this car without doubt being the most powerful racing/sports car in use at present. The four-cam Ferraris were not going as well as they might, and Gregory was holding second place with his earlier car. After 33 laps Moss was more than two minutes ahead of Gregory and he then handed the V8 Maserati over to Fangio, but it was not long before Fangio was in trouble and the car eventually went out with transmission trouble. Meanwhile the Ferrari team men were in a parlous state and Castellotti gave his car to von Trips and took over from Gregory.

With the V8 Maserati out it left Castellotti in the lead, but then Moss took over on the Behra/Menditeguy 3-litre and started a searing chase, all but catching the leading Ferrari, which was finally driven by Musso. During this chase Moss set a fastest lap, which rather indicated just how easily he had been driving the V8 car, in spite of gaining seven seconds a lap over his nearest rival. No doubt had he used the full power of the V8 engine he would have recorded a much higher fastest lap speed than he did with the 3-litre Maserati, but equally he might have blown the car up. This win by the V12 Ferrari, driven by Gregory, Castellotti and Musso, was some compensation for the debacle of the Grand Prix the week before. The rest of the runners hardly counted, apart from the lone Jaguar, which finished fourth, for in fifth place was the dreary 1956 Maserati 3½-litre, driven by Piotti and Bonomi, and we know just how slowly that car can be driven.

Results :

BUENOS AIRES 1,000 Kms.—Sports Cars—Costanera Circuit

1st : Gregory/Castellotti/Musso (Ferrari 3½-litre V12), 6 hr. 10 min. 29.9 sec.
2nd : Menditeguy/Behra/Moss (Maserati 300S), 6 hr. 11 min. 53.4 sec.
3rd : de Portago/Collins/Castellotti (Ferrari 3½-litre V12), 6 hr. 12 min. 59.6sec.
4th : Sanderson/Mieres (Jaguar 3½-litre D-type).
5th : Piotti/Bonomi (Maserati 3½-litre 6-cyl.).
6th : Miss Haskell/de Tomaso (Osca 1½-litre).

Fastest lap : S. Moss (Maserati 300S), 3 min. 36 sec.

To complete the Argentine season a further Formula I event was held back on the Autodrome, but this time on a different circuit to that used for the Argentine Grand Prix, and this event was titled the Buenos Aires Grand Prix. The weather then turned to a most intense heat wave and the race was held in two races of 30 laps each, everyone driving in both heats and the aggregate of the times deciding the General Classification. More or less the same drivers and cars as competed in the Argentine Grand Prix took part and this time the Lancia/Ferraris behaved themselves. Each heat took just over one hour to run and between the two races the pits were a scene of prostration, with drivers lying comatose in all directions trying to recover sufficient strength to get back into the red-hot cars.

Heat 1 saw Fangio the winner, with Collins and Moss being overcome by the temperature and retiring, the Lancia/Ferrari driver giving his car to Masten Gregory, who was having his first try-out in a Formula I machine following his excellent driving in the sports-car race. Behra was second in this race, followed by Castellotti, Hawthorn and Musso, and though Maserati won they were not so dominating as they had been during the first race of the season.

After a rest the cars lined up again for Heat 2, but Moss was a non-starter not having recovered from the temperature sufficiently, and Gregory was using the Collins car of Heat 1, Collins himself being on another Lancia/Ferrari. Hawthorn set the pace as fast as conditions would allow, but the strain was too much and he dropped back, letting Collins win the race, he having recovered fully. Moss joined in the fray after a time, having taken over from Menditeguy, but altogether the temperature that day was so great that no serious motor racing could be indulged in, it being more a question of the survival of the fittest human being. Once again Behra was second. Fangio finished third, ahead of Hawthorn, but the addition of the times gave the reigning World Champion an over-all first place, the final order being Fangio, Behra, Collins/Gregory, and Hawthorn. One would have thought that Behra's two second places under such difficult conditions was more meritorious than Fangio's first and third, but the addition of the times saw Fangio 24.5 sec. ahead of his team-mate.

General Classification :

BUENOS AIRES GRAND PRIX—Two Heats, result by addition of times—Sweltering Heat

1st :	J. M. Fangio (Maserati)	1st, Heat 1; 3rd, Heat 2.
2nd :	J. Behra (Maserati)	2nd, Heat 1; 2nd, Heat 2.
3rd :	P. Collins/M. Gregory (Lancia/Ferrari)	7th, Heat 1; 1st, Heat 2.
4th :	J. M. Hawthorn (Lancia/Ferrari) ...	4th, Heat 1; 4th, Heat 2.
5th :	E. Castellotti/L. Musso (Lancia/Ferrari)	3rd and 5th, Heat 1; 7th, Heat 2.
6th :	C. Menditeguy/S. Moss (Maserati) ...	6th and 12th, Heat 1; 6th, Heat 2.
7th :	C. Perdisa (Lancia/Ferrari) ...	8th, Heat 1; 5th, Heat 2.
8th :	W. von Trips/P. Collins (Lancia/Ferrari)	9th, Heat 1; 8th, Heat 2.
9th :	A. de Tomaso/L. Piotti (Maserati) ...	10th, Heat 1; 10th, Heat 2.
10th :	H. Schell (Maserati)	13th, Heat 1; 9th, Heat 2.

As a prelude to what is to come in European racing the Argentine season was most instructive. Maserati produced remarkable reliability from their Grand Prix cars, Ferrari's V8 Lancia-based cars were disappointing, not being as fast as might have been expected, and in racing/sports cars the new V8 Maserati is certainly one to watch. The South American season also gave some newcomers their first taste of Grand Prix racing, notably Bonnier (Maserati von Trips and Gregory (Lancia/Ferrari), and seasoned driver Hawthorn a restart with the Scuderia Ferrari.

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



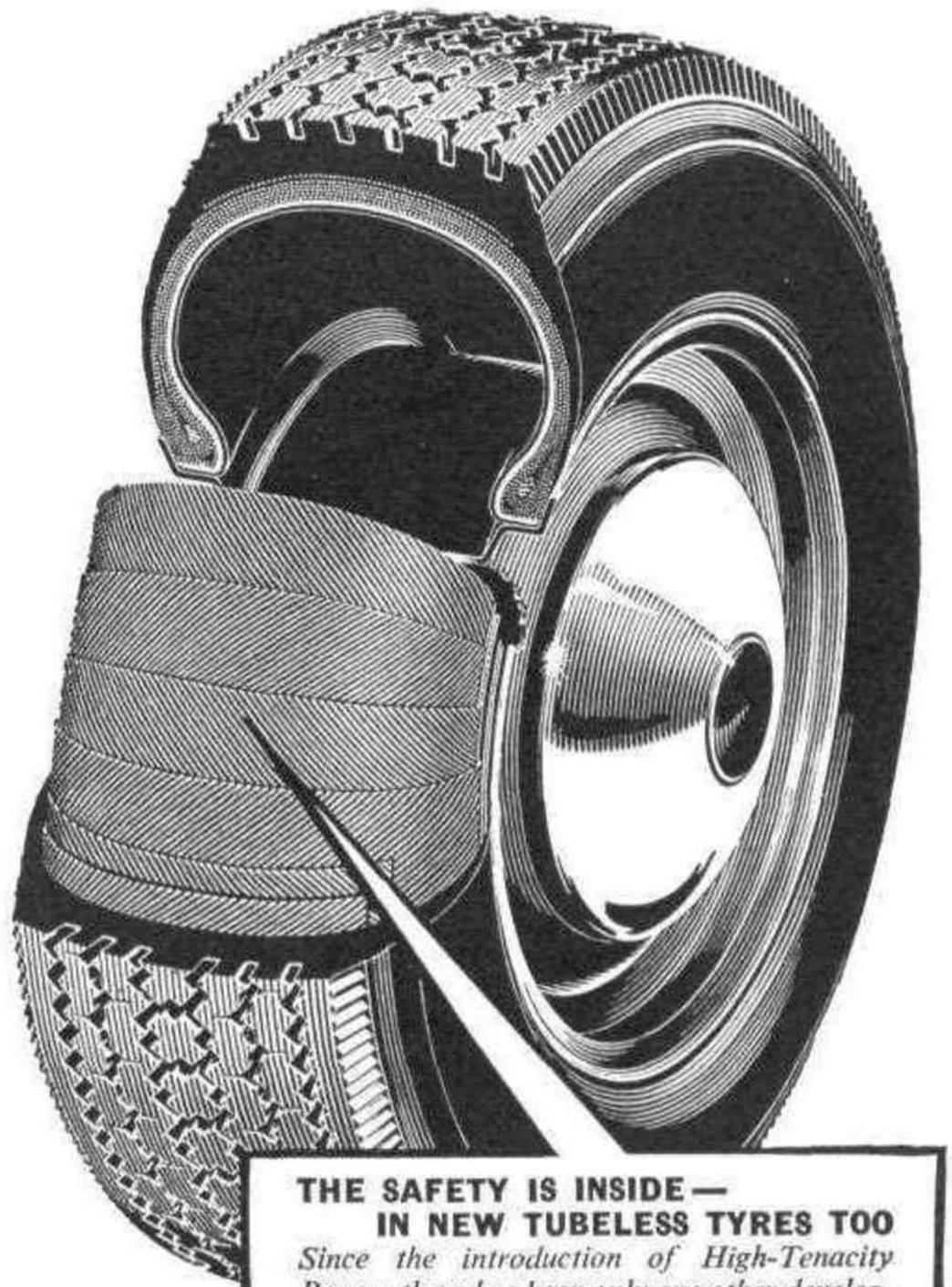
GEORGETTE, *well-known tight-rope artiste, was photographed at Chessington Circus on June 19th 1956. Her 'rope' in this case was made of High-Tenacity Rayon—the selfsame material that gives your tyres their strength and safety. It was only ½" thick, yet provided an ample safety margin.*

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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

RUMBLINGS

THE ECONOMICS OF MOTORING

The cost of motoring (when such is possible) is uppermost in many people's minds at the present time. Before the war the writer proved in these columns that it was possible to legally run and maintain an Austin Seven, and do quite a reasonable amount of motoring in it, for 15s. per week, excluding a permanent garage.

In 1957 such a figure is an absurdity. The only comforting thought for those who see their motoring diminishing to zero on account of rising living costs is that, so far as petrol is concerned, if they have been able to operate a car doing 20 m.p.g. they can, by exchanging it for one capable of 40 m.p.g., continue to go as far at lower cost, or for the same cost should the price of petrol jump to somewhere in the region of 10s. a gallon. When the price of petrol reaches £1 a gallon an 80-m.p.g. vehicle would be needed to replace the former 40-m.p.g. machine and, alas, even minicars do not seem to average more than about 50/60 m.p.g.

So it would then be a question of either drastically curtailing mileage or sharing the seats out amongst "fare-paying" fellow enthusiasts.

Here the clubs could institute a valuable service, and quite apart from the question of cost-sharing, it will be necessary for seats to be shared if a reasonable number of spectators is to attend the races which are being planned to take place during the petrol famine.

For example, if the V.S.C.C. is to have a decent attendance at Silverstone and the B.R.D.C. an adequate "gate" for the British Empire Trophy at Oulton Park, on April 6th (can the R.A.C. explain why fixtures still clash in spite of the present big blank spaces in the racing calendar ?), enthusiasts will have to fill every seat their cars possess. It is strictly illegal to transfer petrol coupons but the point we are trying to make is the rather obvious one that where one car will suffice, no longer will two or more be justified. The chap who fills his tank to convey a full load to a race meeting on April 6th can then expect to be able to sit back in state as a passenger and not part with any petrol coupons when he wishes to go to the next race meeting, assuming, as we fear you should, that rationing will continue during the summer.

Instead of selfishly reserving your four-seater for yourself and your girl-friend, you true-blue followers of the Sport should form all-seats-booked stag-parties to Silverstone and Aintree—after all, that slinky "popsie" you yearn to teach all about motor racing, however interested she pretends to be, and however much you fail to notice her boredom, is really waiting, patiently or not so patiently, for the drive home, the meal and the drinks, and a warm settee before the fire. So give her a break and ask your club secretary to set about organising all-enthusiasts parties right away. Not that we shan't miss the girls as a picturesque background to the racing scene . . . And maybe we have misjudged the fair sex !

* * *

ANYTHING NEW ?

Yes, we know, we know. There's nothing new under the sun. Once upon a time, if you hadn't the wherewithal or the skill to become a racing driver you could contemplate setting a record from England to some far place. Now that form of motoring endeavour has been squeezed dry, because there are practically no trans-continental "records" the ordinary car and driver has the remotest chance of beating. However, the thought occurs that a new class in such attempts might well be introduced, dependent on the car being in catalogue condition and carrying no outlandish spares. Strengthened road springs, a metal-shielded sump, increased ground and mud-guard clearances and the like would be banned.

Under these rules new "records" could be attempted, inspired, perhaps, by recent travel books in which Land Rover, VW Microbus and Citroën 2 c.v. successfully undertook considerable marathons. With so many Englishmen emigrating to lands where petrol is plentiful, cars reasonably taxed, roads comparatively empty and no parking-meters, the idea of making the journey by car should appeal to many of them.

A long motor journey is always an anticipated adventure, even that from London to John o' Groats (and just at present even the prospect of driving from London to Brighton would thrill us to the marrow !), and a first-time overland escapade to the Cape, Australia or New Zealand, for instance, has enormous potential appeal. Done in a quite standard vehicle, in a reasonable time, such journeys would rank as notable achievements (though naturally scorned by the Papes of this world) and an excellent advertisement for the successful cars.

THE COOPER SCHOOL FOR RACING DRIVERS

If the queue of would-be racing drivers seeking the advice of MOTOR SPORT does not quite reach out of our second-floor waiting-room, down the stairs and as far as Moorgate Station, we certainly have ample evidence that the young man of today wants to be, not an engine-driver, but a racing driver. The problem for practically all of them is to know whether or not they possess the necessary exacting qualities. The only real solution until recently, to buy a racing car and "have a go," is beyond the means of most of these 100 per cent. enthusiasts.

What is needed is a training-school from which it is possible to hire a fast racing or sports/racing motor car at a track where it can be driven under the tuition and supervision of racing drivers.

There is nothing new in the idea. In the past, people like Tommy Hann and D. B. K. Shipwright tried to institute this sort of thing at Brooklands. They didn't get very far because neither of them had any very suitable racing machinery to offer their customers (Hann being confined to a small Mercédès coupé converted to resemble faintly the 1911 Lanchester he had raced years earlier, and Shipwright to a rather sick G.P. Ballot), but the latter did get as far as preparing a plan of Brooklands decked out with tiny flags to indicate the bumps scholars should try to avoid.

Later the Junior Racing Drivers' Club got going on a much sounder basis, with headquarters, a badge, the blessing of great names, the enthusiasm of Klemantaski, and use of the ex-Oliver Bertram 130-m.p.h. V12 10½-litre Delage so ably driven at Brooklands by demure Kay Petre. They held training sessions and beginners' races at the Track in the evenings but although the thing was propelled along with great gusto somehow finances went wrong, perhaps because someone did something naughty. "Klem," discouraged, took to cameras with the splendid results of which we are all aware, and that was the end of the J.R.D.C.

Since the war we have heard of what sounded to be a very effective "racing-drivers' college" in Switzerland, and in England someone had the idea of hiring out a Cooper-J.A.P. (was it ?) at Brands Hatch.

None of this got very far, we believe, but at last, enthusiasts, the millenium has arrived—Cooper Cars, who require no introduction, have decided to operate a racing-drivers' training school, supervised by well-known racing drivers and using a 1957 sports Cooper-Climax, two 1957 F2 Cooper-Climax racing cars and a transporter. The idea embraces a £5 5s. subscription to cover costs and a charge of so much a lap while training is being undertaken, but, apart from the pleasure and benefit this should give to would-be racing drivers, the Cooper Car Company state that successful students will be offered places (limited in number, admittedly) in their works teams. Millenium ?

John Cooper is himself no mean racing driver, while who better than his father, Charles Cooper (who was riding beside Kaye Don in the giant Wolseley-Viper when you were just a twinkle) to act as "headmaster" and interview the too-enthusiastic in his "study" ? We can imagine Roy Salvadori making the lower fifth write out "I must not disregard flag-signals" a thousand times and "Professor" Sammy Davies being very strict with luckless novices who have repeatedly spun off at a corner !

Joking apart, *l'Ecole Cooper* should be a splendid institution, providing it is taken seriously. A standard of tuition only slightly, if any, lower than that prevailing at civilian flying-schools should be aimed at. One fatal accident could have very serious repercussions and consequently full supervision will be necessary the whole time trainees are driving, and proper flag-marshalling and other facilities would seem essential. It must be remembered that whereas pilots taking an "A" flying licence are usually content to fly non-competitively and often take "refresher" courses, a learner racing-driver, after "passing out," will be employing personal skill in realms beyond the control of tuition from others. Although we hope that, if the Cooper venture flourishes as it deserves to do, the student-drivers will be a gay band of enthusiasts with their own haunts, language (which they might copy from the "school-terms" used by the Bentley boys at Le Mans) and badge, etc., we also wish to express the sincere hope that on the track training will be taken seriously by instructors and drivers alike. Cooper is looking for driver-talent and that will be the quickest way to finding it. Selected trainees will be given a racing lesson as passenger in the sports Cooper driven by one of several famous drivers and will be able to train at the wheel of either or both school Coopers in the next five months, states the Cooper announcement.

We reserve judgment on the scheme in detail until we have seen the syllabus and been told at which circuits training will take place. In the meantime, if you want to be a racing driver you should write for the prospectus and application form to The Cooper Car Co., Ltd., 243, Ewell Road, Surbiton, Surrey.

BOOK REVIEWS

" Fly For Your Life," by Larry Forrester. 367 pp. 8 in. by 5¼ in. (*Frederick Muller Ltd., Ludgate House, 110, Fleet Street, London, E.C.4.* 18*s.*)

" Fly For Your Life " is Larry Forrester's biography of Wing-Comdr. Robert Stanford Tuck, D.S.O., D.F.C. and two bars, one of the great fighter pilots of World War Two.

It follows the pattern of many similar biographies and auto-biographies of R.A.F. fighter-pilots—which is not to suggest that it isn't a thrilling book, definitely in the " won't let you stop reading " category.

This story, covers 29 enemy aeroplanes shot down, two air-collisions, several crash-landings, a ditching, bale-out, and capture and escape from a prison camp. Forrester writes luridly, over-writes in places, while it is a fact that he seems to go out of the way to get crude and vulgar words and phrases into print. Yet he appears to value authenticity—he takes pains to point to apparent inaccuracies in Paul Brickhill's biography of another fighter-ace, Douglas Bader, D.S.O., D.F.C.—and he has obviously had access to Tuck's log-books and diaries. Incidentally, he exposes the gross inaccuracies to which Tuck was subjected by newspaper reporters.

In many ways there is a great similarity between this book and the Bader biography, " Reach for the Sky." We learn a great deal, favourable and otherwise, about the subject, read of his early flying training (in Avro Tutors), and of a crash in a Gloster Gladiator which, although not his fault, sobered up his youthful exuberance and later we find him advising the Air Ministry about fighter-tactics, pulling together a slack squadron and meeting friendly German ace-pilots after he had been shot down.

There is an interesting account of Tuck's first meeting with Bader, which resulted in a clash of similar temperaments, and a fantastic explanation of how, by a chance in a million, Tuck was responsible for the death of his brother-in-law, when a lone J.U.88 he was chasing jettisoned its bomb load on an Army camp to which his sister's husband had been posted—and he was the only casualty.

This is a war book and Forrester does not flinch from putting in much of which the sensitive will disapprove. There is the story of how Tuck, circling the first enemy aircraft he had shot down in order to wave to its pilot, who had escaped from the wreckage, was shot at by the German pilot's revolver. Although a moment before he was full of admiration for the flying skill of his adversary, this angered him and his reaction was to climb, then dive and obliterate the German with his machine-gun fire. This conflicts curiously with his compassion for another shot-down German pilot who was helpless in the sea and whom Tuck killed in the same way to save him from the agony of drowning. It can be argued that he was at fault in circling the crash-landed German and waving and that the vanquished pilot probably thought he was being shot-up when he bravely drew his revolver and that, having destroyed the Messer-schmitt 110 and killed its rear gunner, if he really felt " no hard feelings," he might still have flown away and spared the pilot.

The sensitive will flinch, too, at some of Tuck's expressions and the language in this book. There are, as compensation, interesting accounts of Tuck's introduction to the then-new Spitfire and of his test-combat at Farnborough in a captured Me.109.

The escape story with which the book ends holds the reader in excited suspense, and if " Fly For Your Life " is one of many similar fighter-pilot biographies, it is one of the best of them and should certainly go on your book-list.—W. B.

" No Moon Tonight," by D. E. Charlwood. 221 pp. 8 in. by 5¼ in. (*Angus & Robertson Ltd., 105, Great Russell Street, London, W.C.1.* 12*s.* 6*d.*)

This is an excellent book. It recounts the feelings as much as the experiences of a World-War-Two R.A.F. sergeant (eventually promoted to pilot officer) who was navigator in a bomber squadron, flying first in H.P. Halifaxes, later in Avro Lancasters.

This is not an adventure story of the calibre of so many of the R.A.F. war-time accounts. The author completed his tour of 30 " ops.' without much trouble, although with suspense aplenty. What " No Moon Tonight " sets out to do is to show us the reactions of air-crews on and off a typical bomber station of the last war and to analyse, with ruthless clarity, what the men who flew in the nightly bomber raids (and the women who worked close to them) thought about in an existence in which they faced very nearly an inevitable fate.

Charlwood, an Australian, tells his story with fine simplicity, scorning drama, yet getting home to the reader the true atmosphere of a bomber station (and of those lonely excursions to and from the targets)—and probing the personalities of the men who were its inmates. He does for bomber-crews what Richard Hillary in " The Last Enemy " did for the fighter-pilots, and as his tale unfolds to the climax of mass-raids, as Sqd./Ldr. Leonard Cheshire's auto-biography " Bomber Pilot " does, you experience again a warm admiration for the devotion to duty of these sorely-tried air-crews while sharing with some of them a sense of the futility of it all, the senselessness of the causes and results of war.

" No Moon Tonight " is a book which you will return to long after other R.A.F. war-stories have been laid aside.—W. B.

" Empire of the Air," by Viscount Templewood (Sir Samuel Hoare). 319 pp. 8½ in. by 5¾ in. (*Collins & Co., St. James's Place, London, S.W.1.* 21*s.*)

This is a book about the advent of the Air Age, 1922 to 1929, as seen through the eyes of a politician, for Sir Samuel Hoare was four times Secretary of State for Air.

Because a politician sees things in a different light from an engineer or aviation enthusiast, " Empire of the Air " does not contain much that is adventurous, nor is sufficient detail about the aeroplanes of the fascinating 'twenties included to hold the interest of the practically-minded aviation addicts.

What Lord Templewood does is to set down clearly the facts, as he saw them, of the fight that was necessary to establish the Royal Air Force (now, alas, to be diminished) alongside the older military powers and to get air transport off to a decent start. The author worked in those pioneer days under the great Trenchard, for whom he has the warmest admiration. He shows Trenchard's immense conception of what was required and of how the Auxiliary Air Force (now, alas, no more), the University Air Squadrons and the Light Aeroplane Clubs, all of which Lord Templewood, when Secretary of State for Air, helped actively to bring into being, were all visualised long before that by Trenchard.

Although this book is mainly devoted to the politics of forming the Empire of the Air it is to the author's everlasting credit that he flew, as passenger, on two pioneering long-distance-to-time-table flights. The first, in 1924, was from Abu Sueir to Iraq in Vickers Vernons (two 450-h.p. Napier Lions) and the second, with his wife, from Croydon to India in a D.H. Hercules (three 450-h.p. Bristol Jupiters) in 1926. Interesting accounts of these flights are included, written, however, from the angle of a politician, not a pilot. Previous to this Sir Samuel Hoare had flown on shorter journeys in Service aeroplanes and in a D.H. 34, with his wife, from England to Gothenburg for the world's first International Aero Exhibition of 1923.

The building of the airships R100 and the tragic R101 is dealt with, although not in the fascinating detail of Nevil Shute's autobiography " Slide Rule," and the early developments in defence through air power, air meteorology and air medicine, etc., are described.

On the subject of the Schneider Trophy Race we are reminded that in 1927 the Government made a grant of £100,000 so that an R.A.F. team of two Supermarine S.5s and three Gloster biplanes could defend the Cup. This was " to gain greater prestige for the British industry and add to our knowledge about speed and its effect upon men and materials." We won then and with another subsidised team in 1929, giving " a notable stimulus to the British production of powerful engines and streamlined machines." How welcome if the Government of 1957 would make a similar grant (some £600,000 by present standards) towards a National Grand Prix effort—and as Supermarine and Gloster shared the Schneider team there would seem to be no reason why B.R.M., Connaught and Vanwall should not jointly benefit. In 1931, when Britain was all set to win the Cup outright, of course, the Cabinet of that day repudiated Ramsay MacDonald's pledge and refused a subsidy. Luckily, Lady Houston, who received Air Force officers " dressed in a pink silk nightdress and lying on a highly decorated bed," put up the money and British prestige was saved.

" Empire of the Air " will appeal strongly to students of aeronautical history and would-be politicians. It has a few printing errors and there are no illustrations. Amongst the appendices is a useful chronology of the principal air events of 1917-30.—W. B.

" Three for the Road," by John S. Chaloner. 135 pp. 8⅜ in. by 5½ in. (*Hutchinson & Co., Ltd., 178-202, Great Portland Street, London, W.1.* 12*s.* 6*d.*)

This is a novel and the car therein isn't named or identifiable. But the adventures an American, an Englishman and a Frenchman have in it on a holiday tour across the North American continent form a motoring version of " Three Men in a Boat " and are extremely true-to-life. This is lunacy that will appeal to every light-hearted motorist.—W. B.

ENTHUSIASTS' DIRECTORY—No 11 :-

BRAKES AND BRAKE LININGS

INTRODUCTION

IN post-war years the general motoring public has become much more performance-minded, from owners of the ever popular two-seater sports cars down to those with 8-h.p. family saloons. This has come about partly because of extensive wartime training of civilians in all forms of mechanised transport, the possession of motor cars by those who were previously not in a position to own one and, in the interests of safety, better acceleration and road-holding have been demanded.

To accompany this race for performance brakes and linings have come more into the limelight and both large and small manufacturers continue with research at top speed. Until the introduction of disc brakes on production models in recent months there have been comparatively few radical changes in braking systems and mechanisms, the accent being on continual improvement. Friction materials for brake linings, however, come up for stringent attention at all times; their evolution is largely dictated by the uses to which they are put, and these may vary depending on the type of vehicle, its normal kind of work, the requirements of the driver, the climate in which they must operate and so on. There are therefore many requirements to be met and for many years these have been met in spite of modern trends by way of faster and heavier cars requiring greater stopping power.

Brake linings can be divided into two groups, textile and moulded. Textile linings consist mainly of asbestos fibres woven into cloth and the moulded types consist of some asbestos fibres and many other heat-resistant materials being bonded together. Each type has its own range of characteristics and properties. In the case of disc brakes, however, it is likely that some change will take place since the demands made on friction materials used in this sphere differ from those of the drum brake. It no longer becomes necessary for the material to be bent to the shape of the shoe, small flat discs being required which reduce the difficulties in bonding, resulting in a material with greater heat-resisting properties and having fade-free characteristics, the chief advantage of the disc brake over the conventional drum types. Other advantages are their light weight and the easy replacement of the actual brake pads.

The previous ranges of hydraulic and cable-operated brakes manufactured by the respective companies still continue for use in vehicles operating under less exacting conditions.—I. G.

BOWDEN

Over fifty years ago when the use of the bicycle was spreading rapidly, and the motor car was not yet regarded, except by an inspired band of pioneers, as a serious proposition, the original Bowden Wire Mechanism was evolved. It took a long time for the merits of this system of power transmission to be recognised however, but the present-day " Bowdenex " cable is a very well known commodity in all forms of modern transport and plays a big part in many braking systems.

Ernest Bowden took out a patent for his wire mechanism in 1896 as a " Mechanism for transmitting power without pulleys, angle levers, ball joints and other usual mediums." First designed for bicycles this mechanism was used in conjunction with the Bowden brake, but later applications became varied in their fields of use. In order to convince motor-cycle manufacturers of the early 1900s of the effectiveness of brakes equipped with Bowden cables the firm marketed their own motor-cycle in 1903, and this machine was years ahead of its time with modern-type cable-operated controls. The same principles apply in " Bowdenex," which consists of the same flexible inner cable supported by an improved outer casing. " Bowdenex " is used extensively throughout the world for brake operation on cars and other vehicles.

Manufacturers : BOWDEN (ENGINEERS), LTD., WILLESDEN JUNCTION, LONDON, N.W.10.

BRAKE LININGS

Producers of the popular Duron brake linings, Brake Linings Ltd. supply many varieties of friction materials for general use on industrial brakes and clutches and similar applications. A glance at their comprehensive catalogue reveals the large number of different types of material, what they are made of and their various applications.

Manufacturers : BRAKE LININGS, LTD., BUXTON, DERBYSHIRE.

CAPE ASBESTOS

The Cape Asbestos Company were amongst the pioneers in this country of heavy duty moulded brake liners and clutch friction facings. During the war years it became clear that post-war vehicle performance would alter to such an extent that woven linings would be incapable of producing adequate results, particularly from the point of view of resistance to fade.

Whilst considerable emphasis is placed on providing " Capasco " linings in the public service vehicle and heavy commercial vehicle fields, " Capasco " HF32 has been developed for light and medium private cars where a high coefficient of friction with exceptional resistance to fade is a criterion. This material has a rated coefficient of 0.41. " Capasco " HF33 is suitable for private car work having a rated coefficient of 0.42 combined with smooth frictional properties, coupled with good wearing properties. " Capasco " BR20 is produced for cars designed for medium friction facings such as those where the brake pedal is servo-assisted, and those where squealing brakes and fierce brakes need careful attention from the lining point of view. For the 100 m.p.h. car with brakes of 10 in. diameter upwards " Capasco " N47 combines a rated coefficient of friction of .040 with complete stability over the whole speed range of the vehicle and complete resistance to fade over the whole drum temperature range.

Manufacturers : CAPE ASBESTOS CO., LTD., 114 and 116, PARK STREET, LONDON, W.1.

CLAYTON-DEWANDRE

Makers of vacuum servo equipment, this firm has considerable experience in the commercial vehicle field and has been producing heavy duty units for installation in public service and other heavy goods vehicles for a number of years.

In keeping with modern demands Clayton-Dewandre are supplying their " Vom " servo units for use with the new disc brakes.

Manufacturers : CLAYTON-DEWANDRE CO., LTD., POST OFFICE BOX No. 9, TITANIC WORKS, LINCOLN.

DUNLOP

In recent years Dunlop have met considerable success with their disc brakes, which they have been perfecting for more than ten years.

Designed to meet the increased demands made on brakes for use on road transport and aircraft, Dunlop introduced a disc brake in 1945 in which the conventional drum was replaced by metal rings keyed into the wheel, with piston-operated friction pads opposed to contact the rotating rings when the brakes were applied. In the latest type for cars the operating pistons are contained in the separate cylinders contained in the caliper body, giving improved insulation of the pistons and seals from the heat generated during braking. These brakes are impervious to water and have self-adjusting pads which require no attention or maintenance, they have been thoroughly tested by racing drivers on some of the world's fastest race tracks and are now available on production models for the private motorist.

Manufacturers : THE DUNLOP RIM AND WHEEL CO., LTD., FOLESHILL, COVENTRY.

FEENEY & JOHNSON

Well known for many years for the manufacture of power equipment for vehicle brakes and hand-control conversions for disabled drivers. Feeney & Johnson vacuum servo mechanisms are of exceptional value in heavy goods vehicles where some form of power-operated braking is essential, but smaller units can be supplied for use on light trailers and caravans.

Another application is the use of the equipment on vintage cars which require heavy pedal pressures on the part of the driver for sudden stops. Feeney & Johnson can supply vacuum servo units for Bentleys, Lagondas, Aston Martins and other makes from stock or to special order at prices ranging from £12-£15, all of which would appear to be very good value.

Manufacturers : FEENEY & JOHNSON, LTD., 134-136, EALING ROAD, WEMBLEY, MIDDLESEX.

FERODO

The name of Ferodo needs no introduction to motorists. The types of linings produced by this well-known firm are too numerous

to mention but a representative selection and their main uses would not be amiss. All these linings have been tested to rally standards and, although special materials are used when racing and competition work are envisaged, there is no advantage to be gained by using these special linings for normal road work when a suitable standard quality is available.

Here are some of the standard linings for drum brakes :—

MR41. Solid woven non-metallic. Little high temperature fade.
MR19. Solid woven non-metallic. Less fade resistance than MR41. More suitable for medium-sized cars.
MZ41. Similar to MR 41, but with zinc wire inclusion for conducting heat away from working surfaces.
DM1. Non-metallic rigid moulded. Suitable for Bendix brakes.
DM7. Moulded. High friction value. Suitable for light to medium cars.
DM8. As DM7, but with alloy chipping inclusions. High performance cars.
MS3. Rigid non-metallic. Anti-squeal properties. Suitable for bonding.

For disc brakes, DS1 and DS3 are manufactured.

The origin of Ferodo began towards the end of the nineteenth century, with a young man, Mr. Herbert Frood, who lived near Chapel and travelled daily to work in Manchester. Time and again he watched the carters struggling with their heavy loads and ineffective brakes and at last, his curiosity overcoming him, he inspected the brakes more closely. He examined the old boot which was a common replacement for the worn wooden blocks of the period.

Here, decided Frood, was a field for profitable research, and in a small wooden hut he started the experiment. He tried many materials and methods and finally produced a lining made from laminated hair belting impregnated with bitumen.

Tests soon proved it to be satisfactory and it was not long before he started a little factory in part of an old mill in Chapel. Very soon the demands for his product became so great that he took over the whole building.

As motoring became popular, speeds increased and very soon woven asbestos displaced belting, in order to deal with the greater heat created by the higher speeds.

The 1914/18 war with its enormous consumption of vehicles of all kinds and the introduction of the tank in warfare for the first time produced an even greater demand. From the little hut and through the foresight of one man, Herbert Frood, has grown the great modern Ferodo works of today.

Manufacturers : FERODO, LTD., CHAPEL-EN-LE-FRITH, STOCKPORT.

GIRLING

Over more recent years Girling have fitted various prototype disc brakes to a number of racing and sports cars. Among these were the original 1½-litre supercharged B.R.M., Aston Martin, Cooper, Lotus Lister, Connaught and others.

There were a number of snags, however, particularly in the early days, as far as the length of life of the lining was concerned. The early disc brakes had a caliper set astride the disc which housed three pairs of circular friction pads. Wear of these pads was very high under racing conditions and they had to be renewed at frequent intervals.

A vast deal of extremely valuable experience was gained by the Girling Company through its experimental work and by fitting its disc brakes to sports and racing cars. At the same time the cars so fitted achieved a braking performance of a very high standard. One has only to think of the 1954 Le Mans Race where the Aston Martins astonished everybody by their ability to brake at the last moment, this being the first occasion on which the segmental type disc brake was used in this race.

Currently Girling disc brakes are fitted to a number of British sports and racing cars, and in addition to the works Aston Martin team of DB3Ss, the Lotus's, which are unusual in that the rear disc brakes are inboard in consequence of the de Dion rear axle, the new Formula II Lister Climax and the new Formula II Cooper Climax; it was recently announced that all future TR3 models also will have Girling disc brakes on the front wheels.

Although the basic principles of the early versions of the brake have been retained, current units incorporate some important detail changes with a consequent enhancement of performance.

The small circular friction pads originally used have been replaced by segmental ones of substantial thickness. The segmental form of pad is ideal for the disc type of brake since the braking effort is distributed uniformly across the working face of the disc. If this uniformity is not provided, concave wear of the braking path occurs. These segmental friction pads are bonded on to steel plates and are pressed against the disc by the pistons of two hydraulic cylinders, one behind each pad, acting at the effective centre of the pads. The cylinders are connected by a bridge pipe so that the pressure on the sides of the disc is at all times equal.

The caliper in which the friction pads and their actuating cylinders are mounted is open at the centre. This enables wear of the friction pads to be checked at a glance, so that wear indicators of any kind are quite unnecessary.

When the time arrives for replacement, the pads may readily be removed by loosening the set screws which hold the retaining plates.

The Girling range of mechanical and hydraulic brakes for normal production cars still continues.

Manufacturers : GIRLING, LTD., KINGS ROAD, TYSELEY BIRMINGHAM 11.

LOCKHEED

A subsidiary of Automotive Products of Leamington Spa, Lockheeds are famous producers of braking systems. Their present range includes standard and power-operated hydraulic brake systems, vacuum-servo, disc and transmission brakes.

In the vacuum-servo range two new units have recently been introduced. Suitable for the faster heavy car these are of similar design to former units, but differ in the diameter of the vacuum chamber and consequently in the power available. The transmission brake has come into its own once again especially with the advent of disc brakes since the high leverage of this mechanism means that the hand brake must frequently be adjusted. In the Lockheed design a drum is used, but instead of containing a pair of brake shoes the drum is machined inside and outside and is pinched between a pair of pads which are operated by a simple link mechanism.

The new Lockheed disc brakes for production cars are suitable for the front and rear wheels of large high performance cars.

Manufacturers : LOCKHEED HYDRAULIC BRAKE CO., LTD., TACHBROOK ROAD, LEAMINGTON SPA, WARWICKS.

MINTEX

An internationally known name linked with brake and clutch liners. The origin of this firm, now known as British Belting and Asbestos, Ltd., can be traced back to a chance meeting between an Englishman and a Scotsman in Sweden during the year 1878. The Scotsman, William Fenton, and the Englishman, W. Willson Cobbett, went into partnership in 1882 to make woven textile machinery belts in Dundee, the centre of the jute industry. The new type of belt was given the name "Scandinavia" and in 1908 the firm succeeded in obtaining orders for the Rolls-Royce cone clutches and later transmission band linings for all the Ford Model Ts, the firm had made its name and changed its title to "Scandinavia Belting, Ltd."

A great variety of other products are made by this same firm, but these are too numerous to mention as are the many different types of brake and clutch linings. Considerable time and money is spent by the company in testing all these products and the Mintex International Racing Service is but one of many aspects of research. The familiar yellow vans are to be seen at most race meetings throughout the season in this country and abroad ready to give information and assistance on matters concerning brakes and clutches and to follow the progress of those linings already in service.

Manufacturers : BRITISH BELTING AND ASBESTOS, LTD., CLECKHEATON, YORKS.

RAYBESTOS-BELACO

Manufacturers of clutch and brake linings for all types of vehicles from light cars to heavy commercials, the Raybestos-Belaco Company has considerable experience in all the applications of these friction materials.

Manufacturers : RAYBESTOS-BELACO, LTD., EVERITH HOUSE, SOUTHWARK STREET, LONDON, S.E.1.

SMALL & PARKES

Small & Parkes of Manchester began to make brake and clutch linings in 1913. This family concern (founded in 1881) started by making steam engine packing (Karmal) and transmission belting (Roko)—both of which are still widely sold—but the present-day accent is on the production of Don brake linings and Donflex clutch discs. Since 1913 the manufacture of Don automotive friction materials has expanded immeasurably and the company's plant has grown to keep pace with the production demand (for example, a completely new factory for moulded brake linings was erected at the Hendham Vale Works in 1950 and extensions are concurrently being made).

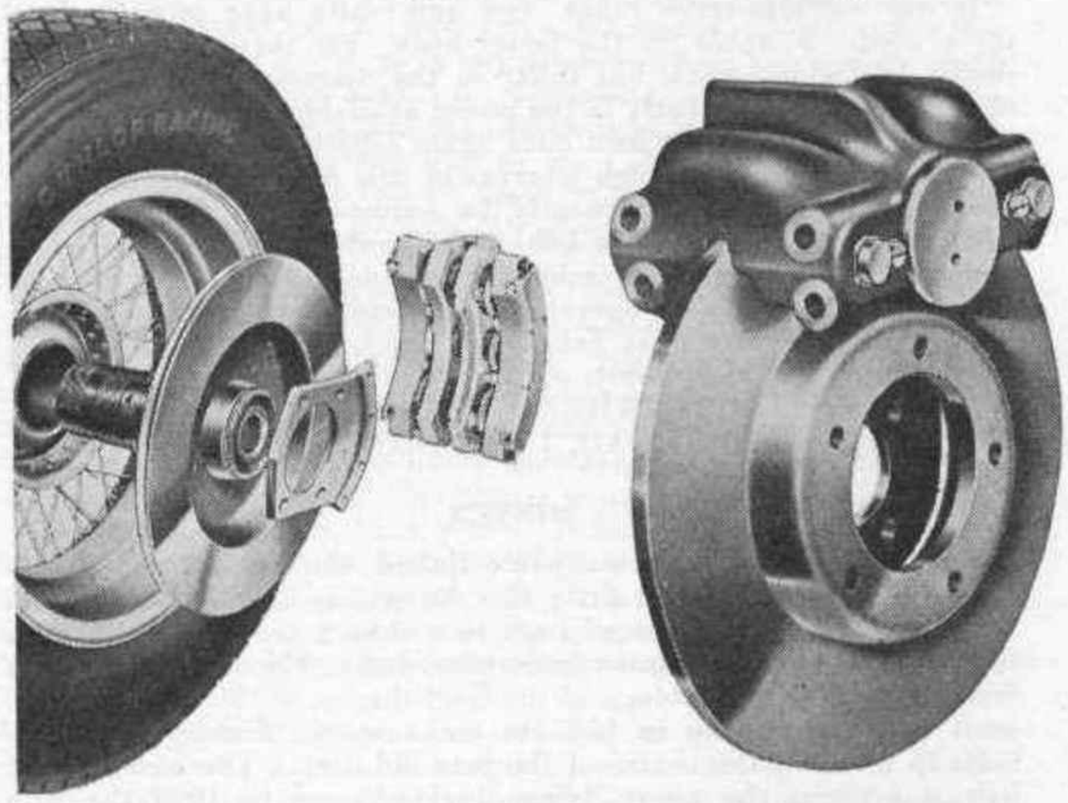
The importance of research has not been overlooked, and the

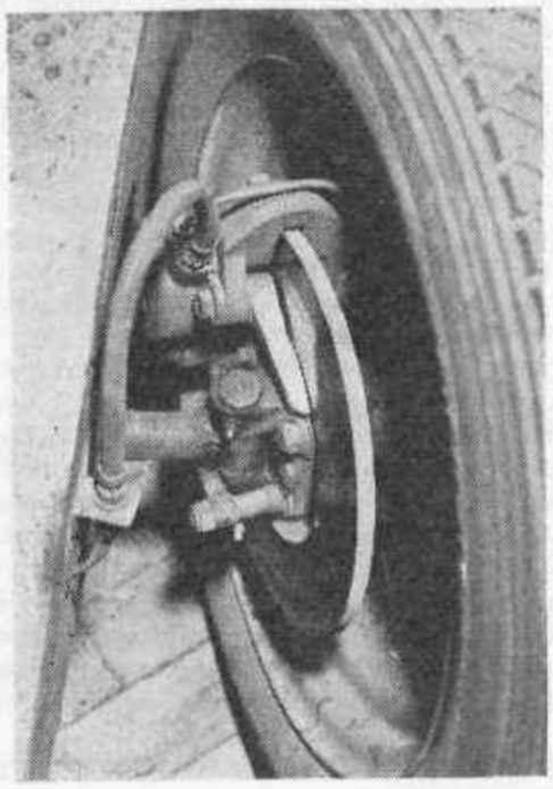
Research and Development Department has been built up steadily, especially in recent years; a new laboratory building is just being completed, and there are plans for even further extension. The road-testing section is especially important, and the new laboratory includes a road-test garage fully equipped to work on the brakes and clutches of all types of private and commercial vehicles. The present test fleet covers a wide range of cars, from the Ford Anglia and Standard Vanguard to the Jaguar XK140 and Lancia Gran Turismo. These vehicles, instrumented to measure the various aspects of brake and liner performance, are run to carefully planned programmes of bedding-in, engineered tests and performance running, involving thousands of miles. Such programmes are necessary, of course, to provide the final answer in the development of automotive friction materials. Prior to World War II, the Company were interested in competition work but, in post-war years, have confined that interest to rallies and have not adopted a policy of sponsoring individuals.

Recently MOTOR SPORT had a set of Don R14 brake linings fitted to a Jowett Jupiter. These linings are primarily intended for cars on general work and not for competition use. Tests were carried out before and after relining, the main differences being in the feel of operation of the brakes which were more progressive and smooth in action, although a slightly heavier pedal pressure was required to achieve a full g. stop on a decelerometer than was necessary with the previous linings. This quality, Don R14, is one which has recently been introduced, it is a moulded lining intended for light and medium passenger cars and light sports cars, and we found it entirely satisfactory for use in the Jupiter.

Small & Parkes made an extensive range of brake and clutch linings, both woven and moulded. In general, the Technical Department likes to recommend qualities to suit the customer as well as the car—whenever this is possible. The moulded brake-lining range varies from rolled types (such as Don R1, R3 and R14—general-purpose car liners) to heat-and-pressure moulded types (such as Don 24, ML2 and Don 424—for high-speed motoring and heavier vehicles). Don 424 is a variety which has been markedly successful in competition work, racing and rallies. The range of woven brake linings includes Don BS5, which has been well known for many years for high performance and good wearing characteristics.

Manufacturers: SMALL & PARKES, LTD., HENDHAM VALE WORKS, MANCHESTER, 9.





EXAMPLES OF DISC BRAKES:

Left: Dunlop.

Centre: Lockheed.

Right: Girling.

MINIATURES - NEWS

Those who cannot resist buying motor-car miniatures are remarkably well catered for. We were looking at a list of Meccano Dinky miniatures the other day and note that the following "real" makes are included: M.G. Midget, Austin-Healey 100, Aston Martin DB3S, Triumph TR2 and Sunbeam Alpine sports models, Talbot-Lago, Alfa-Romeo, Maserati, Cooper-Bristol, Ferrari, H.W.M. and Connaught racing cars, Cunningham C-5R and Bristol 450 sports/racing cars, and Austin A90 Atlantic, Packard Convertible, Cadillac Eldorado, Triumph 1,800, Austin A40 Devon, Standard Vanguard, Hillman Minx, Rover 75, Jaguar XK120, Riley, Morris-Oxford, Austin A50 Somerset, Ford Zephyr, Ford Zodiac, Hudson Commodore, Studebaker Land Cruiser and Volkswagen amongst ordinary cars—sufficient to provide desk ornaments or car mascots for many keen car owners, and the range is being continually extended.

Commercial vehicles are not neglected, either, because the Dinky range includes such makes as Bedford, Austin, Leyland, Foden, A.E.C., Thames, Commer, Guy, Studebaker, Trojan and Hindle-Smart in various lorry, van, tipper and articulated styles, as well as Landrover, Jeep, Austin Champ, Daimler ambulance, Austin taxi, etc. Farm-loving enthusiasts can get a whole range of appliances, with a Massey-Harris or Field-Marshal tractor to tow them. Prices average around 3s. each and we see that Eyston's record-breaking "Speed of the Wind" and his Land Speed Record vehicle are still available, at 2s. 2d. and 2s. 5d., respectively. There is also a very fine range of military vehicles.

Keeping to "real" makes, the Playcraft Corgi range of die-cast miniatures covers Ford Consul, Rover 90, Riley Pathfinder, Austin Cambridge, Vauxhall Velox, Morris-Cowley and Hillman Husky, with or without mechanism, as well as Triumph TR2 and Austin-Healey 100 sports models with, on the commercial side, Commer and Bedford replicas. Like Playcraft, Meccano Ltd. now operate a club for Dinky collectors.

Britains Ltd., famous for lead soldiers, list many military vehicles including Austin Champ, and Fordson Major tractors.

Whether you use such miniatures as decoration, mascot or let the kids play with them, they are pleasing possessions and every one you buy helps to maintain them in production. At present two sturdy Dinky Bedford trucks, each 4 in. long, occupy the Editorial desk, one for pins, the other for paper clips, etc.—this is an idea which may appeal to transport managers and fleet operators, who can choose the appropriate make of lorry. Equally suitable would be the Corgi 5-ton Commer, which has the merit of proper windows to the driver's cab. Elsewhere a Dinky Leyland Octopus lorry carries a Ferrari racing car along a convenient window-sill, to an imaginary race meeting, and no objection has been raised in domestic quarters!

Apart from die-cast miniatures the Revell plastic kits cover such historic American cars as 1904 Oldsmobile, 1911 Maxwell, 1912 Packard, 1912 Mercer and 1914 Regal, at prices ranging from 4s. 11d. to 6s. 11d. a kit. And those who admire professional scale models will find some excellent pictures of the three models of the 1907 Rolls-Royce Silver Ghost, which were said to have cost Rolls-Royce Ltd. £300 each when they were built some fifty years ago, in last month's *Model Maker*.

Coming to larger-scale model vehicles, some considerable time ago we reported on a very detailed and realistic Fordson Major tractor which had quite a vogue amongst motoring farmers and keen model engineers. This was made by The Chad Valley Group, 9/10, Chandos Street, London, W.1, and it has recently been joined by an excellent model Ferguson tractor. This extremely good reproduction of the type of tractor made famous by Harry Ferguson, who is now planning a revolutionary new car, measures 6½ in. by 4¼ in. and runs on rubber tyres, those at the back having a diameter of 3 in. and being heavily treaded, while the wheels and hubs are nicely detailed. The axle details are true to prototype, the steering works, and the bonnet hinges forward to reveal a correctly-proportioned petrol tank and engine with all external components included. These models make good desk companions to remind farmers of successful harvests. The Ferguson weighs 1 lb. 2 oz. and costs 19s. 11d., or 21s. with movable hydraulic lift. Ask for these Chad Valley tractors at any good toyshop.

V.S.C.C. HESTON DRIVING TESTS

ON February 17th we went to Heston to enjoy the sight of dumb-irons and exposed flywheels and were interested to discover that the Vintage S.C.C. had an entry of 55 for these annual driving tests, or five more than last year. So this event was not affected by petrol rationing. Vintage cars predominated over later thoroughbreds in the ratio 29 : 26. There were very few non-starters but Gahagan's G.P. Bugatti had trouble *en route*, being, as they say, *hors de combat*.

The first test was a run-to-it-and-commence-it affair. Everyone seemed to do this pretty efficiently. We noticed Charles Mortimer in the ex-Pool boat-tail 1925 9/15 Renault which consumes his basic ration, Rogers' 1923 7-h.p. Jowett with period bulb-horn, Brown's stark 12/50 Alvis, and Firth's neat but not quite original 1927 Austin Seven tourer. In a garaging manoeuvre that followed, Mackean's 1921 A.C. swallowed a tub, Rawlings' 1930 14/45 Talbot tourer seemed to have a radar set to guide it (or was it an ignition wire protruding from the bonnet ?), Ballard (Riley Nine) made a b.u. of it, Mann's 3-litre Bentley hit a tub, Clutton, whose 30/98 Vauxhall had modern telescopic front shock-absorbers, was extremely neat and rapid, Woolard's 2-litre Lagonda made more noise than sense of it, Cleaton-Roberts' 3-litre Bentley wasn't steered at all skilfully and stalled its engine in protest, and Smith's cut-about 12/50 Alvis tourer was hampered by a poor lock and bagged a marker-tub. Winder's Humber went indecently fast for a vintage 8-h.p., Campion's 12/60 Alvis saloon emphasised the poor lock of these cars and got into difficulties, hitting a tub, but Heard's 1934 Riley tackled the exercise with abandon, leaning on its tyres. Baker's 1933 Riley was neat and steady, while Bergin's 1937 Riley saloon was very slow, with two attempts at getting home.

Saunders' 1910 Renault seemed to be a sort of Edwardian "special," with home-made body and, it was said, bits of later Morris and other makes in its construction, but in this test it demonstrated its fantastic steering-lock and the onlookers clapped. We noticed that if a rear tyre punctured you could remove the rim, a facility not extended to the front tyres . . . Michael's 1936 4½-litre Lagonda was impressive, Harding's Lancia Aprilia displayed a fine lock and neat judgment, and Crocker's 1937 Lagonda Rapide was a very commendable motor car.

After lunch there was the Wig-Wog test, which some managed fast, others not so rapidly, but only Wood's 1927 Alvis, Harding's Aprilia, Scates' 1935 Aston Martin and Barnett's Lagonda Rapier were seen to tumble tubs. Aley's 16/80 Lagonda missed a woggle, Routledge's 1935 Alvis saloon (all the way from Leeds !) possessed a poor lock and had to reverse, and Bates' massive 1919 Lancia Kappa coupé with truly enormous flywheel going slowly round underneath, only just fitted the wiggles. Huckstepp drove his 1924 Morris-Oxford coupé, with stylish yellow waist-line, enthusiastically, to the consternation of its large battery-box on a rather insecure running-board, Mann's beautiful Bentley had its screen folded flat, Leo's Lagonda displayed much silver paint and noise, Binns' once-Brooklands Riley was fast, Chance's 1933 Alvis indulged in a flying finish, both Dr. Harris and Heath did it in true "Chain Gang" style, and Bugler's Lagonda Rapier drophead coupé was outstandingly neat. Knight's 1927 long-chassis Jowett two-seater almost overshot the brake line but on the whole the vintage cars displayed powerful, if very squeaky, brakes. An exception was Cole's 1933 Aston Martin, which stopped convincingly and quietly.

Competitors whose cars had knock-off hub caps took the "pit-stop" test, in which a front wheel had to be removed and replaced against the watch. Jones' 14/40 Vauxhall nearly gave us a heart-attack, when its wheel *just* got home as the jack collapsed.

After this it was time for these good ancient motor cars, some with drivers who appeared to have been born in them, to go home. The spectators' cars were also of interest, numbering a very attractive 23/60 Vauxhall tourer, a square-radiator Clyno saloon, a nice Amilcar, a Fiat 501, an original square-radiator Morris-Cowley saloon owned by a Pyreneean-mountain dog, a Salmson and an Alfa-Romeo which had been cut about, to their detriment, and a Vanguard afflicted with gold-rush to its bumpers. Lincoln drove a good specimen of 2-litre O.M. The nicest car present ?—perhaps Sanders' 1928 1½-litre twin-cam s/c. Alfa-Romeo.

Results :

Vintage Touring Cars : First-Class Awards : D. R. Firth (Austin Seven), D. K. Brown (12/50 Alvis), M. J. Huckstepp (Morris-Oxford). **Second-Class Awards :** J. L. Aspland (Lea-Francis), J. R. Rogers (Jowett). **Third-Class Awards :** V. Rawlings (Talbot), W. S. May (Vauxhall).

Vintage Sports Cars : First-Class Award : P. J. E. Binns (Riley). **Second-Class Awards :** C. Clutton (Vauxhall), W. L. T. Winder (Humber). **Third-Class Award :** G. S. Sanders (Alfa-Romeo).
P.V.T. Touring Cars : First-Class Award : G. Chance (Alvis). **Second-Class Award :** C. B. L. Harding (Alvis). **Third-Class Award :** R. F. E. Baker (Riley).
P.V.T. Sports Cars : First-Class Awards : Dr. D. P. Harris (Frazer-Nash), J. C. Bugler (Lagonda Rapier). **Second-Class Awards :** J. W. T. Crocker (Lagonda), M. H. Wilby (Lagonda Rapier). **Third-Class Awards :** L. S. Michael (Lagonda), D. A. Cole (Aston Martin).

750 M.C. WALSINGHAM TRIAL

Competitors for this very short-distance trial assembled at Brands Hatch on February 17th for an interesting and very competitive day's sport. From the outset it was a test of endurance in mud and water for heavy rains of the previous week had saturated the site of the trial, the woods and scrub-land beyond the racing circuit.

Normally the Walsingham Trial is for 750 Formula cars only, but this year, in view of the petrol shortage, the organisers decided to permit any kind of car to compete and all competitors were split into different categories according to the versatility of their mounts.

The sections were quite difficult and not many competitors succeeded in reaching very far up the allotted routes, actual trials cars being required for some of these rather than 1933 standard Austin Seven saloons and low-slung M.G. TAs, but all this made the event more amusing, the mud banks and large puddles on the road leading to the trials area being sufficient to embarrass some of the entrants.

One of the most interesting exhibits ever to appear at a trial surely was a B.M.W. Isetta. This hardy little motor car arrived at all the sections and with a little manual assistance was able to " have a go " at some of the tricky ascents. Driven by Les Needham, this fascinating machine was forced to give up later in the day because of trouble with its tubeless tyres.

A. C. Smith, driving a standard " Nippy " sports, was able to get round a number of the more difficult sections without too much mud accumulating on the underneath of his car, making an especially good attempt at hill eight using near-maximum revs. in bottom gear. The big hollow and the watersplash at hill three were overcome by quite a number of competitors, which was surprising as they seemed almost impassable at first sight. A. C. Smith was the winner of Class B for Austin Seven open models.

H. P. Wood, another hardy Austin exponent this time in a modified " Seven," took the Class C first-class award for this type of car. Wood made a steady run at the first hill but unfortunately missed a gear-change because of too high revs. at the start of the second hill, making up for it at the third test, the hollow and watersplash, which he negotiated happily, his luck lasting throughout the day.

One whose luck did not last, however, was R. Stoke in his Wolseley-based Salmson sports tourer. At the 10th test there was a loud and ominous bang as the Salmson negotiated some rough country and the occupants dismounted to inspect the back axle, the casing of which had broken at the front of the differential. Fortunately a tractor came to the rescue and later the unhappy car received a friendly tow to its home.

Brilliant sunshine during the earlier part of the day's activities helped to make this a most enjoyable trial for all, and the advent of cars other than those for the 750 Formula helped to make the contest a success. The winner of the Walsingham Cup was Major A. M. R. Mallock, who tried very hard and well deserved this award.—I. G.

Results :

Winner of the Walsingham Cup : Major A. M. R. Mallock.
Class Awards :
Class A (Austin Seven saloons) : 1st : D. Storch; 2nd : R. Balderstone.
Class B (Austin Sevens—Open) : 1st : A. C. Smith; 2nd : F. W. Swtrill.
Class C (Austin Sevens—Modified) : 1st : H. P. Wood; 2nd : I. Cornell.
Class D (750 Trials Formula) : 1st : J. R. Burrell.
Class E (Other Makes) : 1st : H. A. Batten; 2nd : F. C. Cole.

THE VW.O.C. ANNUAL DINNER

The Volkswagen O.C. held its 1957 dinner in a very pleasant setting at the Café Royal. It was a well-supported function, with a presentation of awards to successful competitors by Mrs. Colborne-Baber, wife of the club's President, after dinner. Some very fine silverware was handed over on this occasion, Ross-Watt ably compering this important ceremony. Speeches were restricted to an address by the President and a response by F. Defty, who included an amusing account of how one of his VW pick-ups was stopped by the police for carrying 17 persons in eight seats, its own particular contribution to easing the petrol shortage ! Not many of the VW.O.C. seem addicted to water, in their cars or to drink, and a merry party ensued, broken for us when we had to leave early to journey home in a form of transport very dependent on large quantities of water, B.R. having on this occasion been substituted for VW.—W. B.

CARS I HAVE OWNED

by **W. BANCROFT**

of Renfrewshire



THE AUTHOR at ease in a rickshaw in India. If the petrol famine gets worse English motorists will have to consider similar forms of transport . . .

WHEN a near neighbour acquired a self-propelled vehicle my interest was aroused and has remained with me ever since. To get my neighbour's vehicle ready for a run meant filling water tanks, filling paraffin tank, greasing steering and transmission and then lying down and lighting up the boiler. As this was rather a dirty job and I was a keen youngster it was my job. Once on the boil then, with coats and goggles, we could venture on the road. We had to stop for water every 10 miles and more frequently still to allow for the passage of horses, who seemed to take a violent dislike to the new transport. Maximum speed was in the region of 15 m.p.h. and the most scaring moments for me were when water got into the paraffin, causing intermittent bangs from the fire. I thought the lot would go up anytime.

Anyway, after an argument with a stone wall, the steamer was replaced with a new kind of vehicle called a Benz, with dog-cart type of body, the steering, engine in what is now called the boot, and belt-transmission to the rear wheels which were about 4 in. diameter with front wheels about 2 ft. 6 in. diameter. The engine was a single-cylinder with tube ignition, open connecting rod and crankshaft and large diameter thin flywheel. Transmission from crankshaft to intermediate was by flat belts and the chain to the wheels. To start you had to light a blowlamp and play this onto the exposed part of ignition tube until it glowed. Having made sure your carburetter wicks were dry you then turned on the petrol to wet them and started pulling over compression with the flywheel rim. If all was in order the engine started and you shut down the lid of the boot and mounted behind the tiller. By a screw control you could tighten the belts and would move off. Top speed was in the region of 20 m.p.h. on a slight downhill slope. If forward motion was slowing down and the engine was still running it was an indication it was time to stop and cut a couple of inches from the belt, and then away again. The front axle was cart-type and rotated round a central pin. If you did not keep a sharp lookout for bricks or holes in the road and one wheel hit such an obstacle, the result was a pile-up with an involuntary decanting of passengers and driver.

I remember one particular spare we carried was a tin of golden syrup for use on the belts, to aid grip. My father decided he would try more modern transport and we acquired a de Dion. This was a magnificent vehicle with a gearbox and live back axle. The engine was a vertical single-cylinder in front, with a cone clutch leather lined. The engine was no trouble at all, for the tube ignition had been replaced with a coil and plug. The clutch needed quite a lot of attention, for if it was fierce you gave it a few squirts of castor oil on the leather linings, but if it slipped you tried road dust on the linings. but if it slipped any more you inserted bits of broken hack-saw blades under the leather to get it to drive. It was a grand reliable car and would thump along quite well so long as the tyres let it. A new gadget at this time was a spare rim and tyre that you could strap onto a punctured wheel to get you home. In your leisure time you could get busy with large spoons from the kitchen, rubber solution and french chalk and repair your tyres.

At this time engines were fitted to cycles so I bought a 2-h.p. de Dion. The engine was outside the front down tube with round belt-drive over a jockey pulley to the rear wheel. The battery for the ignition was carried in a compartment in the tank and throttle and air levers were mounted on top of the tank. It was quite usual before going for a run to call at the Singer sewing-machine shop for a spare 2 ft. of belting. If intending to travel more than 25 miles, then a spare accumulator had to be carried on the rear carrier. I used to wear a special jacket on these trips to counter the acid blobs jerked out of the accumulator. Incidentally, I had my first big crash on this machine. It was a common thing when the belt slipped to press the sole of your shoe onto it to tighten it and so get a bit farther along the road before stopping to adjust the jockey pulley or cut a bit out of the belt. I was doing this when my shoe toe caught in the jockey pulley and off I came.

I changed then to a better machine—a N.S.U. vee-twin. This had a peculiar drive in that the reduction gear was inside the engine-belt pulley so that the rear-wheel pulley was quite small and the best was slow moving. I never saw any other make of machine with this undergeared pulley. Next followed a big Rex twin that was a brick to ride and then a Zenith big-twin with Gradua gear (for the uninitiated this gear allowed the engine-pulley flanges to open or close and so raise or lower the gear and at the same time move the back wheel so that the belt remained tight). It was a grand machine and I wonder how the rear-wheel position controlled by screw-threads worked so well.

To return to cars, we now bought our first Rover—a 20-h.p. tourer. It had a heart-shaped radiator with a nice long bonnet and acetylene head lamps but still oil side and rear lamps. It had a four-speed gearbox and enthusiasts may be interested to know that direct was third and fourth was overdrive, and this was in 1910. Ignition had improved and we now had a magneto, but starting was still by accumulator and coil. You switched over to magneto when the engine was running. With the engine warm it was possible to switch on the coil, waggle the ignition control lever in the centre of the steering wheel, and so start the engine. It would go very well on the level, but was not a good climber and as reverse was a very low gear it frequently mounted hills in my native Lancashire in reverse. Of course you tried to rush hills to mount them and if you could see you were going to fail you dropped your sprag and some sprightly passenger dismounted rapidly with a block of wood, carried specially in the car, and scotched a back wheel. A slight mishap trying to take avoiding action against some sheep near Robin Hood's Bay caused the wheels to disintegrate, this was the second lesson in using a transmission brake. The first one was not to use it on long descents or you would have to stop and put out a fire!

I next bought a Clegg Rover. This was a grand reliable car that cost £350. It had electric lighting but starting was still by handle (fixed). It was used as a hack during the 1914-18 episode and covered 80,000 miles and was then sold for £350. During this 1914-18 interlude I had lengthy periods with 10th M.A.C. and 226 S.B.A.C. driving Du Cros, Studebaker, Siddeley-Deasy and Daimler ambulances and Vauxhall and Sunbeam cars. I carry a reminder of the Daimler to this day, for whilst cleaning out the ports in the sleeves I moved the engine and lost a bit of finger. I also remember the Daimler had a gearbox and rear axle combined and third gears would go very quickly. The best of the lot was a Siddeley-Deasy with Knight engine and Lanchester springing. Lift the bonnet and all the "works" were exposed.

I lost my ambulance and spent some time in hospital in Aberdeen, recovering, and then went "heavy," with Peerless, Pierce-Arrow, Locomobile, Halford, Thornycroft, Albion, Maudslay and



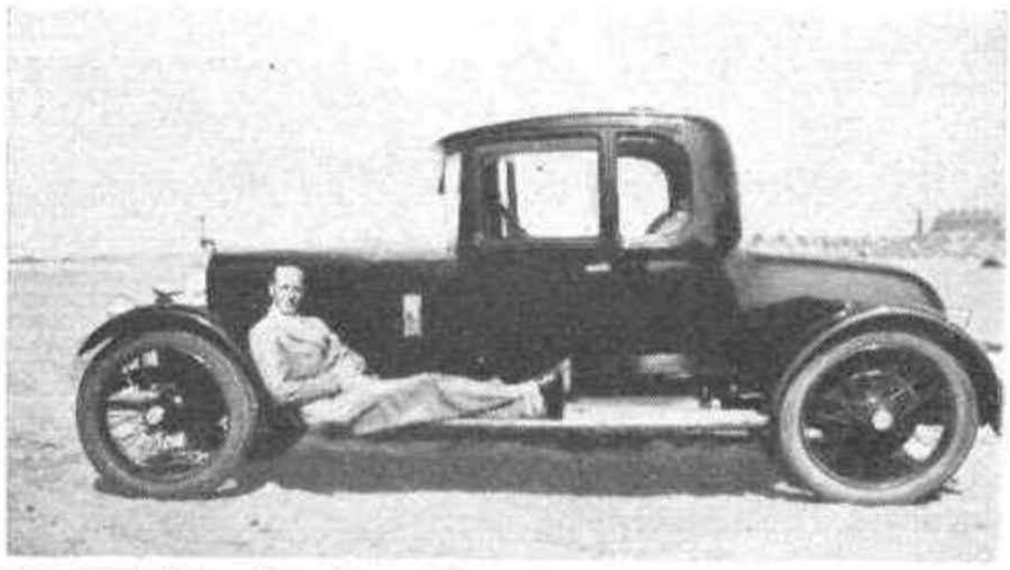
HEAVY STUFF.—Mr. Bancroft on duty in France with his favourite Kaiser-War lorry, the disc-wheeled Thornycroft J-type.

Holt Caterpillars. The best of the bunch, I thought, was the Thornycroft and the rear wheels, of strong steel-disc construction, served on occasions to protect me from bomb splinters. The chain-driven, dry-sump Albion was quite a little lady to drive, but had no power at all to cope with the rough stuff. If a chain broke it was possible to jam the sprocket and drive along at a very fair clip driving on one wheel. You could always tell where Maudslays were in use by seeing men walking round with valve pockets in their hands busily grinding-in valves!

I then had a spell of very heavy stuff at Hesdin St. Pol, which I chiefly associate with being down on my knees turning over the flywheels of big Daimler engines, trying to start them and then, if the tank lurched, grabbing things that were nearly always red hot. One learned a lot of new words when buffeted about in the early tanks. During the advance into Germany in 1918 we found a 90-h.p. racing Benz, with four enormous cylinders and chain-drive. We used to start it by towing it with a lorry. On the wood pavings in Cologne between the Dom and the station its gyrations in the wet were truly alarming.

Then for a spell I moved to the lighter side and played with F.E.2Bs, R.E.8s and Avros. The F.E. was a pusher with the engine above and behind you and landings had to be made very carefully or the engine fell on you. The R.E.8 was a steady machine and it was common talk that if by some unfortunate circumstance you had to be up at dusk or near dark the engine ran so hot that you could see the rear pistons going up and down! Once, at Yatesbury, the machine cut out on take-off and the wheels rattled the roof of the officers' mess—pilots came through windows without waiting to open them! The Avro was a grand machine, with no vices, and it was possible to adjust the cheese-cutter and fly hands off and have a quiet cigarette whilst the machine landed itself.

Back into civvies, I traded in the Clegg Rover for a Vauxhall Twenty tourer. The body was not so good so I had a two-seater coupé built locally and fitted, and it gave me a lot of pleasure. Lack of front-wheel brakes was a drawback. For local running and a spot of competition I still liked two wheels and I ran through Douglas'



IN REPOSE.—Mr. Bancroft with his 20-h.p. Vauxhall coupe. Running-boards are so useful and how owners of modern cars manage on a picnic we do not know!

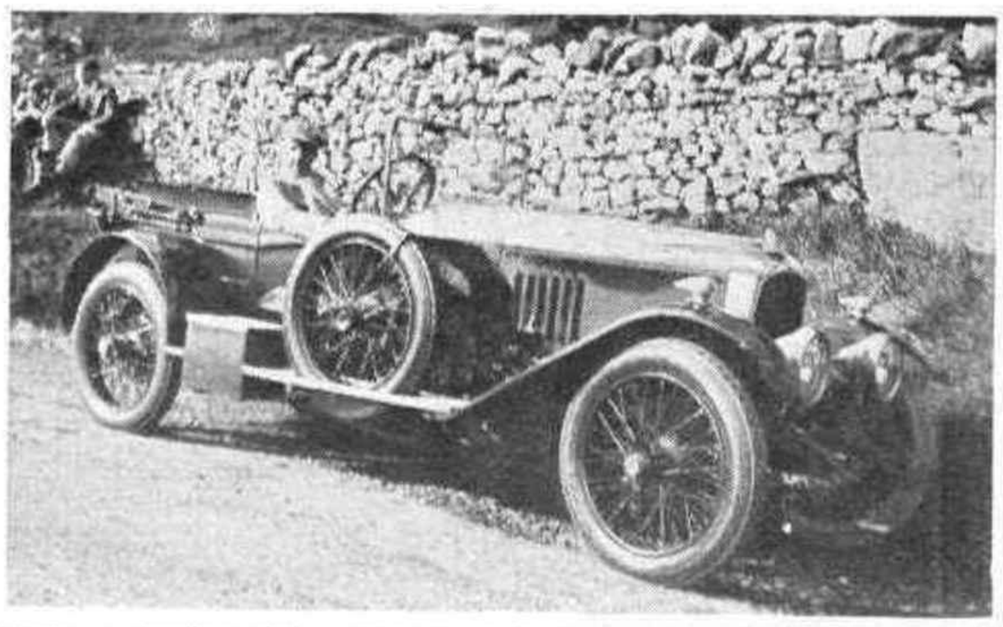


THE INEVITABLE DOUGLAS.—A just-post-war picture of this then-extremely-popular flat-twin.

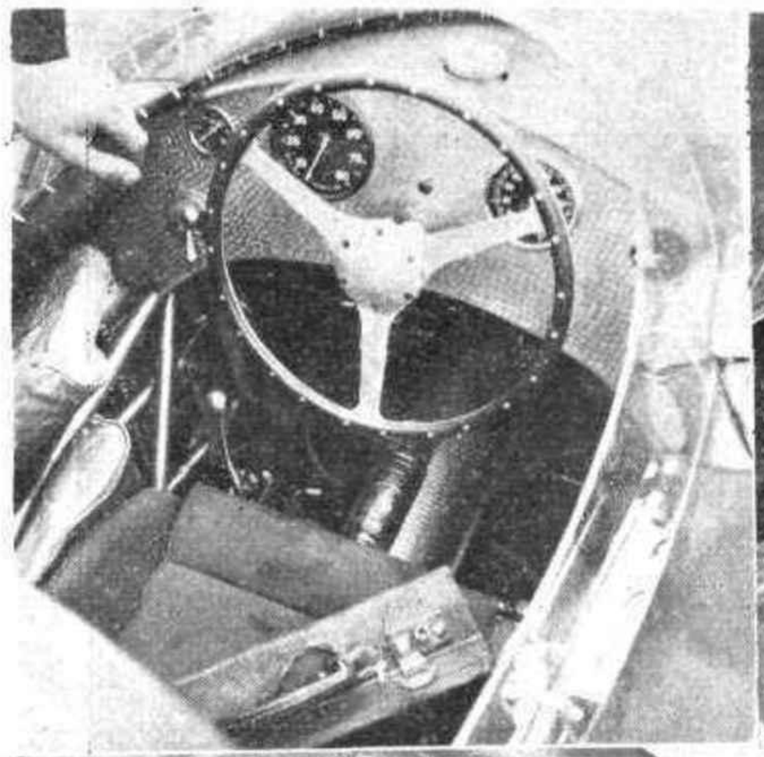
2¾ and 4-h.p., Harley solo clutch model (it got away with me twice, on running starts) Indian Scout, Phillipson Pulley Norton, and, best of all, an A.B.C. transverse flat-twin with o.h.v., four speeds, and leaf-springing. I thought it was many years in advance of any other machine on the market. I parted with the Vauxhall and then ran through a few dull cars, looking for something better all the time. I had Eric-Campbell, Morgan sports, Wolseley Ten and a nice-looking A.C. with polished aluminium body, but with a very uncertain combined gearbox and rear axle that made me sell it, a Morris-Oxford two-seater that was reliable but very slow, and then a 30/98 Vauxhall. This I really did enjoy, with its big four-pot engine pulling high gears. It was at first somewhat difficult to start and I had to develop a drill. From cold it was (1) pour some petrol into an empty cigarette tin and light it; (2) open compression-taps, smother conflagration and prime with the hot petrol and close taps; (3) jump into driver's seat, switch on (and remember to leave the bonnet open before jumping in), press starter-button on floor until compression halted engine (and this was purpose of keeping bonnet open), watch fan blades, release starter for engine to swing back and in starter again and so on until the engine fired. Rear brakes only made things hectic on a wet day, especially in my home town, which had wooden setts in front of the Town Hall for quietness; twice my car tried to attend an annual meeting by swinging into the entrance.

Now I went East and my first venture was a Model-T Ford. It had very little in the way of brakes but reverse gear sufficed. It never let me down and it often carried four armed men into jungle country with food and beer, rifles and more beer, and also, after a good day, half a dozen crocs over bonnet and running-boards. It often travelled 10 to 14 miles in low gear through grass 6 and 7 ft. high and if it fell in a nullah we could lift it out. It also survived encounters with hyenas, jackals and crocodiles when on the way home in the dark. I also remember I got to be quite expert at rebanding the gearbox.

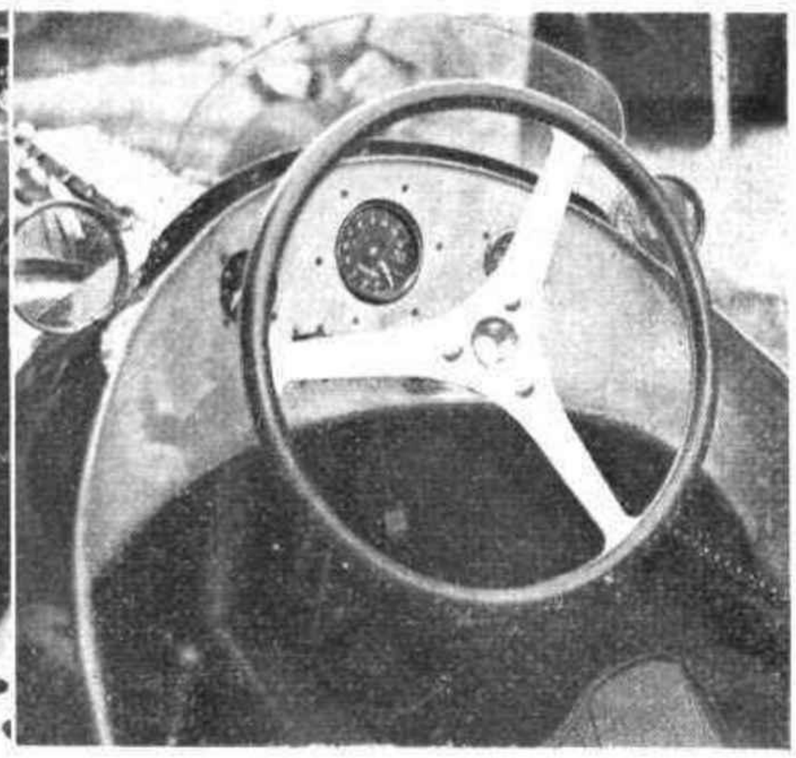
Continued on page 122



30/98 *VAUXHALL.—Sooner or later every enthusiast who could afford to do so seems to have had one. This one lived up to the* 30/98 *tradition of being uncontrollable on wet roads.*





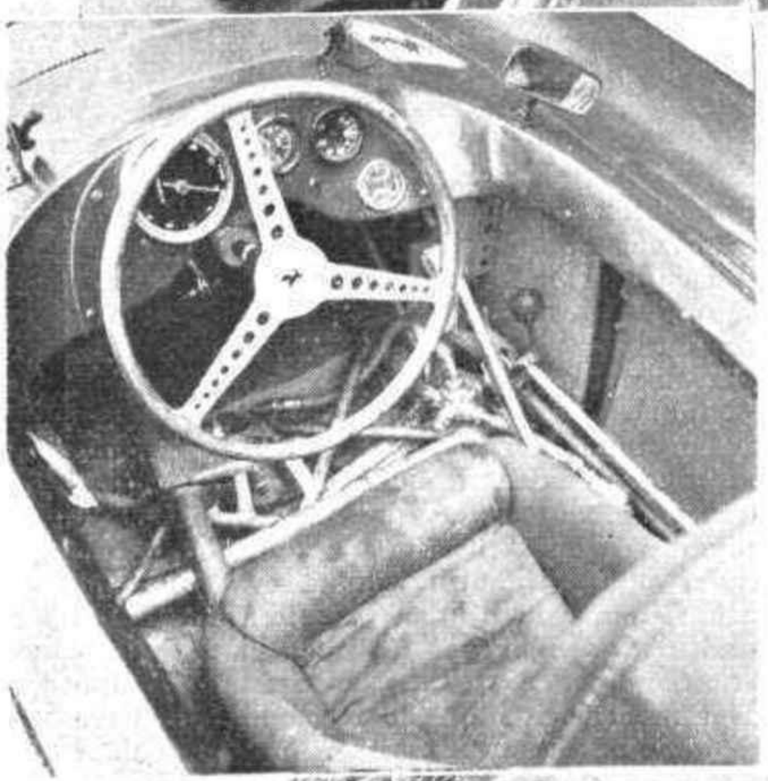


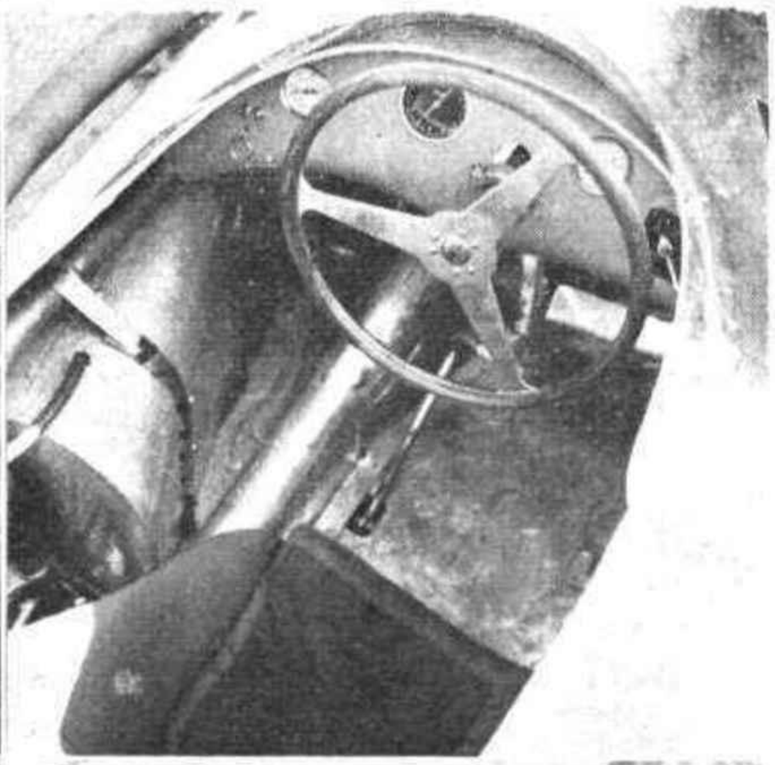
GRAND PRIX COCKPITS

It is probable that a large percentage of our readers seldom have occasion to see Grand Prix cars in action, and certainly of those that do few have the opportunity to enter the paddock or pits, so that close scrutiny of the insides of the competing cars is limited to a select few. For that reason we present here a group of photographs of the driving controls of the current Grand Prix cars. At the top of the page we show the three British contenders, reading left to right, Vanwall, Connaught and B.R.M. The Vanwall and B.R.M. have simple instrumentation, while the Connaught is more complex, the Vanwall having very large tachometer and water temperature gauge, and the B.R.M. having tiny instruments. Note also the three variations of the Perspex windscreen, from full wrap-round to aero type.

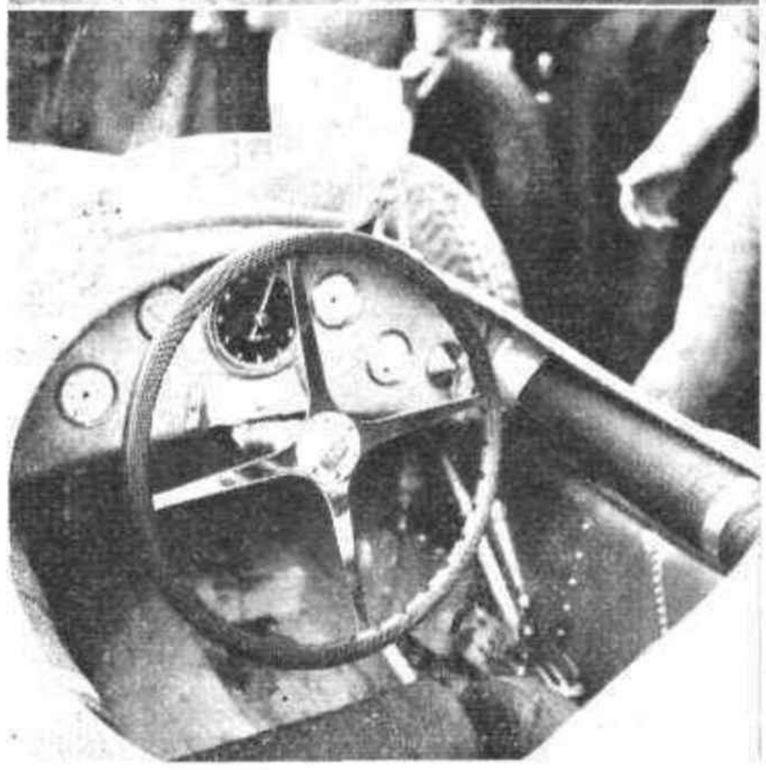
On the left is the Lancia/Ferrari cockpit with its conglomeration of pipes and tubes, and like the B.R.M. the facia panel forms part of the bodywork. Running diagonally across the floor of the Lancia/Ferrari is the very small cover over the thin prop.-shaft, while, like the Vanwall, the steering wheel has a wooden rim. Below the Lancia/Ferrari are seen two versions of Maserati, to the left the normal 250/F1 and on the right the "Monza" model without the prop.-shaft set to the left of the driving seat. On the standard car the position of the rear-view mirror is interesting, there being only one anyway, which infringes regulations, while on the Monza car there are no mirrors, but then the car was made in a hurry! Both cars have a supplementary fuel tank on the left of the driving seat and the latest car has the handbrake in the centre of the floor.

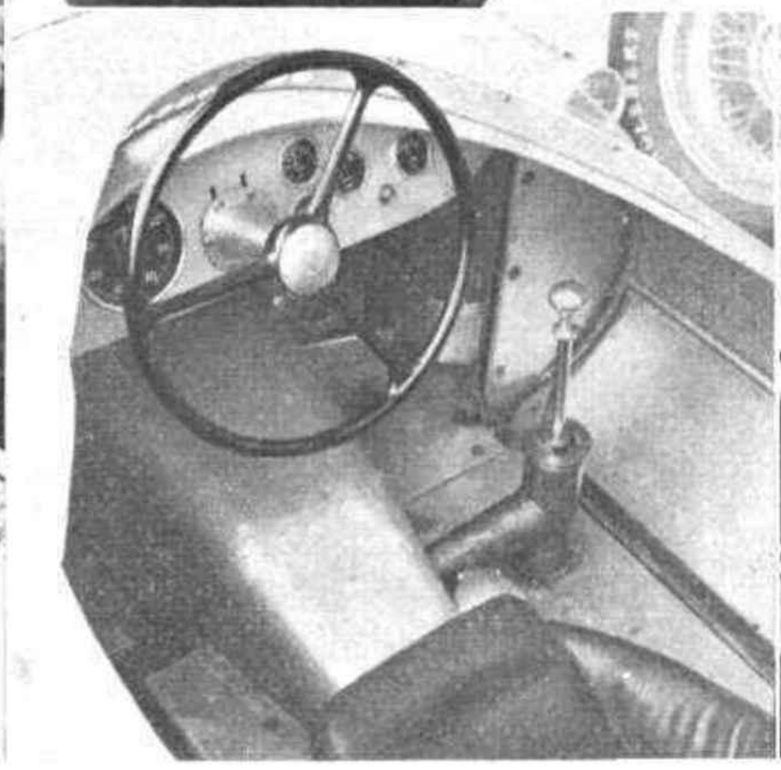
At the bottom of the page we see, left to right, Bugatti 251, Gordini eight-cylinder and the Formula II Cooper, the last being a cockpit many drivers are going to get used to sitting in. The Bugatti is unusual in having a four-spoked steering wheel; the large pipe on the right of the body carries air to the carburetters of the rear-mounted engine. The Gordini is simple and spacious as well as being tidy, while the Cooper is notable for its very small width, offering very low frontal area.

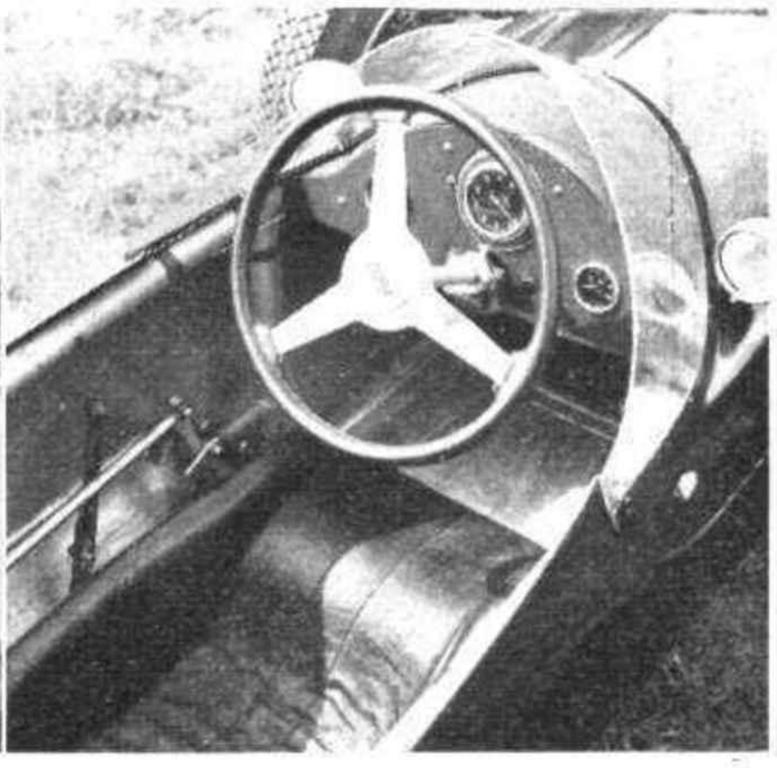


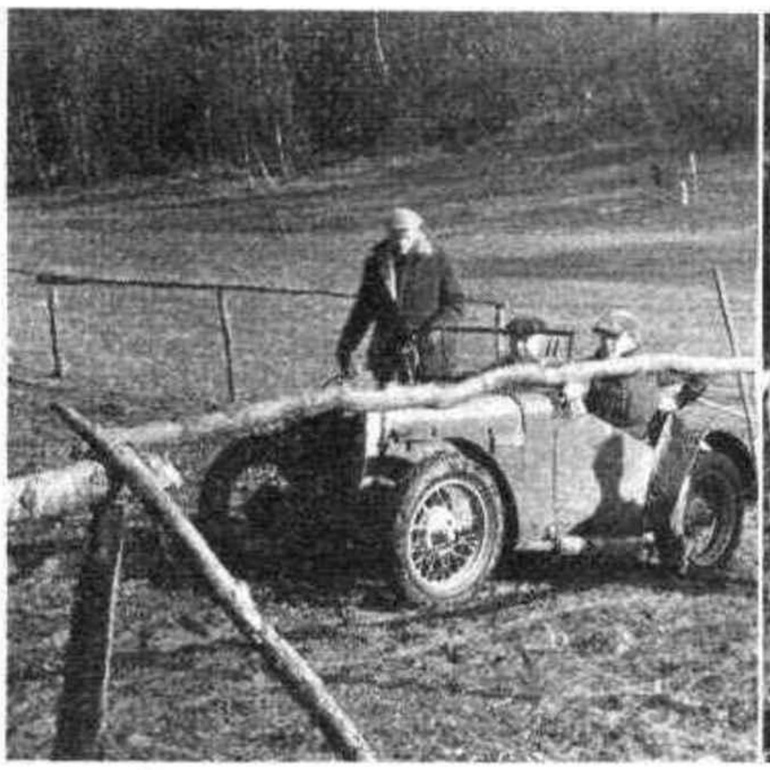
















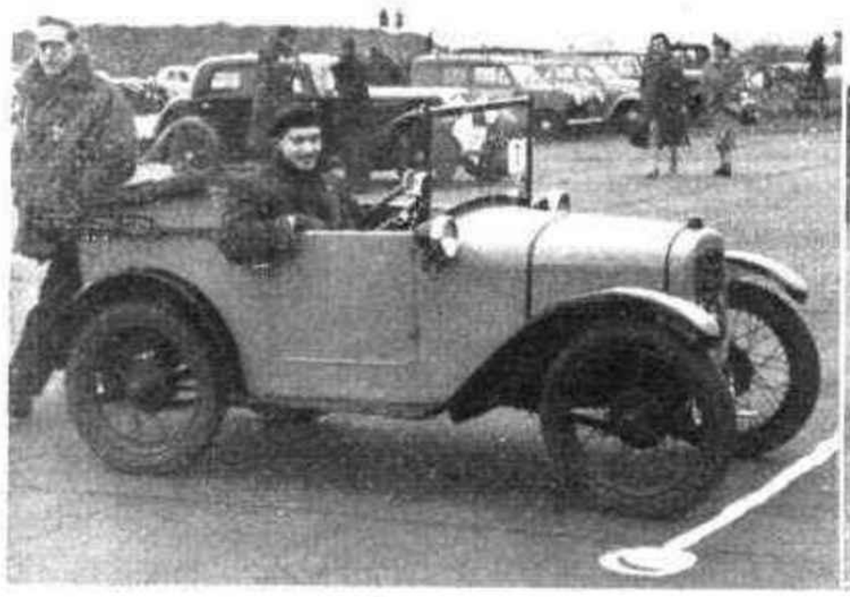
"BASIC" SPORT

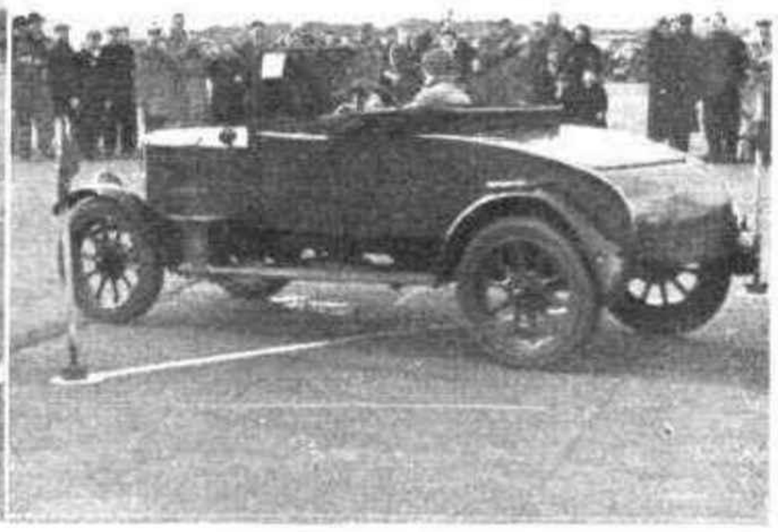
The 750 M.C. Walsingham Cup Trial, in conjunction with many other motoring competitions, was postponed until the petrol situation was clearer. With the introduction of a basic ration it was decided that this event was a most suitable one from an economy point of view and it took place on February 17th.

On this occasion there was an important departure from previous years in that 750 M.C. members who wished to enter cars other than Austin Sevens were permitted to do so as it was the only active motoring event which could be organised for some time, and its aim was to give as much amusement to members for as little cost as possible. The distance involved did not exceed two miles, excluding travelling to the course, namely Brands Hatch. The top left-hand photograph shows H. P. Wood in his modified Austin Seven in which he won his class. This photograph shows him at the start of the second hill, which was a straight incline but at the start of which there was a considerable quantity of mud and few competitors reached even the start of the actual hill. The centre photograph depicts the Wolseley-based Salmson of R. Stoke soon after his axle casing broke at hill 10, after which much manual assistance was required to put the car on the nearest fairway so that a tractor could come along to collect it. On the right at the top may be seen A. C. Smith's Austin Seven Nippy about to descend into the watersplash on the third hill, a task which it carried out admirably, pulling steadily up the dry incline after coming out of the water. To the right is the B.M.W. Isetta of Les Needham, enjoying the sun as he climbs. The Isetta was hampered a little by the small-diameter rear wheels, which kept digging themselves into the ground.

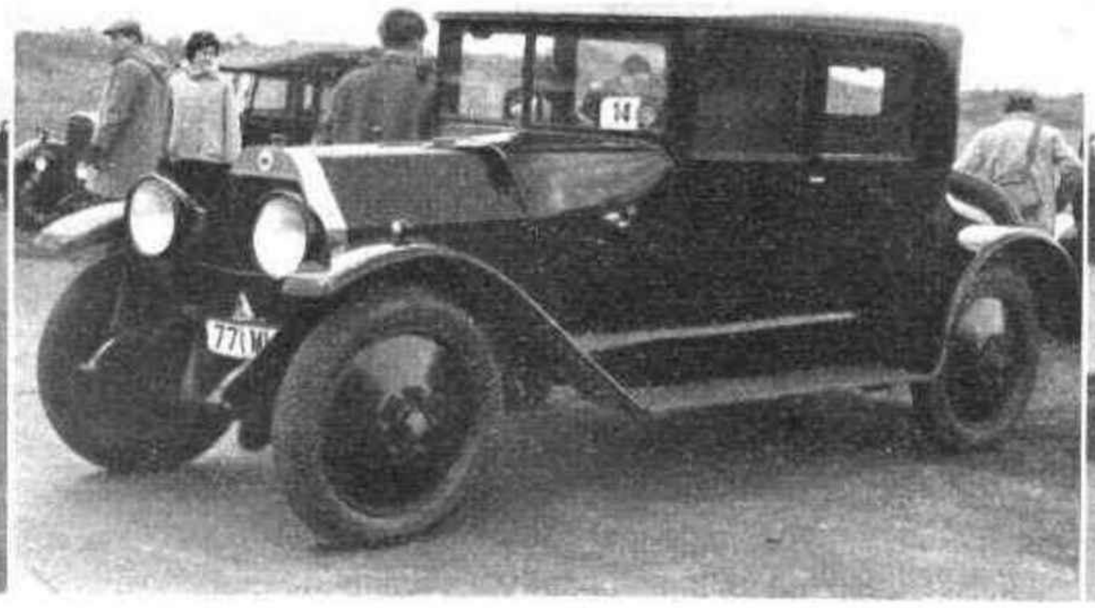
Below we have some views of V.S.C.C. competitors at the Heston Driving Tests on February 17th. On the right D. R. Firth's 1927 Austin Seven, a First-Class Award winner, gets ready to start and next to it R. J. Knight's long-chassis Jowett is seen pulling up at the end of the wiggle-woggle. In the bottom row, on the left, M. H. Wilby (Lagonda Rapier), Second-Class Award winner, tackles the wiggle-woggle, in the centre is the interesting 1919 Lancia Kappa driven by A. H. Bates, with 110 by 130-mm. four-cylinder engine, and on the right J. W. T. Crocker is seen hurling (well, hauling) his 4½-litre Lagonda round a marker-tub on his way to taking a Second-Class Award.

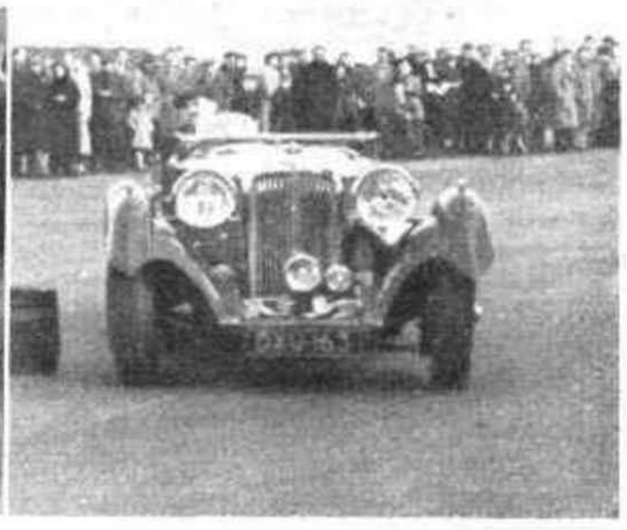












CARS I HAVE OWNED—continued from page 119

I left Ahmedabad and returned to Bombay when I bought a sports Austin Seven with polished aluminium body. It ran very well, but in the sun it was a roasting tin, and I parted with it before I was done to a turn. A 5-h.p. Citroën followed. It was quite a nippy little dandy, fitted with Michelin R.L.P. tyres. Once, ascending the Ghats going towards Poona, the flexible disc on the magneto-drive disintegrated and I had to cut, with a pocket-knife, a disc out of the sole of my slippers and fix that. It was used for two months like that until I got a proper spare. It was in this Citroën that I once had an incident between Poona and Belgaum. I got mixed up with about 20 elephants before I noticed no mahouts, and a kind of interest in the Citroën by the elephants, and suddenly realised I was mixed up in a wild herd—I don't think that Citroën ever turned round so fast. They cleared off in about 20 minutes and I resumed my journey. After the Citroën came a Trojan, with solid, narrow tyres. You had to have a good search round to find the engine. On one occasion I kept going over a railway crossing and must have bounced over 2 ft. into the air. Another time I was going out to Jehu Beach for a swim and at one part it was necessary to charge through loose sand to avoid getting stuck. I duly charged and when I had to take violent avoiding action to miss a palm tree I forgot the solid rear axle and duly rammed the tree with a resounding bump—there was a crash and a peculiar moan from my passenger as he subsided on the floor. I found that I had dislodged a coconut that had come through my hood top and knocked out my companion. He soon recovered. The biggest fault with the Trojan was that it was the only one in Bombay and people spotting the car knew I was around and that was not always convenient, so I parted with it. A Dodge two-seater followed and I remember the car with affection for it never let me down and gave a good silent ride.

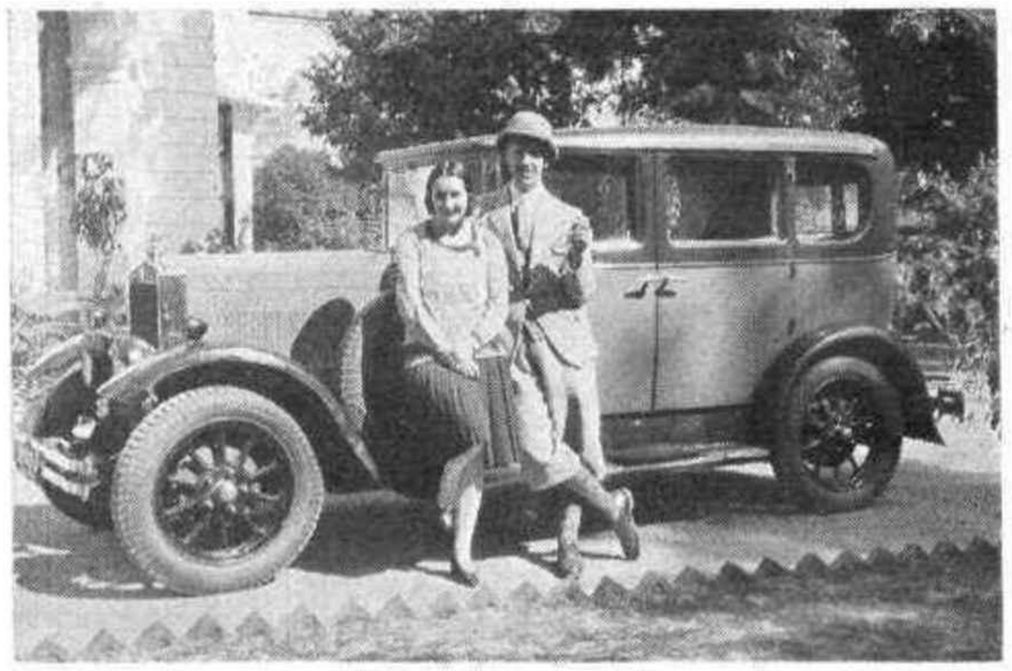
A leave came up and so with a companion I decided to drive home in an eight-cylinder Cadillac. No incidents of note, except that between Damascus and Tiberius at a place called El Kunetora we ran into a snowstorm that marooned us. They had not had any rain for seven years, but we had to catch the whole lot in the form of snow. It took two days to clear a way and we joined in with a convoy of the Nairn Transport. During the enforced stay the French military forces supplied us with " soup " that I found out was made principally from sparrows they had shot.

At home, a 14/40 two-seater Vauxhall came my way, a rather heavily-built car but very reliable and comfortable. In the home stable we had a 21-h.p. Lanchester that was fitted with a beautiful locally-made body but the completed car weighed 2 tons. I know that the painting was by hand and was magnificent. Each year the body was rubbed down and 10 coats of varnish applied by hand, and this took six weeks. Mechanically the car was a treat to examine, but the soft rear springing used to make my wife " sea-sick." Once, doing about 25 m.p.h. through Preston, there was a horribly expensive noise from the engine. A look under the bonnet showed a large piece of crankcase missing. The pistons were of composite construction, known as Inver-strut, and the two pieces had parted and it needed £70 to get the engine running again.

I went East again and this time bought a two-seater Lea-Francis, quite a pretty car but not suitable for use in the Punjab, so I parted



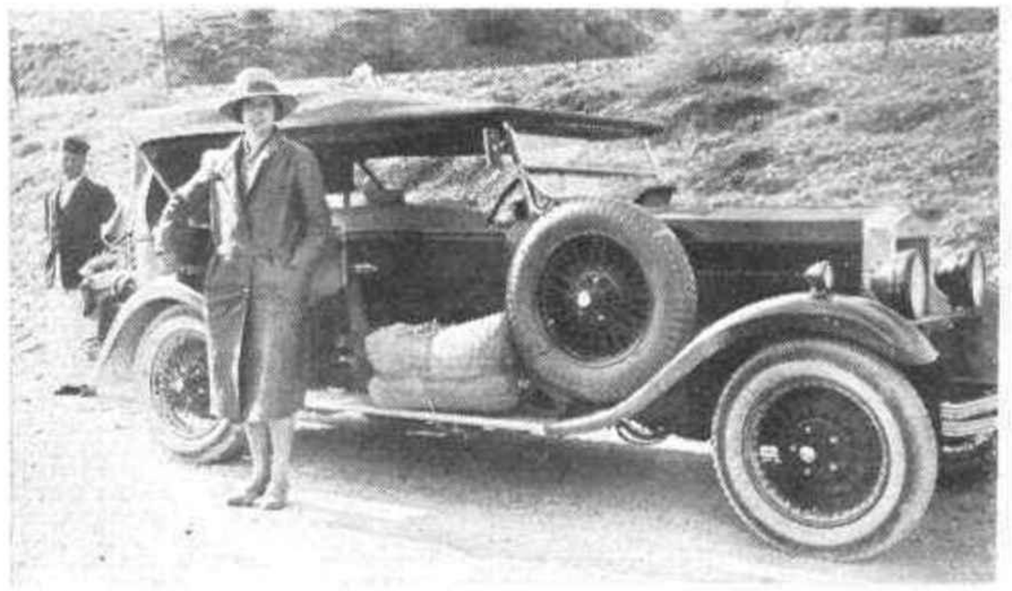
RELIABLE AND COMFORTABLE is the comment on this 14/40 Vauxhall two-seater, used on a home leave.



A MORRIS OVERSEAS.—The 17.7-h.p. Oxford saloon, which didn't stand up well to conditions in India and eventually almost shed a wheel in Lucknow.

and bought a Buick. This was a very good, reliable car and a few times in the dry season I covered more than 500 miles in the day with no effort. A year later I traded the Buick for a 17.7-h.p. Morris Oxford, a nice-looking job but not good enough for the conditions it had to work under, having no power to speak of and poor brakes. I made the mistake of setting up the front springs and got such terrific wheel-wobble I had to remove, temper and set them down again. Also, once in Lucknow I found a rear wheel a matter of 12 in. further out than it should be. I had to stud and weld the axle casing to get mobile again, for no spares were available in India. I changed to a new Model-A Ford four-seater, quite a good and a nippy car but I could not keep pace with the renewal of the welded spokes in the wheels so I sold it and bought a Dodge tourer. This was a comfortable, reliable car and the only incident of note was when my Indian driver turned it over avoiding a pi-dog. When I found I had no broken bones I demonstrated on my driver that I was not satisfied with being damaged for the sake of a pi-dog and afterwards no violent evading action was ever taken. These scavenger dogs are often riddled with rabies and ticks and often lie in the road. Being practically the same colour as the dusty road they are difficult to see. A year of very good service from the Dodge and I changed to a Morris tourer which gave me very much better service than the saloon. It never let me down even when pulling a trailer with my kit and office equipment, also ice box and the usual fillings. It could pull a load better than it could carry it but it was not as good a car for the conditions as the Dodge. Anyone who has travelled from Delhi to Mussorir over dry river beds will know the conditions I mean.

I had another change of climate and my car this time was an Oldsmobile. This car was very popular in the State of Rhode Island where I was now resident. I spent some time driving an eight-cylinder Cadillac between Montreal and Providence—one could buy a bottle at a time in the government-controlled shops in Montreal and I used



WELL LADEN.—The Morris tourer on the N.W. Frontier in 1929. Note that the scuttle ventilator and lower pane of the windscreen are open and the hood up to combat the heat.

to load up the car and return to Providence! I finally decided on a change of climate when someone pushed an old Ford in my path when I was doing about 80 m.p.h. I remembered the old flying technique of never turning on take-off failure so went clean through and over the Ford. Anyway, I did not fit in with the climatic conditions, for, after years in the tropics I found "below" was far too cold.

A spell in Ulster, where for transport I had a new £100 Morris and for amusement gliding. I fitted Derrington double-leaf front springs to steady up the front end and Michelin R.L.P. tyres that carried only sixth pressure (they were grand). I did 40,000 miles of very inexpensive running in this car. It would plod along all day at around 50 m.p.h. and give 50 m.p.g. of petrol. The only regular renewals required were the oil seals in the rear hubs. I could change the felts in 30 minutes, at a cost of 2s. One big snag was the cable-operated front brakes which were more ornamental than useful.

From Northern Ireland I moved to Kent and bought a 16-h.p. Humber coupé. A very comfortable car with poor brakes most of the time but if by sweat and tears you did manage to find the right adjustment they were good. I wanted something with more room so I bought a new Hillman Minx. On the first run from Kent to Blackpool I had to hold the gear-lever to keep it in top gear. A letter to Hillmans before I had cooled down brought a replacement box to a local agent, but I was to pay for labour. I refused to pay this with my new car and Hillmans agreed to meet the bill. I did 35,000 miles in this Hillman and the only regular renewals were king-pins and track-rod ends that lasted me about 6,000 miles. A spot of bother started again and I wanted a second small car for my wife, so bought a J2 M.G. The springing on this model was so hard that I imagine if I ran over a matchstick I could feel the bump. With the hood down the racket from the exhaust was enough to give me a headache so I parted and bought a Rapier coupé—very good engine in a car that was far too heavy. It was with this car I found how disconcerting it was to start the engine with the valve cover removed. It ruined my shirt and clothes with the spray of oil. I found valve adjustment by means of shims a very laborious job. One day the Weller tuning chain tensioner broke up and did a very thorough dental operation on the soft tuning wheel. Spares were unobtainable so I cut a circle out of a sheet of Tufnol, cut the teeth on a shaper with the aid of a dividing head and finished off with a swiss file. It got me going again and the engine was still running sweetly when I swopped, with suitable cash adjustment, for a secondhand Morris Eight. I found this turned left-hand corners very easily but had to be forced round to the right. A look underneath and I made a quick disposal sale and to keep mobile bought a Morgan three-wheeler with Anzani engine for £10. It had three good tyres and a good hood. It required some hefty swinging to get a start and being resident in Scotland I found that the exertion of starting on top of porridge was not good for me so I parted with the Morgan for £20 and bought a Series E Morris Eight. This was satisfactory right from the start and carried me through to the end of the war. As I was on duty making things that go bang I was out at all times and the Morris did 50,000 miles with me. I managed to buy a crashed G.P.O. Morris van with intact engine and gearbox and installed this whilst I overhauled my original engine and by selling the ex-G.P.O. set paid for the overhaul and left a profit. The war ended and I sold for £350 what I had bought for £150 and was thus able to buy a 1½-litre Riley. This had to wait awhile in the garage whilst I skated about Europe in a Humber battle-wagon. It was most exciting with this to go full out down an autobahn and then have to find anchors when you reached a bridge that wasn't there. It was inviting a funeral to do it at night. I returned to the Riley and very early found that the smell of the new leather made my wife so sick she could not ride in it so, finding eager buyers queueing on the doorstep, it went. To tide us over until our next new car I bought a 1938 Fiat 500. Oh, dear—when I removed three carpets and a rug my feet went through the floor. The rear axle bottomed over any small hole and the clutch slipped, so off came the body and it was rolled over on the lawn and a new floor welded in and at the same time the mudguards were welded to the body, followed by a rub down and repaint. The engine, gearbox, axles, etc., were removed and a start made on derusting, welding-in stiffeners, and painting. All major mechanical parts were overhauled and reassembled. It then ran very well but I found, after expensive experience, that the crankshaft must be reground annually and over one-thou. clearance on rear main oil got through to the clutch. I also found it beneficial to renew the set screws holding clutch to flywheel and dip them in Hermatite before screwing home. The original cost was £250 and it took many months and a further £150 to get it to my satisfaction. Then it would purr along all day at 45/50 m.p.h. and give 55 m.p.g. I had done so much to this car that I knew each nut and bolt and which were Whitworth, Metric or B.A., and could remove the engine from car to bench in 1½ hours. I think this car has the best heating system I have ever driven at any price. It was only a cable and spring flap on the backhead between the radiator and was so simple and so good. My new car now came along—a 12-h.p. Wolseley. It was very nice and comfortable but just a continuation of the pre-war model—very heavy body with an engine that had not near enough power to propel it with vigour. As purchasers were about with ready-cash, away went the Wolseley, and I think I took delivery of a new Ford Zephyr. This was a grand car and after renewal of a faulty clutch and silencer and a modification to the steering without charge by Gates of Woodford, it gave me excellent service. I had heard tales of back-axle trouble and all sorts of faults but my Zephyr never faltered in 37,000 miles and always everything worked and when I sold it it still had two of the original tyres. I could get a good 80 m.p.h. and 24 m.p.g. The latter good consumption was by careful carburetter tuning and cutting down the stroke of the accelerator pump.

I was now living in Scotland with a 7½ miles journey to the office night and morning over narrow hilly roads, with occasional visits to Glasgow. I found the Zephyr very skittish on Glasgow's wet cobbles but soon found it was only a matter of driving technique to overcome the skittishness. A very good offer for the Zephyr and away it went for a Morris Minor convertible. This was a s.v. model and I found the lack of urge getting on my nerves. The gearbox was a delight to use, and it had to be used very frequently! The hood rattled and let in the icy draughts of winter so I changed for the o.h.v. saloon when it came out—a decided improvement in urge but nothing like the silkiness of the old gearbox. I started off with S.A.E.5 Plus oil in the engine and gearbox and covered 10,000 miles very satisfactorily before I changed to S.A.E.20. The only hold up in the 17,000 miles it has covered has been a broken fan belt. It has very good performance and first-class steering and roadholding. The only modifications have been to remove 1½ in. from the front-seat tubes and 2 in. from the rear tubes to bring my eye line below the sweep of the wiper blades and make seating more comfortable, fit a clip to the cubby holes to prevent ejection of contents, fit a radiator blind and temperature gauge ammeter, spot and reversing lights. My wife held on to the Fiat 500 until she wanted more room and changed for a new Ford Popular. This was a very rough vehicle both in noise and on the road so it was changed for a new-style Ford Prefect de Luxe. This was quite a comfortable car, but suffered from a noise transmitted through the gear-lever. The only offer Fords made was to change the gearbox, but with the remark "It may be no better than the existing one." One so-called expert had the temerity to tell me the noise was in the air intake. When I played a tune by grasping with varying tightness the gear-lever he appreciated my language. No cure was in sight and as the noise irritated me a great deal I parted with the last Ford I shall buy, at a big loss to get rid of it.

Looking back on nearly fifty years of motoring I would sum-up as follows:

The greatest pleasure to drive	...	Vauxhall 30/98
The most comfortable	...	Dodge tourer
The most reliable	...	Dodge tourer
The best engine	...	Ford Zephyr
The best heated	...	Fiat 500
The most economical	...	Morris Minor
The fastest safely	...	Ford Zephyr
The biggest nerve-irritant	...	Ford Prefect



THE

END

To save petrol



Austin chose Castrolite

THE ROYAL AUTOMOBILE CLUB has officially observed a petrol economy test by the Austin Motor Co. Ltd. Starting from London, an Austin A.35 saloon was driven by J. Lowrey of "The Motor" for 524 miles at an average 31.6 m.p.h. The petrol consumption was certified at 53.7 m.p.g. which is equal to 322 miles per month on the basic ration.

To prove that the Austin was not modified to emphasise its economy virtues, a high speed run was made immediately after the economy trial.

Austin chose CASTROLITE for this test and recommend it for your Austin.

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

WITH AN ANGLIA TO THE SUN



FIRST DAY OUT.—The de luxe model Anglia is here seen resting while its occupants consume lunch near Toul in Northern France.

WITH an Anglia to the Sun? No, the Ford Motor Company do not yet sell inter-planetary space ships but they can supply suitable vehicles for making a journey to the Continent where late season sunshine can be found, the Italian Riviera, for example. And so it was that we were to find ourselves at the wheel of a de luxe model Anglia, kindly placed at our disposal by Mr. Wheatley of the Ford Motor Co., for two weeks.

Long before the car actually arrived plans were made with Messrs. Townsend Bros., for having it shipped over the Channel, documents arranged with the A.A. and all the usual last minute arrangements made; these final preparations seem unending and at times one secretly envies those folk who have booked coach tours or similar organised excursions, although these thoughts are quickly dispelled as soon as one is on the boat.

September and October are late months in the season for many of the pleasure resorts of France, one must therefore press on southwards especially in October for much chance of warm summer weather so lacking in England last year. With this in mind we decided on the Italian Riviera, a corner of Europe we had not previously explored. The presence of a gleaming cream Anglia outside our City office on the appointed day convinced us that we were to be going somewhere after all. The car was then duly loaded with what appeared to be an immense amount of luggage for two people and we rose at some unearthly hour one Saturday morning and motored to Dover.

Fine weather prevailed and a comfortable crossing was enjoyed on the s.s. *Halladale*, which took time off to salvage a paravane which had been floating aimlessly about the Channel. Once at Calais we were soon off the boat, through the customs and ambling through the busy cobbled streets of Calais. It was only at about this point in the proceedings when our thoughts turned to the most desirable route and Switzerland, being perhaps the nearest point where inspiring scenery is reached, won the vote. Thus we set out from Calais for Arras, only to be delayed and misled by deviation signs and other obstructions. Once past Bethune, however, the long straight French roads, with little traffic, presented themselves. France is fortunate in possessing such desirable commodities as these roads so often a heartbreak to the British motorist who feels he must cross France to her more picturesque neighbouring countries. Switzerland, for example, is a country which can be more completely assessed very quickly, but France, by nature of her size alone, can only be appreciated after a stay of some duration when her hidden charms become apparent.

Our first night stop, after a leisurely run in from the coast, was at Soissons. At this juncture it must be mentioned that we had come "Armed to the Teeth" with camping gear, tinned food and so on in an effort to lessen still further the depletion of our small stocks of the Almighty Franc. How disappointing for the French Treasury! The night proved perfect for camping and by 9 a.m. the following morning we were on our way for Reims, Chalons, Epinal and Mulhouse, a pleasant but rather uninteresting route, although the shortest for entry into Switzerland. Camping near Mulhouse on our second night we encountered what we had expected to be a dreaded enemy—mosquitoes. Having previously borrowed a seemingly vast mosquito net we got this out of the car with much glee, convinced of our ability to defeat these insects without difficulty. The game of erecting this in an already small, overcrowded tent began. This pantomime had to be seen to be believed—we spent two hours that night preparing for bed and were completely exhausted by these antics. After an hour or two of near suffocation in the net, which we were assured was large enough for two, we discarded it and waited to be bitten, and we were!

Basle soon came up on the signposts and we headed for Lucerne, being passed by dozens of Volkswagens and D.K.W.s. Switzerland, however, is a cosmopolitan country as regards its car production and one saw most of the cheaper British cars, particularly Anglias and Prefects which enjoy excellent service facilities in the main agents which we visited. A fair sprinkling of Minors, A30s and Land Rovers prevailed together with lone examples of obscure European makes. Mercedes-Benz 220s were much in evidence, particularly cabriolets and drophead examples in the hands of German tourists who seem more addicted to fresh air than are their neighbours in France where one very rarely sees open cars. Food shops in Switzerland again impressed us with their cleanliness as we purchased milk, vegetables and other necessities to supplement our tinned products, which as yet, weighed heavy in the boot of the car. This additional weight, however, did not upset the excellent handling qualities of the Anglia in any way, the steering was light and precise, the brakes effective and free from fade even on steep Alpine passes and the suspension quite adequate for some of the atrocious road surfaces encountered.

Continuing southwards from Lucerne early one evening keeping to the Como road we began the ascent of the St. Gotthard pass. By the time Altdorf was reached darkness had descended and the narrow winding road climbed up and up, the normally gay villages forlorn and deserted. On and on we went seeking a suitable camp site as the wind freshened and the scenery became more forbidding. Eventually a level spot was found near Andermatt and we turned in. The morning dawned clear and fine, however, and it was not long before the Anglia was sailing up the St. Gotthard's well-surfaced gradients, the descent requiring more care on account of the many sharp hairpin bends and the thick morning mist.

And so to Como. The Italian Customs formalities were speedily dealt with, petrol coupons for cheaper petrol for tourists purchased and one more name added to the membership list of the Italian Automobile Club which entitles members to free parking in most towns, cheaper hotel rates and other advantages. South of Como one finds an Autostrada to Milan. These excellent motorways are well worth the small extra charge made for their use, a quick reckoning of the average speeds maintained on them soon convinces one of their indispensibility. Milan, never a beautiful city, did nothing to make us change this opinion of it as we passed through in pouring rain with rush-hour scooters, Topolinos and Millecento Fiats scurrying about in all directions. The rain continued. So did we, southwards *via* Piacenza, Parma and Reggio to Modena, home of Maserati racing cars. Here the weather improved, open air cafes abounded and we decided to forsake four wheels for four legs for a shop-to-shop stroll. The next thirty-seven kilometres to Bologna were soon accounted for, but rain clouds were still about as we entered this old town, one of the great centres of culture in Italy since the Middle Ages and possessing the oldest University in Europe. Finally, to Florence by way of the Raticosa and Futa passes, this pleasantly undulating route through many vineyards is by no means as strenuous as it sounds, the two passes are very minor ones and the summits easily pass unnoticed.

Arriving at Florence from the north much of the city can be seen from the hillside; we were unfortunate in coming when it was raining, but the beauty and character of this historical place can still be appreciated in poor weather. It was while we were admiring the scenery that the peace and quiet was disturbed by the crackle



SWISS RURAL SCENE.—Local transport passes during a midday halt in an orchard near Basle.

of an open exhaust and a red A6G Maserati sped past as if it were taking part in a race, one tried to imagine the attitude of a London policeman to this sort of thing, but motor-racing is Italy's principal sport and one could almost visualise the shopkeepers and passers-by giving the " faster " signal as the car sped on up the hill.

Some time was spent in Florence examining a few places of interest, but so much time is needed to explore this justly famed city of art and architecture that we decided we would make a point of calling again another year. Taking our leave, once again in rain, in the direction of Pisa, by-passing the Autostrada which meets the coast road some miles north of Pisa where, again, we found ourselves on the road by night and, stopping to buy provisions at the seemingly ever-open shops, continued north along the Mediterranean coast which is dotted with small towns full of hotels and pensions, restaurants and bars. Soon after La Spezia the road goes inland and over the Bracco pass through heavily-wooded country where one encounters enormous lorries negotiating remarkable hairpin bends, many of the lorries carrying up to twelve Fiat 600s from Turin southwards. This winding road soon drops down to sea level at Sestri Levante, but after the next town, Chiavari, climbs up again in a series of hairpins to magnificent vantage points overlooking the coastline. Less interested in this scenery, however, are the local inhabitants who looked prosperous, most of them the proud owners of new Fiat 600s which were pushed round these bends in the true Italian manner making even moderately fast British drivers seem lethargic and disinterested.

And so to Rapallo, alive with British-registered cars. Here we stayed several days with friends, making daily excursions to such delightful places as Santa Margherita, with its interesting harbour, Portofino, the pleasure resort for the well-to-do, and Necci. At this juncture the weather turned fine and speedboats, water skiers, sunglasses and open-air cafés were much in evidence as the sun shone from the cloudless sky.

The return journey was by way of Genoa and round the coast to Cannes for the appreciation of more aquatic sports, and then north *via* Grasse, Castellane, Digne and Sisteron, the Route Napoleon, in fact. Then on by Serres and Monestier to Grenoble. This winter route from Nice is rather a desolate road in parts and the surface is poor, although reconstruction is in hand. Once at Grenoble, however, the surface improves since this is the main Turin road, and the Anglia cruised along at a happy 50 m.p.h., crossing the fast-moving River Rhone to Bourg and Chalon and following the N6 to Auxerre This last section was completed with little or no effort. French roads may be long but they are well surfaced mainly and, in contrast with Italian roads, they carry little traffic.

Finally, two days were spent in Paris, at the time of the Motor and Marine exhibitions, the cold wind reminding us that we were returning to the winter season in London and the high prices of food bringing us back to reality after our modest expenditures in Italy. As a final gesture of goodwill towards France we called on friends in Lille before presenting ourselves at Calais to await the arrival of the s.s. *Halladale*. *En route* for Lille we sampled one of France's comparatively rare Autoroutes, a rival of the German Autobahn and Italian Autostrada, and very good it was too, a fine dual carriageway with excellent crossovers with all the trimmings. On each of the three bridges that we passed under we remarked on the presence of rather damp-looking gendarmes standing on each peering unhappily down on the passing traffic. They looked so bored that we felt certain France must be a nation of very law-abiding citizens.

And so to Calais and Dover—proud of the travel-stained Anglia which had carried us without fault on a journey of over 2,500 miles over almost every kind of road. MOTOR SPORT tested the standard model Anglia fully in July 1954 and reached the conclusion that this was a sensible motor car possessing many admirable qualities for a modest outlay of capital. We had no cause to refute this in the above test, only to amplify it. The Anglia is rather a remarkable car in many ways; it combines a family saloon with a sports car in that it has reasonable accommodation for four with a large luggage boot, suspension which will tackle any type of road and give a comfortable ride without too much roll or pitch, and a very willing and, of course, well-tried engine. This 1,172-c.c. side-valve unit is famous for its reliability and also for its power. Previously rather a harsh, noisy engine when used in the Ford austerity range, it has been silenced and modified to give 36 b.h.p. for use in the present Anglias and Prefects, which have a very fair turn of speed, 70 m.p.h. being quite within their capabilities and at which speed there is comparatively little noise although the small-diameter wheels always seem to be working hard at their job. The brakes were quite adequate, the steering light and positive, and the roadholding good in spite of the load being carried, although some roll was evident on corners, caused possibly by the addition of a roof-rack.

The interior layout is good and in contrast with some of its contemporaries the Anglia has ample width, so that passenger and driver are not too close together, there is adequate rear-seat leg room, and the large doors provide easy access to this rear compartment. Other desirable features about this de luxe model were the twin wing mirrors, so useful on the Continent, the sensible petrol filler, good engine accessibility when the forward-hinged bonnet is opened, interior light mounted above the windscreen, the powerful heater and the Ekco radio which, much to our delight, picked up our favourite programme from Dundee when we were south of Soissons.

Some points of criticism were the uncomfortable seats, thick windscreen pillars (especially noticeable in Paris and where the *priorité a droite* applies), the absence of any floor covering to the boot and the inadequate lights, although this might have been a case of maladjustment. Oil consumption worked out at just over 1,000 miles to the pint but petrol we were unable to check accurately as the mileometer became erratic soon after we had set out. The small lip on the parcels shelf allows articles to slide on to the floor.

The standard of finish of the paintwork was very high for such a low-priced car, the doors and boot lid were close fitting, leaving no unsightly gaps, interior headroom was adequate, and another practical feature was the provision of rubber mats, so easily washed, as the floor covering. The India tyres also deserve some credit for their trouble-free service on rough and muddy roads.

In all then, Fords have no reason to be uneasy about this excellent small car; it is a worthy example of British products and should hold its own against rival Continental models. It has proved itself in the world of sport in the hands of rally drivers and capable racing drivers alike, and represents very good value at the price of £574, including tax. Radio and heater amount to £31 17s. 6d. and £12 15s. respectively.—I. G.



PIANORA.—Between Bologna and Florence a fine view may be had of the surrounding countryside as the road is continually climbing until the summit of the Futa pass at nearly 3,000 ft. is reached. The photograph shows the view from the village of Pianora.

VETERAN–EDWARDIAN–VINTAGE

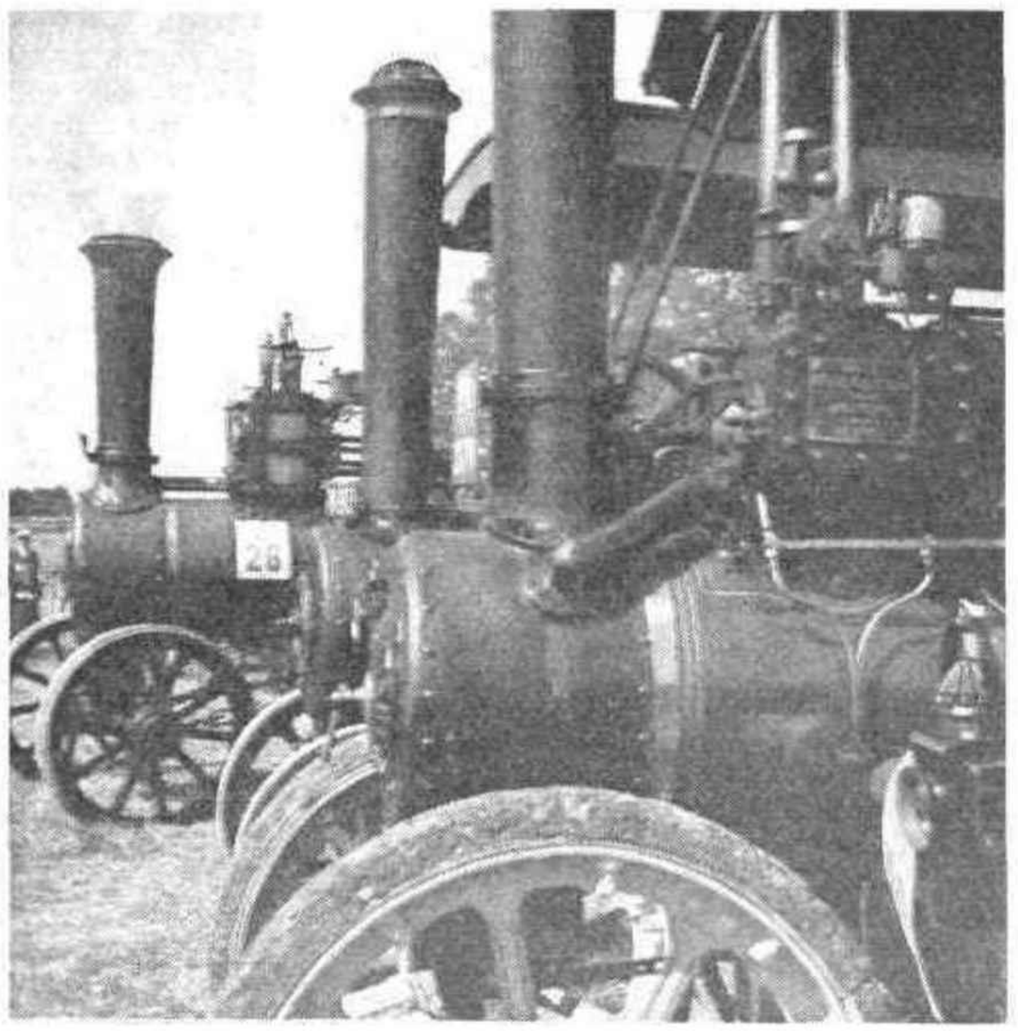
A Section Devoted to Old-car Matters

IT is getting near enough to the return match of our Vintage Sports Car Club against the Veteran Car Club of America to wish British participants the greatest possible success. There is no need to wish them an enjoyable vacation because this is assured. The V.S.C.C. team is due to sail from Liverpool on April 13th in the *Parthia*, disembarking on April 21st for a night at the Waldorf Astoria, New York, after which the competition gets off to a 7 a.m. start the next morning. It continues for eight days, embracing track events, hill-climbs and tests, on a route *via* Reading, Hartford, Manchester, Portsmouth, Boston, Thompson, New London, Mystic and Long Island, back to New York, with some museum visits and sight-seeing *en route*. The Waldorf Astoria is regained on April 29th, when we hope sincerely that all the machinery will still be working. After a couple of days of sight-seeing British vintagents return on the *Scythia*, home to petrol-rationing and savage taxation. The V.C.C. of A. is meeting the expenses of our team during its stay and Esso are to provide free petrol.

Each team will comprise five vintage and five Edwardian cars. The V.S.C.C. is fielding the 1908 Hatton in the care of Cecil Clutton, mechanic-ed by Ronald Barker, a car which is a four-cylinder Napier with T.T. and Brooklands honours. It belongs to Francis Hutton-Stott, has been restored to original appearance, and, we must hope, has been cured of the maladies which beset it in the past. Clutton captains the V.S.C.C. team, and must dress to defeat the elements!

Three Edwardians which are sure to go over in immaculate condition and perform outstandingly are Jimmy Skinner's 1910 "Silver Ghost" Rolls-Royce tourer, Francis Hutton-Stott's 1913 38-h.p. Lanchester tourer and Laurence Pomeroy's 1914 "Prince Henry" Vauxhall. This section is completed by B. H. Clarke's 1913 s.v. 25-h.p. Talbot, which we hope has been restored to full health since its Prescott calamity last year. It has a non-original two-seater body. America intends to meet this Edwardian onslaught with Sam Baily's big 1912 Simplex, E. Roy's 1909 Simplex, F. Haller's 1909 Chalmers, T. Kilborne's exciting 1912 Pierce-Arrow and a 1913 Lozier.

The British vintage team is to consist of W. P. S. Melville, who races a hairy o.h.v. 30/98, but who is taking a 1920 s.v. E-type 30/98 Vauxhall provided by J. C. Sword, the Belgray old-car collector, J. Clarke's very beautifully restored 1925 Alvis 12/50 two-seater, A. T. Pugh's 1928 Anzani Frazer-Nash, Sqd.-Ldr. Miller's 1927 twin-cam 3-litre Sunbeam tourer, which is in original order, and T. P. Breen's 1929 4½-litre Bentley tourer which became so excited at Goodwood on the occasion of the 1954 Anglo-American match that it swallowed a piston—better luck this time. The Frazer-Nash, Sunbeam and Bentley are fast cars. Opposing this team the V.C.C. of A. puts up H. A. Clark, Jnr., in a 1916 Pierce-Arrow, R. Buckley's 1922 Mercer raceabout, R. Grier's model-A Ford, R. Smith's 1929 Du Pont and a 1929 Studebaker. Our guess is that we shall have a tougher job to win the Edwardian than the vintage section of this fascinating Anglo-American contest. Whatever befalls, we offer the intrepid motorists *bon voyage* on behalf of our readers. As we fumble with our last few petrol coupons our thoughts will be with you!—W. B.



SUEZ YOU!—R. Plincke of Purley contributes the above suggestion for meeting the petrol shortage.

NOSTALGIC

This time this feature centres round part of an old encyclopaedia of sport kindly sent to us by J. A. Levy of Stamford Hill. This was published in 1910 and under the heading "Automobilism" there is a detailed history of motoring, commencing with the steam road-vehicle era of 1825-1840 and continuing through the now familiar Daimler and Benz developments to "modern times." We are reminded that automobile derives from the Greek word "auto," meaning self, and the Latin "mobilis," or moving, and that France had a motor paper, *La Locomotion Automobile*, before *The Autocar* was founded in this country in 1895. The A.C. de France was founded in that year. There are some interesting details of how the Light Locomotives Act of 1896 was brought into being. Apparently *The Engineer* and *The Autocar* organised a petition to Parliament (it is said "to allow light locomotives to run on the road" but, in reality, they sought to abolish the necessity for a pedestrian to walk in front of a vehicle, thus restricting its speed to a few m.p.h.), and Sir David Solomans was instrumental in a deputation waiting on the Local Government Board and later Lord Harris brought his Light Locomotives Bill before the Lords in support of that deputation. This passed its second reading in April and, in June, Henry Chaplin, President of the Local Government Board and a member of the Cabinet, moved and carried the second reading in the Commons. Thus this important Act came into force but the history with which we are dealing makes the usual error in saying it "freed motorists from the red-flag man," whereas he was abolished by an earlier Act of 1878. An obviously posed picture in support of their error shows the Hon. C. S. Rolls driving an 1896 3¾-h.p. Peugeot preceded by a uniformed man bearing a neat flag!

The early races are described and the successful cars of those days illustrated, like the 1897 6-h.p. Panhard with wheel-steering, the 1900 20-h.p. Panhard and the first 12-h.p. Panhard to run in England (1900), claimed also to be the first car "fitted with tube and electric ignition."

In 1901, we learn, the Automobile Club organised a demonstration for the purpose of educating county councils about the motor car, for they were about to press for a universal 10-m.p.h. speed limit. This apparently had the effect of causing the County Councils' Association to pass a resolution to the effect that, providing cars carried numbers and their drivers were licensed, it wouldn't ask for a speed limit—what a pity the R.A.C. cannot influence the political scene in the motorist's favour in 1957. It is nice to place on record that a committee of parliamentary motorists, consisting of Lord Montagu, the Hon. Arthur Stanley and Sir Henry Norman, etc., was formed to uphold motorists' interests as the new Act of 1903 was being considered. This passed the Lords without a speed-limit clause but the Commons objected and the 20-m.p.h. limit came into being. It is worth noting, however, that "the 57 members of the Automobile Committee made a fight which was probably unprecedented in the case of a measure of this kind." Indeed, the debate occupied from noon one Friday to between 5 a.m. and 6 a.m. on the Saturday, a continuous sitting of 18 hours, "during which the leading motorist champions were hardly absent from their seats for one moment." Alas, 300 opposed 57 and although the new Act of 1903 expired in three years, the 20-m.p.h. speed limit lived on, incredible as it may seem, for more than twenty years. The writer we are following (Alex. J. M. Gray) wisely observed that an

anti-motor Press campaign did untold harm to the 10,000 or 15,000 converts to the new form of locomotion, until, after 1905-6 advertising revenue from the motor industry increased greatly and, with this increase, " prejudice gradually vanished " !

Next we return to an account of the important races and it seems that although the eliminating trials for the 1903 Gordon Bennett race were held on the Duke of Portland's Welbeck estate, Lord Montagu had to pilot a special Bill through the Commons to sanction racing on British roads.

By 1904 racing in America—there is a picture of W. K. Vanderbilt's Mercedes and another of Ziegler's Acme racing at the Isle of Hope—and on the Riviera is deemed worthy of inclusion. The photographer whose art graces the pages of this old encyclopaedia shows us Berny on an Hispano-Suiza and Tangazi on a Lancia raising the dust at Mont Ventoux. We are reminded that the Ladies' A.C. was formed in 1904 and by 1910 had nearly 500 members. Also in that year a M. Bellamy of Paris, possibly the aviator who tried unsuccessfully to fly at Weybridge in 1907, was rumoured to have built a 165-h.p. eight-cylinder car geared to do 115 m.p.h., and in America a 100-h.p. eight-cylinder Buffum car was announced, but apparently they were sort of pioneer V16 B.R.M.s. However, a giant Dobelli with four 8½ in. by 18½ in. cylinders, reputed to give 180 h.p. and requiring a specially large Longuemare carburetter, did get itself shown at Friswell's in Albany Street.

As the aforesaid Motor Car Act was due to come up for possible revision in 1906 a Royal Commission on Motor Cars was formed in the summer of 1905, the Chairman being Lord Selby, former Speaker of the House of Commons. This Commission took evidence from all interested parties and even sent Commissioners abroad to study conditions and eventually, while recommending raised taxation on cars, pressed for abolition of the speed limit. Alas, the Liberal Government which had replaced the Union party in January 1906 was full of social reforms and they decided to extend the existing Act for another year, as year after year it continued to be extended. Incidentally, the report gave the number of cars and motor-cycles in use in December 1904 as 24,201 and 27,348, respectively (total, 51,549), whereas by May 1906 the figures were 44,098 and 42,438, respectively (total, 86,536).

The dust nuisance came to a head and the new tarmac (said to have been invented and patented by E. Purnell Hooley, County Surveyor of Notts) came into use, notably on the Madeira Drive at Brighton, while an experimental area was laid opposite the Savoy Hotel and found to outlast macadam tarred two or three times, after which, in August 1909, the entire Thames Embankment was so laid—and from its present surface seems never to have been repaired since ! Each car paid an annual tax of £1 1s. and in 1909 the Budget levied £750,000 from motorists " towards highway and local expenses." To illustrate the dust a car raised from untarred roads a picture is shown which is of far more interest because it shows the front-drive engine-across-chassis Christie in action than for the dust-cloud it also depicts.

In 1905, this encyclopaedia of long ago reminds us, the A.A. was formed " To protect and advance the legitimate interests of motorists, and in particular to assist in the enforcement of the laws affecting the highways and the users thereof "—judging by its present apathy it must now regard motoring as illegitimate. In those days it rushed ahead of the R.A.C., with over 14,000 members to the R.A.C.'s 5,500.

Many of the illustrations accompanying this history are of racing on Brooklands and of the Track and Mr. and Mrs. Locke King who built it, it is said : " . . . this colossal venture for the benefit of automobilism has earned them the thanks and gratitude of all the motoring world." The historical section concludes with the following pleasing statement : " Having given the chief racing events in the motoring world, and thus demonstrated the great advancement made in the modern motor car, we will now give a few instances to show how the holding of these race meetings has tended to improve the construction and reliability of the car. Just as horse-racing has tended to the production of an animal capable of galloping at great speed, strong in limb, light in weight, and with great staying powers, so has the manufacturer of a car, in endeavouring to beat his competitors, turned his attention to the production of vehicles capable not only of high speed, but of great reliability." Coming from 1910 back to 1957 I can add, " And so say all of us."—W. B.

A member of the Fiat Register, A. J. Bradford of Much Wenlock, is restoring a 1922 Varley Woods tourer.

During a petrol-shortage clean-up, a Surrey garage disposed of a number of Ford spares, believed to have included several engines and axles, one thought to be from a Model-T. If anyone is interested, we can supply the address of the metal-dealer who bought them.

Ernest Dougill died recently in the Isle of Wight, aged 76. He assisted his father and brothers in building the Frick car and in 1910 he founded the Byfleet Automobile Engineering Co. He was one of the oldest members of the 19th-century Motorists Association.

If members of the Bull-Nose Morris Club are not eating large quantities of Quaker Oats they jolly well should be, for a bull-nose Morris was nicely featured in a Quaker Oats advertisement in the *Radio Times* of February 1st.

Anyone interested in a Swift Ten in a breaker's in the Tunbridge Wells area can obtain details by writing to Mr. R. M. Balderstone, c/o MOTOR SPORT.

Giving evidence in a recent accident case a witness said : " The accident caused £40 worth of damage to my car. It was not a heavy collision, but being a modern car it just ' concertinaed up.' "

A reader living in St. Albans knows the whereabouts of a 1918 F.W.D. truck, in running order.

Vintage motor-cycling flourishes. The V.M.C.C. is going strong, and on March 19th the Sunbeam Club is holding its usual Pioneer Run, for which an entry of some 200 pre-1915 motor-cycles has been received. This run commences at 9 a.m., from Tattenham Corner, Epsom Downs and finishes in Brighton, where a parade will be held at about 3 p.m. Really early machines such as an 1897 Beeston tricycle and an 1899 Dechamps tricycle are expected to compete.

VINTAGE POSTBAG

Sir,

Referring to your article on my 1907 Metallurgique car in your January issue, may I correct one or two minor inaccuracies that seem to have crept in and might cause some confusion to interested readers.

(1) I have been running on 935 by 135 tyres, giving 84 m.p.h. per 1,000 r.p.m. It is this size that is now unfortunately unobtainable and I have had to fit 880 by 120 tyres, being the only size obtainable to fit without rebuilding the wheels. These are somewhat small section for the car but not too much so, and give the 81 m.p.h. per 1,000 r.p.m. you mention.

(2) Even 21-litres of engine do not require 22 gallons of water for cooling ! The cooling system takes 12 gallons. The figure 22 would refer to the capacity of the petrol tank. It does not hold 25 gallons.

(3) Mintex (British Belting & Asbestos Ltd.) have been very helpful and have supplied me with some special linings to try on the highly-stressed transmission brakes. It is these I shall be using this season (if there is one !).

I get 11 to 12 m.p.g. (hard driving) from La Metallurgique. This surprising economy no doubt being due to the fact that although she breathes so deeply, she breathes seldom !

Incidentally, I have weighed the cast-iron pistons. Complete with rings and gudgeon-pin they weigh 13 lb. 5 oz. each ! The connecting-rods weigh 12 lb. each. That makes a reciprocating weight of 1 cwt. 40 lb. (less 2 oz.), which would help to explain why she runs out of revs. around 1,300 r.p.m.

I am, Yours, etc.,

Sheringham. DOUGLAS FITZPATRICK.

* * *

Sir,

We were delighted to read your article on Mr. Douglas Fitzpatrick's Metallurgique in the January edition of MOTOR SPORT. Our delight was somewhat impaired however by the fact that coachwork carried out by us on this magnificent vehicle was erroneously attributed to another concern.

Your respect for Mr. Fitzpatrick will no doubt be increased by our relating that he, having never driven the monster before, and after a push-start over the brink of Putney Vale, drove off to Norfolk in full control !

We are, Yours, etc.,

Putney. *for* PANELCRAFT, H. S. FRY.

* * *

Sir,

It appears to be a popular pastime for people to write to your very excellent magazine, praising such exotic vehicles as vintage Bentleys, Bugattis and Rolls-Royces. I am afraid I am unable to compete with quite such high figures as are quoted for these motor cars, but in my humble stable I have a 1930 Gordon England Austin Seven. I can, however, I think, claim to have one of the most difficult, self-

willed cars ever constructed. Steering is by trial and error, braking by faith and cables, gear-changing by brute force and experience.

Vital statistics :

0—30 m.p.h. : 3-4 min. with favourable wind.

0—50 m.p.h. : figures not available.

I do not think there exists another car so hard to drive, so hard to understand in all its ways and such tremendous fun. Reliable ? I recently completed a 1,500-mile tour of Scotland without a single mechanical or structural fault occurring, except a once-blocked slow-running jet. O.K. ?

Vive l'Austin !

I am, Yours, etc.,

Henley. "A SCHOOLBOY."

* * *

Sir,

With reference to the photograph of a Diatto on page 12 of the January issue, it is not original. I met its owner last year and he informed me the engine is a Wolseley Twenty-five !

I am, Yours, etc.,

Attenborough. NEVILLE P. HOOLEY.

* * *

Sir,

The car shown in the photograph in "Vintage Postbag" last month is, I think, a Horbick. These cars were made by a firm of textile machinery manufacturers, from the turn of the century until 1909. The company was then faced with the problem of expanding car production or closing down this department.

I am, Yours, etc.,

Tetbury. R. J. LIGHT.

* * *

Sir,

Perhaps the following may be of interest to some of your readers. In the little village of Winchcombe, just outside Cheltenham, a hardware firm by the name of Giles have in use a Ford lorry which cannot be any later in date than 1920. Outside the firm's garage in the Back Lane, Winchcombe, is the complete chassis and body of one of these old-timers. Scattered around it are torque-tubes and back axles, complete with brake back-plates and a lot of artillery wheels complete with covers. As well as these components there are other exotic-looking bits and pieces. The chassis and body are in very good condition externally.

I am, Yours, etc.,

Chelte ham. A. P. POWELL.

[Thi sounds like the Ford lorry illustrated in MOTOR SPORT in August 1955.—ED.]

* * *

Sir,

I was most interested to read of the 1920 Storey car catalogue that Mr Worthington Williams sent to you. I would however like to query the h.p. ratings mentioned.

I am aware that some manufacturers named their models with a number only vaguely indicating the rating (*e.g.*, the Sunbeam Twenty was 18.2 h.p.), but as one of the Storey ratings includes a decimal point it seems safe to presume some accuracy.

First, the ratings given do not agree with engine dimensions—a 75 by 130 is 13.9, not 14.3, and an 85 by 132 is 17.9, not 20. Secondly, my records do not show a 14.3 Storey. There was a 20-h.p. Storey but that was a later 90 by 150 model.

Possibly the Editor has misread the catalogue (and his proof readers overlooked the error !). A much more interesting possibility is a misprint in the catalogue—though I doubt if this would increase its value to anything approaching that of a mere misprinted (or unperforated) postage stamp ! Perhaps the gentlemen who manufactured the Storey car could be persuaded to reminisce a little—and at the same time solve the problem of the missing horsepowers.

The 75 by 130 13.9 and the 85 by 132 17.9 were, according to my records, the first Storeys made, but from 1921 to 1925 there were three models, a 10.4 65 by 100, a 15.9 80 by 140 and a 20 90 by 150. During 1926/9 three models were offered, two being four-cylinders (9.8 and 13.9) and the other a 17.7-h.p. six-cylinder.

I do not know if any Storeys were built after 1929 but the Editor's memory is correct about the works being in Clapham Park—it was in Thornton Road.

Referring now to the letter from Mr. Jones asking for details of his Roamer—this is another rare car. There was a Roamer in 1917 which was a high-price luxury car but this was, I believe, of British manufacture. The agents were R. A. Rottermel of Poland Street, W.1 (who were also agents for the Halladay car).

However, the American Roamer that Mr. Jones has unearthed would be imported during the period 1921 to 1924. It had a 25.3-h.p. engine of 4 in. by 6 in. and remained virtually unchanged during these years. I do not know of any other Roamer cars in Britain but there are four six-cylinder models in America and I will supply the owners' addresses if Mr. Jones will contact me.

I have never seen either a Roamer or a Storey but of course this is nothing to be ashamed of as there were, according to my reckoning, some 600 or so different makes offered on the British market between 1913 and 1930 !

Thank you for a most interesting journal about which I have but one complaint—it should be a weekly !

I am, Yours, etc.,

Patcham. KENNETH BALL.

[We have checked the ratings and cylinder dimensions in the Storey catalogue that was loaned to us and find we quoted them as printed therein.—ED.]

* * *

Sir,

Your account of the Tank Museum at Bovington brings back memories of a D. & M. course there in 1928, when our driving instruction included at least one of the vehicles mentioned. Due to an accident, I missed the first lesson, which was on an Albion six-tonner fitted with solid tyres, having no hood or windscreen, and with the driving seat about twelve feet off the ground—or so it seemed.

I started on a 1916 Rolls-Royce armoured car. These were fine cars capable of 60 m.p.h., probably the best-looking armoured cars ever built and much liked by the men who used them. The driving seat was a squab on the floor with a leather-strap back rest. You looked through a long, rather narrow, slit and the bonnet seemed to be a mile long. Because of this, I nearly hit a Trojan van in the first few minutes, and the gears were a complete mystery to me.

The next car we drove was one of the delightful Crossley tenders with metal-to-metal brakes and a tendency to gas the passengers in the back—petrol was conveyed from the rear tank to the carburetter by exhaust-gas pressure.

The last in the wheeled series was the fantastic Peerless armoured car. This consisted of a most inartistic pile of armour plate on a Peerless lorry chassis, running on "solids," of course. On top of the pile was perched a pair of small cylindrical turrets from which Lewis guns could be fired on the erring populace during the Irish Troubles, in which many of these cars took part. These cars did 12 m.p.h. in top, if you could get into top, and were supposed to be capable of being driven backwards from a sort of troglodyte's cave in the rear.

We finished our course on Vickers medium tanks, which were standard equipment in the tank battalions at that time and for many years afterwards.

I never really learnt to drive on this course, but did so by purchasing a 1924 Wolseley Ten in 1929. I found no difficulty at all and that very bad car was the first of twenty-two ancient vehicles, not including eight motor-cycles, which I have owned since, some of them even worse than the Wolseley. Number twenty-two is a Lancia Dilambda, which began to pit its wits against mine in November.

I am, Yours, etc.,

Harbottle. R. H. WALTON.

* * *

Sr,

In reply to Mr. Hilton's reference to the 8-litre Bentley, the following is taken from page one of Brochure 35 issued by Bentley Motors in February 1931.

"It is worth noting that the 8-litre Bentley will very comfortably do more than 100 m.p.h. on the flat. I may be wrong (though I doubt it) when I suggest that this is the fastest standard car in the world, but that is only a side issue compared to the fact that when the 240 horses who are stabled under this long and graceful bonnet are unleashed the wind and tyres make more noise than all the rest of the car put together. Never in my life have I known a vehicle in which such a prodigious performance was linked with such unobtrusive quietness.—Captain W. Gordon Aston, *The Tatler*, December 31st, 1930."

May I say that it was not uncommon in those days for the purchaser of a Bentley car to request and pay for a timed speed test. I have a photograph of an 8-litre with Vanden Plas drophead body—owned at that time by a peer—which reached 110 m.p.h. As to m.p.g., we would have reckoned the lower figure as nearer correct. If Mr. Hilton can obtain a copy of *The Autocar* dated September 4th, 1954, he will find a very refreshing article on the 8-litre with some performance data.

I suggest that if Mr. R. A. Clarke, or Mr. Tom Williams (ex-chief of Road Test), could be persuaded to stretch their memories we might get a very good story with true facts.

I am, Yours, etc.,

St. Albans. ERIC MEDINA.

LETTERS from READERS

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

BRITAIN AND GRAND PRIX RACING

Sir,

As one who is concerned every day with the inspection of the materials and bits and pieces that go into aeroplanes, I was intensely interested in Denis Jenkinson's article on Britain and Grand Prix racing. The aircraft industry is founded on the basic principle of meticulous inspection at every stage from the steel plant or aluminium melting furnace onwards. It is not enough, as Connaughts suggest, to install a first-rate inspection organisation in the place where the car is constructed. You have to be sure that every nut, bolt, forging and casting has itself been inspected to an adequate standard during manufacture. The car builder can do a good deal in the way of inspection after he gets his bits into the receiving store, but there is so much that he cannot inspect because that inspection can only be done when the thing, whatever it may be, is being manufactured.

Consider a crankshaft. Unless the grain-flow in the forging is right it may very well fail in service. Neither Connaught's inspectors nor anybody else can tell whether it is right without cutting the forging up, so the whole onus is thrown back on the maker, who must see that the die design gives the right grain-flow, without sharp corners or other stress-raisers. Likewise, you cannot tell by outward and obvious inspection whether a light alloy casting is sound; you have to go to a foundry which has X-ray equipment to control its moulding and casting methods. In short, you have to see that manufacture is controlled by inspection and when you get the parts and components in you can then be pretty sure that you are on the right lines and that if anything fails it will be due to bad design rather than bad workmanship. Bristol know all about this because their car plant is, I believe, run on strict aircraft lines and you will have to go a long way to find better high-speed reliability than you get in their engine. Fords, also, have got inspection into proper perspective and they make sure that their sub-contractors really inspect what they make. All this is no consolation to Rodney Clarke because I expect he suffers from the eternal trouble of being a comparatively small consumer and, nowadays, you have to place big orders before you can get the specialists interested.

I am sorry to learn that Connaughts cannot afford an inspection department; personally, I do not see how they can afford *not* to have one, but it might help a bit if they were to go to established aircraft sub-contractors whenever possible. Such firms do at least recognise the problem.

I am, Yours, etc.,

Newport. JOHN S. PEACOCK.

* * *

NEWS FROM GEORGIA

Sir,

My father has been sending me your magazine for the last three years, and I and all my friends enjoy reading it very much, but after reading through some back numbers I must sit down and put my pen on the paper and my cards on the table. I am 26 years old and parts manager of a large garage dealing only in foreign cars. I am also English. First, regarding new cars, why is it that we cannot obtain the new M.G. MGA or the Austin-Healey Six? There is a real big demand for them in this town and I know lots of orders could be filled if only the cars were available, also the little English Ford Anglia. Where is it? People who want a VW are at the moment having to wait about 12 weeks; those people are turning to the Anglia as it is just about the same price, but now they have become scarce. Why don't you export more? I know you guys cannot use them as you hardly get enough petrol to fill a cigarette lighter.

Next comes the question of getting parts for the cars which were so hard to get. We have at the moment in our workshop one 1951 M.G. TD waiting for a crankshaft, it has been there since before Christmas; also a 1949 A40 Austin that needs an axle-shaft. We are in the process of making that at the moment. We also have a Ford Anglia that needs a right front fender. These are just a few of hundreds of cases I know. Please help us out.

Now English cars *versus* American cars. English cars are designed as follows: Sports cars—for sport; small sedans—for the family man and general use; large sedans—for touring and the upper class of people.

American cars are designed for the American who wants a car he can take out his family in (and I mean a family). It is usually capable of 100 m.p.h. plus, therefore it makes a good touring car and if he wants to hot it up he can enter it in the speed week at Daytona Beach, Florida. No American car corners worth a damn, but our roads are good and straight. I own a Studebaker, a new one. It is a little later than the one Peter Clarke owns, but don't take my word. take his. It is a real good car and it is a pleasure to drive. I have 30,000 miles on it and the only things it has had have been petrol. oil, tyres, points, plugs and condensers and it is good for another 30,000. We also have a 1957 Nash Metropolitan with the A50 motor in it. It is just used for shopping and trips around town, but it is a fine little car.

You print a real fine honest magazine. Keep up the good work.

I am, Yours, etc.,

Atlanta, Georgia. MIKE BECKER.

* * *

"SPORTSVIEW" AND KEN WHARTON'S ACCIDENT

Sir,

I was very pleased to read in the February issue of MOTOR SPORT the *Sunday Express* obituary to that great sportsman, the late Ken Wharton. It was most fitting and appropriate and it is to be hoped that more papers will follow that example in future. I wrote to several and received replies that could well have been written by children still attending school, even from the "Conservative" papers. One point I would like to bring to your attention is that which "Sportsview" brought to bear on this tragic crash. A brief film was shown at the end of the programme highlighting the crash in which particular attention was focused on the body of the unfortunate man, at that time lying on the track. No details or results of the race were given, and one wonders whether or not the interests of "Sportsview" are as genuine as generally supposed. A letter to the B.B.C. brought the reply: "Thank you for your letter, the details of which are here noted"!

Many thanks for an excellent magazine, which I am pleased to note has started a vintage section again.

Here's one who will sadly miss the yellow overalls this year!

I am, Yours, etc.,

Wallington. P. F. ZEPAN.

[This is but one of many letters expressing disgust of "Sportsview's" treatment of the sad accident to Ken Wharton.—ED.]

* * *

VW *versus* M.M. 1,000

Sir,

The letter from Viscount Bury in your January issue has prompted me to do a little research on the comparative performances of the Volkswagen and Morris Minor 1,000. The following has come to light:—

From rest through gears to:	*VW*	*M.M.* 1,000
30 m.p.h. ...	7.4 sec.	6.8 sec.
50 m.p.h. ...	20.2 ,,	18.8 ,,
60 m.p.h. ...	29.6 ,,	31.3 ,,
Speeds on gears (normal and max.):		
Top	70+ m.p.h.	72.8 m.p.h.
Third	45—55 m.p.h.	42—59 m.p.h.
Second ...	30—35 ,,	24—35 ,,
First	15—20 ,,	16—23 ,,

A study of these figures shows that there is very little indeed to choose at all on acceleration. I feel the dispute will only be satisfactorily settled when once more petrol is flowing freely enough for a larger proportion of enthusiastically-minded owners of the new Minor to take the road. When this happy day comes I shall look forward personally to verifying my opinion, by an amicable "dust up," as to which is the superior vehicle. I will say no more in case I am accused of being prejudiced, which, as a completely satisfied owner of a VW, I suppose I am.

I am, Yours, etc.,

Kingswood. G. P. HOWARD.

[We have seen better figures for the VW but those quoted are fair to both cars. It must be remembered that they are really quite different vehicles, one using a low-compression engine happy on the cheapest fuels and geared to run at low r.p.m. to ensure long life (3,000 r.p.m. at 60 m.p.h.), whereas the other has a smaller high-compression engine, is about one hundredweight heavier, calls for high-grade petrol and revs. at 3,975 r.p.m. when cruising at 60 m.p.h. From other aspects we cannot discuss these two vehicles, having driven a Morris Minor 1,000 for a mere 7½ miles, whereas our experience of the air-cooled VW extends over tens of thousands of miles.—ED.]

ARE TUBELESS TYRES FOOLPROOF?

Sir,

I was interested by a letter from C. E. Paine on the matter of tubeless tyres. From the insurance angle I have had some experience of this. On two occasions within the last few months accidents have happened by a driver taking a bend at fair speed and being shot off the road in consequence of deflation of his near-side front tyre. I was quite shocked and somewhat sceptical the first time this happened but found, upon inquiry, that this sort of thing was not unknown to garages and certainly not to my underwriters. In fact one firm of insurance underwriters with whom I discussed the matter were at one time prepared to take up the matter with the manufacturers.

It would appear that unless these tyres are very highly inflated there is a tendency when they are subjected to side pressure to instantaneous deflation. In both the cases I have mentioned it was found that there was no defect in the tyre itself and upon re-inflation it was completely back to normal.

All in all, I think I should be very reluctant to use them myself.

I am, Yours, etc.,

Kingston-on-Thames. ANTONY HYDE-EAST.

* * *

MATTERS OF QUALITY

Sir,

I was rather disappointed that you had not laid out a detailed account of your VW for the year 1956, this car being high on my list of "Cars I would like to own." I am sure that the number of people who would be interested far outnumbers the ostriches who scream abuse in the face of overwhelming evidence. Probably the most outstanding thing about the VW is the finish, which few British cars can equal. At last year's Motor Show we had a "blitz" on mudguard edges and it was a bit of a shock to find that the American four-wheeled cinemas had nicely rolled edges, while the only car that I actually cut myself on was made by the firm that have the arrogance to say that they make the best car in the world.

Finally, in these times of petrol high prices and shortages, a tip for Javelin owners. Remove the rubber connectors that seal the carburetter down-pipes to the bonnet air cleaner. The result is 40 m.p.g. at 40 to 45 m.p.h., and the conversion of the accelerator pedal into a real "loud pedal." However, this merely serves as a warning not to press too hard, and the intake noise diminishes to a faint hiss at small throttle openings.

I am, Yours, etc.,

Fleet. J. A. BAMFORD.

P.S.—I might ask whether the Editorial VW has had any battery trouble during 1956, as I saw a neighbour of mine push-starting his recently? I could not help thinking, "What price starting handles!" See "Satisfaction," page 108!—ED.]

* * *

SWING AXLES AND TYRE WEAR

Sir,

I enjoyed reading Mr. J. C. Morland's interesting article on motoring in Kenya, but was somewhat surprised at his views on swing axles and their effect on stability and tyre wear. Whilst I have no personal experience of motoring in Kenya, I have driven for many years on what I imagine to be similar roads in New Zealand, and having subsequently learned the advantages of independent suspension all round, would have welcomed the comfort, roadholding, and improved braking that it affords.

With regard to tyre wear, my experience has been the opposite to that of Mr. Morland. I have, to date, covered over 50,000 miles in my Volkswagen, and I am still using the original tyres. Although I have always been careful regarding pressures, 19 p.s.i. front, 23 p.s.i. rear, I have not driven with a view to achieving long tyre life, and have, in fact, been described as brutal to the VW by some of my "friends."

From the start, the wheels were changed over each 4,000 miles in the following order: spare to near-side front, near-side front to offside rear, offside rear to near-side rear, near-side rear to offside front, offside front to spare. This procedure was followed until 40,000 miles, whereupon all tyres were taken off and turned around. The wheels were replaced on the stations they occupied before the turn-round and have not been changed since. The tyres are Continental "R," size 5.60 by 15. Incidentally, I was astonished to discover that in spite of import tax, they retail at a figure which is lower than the "ring" price of home-manufactured tyres of identical size.

In view of the scuffing action resulting from the swing axle, one would not expect prolonged tyre life—in fact, this view is supported by your Continental Correspondent, but as I have not yet encountered any other motorist using the rigid or swing rear axle who has covered a comparable mileage, I offer the foregoing for your readers' consideration and comment.

I am, Yours, etc.,

Hatfield. J. C. MURRAY

* * *

ALL FOR I.R.S.

Sir,

I have been reading "Cars I Have Owned" in February's issue. By all means let people say what they think, but when someone suggests that the engine in a Fiat 600 is not in the right place—*and*, that it would be better with a rigid rear axle, then he is obviously just plain b—— stupid! I am sure you will agree with me on this, and I know other people who, like me, are proud Fiat 600 owners and would be only too pleased to demonstrate to anybody the numerous advantages of this very fine little motor car, which is still miles ahead of any small English automobile.

Surely, in Kenya and such like places the engine over the driving wheels must be advantageous! However, from some of Mr. Morland's other remarks, I gather that he is a little old-fashioned in his views, and I think that the success of the VWs, Fiats, Renaults, etc., prove that he is wrong.

Let him stay in Kenya with his solid back axles—give me i.r.s. any time. Incidentally, what an improvement it would be to see the Morris Minor with swing-axle rear suspension—perhaps in another six or seven years' time?

I am, Yours, etc.,

Manchester. PETER STAPLETON.

[We are all in favour of rear engines and conventional i.r.s. (conventional by total car sales in Europe) and we would go further and remark that while water is fine in the bath or with whisky, we have no wish for it in a low-powered engine. But the design of the Fiat 600's i.r.s., being a compromise between swing-axle and trailing-arm, does, we believe, tend to promote rapid tyre wear and so give swing-axle suspension a bad name.—ED.]

* * *

A.A. (AND R.A.C.) WAKE UP!

Sir,

One of your correspondents points out that out of £12 10s. only 23 per cent. (£2 17s. 6d.) was actually spent on British roads in 1955.

What do the motoring organisations intend to do about this state of affairs? Most sections of the public have some sort of union to look after their interests; why not the motorist?

I, for one, will not renew my membership of the A.A.

I am, Yours, etc.,

Swansea. E. PARKE.

[Have a heart, reader Parke; the Government built nearly 5½ miles of new trunk roads last year!—ED.]

"THE SEARCH FOR OIL"

B.P. has issued a book, "The Search for Oil" (24 art pages, 11½ in. by 8½ in., soft covers), the fascinating contents of which are self-explanatory. This publication is notable for some exceedingly fine colour illustrations and should be welcome in schools, etc. It is completely up to date, for although it opens with pictures of prehistoric animals on the oil-forming sea beds, it concludes with hectic helicopters helping in the search for more oil—and in 1957 it isn't only helicopters which have to search for the precious fluid! Whether this sort of luxury publication should be encouraged while the price of petrol goes up and up is open to debate but it *has* been published and you should apply now for a free copy, which on mention of MOTOR SPORT, can be obtained by sending a p.c. to the British Petroleum Company, Ltd., Britannic House, Finsbury Circus, London, E.C.2.

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ALVIS SPEED 25 SALOON, good body but not perfect mechanically. Cost £250 eight months ago. Taxed, insured, coupons. Bargain. £90. Evans, 76, Willesden Lane, N.W.6. MAI 4934. [9668

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TRIUMPH 14 Dolomite, 1939. For sale for spares. Bermondsey 1441. [9740

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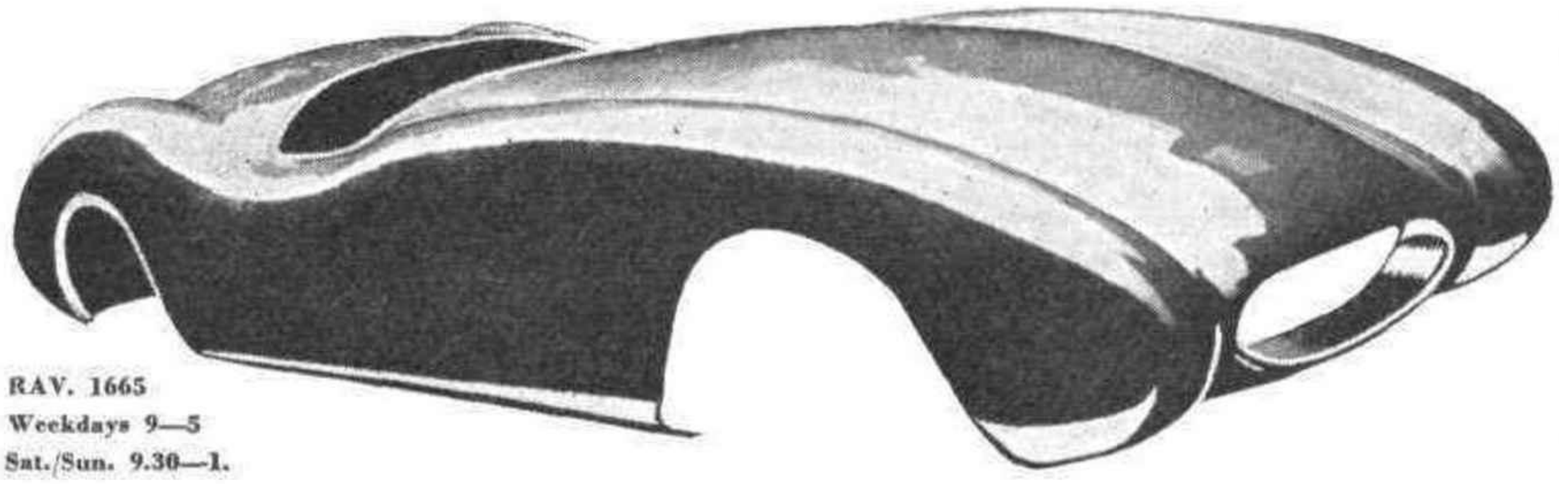
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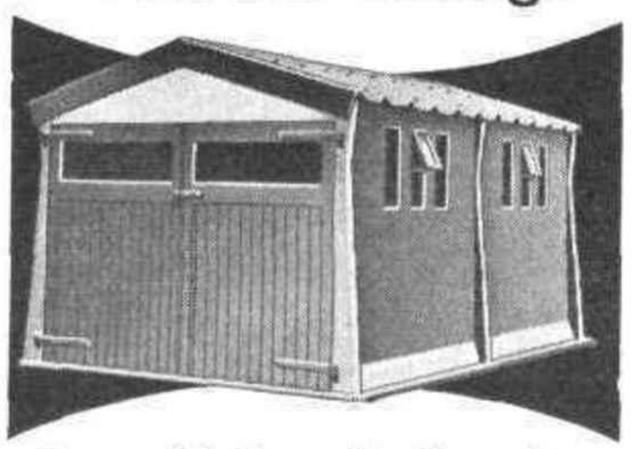
1937 Lynx/Sprite 1½-litre sports tourer, new hood, body and plating in showroom condition, 16-in. wheels. We have completely stripped and rebuilt the engine, crankshaft ground, new bearings, B.H.B. 8 : 1 pistons, cross-flow head. Brakes, steering and wiring checked; when run-in will be capable of 80 m.p.h. plus **£245**
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RILEY 9. Engine, mag., carb., dyno., gearbox., also: block, complete with pistons and comshafts. S.A.E. Bollington, 35, Maple Drive, Yew Tree, Walsall, Staffs. [9897

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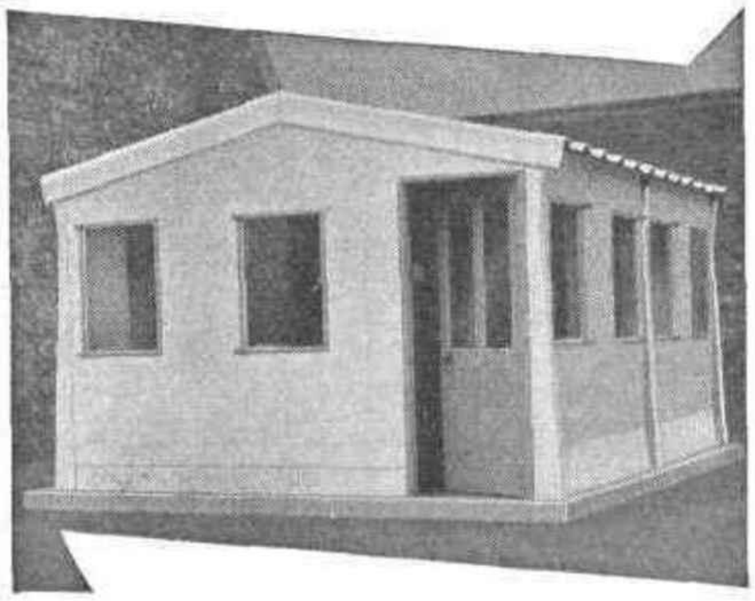
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1948 1½ LITRE RILEY Chassis, complete with engine, gearbox, etc. In good condition. Tyres fair. Wilson & Highfield Limited, Lomax Street, Bury, Lancs. Tel.: Bury 1778. [9792

90 M.P.H. on lighter fuel. Potent 1952 350 Gold Star B.S.A. for good 750 special or similar. Or sell £120. Burkinshaw, 5, Agnes Road, Barnsley, Yorks. [9793

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1939 FIAT 1100 Pillarless Sun Saloon. Alfin brakes, i.f.s., h.c. pistons. Major overhaul last August includes new tyres, steering, linings, universals, gears. 34 m.p.g., needless to explain performance. I need £208. Will haggle if bullied enough. Young, 8, Deronda Road, London, S.E.24. [9807

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M.G. SPARES. New 16in. wheel, T.A. steering wheel. 9, Park Hill Road, Wallington 7877. 9809

1936 RILEY 9 Merlin. Fair. Most petrol. £50 Richardson Studio, Forest End, Sandhurst, Berks. [9810

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VAUXHALL TEN, 1947. Engine, gearbox and all auxiliaries new condition. £40. Allen, "Heatherdew," Compigney, Truro. [9811

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HISPANO-SUIZA sedanca-de-ville, 1924, 6½ litre chassis extensively overhauled and completely rebodied by Carville, 1935. Very imposing; would suit company chairman, film star or sheik. £200. Scott & Howell, 24, Cranley Mews, S.W.7. [9813

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BREAKING 1934 SINGER Le Mans 4-seater. All parts except crankshaft. Targett, Chine Road, Upper Woodford, Salisbury. Tel.: Mid-Woodford 292. [9817

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RILEY ADELPHI. Exceptional mechanical and body condition. Recent overhauls. £175. Phone: Radlett 6022 after 6.30 p.m. [9835

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BENTLEY 4¼, 1937, Park Ward Sports Saloon. Black. First class condition. £375. Box No. K.839. [9839

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The following New Unregistered 1957 Models are on show for immediate delivery :

Riley Pathfinder in black, **Wolseley 15/50** in maroon, **Renault Dauphine** in blue, **M.G. MGA** in blue, **M.G. Magnette** in green, **M.G. Varitone** in two-tone blue, **Singer Gazelle** in blue and grey, **Morris Oxford** in grey, **Morris Minor** van in beige.

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1954 Austin-Healey, B.N.1 series, green, two owners £585
1953 Alta 1,960-c.c. twin-cam 2-seater, superb £345
1948 Allard 61L tourer, beautiful specimen in red £255
1948 Allard saloon, needs recellulosing ... ... To clear at £175
1947 Alvis 14-h.p. saloon, grey, spotless £355
1933 Alvis Speed Twenty tourer by Vanden Plas, tidy car ... £195
1937 Alvis Silver Crest saloon, specimen £145
1936 Alvis 4.3-litre-engined 3½-litre coupe £145
1950 Armstrong-Siddeley Hurricane, grey, two owners, superb £345
1932 Aston Martin International tourer, overhauled £175
1952 Aston Martin DB2, Vantage engine, blue £1,145
1930 Bentley Speed Six saloon, extensively overhauled £245
1937 Bentley 4½-litre drophead foursome by Park Ward, black ... £395
1931 Bentley 8-litre chassis, unworn 65,000-mile rarity £300
1948 Bristol 400 saloon, many 401 mods., triple Solex, etc. ... £625
1950 Citroen Light Fifteen saloon, pale green £385
1939 Delahaye Type 135 saloon £155
1952 Dellow Mark II, red £285
1953 Ferrari V12 2.6-litre, Type 212 Spyder by Vignale £1,595
1955 Ford Zephyr convertible, every conceivable extra and mod. £625
1949 Ford Custom convertible, one owner £495
1955 Ford Anglia, black, one owner £445
1954 Ford Consul, spotless specimen in black £475
1939 Jaguar S.S.100 3½-litre, green £195
1941 Jaguar S.S.100 2½-litre, green £325
1952 Jaguar XK120 hard-top, export model, radio, etc. £575
1951 Jaguar XK120, red, mods. £485
1947 Jaguar 3½-litre saloon, black £145
1952 Jaguar Mark VII saloon superb specimen in black, radio, etc. £615
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1953 Jaguar XK120C, ex-Manduca (driver : Archie Scott-Brown) £1,395
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1947 Jeep, W.D. green £145
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1950 M.G. TD, pale green/green hide, one owner specimen ... £435
1950 M.G. TD, red/cream hide, spotless £445
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1949 M.G. TC, black/cream hide, reconditioned engine, spotless ... £395
1949 M.G. TC, green/green hide, spotless £385
1949 M.G. TC, white with black wings, reconditioned engine ... £385
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1938 M.G. TA, green/brown hide £225
1939 M.G. TA, red/brown hide £245
1938 M.G. TA, red/brown hide, recently rebuilt £295
1937 M.G. TA, blue £225
1936 M.G. PB 2-seater, black £195
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1934 M.G. Q-type racing 2-seater, Arnott blower £195
1934 M.G. NA Magnette tourer, red £125
1934 M.G. 18/80 Mark II tourer, faithful old beast £85
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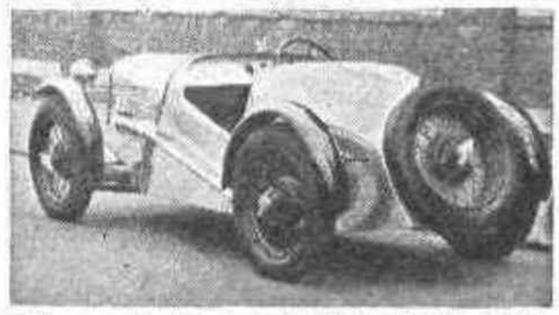
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FOR SALE—*continued*

SUNBEAM ALPINE SPECIAL, Sept. 1954. 17,000 miles. Alpine mist and red. Radio, overdrive, heater and many other extras. Excellent condition throughout. Workshop manual. £795 or offer. Box No. K.927. [9927

ROLLS-ROYCE. Two of the best preserved pre-war cars to be found. 25 h.p. Replica 1938 drophead. Under 10,000 since Rolls rebuild. Unutterably beautiful. £590. Park Ward, 1930. Owner driver. 25 h.p. Unmarked, one owner, original, complete and faultless. £235. J. B. M. Adams, Gidding, Huntingdon. Winwick 216. [9929

S.S.100 JAGUAR, 1937. Excellent condition throughout. Engine just overhauled, and otherwise maintained regardless of cost. One owner only since 1938. Fine example. Excellent hood, battery, tyres. Full tank and all units. Terms and exchanges. £375. Oscar Moore, 204, Ballards Lane, Finchley, London, N.3. FIN 2920 or 7050. [9932

MOTOR SPORT. Most issues 1948/56. 12s. year, including postage. Rapier Handbook, unillustrated, 12s. 6d. Simpson, 6, Westwood Avenue, S.E.19. [9933

TWIN S.U. H.4, 1½ in. Suit M.G., similar. £8. Also T.D. head, £8. Wanted, trials Special. Box No. K.934. [9934

HISPANO SUIZA, 1923, 37 h.p., for sale or breaking. Lansley, 80, Holmesdale Road. Tel.: Reigate 3404. [9935

VERY RARE. Hillman Aero Minx 1935. Engine 1,000 miles. Carb., four tyres and shockers, rear springs, clutch, battery new. Two owners; taxed December; 40 m.p.g.; good hood, tonneau, recently rewired. Above average. £130. Also 1938 Austin 16, caravan body, three berth. Walker, Dawes Green 317 (Surrey). [9936

CYCLE WINGS (domed and beaded), 5, 6 in and 7 in. wide steel. 10s. 6d. each fronts, 13s. rears. Carriage and packing. Prs. 4s. 6d., sets 5s. 6d. Also alloy. W. G. Ferguson, Bath Rd. Garage, Nailsworth, Glos. [9937

ALVIS 25 H.P. Body damaged. Mechanically sound. All parts for sale. 54, Tamworth Park, Mitcham 2859. [9938

TRIUMPH CONTINENTAL, 1937. 2-litre saloon. Excellent condition, fast, reliable, many extras. £150 or exchange drophead. 106, Tuddenham Road, Ipswich. [9939

TALBOT 75, 1936. Taxed. Manual gearbox. Best offer. Flower, 1, Yule Road, Wyken, Coventry. [9940

FOR SALE OR EXCHANGE, Riley Monaco, 1937. Full coupons. For Austin 7 or special. Cash adjustment. Box No. K.941. [9941

CITROEN LIGHT 15, 1950. Very good condition. Well shod, new battery. £310. Would consider good 12/50 tourer part exchange. Smith, Coseners House, Abingdon 626. [9942

AUSTIN 7 LIGHT SPORTS PISTONS, in first oversize only less rings, gudgeons, 5s. each. Four branch tubular steel manifolds which will not melt, £3 10s. Austin Nippy cylinder block rebored new pistons and valve guides throats opened with large valves, £11. Post war Morris Minor straight through silencer and larger bore horizontal S.U. carburettors little used. £4 each. Postage extra. Cambridge Engineering, Cambridge Road, Kew Green (opposite Kew Gardens). Telephone RIC 2126. [9943

TALBOT 65, 1935. Excellent. About £75 or part exchange larger tourer. 105, Speed 20, Lagonda, Sunbeam, etc. 74, Collins Meadow, Harlow. [9944

TALBOT SPORTS SALOON. 13.8 h.p. This car was 1932 Motor Show Model fitted many extras. Seats convert to bed. Special chrome, show finish to tools, engine, parts, etc. Whole car in magnificent condition and the present owners has spent a considerable amount of money on this car including brakes relined, exchange engine fitted, etc. Also complete car same model for spares. £165 the pair. Hire purchase arranged. Any interesting car taken in part exchange. Moseley, Hove 39098 evenings. Horsham 4673 day time. [9945

LOTUS MK. VI M.G. T.C. ENGINE, tuned stage II. First registered August 1955. Full road equipment, including Lucas flamethrower, cellulosed light and dark blue, hood of sorts. Never raced. £500 cash. Dr. Helm, Tideswell, near Buxton. [9947

PARKES AUTO'S BARGAIN OFFERS. New condition "Smith's" 3¼ in. dial 5,000 r.p.m. revolution counter kits with fitall dynamos. Fittings 4 ft. flex drive, 62s. 6d.; 5 ft., 67s. 6d.; 10 ft. rear engine kits, 75s. S.U. carburettors fully reconditioned, exchange examples, 1 in., 50s.; 1¼ in., 55s.; 1½ in., 62s. 6d. Sale 15s. extra, specials, multi-carb set-ups, manifolds, conversions. Marshall superchargers supplied or fitted. M.p.g. and performance increases. Austin 7 to XK 120, and max.; 4½ litres do it yourself kits from £15. Heater motorised fans, £1. C.W.O. S.A.E. Woodview, Buckholt, nr. Monmouth. [9951

ROBERT BURNS AUSTIN 7. Oh what man, the gift can gie' us? To stop ourselves, that others might see us. We hurtle with great speed, up banks and braes. The brakes on our descent, grey hairs do araise. Yon auld fashioned mechanicals, gang oft aglee. You have nae doubt peppered your engine, to make it flee. Let gae guid anchors be your next diversion. Ottery St. Mary and Bowden, mean hydraulic conversion. Bowden Eng. Co. Phone 391, Ottery St. Mary, Devon. [9952

FOR SALE—*continued*

SINGER LE MANS, 4-seater. All parts available. Time and patience needed. £25 complete or will disintegrate. Enquiries to Allan Rogerson, 12, Orrell Gardens, Orrell, Wigan. [9946

VINTAGE HUMBER SALOON, Model 16/50 (1929). Taxed, insured. £80 o.n.o. Box No. K.948. [9948

AUSTIN 7 "SPECIAL," 1936. Dropped axles. "Nice little car." Part exchange. Terms. £45. Open every day. Old Bell Garage, Salisbury 4387. [9949

ALVIS SPEED 20, 1934. V.D.P. saloon. Green, red wheels. Extensively overhauled recent years. Mechanically, electrically excellent. Coachwork very fair. £70 o.n.o. Seen Edinburgh or Teesside. Box No. K.950. [9950

M.G. P.A. Good condition. Radio. £150 o.n.o. 23, Gomshall Ave., Wallington. CRO 8833. [9977

M.G., 1936, 2 litre d.h.c., ex Chief Constable. Recently overhauled. £95. Oxted 1244. [9978

NEW TWO-SEATER Sports body shells with fold flat screens, suit B.S.A. Scout, Singer Le Mans, etc. £20 each, plus £4 carriage. New crated 8 gallon petrol tanks with gauge, £1 each, plus 12s. 6d. carriage. Bentley Mk. VI bodies in perfect condition, some trimmed. Prices on application. Hardwick House, Studley, Warks. Studley 521. [9979

ALVIS SPEED 25 drophead, 1939. Immaculate. £275. Alexander, 13, Avon Road, Devizes, Wilts. Tel.: 828. [9980

SINGER 4-seat sports. Reliable all round condition. Petrol. £25. Definitely no offers. Flat 1, 18, Waterden Road, Guildford. [9981

CAR FOR CITROEN ENTHUSIAST. 1949 Light 15, sunshine roof. Special 4-gear box. Recent overhaul. £285. Rodney 6428. [9982

1931 MORRIS COWLEY Saloon. Good running order. Good tyres, good appearance, taxed. £30. Various pre-1914 accessories, including pair Gray & Davies headlamps, perfect, £4. Pair C.A.V. headlamps, £3. J. E. Manasseh, 57, Campden Hill Road, W.8. WES 5930. [9983

SINGER 9 Le Mans, 1933, sports saloon. Beautiful appearance, excellent performance. £65 o.n.o. Bayswater 3345. [9984

1929 RILEY 9 Tourer. Mechanics, tyres, body good, hood fair. Offers. 6, Eunice Grove, Chesham, Bucks. [9985

FIAT 500, Cabriolet, 1937. Good condition. Engine, brakes overhauled; new hood, dynamo, crown wheel, front spring, clutch plate, petrol tank. £115. Watford 2720. [9986

AUSTIN 2-seater Special, Ford Ten engine, Girling brakes, lowered i.f.s., oversize rears; good tyres, hood, etc. Looks, runs extremely well. Taxed, insured, coupons. Wedding bells force reluctant sale for mere £75. Holland, 22, Imperial Road, Edgerton, Huddersfield. [9987

AQUAPLANE CONVERSION, Anglia 100 E alloy head, twin S.U.s, branch exhaust. Complete, perfect. £22 10s. 7, Tredgold Avenue, Bramhope. Leeds 673685. [9988

£465 VOLKSWAGEN 1955 standard saloon (regd. 22nd December, 1954). Excellent order. Exchange. Brown, 126, Marsden Road, Burnley. Tel.: 4336 (evenings). [9989

1936 PACKARD Super Eight Saloon. This magnificent model is in perfect original condition with guaranteed mileage 54,000. Fitted with latest type Carter carburettor yielding 90 m.p.h. and a genuine 16 m.p.g. Excellent power brakes. Tapley meter readings available on engine performance and braking efficiency. Fuller details on application. A.A. and R.A.C. examination invited. £220. Box No. K.990. [9990

SPORTSMAN SALOON WOLSELEY, 25 h.p. Two previous owners. Excellent bodily, mechanically; interior hide. Engine exceptionally good, uses no 10W/30 X100 oil between changes, makers' oil pressure. Reconditioned dampers and twin S.U.s last 2,000. Oil changed every 2,000 since new. Tyres 70%. Very rare coachwork. Indicated 90 and 21 m.p.g. at 50. Offers. Or exchange scooter or small car suitable wife. D. Davidson, 22, Queen Anne's Road, York. [9991

MERCEDES-BENZ 170V, 1948, black saloon. Not used since complete engine overhaul. New pistons, crank grind, timing wheels, etc. Entire car in magnificent condition. Excellent tyres, battery, etc. £285. Terms, exchanges. Clarendon Motors, Southampton Road, Salisbury 4881. [9992

4½ LITRE BENTLEY, 1938, sports saloon by Park Ward. A well maintained example; black, brown leather, original tools, instruction book. Exchange. £475. James Fleet, 15, Sheep Street, Winslow, Bucks. Tel.: 259. [9993

SPARES AVAILABLE for Bentley, Lagonda, Alvis, A.C., Sunbeam, and most other cars. Any offers for 1929 Vauxhall 20/60 tourer in nice condition? Fielding, Lerry Garage, Talybont, Cards. Phone 79. [9994

A.C., 1936, Drop Head Coupé. New hood, brakes relined, rewired; body fair. Taxed March. Full tank. £125. A.C., 1937 model, Drop Head Coupé. Excellent condition. Full tank and taxed, £175. Breaking 1934 A.C. for spares. Part exchanges and terms arranged. Springfield Garages Ltd., Winchmore Hill Road, Southgate. PALmers Green 5576, 5577 and 8974. [9995

M.G. "L" model, 1933, 4-seater. Engine rebored and overhauled, and chassis, clutch rebuilt, cost £70. Finished except few details. House Sold. Sacrifice £40. Phone: Maidenhead 3596. [9999

FOR SALE—*continued*

MAGNIFICENT TALBOT "95" 4-seater tourer. Black, grey hide, immaculate; splendid tyres and hood. Everything works. Photos. Sacrifice at £85. Or exchange small saloon. 154, Lancing Road, Orpington. Tel.: 22433. [9996

A.70 WITH PETROL for 900 miles (unused ration). Recently new tyres, battery; brakes relined thoroughly overhauled. 27 m.p.g. Roadmasters radio, heater, sun roof. Economical luxury car with smashing performance. 1951. £355. Leslie 25, Fulham High Street, S.W.6. RENown 4763. [9997

MORGAN SPORTS, 1936. Matchless twin, air cooled. Good condition throughout. Brightmore Stockdale Institute, Baslow, Derbyshire. [9998

LEA-FRANCIS and Meadows spares. Valves, guides, gaskets, rocker shafts and bushes, axle shafts, etc. Good supply of sound S/H spares Riley. 46, Foxgrove Road, Beckenham. BEC 0565. [1000

ALFA-ROMEO, 1750 D.O.H.C. D.H. Coupé. Very attractive 4-seater; red. Engine completely rebuilt new hood, upholstery, etc. Fitted 3 Solex D.D carbs. Most spares for another two similar Alfas e.g. chassis, engines, gearboxes, etc., etc. Also spares for 1500 S.O.H.C., incl. engine, gearbox etc. Price £500 the lot or alt. dispose of some spares. Nicol, 13, Chisholm Road, E. Croydon CRO 7801. [1001

J.2, J.4, M.G. SPARES; crankshafts; J.4 engine centric supercharger, etc. S.A.E. enquiries. Box No. K.002. [1002

DELLOW, 1951, Mk. II. 4.7 c.w.p., twin S.U.s 4-branch exhaust, extras. Excellent condition £300 o.n.o. Box No. K.003. [1003

VINTAGE RENAULT 12/6 4-door saloon. Nearly new tyres and battery. Excellent condition throughout. Taxed and insured ready for immediate use. £65. Mrs. Wilde, Tisserand, Billingshurst, Sussex. Tel.: 43. [1004

DELLOW III, '52, rare 4-seater. Recon. engine generator; new radiator, cellulose. 1172 performance with economy. £290 o.n.o. 118 Osborne Road, E.7. MARyland 3140. [1005

BENTLEY 3½ Park Ward Saloon. Excellent condition; good tyres and battery. £265. Also 1936 Riley 1½ Adelphi; very sound car. Two owners only. £165. Owner now has D.B.2-4. Instruction books and petrol coupons for both cars. Archer, "The Frythe," Copie, Beds. Phone Cardington 350. [1006

TOLEDO FIBRE GLASS BODY, £35 o.n.o. Kerr, 6, Guessens Road, Welwyn Garden City. [1008

JOWETT JUPITER, 1952. Maroon. Radio, heater. Two-seater saloon; in good order, fast. £385. Phone: Billericay 799. [1009

LAGONDA 16/80 Special Six open 4-seater. New hood, good tyres, mechanically sound. Phone Mill Hill 6375 week-ends. [1010

AUSTIN NIPPY. 1953. Not used since body stripped and rebuilt to original and finished red. All new interior upholstery and bucket seats in red leather, and expensive red carpets; new hood four new tyres; engine overhauled and recently rebored. Should easily do 50 m.p.g. £95. Kempthorne-Ley, Kempthorne House, Rock, Nr. Wadebridge, Cornwall. Trebetherick 125. [1011

M.G. J.2. 1933. Hardly run in since rebored and sleeved, crankshaft reground, new mains and big ends, new overhead gear and back axle. Hydraulic brakes, new hood and tonneau; good tyres luggage carrier, etc., refinished B.R.G.; immaculate inside and out. £110. Kempthorne-Ley Kempthorne House, Rock, Nr. Wadebridge Cornwall. Trebetherick 125. [1012

COMPLETE AUSTIN-FORD CHASSIS. Cambridge hydraulic brakes. 16 x 500 rear wheels and remote pressurised header tank. 1952 Ford 8 engine-gearbox. Girling hydraulic shock absorbers. Honest bargain for furthering or bits. Nearest £60. Cost £120. Box No. K.013. [1013

S.S.100 2½ LITRE JAGUAR. Newly reconditioned engine. New hood and side screens; five near new tyres. £275. Telephone: Pangbourne 51 after 6 p.m. [1014

WONDERFUL LANCHESTER, 23 h.p., 1924 Tourer. 21 m.p.g. Virtually one owner; full history, handbook. New hood, side screens, battery. Dual ignition 6-cylinder o.h.v. engine out of this world in design and finish. Vacuum-Servo four-wheel brakes with all adjustment in hand. Excellent tyres, upholstery. Reason for sale: no one will buy my Rolls. 210, Coulsdon Road, Old Coulsdon, Surrey. Downlands 2030. [1015

LAGONDA RAPIER, 1935. 1104 c.c. Abbot D.H. Coupé. Well shod; brakes relined; new drums. Steering, roadholding exceptional; good mechanical condition all round. Fast, smart, attractive car. Full coupons. £110. Ashby, 56, King's Road, Berkhamsted 1613. [1016

GOING TO SEA. Must sell my 1935 Triumph Gloria by 20th March. Black but sporty saloon. 10.8 h.p.; reconditioned engine, good brakes, lights, body. 30 m.p.g. Best offer around £50. Deliver anywhere. Rhodes, 32, Eric Road, Wallasey 8080. [1017

8 LITRE BENTLEY Limousine by Thrupp and Mabberley, in excellent mechanical condition, tyres in good condition. Offers, Sanderson, 1, Hoyle Street, Facit, Rochdale, Lancs. Phone: Whitworth 52322. [1019

RILEY GAMECOCK, 1932, 2-seat sports. New hood, side screens and tonneau as original; twin carbs, good condition. Haggle (week-ends) from £70. Room wanted. Milner, 83, Northolme Road, Hessle, Yorks. [1021

FOR SALE—*continued*

FORD TEN ENGINES: three only, from £16. Complete with dynamo, starter, carburettor, manifolds, clutch, £22 10s. Late type gearboxes to suit, £12. Ideal for special or spare engine. Overstrand Motors Ltd., 62, Cottage Grove, Stockwell, London. BR1 2330. [1018

SPEED SIX SPORTSMAN'S Saloon, "D" box and 3.3 rear axle, on 650 x 18 brand new tyres. Engine overhauled. Offers. Spare engine and most other parts from dismantled Speed Six, including spare crankshaft and rods, gearbox, etc. Sanderson, 1, Hoyle Street, Facit, Rochdale, Lancs. Phone: Whitworth 52322. [1020

AUSTIN "NIPPY," 1936. Two-bearing engine done 1,800 miles since £37 recondition. Servais, light green; very good condition. Must sell to buy marriage licence, etc. Offers; all considered. View or further details. Adamson, 7, Park Grove, Hull. (Or London, late March.) [1022

M.R. SPARES; must clear. All 20 h.p. bits. Also 1931 25 h.p. limousine to break; consider reasonable offer for lot. 20 h.p. owner-driver saloon, immaculate s/steel radiator, body needs attention but ready go anywhere; good tyres. Tow bar fitted. £100. North Garfield House, Blagreaves Lane, Littleover, Derby 48819. [1023

RILEY LINX, 1½ litre, 1936. Black red upholstery and wheels; Excellent condition for year. Enthusiast's car. Well shod and maintained. A bargain at £135. Comprehensive insurance. Gant, 12, King's Crescent (E), Stocks Lane, Chester. Tel.: 26168. [1024

RILEY 1½ litre Kestrel 6 light saloon. I drove this car new from showrooms in November, 1938, but family has now outgrown car, so must sell. Good tyres, upholstery, bodywork. Chromard liners (no oil), brakes relined, new pivot pins. Colour green. Heater, de-mister, Sprite instruments (rev. counter) all o.k. £250. Reigate, Surrey, 5273. [1025

£60. 1933 NOV. MORRIS 10-4. Exorbitant? Complete engine recon. 18 months ago. Transmission modified to Series II. Two rebuilt restoved wheels, five nearly new tyres. New batt, front springs, sunshine roof, P.V.C. headlining; high ratio c/w gives "Volkswagen" cruising. Will haggle. 7, Buller Road, London, N.22. BOW 9292. [1026

ALVIS SPEED TWENTY D.H.C. Exceptional condition all round. Telecontrols, i.f.s., P.100s. 30 coupons. Owner emigrating. £125 or best offer. Photo. Dr. Bowness, 14, Woodlands Avenue, London, N.3. [1027

FRAZER NASH B.M.W. Type 329, 1938. Engine completely rebuilt by Willis, including Bristol oil-pump. New hydraulic dampers all round, brake system renewed. Body shell (2-4-seat cabriolet by Reuter) made sound, remains to be fitted to chassis, and wings and oddments fitted. £225 o.n.o. Box No. K.028. [1028

ONE M.G. T.F., first registered June 1954. Replacement engine fitted 4,000 miles ago. Five good tyres, wing mirrors, taxed for quarter; regularly serviced and tuned for enthusiastic owner. Dark green. Seen by appointment. Dartmouth Garage, Main Austin Dealers, High Street, West Bromwich. WES 2441/4. [1029

A.7 SPECIAL. Alloy full width; needs detail finishing. Just run-in. £95. Photo. Seen Camberley, Surrey. Box No. K.030. [1030

1954 (REBUILT) RILEY 9 Sports. New: tyres, brakes, king-pins, hub-bearings, C. & P., clutch, lights, battery. Modified dynamo. Spare engine; petrol; photos. £105. John Townsend, "Redcroft," Longfield Drive, Amersham (1087), Bucks. [1031

BULL-NOSE MORRIS, 1924. Excellent mechanically, rough original body, hardly used 20 years. £30. Terms. Miller, "Reynolds Bricks," Mount Hill Lane, Gerrards Cross, Bucks. Fulmer 161. [1032

LAGONDA V.12 ENGINE. In running order, and complete with all accessories. W. North, Pontefract Road, Stourton, Leeds. [1033

RILEYS: Most petrol. 1935 Falcon 12/4, taxed, £65. 1933 Lincock nine, £50. RAVensbourne 5636. [1034

MORRIS MINOR, 1931. Excellent order. Two-seater aluminium body; side valve engine. Nearest £50, or exchange w.h.y.? Morrell, 18, North Avenue, Burnage, Manchester. RUSholme 3508. [1035

O.K.W. F.7 Master Cabriolet. Property of Chairman, D.K.W. Owners' Club. Just completely overhauled, not fully run-in. Doing 48 m.p.g. £195 o.n.o. Also spare engine in very good condition. £35. Middleton, 3, Thornbury Court, Whyteleafe, Surrey. Uplands 7252 after 7 p.m. [1036

M.G. 1930 SPORTS. Taxed and insured. Excellent condition. Some spares. £50. 3, Buckingham Road, Doncaster. Tel. 3554. [1092

M.G. P.A., mint of condition. Engine recently overhauled. New headlamp conversion. Reupholstered in red, resprayed red, most parts rechromed. Three new tyres and new grid fitted. New hood and screens, new dynamo and dry seals. This car must be seen. £165. Clark, 52, Bromley Street, Stepney, London. [1038

1937 M.G. T.A. Good engine, gearbox, back axle. Side screens, hood, new 1955. £150. Uplands 4831. [1039

DELAGE ENGINE D.I.S., 14 h.p., 1928. Completely rebuilt, including Martlet pistons. Slight internal crack in block. Would separate. Offers to Hall, 1, Temple Road, Croydon 8989. [1041

FOR SALE—*continued*

1925 RENAULT 8.3 Cloverleaf. Three owners since new. Taxed year. All coupons. Hood, sidescreens, starter absolutely original. 40 m.p.g. Deliver 100 mile radius. £100. Charles Mortimer, Little Arcall, West Road, St. George's Hill, Weybridge, Surrey. Phone: 3545. [1040

FIAT 1100 Pillarless Saloon, 1939. Good appearance and performance. Extras include heater, spotlight, Windtones, special instruments. £165. Flat 1, 4, Polworth Road, S.W.16. STReatham 7714. [1042

DISMANTLING 1934 RILEY 9. R/W hubs. All parts. Austin 7 short chassis, complete engine gearbox, axles, etc. Basis for Special. Will separate. Parker of Crowhurst, Battle, Sussex. Phones: Crowhurst 93, Bexhill 2515. [1043

SINGER 9 ENGINE, 1932/3; only done 1,500 miles since complete recondition. Transmission gone for a burton. Genuine bargain at £15. Full details on request. Simmons, 337, Cannon Hill Lane, London, S.W.20. Tel.: LIB 4476. [1044

GOOD HOME NOT REQUIRED just somebody with pound notes. Alfa Romeo supercharged 1,750 4-seater drophead, 1932. Any offer or exchange? Completely rebuilt Riley 9 chassis. Overhauled engine; can be driven. Requires body framework panelling. £30. 8, Homestead Way, Northampton. [1045

SIX CYLINDER SCINTILLA MAGNETO, speedometer and rev. counter. Suitable post war Lagonda. £3 the lot. Ring Crawley (Sussex) 2115. [1046

SCINTILLA VERTEX MAGNETO, N.V.4. Brand new. Suitable all T. type M.G.'s, or replace any 4 cyl. distributor rotating clockwise from driving end. £6 10s. o.n.o. Finn, 1, Saxon Rd., Newhaven, Sussex. [1047

RILEY PRESELECTA BOX (reconditioned). Oldham battery, Adelphi radiator, starter motor, offers. F. Drake-Briscoe, Old Shunt House, Bubbenhall, Coventry. [1048

£225. ASTON MARTIN MK. II, 1936. Sports saloon. 11.9 h.p., Very attractive car. Recent overhaul. Phone: Hayes 6858, or call: 178, Cowley Rd., Uxbridge, Middlesex (evenings or weekends). [1049

1929 ROLLS 20 MULLINER SALOON. Laid up at Emsworth, Hants, since 1951. Available Easter. £95 o.n.o. F./Lt. Swain, R.A.F. Wymeswold, Loughborough, Leics. [1050

MUST SELL. No reasonable offer refused. Brand new Ford 100E gearbox. Fiat 500 S./box, hubs, S./axles. 1940 Lancia engine. S.A.E. for detailed list, many parts. Box No. K.051. [1051

1930 MORRIS COWLEY SPARES: gearbox, dynamotor, etc. List from Peach, 2, Johnstone St., Bath. [1052

SINGER LE MANS, 1935. 2/4-str. sports 9 h.p. B.R.G. engine overhauled, new electrics, good battery, tyres. Recon. insts. Full tank to lucky buyer. £95. Also "Speed" model engine, £30. Twin S.U.'s with manifold, £10. Marriage cloud forces sale. The lot £130 or separate; will haggle. Maciver, THO 6262, day; Lingfield 555 evenings, weekends. [1053

1929 RILEY NINE WEYMOUTH SALOON, good tyres, coupons. £28. 92, Douglas Drive, Moreton, Wirral. ARRbrook 4124. [1054

RILEY 1½ KESTREL "SPRITE" 6, light saloon. Grey and maroon. Late 1937. Extremely smart car, many extras. Reluctant to part, but only 24 m.p.g. £270. Cooke, 6, Colburn Ave., Hatch End (4407), Middx. [1055

BARGAINS: Hillman Minx gearbox, latest type, £15; E.N.V. preselector box with all controls and adaptor for Ford 10; A.70 engine completely rebuilt, only 5,000 miles since. Complete with starter, dynamo, clutch, carb., etc., £30; Minx rear axle complete, hydraulic brakes, £8. Front suspension units complete, two heading shoe, coil springs, £8 the pair; Minx IV front wings, £3 each; A.70 steering column and Idler box, £3. Harrow 1381. [1056

M.G. T.A., black, '36. Excellent condition and performance. 6.00 x 16 Michelin rears. Any trial. £200. "Lark Inn," Blue St., Carmarthen. [1057

GENUINE FERRARI CHROME/ENAMEL lapel badge, new. 30s. Alvis "Firefly" sports saloon, good tyres, body, new battery, excellent mechanically. £50 o.n.o. North England. Box No. K.058. [1058

100 MORRIS 10 O.H.V. ENGINES. From £5 bare to £9 with accessories. Shifnal Motor Services, Church St., Shifnal, Salop. [9972

1½-LITRE INVICTA, in absolutely original condition and unmodified. Good and economical runner. Wilson box in excellent order. Brand new battery, wheels respraved and quite well shod. Small four door saloon of outstandingly pretty lines, with very low roof line and rear luggage boot. Leather upholstery in good order. Coachwork and wings rather rough but by no means "Past the point of no return." Petrol coupons unused. Offers invited. David Scott-Moncrieff, Rock Cottage, Basford Hall, nr. Leek, Staffordshire. Telephone: Churnet Side (Stoke-on-Trent) 300. [9973

MERCEDES-BENZ ENGINE AND GEARBOX. 320, 1938. Starter, dynamo and carburettor all recond less than 1,000 miles ago. Murcell, 15, Chester Terrace Mews, N.W.1. WEL 5673. [9974

RILEY BODY, 1948, wings, bonnet, grill. Excellent condition. Offers: Brooks, "Netherlea," Oxshott. [1134

FOR SALE—*continued*

M.G. SPARES. Dismantling M, J.2, P.A., P.B., L and F types, K.N. Saloon, N.H. Magnette, V.A. Saloon; Ford Ten engine fitted J.2, box complete and ready to fit. Judson blower fit T. type. Dynamos, 600 x 16 in. and 19 in. wheels all models, cranks, blocks, heads, J.2 gearboxes, new M-type hood, L-type hood, several complete engines, set of four Amals and 4-branch exhaust system, P.B. Full engine reconditioning service: boring, crank grinding, etc., etc. Richardson, "The Meads," 33, Church Road, Cowley, Middx. [1080

M.G. P.A. 2-str., 1934. Recent respray cream; good con. throughout. £125. 2, Berens Road, St. Mary Cray, Kent. [1082

1952 VANGUARD Utility, 26,000 miles. Good condition and performance. For plus-four Vanguard-engined 4-seater. Cash adjustment. Or w.h.y.? 23, Main Road, Hextable, Kent. [1083

KHERZIG DWARF requests offers for reconditioned 1936 Talbot 105 Saloon, about £75. Exchange plus gold for smaller saloon or drophead. Rees, 27, Martin's Terrace, Abercynon, Glamorgan. [1084

£205 O.N.O. 1946/7 LEA-FRANCIS de luxe saloon. Good condition, recent overhaul; 25 m.p.g.; good brakes and tyres. Poynter, 5, Faversham Road, Beckenham, Kent. [1085

LAGONDA 16/80, 1933, V.d.P. 2-seater with dickey. Complete car less engine, clutch and batteries. Body good, hood and screens excellent; cream leather on Dunlopillo seat; manual gearbox; P.80s, all instruments; towable. Whitworth, 93, Malden Road, Colchester. [1087

BODY FOR SALE: Coachbuilt saloon body by Chelsea Carriage Co. of London. Vee screen, four doors complete in excellent condition taken from Austin Twenty. Chassis body space 8 ft. 6 in. Would fit Rolls Royce, Bentley, Sunbeam, etc. Could be adapted to either 4 light with rear boot or 6 light very easily. £30 o.n.o. Five practically new 6.00 x 20 tyres, tubes, and wire wheels, Dunlop John Bull twin wheels from 1929 Austin 20 at £9 10s. each or offer. Oldham, Field Green House, Sandhurst, Nr. Hawkhurst, Kent. Hawkhurst 2391. [1123

V.8 DAGENHAM UTILITY, 1940. Non-W.D. Well maintained, fast, reliable. £75. 12, Hillclose, Purley. Uplands 0027. [1133

WIFE'S RILEY FALCON 12/4, 1936. Retrimmed interior. Very sound body and mechanical condition. Any trial. Reason for sale: credit squeeze. £120. Fairlands 5724. [1168

WANTED

SINGER, 34-35, 1½ litre Le Mans Radiator and Shell. Rosselli, 128, Holland Park Avenue, W.11. [9731

WANTED: ANY INTERESTING "HEALEY" or similar type car. Minimum of work not objected to. Box No. K.732. [9732

INFORMATION ON STEAM CAR construction or complete/part unit, any age, providing reconstructable. Any helpful advice, books, etc., appreciated. Box No. K.736. [9736

VETERAN CAR, 1904 or earlier. Any condition but good runner preferred. Rea, Iden, Rye, Sussex. [9737

WANTED IN APRIL: M.G. 1½ saloon, low mileage, 1951-1953. £200 down, balance deferred over two years. Box No. K.753. [9753

TWO GOOD 550 OR 600 x 16 racing covers. Also "Motor Sport," May 1948. 28, Carlton Road, S.W.14. [9754

WANTED: FORD 10 AQUAPLANE MODS. Thornton, 120, Richmond Road, Sheffield 13. [9770

WANTED: SET OF BUCKLER C-type Gears for Ford 10. Burgh Heath 3901. [9776

WANTED: BOA CONSTRICTOR HORN. Queen's Hotel, Ashby-de-la-Zouch. [9778

DECENT ALVIS 12/50 or Riley Tourer wanted. Arnup, Brockfield Farm, Wartnill, York. [9779

SPEED EQUIPMENT for Mk.1 Zephyr. Raymond Mays, Aquaplane, Laystall, or similar conversion. Also Consuella exhaust manifold. Details, Richard Coopman, 58, Gloucester Place, W.1. [9789

PAIR LUVEX hydraulic (finger-tip control) dampers to fit 1939 4¼ litre Jensen. Also windscreen for rear passenger seats. Box No. K.795. [9795

WANTED: MORGAN PLUS 4, 1952/3, or perhaps fully equipped special. Write 16, York Road, Ilford, Essex. [9802

£100 FOR SPORTS CAR, top condition, any year 12 h.p. max. 2, Hill Syke, Lowdham Grange, Lowdham, Notts. [9803

FOR 1950 MORRIS MINOR: Alta O.H.V. Conversion set (alloy). Box No. K.804. [9804

BONNET for 3 litre Bentley, late type. Grieve, 4, Briad Avenue, Edinburgh. [9806

BENTLEY, 1929, 4½, V.D.P. open four. Must be original and unmodified, in first class condition and full equipment. Your price paid for right job. Particulars and photo please, to 9, Hollywood Way, Woodford Green, Essex. [9819

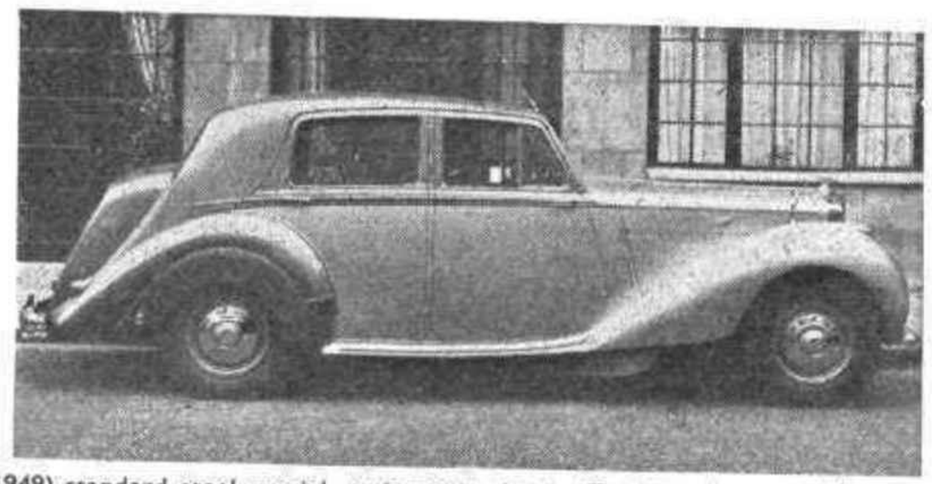
FOR BENTLEY, 1929, 4½. One front dumb iron apron, one hub grease cap. Beverley Motors, Beverley Road, London, E.4. [9820

INTERESTING CAR WANTED, under £50. Preferably vintage and economical; unfinished special considered. Also wanted, Brooklands Riley chassis, two 600/16 tyres, Meadows 4½ engine. Perren, Pomeroy Lodge, Wingfield, Trowbridge. [9821

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SIMMONS

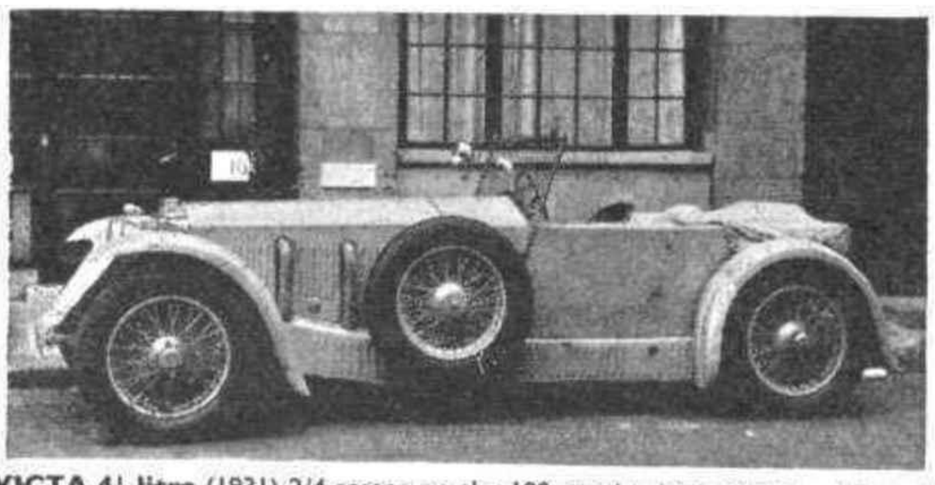
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BENTLEY MARK VI (1949) standard steel special equipment saloon. Two-toned grey, with grey trim, sliding head. Radio, heater, etc. Moderate mileage. Bentley specified modifications to date. Maker's history from delivery. Works serviced this month. A sound chassis and in impeccable condition.

£1,000

A further 1949 **Mark VI S.S.**, similar to the above, will be available during the second week in March.



INVICTA 4½-litre (1931) 2/4-seater on the 100-m.p.h. short chassis. Now white with blue trim. This is the Invicta that has for many years been admired at Prescott and Goodwood, which we were fortunate enough to purchase from Lord Ebury, for whom it was completely rebuilt this year. Practically nil mileage has been recorded. It is probably the best existing specimen.

£475

ROLLS-ROYCE (1938) 25/30-h.p. GGR Series, owner-driver, sliding-head, swept-back town saloon with small boot by Hooper. Black, with calf trim. R.-R. detailed history from delivery. Fitted radio, heater, etc. In most exceptional condition.

£675

ROLLS-ROYCE (1934) 20/25-h.p. GGR Series, owner-driver, Continental sports touring saloon by Gurney Nutting, with large boot. Black and dark blue, with blue trim. Fitted heater, etc. Reputedly extensive overhaul in 1955, of which details are awaited at time of press. Excellent chassis and pleasing coachwork. **£485**

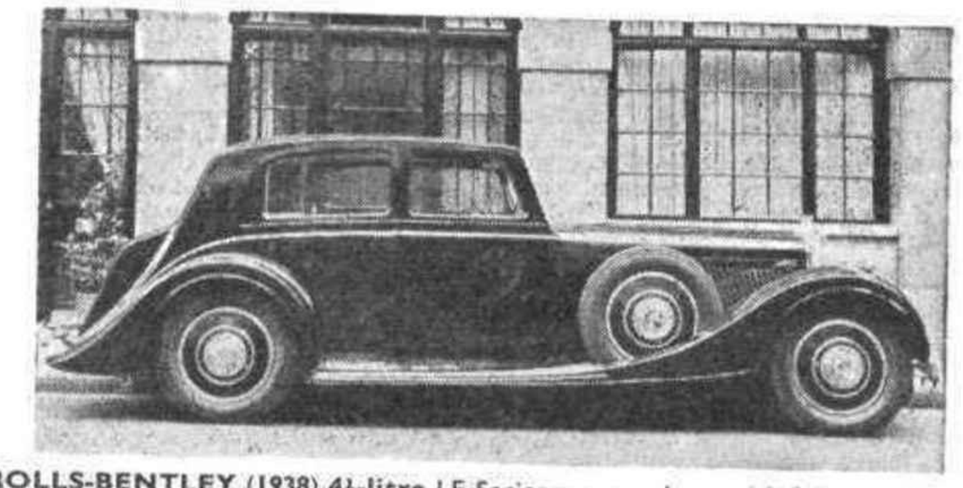
ROLLS-ROYCE 20/25 (1932) family touring saloon by Windover, with large boot. Black, with tan trim. Taken p/e. last month. No history, but a workshop test and report will be available.

£275

HOTCHKISS (1939) 3½-litre five-seater drophead coupe in standard form on the Paris-Nice chassis. British racing green, with beige calf trim. Extensive history from main concessionaires. Sound, pretty and very rapid even by 1957 standards.

£325

At the time of going to press we are negotiating the purchase of the **Roesch-Talbot** illustrated and described in the August 1956 edition of *Motor Sport*, a **Sunbeam-Talbot Mk. IIA** saloon (1953) at 16,000 miles, an **Austin Princess** (1951), and two further **4½-litre Rolls-Bentleys**, one a drophead by Thrupp & Maberley. A number of **Rolls-Royce 20/25** and **25/30** models will also be available during March.



ROLLS-BENTLEY (1938) 4¼-litre LE Series sports saloon with fully razor-edged coachwork by Freestone & Webb. Blue-black, with grey trim and ebonised appointments. Detailed history from delivery, including overhaul Sept. 1956 at R.-R., Derby, at cost of £470. Fitted radio, heater, etc. In mint condition. **£525**

ROLLS-BENTLEY (1937) 4¼-litre sports saloon by Park Ward. Ivory and black, with black trim. Detailed history from delivery. Serviced at R.-R. last month. Impeccable.

£450

BENTLEY 4½-litre (1930) short-chassis vintage foursome two-door drophead by Corsica. British racing green, with green trim. Works service and report to our order this month. Rugged rather than good-looking, and sound as a bell.

£285

ROVER 75 (1949) sliding-head saloon in standard form. Fawn, with beige trim. Low mileage and in completely unmarked specimen condition. With deference to the well-known I.T.V. advertisers—"This engine improves even on perfect quietness."

£425

ROLLS-BENTLEY (1936) 3½-litre sports saloon by Park Ward in standard form. Coachwork and interior excellent but mechanically much below par. **TRADE ONLY PLEASE.**

£200

ROLLS-ROYCE (1936) 20/25 GCJ Series "Top Hat" sports saloon by Freestone & Webb, with razor-edged wing and boot treatment. An exceptionally rare and attractive model. Details too late for press but further particulars will be forwarded upon request.

£575

1957 MORRIS MINOR 1000 Traveller's car. Dorchester grey. Works mileage. Under list price.

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WE SHALL BE GRATEFUL FOR DETAILS OF ANY WELL-CONDITIONED MARK VI BENTLEY, ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, AND VEHICLES SIMILAR TO THOSE ADVERTISED, PREFERABLY WITH A KNOWN HISTORY, OF WHICH READERS WISH TO DISPOSE. MR. SIMMONS WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY PRIOR APPOINTMENT.

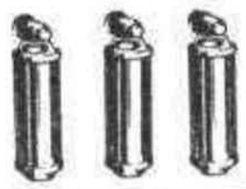
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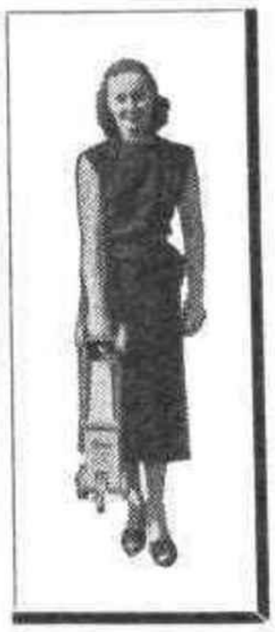
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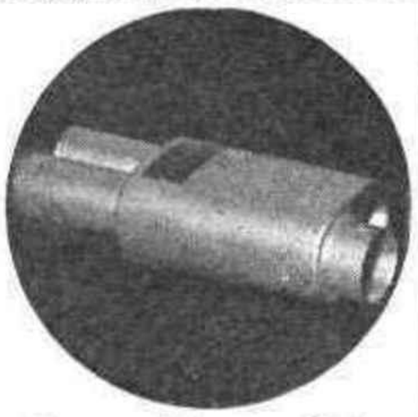
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URGENT: WANTED in good condition, one 19in. and two 16in. wheels for M.G. T.A. Hazlem, 9, Fairlie Gardens, Forest Hill, S.E.23. FOR 6927. [9805

SINGULARLY MAGNIFICENT VINTAGE Rolls 20, teetotal Bentley, etcetera; circa £150. Part exchange good Chummy. Edward Alcock, 568, Dunstable Road, Luton. [9822

RILEY IMP. Full details, price. Any distance. All letters answered. White, 40, Colston Avenue, Carshalton, Surrey. [9823

ALTA O.H.V. CONVERSION HEAD for S.V. Morris Minor. Reasonable condition and price. 35, St. Thomas's Square, Cambridge. [9824

ASTON MARTIN, 1934-1940. Must be mechanically excellent, good chassis, but paint immaterial Around £200 cash. Box No. K.825 [9825

MORGAN 4/4 wanted, any condition/type. Exchange two-seater A.C. sports. Full equipment Good tyres, twin spares. Or would sell. 138, Glenny Road, Barking, Essex. [9858

WANTED: 1936/7 TALBOT 10 splined front and rear hubs, suitable for reconditioning. Also bound volumes "Motor," "Autocar," "Motor Sport," before 1930. Bland, 27, Southfields Road, London, S.W.18. Vandyke 1612. [9859

WANTED: VINTAGE LIGHT CAR of character; Jowett, Humber or w.h.y. Reasonable price. Hartley, Thornhill, Barrowford, Lancs. [9860

BENTLEY 3 LITRE wanted. Four seater tourer in original condition. About £100. Shrimpton, Little Garth, Hilton, Lichfield, Staffs. Telephone: Shenstone 394. [9861

16/80 OR 2 LITRE LAGONDA wanted. Open 4-seater, preferably V.D.P. body, A.C., or other similar 2 litre considered. Full particulars and photo please. Dunning, 24, Queen Street, Huddersfield. [9862

WANTED: M.G. P.B., or one requiring mechanical attention considered. Must be bodily sound. No Ford-engined conversions. Yorks, Lancs, or near. Box No. K.883. [9883

820 x 120 B.E. TYRES, sound condition essential. Matthew, 2, Crown Terrace, Glasgow. [9884

STUTZ BEARCAT, MERCER OR KISSEL. State price and condition. Photo if possible. L. W. Lindberg, 723, Nell Gwynn House, Sloane Ave., S.W.3. [9885

500 C.C. CHASSIS, if possible with wheels. No engine. Must be reasonable, very. Richards, 3, Taplow Road, Taplow, Bucks. [9886

IMPECUNIOUS ENTHUSIAST offers £25 for sporty vehicle/heap. Box No. K.888 [9888

L.H.D. ACECA or other recent l.h.d. sports car. Private buyer. Cash down. Gerrard 0971. [9924

TRIUMPH ROADSTER wanted or good looking other make coupé. Saloon or utility considered. 45, Shirehall Park, N.W.4. HENdon 1648. [9953

T.R.2/3 front suspension, back axle, springs, brake drums, gearbox, shaft and radiator. Box No. K.954. [9954

£285 (DEPOSIT £120) for post-war 1-1½ litre four-seater or saloon. R.A.C. examination. Sheffield. Box No. K.955 [9955

SPECIAL, or Ford-engined conversion. Details, photo and price to: Marshall, 1,010 Anlaby Road, Hull. [9956

FOUR-SPEED GEARBOX for Citroen Light 15 or Volkswagen gearbox with drive shafts. White Gables, College Town, Camberly. [9957

VOLKSWAGEN around £150. R.H.D. preferred. Terms desirable. No dealers. Write first. B. Wrapson, 43, Irving Road, London, W.14. [9958

1.2 M.G., late model. Flared wings preferred. Give fullest details including any modifications. London area. Box No. K.959. [9959

SUNBEAM TALBOT, Mk. IIA/Riley 1½, 1952/53, wanted privately for cash. Would consider good T.R.2, Austin-Healey. Realistic price. Box No. K.960. [9960

RILEY KESTREL 1½, post 1936. No jaded has-beens, please. BER 1012. [9961

ORIGINAL ITALIAN TYPE Timing Chain for 1934 Lancia Augusta. Replies to Box No. K.975. [9975

POST-WAR OPEN SPORTS CAR. Maximum £300. P. Raymond, 11, Oaklands Avenue, West Wickham, Kent. [9976

REV. COUNTER and drive for Riley 1½, 1936. Archer, "The Frythe," Copie, Beds. [1007

ALFA ROMEO SCROLL wanted. Your price. 8, Stannington Avenue, New/Tyne 6. [1059

WANTED — URGENT: 1938/9 FIAT 1100 or similar. Please write stating lowest price. Box No. K.060. [1060

J.A.G. OR '48-'50 ALLARD, reasonable price. Hawkins, 313a, Alexandra Avenue, South Harrow, Middx. [1061

WANTED: ROLLS 20/25, about 1930. Good condition. Private. Reasonable. Box No. K.062. [1062

BULL-NOSED MORRIS or vintage Alvis tourer; cheap but drivable. Cruse, Albert Road, New Milton, Hants. [1063

SPORTS CAR. Anything reasonable considered. Downs, 2, Coes Cottages, Union Street, Barnet. [1064

URGENTLY WANTED: AUSTIN Ulster or Nippy. Maximum £150. Enthusiast. Gerrards Cross 3482. [1065

WANTED: 9 H.P. TOURER SINGER Le Mans. Must be first class condition. All particulars please. Box No. K.066. [1066

TWO 4.50 x 15 INCH WHEELS for Ford Ten Special. 28, Stanton Road, Ilkeston. [1067

WANTED—*continued*

URGENTLY WANTED: 1933 MORRIS MINOR crown wheel and pinion, or complete rear axle. Box No. K.068. [1068

BUGATTI engine and gearbox wanted, complete or parts, any condition. 164, Heaton Moor Road, Stockport. [1069

WANTED: AUSTIN or similar Special. Exchange for immaculate 1955 Ariel 500 c.c. Cash either way. Nelson, 13, Devonshire Street, Skipton, Yorkshire. [1070

ALLARD, good condition, reasonable price. Shakespeare, "Chartley," Coombe Park, Kingston Hill, Kingston 4326. [1071

WANTED: FIBREGLASS BODY, 6ft. 9in. wheelbase. "Fouracres," Ringwood Road, Ferndown, Dorset. Ferndown 2379. [1072

VOLKSWAGEN, 1949-50, r.h.d. Must be good. Evenings, 44, Somerset Avenue, S.W.20. WIM 0392. [1074

WANTED: FIBREGLASS AUSTIN Special 750. Body undamaged, remainder immaterial. Box No. K.075. [1075

RED LABEL BENTLEY required, or late 3 litre saloon. Approx. £140. Box No. K.076. [1076

1929 MORRIS SIX, car, engine, horn, horn-button, driving mirrors, Smith's clock, handbook. 18/80 M.G. speed model; bucket seats, windscreen, side screens, hood, 1929 "Six" handbook. 18/80 M.G. Mk. II. Cheap, crashed or semi-dismantled would do, clock and instruments. 14/40 M.G. Octagonal calormeter, large hub wheels, whereabouts of non-runners for spares. Box No. K.159. [1159

FOR AUSTIN 7: Twin S/DD, S.U.s, with linkages and manifold, also "Banana" or 4-branch exhaust. Conybeare, "Applecroft," Yelverton, Devon. [1160

LAGONDA M.45 or L.G.45 Tourer. Must be thoroughly sound. D. V. Archbell, Nade House, Notton, Wakefield. [1161

M.G., AUSTIN SPECIAL, or similar sporting vehicle. Must be under £50. Dodwell, 12, Bishopswood Road, London, N.6. [1162

1954 AUSTIN HEALEY or 1955 Ford Lotus Mk. IX. Must be cheap. Price, particulars, photo, to A. Stokes, 16, Larmans Road, Enfield, Middx. [1163

WANTED TO HIRE 13th to 20th July, reliable open car. Some petrol if possible. Box No. K.164. [1164

5.00, 5.50 AND 6.50 x 18 RACING TYRES, new or part worn. State condition and price. Capt. Bayliss, Lydd Camp, Lydd, Kent. [1165

LUCAS REAR LAMP 634, 1905 square speedometer, veteran or Edwardian car. Any condition. Newens, 288, Kew Road, Kew, Surrey. [1166

WANTED: CYL. BLOCK for 1936 T.A. M.G. 23, Woodhall Cresc., Copley, Halifax. [1167

RILEY 1½, 1947/54, complete chassis. "Write-off" or dilapidated model. Brooks, "Netherlea," Oxshott. [1135

BENTLEYS, ROLLS, M.G.s, LAGS 4½, F.N.s, etc. Realistic prices. Booth, 55, Headingley Lane, Leeds 6. Phone 54795. [1150

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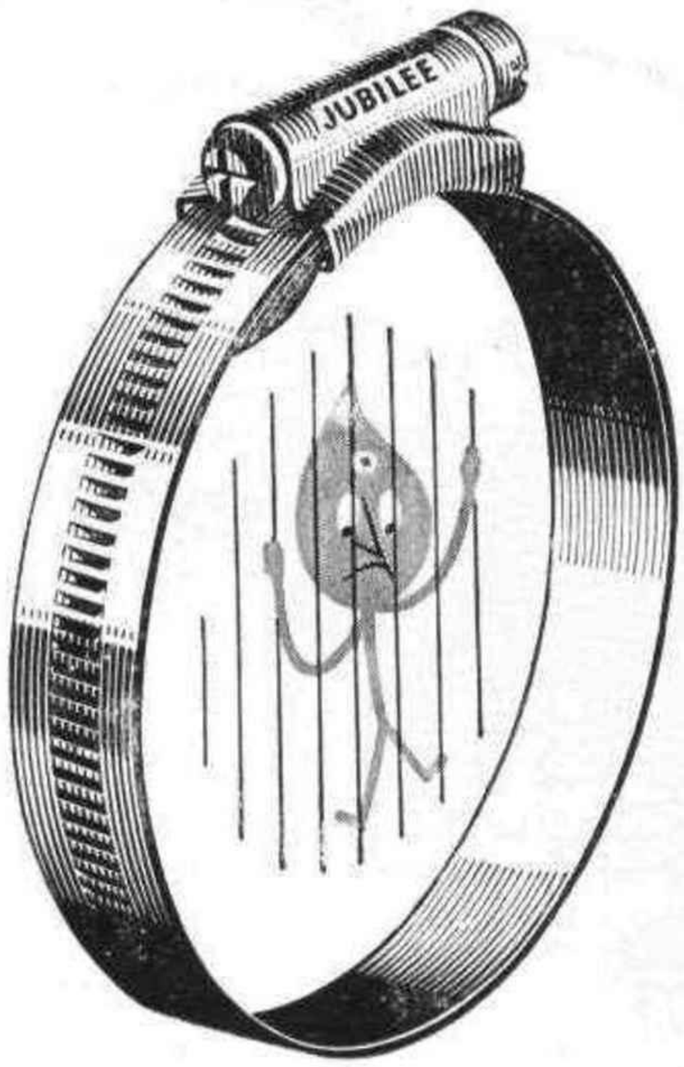
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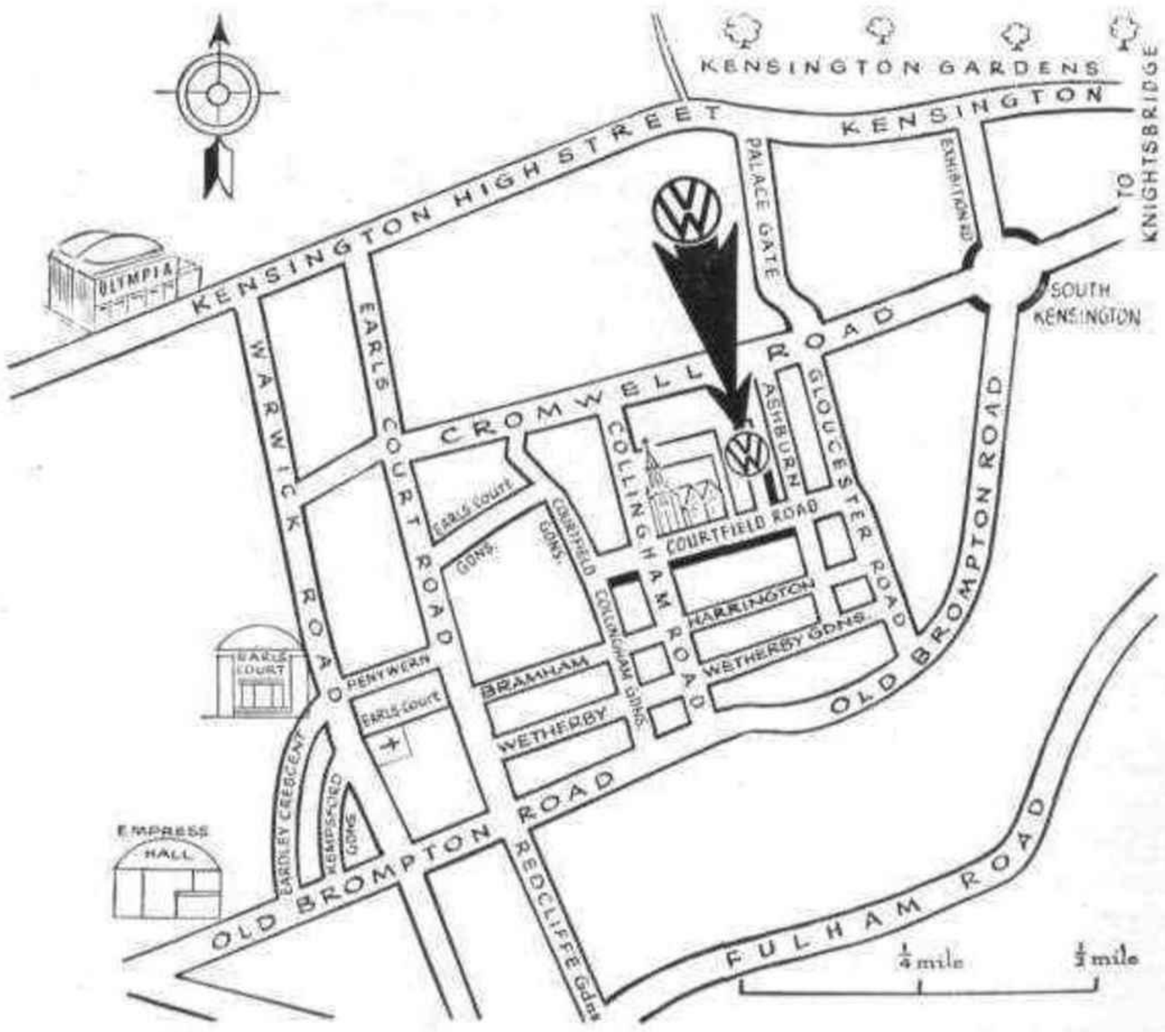
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