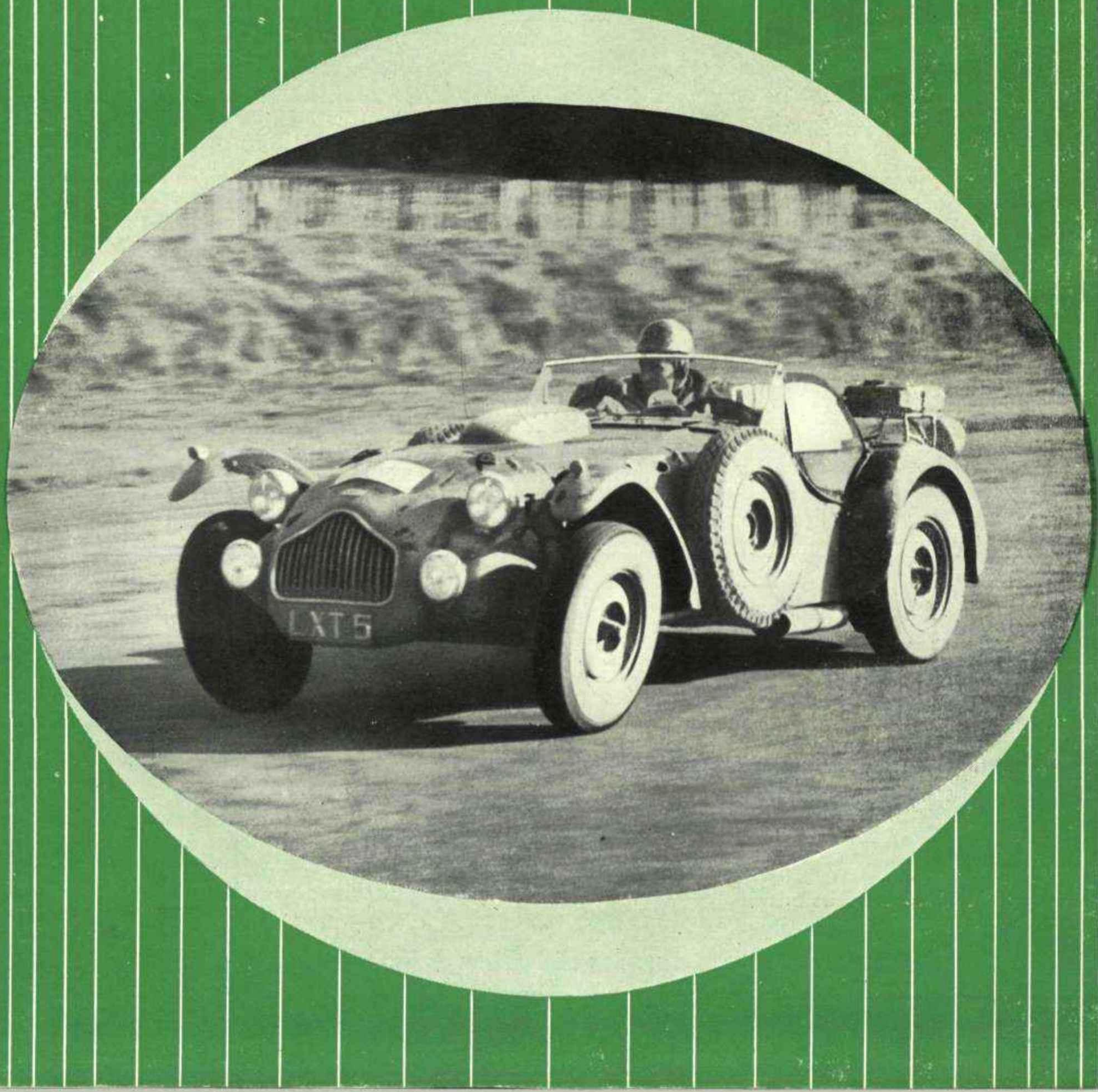
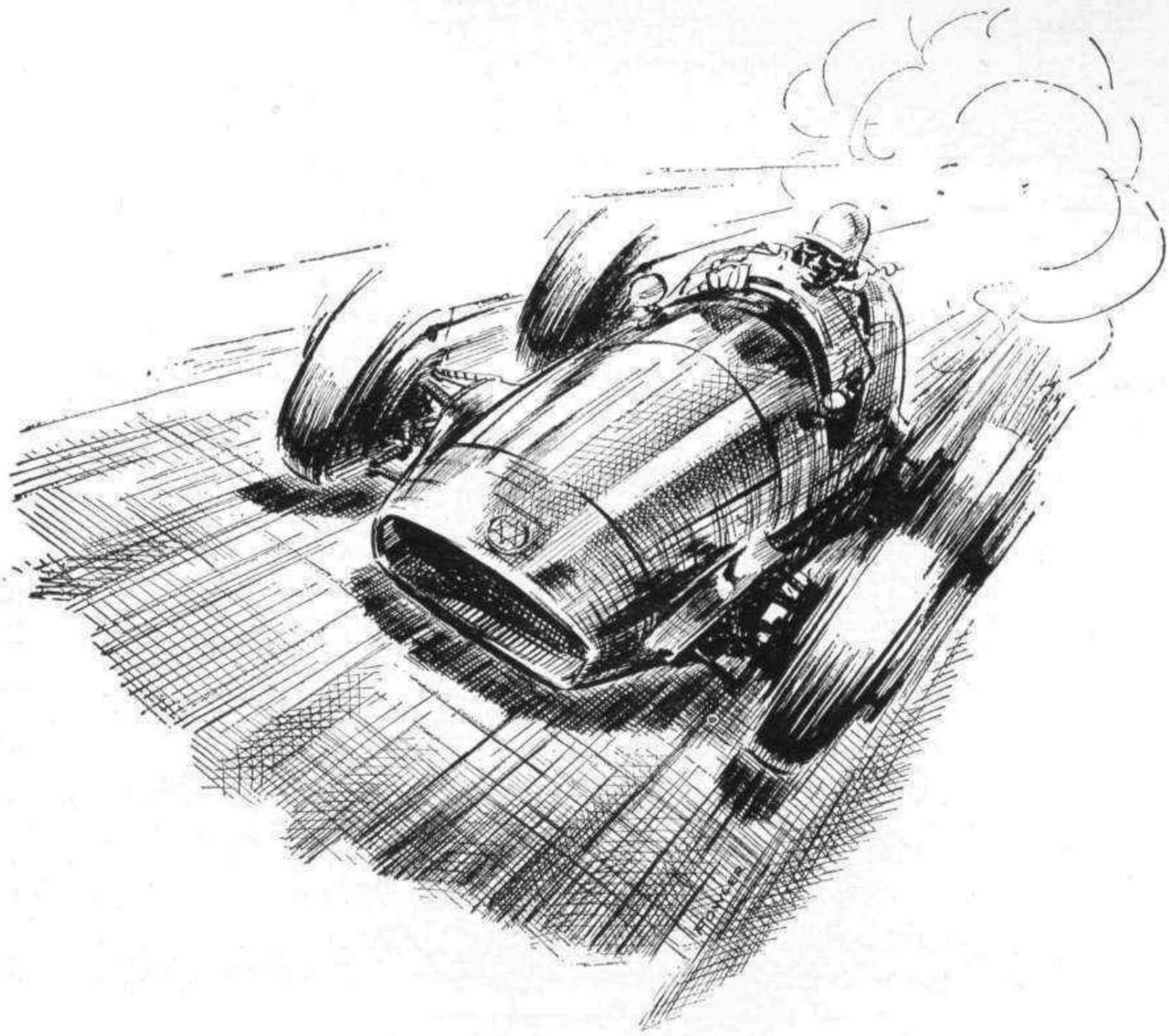
Vol. XXXII No. 4 ONE SHILLING AND SIXPENCE April, 1956

BROWN

MOTOR SPORT

LARGEST CERTIFIED NET SALES 32nd YEAR OF PUBLICATION





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THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER —IF LESS SPECTACULAR—FIELDS.

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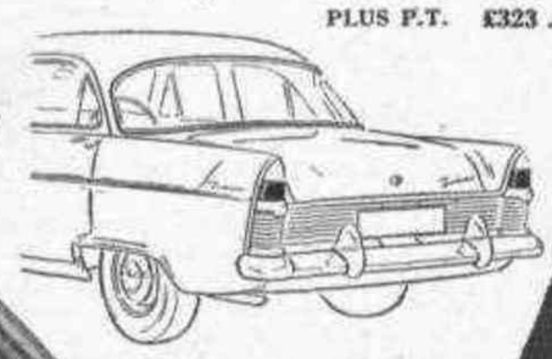
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BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MOTOR VEHICLE MANUFACTURERS
FORD MOTOR COMPANY LTD.

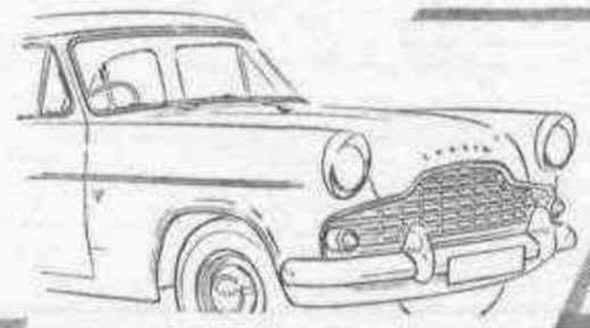
THE THREE GRACES

THE NEW ZODIAC

(6 cylinder) **£645 . 0 . 0**
PLUS P.T. **£323 . 17 . 0**

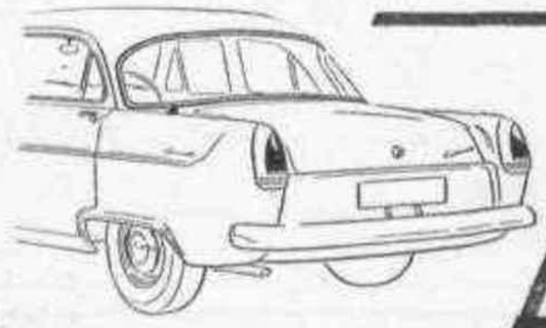


THE NEW ZEPHYR *(6 cylinder)* **£580 . 0 . 0** PLUS P.T. **£291 . 7 . 0**





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The car that gives you more—





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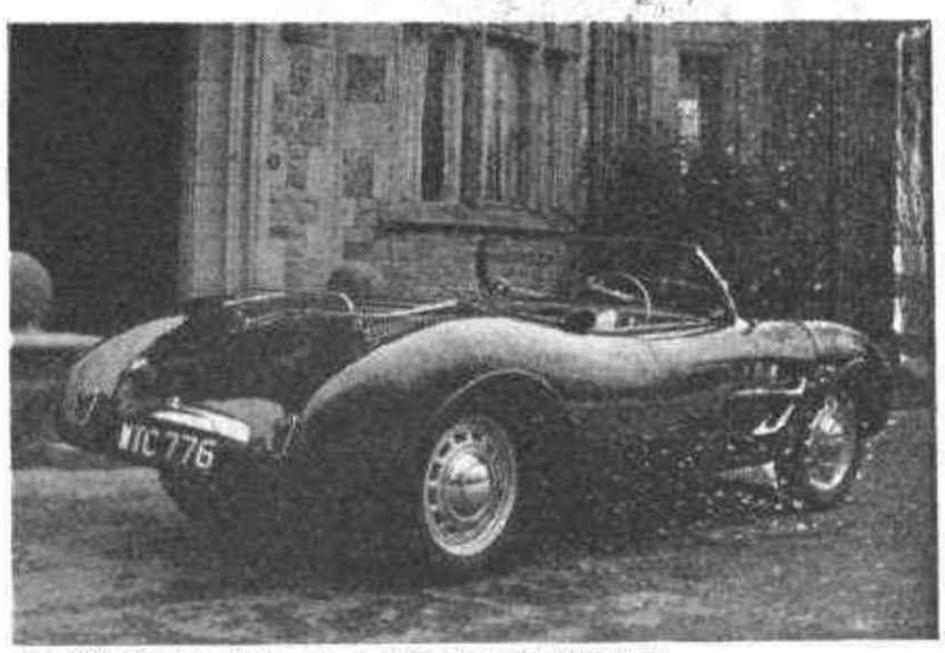
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FOR RACING *OR* TOURING



"MISTRAL" bodied LOTUS [*Photo: Charles Dunn*



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★ **"MISTRAL"** *for wheelbases 7 ft. 3 in. to 7 ft. 10 in., shell only,* ***£58 ex works***

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KITS OF MATERIALS: 12/6, 17/6, 28/6 and 45/-

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TRY OUR REPLACEMENT RADIATOR EXCHANGE SERVICE — ALL MODELS

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Plugs . . . all types.
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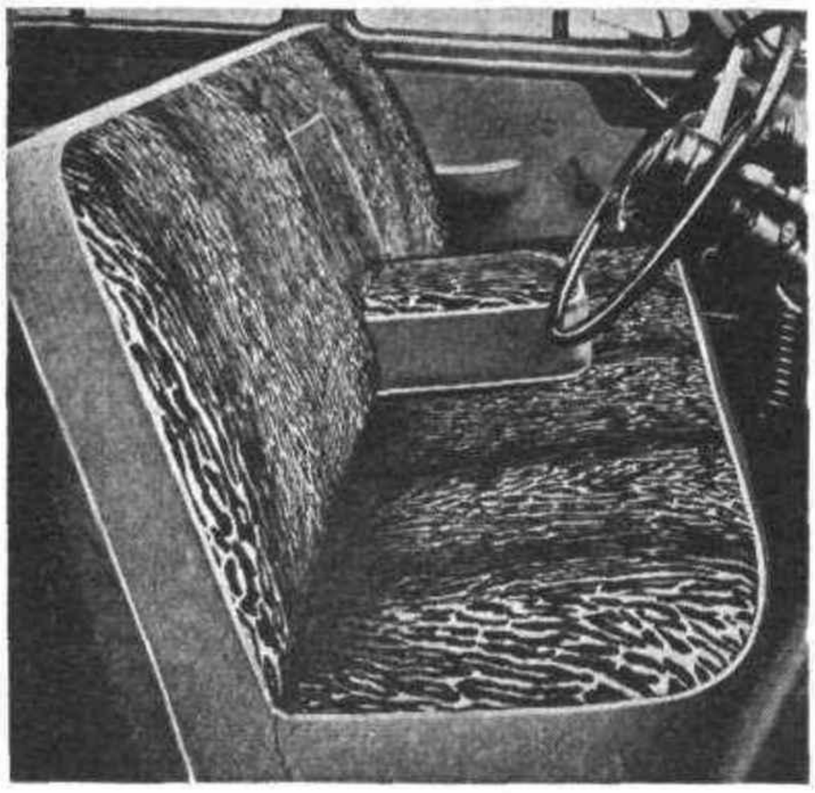
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We can now offer several 327/80 Drophead and Fixed-Head B.M.W.'s from £395.

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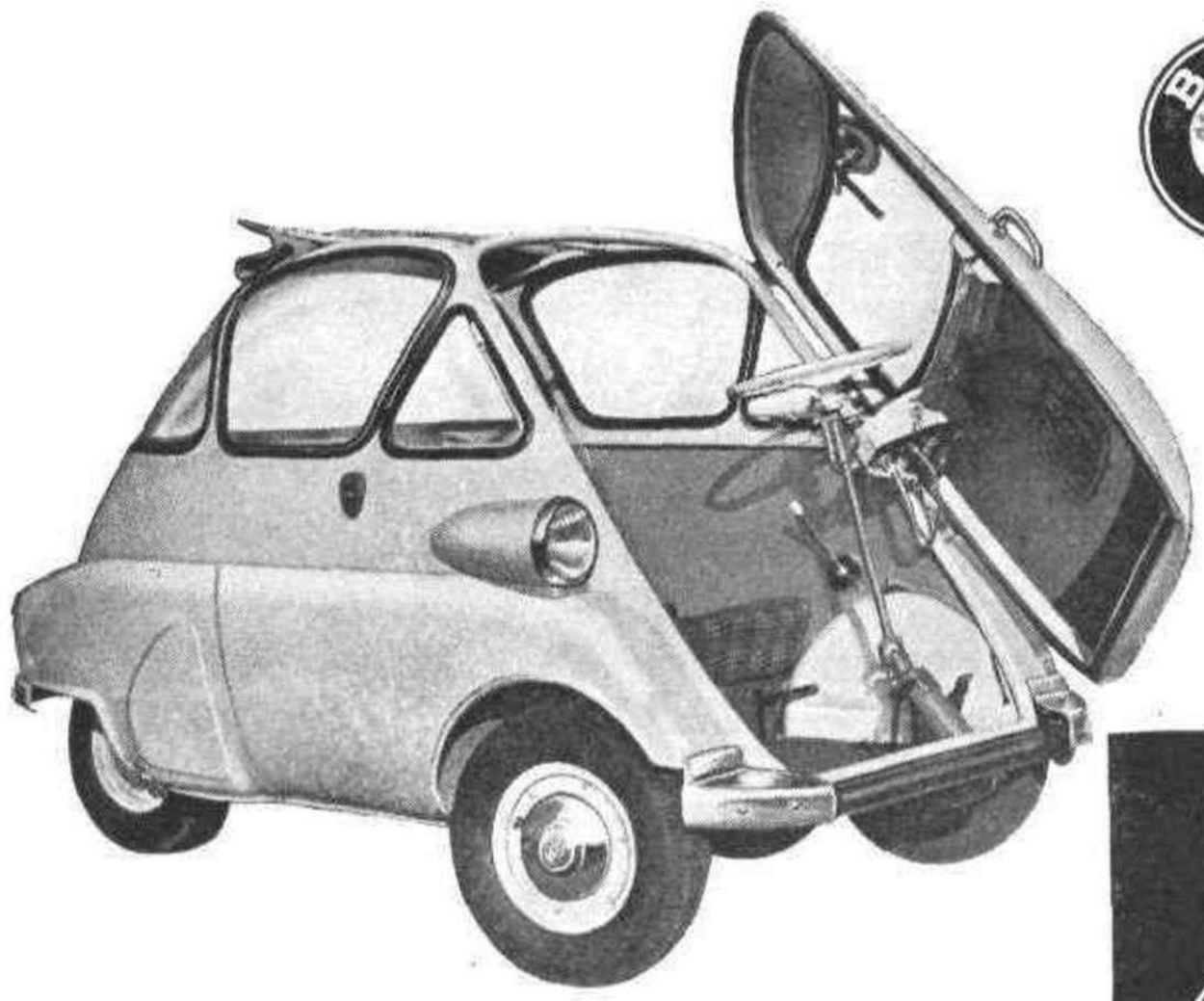
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PHONE: SHEPHERDS BUSH 1775

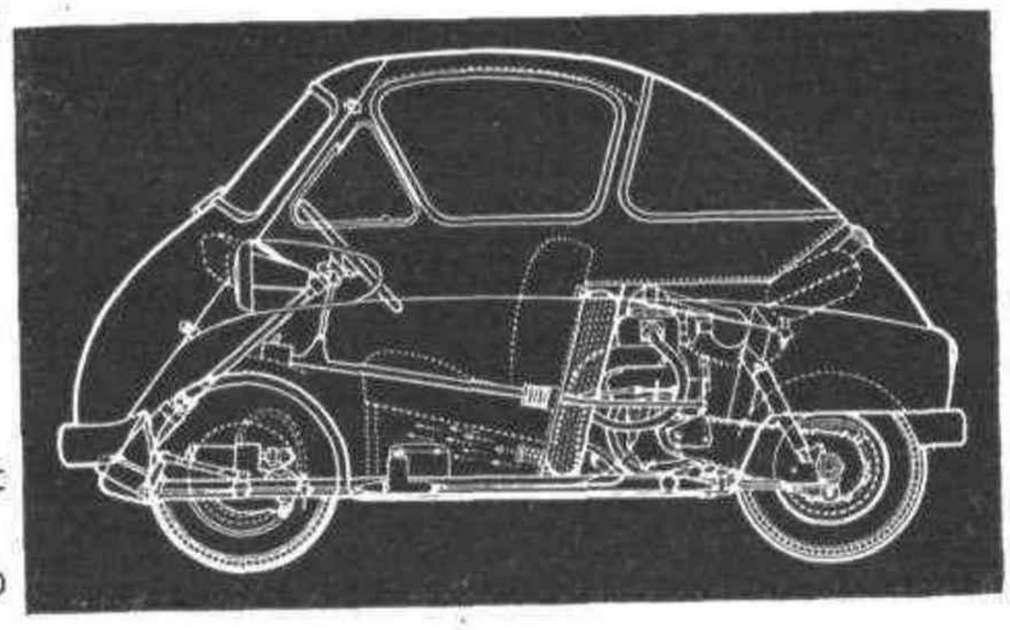




Isetta

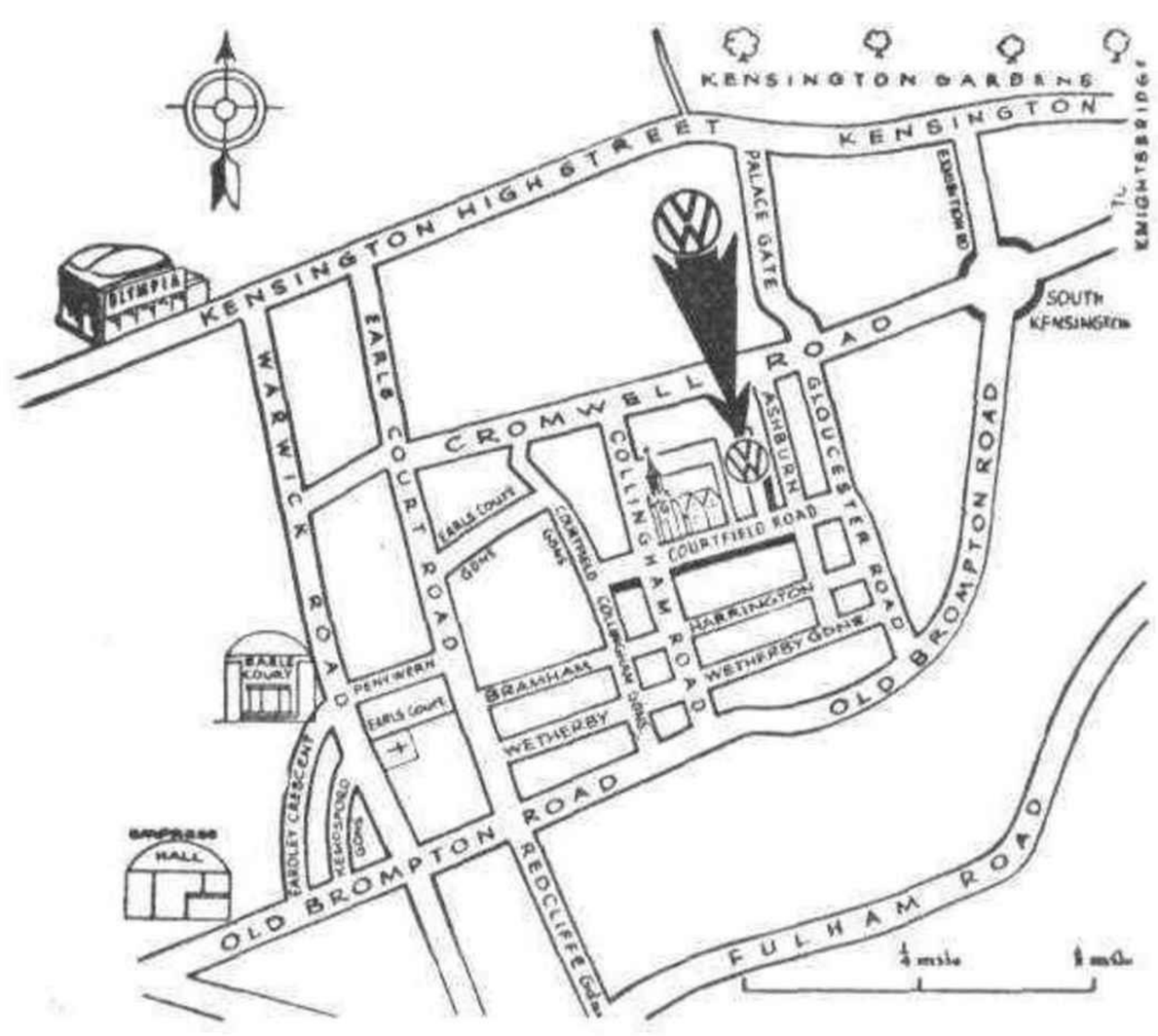
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- 4 STROKE ENGINE
- FOUR WHEELS
- HYDRAULIC BRAKES
- SUPERBLY BUILT, WEATHER PROTECTION ETC
- 3 SEATER

MAIN DEALERS V & F MONACO MOTORS LTD



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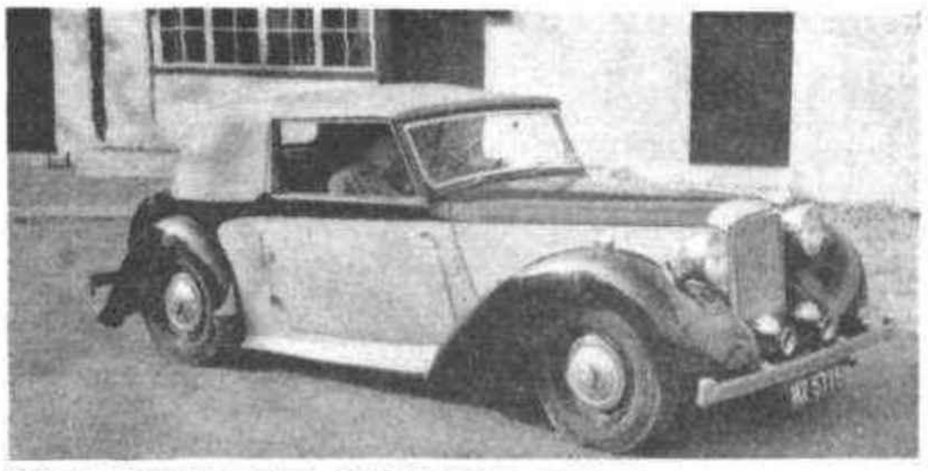
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1937 ALVIS SPEED TWENTY-FIVE Vanden Plas tourer, finished in black with red leather upholstery, excellent weather equipment and well above average throughout **£195**

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1933 ASTON MARTIN 1½-LITRE sports saloon. A good, sound car offered at a low figure to clear **£105**

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1936 M.G. PA 8-H.P. 2-seater, very sound mechanically and good appearance, 16-in. rear wheels, luggage carrier, windtones, spotlight, etc. **£155**

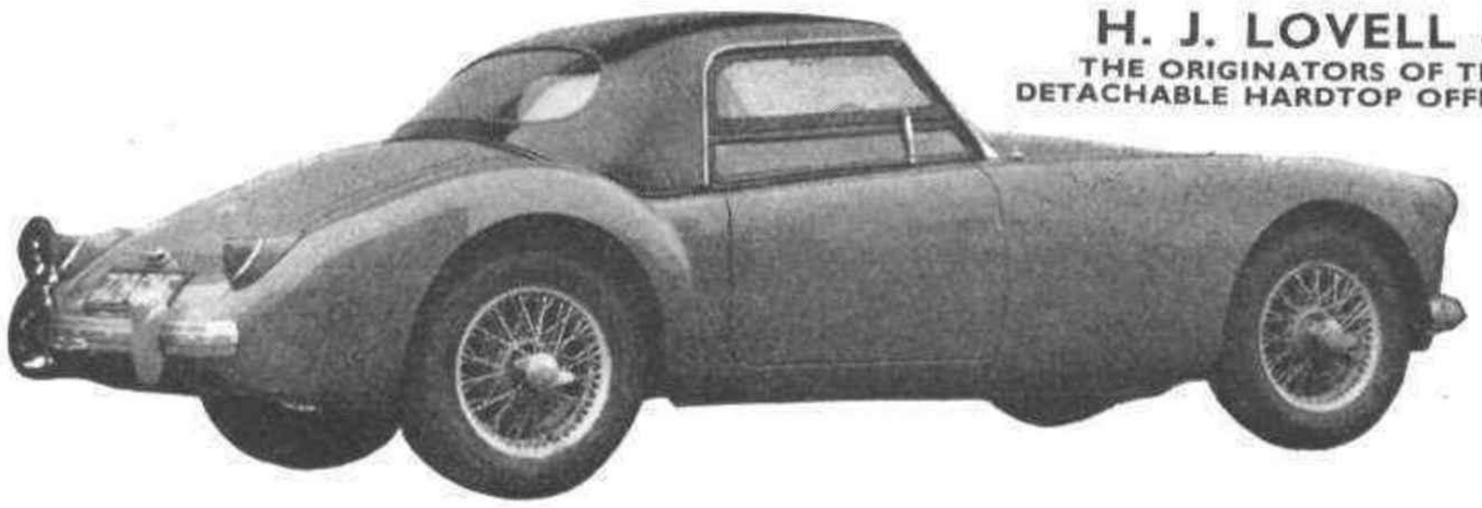
1936 RILEY 1½-LITRE LYNX open sports 4-seater, 16-in. wheels, sound all-round condition, economical and fast **£185**

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DETACHABLE HARDTOPS in Fibreglass and Aluminium from £45

H. J. LOVELL & G. B. G. DETATOPS

THE ORIGINATORS OF THE RESIN-BONDED AND ALUMINIUM DETACHABLE HARDTOP OFFER THE WIDEST CHOICE EVER AVAILABLE



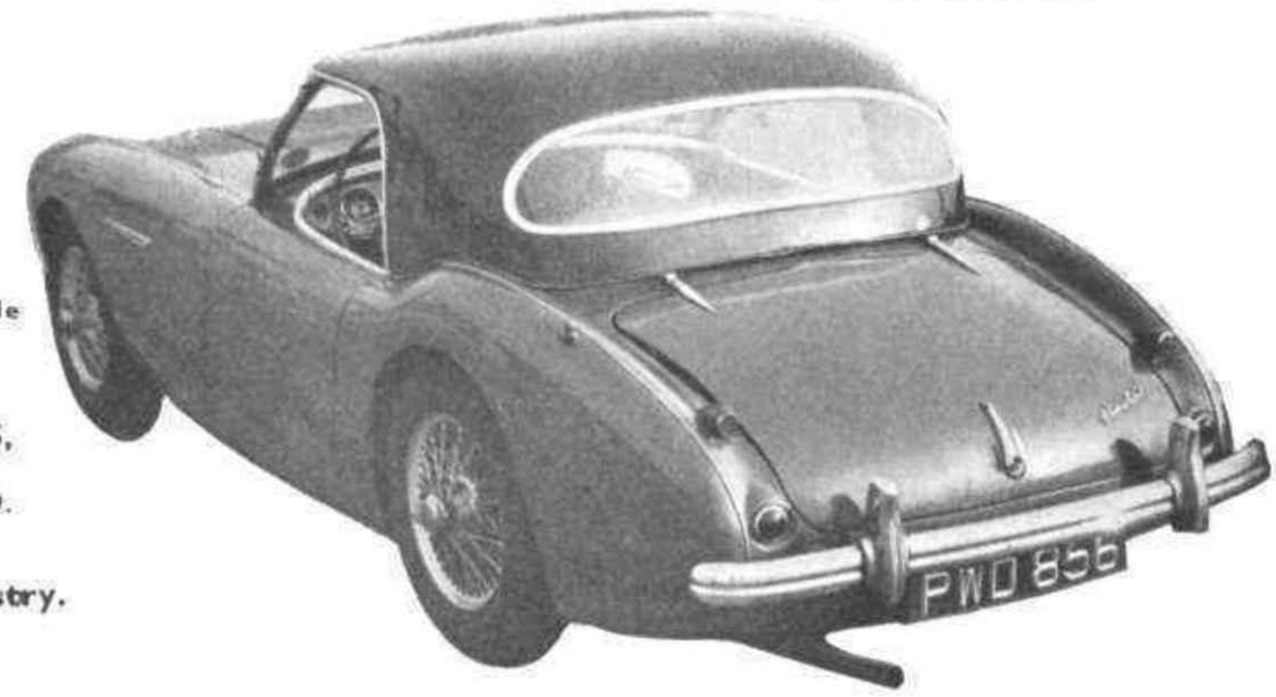
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- handsome appearance.
- simple and easy detachment.
- custom-built in aluminium.
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- moulded rear window.
- interior light available.
- sliding sidescreens also available.

Detatops are also manufactured for the Austin-Healey—43 gns., TR2—46 gns. and MGA—46 gns. Other models available to order.

- fibreglass.
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A self-coloured.
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● *SENT BY POST OR FITTED SAME DAY*

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Fluted backs ... **58/6**

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NUTS, BOLTS, SCREWS, WASHERS, RIVETS, ETC.

Mixtures Worth Trying

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8004A **Brass Screws.** 2 B.A. to 8 B.A., various lengths and heads, very handy mixture. Available at your request. **6/-** per lb., **3/6d.** 1/2 lb.
8005 **Mixture.** Rivets up to 5/16" dia., **3/6d.** per lb. (chiefly aluminium). 1/2 lb. **2/-**.
8005A **Monel Metal Rivets,** as strong as steel but rustproof (Nickel Copper Alloy). R.H. and csk. 3/32" dia. to 5/16" dia. **7/6d.** per lb. **4/-** per 1/2 lb.
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The enamel that boiling water made famous

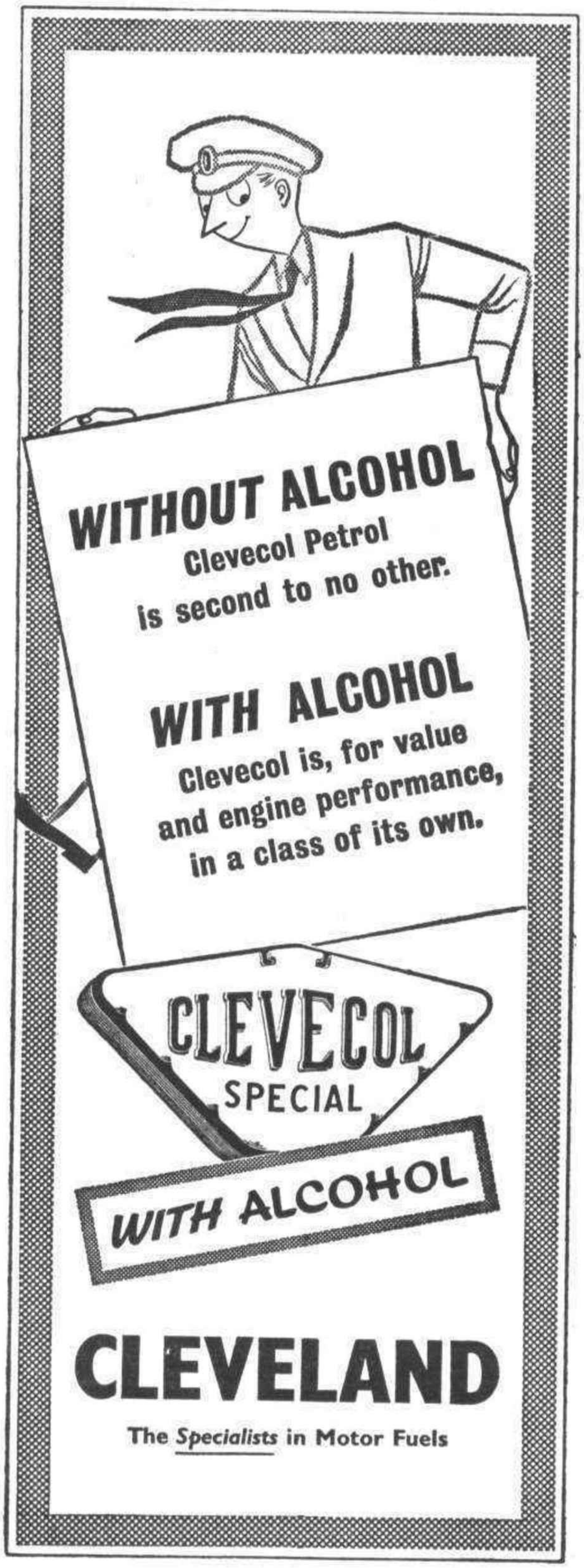
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CAR POLISH
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Name .....
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The moment you hated most . . .

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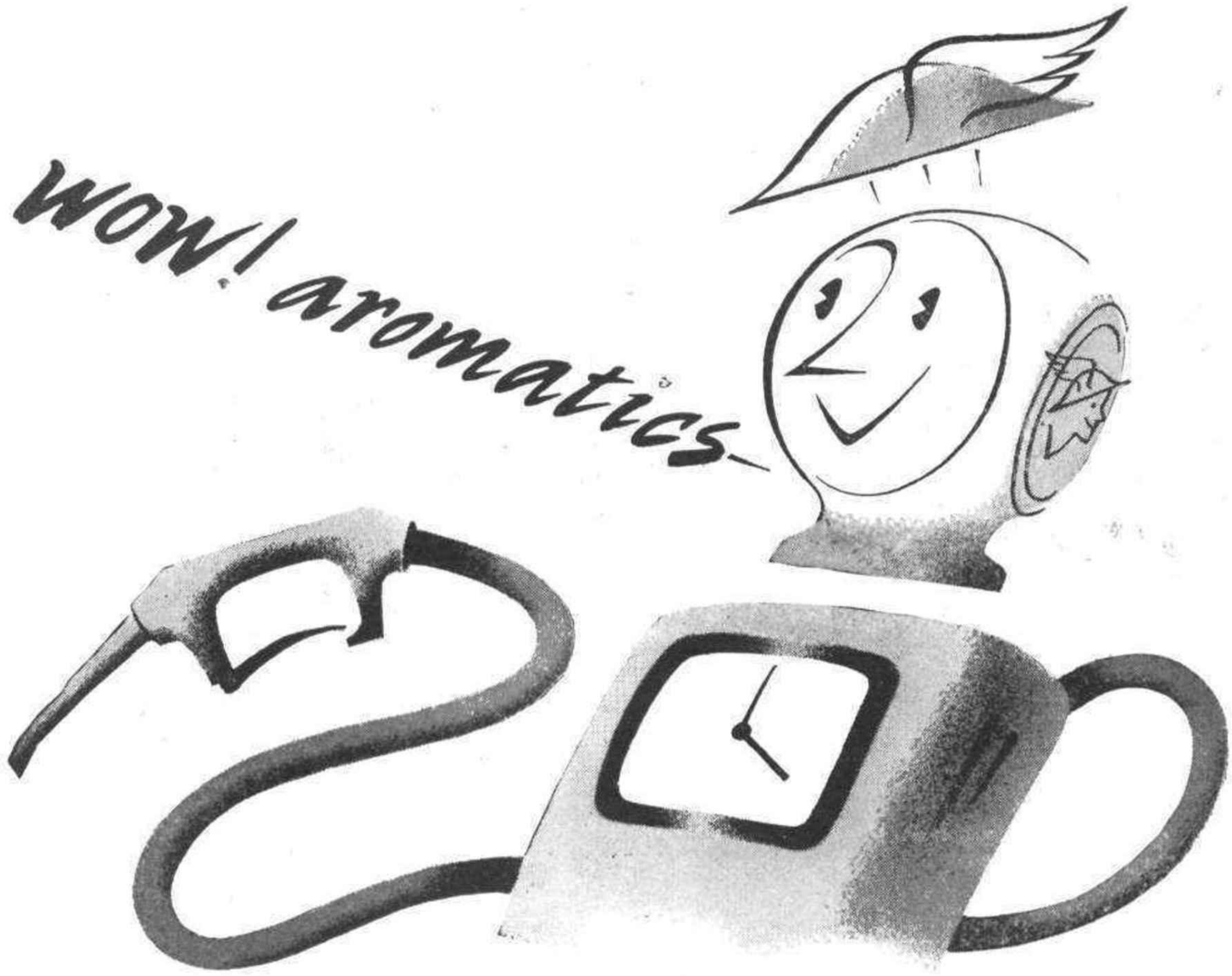


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6H/103

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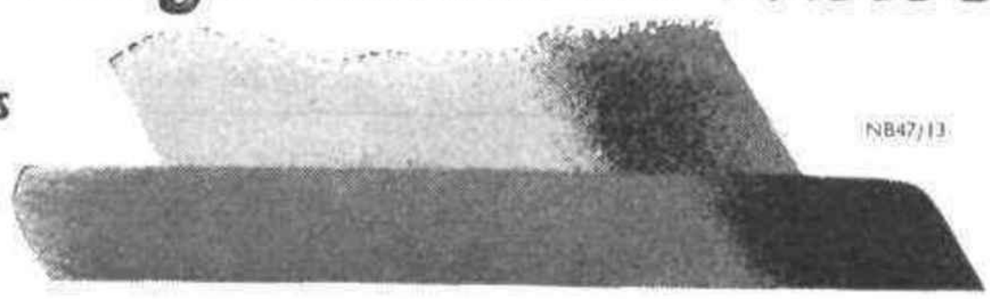
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THE MOST MODERN OF ALL MOTOR SPIRITS



NB47/13

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VOL. XXXII No. 4 MERCEDES-BENZ 300SL ROAD TEST REPORT APRIL, 1956

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

EDITORIAL AND ADVERTISEMENT OFFICES
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PUBLICATION DATE - - - FIRST OF THE MONTH
SUBSCRIPTION RATE - - - 25/- PER ANN. POST PAID

LARGEST CERTIFIED NET SALES THIRTY-SECOND YEAR OF PUBLICATION

MATTERS OF MOMENT

THE BRITISH MOTOR INDUSTRY

The prevailing predicament in which the British Motor Industry finds itself, on short-time and hedged with industrial disputes, is exceedingly serious. Only a year ago we were told that prosperity had returned to Britain; now we face inflation (which deflates alike Government and citizens) and a gloomy Budget. An unhealthy Motor Industry can cause national disaster, prefaced by a rock-bottom standard of living.

Some of the trouble the industry is facing has been due to a too-conservative policy on the part of its directors, who, anxious to pay rich dividends to shareholders, have buried their heads in the sand so as not to see the design trend of competitive foreign cars and, refusing to re-tool for fresh designs, are now stuck with obsolete vehicles which sell reluctantly abroad and now at home.

This, however, isn't the whole story, and the workers, who are as essential to motor-car production as roads are to motor-car operation, should look themselves squarely in the eye. Shoddy work has become far too common in our great mass-production car plants. We have before us a letter from a reader whose father is Agent for a popular make of British car. He remarks that whenever a new vehicle comes in he is told to go over it, cheeking for loose nuts and bolts, before the happy customer arrives. He always finds many, and this, it seems, does not please him, especially as he is a mechanic earning less than half the amount in the fat pay-packets of the assemblers who should have done the job properly in the first place.

Other letters tell of shockingly poor workmanship in modern British cars, and, worse, of indifferent service. One famous example of the Big Five awaits a new door, following an accident, and looks like waiting indefinitely, because spare doors for this three-year-old car are unobtainable, the equivalent modern door, hopefully sent to the Agent from the factory, being riddled with holes because chromium-plated " gew-gaws " decorate the current model. Another car of the same make, sold to a customer in Karachi, damaged all its big-end bearings because of oil-starvation in 1,000 miles, and damage resulted to the crankshaft. A free new engine was refused, repairs took a long time, and letters of protest sent in desperation to a titled Director of the company were unanswered until eventually a small proportion of the repair costs was curtly forwarded (after four months' haggling). A fortnight later the wipers, heater, dip-switch and fuel gauge gave trouble, the rear doors rubbed against the body and some of the chrome had gone rusty. This shouldn't happen, *particularly to long-established models.*

Those are just a few complaints taken at random from MOTOR SPORT's heavy mail, which depressingly, these days, lists so many defects in popular British cars, defects traceable to shoddy work in assembly and inspection.

Before the workers in the British Motor Industry shout for bigger wage-packets and thereby threaten to bring starvation to the entire population of this tiny island, let them ponder on the magnificent reputation they have built up by conscientious work in the past and let them resolve to continue to take a pride in themselves and their labour. Their past endeavours, which made Coventry and Birmingham, Oxford, Luton and Dagenham household words when and wherever craftsmanship was discussed, have brought them good living conditions. Their children do not starve and if they have many monthly bills to meet, that is but the fair penalty for enjoying houses, furniture, radio, T.V., motor cars and holidays on hire purchase. To work indifferently while crowing for ever higher wages will merely mean the ruination of one of our greatest and proudest industries, resulting in such a high cost of living in Britain that pay-packets, no matter how inflated, will fail to keep pace with inflation.

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Front cover picture: RALLYING IN THE OPEN AIR.—Geoff. Imhof again used his Cadillac-Allard J2 for the R.A.C. Rally. Unfortunately a gearbox selector broke and he was forced to retire.

COMPULSORY TESTS FOR TEN-YEAR-OLD CARS

Vintage-car enthusiasts do not fear compulsory inspection and tests of their vehicles, which in any case the police already have power to conduct and which insurance companies often demand before issuing a cover note on old vehicles. But there is every reason to fear the compulsory tests of all cars over 10 years old which the revised Road Traffic Bill may make law. We hold no brief for rusty, ill-maintained vehicles of the 1931-1946 kind and we appreciate that no Government can institute tests of these while exempting pre-1930 motor cars. But tests and inspections at scientifically-conducted test-centres are one thing; *compulsory tests of all pre-1947 cars by private garages are quite another matter.*

Even a scrupulous garage, endowed overnight with the responsibility of officially certifying cars as roadworthy on behalf of Her Majesty's Government, might well feel compelled to strip a car pretty thoroughly and then insist on comprehensive repairs before signing a certificate of roadworthiness. What unscrupulous garages might do it is not difficult to imagine!

Yet the new Bill seeks to introduce compulsory checks by ordinary garages before licences are granted and, moreover, to make the already outrageously-taxed car owner pay for them himself. This will hit the used-car dealers a severe blow, because, at all events, as a suspicious public waits to assess the outcome of this latest anti-

motoring bureaucratic gambit, few people will dare to buy any car built before 1947 unless it, and its accessories, are in exceptionally good condition, in case an over-conscientious/unscrupulous garage keeps it off the road searching for difficult-to-find spares or tyres.

The vintage-car owner will be amongst those unfairly treated, not because he usually has anything on his conscience about the safe condition of his car, but because, motoring mainly as a hobby, he will not be able to " lose " the inspection-fee in business expenses, while not many garages will understand what they are looking for in old vehicles or be prepared to do any small adjustments they deem necessary for any but exorbitant fees.

What the Government will be doing if it passes this Bill is to put the fate of your motoring in the hands of private members of the community not fitted to act in a capacity in which the Bill hopes to place them.

It is well known that vintage cars represent a better insurance risk than modern vehicles. It is exceedingly doubtful whether the Government can prove that structural failures of other cars account for sufficient accidents to justify this new measure (the figure is a mere 2.4 per cent. of all road accidents !). It would surely be enough for the mobile police to insist on prompt and definite checks, *at proper Government inspection stations*, of cars which, by appearance rather than age, look to be unroadworthy ! To introduce compulsory checks of all cars more than ten years of age, *refusing a licence until a certificate is granted, yet placing the decision in the hands of those whose livelihood and profit depends on car repairs*, is as unsound as it is unscrupulous. This gambit to cover up our shockingly inadequate roads, if it is adopted, will seriously jeopardise the prosperity of the country, with cars languishing in garages while owners argue the toss about the hundreds of pounds to be spent in converting their recently-found " lethal weapon " into essential transport ! Those whose cars pass with a clean bill of health (probably by having good friends in the repair trade !) will protest at having to pay the certificate-fee on top of savage licence, compulsory insurance and petrol-tax duties. So, all in all, this latest bit of bureaucratic nonsense looks like having a significant effect on the occasion of the next General Election ! Meanwhile, we hope to hear that the V.S.C.C. and V.C.C., as the most influential bodies representing the interests of old-car users, are about to fight—and fight hard. They will have the backing of a vast motoring community outside their own membership, and the blessing of the used-car trade. It may be, of course, that this is the thin end of the wedge to ban sales of all used cars so that the Industry will have an unimpeded means of selling its new products . . .

B.B.C. LISTENERS AND MOTOR SPORT

Motor sport came under discussion in the B.B.C. Light Programme's " Any Questions ? " feature on February 24th, when Recruit R. C. Wills, of the Royal Marine Training Centre at Lympstone, asked the team : " Every year more people are being killed in motor racing; does the team consider this form of sport as dangerous and foolish ? " In reply most of the team, in one way or another, disparaged motor racing, although none thought it should be banned. However, obviously the Rt. Hon. Emanuel Shinwell, Labour M.P. for Basington, is not in any way opposed to motor racing and appreciates its prestige value, as his answer showed. Robert Henriques said " Motor racing is largely a commercial racket and the people involved are largely inspired purely by the motive of gain, and I don't call them sportsmen at all." John Connell obviously infinitely prefers mountaineering, remarking after an allusion to it, that " motor racing doesn't seem to me a sport that enters that sort of high category, and a great deal of it is sensational, for the sheer sensation of seeing people tearing round very fast . . . a rather vile sensation at that." Jack Longland agreed, adding : " I don't think it's a terribly good sport " and discounting any suggestion that it possesses prestige value.

After these answers, which question-master Freddy Grisewood thought " very good," it was pleasing to find seven letters read in " Any Answers ? " on March 1st, of which five corrected fully Henriques', Connell's and Longland's unconcealed contempt of motor sport. We congratulate the writers—J. Campbell-Jones, of London, W.8; Peter Hull, of Oakington; Geoffrey West, of Harrow; John Stock, of Harlow; and G. P. Pearce, of Blandford Forum—on getting their well-balanced views read " on the air." The two " antis " were M. Corrigall, of Edinburgh, who emphasised that even in the Monte Carlo Rally a pedestrian was killed (his letter, however, suffered from B.B.C. cuts), and Florence James, of Worthing, who said that " the more motorists who risk their lives on a speed track the fewer there will be on the Queen's Highway killing harmless pedestrians "—a beautiful argument which had its origin in 1906, when Brooklands Motor Course was under construction!

BRITAIN'S SPEED RECORDS

Let us give the old country a pat on the back. The other day Peter Twiss, flying a Fairey Delta II, established (subject to official confirmation) a new Air Speed Record of 1,132 m.p.h. Besides holding the Air Speed Record, Britain holds the Land Speed Record (the late John Cobb (Railton Mobil Special)—394 m.p.h.) and the Water Speed Record (Donald Campbell (K7 hydroplane)—216 m.p.h.). Good show indeed ! Our prestige in engineering circles cannot fail to soar. All we now need really to " show the flag " is a G.P.-winning team of British racing cars. Who knows ?

ASTON MARTIN WINS R.A.C. RALLY

Jaguar and Morgan Runners-up. Miss Palfrey Wins Ladies' Award

THIS year's R.A.C. 6th International Rally (March 6th-10th) proved a tough and worthwhile event, with tight time-schedules in the navigational exercises and a premium on high performances in the various special tests, the R.A.C. wisely making this primarily a Rally-of-the-Tests, using Goodwood, Silverstone, Prescott, Cadwell Park (where so many ran out of road !), Castle Combe, Brands Hatch and Matchams Park Stadium. The outright winner was L. O. Sims (Aston Martin DB2/4), with a loss of 29.2 marks. Ian Appleyard's Jaguar XK140 coupe was second (50 marks lost) and Dr. J. T. Spare's Morgan Plus Four was third (54.8 marks lost), sports-car successes not unexpected in view of the premium put on high performance by the tests.

Starting simultaneously from Hastings and Blackpool and finishing at Blackpool, the rally was run mainly in good but cold weather. " Goff " Imhof made a bold bid for honours with his stark Cadillac-Allard but retired with gearbox trouble. Ken Wharton's Riley Pathfinder had transmission trouble at the finish, a team of Standard Tens was sitting pretty for the Team Prize when one of them lost its sump drain plug, and J. C. Wallwork (Standard Ten) looked to have victory in his grasp when he made a fatal error in the Cadwell Park " dice," losing many marks.

Joan Johns and her husband did outstandingly well to bring the team Austin A90 home in sixth place. Some 54 cars and 17 teams retired from this British rally ! We observed every competitor through the Goodwood " garage " test—it was followed by a swirl round a pylon, the whole timed over three-quarters of a lap—and not a single driver touched a barrier. One or two, like Brinkman's Ford Zephyr and Vard's Mk. VII Jaguar, stalled their engines, and J. Hadden's Rover nearly went the wrong side of the entrance and was very slow, while Sims, the winner, smoked a cigarette as he drove ! It would be impossible to refer to all the excellent bits of driving, but most of the VWs seemed made for this sort of manoeuvre, the M.G. MGAs impressed, and amongst the especially skilful were Schluter in the D.K.W., Adams (Jaguar), Patten (Porsche), one of the few to exhibit rally damage, Wadham (Triumph) in his shirt sleeves, Scott (Triumph), who employed real rally tactics, Quick's Ford Consul and many, many more.

Results :

1st : L. O. Sims (Aston Martin).
2nd : I. Appleyard (Jaguar).
3rd : Dr. J. T. Spare (Morgan).
Ladies' Prize : Miss A. Palfrey (Austin).
Team Prize : Johns/Burgess/Sears (Austins).
Normal Series Production Touring Cars :
Up to 1,000 c.c. : P. G. Cooper (Standard).
Up to 1,300 c.c. : J. D. O'Leary (Volkswagen).
Up to 2,000 c.c. : A. H. Senior (Austin).
Over 2,000 c.c. : W. D. Bleakley (Jaguar).
Grand Touring Series Production and Special Series Production Cars :
Up to 1,300 c.c. : J. C. Wallwork (Standard).
Up to 2,600 c.c. : L. O. Sims (Aston Martin).
Over 2,600 c.c. : I. Appleyard (Jaguar).
Series Production Sports Cars :
Up to 1,600 c.c. : A. F. Coakley (M.G.).
Over 1,600 c.c. : Dr. J. T. Spare (Morgan).

B.M.C. PRICES UP

B.M.C. announce a general price increase for Austin cars. This lifts the total cost, inclusive of p.t., of the Austin A40 standard saloon to £755 17s. (heater £20 5s. extra), or £803 17s. in de-luxe form; the A90 Westminster standard saloon to £901 7s.; the Austin-Healey 100 sports model to £1,210 7s.; and the A135 Princess l.w.b. saloon and limousine to £3,226 7s.

We are informed by the Bentley D.C. that the Roundabout Rally, scheduled for April 7th/8th, is cancelled due to lack of support. This year's Andover Traction Engine Rally, which usually attracts many vintage-car enthusiasts as spectators, will be held on May 12th.

Motor Sport Events for April

★ **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
April 1st	Forces M.C.	Heston Aerodrome	Heston	Driving Tests	1.45 p.m.
,,	Sheffield & Hallamshire M.C.	Bubnell Lane	Baslow	Trial (*C.*)	1.00 p.m.
,,	East Yorks C.C.	Ferensway	Hull	Rally (*C.*)	10.00 a.m.
April 2nd	West Cornwall M.C.	Trengwainton	Penzance	Speed Hill-climb (*R.*)	2.00 p.m.
,,	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (*N.*)	1.30 p.m.
,,	B.R.S.C.C.	Brands Hatch	Farningham	Race Meeting	2.00 p.m.
,,	North Devon M.C.	Home Farm	Fremlington	Autocross (*R.*)	2.00 p.m.
,,	South Wales A.C.	—	Bridgend	Hill-climb (*R.*)	2.00 p.m.
April 6th/7th	Midlands M.E.C.	"Fleur De Lys"	Lowsonford	(*R.*)	11.00 a.m.
April 7th/8th	Wolverhampton & South Staffs C.C.	Chapel Ash	Wolverhampton	Rally (*R.*)	10.00 p.m.
,,	Rhyl & Dist. M.C.	Marine Hydro Hote	Rhyl	(*R.*)	7.00 p.m.
,,	Cumberland Sporting C.C.	Chollerford	Hexham	Night Rally (*R.*)	11.00 p.m.
,,	Vintage S.C.C.	—	—	Brixton Rally (*C.*)	10.30 a.m.
,,	M.G. C.C. (S.E.)	The Mill Garage	Woodford	(*C.*)	9.00 p.m.
April 8th	London M.C.	Brands Hatch	Farningham	—	1.00 p.m.
,,	Ferranti M.C.	Crewe Toll	Edinburgh	Treasure Hunt (*C.*)	2.00 p.m.
,,	East Anglian M.C.	Colne Park	Colchester	Autocross (*R.*)	2.00 p.m.
,,	Darlington & Dist. M.C.	Gandale Moor, Catterick	Darlington	—	1.30 p.m.
,,	Bolton Le Moors C.C.	Fourways Café, Turton	Bolton	(*C.*)	11.00 a.m.
,,	Hagley & Dist. L.C.C.	Lyttleton Arms Hotel	Stourbridge	(*C.*)	10.00 a.m.
,,	Harlow & Dist. A.C.	Edinburgh Way	Harlow	Rally (*C.*)	3.00 p.m.
,,	Bugatti O.C.	Prescott	Cheltenham	(*C.*)	10.00 a.m.
,,	Exmoor M.C.	—	Minehead	Rally (*C.*)	—
,,	Herts County A. & A.C.	Ashridge Park	Berkhamstead	(*R.*)	10.00 a.m.
,,	Aberdeen & Dist. M.C.	Groat's Road	Aberdeen	(*C.*)	2.30 p.m.
,,	Fairey Aviation M.C. & C.C.	Virginia Water	Staines	Rally (*C.*)	8.00 p.m.
,,	Bristol M.C. & L.C.C.	"The Mauretania"	Bristol	Film Show	8.00 p.m.
April 14th	B.R.D.C.	OULTON PARK	CHESTER	RACE MEETING (*N.*)	1.00 p.m.
,,	Malden & Dist. M.C.	Kingston-on-Thames	—	Night Rally	9.30 p.m.
,,	B.A.R.C. (S.W.)	Brunton	Marlborough	Hill-climb (*R.*)	2.00 p.m.
,,	North London E.C.C.	Pimm's Restaurant	Coleman St., E.C.2	Brains Trust	8.00 p.m.
April 14th/15th	Cheltenham M.C.	—	Cheltenham	Rally (*R.*)	9.00 p.m.
,,	Blackpool & Fylde M.C.	Club H.Q.	Blackpool	(*R.*)	12.01 a.m.
,,	M.G. C.C. (Midland)	J. Bryant & Sons	Bromsgrove	Rally (*C.*)	8.00 a.m.
,,	Southsea M.C.	Wadham Bros. Ltd.	Southampton	(*R.*)	4.00 p.m.
,,	Huddersfield M.C.	Crescent Hotel	Ilkley	(*C.*)	10.00 p.m.
April 15th	North London E.C.C.	Heston Aerodrome	Hounslow	Driving Tests	11.00 a.m.
,,	Eastern Counties M.C.	Snetterton	Thetford	(*C.*)	2.00 p.m.
,,	M.G. C.C. (N.W.)	Cockshoots	Manchester	Rally (*R.*)	11.00 p.m.
,,	Durham A.C.	Cock o' the North Hotel	Durham	(*C.*)	10.00 a.m.
,,	King's Lynn & Dist. M.C.	Roydon Common	King's Lynn	Rally (*C.*)	2.30 p.m.
,,	Galloway M.C. & C.C.	Munches Park	Dalbeattie	(*C.*)	10.00 a.m.
,,	Marconi A.C.	Car Park, Townfield Street	Chelmsford	(*C.*)	2.00 p.m.
,,	Charnwood A.C.	—	Loughborough	Rally (*R.*)	—
,,	Hartlepools & Dist. M.C.	Deneholme Bank	West Hartlepool	Hill-climb (*C.*)	2.30 p.m.
,,	Spalding C.C.	Winfrey Avenue Car Park	Spalding	(*C.*)	2.00 p.m.
,,	West Cumberland M.C.	Hagg Hill	Workington	Rally (*C.*)	2.00 p.m.
,,	C.S.M.A.	Hog's Back	Guildford	(*C.*)	10.45 a.m.
April 21st	Kilmarnock C.C.	Fenwick	Kilmarnock	(*C.*)	8.00 p.m.
,,	Vintage S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12 noon
,,	Aberdeen & Dist. M.C.	Groat's Road	Aberdeen	(*C.*)	2.30 p.m.
,,	London M.C.	Queens Hotel	Farnborough	Little Rally (*C.*)	7.00 a.m.
,,	B.A.R.C.	AINTREE	LIVERPOOL	RACE MEETING (*INT.*)	11.00 a.m.
April 21st/22nd	Berwick & Dist. M.C.	Redfearn's Garage	Berwick	Night Rally (*C.*)	11.00 p.m.
,,	North Devon M.C.	—	Ilfracombe	Rally (*R.*)	—
April 22nd	Exmoor M.C.	—	Minehead	Trial (*R.*)	—
,,	Weybridge M.S.C.	Regal Cinema	Walton-on-Thames	(*C.*)	10.30 a.m.
,,	M.G. C.C. (Scot.)	Deanstone House	Doune	Test Teasers	2.30 p.m.
,,	Lancashire A.C.	Bayhorse Garage	Osbaldeston	Rally (*C.*)	1.00 p.m.
,,	De Lacy M.C., Pontefract	Queens Hotel	Pontefract	Observation Rally (*C.*	2.30 p.m.
,,	Burnham-on-Sea M.C.	Esplanade	Burnham-on-Sea	Treasure Hunt (*C.*)	2.30 p.m.
,,	Veteran C.C.	Woburn Park	Bedford	Rally (*C.*)	12 noon
,,	B.A.R.C. (Yorks)	Roundhay Park	Leeds	(*C.*)	2.30 p.m.
,,	Bedford A.E.C.	Tempsford Airfield	Biggleswade	(*C.*)	2.00 p.m.
,,	Coventry & Warwicks M.C.	"Sportsman's Arms"	Allesley	National Benzole Rally (*R.*)	10.00 a.m.
,,	Leicestershire C.C.	—	Leicester	Driving Tests	2.30 p.m.
April 25th	M.G. C.C. (Scot.)	Viewfield Hotel, Harthill	Glasgow	Rally (*C.*)	7.00 p.m.
April 27th	Enniskillen & Dist. M.C.	Royal Hotel	Enniskillen	Trial (*C.*)	7.30 p.m.
April 27th/28th	MIDLAND A.C.	CIVIC CENTRE	BIRMINGHAM	*BIRMINGHAM POST* RALLY (*N.*)	10.00 p.m.
April 28th	Bristol M.C. & L.C.C.	Anchor Road	Bristol	Rally (*C.*)	3.00 p.m.
,,	500 M.R.C. (Ireland)	Carncastle Village	Larne	Hill-climb	2.00 p.m.
,,	Winfield J.C.C.	Charterhall	Berwick	Race Meeting (*R.*)	2.00 p.m.
,,	Pathfinders & Derby M.C.	Punch's Hotel	Doncaster	Navigation Rally (*R.*)	9.00 p.m.
April 28th/29th	Wirral Hundred M.C.	New Brighton Promenade	Wirral	(*R.*)	9.00 p.m.
,,	Eastern Counties M.C.	Peterborough	—	Social Rally (*C.*)	12 noon
April 29th	B.M.W. C.C.	Heston Aerodrome	Hounslow	Rally (*C.*)	2.30 p.m.
,,	Horsham M.C.C.	—	Horsham	Rally (*C.*)	10.30 a.m.
,,	Southern Jowett C.C.	Harmans Water	Bracknell	Driving Tests (*C.*)	12.30 p.m.

EXPENSIVE SPARES!

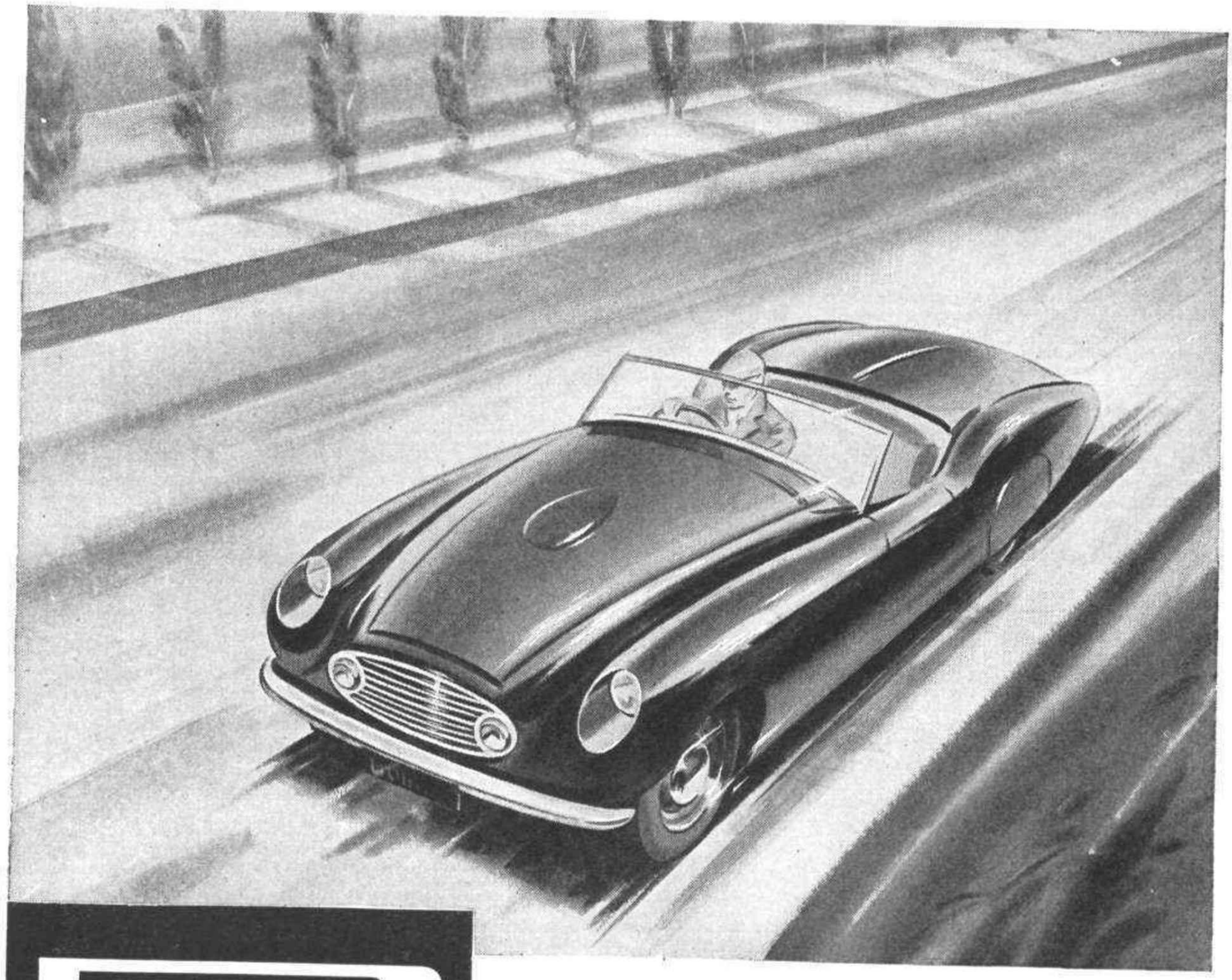
During a case concerning the theft of Austin spares which an Austin Export Zone Controller obtained for the purpose of constructing an Austin-Healey sports car, a solicitor put this question to the Foreman of the Austin Sales Department: "Is it not the principle of the Austin Motor Company to arrive at the retail price for components on the basis of cost plus 300 per cent.?" The Foreman's reply was "That could be."

POSITIONS IN "MOTOR SPORT" BROOKLANDS MEMORIAL TROPHY CONTEST

Steed and Lumsden, 7 points each; Baxter, 5 points; Mrs. Gibbs, Greene, Abecassis, Dore, Sparrowe, 4 points each; Ashdown, Miss Seers, Jameson, Head, Acland, Nott, Everard, 3 points each; Barnard, Mrs. Seed, Portman, Blond, Nisbet, Bryant, Pool, 2 points each; Mrs. Bloxham, Bloxham, Fleming, Cochrane, Howard, Potter, 1 point each. The next round in this contest, which carries £175 in money prizes, will be contested at Goodwood on April 14th—admission is free to B.A.R.C. members.

A report of the first 1956 Goodwood Members' Meeting appears on page 200.

THE SAFER TYRE FOR THE FASTER CAR



PIRELLI

SPEED TYRE



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

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CONCEPTION TO PRODUCTION

Some Data on the Sunbeam Rapier, Now Coming Off the Rootes' Assembly Lines at Coventry



CONCEPTION.—A prototype Sunbeam Rapier, resembling a Hillman Minx Californian, on test at the M.I.R.A. Proving Ground, in which Mr. B. B. Winter, Rootes' Engineering Director, is a firm believer.

THE new Sunbeam Rapier caused considerable interest at the last Earls Court Motor Show, and as this general-purpose, high-performance car went into production at the beginning of last month (H.R.H. the Duke of Kent being amongst the first to receive delivery) we decided the time had come to visit Coventry and glean some facts about this new product of the Rootes Group.

Accordingly, in the middle of March, we paid a visit to the Humber factory, contriving to average over 40 m.p.h. (and over 40 m.p.g.) on this journey, in our low-powered German car, although impeded by crawling 'buses along Oxford's tedious ring-road and by several single-line sections on the main Oxford-Banbury Road.

The approach to the Humber factory is along Humber Road, a fact which should delight members of the Humber Register.

It is a far cry from vintage Humbers to the Sunbeam Rapier, several of which we had encountered on test as we neared Coventry. The car has an attractively-compact two-door hard-top body in the Rootes "Gay-Look," nicely offset by the chromium-ringed, hooded in-built headlamps.

The conception which brought the Rapier into being was that of an all-round high-performance car, possessing a more general appeal than its famous predecessor, the Mk. III Sunbeam, which is, perhaps, a car primarily for the enthusiast. It was felt that a small, compact five-seater saloon, outstanding in respect of speed and acceleration allied to good fuel consumption, easy on the eye and of modern appearance, would admirably meet the needs of world markets. A stylist of international repute planned the body lines round a modified o.h.v. Hillman Minx engine, an entirely new chassis/body structure, possibly slightly heavier but certainly stiffer than that of the Minx, being designed for the Rapier. This has only two transverse members, one located at the front of the back seat, the other under the front seats, embryo chassis/body sills extending forwards and backwards from these cross-members, deep foot-wells being used. This structure spaces the stresses equally, the propeller-shaft tunnel sharing this duty, and A-post weakness, inherent in many integral body/chassis structures, is avoided.

The employment of a modified Hillman Minx engine is an instance of skilful planning on the part of the Rootes Group engineers. This engine, in its latest o.h.v. form, was introduced only about eighteen months ago and it was designed to be fully capable of considerable development. For example, crankpins and bearing areas of this 1,390-c.c. engine are of practically the same dimensions as those of the 2.3-litre Sunbeam Mk. III engine. Thus as used in the Minx there is a very high safety margin ensuring long life and dependability, while the engine is suitable for development to high-performance form. The Rapier has much the same power/weight ratio as the Sunbeam Mk. III but, because the total weight is lower, an output of less than 60 b.h.p. suffices instead of 80 b.h.p. to provide equivalent performance. Consequently, the Minx engine, which has "square" dimensions of 76.2 mm. bore and stroke, and the aforesaid sturdy crankshaft and bearings, is working well within itself when developed for the Rapier, to give 57½ b.h.p. at 5,000 r.p.m.

Very few modifications were necessary to produce this power output. The compression-ratio is increased from 7 to 1 to 8 to 1, a Stomberg $1\frac{1}{8}$-in.-choke DIF36 carburetter is fitted in place of a Zenith, using modified manifolding, and a larger clutch is necessary to cope with the increased torque. The Minx valves and the Minx camshaft are retained, giving a valve timing of inlet opens 11 deg. b.t.d.c., inlet closes 55 deg. a.b.d.c., exhaust opens 53 deg. b.b.d.c. and exhaust closes 13 deg. a.t.d.c. The Minx exhaust system is also retained, although this had been designed from the inception with high performance in mind. A Humber Hawk gearbox is used in unit with this engine, but this is turned over so as to bring the selector-mechanism on the top instead of at the side of the box, thus providing a deeper, stiffer casing and eliminating oil starvation at the front of the box when ascending hills.

A back-axle ratio of 5.22 to 1 was decided upon as offering a lively performance, together with an effortless cruising speed, in conjunction with a manually-operated small Laycock de Normanville overdrive applicable to third and top gears. Rootes may be said to have pioneered enthusiastically this new D-type epicyclic overdrive unit.

Suspension is by coil-springs and wishbones at the front, with a single-piece wheel carrier, and ½-elliptic leaf-springs at the back. The roll centre is, of course, closer to the centre of gravity than in the Minx. Experimentation resulted in spring-rates of 94.3 lb./in. at the front and 114 lb./in. at the back, the latter being changed to 143 lb./in. when the auxiliary damper blades of the ½-elliptic springs come into action over severe bumps. Rootes are firm believers in telescopic-type shock-absorbers, the lever-type having suffered breakages over rough tracks overseas, and Girling telescopic dampers are fitted all round on the Rapier. An anti-roll bar at the front was experimented with but was found to be unnecessary.

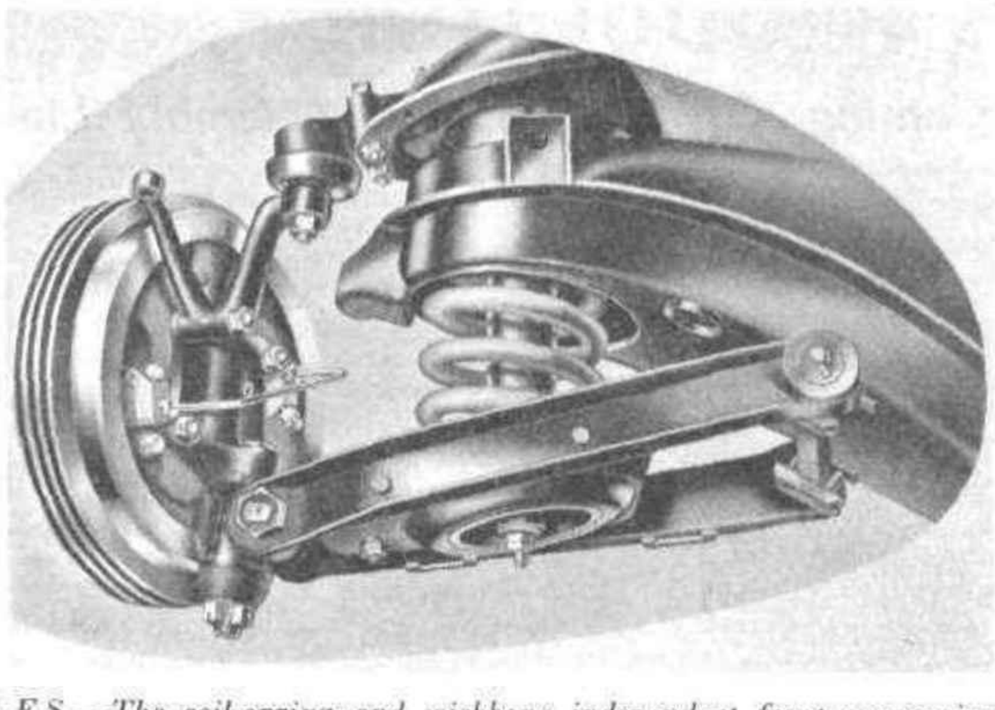
That, then, was the conception of the new Sunbeam Rapier. By simple modifications the Rootes engineers increased the output of the Hillman Minx 1.4-litre engine from 43 b.h.p. at 4,400 r.p.m. to 57½ b.h.p. at 5,000 r.p.m., the b.m.e.p. being 130 lb./sq. in. at 3,000 r.p.m. and the torque 878 lb./in. at 3,000 r.p.m. These figures relate to the Sunbeam Rapier engine with ignition adjusted to optimum torque, on premium fuel, with air-cleaner, fan, dynamo and test-bed exhaust system in place but without the gearbox. At 1,000 r.p.m. the power developed is 10½ b.h.p., at 2,000 r.p.m. it is 27 b.h.p., 3,000 r.p.m. equals 41½ b.h.p. and 4,000 r.p.m. equals 53 b.h.p.

Initial testing, we were told, dates back some two years, and three prototype Rapiers were taken last year by a test team through Spain, Switzerland, Italy, etc. Buying local fuel, not always suited to the engine, the overall fuel consumption worked out at 30 m.p.g., which suggests that a feature of the production version will be extremely good fuel economy allied to performance of Mk. III standard.

Mr. B. B. Winter, Rootes' Engineering Director, is a great advocate of the M.I.R.A. Testing Ground and prototype Sunbeam Rapiers were tested there exhaustively, as are subsequent production versions. Although the maximum speed claimed is 90 m.p.h., we believe this has been exceeded appreciably over the M.I.R.A. speed-course.



PRODUCTION.—A production Sunbeam Rapier being demonstrated to Swedish journalists last month by Norman Garrad, Sales and Competition Manager of Sunbeam-Talbot Ltd. The Rapier may appear in rallies later this year, possibly in the Tulip.



I.F.S.—The coil-spring and wishbone independent front suspension system of the Sunbeam Rapier. It differs in detail from that of the Hillman Minx, and the 9-in. Lockheed 2LS brakes have drums of one inch greater in diameter and fitted with fins.

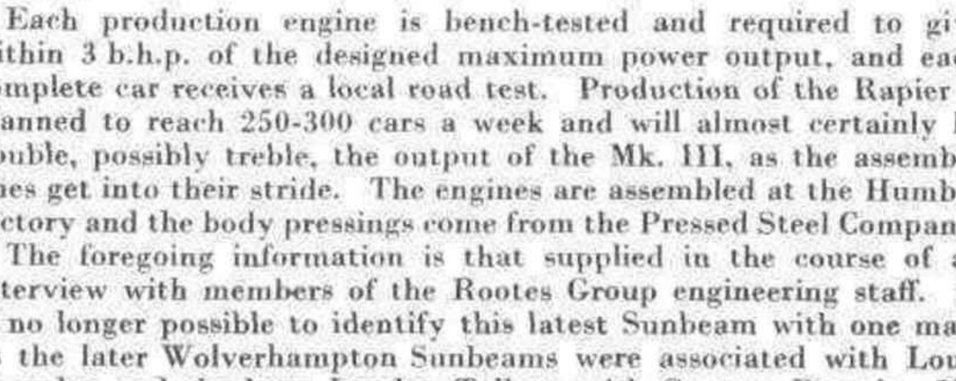
Much rig-testing is done of chassis components, much of it to destruction, and on the day of our visit Norman Garrad, Competition Manager and Sales Manager of Sunbeam-Talbot Ltd., had called at the works, and left for London on his return from testing a production Rapier in Sweden. Just as soon as Mr. Garrad is convinced that the new Sunbeam is ready for competition work a Rapier team will be entered for the major rallies, probably this season, because the Rootes Group has great faith in the sales-value of competition successes.

Great attention has been paid to quiet running and, apart from normal sound damping, rubber insulation of scuttle, gearbox, etc., has been incorporated to obviate engine noise tunnelling back into the car.

Each production engine is bench-tested and required to give within 3 b.h.p. of the designed maximum power output, and each complete car receives a local road test. Production of the Rapier is planned to reach 250-300 cars a week and will almost certainly be double, possibly treble, the output of the Mk. III, as the assembly lines get into their stride. The engines are assembled at the Humber factory and the body pressings come from the Pressed Steel Company.

The foregoing information is that supplied in the course of an interview with members of the Rootes Group engineering staff. It is no longer possible to identify this latest Sunbeam with one man, as the later Wolverhampton Sunbeams were associated with Louis Coatalen and the later London Talbots with Georges Roesch. Mr. Winter controls a design team, of which Mr. G. W. M. Lush is Chief Experimental Engineer and Mr. T. L. Jump the Chief Designer of the Group's small cars, while Mr. H. G. Payne is the Chief Body Engineer. Mr. Cutler, as Chief Designer of the Group's medium-size cars, does not come into the Rapier scheme.

While we were at Coventry we were able to drive a Sunbeam Rapier for a few miles. In overdrive an indicated 70 m.p.h. is an effortless cruising speed at 3,500 r.p.m., and a speedometer 85 m.p.h., equal to roughly 4,500 r.p.m. in overdrive, came up along brief straights. Overdrive is manually controlled by a little lever protruding from the centre of the dash. Quite useful acceleration is available by merely selecting normal top from overdrive top. The steering-column gear-lever worked stiffly on the car we tried, which is unusual for a Rootes product. The car cornered well, tending to understeer, but seems softly sprung and there was appreciable tyre howl, while the steering is heavy. Some vibration was transmitted, it seemed, from the front wheels to the region of the scuttle. The driver's seat is adjustable for height and holds the occupant securely. The instruments are very nicely arranged, speedometer and rev.-counter being immediately in front of the driver, with pleasantly thin needles which move in the same plane, the speedometer being calibrated in both m.p.h. and k.p.h. A row of four small dials set above the main dash comprise oil gauge, ammeter, fuel gauge and water thermometer. Before the passenger is an under-dash lidded cubby-hole. The hand-brake lever is well located, horizontally on the right, and a stalk protruding from the off side of the steering column operates the " winkers." The horn is actuated by a steering-wheel ring. The rather small pedals are biased rather over to the right of the seating position. The boot lid lifts to reveal very generous and accessible luggage space, shared by a vertically-mounted spare wheel. Dunlop " Cushion " tyres are standardised. Access to the rear seat of the two-door body is rendered easy by wide doors and front-seat backs which fold absolutely flat. There is a knee-height crash-pad below the dash. The Sunbeam Rapier feels a lightweight (we estimate it to weigh about 19½ cwt.) and, with its output of nearly 60 b.h.p. from the flexible short-stroke engine, should be able to stand on the merit of its performance/economy figures. At present the only body style will be the two-door hardtop, which, incidentally, lends itself better than any to the " Gay-Look " colour-scheme: nor is the present sturdy push-rod o.h.v. engine likely to be supplemented or replaced, we gather, by the twin o.h.c. Singer Hunter 75 power unit! The price of the new Sunbeam Rapier is £1,043 17s., inclusive of p.t. We look forward to endorsing this data and these brief impressions with an early road test of this interesting high-performance vehicle.—W. B.



G.A.—A general-arrangement drawing of the Sunbeam Rapier, showing the disposition of the main components in the new body/chassis structure and the dropped floor.

INDIVIDUALITY ESSENTIAL IN BRITISH DESIGNS

Below we publish a letter from a reader experienced in design in the U.S.A. as well as in this country who believes, as we do, that to secure sales in dollar-markets Britain should cease to imitate American styling and methods and revert to traditional individuality.

Sir,

I was recently in charge of the engineering laboratory of an American car manufacturer, and now have a similar position in this country, and count myself among the more fortunate of mortals.

It is usually unfair to generalise, but since the destiny of the American engineer is largely governed by the all-powerful female section of the buying public, he is the first to admit that his cars are designed for women, whereas it appears likely that British cars are created for the masculine taste. The power equipment is aimed at making the lot of the American lady less arduous, and the overhang and vast grille and bumpers at giving her the illusion of security. Suspensions, until very recently, have been solely developed towards the " million-dollar ride," and bodies for sidewalk-distance eye appeal. Fortunately, the Industry is now beginning to realise that this design policy may have something to do with the appalling road casualty incidence and is seriously considering the matter of roadholding.

If one evaluates a car in terms of a machine intended for the safe, speedy conveyance of people over all types of road surface with the least nervous strain, then the normal American car will often fall far short of the normal British car. However, if the aim is a sitting-room on wheels with a gaudy, massive exterior, that is intended only for straight, wide, smooth roads, then the British car is a ghastly contraption.

If one is an engineer with a love of functional beauty and craftsmanship in both design and execution, and a hatred of sham and pretentiousness, then the American car can be the object of revulsion, though in fairness it must be admitted that some of the current British products evoke the same emotion.

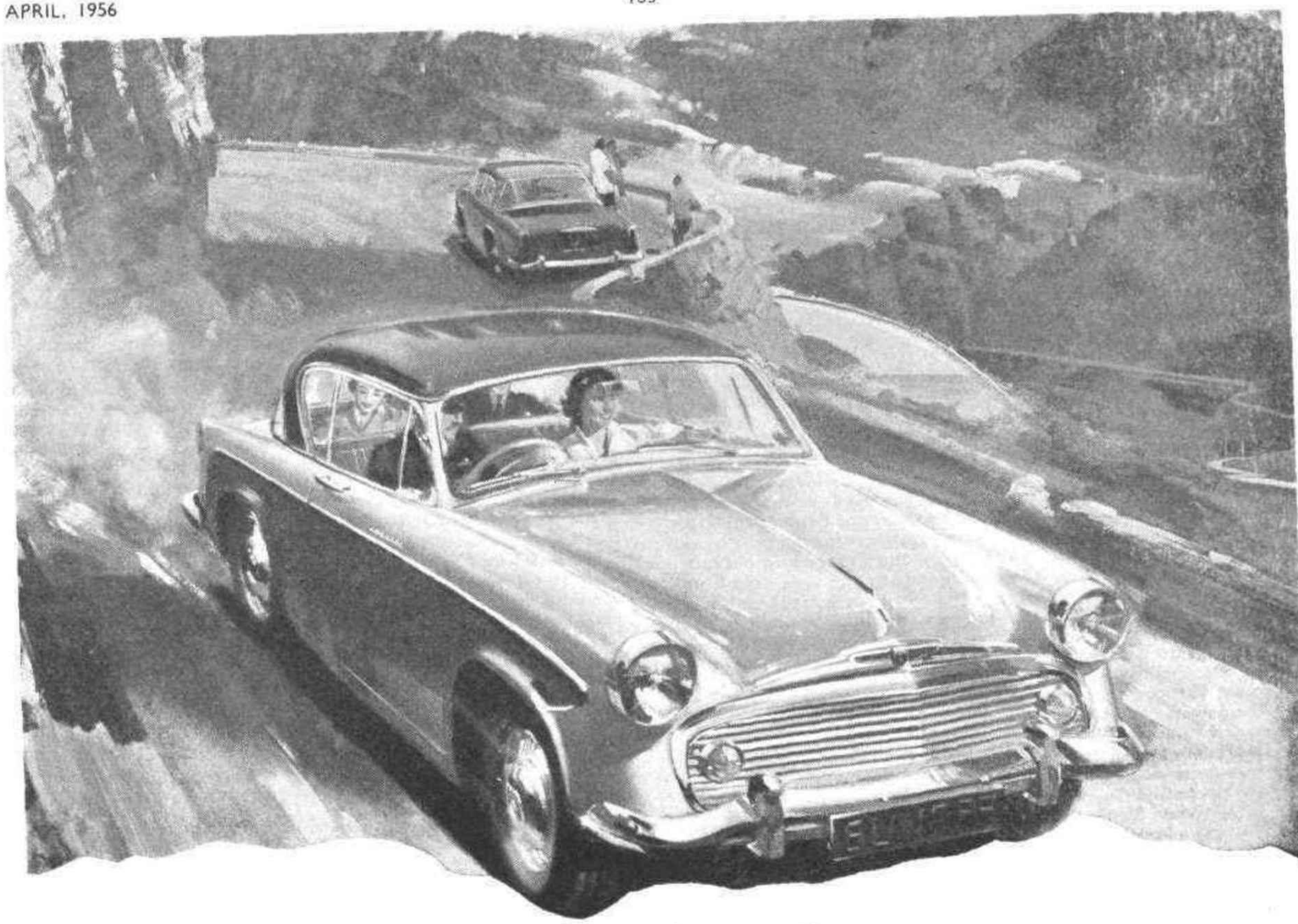
The power unit and its output is a favourite subject for comparison, and for the benefit of those who feel outgunned by American advertised h.p., the truth of the matter is that actual b.h.p. at the clutch on an average production engine is between 30 and 40 per cent. less than the catalogue figures. For example, a popular V8 takes 4½ litres to produce 110 b.h.p. and is stated to give 162 b.h.p. With " hop-up " equipment claimed to give 185 b.h.p. it will reach 122 b.h.p. On the other hand, a well-known British sports-car engine of 1½ litres claimed to give 54 b.h.p., not only comes within 4 per cent. either side of this figure but is always mounted on the dynamometer with the gearbox, so that the claimed figure includes the transmission-loss.

The matter can be summarised by observing that if you have a lot of money and a lot of metal you can afford to design inefficiently, whereas if your circumstances are the reverse you have to do the most with the least, and relatively we do, which academically means that we make better machines.

A very large number of Americans are acutely conscious of this situation and heartily deplore it. They largely constitute our dollar-market, and they part with their dollars not because of any magical association with the word " British," but because they appreciate quality. If our Industry persists in its present policy of imitating American styling and methods we shall lose that market. Given the choice of junk they will buy their own and rightly, because nobody can make better junk than the Americans. Let us live up to our traditional boast of good design, good quality, good craftsmanship. We shall then continue to eat.

I am, Yours, etc.,

Besselsleigh. E. C. MARTIN.



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CARS I HAVE OWNED

[Continuing this revived series, we have a contribution from Rex Young of Bristol.—ED.]

IN my case, graduation from two wheels to four followed the conventional pattern, though the two-wheeled period was somewhat sporadic, partly due to its coincidence with the 1914/1918 war, when wheels were few and riders were fewer. It was initiated towards the end of my schooldays in 1916 and during the brief visit of a motor-cycling uncle, whose ancient Chater-Lea stood invitingly outside the front gate while he and my father were conferring within the house. Seizing the moment, I leapt upon the machine, and in almost complete ignorance pulled and pushed every lever I had carefully watched him pull or push during previous visits. This worked with such astonishing success that I managed to survive a flat-out tour of the immediate neighbourhood and arrive back at the house still in one piece, to find my father regarding me with angry and purposeful gaze from a front-room window. During their panic-stricken examination of the still-smoking Chater-Lea which immediately followed, I escaped to the lavatory, wherein I stayed until parental wrath had cooled.

Thus blooded, I subsequently rode borrowed motor-bikes at various times whilst on leave from the Royal Flying Corps in 1917/18, and with this background of precarious experience hired a two-stroke Levis for a weekend in 1919, which was returned to the hirers in such a state that I had to push it two miles to their premises, prop it up against an outside wall with many parts hanging by a thread, and escape with my cash deposit before they had time to wheel it into their shop. Subsequent correspondence with them revealed that it had fallen into twenty pieces when they performed the latter task, but a clear conscience spoke when I advised them in reply that the machine was very near that condition when they had hired it to me at the outset. From this time on I aspired to a steering wheel in place of handlebars and begged, borrowed and stole many hours at the wheel of any car that came my way. But the days of my youth were impecunious beyond the average, and four wheels eluded my ownership until 1926, when I bought my first car whilst on leave from the White Man's Grave area of West Africa.

This was a large 1922 22-h.p. Buick tourer, price £65, and on it I taught my wife-to-be the art of driving, or at least I thought I had until one fine afternoon, whilst drawing with a flourish into the large open courtyard of a select country hotel for afternoon tea, My Lady confused accelerator with brake-pedal, and the Buick rammed the large bay window of the hotel lounge with a crash that brought three large tiles off the roof and twenty-three people to their feet in the tea room. With great sang-froid I ignored this incident and we entered the deadly silent but thickly populated hotel lounge for tea. (*Have you ever felt like the subject of an H. M. Bateman cartoon? Write to me for still-remembered details.*) It was only *after* tea that I had to change both front wheels, knock out two buckled front wings, and laboriously refill a battered and leaking radiator before we could complete a chastened homeward journey on which, needless to say, My Lady sat on my left and not on my right.

Apart from this contretemps, there was a later one in which, after an enthusiastic "blind" up the Great North Road to show the Buick's paces, a neat bank-clerk friend of mine was transformed in a trice from natty White Man to startled Black Man during an under-bonnet investigation when, on my pressing the starter after inviting him to "tickle the carburetter a bit," there was a loud bang, a large cloud of smoke, and the dipstick departed rocket-like over his left shoulder, leaving his face completely bathed in coal-black hot oil blown up from the sump, whilst my mother and my fiancee shouted "Fire" in strangled voices from the rear seats. Broken piston! Our subsequent unseemly mirth was not appreciated by the victim until he had been led to the driving mirror, whereupon it became quite clear that he did not know whether he was Amos or Mose.

There was yet another incident when, returning from a dance and crossing Hampstead Heath at midnight on the eve of my return to West Africa, chafed wiring caused the Buick to burst suddenly into flames, whereupon my fiancee and I leapt hurriedly to the far side of the road, from which vantage point I surveyed the conflagration with supernatural calm, and countered her nervous gasps about "doing something" with the remark: "Why worry?—the insurance cover is eighty-five quid and we'll only get thirty if I have to sell her!" Whereupon the fire promptly went out of its own accord and accomplished poetic justice. But this old Buick seated five people in comfort, could do 65 m.p.h., and did about 15 m.p.g. Good value for £65? We thought so anyway—especially with all that fun thrown in.

Succeeding furloughs from West Africa during the next five years saw each leave period filled with assorted motoring. A 1928 Austin Twelve-Four gave good service and no trouble, though it made my right leg ache like mad trying to get more than 50 m.p.h. on the clock, which was impossible. Then came a 12/50 Alvis "duck's-back" two-seater; quite a goer this, and great but draughty fun. The suspension was hard, but roadholding very good for its day, and the roaring exhaust-note from a large-bore copper pipe was most satisfying.

Next on the list was a 1925 Crossley fabric saloon . . . adequate comfort, 70 m.p.h. maximum, and elegant appearance for its day. My brother later took this car back to West Africa after finishing one of his leave periods in England, and it gave good service for many months under tropical conditions. Crossleys made quite a motor car in that era. Its forebears were the military staff cars which were used in the R.F.C. and R.A.F. during the 1914/18 war.

But by 1931 the White Man's Grave was no place for me with a well-car-trained wife and a baby son, and a new job on the road at home gave scope for a succession of further cars, purchased mainly for business use but which mostly had to serve our pleasure as well as my daily toil. In 1931 it was a new Morris-Cowley saloon on which I did 30,000 miles with a high measure of reliability. Half-way through the year I also bought, for £50, a neat M.G. two-seater, one of the early "Morris-Oxford" M.G.s, in scarlet and buffed aluminium, for the enjoyment of weekend fresh air, of which we had plenty. A delightful car! Fast, utterly reliable, and with good roadholding without too firm a ride. My passengers often remarked on the comfort, all, that is, except my wife, whose frequent refrain at that period was: "Can't you *ever* go slowly?" But she later developed into the World's Best Feminine Passenger, so this earlier training must have had an effect.

These two cars, the Cowley and the M.G., were swapped as a pair in 1932 for a new Austin Ten saloon, and this, the first of the Tens, did a year's mileage of 30,000 with wonderful freedom from trouble, and was then replaced by a 1933 model. The 1933 car gave excellent daily service in all weathers except for one brief period when a quite mysterious knock in the engine resulted in my driving it up to the Longbridge works for a diagnosis. Oh! palmy days of good value and keen competition! Austin's tester merely listened to the knock, nodded his head, and said: "Mileage 10,000 Sir? Right—leave it here for two days and it'll be ready with a new engine—no charge!" To which, of course, I smilingly agreed, little thinking as I left him that within an hour I should become the owner of yet another car.

But that is just what happened, because, taking a sudden violent dislike to the thought of a monotonous train journey back to my home in Cambridge, I wandered into Reg Taylor's garage in Birmingham, saw a 1923 3-litre Bentley tourer all ready to drive away for £50, bought it on the spot, and in less than thirty minutes was Bentley-ing (for the first time, and *what* a treat!) back to Cambridge. And in case that purchase sounds too easy, let me say that I didn't know where the £50 purchase price was coming from, though Reg Taylor took £4 in cash, which was all I had on me, and my cheque for the balance. But the Bentley, which was painted Cambridge blue was therefore *destined* to come to me, likewise captivated my wife—or so she said!—and an accommodating bank manager's charming confidence in my very small life policy did the rest, God bless him!

In the Bentley we had many exhilarating runs along the Newmarket road and around the Fen country. It started always on a half-turn of the handle, ran in the sixties like a train on rails, and never gave us a moment of mechanical trouble. The thoroughbred of 1923 was still a joy ten years after manufacture, and indeed for all I know it may still be running yet. Thus did "W.O." and the men who made those doughty cars gain yet another disciple.

The only snag was that wherever and whenever I left the Bentley parked in Cambridge, we would return to find it surrounded by a gaggle of enthusiastic undergraduates, some of whom would invariably endeavour to negotiate a sale. But unfortunately for them their capacity to find my price was always greatly inferior to the quality of their enthusiasm, until eventually one amazingly generous and headstrong student offered us the clean swap of a 1932 Alvis Silver Eagle fabric saloon, whose paces in a trial run broke down our resistance, and the deal was closed. As my wife said, one did not often get the chance of clean-swapping a ten-year-old car for a two-year-old one—even if the former was a Bentley—and besides, the saloon would be *so* much kinder to her permanent wave! This unbelievable deal made us feel Alice in Wonderland for quite a while, and even today I still think that student must have been crackers, though I must confess that I missed the old Bentley for many months after it had gone.

We ran the Alvis until my brother came home on another leave from the tropics, and he took it over for use on his furlough, during which it served him well, later to be the subject of a profitable sale on his return to the land of blazing sunshine and mosquitoes. This car had a heavy feel and was somewhat tiring to drive on long journeys, but underneath the heaviness one could always feel the blood of the thoroughbred. Alvis was a potent name in the nineteen-thirties, and a number of their cars of this series are still running today, twenty-four years after manufacture. As somebody used to say somewhere : " It makes you think ! "

In 1934 I was still very Austin-Ten-minded as regards a car for business use, but this time I wrote to the makers asking if they would supply me with one of their ordinary Ten saloons, but fitted with their special Sports Ten engine which had just been introduced in an open tourer for that year. They obligingly agreed to do this for £30 extra, and that year, after a scrupulously careful running-in, I had great fun every day on the flat roads of the Fen country, because nobody could understand how it was that my humble Ten, in appearance just like dozens of others, could whip past any of its brothers on the road and show their drivers a rapidly receding rear number-plate. In my local garage one day with the car for some routine attention, I overhead another customer ask the foreman : " Ah !—now who is it who runs that little Austin there ? I've chased that Bee all over Cambridgeshire and never caught him yet ! " Only my most colossal frown from behind the enquirer's shoulder prevented the foreman from giving away a close-guarded secret, and even so he couldn't resist telling his customer that I certainly had a Bee under my bonnet. With the sports engine the little Austin was good for an honest sixty-five, and could be coaxed up to nearly seventy under the right conditions.

Early in 1935 we moved to Surrey, and I promptly fell for a new shining Rover Ten in Kaye Don's showroom in Epsom; this despite a price of £248 which, believe me, was quite a sum for the modest enthusiast of the mid-thirties. This deal therefore involved selling our sports-engined Austin Ten for a good price, and after five long and industrious evenings of cleaning, adjusting, and polishing, my first customer arrived. He was visibly impressed whilst walking round the car in my garage, and remarked that it looked in nice condition. " Yes, quite honestly, she is," I said : " In fact there isn't a scratch on her anywhere ! " Whereupon the silver treble of my six-year-old son and heir piped up from behind the car : " Oh daddy !—you *know* there's a small scratch here on the back mudguard—you rubbed at it for hours yesterday ! " Bless my little son and his transparent honesty ! The customer laughed his head off, paid my price, and departed well pleased with his purchase. Next day I took delivery of the Rover.

The Rover Ten of 1935 was a motor-car of good metal and was made by craftsmen, and this one carried us nearly 100,000 miles, from then until the year of the world war, for the price of two rebores, six sets of tyres, and other normal replacements only. So marked was the behaviour and performance of this car when compared with the normal off-the-peg mass-production types of the period, that I had no desire to change except for an occasional hankering after an open model. A 55 m.p.h. easy cruising speed and a 75 m.p.h. speedo maximum satisfied my business-trip requirements, and my wife liked the Rover's smooth comfort and the free-wheel cruising of our week-end pleasure jaunts. It came with us from Surrey when we moved to Bristol in 1936, and was replaced in 1939 by a small Standard Eight saloon (price then £125, complete ex-works !), on which during the war years I did nearly 70,000 miles with an economy of running costs and upkeep that was not only appropriate to the times, but was also a tribute to the design and workmanship of the makers.

From 1946, and for three years following, came a succession of post-war models which, as a business executive, served the needs of my daily travels in the West Country. Hillman Minx, 1946. Another Hillman, 1948. Vauxhall Wyvern, 1949. All three were excellent as business cars but not, of course, entirely satisfying to one who, despite advance to middle age and a susceptibility to grey hair, still rushed off to Lulsgate, Castle Combe, and other local rendezvous when opportunity provided.

But in 1950, after years of financial tight-rope walking with commitments which precluded too selfish an expenditure on the kind of cars one dreams about, the old urge returned, and in an effort to satisfy my wife's requirements as regards not disturbing her permanent wave, more important now than in earlier days, and my own desire for speed coupled with my business needs, we invested in the compromise purchase of a Humber Super Snipe, 1946 model, which for the past five years has served us most loyally. My wife can sit serene in the comfort of big-car suspension, while I can use a heavy right foot in my endeavours to get the needle on to the " eighty " mark—and the Snipe doesn't need much encouragement for that.



GOOD IN ITS DAY.—The author's 1935 Fiat Balilla, which did 75 m.p.h. and 30 m.p.g.

" Five to Eighty in top " was the sales slogan for this model, which was a statement of honesty and truth. In addition, the car will tow my thirty-foot sailplane trailer at 60 m.p.h. (Hussssh !), and take our touring caravan all over Devon and Cornwall with effortless ease. And this is where you're going to laugh, and the laugh is on me. This quite fast though sedate carriage has not held me to the compromise that was in mind at time of purchase. Its 80 m.p.h. gait has only served to ginger up my appetite, with the result that 1951-52 brought me steadily back to the unfulfilled longings of a far-away youth.

First, a 1932 4½-litre Invicta, still sound and good for 85 m.p.h. with roadholding to match. Unfortunately a friend fell so heartily for this car that in a weak moment I sold it to him at the price I'd paid for it and within a week of buying it. Then a Fiat Balilla (1935) in original condition complete with finned beetleback. This little car really showed my wife and I what small-car motoring can mean in open-air exhilaration—and *hang* that permanent wave ! 75 m.p.h. with 30 m.p.g. was not to be sniffed at, either. The ride of the Balilla had that elusive indefinable something which seems to be inherent in most good Continentals. It always felt glued to the road, and the robust and beautifully-designed little engine could stand incredibly high revs. without protest. This car remained with us and gave us lots of fun until I saw a Riley Imp advertised in MOTOR SPORT, whereupon I promptly put pen to paper, but was after all too late to get the Riley. However, I put the Balilla into showroom condition and found a purchaser. Yes !—he came *via* MOTOR SPORT too !

Then, while looking round for its successor, I heard of a 2.3-litre Alfa-Romeo that was available for sale in Bristol, and in negotiating for this Italian creation I touched the peak of my motoring experience. This car was a four-seater long chassis Tipo 8C, first registered in 1935 and very similar to the one owned by the late Hawthorn Senior at Farnham, Surrey, and which was most nostalgically described by the Editor in MOTOR SPORT of August, 1951. The owner, with a charming nonchalance, permitted me to : " Take the car anywhere you like for the afternoon, old boy, and bring her back this evening ! " What a man ! And what a car ! Shades of Paradise. There was I with a sleek blown Alfa, bronze and blue, with a tankful of petrol and a fine, sunny afternoon. The acceleration ! The roadholding ! The steering ! The brakes ! . . . but words fail me. Even with hands and feet like velvet in tribute to the owner's generosity, nothing could stop that superbly-made car. We reached, and held, ninety-five with ease on A38 down towards Bridgwater, my passenger, a fellow sailplant pilot, sitting bolt, very bolt, upright with billiard-ball eyes glued on the blurred ribbon of road that swept beneath the Alfa's wheels. He was far more used to cruising silently beneath the summer cumulus clouds at 45 m.p.h., which, of course, is even more fun than double that speed on the road, but in a different category of ecstasy. But how right was the Editor when he extolled the virtues of that sister car in Surrey. *Viva* Alfa-Romeo !

If I was an Eastern Potentate with eight *beautiful* wives, I'd have given the Alfa owner seven of them in exchange for that poem on wheels. But what he wanted was £700, and I hadn't got the wives, or money then, anyway, and bank managers are *so* nervous these days, so it couldn't be done. Still, I did " own " that lovely car for a whole unforgettable afternoon, and sympathetic readers will thus understand my including it in these notes. However, I still hankered for a tuneful exhaust and a healthy slipstream, and on a visit to London in June, 1952, a chance call at Potter and Richards brought to light a nice Riley Imp, of well-preserved appearance and seductive mien, which was awaiting a new owner. Robin Richards spoke

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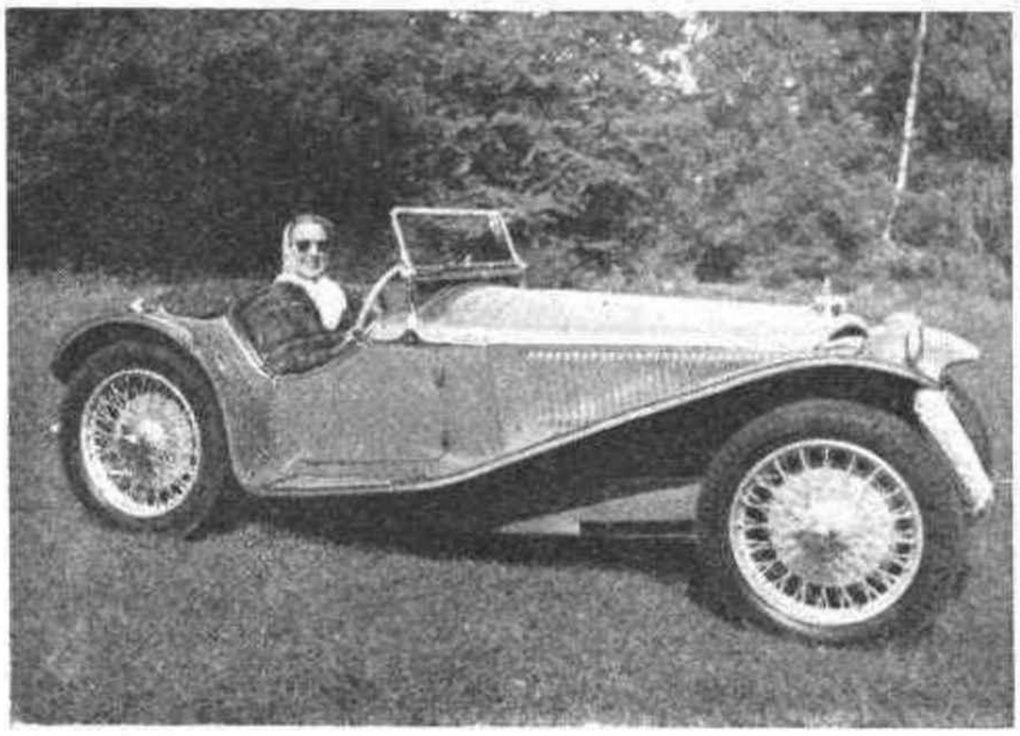


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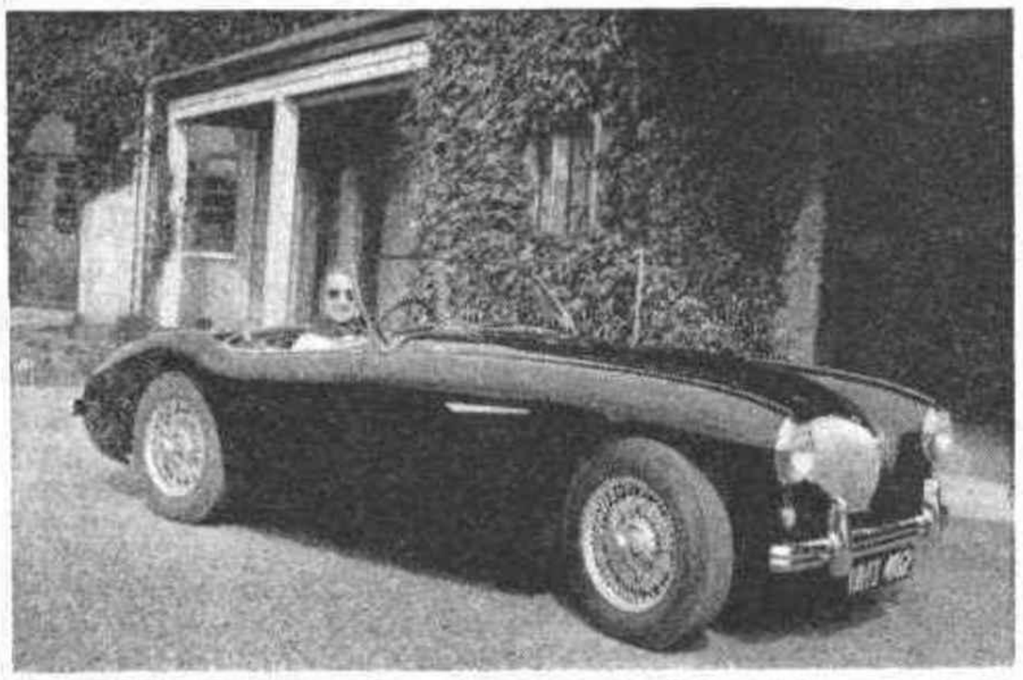
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WIFE IN AN IMP.—Both Mr. Young and his wife liked this 1935 *twin-carburetter Riley Imp, which had a beautifully-polished engine and was still going well a year ago.*



PRESENT IDEAL.—The Austin-Healey 100 *which comes in for warm praise in the accompanying article; it is used for pleasure runs and fast touring, and is not entered for competition events.*

well of the car, the car spoke well of itself, and Charles Mortimer's name was on the registration book, and the result was that Riley Imp BUW 904 came into my " stable," looking very small and racy beside the dignified bulk of the Humber, but soon knowing that it was the apple of its owner's eye and the recipient of all his spare-time attention.

This little car, the first Riley I had owned, made me fully appreciate the keenness of all Riley fans. Seventeen years old, my leisure hours soon restored an immaculate appearance and a lively condition and although, to be honest, its disposition was somewhat temperamental and it needed lots of tender care to give of its best, it provided exhilarating acceleration, an easy cruising speed of 55/60 m.p.h., and a maximum of . . . ?—well, who could be a brute and belt a seventeen-year-old car up to 5,000 r.p.m. ! But the Imp did stand nobly up to 4,500, at which revs. the " clock " showed seventy-five and the engine ran like silk. Normal running gave 35 m.p.g., and on any kind of road journey one could put forty miles into the hour without stress. And all this on 1,089 c.c. ! An engine with the heart of a lion.

Well, then Sir Leonard Lord and Donald Healey got together, and out came the Austin-Healey 100, and from that moment there was one car I wanted above all others. But to want it was one thing, and to have it was another, and I had to do quite a bit of financial juggling to pull £1,063 out of the bag, reasonable though this price was for a car in this category. However, they say that if you want a thing *hard* enough, it usually happens that you get it, and in March of last year, my Riley Imp found a new home in kind hands, and a shining black Healey 100, with scarlet hood and interior trim, took its place in my garage.

Mind you, when I told my wife that we should now, at long last, be able to sample the joys of reaching 100 m.p.h., and more, on suitably safe stretches of main highway, her eye took on that far-away look and she murmured something about my being old enough to know better. But it was clear that she adored the Healey's lovely lines and sleek appearance, likewise the comfort of that attractive cockpit behind the rakishly sloped screen. Subsequent experience has confirmed her adoration.

Yes—what a car. Quite the pinnacle of all my dreams in no less than thirty-five years of enthusiastic motoring. Ample and luxurious accommodation for two. A luggage boot of generous proportions still unusual in a sports car. Perfect all-weather protection, or pure open-air motoring at will. Acceleration in the breath-taking category, maximum speed ditto, steering and roadholding of the first order. Delightful, low-revving, economical cruising in overdrive—I've averaged 25.5 m.p.g. in 7,000 miles touring to date. And the ability to cover a main road journey in such effortless fashion that it is difficult *not* to put fifty miles into the hour. Moreover, a lovely ride; not too soft; not too firm; but just right. I could go on extolling its virtues, but will refrain from becoming too poetic out of sympathetic consideration for all those keen TR2 fans whose letters recently flamed in MOTOR SPORT's correspondence columns to defend their mounts in the then-current Healey *versus* TR2 controversy. I must say, however, that in my humble opinion the Healey 100 is the fast touring car *par excellence*, at its price. Not having diced it on the track or in trials, I cannot speak of its merits in that field, but on the road it is a truly satisfying machine, and moreover, it has real character. Thank you Donald Healey, and thank you Sir Leonard Lord, for the many hours of pleasure I have had since you produced this smooth masterpiece of a fast car. However long the journey, it *rejuvenates*, and never *tires*, its driver.

Well, that's where I am to date, as near to perfection as I can hope to get without an unexpected and most unlikely addition to my future bank balance, and the road to the Healey has stretched over a period of thirty years and has followed the previous ownership of 20 cars of assorted pedigree. But despite my grey hair I reckon I can still aspire to a DB4/4 before I have to put that bath chair on order. Anyway, there's no harm in aspiring, is there ?—for in the field of sporting motoring one never knows what will turn up. Long live the sport ! sez I, and so, without a doubt, sez all of us.

VETERANS FOR SALE ?

We have now established that the premises illustrated last month as containing some delectable veteran and Edwardian cars are those of Est. Gaston, Automobile Demolision, Nice, which gives the lie to stories of how France has been combed and squeezed dry of such vehicles ! All that the hundreds who wrote or telephoned for this address need now is a large bag of dollars and a Bristol Freighter. They will have the decided advantage of all being able to start at the same time !

CAR PRICES IN SYDNEY

A correspondent, writing from Haberfield, New South Wales, draws attention to car prices prevailing in Sydney, where the Standard Ten De Luxe is known as the Cadet and costs £906, or thirteen pounds more than the Volkswagen at £893. Other interesting prices are : Renault 750 £689, Fiat 600 £759, Citroën 2 c.v. £782, Austin A30 (imported) £788, Fiat 1,100 £999, Hillman Minx £1,033, Simca Aronde £1,080, Peugeot 203 £1,097, Wolseley 4/44 £1,235, Jaguar XK140 £1,979, Humber Super Snipe £1,984, Holden £933, and Austin A50 £1,063.

NOT GOOD ENOUGH

The Royal Automobile Club announces that there will be no award of the Dewar Challenge Trophy for 1955.

The Dewar Trophy, presented by Sir Thomas R. Dewar, M.P., in 1904, may be awarded annually by the R.A.C. for the most outstanding British technical performance in the field of automobile engineering accomplished during each year under the terms of the award.

In the opinion of the Technical and Engineering Committee of the Royal Automobile Club, no performance of sufficient merit, of which the club is aware, had been accomplished in 1955 and the Committee therefore recommended that the Trophy should not be awarded.

The Trophy was last awarded in 1951 to Jaguar Cars, Ltd., for their performance in four major international events.

BOOK REVIEWS

"A Racing History of the Bentley," by Darell Berthon. 144 pp., 9½ in. by 7½ in. (*The Bodley Head, 28, Little Russell Street, London, W.C.*1. 30*s.*)

This long-awaited book from the pen of the genial secretary of the Bentley D.C. contains a racing history of the famous marque from 1921 to 1931. It is concerned mainly with major races, so that minor appearances of the Bentley at Brooklands and in sprint events are ignored. The race accounts appear to have been taken from contemporary reports, and certainly that about the 1922 I.O.M. Tourist Trophy race is a bit tedious because so much of it was quoted verbatim from the appropriate issue of the *Autocar* in that other excellent book about the Bentley by A. C. Hillstead. Berthon does not confine himself only to how Bentleys fared, putting in material about other makes where this is pertinent to the story of how a race unfolded. But if his accounts in the body of the book seem to lack intimate details one would like to have, he makes up for this by including at the end of the book an invaluable table of Bentley history in all the major races in which they ran, complete not only to whether they finished, stating the reason for retirement or the placings gained, but quoting engine, chassis, racing and registration numbers of the cars concerned—a unique record. There are only minor omissions in this tabular record of races from 1921 to 1932 (Scott's car in the 1928 Essex M.C. Six Hour race, according to "The Story of Brooklands," went out misfiring, and Birkin's single-seater retired from the 1931 500-Mile Race, according to the same source, with valve trouble).

The Brooklands Bentleys are covered in a series of appendices, in which are described the first Brooklands two-seater 9-ft.-wheelbase car, the blower single-seater, the Barnato-Hassan, the Marker-Bentley-Jackson and the Pacey-Hassan, and here some new facts emerge. Each of these great cars, however, is dealt with rather summarily, so that no reference is made, for instance, to Margaret Allen driving the Marker 6½-litre or to all the detail modifications made to the Birkin lap-record car. No doubt the lap speeds quoted came from the pages of "The Story of Brooklands," although no acknowledgment is made.

So far as production is concerned, this is truly first class, and although the majority of the historic photographs used have been published before, so beautifully have they been reproduced on the high-quality art paper that it is delightful to have them all together in one volume, added to which the four photographs of the first Bentley engine—not actually a racing engine—and some of the others appear, we believe, for the first time. All the more of a shame, therefore, that Segrave's name is mis-spelt throughout the book (but then he only drove Sunbeams!) and Birkin's is misprinted in one caption.

"A Racing History of the Bentley" contains a full list of World International and British class records held by the marque, and some maps of circuits over which these great green monsters raced. Certain it is that B.D.C. members will willingly fork-out thirty bob for Darell Berthon's history book, which we wish could have been carried on to cover the exploits of the later Rolls-Royce-built Bentleys raced in the T.T. by Eddie Hall and by others at Le Mans, etc.—W. B.

"Das Grosse Rennen," by Ernst Roseman and Carlo Demand. 136 pp., 7¾ in. by 10½ in. (*Nest Verlag, Frankfurt-am-Main, Germany.* 6.80 *dm.*)

This landscape publication contains a remarkable studio of 128 large drawings depicting motor-racing scenes from the Paris-Rouen race of 1894 to the victory of Stirling Moss (Mercedes-Benz) in the British Grand Prix at Aintree last year. Some of these drawings are too lurid, but others depict historic racing scenes in an original and fascinating manner. As each picture is described in detail in an appendix and as the first half of the book carries much historical anecdote, students of German will learn much from its pages.

"Automobile Design," by R. H. Gurr. 95 pp., 8¼ in. by 11 in. (*Post Publications, Arcadia* 10, *California.* 3 *dollars.*)

This is a very comprehensive guide to drawing cars, from both the artistic and the design and styling sense. It contains a large number of exceedingly striking illustrations and goes into considerable detail. For instance, the correct materials for use in the studio are discussed and there is a chapter on the language of the studio. The book is more of a study in car design and styling and how to present this than a guide to amateur sketching, but it will be all the more appreciated by those who like to draw and doodle.

"Glass Fibre," by John A. Wills, S.P.I. 94 pp., 10¾ in. by 8½ in. (*Post Publications, Arcadia* 10, *California.* 3 *dollars.*)

This is a comprehensive guide to glass-fibre automobile body construction. It deals not only with special bodies for one-off vehicles but with such commercial adaptations as the Corvette, Cadillac Le Mans and Edwards—we learn, for instance, that the first few Chevrolet Corvette units were made entirely by hand lay-up methods, followed by vacuum-bag moulding, before matched die-tools replaced other methods.

This book should interest those in this country who are avidly desirous of obtaining "the lot" on the subject of glass-fibre construction, but naturally the lists of U.S. supplies, etc., will be of little value to them.

"Mind Over Motors," by W. H. Charnock. 116 pp., 8½ in. by 5½ in. (*G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.*2. 15*s.*)

From motoring verse, W. H. Charnock has broken out into motoring prose. There is much in "Mind Over Motors" of which we do not approve, such as an overstating of the obvious, calling cars by pet names—"Rumbold," "Jonah," "Behemoth"—instead of by makes and using these names as chapter headings, a tendency to verbosity of description. The book sets out to capture the atmosphere of motoring as experienced in the past thirty years by avid enthusiasts, and the author has left practically no experience or sensation to the imagination. It is all there, the humorous, the pathetic, the courageous, the satisfying, in this strange world of real motor cars and their users.

He devotes one chapter to the cars he has owned, based on the "Cars I Have Owned" article he wrote for MOTOR SPORT in 1953, from which he admits the idea for the book mainly springs. There is a fascinating chapter on "Bicycles I Have Disowned" (meaning motor-cycles, of course) and other chapters on various facets of the cult, some of which are enlargements of humorous pieces written by the author for club journals.

This is yet another title to issue from the sausage-machine which is busy churning out new books about motoring. It is not a particularly important contribution to this subject matter, for it contributes little to motoring history, and 15s. is quite a price to pay for letting the author describe to you most of what you have experienced yourself, together with an account of his personal vicissitudes and adventures with a not particularly outstanding collection of aged cars, illustrated by photographs of which previously our readers will have seen several.

Yet the book is entertaining, undeniably entertaining, and very easy to read. So if you have the spare lolly, you may as well add it to your list.

For a long time the 750 M.C. Bulletin has contained very useful articles on the conversion of Austin Seven and Ford Ten chassis and engines for competition work. Many of these articles, of which the best are by Colin Chapman and Jack French, have been reproduced in duplicated book-form by the club, the resulting publication being beyond price to amateur "specials" builders. In fact, it is obtainable, while supplies last, for 6s. 6d., from the Secretary of the club, on mentioning MOTOR SPORT.

Temple Press Ltd., Bowling Green Lane, E.C.4, have issued their fifth little volume in "The Modern Car Easy Guide Series," dealing with carburetters and the fuel system. It contains clearly illustrated descriptions of such modern carburetters as Zenith, Solex, Zenith-Stromberg, S.U., and Weber, as well as a simple explanation of how and why a carburetter functions and of all the auxiliaries connected with the fuel system, including A.C. mechanical and S.U. electric fuel pumps, S.U. Petrolift, the Autovac, etc. It is, in fact, excellent value at 2s.

BRIGHTER PROSPECTS FOR INEXPENSIVE RACING

The 250 M.R.C. are this year holding six of their own meetings, three at Brands Hatch and three sprints at Stapleford Aerodrome, near Abridge, Essex.

Brands Hatch ... April 15th, June 17th and October 28th.
Stapleford ... May 20th, July 22nd and September 16th.

There may also be a November meeting at Brands Hatch.

This year the 250 M.R.C. is hoping to double its membership and those interested are asked to contact Mr. I. A. Betteridge, 19, Beverley Court, Wellesley Road, Chiswick, W.4, or are invited to any of our meetings which are held on the last Friday of every month at the "Hollywood Arms," 45, Hollywood Road, S.W.10.

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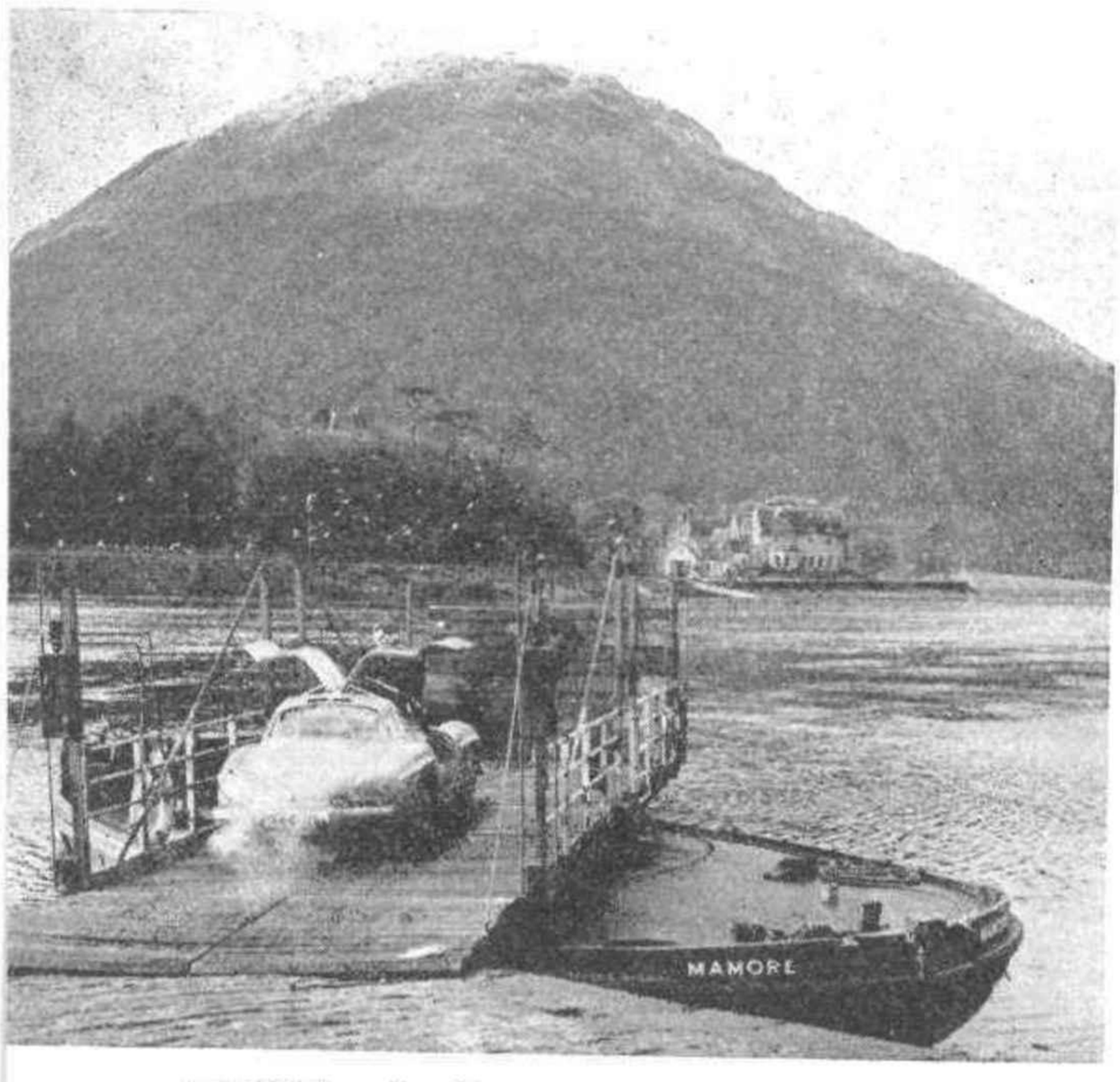
engine design, development and production,

research, metallurgy, electronics, commerce

and other fields.

ON BRITISH ROADS WITH A MERCEDES-BENZ 300SL

Fantastic Speed and Acceleration the Outstanding Features of this Six-Cylinder Fuel-Injection Coupe, Tested over Nearly 1,400 Miles in England and Scotland.



TAKING TO THE WATER.—The Mercedes-Benz 300SL on the Ballachulish Ferry, about to cross Loch Leven, just south of Fort William, during MOTOR SPORT*'s extensive test of this remarkable car.*

MOST people will agree that the most fantastic motor car from the performance point of view which is available in the ordinary way is the Mercedes-Benz 300SL from Stuttgart. Produced a few years ago by the famous German firm as an essay in space-frame construction and to discover and subsequently demonstrate how the post-war 3-litre six-cylinder engine designed for the 300 and 300S Mercedes-Benz could be developed into a reliable fuel-injection, semi-competition power unit, the 300SL was successful in finishing first and second at Le Mans in 1952 and 1-2-3 at Berne, and winning the sports-car race (in open form) at Nurburg that year, besides being second in the Mille Miglia to a 4.1-litre Ferrari, after victory in the Carrera Pan-America race the previous year.

Since then this 300SL has been in prestige-production and over 1,000 have been sold, for this exceedingly eye-worthy, fast and, above all, accelerative coupé has proved a ready means of parting wealthy Americans from their dollars. MOTOR SPORT has not been unaware of this fabulous car. In the issue for November, 1954, we published impressions of trying one at Silverstone. In the October issue last year our Continental Correspondent recounted his experiences of motoring to the Arctic Circle in a 300SL, and in August, 1955, R. R. C. Walker described his experiences as the first person to own one of these cars in England. We now have pleasure in presenting a full road-test report on this, the fastest of the production Mercedes-Benz models, with particular reference to motoring on British roads.

IN DETAIL . . .

To remark that wherever it stops the 300SL causes interest and astonishment, from comment by small boys on its 160-m.p.h. speedometer to admiration for its bonnet full of complex machinery, is to state the obvious. The lines of the car are handsome and well blended, and the "gull's wing" doors provide that touch of the futuristic in keeping with its character. In fact, this Mercedes-Benz provides comfortable accommodation for two persons and their holiday luggage, with a maximum speed of 145 to 160+ m.p.h. according to axle ratio, with acceleration "out of this world" and a fuel consumption of 80-octane petrol of at least 15 m.p.g. from an engine developing 190 b.h.p. and running safely up to 6,400 r.p.m.

Access to the interior is through the ingenious doors, which swing up under the action of spring-struts on hinges at the centre of the roof, their pull-out handles being revealed by pressing in a knurled projection on the door. It is necessary to climb in and out over wide door sills, a construction made necessary by the shape of the space-frame tubing, which requires modest lady passengers to wear slacks, shorts or jeans! On the inside, similar pull-out handles release the doors, which swing up automatically, safety-catches being provided for locking them at high speed—the apparent disadvantage being that in the event of an accident unconscious occupants are virtually trapped and that should the driver somehow contrive to get the car onto its roof neither door can be opened—but those who motor fast or fly usually possess an outlook suitably fatalistic not to let such morbid considerations mar their pleasure! The seats of the 300SL are separate, tartan-upholstered, easily-adjustable buckets, one each side of the transmission tunnel; they are hard, a little short in the squab, yet generally very comfortable, more particularly as they hold the occupants securely throughout the "g"-loadings imposed by the car's immense performance. There is good leg room, sitting high with one's feet in wells in the floor.

The dash layout is somewhat "American" in its employment of plating and lots of shining, unlabelled knobs, but these minor controls are of good quality. Spaced right across the plated strip at the base of the dash, from left to right of this left-hand-drive car, are a pair of sliding controls to regulate air supply to left of the windscreen and driver's legs, choke, parking-lights switch, dash-lamp switch, lamps switch (which has four positions: all off, electrics, including "blinkers," other than lamps, side and tail-lamps, head-lamps), Bomora ignition key, which when turned operates the starter, two-speed wiper switch for the self-parking wipers, sliding controls for heater, passenger's horn-button, cigar-lighter, switch to operate heater fan for use in heating or ventilating the car when it is stationary, and sliding controls for passenger's screen and leg-temperature control. Additional controls are the ignition advance and retard (not normally used by the driver), reserve fuel pump switch, which also acts as a means of starting the engine if it is reluctant when hot, together with warning lights for choke-out, "blinkers" in use, headlamps full-beam and dynamo charge. The passenger is reminded of the potentialities of the ride by a "300SL"



MORE WATER!—Going west, it wasn't long before the Mercedes-Benz "ran out of road" at Land's End—which is where this view of it was secured.

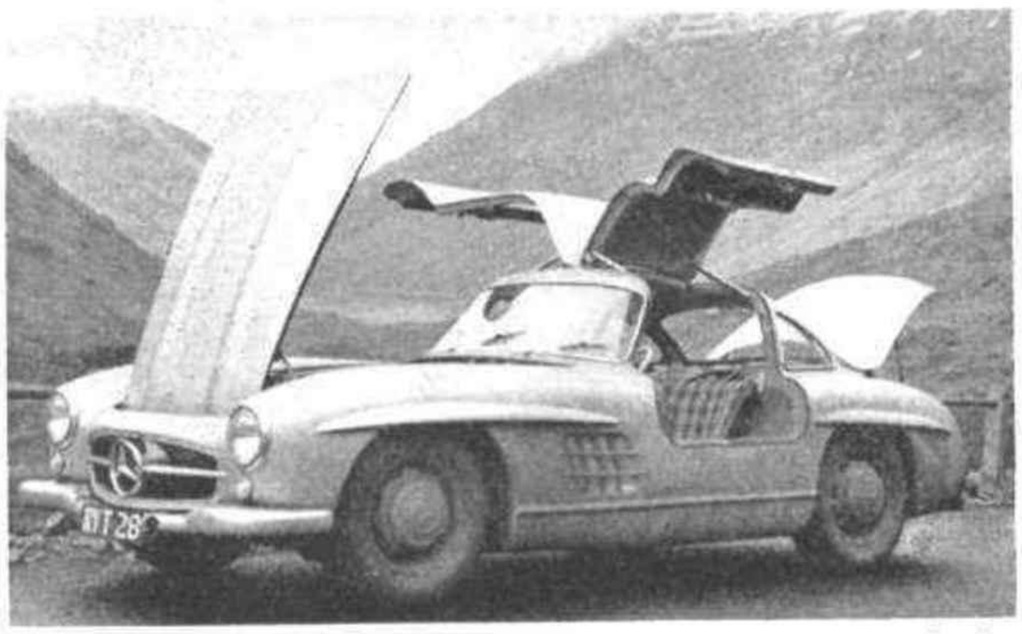
motif in front of him or her, and beside this is an accurate Vdo clock. Immediately before the driver in a hooded upsweep of the dash are the Vdo 4-in. speedometer (reading to 160 m.p.h., with trip and total milometers) and rev.-counter, the latter recording up to 7,000 r.p.m. Both these instruments have steady, clear white needles which move round the dials in the same plane. There are four small Vdo instruments for fuel contents (gauge calibrated in R, ½, F), oil pressure, which varies very considerably with engine speed, oil temperature and water temperature. Normally, oil temperature is about 140 deg. F. and water temperature 175 deg. F. The oil pressure at high r.p.m. is 70/75 lb. sq. in.

The 16½-in. two-spoke steering wheel hinges under for easy access to and exit from the driving seat by pulling a plunger under the boss. In its hub, proudly displaying the Mercedes-Benz three-pointed star, is the push-button for the reasonably-penetrating horn. Vertical grab-handles are placed at each end of the dash and there is a covered ashtray (for smokers of Havanna cigars ?) before the passenger on the off side of the deep dash sill. Further handles enable the doors to be pulled down easily after you have entered. The central mirror has a flick control to obviate dazzle but, mounted on the dash sill, provides a poor view and would probably be better hung from the roof—maybe the excuse is that nothing follows a 300SL for long !

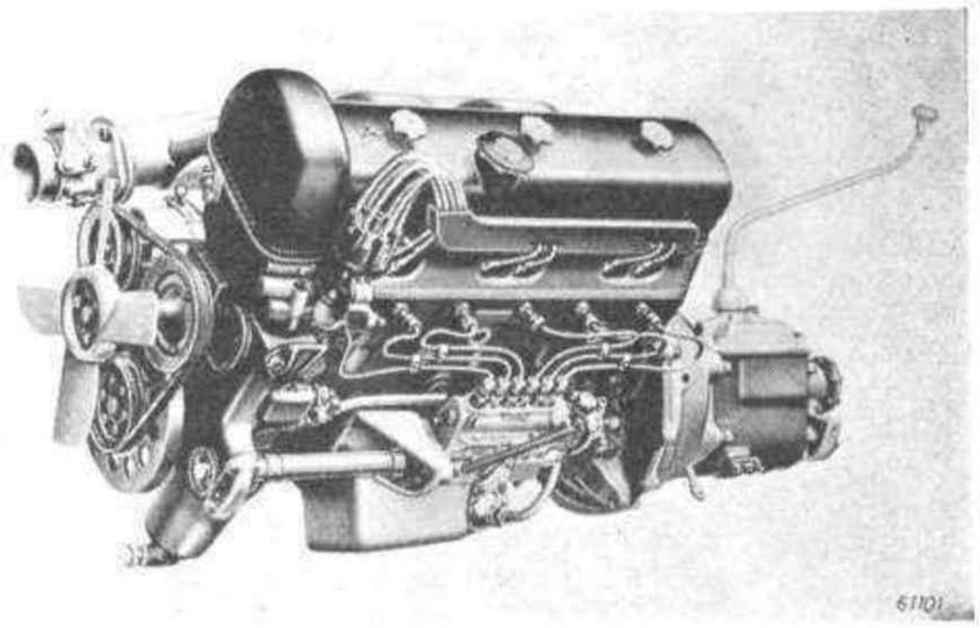
Sitting at the wheel of a 300SL you find yourself well to the left, with a great expanse of motor car to the off side, the more embarrassing because the body is appreciably wider than the track, being, indeed, 5 ft. 10½ in. There is excellent forward visibility over the long but low bonnet with its two " power-bulges," that on the near side to clear the valve cover, but the screen pillars are rather thick. The pedals are close spaced, so that it is possible to " heel-and-toe " when changing gear while braking. The hand-brake, which has an adjacent adjuster, is for parking only, being far forward on the left. The rigid remote-control central gear-lever is rather far back for the right hand; the gear positions are marked on the knob and reverse is well over to the left of the forward gear locations, which are conventional, except that this is a left-hand-drive vehicle, so that top and third are off-side. The lever is not spring-loaded.

Under the dash, from left to right, are the tommy-handle for releasing the bonnet and the screen-squirt knob. The interior lamp is above the screen, between the sun-vizors. Another tommy-handle under the dash opens a scuttle ventilator. At night, with the dash lamp off, all dials save that of the clock remain faintly and very effectively visible. The only warning light which dazzles is that of the " blinkers " reminder.

Luggage accommodation consists of a platform behind the seats which will comfortably accommodate a couple of large suitcases and many smaller objects. The lockable boot lid lifts, and is secured by a prop, to reveal the fuel tank and filler, spare wheel, and tools, but coats can be packed in round the wheel. Some water entered the boot in heavy rain. At the rear of the roof are two open ventilator ducts, so placed aerodynamically that no water or draughts appeared able to enter, and the car never, under any conditions, misted-up screen, side or rear windows. Couple this with a heating and ventilating system the equal in efficiency and adjustment to that of a luxury air-liner, augmented by opening panels, with effective catches, in the side windows—moreover, for summer motoring the whole glass panel of the window is detachable by pulling out a peg—and it will be evident that after lowering yourself into this impressive Mercedes-Benz and locking yourself in, you are



OPENED UP.—The unique construction of the 300SL is emphasised in this picture, showing bonnet, doors and boot-lid all set fully open.



THE ENGINE OF THE MERCEDES-BENZ 300SL.—The semi-horizontally-mounted 3-litre six-cylinder fuel-injection unit develops 190 b.h.p. at 6,400 r.p.m. and runs smoothly and continuously at high speed without fuss. Note the Bosch fuel-injector, the coil ignition distributor and the belt-driven fan. The front of throttled air-intake pipe which runs along the off side or top of the engine can be seen, and the massive valve cover hides the single o.h. camshaft and rocker gear.

certain of comfort. The body is commendably silent and the ingenious doors proved rain-proof in a tropical deluge, save for a little seepage onto one door sill, which didn't reach the occupants, and water which reached the driver's seat *via* the heating ducts. Considerable draught entered round the hand-brake, however, and towards the end of the test the steering column started to squeak. Other sounds were the ventilator fan as it was rotated by the air-stream and the loud click of the reserve fuel pump. The driver's door-catch tended to jam, having " picked-up " in its socket. After the car has been running at low speeds in traffic considerable petrol vapour is smelt and the engine " fluffs " until it is cleared by faster driving.

The alligator bonnet hinges at the front, being held open by a strut, to reveal the mysteries of the fuel-injection engine and its equally-mysterious auxiliaries. The engine is inclined to the near side to secure a low bonnet line and the width of the valve cover is impressive, and reminiscent of commercial-vehicle practice. The dip-stick is combined with the oil filler for the dry-sump oil tank and, like the coolant filler for the remote header-tank, is readily accessible.

You are now acquainted with the creature-comforts of the 300SL and require a brief introduction to its technicalities.

The chassis is a multi-tube, longitudinally-stressed, space-frame with the lightweight Sindelfingen body in unit with it. The weight of this structure is quoted as 2,556 lb. Front suspension is by wish-bones and coil-springs, rear independent suspension by coil-springs and swing-axles. The 10.23-in. 2LS hydraulic brakes are vacuum-servo assisted and have wide steel drums with alloy turbo-fin coolers. The 3-litre, 88 by 85-mm., 2,996-c.c. engine has a Bosch PES 6KL 70/320 R2 fuel-injection pump and Bosch coil ignition. The overhead valves are actuated by an o.h. camshaft driven by a twin roller chain. A dry-sump lubrication system, with oil cooler, is employed, the oil tank on the near side of the engine having a capacity of 4 gallons. Pressurised pump cooling is used, with a belt-driven four-bladed fan, the total coolant capacity being 4.1 gallons, and a thermostat being incorporated. The balanced crankshaft runs in seven plain bearings. The Bosch injection pump and injectors are not visible from above, being on the near side of the cylinder block, but very imposing is the big air-intake manifold on the off side. The Bosch distributor is at the front of the engine on the near side, supplying the Bosch W280T2 plugs on the same side. The engine develops 240 b.h.p. at the clutch when not driving such auxiliaries as the dynamo, etc., but the more normally quoted output is 190 b.h.p. at 6,400 r.p.m., with 6,000 r.p.m. safe for continuous use; for example in the indirect gears. The compression-ratio is 8.55 to 1. The gearbox has synchromesh of the baulk-ring type on all gears, and axle ratios of 3.42 to 1 and 3.25 to 1 are available on request in addition to the standard ratio of 3.64 to 1, as on the car we had for test. Tyres are 6.50 by 15 and either sports or racing types are fitted. Fuel feed from the 28-gallon fuel tank is by a Bosch FP/KLA22 K1 pump, and the fuel-injector operates at a pressure of 568-682 lb./sq. in. The exhaust system is on the off side, twin clusters merging into a 2⅛-in. tail-pipe.

The air intake at the front of the car incorporates the three-

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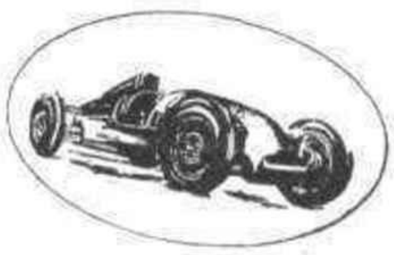
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R.R. Tanner, Esq.,
Competitions Section,
Esso Petroleum Company Limited.,
36, Queen Anne's Gate
London S.W.1.

Dear Mr. Tanner, 1st November 1955

As you are aware we made a successful attempt at various International Class 'G' World Speed Records with one of our standard production 1100 c.c. Coventry Climax engined Sports Cars last month at Montlhery.

The oil used for engine lubrication was Esso Extra Motor Oil, and a distance in excess of 1000 miles was covered during practice runs and Record attempts. For most of the time the engine was revving at about 7000 r.p.m., and speeds approaching 140 m.p.h. were attained in a continuous run of over six hours.

When the engine was stripped, on our return, at the Coventry Climax works, everything was found to be in perfect condition. To my mind this is an outstanding tribute to the excellent quality of your new Esso Extra Motor Oil.

Yours truly,
THE COOPER CAR COMPANY LIMITED.,

John Cooper

J.N. Cooper
Managing Director.

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pointed star and the name " Mercedes-Benz " appears on the body on the driver's side only. The wheelbase is 7 ft. 10½ in., ground clearance approximately 5 in., and the turning circle approximately 37¾ ft. The car comes with an excellent instruction book and some intriguing tools, including a gauge and supply of weights for wheel-balancing.

IN ACTION . . .

You have now become familiar with this Mercedes-Benz in the garage and are free to take it out on the road. Even before an opportunity arises to open it up it impresses as a real motor car—decidedly ! In second there is a loud, rather rough, gear-noise, which increases to a musical howl in third, which can be held, incidentally, to nearly 100 m.p.h., after changing up at around 70. Engine speed goes up instantly and cleanly as the throttle is opened, sending the needle of the rev.-counter surging round the dial. The acceleration is " out of this world," for apart from the power developed, the power curve is such that the thrust goes on building up without a break, so that even from 100 m.p.h. onwards there is this sense of being hurled forward, the exhaust note remaining constant, until at 5,500 r.p.m. in third gear the noise of gears, engine and exhaust is that of a true competition car. Mere figures cannot convey the vivid, *continued acceleration of the 300SL, which enables* 90/100 m.p.h. to be reached almost everywhere and 110/125 m.p.h. to come up along short straights. Twice we reached 5,700 r.p.m. in top gear, equal to 126½ m.p.h. with the standard back-axle ratio, once near Salisbury and once on an open road in Scotland. On an arterial road near London, 6,100 r.p.m., or over 135 m.p.h., was recorded. The maximum depends purely on traffic conditions and the driver's disposition, up to an absolute of about 146 m.p.h. In terms of figures, this Mercedes-Benz achieves 0-50 m.p.h. in 5.7 sec., 0-70 m.p.h. in 8.5 sec., and 0-100 m.p.h. or a s.s. ¼-mile in a shade over 16 sec. Even more impressive is its ability to increase speed from 50 to 70 m.p.h. in second gear in a mere 4 sec., or to go from 60 to 80 m.p.h. in third gear in a matter of 5.1 sec., after which 100 m.p.h. is reached, in top gear, after less than 8 sec. have elapsed, and even from " the ton," a velocity of two-miles-a-minute can be achieved after another 9 sec. have gone by.

Yet the acceleration, accompanied by a healthy power-roar from under the broad bonnet, is even more impressive than the sheer speed of the car. Rob Walker aptly compared driving a fast car on English roads with making huffs at draughts, and in a 300SL you have the best means possible of " huffing " in safety. The sense of being propelled forward with undiminished acceleration up to two-miles-a-minute if necessary, by the unleashed smooth power of an engine which feels completely reliable, is not only an exhilarating sensation for the occupants, and one which makes passing other vehicles a very fleeting, and therefore safe, operation—it looks exceptionally *impressive to those you pass* !

At speed the wind noise is very low, unless the ventilator windows are open, while it is possible to converse comfortably when cruising at 100 m.p.h.

The steering is accurate but heavy towards lock, pulling against the castor action, although the latter is not self-centring. There is an element not of lost-motion, for there is none, but rather of sponginess at very low speeds, but in action the steering becomes lighter and, geared 2⅓ turns lock-to-lock, enables the car to be placed accurately. It is rather " dead " steering, hardly any road-wheel motion being transmitted, and no column vibration. The weight distribution is such that this Mercedes-Benz needs concentration to keep it straight, for it tends to wander, and once it departs from the intended course it asks some time before the driver can coax it back. The brakes, while stopping this 24-cwt. car very reasonably from three-figure speeds, especially if aided by changing down, as the handbook recommends, are rather slow, then fierce, in action, as the servo takes effect, and consequently to apply them hard on a slippery surface is a practice to be avoided whenever possible. Too hard an application of the brakes produces a smell of hot lining within the car and tends to cause snaking. The brakes also squeaked slightly at times.

The suspension is quite soft, enabling the car to be driven fast over bad surfaces, but there is a slight penalty to pay in respect of some roll when cornering and over undulations the action of the swing-axle rear suspension could be discerned.

The clutch is light and showed no desire to slip, and the gear change is pleasant but requires decisive (and therefore not lightning-quick) movements, too hurried a cog-swap without correct synchronisation of crankshaft and layshaft speed resulting in an audible " clonk."

The exhaust note is never objectionable and the 300SL can be driven unobtrusively through towns, only the music of the lower gears revealing to the occupants the car's impatience for clear roads.



THREE-POINTED STAR.—The famous Mercedes-Benz motif makes a handsome centre-piece to the frontal aspect of Stuttgart's 160-m.p.h. coupe.

Naturally, with nearly 200 true horse-power available it is necessary to open up with discretion on slippery surfaces, after which that shattering pick-up comes in to propel you relentlessly forward to whatever cruising speed is appropriate.

Power-sliding corners is one of the joys a skilled driver can indulge in with this car, and it is significant that between Glasgow and Fort William, in pouring rain, a gale, and at night, we averaged 54 m.p.h. for an hour's driving on roads so twisting that top gear was seldom if ever engaged, thirty miles being covered in half-an-hour of similar motoring.

Previous to this we had driven from Basingstoke to Land's End at an average speed of better than 56 m.p.h., in spite of much lorry traffic, roads covered in places with melting snow, and a six-minute stop for petrol. The best hour's run accounted for 63 miles and obviously, on clearer occasions, particularly late at night, the 300SL would prove capable of 70-m.p.h. averages in safety on narrow British roads. Yet should Auntie borrow it, she can drive along at 700 r.p.m. in a top gear which gives 22.2 m.p.h. per 1,000 r.p.m. without anxiety on the machinery's part, acceleration, thanks no doubt to fuel injection, being clean as soon as the accelerator is depressed. No doubt, however, she, as we were, would be awed by *the width of the car—it is necessary to remember this when taking* roundabouts or meeting other vehicles, for the body is appreciably wider than the track and with left-hand drive this is sometimes a little disturbing.

The 7½-in. inbuilt Bosch headlamps are adequate for using the available performance at night; they have a foot dipper.

Apart from the aforementioned " fluffing " and smell of petrol after prolonged slow running, the Mercedes-Benz 300SL functioned with entire reliability while it was in our hands, which was for a matter of 1,348 miles. In this distance five pints of oil were required and the consumption of Esso Extra, in very fast driving, worked out at 15.9 m.p.g. The engine always commenced impeccably with momentary use of the choke, and didn't prove temperamental when hot. The fuel reserve of approximately two gallons is useful and although no warning light is provided the noise of the reserve pump working is sufficient reminder. Apart from the few items listed earlier the only faults were occasional reluctance of the screen wipers to self-park at the first movement of the switch, and momentary blockage of a squirt, which cured itself. The Dunlop tyres proved silent on corners, held their pressure and the racing-pattern treads showed no wear. Incidentally, conditions during the test included dry, wet and snow-ridged roads, torrential rain, mist and gale-force winds, not to mention scores of miles of heavy traffic.

Although no cubby-hole or door pockets are provided, the wide door sills and transmission tunnel provide useful stowage, and so stable is the car that small objects " stay put " in these places reasonably well, although when driven really fast this car is one of the few which, in spite of its comfortable ride, can tire a passenger by the sudden backwards, forwards and sideways movements imposed.

It is truly difficult to convey on paper the fascination, amounting almost to awe, that this car imposes on those who drive it or are driven in it. It is the modern and logical equivalent of the 36/220



SCOTTISH SCENERY near Fort William sets off the imposing side view of the 300SL.

THE MERCEDES-BENZ 300SL COUPE

Engine : Type M198. Six-cylinder, 85 by 88 mm. (2,996 c.c.). Overhead valves operated by single o.h. camshaft. 8.55 to 1 compression ratio. Bosch fuel injection. 190 b.h.p. at 6,400 r.p.m. (250 S.A.E. h.p.).
Gear ratios : First, 12.3 to 1; second, 7.17 to 1; third, 5.04 to 1; top, 3.64 to 1.
Tyres : 6.50-15 Dunlop Extra Super Sport on bolt-on steel disc wheels.
Weight : 1 ton 4 cwt. 2 qtr. 21 lb., without occupants but ready for the road with approximately three gallons of fuel.
Steering ratio : 2⅓ turns, lock-to-lock.
Fuel capacity : 28 gallons (two gallons in reserve). Range approx. 445 miles.
Wheelbase : 7 ft. 10½ in.
Track : Front, 4 ft. 6½ in.; rear, 4 ft. 8½ in.
Dimensions : 14 ft. 10 in. by 5 ft. 10½ in. by 4 ft. 3 in. (high).
Price : £3,100 (£4,651 7s., inclusive of p.t. and import duty in this country).
Concessionaires : Mercedes-Benz (Great Britain) Ltd., Mercedes-Benz House, 58, Camberwell New Road, London, S.E.5.

and 38/250 models of the past and therefore is a typical Mercedes-Benz. It is not for Auntie because, although she could drive it slowly without harming it, that would be such a shocking waste. It is not for portly business men with fat stomachs full of good food and wine topped by a layer of beer. It is for experienced drivers who like to motor at speeds upwards of 90 m.p.h. whenever possible. There are some experiences money cannot buy but you can have a Mercedes-Benz 300SL for £4,651 . . .—W. B.

* * *

We follow this road-test report on the 300SL with an account by R. R. C. Walker of his visit to Stuttgart to take delivery of his second of these cars, a modified version with special camshaft, lightweight body, etc. :—

I would strongly recommend this trip to the Daimler-Benz factory to any car enthusiast who is contemplating a short holiday abroad. It is very inexpensive as you can fly there for £16, and most enjoyable, but to get the full pleasure you must buy a 300SL for the journey back or, better still, take a friend with you and buy two.

Our visit took place because the factory had just made two 300SLs with special lightweight bodies, 176 lb. lighter than normal, special camshafts and harder racing springs and shock-absorbers. One was offered to Jack Atkins and one to me, at the normal price, although I believe they cost the firm quite a bit more to produce. We were both already enthusiastic SL owners, and I think this was why we had the first offer. As far as Jack Atkins was concerned, he told me that he had very few vices, he did not drink, nor smoke, and he only had one wife at a time, but he did love beautiful motor cars, and if they were sufficiently good then he liked two of them, so he did not take any time to make up his mind and say yes. Personally I only had one minor problem before I made my decision, and that was how to pay for it. I thought I could raise enough by selling my first 300SL, and if this did not work all I had to do was to mortgage the house, sell my wife's jewellery and borrow all her money, and then all I would have to pay would be the alimony that the judge would award if it came to the Divorce Court. So it took me a good five minutes to make up my mind and accept the offer.

In about ten days' time Owen Williams, of Woking Motors, my Mercedes distributor, rang me up to say the car was ready for collection. We decided that we would fly to Stuttgart and Jack Atkins would take Owen Williams with him, and I was going to take Stan Jolliffe, my manager and late head of our Racing Department and then the secretary of the British Racing Mechanics' Club. We all met at London Airport and found that we were to go by Viscount to Zurich and then change aircraft for the short hop to Stuttgart. I must say that since the war I have never been very keen on flying, but this Viscount was a revelation and I had never felt anything smoother or more comfy. I noticed the odd whine the motors made at the start, so I was not surprised when just before we arrived one of the crew came out with an enormous key about 4 ft. long and proceeded to tear up the floorboards and start winding. I naturally thought that we were running on clockwork and that it needed winding up, but not a bit of it. It turned out that one of the flaps refused to go down and the key was for winding it down by hand. When *I* used to pilot an aircraft, if one flap came down on its own the aeroplane usually turned upside down, but now apparently nothing so entertaining happens.

After a short stop at Zurich, where you can buy almost anything in the world in the airport, and for any currency, we took off for Stuttgart and arrived 45 minutes later, to be greeted by Herr Rapp, the Daimler-Benz Export Manager for Great Britain, New Zealand, Australia, Siam and all stations East. Herr Rapp was in West Africa before the war and during the war he had been interned, eventually ending up in the Isle of Man, where he had learnt the British tea habit. We had been warned that tea in Germany cost £1 a pound, so we had all come armed with some as gifts. For myself, I can't stand the stuff and when, just after the war, I was posted by the Admiralty to the Ministry of Aircraft Production, I was totally at a loss as to how to pass my time, as a non-tea-drinker is entirely misplaced in a Ministry.

On our arrival Herr Rapp packed us all into his 180 diesel, and drove us straight to the Daimler-Benz disposal factory about 10 miles out of Stuttgart, where our cars had just completed their final tests, and were awaiting us. They were not clean, I may say; this was the only black mark we awarded the factory. Although we both had 300SLs already, we had to go through each point and check all equipment before we were allowed out of the works with our cars, from whence we drove straight to our hotel, which had been previously reserved for us by Daimler-Benz.

We had an excellent dinner in the hotel and after a few beers in the bar, Jack and I decided to go to bed, whilst the other two thought they would sample the night life of Stuttgart. About 2.30 a.m. I heard somebody slip outside and, amidst shouts of " the favourite's down," I knew the English contingent was once more at full strength, or at any rate more or less, and above proof I guessed.

At 9 a.m. sharp the next morning Herr Rapp came to collect us and we followed him with our two cars to the Unterturkheim factory in Stuttgart, where we were to start by being allowed an interview with Herr Uhlenhaut, who is the Technical Director and manages all the racing side ; although only a young man he was with the Racing Department some time before the war, and is also quite good enough to be one of the works racing drivers, but he is considered too valuable to the firm to allow him to get up to such pranks. Herr Uhlenhaut was born in England and so he speaks perfect English. He more or less started by saying " Right, shoot, ask me anything you like and I will try to answer," and I must say he really was extremely frank in his replies.

We asked many things but I have just picked out three of them that I consider of interest. We started off on tyres, as we found our cars fitted with Continentals and we wanted to know more about them. He told us that they would take a set on a 300SL and test it on the Autobahn, and they would then cut the tyre themselves to make the car behave just as they wanted it to, and when satisfied they would return the tyres to Continental and tell them to make their tyres to this pattern; and from my experience it certainly seems to be extremely successful, as they really handle beautifully, especially in the rain. I next asked Herr Uhlenhaut why Mercedes did not use disc brakes for racing and why they preferred the rather impractical wind brake. He replied that in the first place the Germans were not nearly as far ahead as the British with disc brakes and, secondly, even if they were they would still prefer the wind brake as it had added advantages of control. For instance, he said that if you were

to take a course like the Swedish Grand Prix, where there was one corner which started as a very fast one, then suddenly tightened up on you; if you braked hard in the middle of the corner where it tightened up, with disc brakes, it would naturally tend to send the car out of control, but if you used your wind brake in the same position it would tend to give you more control and hold the tail down, rather than making it difficult; in fact it generally helped the cornering ability of the car. I must say this put quite a new light on the whole affair to me and I found it very interesting.

Our next question was could we buy a 300SLR? Personally I did not want to buy one, as I should not know what to do with it, and I don't want piles of suggestions, either! But Jack Atkins reckoned he knew exactly what to do with it, and he was ready to fork out the lolly on the spot almost, if he could have one, but the reply was emphatically "No." When we pressed for a reason, Uhlenhaut told us that it had a roller-bearing crankshaft and after roughly 2,000 miles this would be worn out and would probably need renewing; naturally, Daimler-Benz could not have their cars in private hands needing new crankshafts every few weeks. It rather emphasises the big difference between the 300SLR and the D-type Jaguar and DB3S Aston Martin, both of which can be sold on the open market to private owners. Also, I believe that prototypes at Le Mans are intended to be sold to the public in time, so this may be one of the reasons Mercedes are giving up racing, but I think the real ones are that they have got all the advertising they need for the moment from racing and if they continued winning for another year the public would probably get fed up with their continual successes and say they were spoiling the competition in racing, which would be bad advertising, instead of good. Also, to maintain their present superiority they would obviously need a new model and this would be very costly.

We were next taken around some of the factory and the Racing Department, and also given some interesting facts. After the war the factory was 87 per cent. demolished, but all the skilled workers came back there and said that, as their fathers and grandfathers had worked there, they wished to continue to do so and would not go anywhere else. So they were given one square meal a day for themselves and their families and a small retaining fee, and, although they were mechanics and not builders, they set to to rebuild the place. They took a year to clear away the rubble and then they rebuilt a wonderful new factory, and now they turn out 260 cars a day. They are very particular that their metal comes exactly up to their specification, so it is carefully examined and 50 per cent. is returned; also every nut and bolt is crack tested and a large percentage not accepted. Everybody has started work by 7 a.m., including the directors, and Herr Rapp told me that although he was supposed to start work at 7 a.m. he was always in his office before, because he had so much work to do. If I had to get up at that hour I should not feel it was worth going to bed at all. We were proudly shown a picture of the late Managing Director, who had died, aged 52, of overwork; I am rather surprised he lasted that long!

Our last visit was to their wonderful museum, where they have all their famous machinery dating back to 1886. It starts with Daimlers ranged on one side and Benz on the other and later, of course, they amalgamate. They started up an 1896 Benz and drove us each in turn around the museum in it; the driver was rather old and looked as if he had been in charge of the car since its birth. There is too much in the museum to try to describe it and it just must be seen to be believed.

We were then taken to lunch with Herr Willhelm, one of the Directors, and we went to the Senior Executives' luncheon room, which is situated right on the roof of the factory with a wonderful view of the surrounding hills. When we walked in we found about 50 tables, but at ours there was a tiny flagstaff in the middle with a Union Jack flying from it, a most pleasing and thoughtful gesture, and just such a one that you might expect from this company. We discussed various subjects at luncheon, but one remark Herr Willhelm made particularly struck me, showing what an extreme regard they had for Stirling Moss and his judgment. It was during the time that it was rumoured that Stirling was going to drive for B.R.M., and Herr Willhelm said that until then he had always thought that the B.R.M. was a joke, at which we all stared rather hard at our soup plates and someone muttered that if it was a joke it was a pretty poor one; but Herr Willhelm continued, saying that if Stirling was going to drive for them, then undoubtedly the car must be a good one. Well of course it turned out that Stirling is not going to drive for them, and we will have to await this season to see if the car *is* any good.

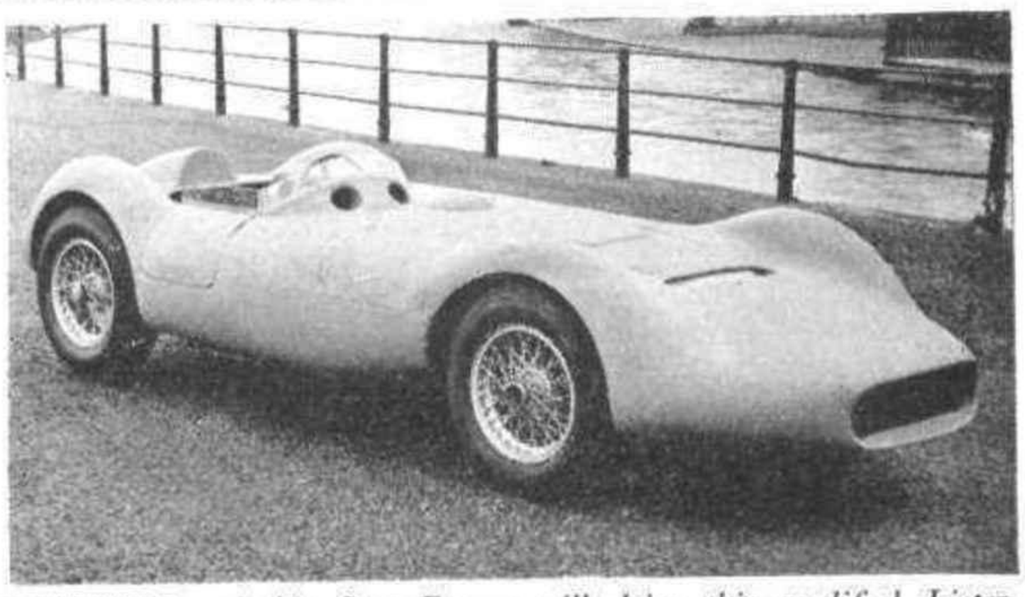
After lunch we followed Herr Rapp and he led us about ten miles out to the start of the Autobahn, where we said our final farewells and then set out, remembering our running-in figures, which worked out on my "clock" at 100 m.p.h. maximum for the first 300 miles and 125 m.p.h. for the next 600 miles; after that you work up the speed towards maximum.

It was decided that I should lead all the way, but I don't speak one word of German; in fact, Owen Williams was the only one in the party who did. The most frequent and important signs were *Ein Faht* and *Frei Faht*, one-way and free-for-all, and Owen said I must not misinterpret this. At one stage I did and the atmosphere got very bad when I shot into a garage because it said *Ein Faht*, which I later realised only referred to one way into the garage, so I shot out the other side back on to the Autobahn with the other SL faithfully following behind.

We covered the first 210 miles in exactly three hours, averaging 70 m.p.h., and I must say that it was one of the most tiring drives I have had. These Autobahns are very good but they carry an enormous amount of traffic, mostly lorries and trailers, and when you are approaching them at 100 m.p.h. they will put out their "wanger" without looking behind and pull out to pass right in front of you. We found several times we had to put on "the lot" to stop in time, and were fortunate it did not happen on some of the icy patches. We arrived at Cologne soon after dark and I handed over to Stan Jolliffe; Jack was muttering about it being time to call it a day as he wanted a bath, but I reckoned we should push on to Aachen as we had quite some mileage to do the following morning to catch the boat at Ostend. We spent a very pleasant night at Aachen and got on the road at about 9.30 a.m. the following morning. The last part of the journey was absolute heaven along the Brussels-Ostend road, which must be the best in Europe, and although it was raining we averaged 100 m.p.h. for the last 50 miles, and the only reason the average was not higher was because of the restricted speed owing to running-in the cars. Jack, in fact, got fed up for a short time with basking in my spray, and he came by flat-out. I was cruising along at about 120 m.p.h. and he came past at about 140 m.p.h., and the sight and sound was most impressive until I was suddenly obliterated in the spray. We arrived in Ostend at 1.30 p.m., just in good time to get the cars on board and have lunch. When we got back to England we were greeted by the usual November fog, so our average of 40 m.p.h. back to London seemed very slow after what had gone before. But I find these cars are really excellent in a very thick fog because, sitting on the left or near side, you can open your door upwards and feel your way along the pavement with your hand; perhaps they were especially designed for fog.

I had no choice with the colour of my car as it had been painted before it was offered to me, and it is rather a bright red. The other morning my wife was helping me wash the car when she suddenly said that it made her feel sick to look at the colour for a long time, and didn't I feel the same? Well I always feel sick in the morning so I didn't really feel any different, but we are having it painted white now, with dark blue underneath like the last one, and I find it makes it look much smaller and lower.

The only real "dice" I have had in the car went on for about twenty miles or more with a helicopter. Actually he cheated a bit because he would keep cutting the corners, but to make up for this he would go ahead at the major cross-roads, turn around and wait at about 10 ft. and beckon me on, then he would turn around and we would get at it again. But, try as I would, I could not beat him, either on acceleration or top speed, which surprised me as I was at times hitting quite high spots around the 120s, but it was when we came to the corners that he really made me feel a dissatisfied owner; but I bet I could beat him in a thick fog.—R.C.C.W.



EXCITING.—Archie Scott-Brown will drive this modified Lister-Maserati this season. It has a 1954 Lister chassis, 10-in. Girling disc brakes, weighs 10½ cwt., and the A6GCS 2-litre Maserati engine develops over 170 b.h.p.

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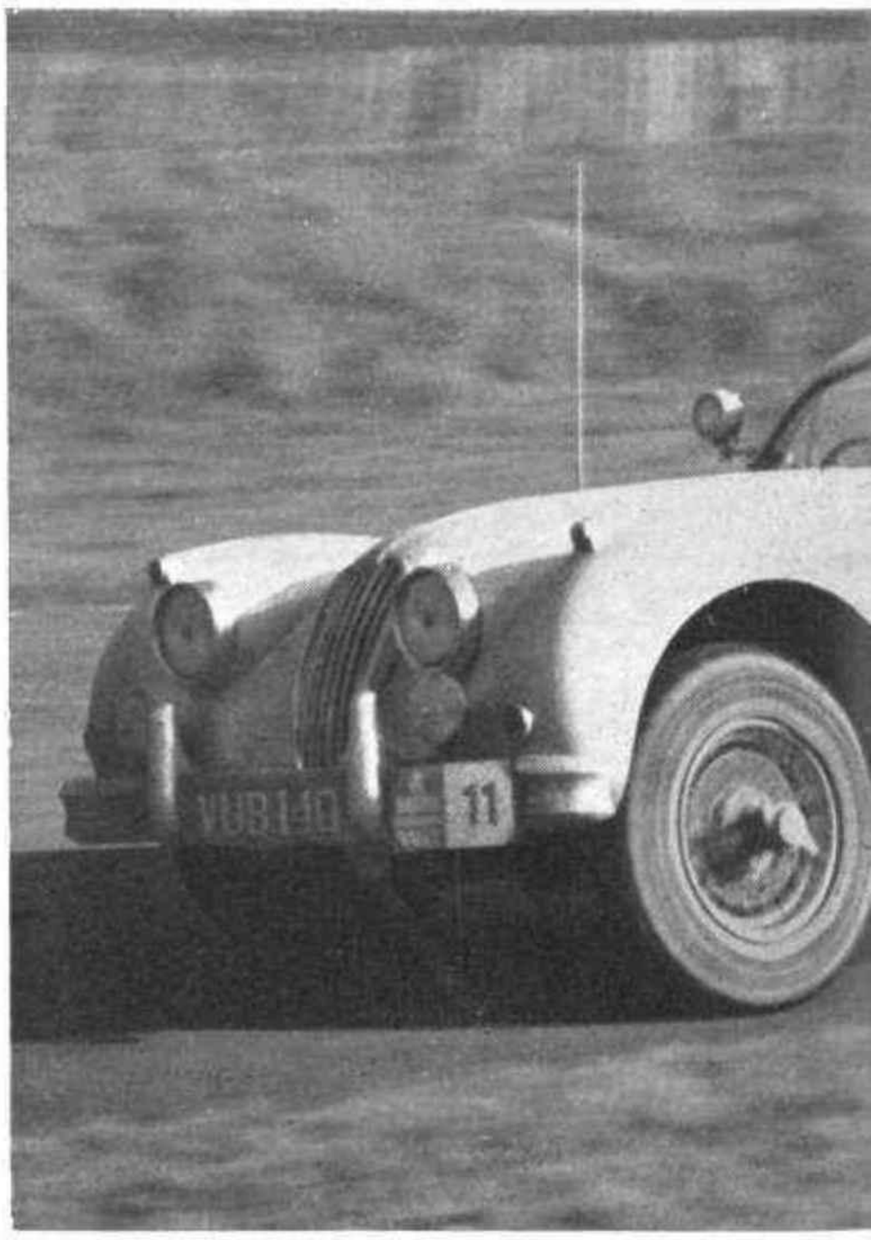
TESTING DAY.—J. Patten, a Kent resident, driving his Porsche in the tests held at Brands Hatch during the course of the R.A.C. International Rally. This car came second in its class.



STEADY STANDARD.—T. A. Gold's Standard in action at Brands Hatch. As one of the team entries this car succeeded in taking second place in its class.



HEAVY STUFF.—Sidney Allard at Brands Hatch driving one of his own saloon cars. The tests at this circuit were conducted on the second day of the rally.

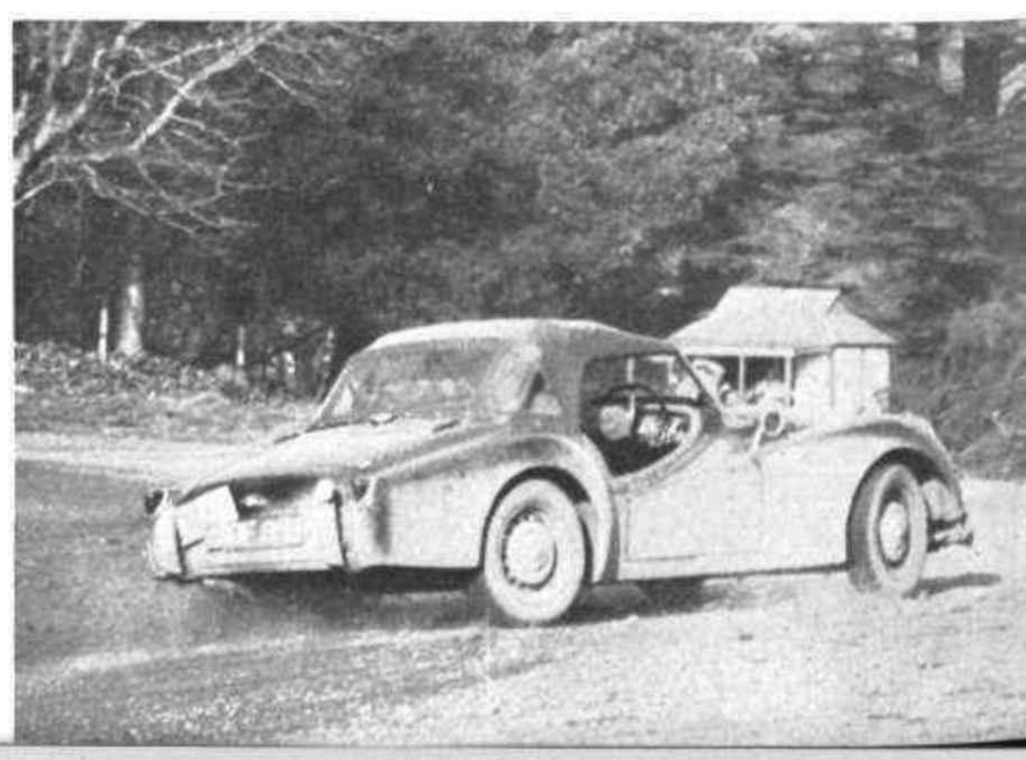


RUNNER-UP.—Ian Appleyard's Jaguar finished se here seen cornering during the tests at Cadwell Park be

RALLYMOTORISTS.—The Sunbeam-Talbot driven by H. G. Webster and C. Varty at speed in the tests set out for competitors before they tackled some of the long-distance sections.

ANXIOUS MOMENTS.—A. R. Burkitt's Triumph does funny things on the uncertain road surfaces found at Cadwell Park.





R SPORT

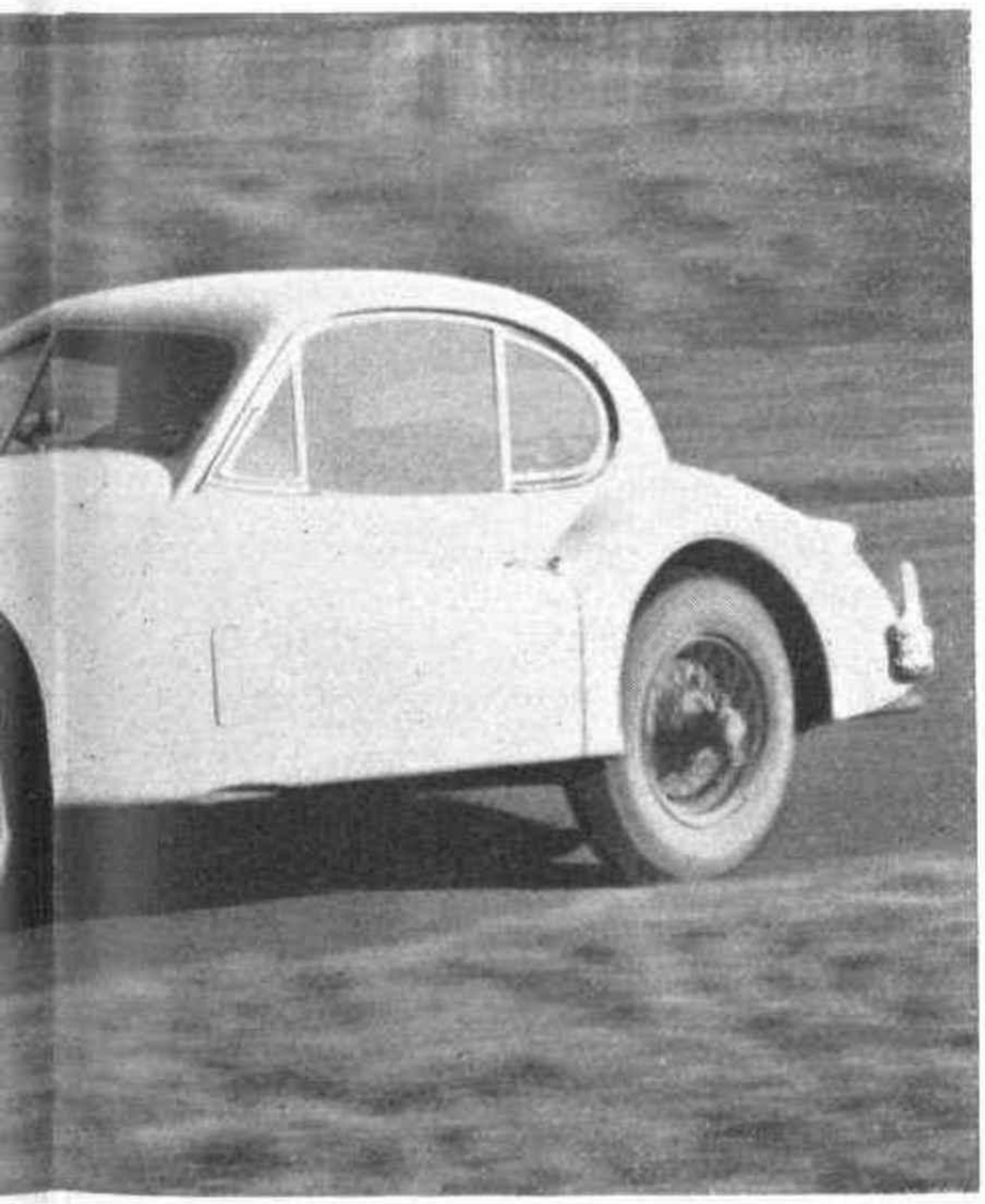
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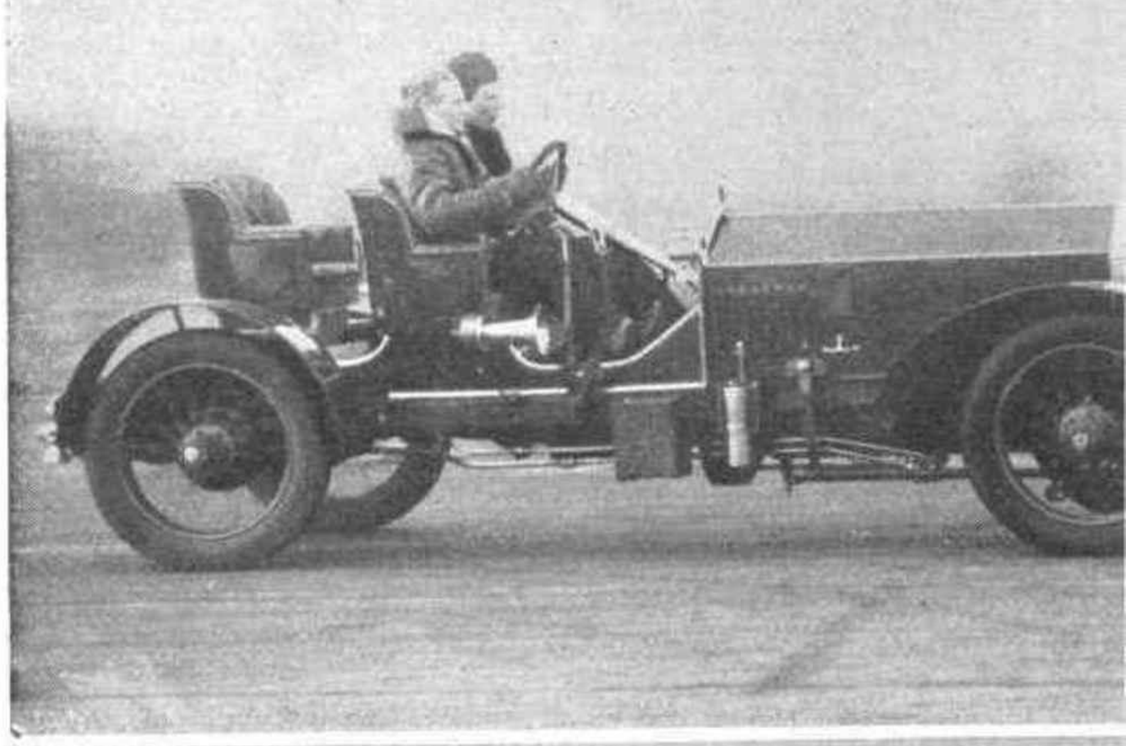


NEW H.R.G.—making probably one of its first appearances. This independently-sprung, disc-braked car made two fast, clean runs driven by P. G. Fletcher.



cond to L. Sims' Aston Martin in the R.A.C. Rally. The Jaguar is fore proceeding to the special night navigation trials in Yorkshire.

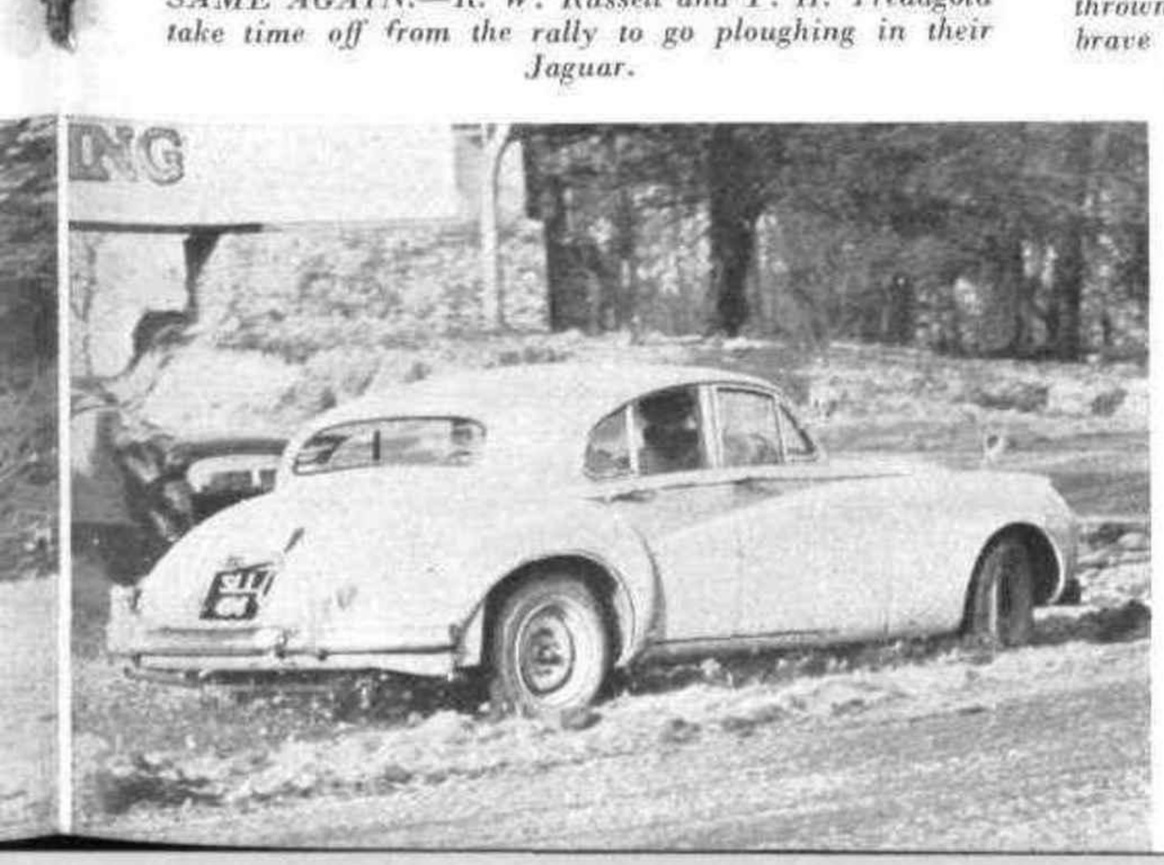
FIRST APPEARANCE — since 1914. The 1907 Metalurgique opened the course for the C.U.M.C. Speed Trial held at Great Dunmow Airfield. Built in 1907 with a four-cylinder 10-litre engine, it proved not fast enough and in 1914 the six-cylinder 21-litre engine was installed, but the car has never run until this date due to the previous owner's death.



STANDARD. — Probably the only absolutely standard model present at the C.U.M.C. Speed Trial was this D.K.W. driven impeccably by Archie Scott-Brown, who will be seen driving the Syracuse Connaught this year.



HARBEDVIS. — Harwood, Bedford, Alvis concoction, run in the racing-car class, making the slowest time of the day. This contraption consists of Alvis chassis and suspension, Bedford truck engine with a Centric supercharger, and thrown together by its brave driver, R. F. Harwood.



SAME AGAIN.—R. W. Russell and P. H. Treadgold take time off from the rally to go ploughing in their Jaguar.



THE ENGLISH RACING SEASON OPENS



The Steed/Lumsden duel in progress, Lumsden temporarily ahead.

THE English Motor Racing season opened at Goodwood in bright sunshine on March 17th, when the B.A.R.C. held the first of its four 1956 Members' Sports-Car Meetings. Eight races, some of them exceedingly exciting, were contested before a sizeable crowd. These counted towards the MOTOR SPORT Brooklands Memorial Trophy contest, in which R. D. Steed (Lotus-Climax) and P. J. S. Lumsden (Lotus-Climax) now lead with seven points each from B. Baxter (Aston Martin DB3S) with five points. The handicapping was excellent, the driving of a high order and the cars most commendably clean and smart.—W. B.

5-LAP SCRATCH RACE (Cars up to 1,250 c.c.)

" Dickey " Steed kept his Lotus-Climax ahead of Lumsden's sister car, but these two had a spirited duel. Barnard's Lotus-Climax held third place all the way and Ashdown drove his Lotus-Climax well to pass K. A. Greene's new works Cooper-Climax into fourth place.

1st : R. D. Steed (Lotus-Climax), won by 8 sec., at 80.3 m.p.h.
2nd : P. J. S. Lumsden (Lotus-Climax).
3rd : T. P. Barnard (Lotus-Climax).
Fastest lap : Steed and P. Ashdown (Lotus-Climax), 81.82 m.p.h.

5-LAP LADIES' HANDICAP

Mrs. Ashby got away from the limit mark in her 6/80 Wolseley saloon and handled it so well that she led for two laps and was displaced from third place only on the final lap, which the crowd applauded. Mrs. Bluebelle Gibbs brought her old, special-bodied H.R.G., which now has a twin o.h.c. engine, home to a well-deserved victory, for she obviously knew what she was doing, which many of the girls did not, although even she was hard on her gearbox. Mrs. Jean Bloxham was coming up well in the Lotus-M.G., from scratch, when she spun out of the chicane; she kept her engine running and spun again as she drove onto the grass, continuing the run after some strange manoeuvres, still in fifth place. Rosemary Seers kept second place, on her Zephyr-engined Cooper with M.G. gearbox, and Mrs. Seed's Austin-Healey managed third place, by grace of the time the Lotus lost when out of control.

1st : Mrs. R. B. Gibbs (H.R.G.), won by 7.2 sec., at 67.52 m.p.h.
2nd : Miss R. Seers (Cooper-Zephyr).
3rd : Mrs. M. Seed (Austin-Healey).
Fastest lap : Mrs. J. Bloxham (Lotus-M.G.), 74.23 m.p.h.

5-LAP SCRATCH RACE (Cars up to 1,500 c.c.)

This was a very exciting race, with the aerodynamic Lotus-Climax cars of the first race all battling strongly again. Steed tried all he knew how to catch Ashdown, but the latter's car was faster along Lavant Straight and also braked a shade later. On the last lap Steed made a big effort, and got by, to lead neck and neck into Woodcote. It was absolutely anybody's race, and then, leaving the chicane, both drivers turned on the power too soon, both cars sliding round, side by side, in exactly the same manner. As they came to rest Lumsden, who had been waiting to find a way through, accelerated round them and on to take the chequered flag. Steed restarted a fraction before Ashdown and led his rival over the line by a mere 1.8 sec. Yet the official bulletin said " Race Incidents—None "! Bloxham was fourth in his aerodynamic Lotus-M.G. with de Dion rear-end but early-type brakes, ahead of Barnard, followed by Bicknell's Revis, which had been coming out of the chicane on considerable right-lock and which had " moments " when Young's smart Weldangrind, built mainly of M.G. components with a 1,500-c.c. TF engine, slid in front of it. Two of the new twin-cam disc-braked H.R.G.s ran, Fletcher's having twin Solex and Calvert's, the second car to be built, twin S.U.s—and a noisy exhaust.

1st : P. J. S. Lumsden (Lotus-Climax), won by 1.8 sec., at 79.3 m.p.h.
2nd : R. D. Steed (Lotus-Climax).
3rd : P. H. Ashdown (Lotus-Climax).
Fastest lap : Steed, at 82.76 m.p.h.

FIRST NOVICES' HANDICAP (5 Laps)

It took Syd Greene's son only three laps to get through the field in his Cooper-Climax, from scratch. Jameson was second in Cramp's A.C. Ace, the cornering of which confirmed the instability of these cars, Jameson needing the full width of the course to hold the A.C. when leaving the chicane on lap two. Portman's DB3 was third, and Fleming's TR2 an unhappy fourth, its bearings rattling ominously. Three Jaguar XK140s started from scratch and the odd way in which their drivers hauled on the wheel, both hands together at " 8.45," out of corners, startled us.

1st : K. A. Greene (Cooper-Climax), won by 15.6 sec., at 75.42 m.p.h.
2nd : R. Jameson (A.C. Ace).
3rd : E. H. B. Portman (Aston Martin DB3).
Fastest lap : Greene, 77.42 m.p.h.

10-LAP SCRATCH RACE (Cars over 1,500 c.c. up to 3,500 c.c.)

George Abecassis, holder of the MOTOR SPORT Brooklands Memorial Trophy, was in great form, driving last year's H.W.M.-Jaguar with style, lapping at 86¾ m.p.h. to lead throughout and win at a shade over 84¼ m.p.h. After two laps Head, in a Cooper-Jaguar, passed Blond's Jaguar XK120C into second place. George looked carefully at his instruments on the last lap but all seemed well. Ogier pranged the front of his Jaguar XK120 and Baillie's D-type Jaguar retired near the end. Various two-car duels developed farther back in the field, Everard's Cooper-Aston disposing of Sargent's Jaguar XK120C, for instance.

1st : G. Abecassis (H.W.M.-Jaguar), won by 6.0 sec., at 84.26 m.p.h.
2nd : M. W. Head (Cooper-Jaguar).
3rd : P. Blond (Jaguar XK120C).
Fastest lap : Abecassis, 86.75 m.p.h.

SECOND NOVICES' HANDICAP (5 Laps)

Dore drove his 1½-litre Morris Minor tourer to victory from the 50-sec. mark. Its engine size mystified, but, in fact, it has a Jowett Jupiter engine, Standard Fourteen gearbox and Wolseley 4/44 back wheels. The neat installation of the engine is a pungent reminder that designer Issigonis intended the Minor to have a flat-four power unit, only B.M.C. said no. Acland's TR2 got second place, closely pursued by Nisbet's non-aerodynamic Lotus-Ford which understeered on bent tyres, in contrast to Beaty's TD M.G., which oversteered noticeably. Cochrane's Morgan Plus Four four-seater was fourth and made fastest lap.

1st : R. Dore (Morris-Jupiter), won by 4.6 sec., at 65.14 m.p.h.
2nd : D. Acland (Triumph TR2).
3rd : B. Nisbet (Lotus-Ford).
Fastest lap : A. G. Cochrane (Morgan Plus Four), 71.4 m.p.h.

5-LAP HANDICAP " A "

Interest centred on whether Abecassis, rehandicapped to " owes 10 sec.," could pull off another win. He left as Cole's limit 747-c.c. M.G. had nearly completed a lap, but although George lapped at nearly 87½ m.p.h., he had to be content with fifth place, although he thrust manfully through the large field. On the last lap Baxter's DB3S came up well to lead Bryant's American-entry DB3S, a smart car, over the line. It transpired, however, that Commander Bryant, U.S.N., had jumped the flag and he was duly penalised 5 sec., so that he fell to third place behind Nott's ex-Anthony Lotus-M.G. Lewis' Cadillac-Allard was sixth, behind Howard's TR2. Forbes took the smart Beart-Rodger Climax through the chicane very neatly.

1st : B. Baxter (Aston Martin DB3S), won by 4.0 sec., at 81.02 m.p.h.
2nd : P. Riley (Lotus-M.G.).
3rd : A. H. Bryant (Aston Martin DB3S).
Fastest lap : G. Abecassis (H.W.M.), 87.45 m.p.h.

CLOSED-CAR 5-LAP HANDICAP

All eyes were on P. A. Everard's Mercedes-Benz 300SL, on scratch, but he drove it sedately, omitting to use the revs. and gears as he might have done, in which case he could have won. As it was he failed to catch Sparrowe's M.G. coupé, the German car lapping at 76.19 m.p.h. Pool's Lester-M.G. coupé was third, followed by Potter's Porsche 1,600 Super. As the field came down Lavant Straight for the last time it looked like the Brighton Road on a hot Sunday; interesting unplaced cars were Playfords ex-Moss l.h.d. Jaguar XK120 coupé, Burke's Porsche 1,500 (alas, Steed's Porsche Carerra had non-started in an earlier race), Crawley's Mercedes-Benz 220A and Threlfall's Standard Ten which he cornered on the limit. For three laps Moore's Renault 750 led the lot and was faster than H. E. Moss' Renault 750 in an earlier race.

1st : J. M. Sparrowe (M.G.), won by 10.4 sec., at 69.03 m.p.h.
2nd : P. A. Everard (Mercedes-Benz 300SL).
3rd : E. Pool (Lester-M.G.). *Fastest lap :* Everard, 76.19 m.p.h.

CONTINENTAL NOTES

THERE is rather a peculiar state of affairs existing in France at the moment over the question of circuits and their safety. The pit areas at Le Mans and Reims are almost identical in layout, even to the semi-circular bridge in the shape of a section of Dunlop tyre at the end of each area. The fastest cars pass the pits at speeds around 140 m.p.h. and as the circuit passes under the Dunlop bridge it curves to the right, the Le Mans circuit climbing and the Reims circuit dropping, but both very fast bends and in each case an escape road is available at the beginning of the curve. To all intents and purposes the road is the same width on both circuits and opposite the pits, which are on the right as you approach, there are grandstands and public enclosures.

With the aid of much dynamite and bulldozers the whole of the Le Mans area was demolished and a £250,000 plan to rebuild it is well under way, with a view to making the circuit much safer. So great is the undertaking that it seems unlikely to be finished before mid-summer. At Reims there has not been a sound, and apart from burying the petrol lines from the reservoir to the pits the whole area remains unchanged, yet is deemed perfectly safe and adequate for present-day racing, while Le Mans will only be safe after the gigantic rebuilding programme is completed. Somehow the two situations do not balance, and it would seem that perhaps the Le Mans authorities were rather hasty in letting off the dynamite.

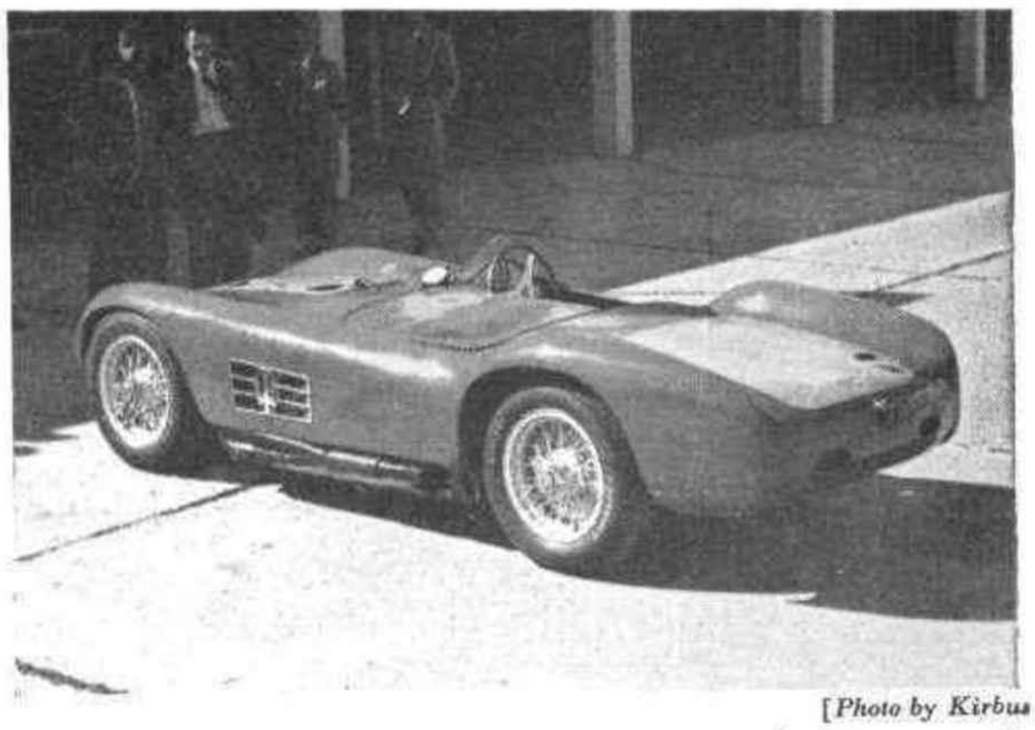
Due to the findings of an inspection committee, Easter will not see the usual Grand Prix round the ancient town of Pau, at the foot of the Pyrenees, for that circuit has been considered dangerous and unsuitable unless very expensive modifications are made. Not far away is the town of Bordeaux and their circuit has also been announced unsafe, and as the Club do not have the money to rebuild the roads there will be no race this year. Both these circuits are natural road-races round the streets of the towns, both are confined to Grand Prix cars and it is well known that Grand Prix racing is one of the safest forms of motor racing, yet neither are to be allowed to happen; meanwhile sports cars of all capacities and speeds will continue to be raced together on other circuits.

* * *

With the publication of the list of drivers considered to be Grade A by the F.I.A., together with the calendar of events of National and International status, there are the makings of some very unsatisfactory situations arising. The principle of the scheme is that Grade A drivers can race at meetings on the International calendar, such as the major Grand Prix events, but the lesser ones have been given National status and entries are limited to drivers of the organising country and foreign drivers not in Grade A. A typical case in point will be the Syracuse event; this is an Italian National race with foreign participation, and will obviously be supported by full teams from Maserati and Ferrari, while the organisers hope for a return of Connaught, together with the B.R.M. team and the Vanwall team. For Ferrari, Musso and Castellotti may drive, but Fangio and Collins are forbidden, while Maserati can enter only Perdisa, for Moss and Behra are foreign Grade A. Now last year's winner, C. A. S. Brooks, can take part with a B.R.M. but the number one of that team, Hawthorn, is ruled out, while neither of the Vanwall drivers, Schell and Trintignant, can compete, being Grade A. Going still further into this absurdity we see that the Belgian private-owner Swaters could not compete, having been graded A, yet the up-and-coming Belgian Gendebien could drive a works Ferrari, he not being considered as good as Swaters and being second grade. In view of the very limited number of Grand Prix drivers available anyway, it does seem absurd to curtail their activities apart from limiting the amount of money a professional driver may earn, which is one of the results of this system. I personally feel that the idea should be dropped before any bad feeling begins, for apart from limiting activities in an already limited field, there does not seem to have been a very intelligent approach made to the matter of grading drivers anyway. Great Britain have been given four Grade A drivers, namely Hawthorn, Moss, Collins and Wharton, all the rest being Grade B. Germany lacks good drivers of Grand Prix class, yet have been given three Grade A in Herrmann, Kling and Lang, in spite of the fact that the last-named publicly retired from racing over a year ago. Somewhere there has been some very muddled thinking, or else the whole system has been done on paper without recourse to actual observation of ability, and anyway, it is a brave man who is going to say categorically who is a good driver and who isn't.

* * *

After wintering in England a return to Continental motoring came as a pleasant change, and apart from the obvious lower density of traffic one of the most striking differences between English motoring and motoring abroad is the freedom of Europe. Our roads seem to spend most of their time between high banks and hedges, so that not only is visibility restricted but the road width has very definite limits, beyond which it is not possible to trespass in an emergency. Other countries prefer to run the edges of the road off into the vegetation at the side without the laying of a kerb or the building of a bank or hedge, and it is this greater all-round visibility and added safety factor that makes fast Continental motoring such a joy. It also makes the overtaking problem so much easier, for not only can one see farther ahead, but the whole of the road width can be used by both parties. It is probably this inherent freedom at the edges of the road that makes the French or Italian driver dodge an accident rather than try to stop. The British driver subconsciously knows that if he tries to avoid an object in front of him by swerving he will strike a kerb or grass bank, trees or telegraph poles, whereas the foreign driver knows that there is invariably room for a complete car on the grass verge and at road level. Not only have I avoided incidents myself by taking to the sides of the roads in France and Italy, when for example a lorry has pulled out without warning, but I have seen others avoid collisions in the same manner. On the average English road there is only one alternative, which is to try to stop, and there is seldom time for that, so that nose-to-tail collisions are very popular. Although the British roads are worse than pathetic, and some of the attempts to improve them lack imagination, I cannot but help applauding the efforts being made in Kent to improve the A20 road from Dover to London, which is where most foreign tourists start their British motoring. In places it is being made amply wide enough, and corners are being sliced off in large chunks, the new roads being struck on much larger radii, though so far no one has been brave enough to replan the roads on a drawing board using a straight-edge; it would seem that the civil engineering profession are still stuck with a nice collection of French curves for drawing lines. However, there are signs of improvement, though somewhat slow in progress, while on the Dover road, and elsewhere for that matter, someone has at last realised that a tarmac surface can be edged with kerb stones that are flush with the surface of the road, giving an excellent demarcation without the danger of a high, sharp edge.



[*Photo by Kirbus*

DUAL PURPOSE.—The new 150S *Maserati sports/racing car can be fitted with* 1½ *or* 2*-litre four-cylinder engine of bore and stroke* 81 *by* 72 *mm. and* 92 *by* 75 *mm., respectively. This is one of the* 1½*-litre cars that ran in the Argentine* 1,000*-kilometre race.*

* * *

With the Mille Miglia now scheduled for the end of this month (after Syracuse on April 15th), the 1,500-c.c. Maserati that ran in the Argentine 1,000-kilometre race is of great interest, and as this chassis can be fitted with a 2-litre version of the new four-cylinder engine, there should be a great demand for this model. In addition to these two four-cylinder sports cars, Maserati have the Grand Prix-based six-cylinder 3-litre car, the Type 300S, and are working on a 3½-litre version of the same model. In addition to the sports/racing cars they are producing some very civilised road-going versions of the well-established A6G 2-litre six-cylinder. These have very luxurious coupé bodies, by various Italian coachbuilders such as Zagato, Frua and Allemano, and the engine, complete with three double-choke Weber carburetters and 12 sparking plugs, is a true racing-engine-turned-tourist.—D. S. J.

CASTROL WINS

R.A.C. RALLY

OUTRIGHT WINNER

ASTON-MARTIN

(driven by L. O. Sims)

Ladies Cup—Angela Palfrey **(AUSTIN)**

TEAM AWARD—**AUSTIN**

also 6 out of 9
Class wins

THE MASTERPIECE
IN OILS

WAKEFIELD
Castrol
MOTOR OIL

RUMBLINGS



Three Graces.

THE THREE GRACES

The introduction of a new model by Ford is always a notable event, with the tradition of the model-A's historic release at Holland Park skating-rink as a powerful shadow. On February 20th we went over ice, literally, to see the new Consuls, Zephyr and Zodiac on ice, metaphorically, at Harringay Arena. In introducing these three new Fords, Sir Patrick Hennesy said a few words to the assembled writers, journalists and camera-men, chiefly to explain that 'appy 'arringay had been transformed into a Ford super-showroom so that dealers and distributors from all parts of the world could see the new models in comfort and to tell us of glee-parties in town for the distributors' ladies later that evening and a dinner for V.I.P.s the following night. For us, the improvised bar . . .

Sir Hennesy was followed by Mr. J. M. A. Smith, whose privilege it was, he said, to introduce the new Consul, new Zephyr and new Zodiac, known collectively as "The Three Graces." Their distinguished predecessors, Mr. Smith said, had sold over 400,000, but these were "entirely new cars, bigger, better, more powerful yet more economical, more comfortable and more beautiful," in the styling "not of today but of years ahead, and altogether more easy on the eye than any other car remotely within their class."

Well, there you are, and staunch followers of Ford can hardly ask for more! The new cars, grouped about the arena, brightly coloured in a new rainbow range of colours, looked to us like scaled-down typical American automobiles. All four wings can be seen from the driving seat for ease of parking and safety factors include the smooth receding facia panel, "dished" steering wheel (as someone said, "like the first Austin Seven") and a full-circle horn-ring. It is claimed that an "eager, athletic look gives them an impression of motion even when stationary," which may or may not constitute another safety aspect! These new Fords are full six-seaters, wider but lower than the old models, travelling on Ford "Glide-Ride" ½-elliptic back springs, and they are described as a new concept of volume-production car.

Only last January, while the Monte Carlo Rally was in progress, they were being tested "under similar conditions of snow and ice" on a journey through Holland to test routes in Germany, and supplementary testing was carried out in Kenya, and at Ford's own proving ground.

What of these new cars, technically? Dagenham is conservative, as witness the fact that side-valve engines are still used for the small Fords, and in general the new Consul, new Zephyr and new Zodiac follow this trend. They have forward-placed water-cooled o.h.v. engines driving through three-speed gearboxes to normal, cart-sprung back axles and i.f.s. of the sliding-pillar type. The main components have been redesigned and the engine size of both Consul and Zephyr increased—from 79.37 by 76.2 mm. (1,503 c.c.) to 82.55 by 79.5 mm. (1,703 c.c.) and from 79.37 by 76.2 mm. (2,263 c.c.) to 83.5 by 79.5 mm. (2,553 c.c.), respectively. These new "over square" power units develop, respectively, 59 b.h.p. at 4,200 r.p.m. and 83 b.h.p. at 4,200 r.p.m., using compression-ratios of 7.8 to 1. According to the catalogue even the six-cylinder unit has but three main bearings. The three-speed transmission is offset by an optional over-drive for all models. The wheelbase of the new, lower frame has been increased, by 4½ in. in the case of the new Consul, to 8 ft. 8½ in. and by 3 in. in the case of the new Zephyr and Zodiac, to 8 ft. 11 in., the brakes being modified to cope with increased weight. The bodies, for the styling of which Colin Neale was largely responsible, contain 20 cu. ft. luggage boots, in which the spare wheel is accommodated. Convertible versions, with option of manual or electric hood-actuation, will be available. In spite of the appreciably increased power output, fuel economy is claimed to be better than in the previous cars, using a new type of Zenith carburetter. The prices, with p.t., are as under (former prices in brackets) :—

New Consul ...	...	£781 7s.	(£706 7s.)
New Zephyr ...	...	£871 7s.	(£799 7s.)
New Zodiac ...	...	£968 17s.	(£901 7s.)

Sir Patrick Hennesy told his Press audience that he is unconcerned about the present trade recession, for he looks ahead 20 years and Ford's have a £65,000,000 programme in hand. He is confident the new Fords will compete with any cars of their class made anywhere in the world and will "beat German, American and other competition." He appealed to British writers to praise British cars, saying that if we say our cars are out of date, too expensive, etc., we shall be believed in other countries. Mr. Smith, introducing his three graces—"a lovely trio"—said that their predecessors were very good, but the new cars are perfect, and, thinking of foreign competition, he is confident the new body colours, etc., will compete successfully, these new models being "way out ahead in styling and lightness." "With longer wheelbase, improved springing and wonderful steering," he said, "they are glued to the road on corners." Claiming the new Fords to be "away out ahead—in their whole conception, in their strength with lightness, in their power with economy, in their styling with comfort and in their value for money," Mr. Smith concluded by saying, "I have the fullest confidence that, when you road-test these cars, you will bear out all that I say." So we await this happy day . . .

* * *

300SL PSYCHOLOGY

The motoring which had to be done to enable us to compile the road-test report on the Mercedes-Benz 300SL which appears elsewhere in this issue was sufficiently memorable to justify some additional comments, for never before have we had in our possession a car of such speed, acceleration and compelling appearance. The immense pick-up of this remarkable motor car, which continues right up the speed range from 700 to 6,000 r.p.m. without tailing off, is invaluable for coping with the shocking congestion on our inadequate main roads. In overtaking the inevitable strings of scarcely-moving vehicles that constitute British traffic the 300SL is without equal, especially as it is not particularly noisy when thus pressing-on.

In view of the car's tremendous performance it is a sad reflection on the state of our main thoroughfares that we needed all but eight hours to drive from the centre of Glasgow to the North Circular Road round London. Never have there been more lorries on this notorious route, not to mention "abnormal loads" which now form an increasing part of the hazards to be met in everyday driving. Perhaps the reports of snow-blocks on the East Coast route had deflected Edinburgh and farther north starters onto the Glasgow-Scotch Corner road as well as down A 1. The fact is that even a Mercedes-Benz 300SL couldn't better an average speed of 50 m.p.h. or accomplish more than 58 miles in its "finest hour." How Mr. Quiverfull in his pre-war 10-h.p. saloon endures, we know not!

Lorries, lorries and more lorries, torrential rain, hasty braking outside Glasgow to allow No. 8 N.C.B. 0-4-0 tank loco and its train to pursue their unhurried way across the road, and over a quarter-of-an-hour to get through Doncaster in the rush-hour, took their toll. It seems that congestion is getting worse, because before the war the writer drove a 4¼-litre Bentley from Strathaven to the West End of London one evening in 7 hr. 32½ min., and we have done Abington to the City in a Bristol 404 on a weekday in 6 hr. 52 min., whereas the much-higher-performance Mercedes-Benz required 7 hr. 6 min. from Abington to the North Circular Road, in the hands of the same driver.

Such journeys usually bring out points of interest, but on this occasion our three-day excursion as far west as Land's End and up as far north as Fort William produced very little. The only vintage car we noticed was a late-model Swift Ten saloon, but there were one or two back-brake Albion commercials in the precincts of Glasgow, and Pickford's were moving an "abnormal load" down A 1 behind a solid-tyred Scammell tractor. A helicopter was seen at Truro and the A.A. weather-service caravans were stationed outside Preston and at Scotch Corner.



MEASURE OF PERFORMANCE.—It was along this open stretch of road near Glencoe that the Mercedes-Benz 300SL, which forms the subject of a full road-test report this month, comfortably reached a speed of over 126 m.p.h.

At one time it was possible to motor far afield and never see any evidence of the toll of the road, but it is unfortunate to have to record that on the occasion under review we encountered two accidents, in each case Ford Zephyrs which had collided with lorries.

To indulge in races with other cars in a 300SL, done deliberately, is perhaps not to be recommended, but on our way north, after averaging less than 40 m.p.h. amongst the " heavies " near the Black Country, we came up with a Mk. VII Jaguar saloon which tried to take us on. It was soon far, far behind, without the Mercedes exceeding 110 m.p.h., and that is no reflection on Jaguar, rather, in fact, a compliment that this bulky British saloon, winner of the Monte Carlo Rally and still bringing the dollars into Britain, should possess performance sufficient for it to keep a 300SL in sight for several miles.

Other memories of a memorable bit of motoring are the nightmare of Glasgow's trams and pedestrians, the Editor's apoplexy on seeing (at 120 m.p.h.) kerb-laying in progress at the top of Bowes Moor, and the knowledgeable garage mechanics we encountered when refuelling, particularly the one at " The home of Jimmy Stewart." We spent one comfortable night in the Bell Hotel, Gloucester, and another at the " Alexandra " at Fort William, crossing Loch Leven on the two-car turntable-ferry " Mamore." After this we ran alongside the bonny, bonny banks of Loch Lomond, encountering no fewer than six bonny Rovers along this stretch of road, proof that this make's popularity in Scotland continues. And, finally, on the subject of the 300SL, when the writer was a schoolboy he was taken for a ride in a 36/220, driven by a Mercedes-Benz chauffeur, which reached a fraction under 100 m.p.h. along the then-new Barnet By-Pass. For weeks afterwards he walked with the gods . . . Twenty-eight years later, after driving the present-day 300SL, he feels much the same.

* * *

The big petrol firms spend vast sums of money on specialised and carefully-worded advertisements. Yet petrol sales, thus gained, can be lost if supplies are not readily available.

YOUR FAVOURITE BRAND

Our readers, being enthusiastic motorists, no doubt have a preference for a particular brand of petrol, as we have ourselves. Yet today's motorist is spoilt and dislikes driving even a mile out of his way to get what he wants. Or so it seems to us. For instance, in our small country town we can count no fewer than eight petrol stations. But of these, only two are at " our " end of the town and the others are apt to shut early and stay shut on Sundays. Until recently we bought from a pleasant " free " station at a strategic location, where various brands, including National Benzole and Shell, were available, served by an amiable Irish ex-Army man who whistled as he served you, tapping the hose to ensure that the last drop got to your tank. Some time ago, however, this " free " station became " tied " to Mobilgas, who also controlled the only other nearby garage, a quarter of a mile away. This meant that we had to drive 1½ miles in the " wrong " direction of our daily journey to get National Benzole and farther still to get our other favourite brand, Clevecol, and both these garages shut on Sundays.

The other day, determined to remain faithful to benzole, although on " reserve," we drove across the common knowing a " free " station to be on our route. When we pulled in it was to be told that they were out of stock of National Benzole and most of the better brands. There was no alternative but to cross the fingers and continue towards the Metropolis. Luckily within a mile another petrol station appeared and we were able to tank up with Clevecol Special.

It seems that " tied " petrol stations are all very well if those near your home and on your route are tied to the fuels you wish to use ! Otherwise, not so good, and another aspect of the matter is that Castrol, Filtrate and others who market lubricating oil but not fuel have formed a mutual-help organisation to combat enforced sales of other oils at " tied " petrol stations.

* * *

THEY SAY :

" Now is the time to scrap hidebound traditions and lay plans to make the British car the most advanced in the world. Now is the time for manufacturers to stop thinking that a new shade of paint or a strip of chromium plate is a satisfactory advance from one year's models to the next year's. Now is the time for the British car to be drastically redesigned."—From an editorial in the *Sunday Express* of March 4th.

GOODWOOD AT EASTER

Racing will commence at 1.30 p.m. at Goodwood on Easter Monday, April 2nd—we may safely add " promptly," for the B.A.R.C. has a fine record for race-punctuality. The premier event will be the Richmond Formula I Trophy Race, for a first prize of 200 guineas, over 76 miles (32 laps) from scratch. The half-litres will race for the Earl of March Trophy (7 laps), and there will be a 7-lap race, the Lavant Cup, for 2-litre racing cars. The rest of the typically Goodwood programme is made up of a 13-lap scratch race for production sports cars, a 15-lap race for sports cars exceeding 1,500 c.c. (with an over-2,000-c.c. award), a 7-lap race for sports cars up to 1,500 c.c., and a series of Easter racing-car handicaps, over 7 laps. It is too late now to book stand seats but the usual enclosures will be open and trains and coaches run to the course, or near it. Moss and Behra may have works Maseratis for this occasion.

BRITISH EMPIRE TROPHY RACE—APRIL 14TH

The B.R.D.C. will run the 18th B.E. Trophy Race at the excellent, and now further improved, Oulton Park circuit on April 14th. This is a sports-car race under National Open permit, although in the past the B.E. Trophy has been a racing-car event. Foreign participation is expected and the race will be run in three 16-lap heats (approximately 44.17 miles each), and a final of 25 laps (approximately 69.03 miles) on handicap. There will be three classes, up to 1,500c.c., 1,501-2,700 c.c., and over 2,700 c.c., on which will be based the final handicap of two credit laps minus 1 min. 40 sec., one credit lap minus 1 min. 40 sec., and scratch, respectively. This should result in a close race, but makes the final rather difficult to follow. Prize money totals more than £430 (prizes being offered to entrants of all competing cars) and details of this important sports-car race, for which entries have closed, are available from the B.R.D.C., 9, Down Street, W.1. This year's race should see an exceedingly interesting race between classic examples of that most interesting breed of motor car, the modern sports/racing machine. Past winners of the B.E. Trophy race have been :—

1934 :	Eyston (M.G.)	80.01 m.p.h.	*
1935 :	Dixon (Riley)	75.47 ,,	*
1936 :	Seaman (Maserati)	66.30 ,,	†
1937 :	Mays (E.R.A.)	62.96 ,,	†
1938 :	Dodson (Austin)	69.62 ,,	†
1947 :	Gerard (E.R.A.)	68.02 ,,	‡
1948 :	Ansell (E.R.A.)	67.71 ,,	‡
1949 :	Gerard (E.R.A.)	71.06 ,,	‡
1950 :	Gerard (E.R.A.)	70.05 ,,	‡
	Sports-car Races :		
1951 :	Moss (Frazer-Nash)	67.27 m.p.h.	‡
1952 :	Griffiths (Lester-M.G.)	64.20 ,,	‡
1953 :	Parnell (Aston Martin)	73.96 ,,	‡
1954 :	Brown (Cooper-Bristol)	70.56 ,,	§
1955 :	Scott-Brown (Lister-Bristol)	73.52 ,,	§

* = *Brooklands.* † = *Donington.* ‡ = *Isle of Man.* § = *Oulton Park.*

AINTREE INTERNATIONAL MEETING—APRIL 21ST

The B.A.R.C. International Race Meeting at Aintree on April 21st will commence at 11 a.m., with a 24-mile (8-lap) saloon-car race. At 11.45 a.m., sports cars, divided into classes of up to 1,100 c.c. and 1,101-2,000 c.c., will race over 24 miles. The 500-c.c. race will follow at 12.30 p.m., over 30 miles (10 laps), and at 2 p.m. the 30-mile unlimited sports-car race will commence, followed at 3 p.m. by the " Aintree 200 " Formula I race over 67 laps, or 201 miles. Details from the B.A.R.C., 55, Park Lane, W.1.

CLUB NEWS

LONDON M.C. "LITTLE RALLY"

The "Little Rally" will start from Farnborough at 7 a.m. on April 21st and will consist of approximately 200 miles of interesting motoring with no difficult navigation. Eight special tests will be incorporated and an informal dinner-dance will terminate the event. Details from Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames.

BENTLEY DRIVERS' CLUB

On April 7th the "Merry-Go-Round" Rally will take place. From a driving test centre there will be eight starting points situated radially about 40 miles from this centre; the road section will not exceed 400 miles. The centre is an airfield near Stratford-on-Avon where competitors will meet for the tests. Details from Lt.-Col. C. H. D. Berthon, "Madges," Long Crendon, Aylesbury, Bucks.

THE MID-THAMES C.C.

This club held their second annual dinner and dance at the Wimbledon Hill Hotel on Thursday, March 1st, at which over 130 people were present.

The principal event was the presentation of awards for the preceding year's sport and 60 awards were presented by Mrs. C. H. Turner, wife of the club's president.

BRISTOL M.C. AND L.C.C.

Owing to the new safety measures required by the R.A.C. and the unfortunate financial loss sustained at the October meeting last year, the proposed meeting at Castle Combe this month has had to be cancelled owing to lack of funds. The club hopes to be able to run another October event if outside assistance can be found.

INTER-VARSITY SPEED TRIAL, GREAT DUNMOW

The Cambridge University A.C. again opened the English Speed Season on March 11th, at Great Dunmow Airfield, with a Speed Trial. A 21-litre Metallurgique, making its first public appearance since 1914, opened the course.

Saloon Cars under 1,100 c.c.

This was contested by three Morrises, three Standards, a Renault and a D.K.W. The fastest in this class being the D.K.W. driven by Archie Scott-Brown (60.34 sec.).

Under 1,100-c.c. Sports Cars

Here we had a variety of M.G.s, an Austin, Fiat and a Lotus-Climax. The Lotus was an easy winner, being driven by K. Taskent (53.60 sec.).

Sports Cars, 1,100-1,500 c.c.

W. J. Allday drove his Frazer-Nash extremely well. P. G. Fletcher was driving the completely redesigned new model H.R.G. First here was T. Lucas (Lotus-M.G., 55.23 sec.).

Saloon Cars 1,101/1,500 and 1,501-2,600 c.c.

A very fine effort was put up here by A. V. Alexander in his 1929 Lea-Francis, which was only a fraction of a second slower than the three TR2s. E. G. Kemp came first (53.20 sec.).

Over 2,000-c.c. Saloon Cars

In this class A. J. Burton (Jaguar, 56.30 sec.) was first.

Over 2,600-c.c. Sports Cars

Both drivers of the 300SL Mercedes had little idea of how to control this expensive piece of machinery, neither of their times being particularly good. C. Wick in an Allard (54.44 sec.) was first in this class.

Racing Cars (Unlimited)

It was interesting to note that Ann Heal, driving a Cooper-J.A.P., returned a faster time than that of the owner. In fact, she made the second fastest time of the day. H. Taylor, who did make f.t.d., drove a Cooper-Norton (48.94 sec.) which was making its first appearance.

M. P.

The B.M.W.-Isetta Coupe

WHILE visiting A.F.N. Ltd. at Isleworth recently I could not help being conscious of a "scuttling-about" by bubble-like vehicles, even though I was admiring Sebring and Le Mans Frazer-Nashes and Porsche Carrera coupés. These bubble-shaped objects were the little Isetta two-seaters of Italian Iso design and built under licence by B.M.W. in Munich, A.F.N. Ltd. being the importers. When the opportunity was offered to try one of these economy cars I readily accepted, for they are distinctly unorthodox in design and have the appeal of novelty.

Powered by a 245-c.c. pushrod o.h.v. B.M.W. single-cylinder engine, coupled to a delightful four-speed and reverse gearbox and mounted beside the rear wheels, the manner of going was anything but a novelty, it proved to be a revelation. With i.f.s. by coil springs and ½-elliptic rear springs the ride is quite good for such a light vehicle and the very light steering has a pleasant understeer characteristic. One of the pleasures in driving the Isetta was its control and handling being quite orthodox. So many economy cars call for manipulation of some comic feature, either a special type of gear-change, an unusual method of starting, very odd steering or a lack of brakes. The Isetta suffers from none of these and everything is worked by normal car practice, even the starter being brought into play by merely turning the ignition key beyond the normal "on" position, as with most modern German cars, while headlights of surprising power are dipped by a lever on the left of the steering column, a similar one on the right operating the direction indicators. Seating two people with comfort and room for three at a squeeze, with a vast parcel shelf behind the seats, this little 245-c.c. runabout is ideal for shopping trips or inter-village communication out in the country. Providing the engine is taken up to its maximum of 5,800 r.p.m., and the gearbox is used to the full, one is never in the way of other traffic as with many economy cars, in fact a 45 m.p.h. cruising speed, with another 5 m.p.h. in hand, deals with the average British family saloon and "Mimsers" get in the way.

In city traffic the Isetta is a joy, for with its very crab-track layout once the front is through a gap there is no need to worry about the rear, though at times one gets a feeling of being in the dark when squeezing between two double-decker buses, and, of course, with the way the average driver creeps along there is always room for the Isetta to pass by on the inside in busy streets. The parking problem is immediately halved when using an Isetta for it is only a few inches over 7 ft. in overall length and if the nose is allowed to overhang the pavement a little it can be driven into a parking gap at right angles to the road, needing only a 4 ft. 6 in. gap for this manoeuvre. Having a single door in the form of the complete front of the car, hinged on the left, you then step forward out on to the pavement, much to the consternation of passers-by. As the whole of the upper half is of glass and Perspex, visibility is literally "all round," which makes the occupants rather conspicuous, but the "bubble" shape of the Isetta attracts attention anyway, so it is no added hardship.

The Isetta must surely represent the most successful way of providing transport at low cost while avoiding the complications of a motor car and the disadvantages of a motor-cycle or scooter, while its cornering power and general safety in handling, relative to its size and power, classes it with cars of the highest order.

When I heard that the Italian versions of these little vehicles had averaged 50 m.p.h. from Brescia to Rome in the Mille Miglia, I found it hard to believe. Now I have sampled the B.M.W. version I can well understand how it was done.

Having covered 350 miles in the course of a quiet weekend I suddenly remembered it was supposed to be an economy car so the tank was drained and 62 miles were covered on a gallon, cruising at 30 m.p.h. uphill and 40 m.p.h. downhill, around North Hampshire. Economical and lively, as well as being enormous fun to drive, though a bit noisy by some standards, was the final verdict, and fantastically safe. If the Government would remove Import Duties and other money-grabbing rackets there would beone in every home, but even so anyone who delights in something that is not only different but also functional adn practical, should call in at Isleworth.

D. S. J.



NOSTALGIC

THIS time it is some old photographs, accompanied by notes, sent to me by Flt.-Lt. G. O'Donovan, son of the late D. R. O'Donovan, the Norton "wizard" of Brooklands fame, for my personal enjoyment, but the nostalgia from which he has generously agreed to let me pass on to you in these columns.

The first photograph shows his father's first record-breaking Norton—a 500-c.c. side-valve single with a frame borrowed from Jack Emerson, called "Wanderlust" due to somewhat sketchy navigation. It had a Ruthardt magneto, Continental tyres and Bosch plugs, O'Donovan having previously been Competition Manager for N.S.U. Making its first appearance at Brooklands in the summer of 1913, it was ready to attack records in September and got the f.s. 5 miles at 71.5 m.p.h. and s.s. 10 miles at 68 m.p.h., losing them to Triumph, but raising them to over 73 m.p.h. in March, 1914. Later records included world sprint records at over 81 m.p.h. solo and over 64 m.p.h. sidecar. This machine was used for solo and sidecar races, and trials, Jack Alcock, of Atlantic flight fame, being the usual sidecar passenger, in return for which he taught O'Donovan to fly. The Norton was wheeled out for the last time in 1915 for a hurried record attempt, setting the world f.s. mile to 82½ m.p.h., before war closed down all such activities. In all it took no fewer than 112 records; it is now in honourable retirement, owned by Graham Walker.

Next comes a nostalgic picture of a 600-c.c. Big Four Norton combination in the Victory Cup Trial of 1919—the war is over! This machine was used for a stunt performance involving flogging it up and down Bwlch-y-Groes an astronomical number of times and the engine, mounted in a BS/BRS frame, became the first 600-c.c. Norton sidecar racing outfit, afterwards employed for some long-distance record attacks. In 1920 it figured in a long-distance road-race, inasmuch as O'Donovan couldn't resist a speed-duel with Ware's Morgan in the course of that year's London-Edinburgh Trial, which earned the comment in a motor-cycling paper that "it was the fastest machine in the trial but this was hardly the place to demonstrate it."

Picture No. 3 shows the first post-Kaiser-war machine used for record attacks by O'Donovan, a 500-c.c. BS/BRS Norton frame with the 1913/14 engine and a Canoelet sidecar. Fourteen records fell at just over 53 m.p.h., a "navvy" who happened to be on the scene going as passenger when it was discovered that ballast was advisable. H. H. Beech borrowed the outfit for his "summer holiday," which consisted of riding round Brooklands for six hours to collect the intermediate records and, a week later, the owner took the only remaining records in the class.

So these nostalgic pictures recall forgotten episodes of history. There is the 1920 T.T. Norton, used also for record-breaking at Brooklands when the belt-drive job was in temporary disgrace after losing the belt during a serious onslaught on records up to 12 hours. In the end this and the belt-drive machine, and variants of the two, took all records in the 500-c.c. class and most of the 750-c.c. and 1,000-c.c. records over one hour, solo and sidecar, as well as winning many races.



TUNING WIZARD.—D. R. O'Donovan with his first post-Kaiser-war record-breaking Norton which wiped up the 500-c.c. class. The passenger seen in the picture is a "navvy" who conveniently was present when the sidecar wheel was lifting.

In the winter of 1920 O'Donovan agreed to develop a machine for Bertie Goodman of Velocette and evolved a 250-c.c. two-stroke on which the racing Velocettes of the next two or three years were based. Fitted with two carburetters and a "secret something," about which even the rider, Rex Judd, knew nothing, the mile was covered at 72 m.p.h. Later, with an experimental exhaust system, the engine suffered a monumental blow-up and was thrown into the sewage farm to frustrate the curious!

There is a Norton with the first serious attempt at a properly-streamlined sidecar, which was developed by Vickers. Using basically the 1913/14 engine, Judd used this mount for his first big record ride, during which he took the 500-c.c. kilo record at over 85 m.p.h.—a fortnight before he had stowed himself *inside* the sidecar while O'Donovan captured records at a shade under 70 m.p.h. —this in February, 1921. This led to another streamline sidecar, again made by Vickers and weighing only 8 lb., in which Judd lay prone with his feet foremost and his head forming the tail. The Norton to which the sidecar was attached had a new s.v. engine developing 24 b.h.p. All manner of records fell to it, including the first-ever over-90-m.p.h. solo run and 98.5 m.p.h. over the mile at a later date. Its development only ceased because the first o.h.v. Norton was being built by O'Donovan. This was constructed largely at Brooklands from rough castings supplied by Nortons. It proved so fast that the "works" model 18 couldn't hold a candle to it, and subsequently all the T.T. Nortons of that era were sent down to Byfleet for O'Donovan to prepare.

The 1923 version of the o.h.v. Norton was ridden in May of that year by little Albert Denly who had previously never done more than three laps at a trot, took the first over-80 hour record, at 83 m.p.h., and went on to get the 100-mile record at 79 m.p.h. This machine was lent to Lt. Grogan, R.N., who later raced Frazer-Nashes, and there is a charming story of how this hard-riding amateur proved that he had never heard of the "bonus" system of taking records!

There is another lovely story of the first o.h.v. sidecar Norton. Denly used to occupy the "chair" during record attempts and the sidecar wheel was habitually off the ground as the outfit was driven hard round the grass verges at the bottom of both bankings. This enabled Denly to break the monotony of these long runs by spinning the sidecar wheel backwards. He developed an ambition to do this for a complete lap, so O'Donovan obliged and held the model on two wheels for that distance. On one occasion O'Donovan and Denly won the Castrol Cup using Shell oil, in spite of a Castrol-biased handicap. It is said that Lord Wakefield refused to present the Cup, in winning which O'Donovan was caught by "Ebby" doing the kilometre at nearly 85 m.p.h. (it is 1923) so that further handicap races had to be shelved for some time hence!

The o.h.v. Norton is seen in the form in which it was taken to Monza in 1924, where records were captured at speeds up to 94 m.p.h., recognised as an Italian record and earning O'Donovan such titles as *Notissimo corridore inglese*, *Valeroso recordman inglese* and *il simpatico campione*. O'Donovan returned that year to Monza for the Gran Premio delle Nazioni with two Nortons, one of which was ridden by Tazio Nuvolari, who led for a time, blinded himself with fuel at a pit-stop, and finished second.

After the Norton photographs we come to the Raleighs, which O'Donovan designed for the factory from 1927 onwards. The 1928 T.T. Raleigh is a handsome motor-cycle by any standards, and it developed about 30 b.h.p. at 5,600 r.p.m. They were very fast, those machines, and the Raleigh Company spent vast sums of money on them but refused to pay for experienced riders, so that they had many crashes when they should have had successes.

Space precludes reference to all the historic photographs which Gerald O'Donovan sent to me, but I like the one showing Jack Williams' 500-c.c. T.T. Raleigh and O'Donovan's 350-c.c. O-engined Raleigh with T.T. frame (his engine, result of his own experimental work and never raced by the factory, was giving 32 b.h.p. at 8,500 r.p.m. on a compression-ratio of 13½ to 1, in 1939) on the occasion of beating the "record" Nottingham-Skegness, formerly held unofficially by George Brough! The average speed for the two-way trip was just over 70 m.p.h.

Twice while road-testing these machines O'Donovan and Williams were caught in police-traps—on the first occasion the Superintendent couldn't believe the speed, so he interviewed the culprits, told them no magistrate would believe him and let them off with a caution. On the second occasion it cost £5 but the unfortunate policeman who gave evidence was reprimanded for exaggeration!

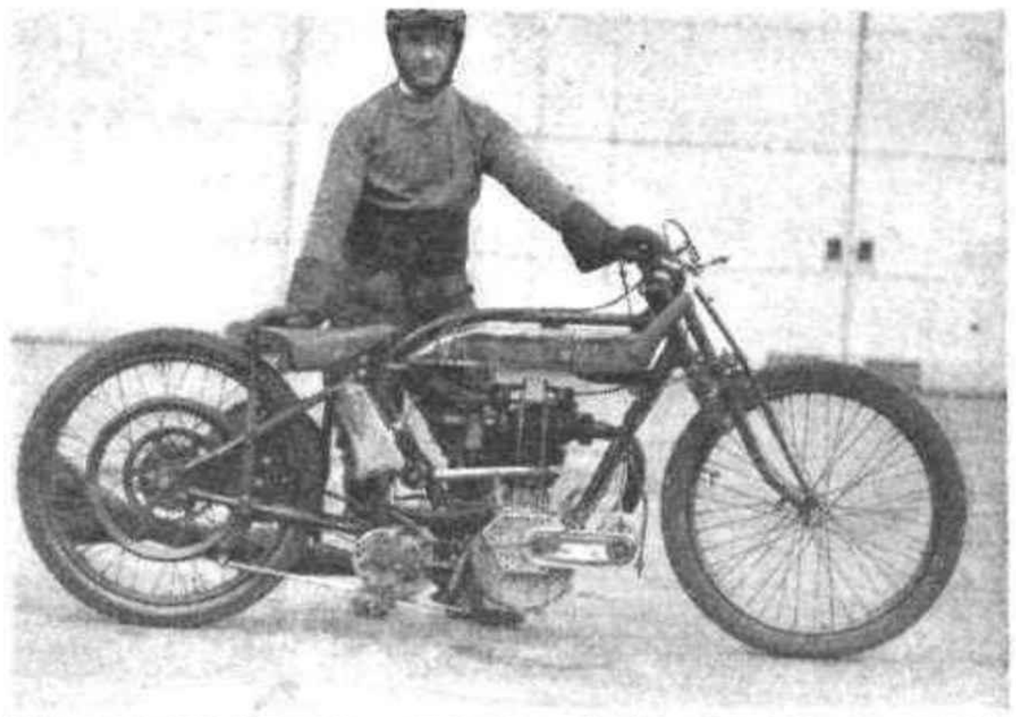
A picture of the Raleigh team for the 1930 German G.P. recalls how O'Donovan successfully conveyed these machines across Paris

on the "Metro," the protesting officials baffled by his stream of fluent Gaelic while the riders played deaf mute! Then we see the family hack, which was a mixture of 500-c.c. T.T./600-c.c. o.h.v. Raleigh with roomy sidecar. Astride it is the father of today's George Brown of Vincent fame, and in case this useful combination is still about its registration number was TO 4377.

The last picture shows the great tuning wizard reverted to his first love, cycle racing, and we learn that in 1951, at the age of 75, he was good for a 50-mile race, by way of keeping fit and keeping in touch with the market—which should make you young ones think. Eventually this proved too costly for a small firm, riders asking £200 a ride, but before the war O'Donovan's riders held every cycle record from 25 miles up to 12 hours. Certainly these family photographs I have been privileged to see, and two of which I reproduce, pay great tribute to one of the immortals of motor-cycle sport—and, of course, I have scarcely touched on the many racing and record-breaking achievements by O'Donovan and his machines in this brief glimpse of the, may I say ?, good old days.

Another interesting, if hardly nostalgic, arrival is a little booklet entitled "The Northern and Western Motorway," sent to us by Mr. I. B. Gordon of Kendal. It has a Foreword by Lord Montagu of Beaulieu, K.C.I.E., C.S.I., and it sets out to stress the fact that our roads were built for horse traffic originally and we must think in terms of the future. To ease traffic congestion the book proposes a motorway, divided into four sections—London to Birmingham, Birmingham to Salford, Salford to Liverpool and Golborne to Oldham. The first section would commence near Uxbridge at the termination of Western Avenue and by-pass Aylesbury, Buckingham, Brackley, Warwick, Leamington and Coventry, finishing on the southerly outskirts of Birmingham. The second section would by-pass Smethwick, West Bromwich, Stourbridge, Kidderminster, Dudley, Tipton, Wednesbury, Bilston, Wolverhampton, Walsall, Cannock, Stafford, Stone, Stoke-on-Trent, Newcastle-under-Lyme, Burslem, Wolstanton, Tunstall, Audley, Congleton, Macclesfield, Stockport, Sale, Stretford and Manchester, ending near the boundary of Salford. Similarly, section three would by-pass towns on the route Salford-Liverpool and section four do likewise for the run Golborne-Oldham. The approximate total length equals 226 miles. At first the motorway would be 50 feet wide, but sufficient adjacent land would be acquired to permit future widening. The first construction would be four-track and *no pedestrians or horse traffic would be allowed on the motorway*. No gradient steeper than 1 in 40 and no curve sharper than half of a mile radius would be allowed and as the road would be for "fast or semi-fast mechanical traffic" it would be wholly enclosed and uninterrupted throughout its entire length, with no level crossings, only junctions with principal connecting roads. The advantages of such a motorway to local authorities, traders and to the public are dealt with in the later chapters and the final chapter covers the toll charges which could be levied to pay for the new road. It is stated that "It is proposed to apply to Parliament for a Bill to form the necessary company and to authorise the construction and working of the motorway . . ."

When next you battle with the congestion and obstruction on these routes or through the towns named, the performance of your sports car reduced to that of a pre-war family saloon, you may care to think about this little booklet, which was published from Victoria Street, S.W.1. The date on the cover is 1923.—W. B.



VALVES UPSTAIRS.—Little Bert Denly with O'Donovan's first o.h.v. Norton. In later years Denly broke records with George Eyston's M.G. racing cars and shared the Napier Railton with Freddie Dixon and John Cobb during a long-distance record attack.

FIRST YEAR

Late in February the Editorial Volkswagen completed a year's motoring, appropriately while the Great Freeze-Up was at its worst. We propose to refrain from writing of the car itself on this birthday occasion, except to remark that the British-made components on it have given excellent service. With over 18,000 miles run the Michelin tyres, which are sent out to Wolfsburg from this country and fitted to those VWs which are shipped to Britain, have never punctured and have considerable tread left. The Exide battery, which is fitted in this country, has never failed to start the engine, even after the car had stood idle in the open for four days, covered in snow, although this battery is a small one of only 6 volts, and has not been "topped-up" particularly frequently.—W. B.

DOING US A GOOD TURN

"—And Sudden Death," by J. C. Furnas, published in America in 1936 and 1946, and now reprinted by *Reader's Digest*, is a horridly bloodthirsty description of what happens to victims of various kinds of motor accident and how they die horridly (in a world in which morphia is apparently unknown), or suffer shocking injuries, in which case author Furnas does not omit to spare us any details. It might be thought that we should condemn such vivid anti-motoring propaganda but it occurs to us that by horrifying and frightening those incompetent drivers who go about with their cars only partially under control and hampered by incredibly slow reactions and absentmindedness, this nasty article may frighten them off the road or at least make them keep away from busy roads and rush-hours. In fact, perhaps Furnas has done the careful and competent a good turn.

SILVERSTONE CLUB MEETINGS

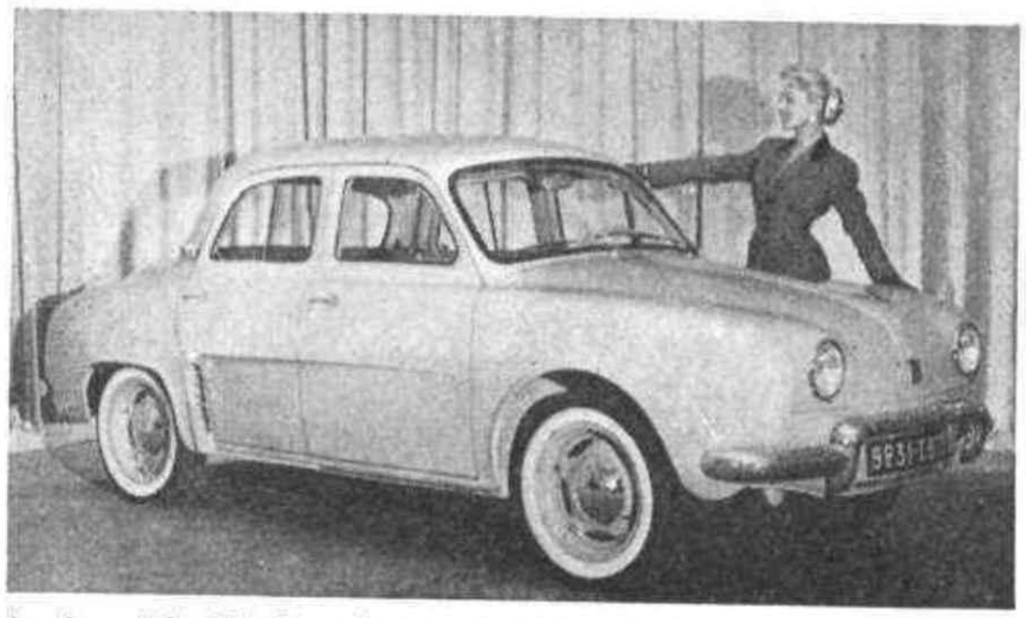
The following clubs are scheduled to hold race meetings this year, on the dates shown, at Silverstone on the Club Circuit. Such meetings have much of the informal atmosphere of the smaller Brooklands meetings of pre-war days and provide an excellent school in which novices can gain experience. For insurance purposes no admission charges are made and admission is by ticket only, the clubs concerned relying on car-park charges to cover their expenses. Thus, if you propose to spectate, go in a large party in a huge motor car if you wish to be economical, but first obtain the necessary tickets, which are usually procurable easily from the secretary or members of the appropriate clubs—usually these meetings are open to a number of clubs apart from the organising club.

April 21st	...	Vintage S.C.C.
May 19th	...	Maidstone & Mid-Kent M.C.
June 2nd	...	Eight Clubs.
June 23rd	...	Midland M.E.C.
June 30th	...	M.C.C.
July 21st	...	Aston Martin O.C.
July 28th	...	Vintage S.C.C.
Aug. 4th	...	Bentley D.C.
Aug. 11th	...	Nottingham S.C.C.
Aug. 25th	...	M.G. C.C.
Sept. 1st	...	S.U.N.B.A.C.
Sept. 15th	...	Peterborough M.C. and Northants & Dist. C.C.
Oct. 6th	...	North Staffs M.C.

"MOTOR SPORT" 1956 CLUBS TROPHY

Once again this year the MOTOR SPORT Clubs Trophy will be contested at Silverstone Race Meetings. Entry is open to members of the competing clubs but the cars must be sports cars. The first six finishers in the first of these Trophy Handicaps will be eligible to start in the following Trophy Handicap, and the first six in this will again go on to the next race. Marks based on positions gained are as follows: First place—6 marks; second place—5 marks; third place—4 marks; fourth place—3 marks; fifth place—2 marks; sixth place—1 mark. The winner receives the MOTOR SPORT Silverstone Challenge Trophy and the £50 cash prize, second prize is £20 and third prize £10. First event is at the Vintage S.C.C. meeting on April 21st.

NEW CARS



Another with all-independent suspension, rear engine and no propeller-shaft—the new 845-c.c. Renault Dauphine.

A NEW economy sports car is announced from Jersey, to be built by Manor View Motors. To be called the M.V.M., the prototype has an air-cooled 325-c.c. two-cylinder-in-line Anzani two-stroke engine and gearbox unit at the back, driving the rear wheels. All wheels are independently-sprung, there are hydraulic four-wheel brakes and the body is of plastic, providing three-abreast seating. Rack-and-pinion steering is used and a maximum speed of 65 m.p.h. and a fuel consumption of 60-65 m.p.g. is claimed. We hope later to have the opportunity of testing an M.V.M., which sounds like a genuine attempt to fill a gap in the British market.

The Renault Dauphine was released in Acton on March 6th to the less elite amongst journalists who had not previously been allowed to drive it in secret on the Continent. It is a larger and more powerful version of the famous 4 c.v., has, we gather, been tested over enormous distances and, we hear, handles far better than its predecessor. The rear-engine-location is retained, but the capacity has gone up from 748 c.c. to 845 c.c. and the power output has been increased from 21 to 30 b.h.p. at 4,250 r.p.m. A four-door saloon, with all-round independent suspension, the Dauphine has generous accommodation for four or even five persons, by placing the rear seat in front of the back wheels, as on the VW. There is greater luggage space than in the 4 c.v. under the front "bonnet," access to which is *via* a front-hinged lid. The wheelbase is 7 ft. 5 in. The lines of this new Renault are more conventional than those of the 4 c.v.; its price in this country is £769 7s. all on.

In MOTOR SPORT for July, 1954, we drew attention to the Chevrolet Corvette as an American sports car with which British Imports to the U.S.A. would one day have to compete. The 1956 Corvette, one of America's only true production sports cars, now has a revised V8 engine with two dual downdraught carburetters, a compression-ratio of 9.25 to 1 and a revised camshaft, the power output being increased to 225 b.h.p. at 5,200 r.p.m. from the former 195 b.h.p. A torque of 270 ft./lb. is realised at 3,600 r.p.m. The drive is taken through a new 10-in. clutch, with a coil-spring pressure-plate assembly, and the differential unit is also new, being based on that of the 1956 Chevrolet saloons. Whereas surprise was shown in the past because this sports Corvette used a Powerglide automatic transmission, an optional close-ratio three-speed gearbox with central gear-lever is now available. There is choice of alternate axle ratios—3.27 to 1 or 3.55 to 1—and four-ply, nylon racing tyres can be supplied. The glass-fibre body has been modified to incorporate in-built headlamps, a new screen and wind-up door windows (power operation extra). The hood is power-operated and an Italian-style spring-spoke steering wheel is fitted. A hard-top will be available later. According to *Road and Track*, the 1956 Corvette will do 56, 95 and 117 m.p.h., respectively, in the gears with the low axle ratio, and 61, 103 and 127 m.p.h., respectively, with the high axle ratio, not allowing for tyre growth at speed, which should slightly raise these figures. In view of rumours that General Motors are contemplating taking an active part in racing, British sports-car engineers should find these Corvette performance figures significant.

A new version of the willing and reliable Standard Ten is now available, using the Ten engine in the simple body-shell formerly employed solely for the least-expensive version of the Eight, with lidless luggage boot, etc., a pleasingly functional style nevertheless. As the new car weighs 1,980 lb. less than the more elaborate body of the Super Ten and is priced at £614 17s., inclusive of p.t., it should arouse considerable interest amongst those who see in this rugged little Standard a good rally car.—W. B.

MINIATURES AT THE B.I.F.

MANY firms exhibiting at the Toy Fair at Earls Court, in conjunction with the B.I.F., showed car models and miniatures. Following our suggestion last month for a roadway layout on which owners might display their static models, we were intrigued by the *working* display on Victory Industries' stand, where their well-known electrically-driven Triumph TR2s and M.G. Midgets, etc., were running on an Alpine mountain road, past a stream cascading into a miniature lake on which was anchored a model air/sea rescue launch. The cars were steered by an antennae bearing on a guard-rail at the roadside. This "Pathfinder" attachment costs 5s. 5d. for existing Victory models, and the "Roadege" model roadway is sold at 14s. 5d. per 10-ft. length. Details from Victory Industries (Surrey) Ltd., Worplesdon Road, Guildford, who, we noticed, were running lots of TR2s on the same registration plates, which must have proved awkward for the driver of the one which was abandoned in a ditch at one of the corners on this mountain road!

Meccano Limited showed a big range of "Dinky" miniatures, which include MGA, TR2 and DB3S sports models. Similar miniatures were shown by Playcraft Toys Ltd., whose "Corgi" range features Ford Consul, Austin A50, modern Morris Cowley, Vauxhall Velox, Rover 90, Riley Pathfinder, Hillman Husky, Triumph TR2, and Austin-Healey 100, prices ranging from 2s. 9d. to 3s. each, or 4s. each for saloons equipped with flywheel propulsion. These are nicely-detailed miniatures, the TR2 having a representation of the maker's badge and the Austin-Healey that of the chrome-flash on the body side, etc.

Exakta Models Ltd. showed their now well-known die-cast metal replicas of 1907 Rolls-Royce Silver Ghost and 1904 Darracq on their stand, backed up by a new veteran in the form of an early Peugeot two-seater with realistic hood. The Rolls-Royce had blossomed into a cigarette lighter, a rather improbable spotlamp between the front dumb-irons pulling out for striking on the running-board! Minimodels had their range of "Scalex" clockwork cars on show, including F2 Ferrari, M.G., Aston Martin DB2/4, XK Jaguar, and a 2.4 Jaguar saloon they are adding later in the year.

The real "Genevieve" Darracq graced the stand of Die-Casting Machine Tools Ltd., who showed plastic replicas of Edwardian Daimler, model-T Ford, Morris-Oxford light car and, of course, the 1904 Darracq "Genevieve," with occupants in keeping. These, the "Road-Masters" series, will retail at less than 6s. and the "bull-nose" Morris, measuring 4 in. in length, is especially jolly. A big "Genevieve" also graced the Plasticine stand.

The Crescent Toy Co. had six G.P. miniatures, nicely formed and finished in correct racing colours, their all-enveloping Mercedes-Benz costing 3s. 6d. and their Mk. II B.R.M., Ferrari, Connaught, Cooper-Bristol and Gordini 2s. 9d. each. Still the car-interest was not exhausted, for we noticed a not-very-convincing large Austin-Healey and Massey-Harris farm tractor on the stand of Hollands and Blair, while Morris & Stone (London) Ltd. were showing "Morestone" road-scouts' motor-cycle combinations, the A.A. example costing (at 3s.) 1d. more than the R.A.C.; also A.A. radio Land Rovers, 4¼ in. long and very detailed, at 7s. each, and a 4⅛-in. long Wolseley 6/80 police car, complete with detachable whip-aerial, gong and sirens, at 3s. 8d., and a Bedford Dormobile. Apart from some improbable vehicles, "Mettoy" had large-scale replicas of modern Rolls-Royce saloon (weight 12 oz.) and Austin Cambridge saloon and a futuristic American-style friction-driven saloon and sports model.

Space precludes reference to many similar commercial vehicles, 'buses and tractors. We left Earls Court rather wistfully, realising that the boys of today are in a veritable paradise, whereas, when we were young, prolonged search of the toy shops yielded up very few, if any, good motor-car miniatures.

[After which, readers with long memories will write to me, scandalised that I appear to have forgotten the even-larger tin-plate replicas of Citroën, Delage, Panhard, Renault, Hispano-Suiza and P2 Alfa-Romeo and medium-size model-T Fords of my school-days! Which reminds me of a delightful electric toy veteran, actually, I think, a 1905 Cadillac, which a reader kindly brought me from Hong Kong. It has a push-button hand-control for forward or reverse motoring, makes a realistic "one-lunger" noise, and its "Five Rams" dry batteries seem absolutely everlasting! The Continental Correspondent has a nice replica of his Porsche, bought in Germany, and I find myself wondering who will be the first to market miniatures of this and the Mercedes-Benz 300SL, both of which should make admirable Dinky toys.—ED.]

LETTERS from READERS

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

Sir, THE WORTH OF AMERICAN ENGINES

I looked forward very much to reading the replies to the letter from your Cheltenham correspondents in the January issue of MOTOR SPORT, but the letters published positively oozed with prejudice. Before I give my own views on this controversy, please let me point out the worst errors made by your readers.

If one is going to compare the b.h.p. output of two engines, then the r.p.m. at which the maximum power is produced must obviously be given. Maximum torque (much more important in most cases than maximum b.h.p.) is casually ignored by your correspondents. How naive can one get? The Aston Martin DB2/4, incidentally, gives 178 ft. lb. at 3,000 r.p.m., while the Oldsmobile produces no less than 332 ft. lb. at 2,400 r.p.m. It is a pity Mr. Dixon cannot quote correct figures; a contemporary gave an output of 245 b.h.p. from 5,768 c.c. for the Packard.

But surely anyone with any knowledge at all of engineering—even a youth of 16—will agree that to compare the engine of a Packard with that of an Aston Martin DB3S is tantamount to matching a high-grade hunting rifle against an equally good shot-gun. Each has its own job to do, and each does it well, but the one cannot be compared to the other.

As the four readers from Cheltenham seemed to have aroused the ire of the pro-British enthusiasts, I cannot resist joining in on their side and giving a few figures which will make even the most ardent of English motorists think.

As tested by *Car Life*, a U.S. Cunningham sports car, with an absolutely standard Chrysler V8 engine (with the exception of a four-carburetter unit and dual exhaust system), gave the following figures :—

Top speed : 140 m.p.h.
Fuel consumption : 17-23 miles per U.S. gallon.
Acceleration : 30-60 m.p.h., 3.7 sec.; 60-90 m.p.h., 3.6 sec.; and 0-100 m.p.h., 11 sec.—repeat, 11 sec.

This, friends, is acceleration and is the direct result of the excellent torque inherent in U.S. engine design. For comparison, an Aston Martin DB2/4 with a DB3S engine fitted, as tested by a contemporary, gave a maximum speed of 131 m.p.h., a fuel-consumption reading of 18 miles per English gallon (larger than an American gallon), and a 0-100-m.p.h. acceleration time of 21 sec. And this with a racing-car engine! Both cars, incidentally, have a power-to-weight ratio of about 14 lb. per b.h.p.; the Cunningham being a genuine sports car, of course, and not to be confused with the Chevrolet Corvette and similar cars.

The above figures speak for themselves, but I feel I must quote Ted Koopman who tested the Cunningham. He praised the whole car in the very best American journalese, and then added :—

> "In the eyes of Continental and British engineers, the 5½-litre Chrysler . . . is deemed inefficient, wasteful and clumsy . . . the slower-turning, medium-output Chrysler will be running when overworked foreign engines have become fodder for the steel mills."

How true.

I would now like to give my views on Continental, American and English cars. My personal opinions of American styling and the policy of handing one's driving over to a system of oil pumps and servo systems do not enter into the argument. I am afraid that if they did, I should quarrel most violently with Cheltenham!

American cars are designed with a set purpose in mind. They fulfil their obligations to the full. Beneath a gaudy exterior lies a good, solid, well-designed chassis and transmission. No monococque construction which causes a car to be written off by a small collision. British roads are not suitable for American cars, but this implies no criticism of their automobiles, just consider how well they stand up to hard work abroad. A fast-revving engine delivering a high power output is not required, an American car requires a smooth, slogging, engine delivering good torque—hence the popular and eminently suitable V8.

British cars will not, in general, stand up to the hard life and high speeds expected of an American car.

If one must generalise, however, I believe that the best cars come not from Great Britain or the U.S.A., but from the European Continent. The Continent always has produced the best, sports and high-performance cars in particular. What car ever made could compare as regards handling and performance with a Bugatti? In case this annoys any member of the Bentley Drivers' Club, let me say at once that I agree wholeheartedly with *Le Patron*—Bentley *did* make the world's fastest lorries!

To summarise. For a cheap, fast, sports car with not too much refinement, one can do no better than shop in Britain. For a better-class, high-performance machine Germany or Italy will satisy the connoisseur (unless one has the necessary dollars to import a Cunningham, of course). For good solid workmanship compatible with a reasonable price, Germany or the U.S.A. offer the best machine. The single exception which proves the rule is Jaguar.

To end on a personal note. I no longer believe that the slogan "The Best Car in the World" can stay in England. Rolls-Royce have rested on their laurels for too long. The world's best small car—by a long way—is the inimitable Volkswagen, while the best saloons, sports and racing cars come from Mercedes-Benz.

I am, Yours, etc.,
Kidderminster, Worcs. JOHN M. BELL.

* * *

Sir, POSSIBILITIES IN LAKELAND

Lest any enthusiast should take Mr. Rayner's advice, I must tell them that Sadgill-Kentmere is passable only to pedestrians, ponies and motor-cycles. There is a bad washout on the triple hairpin, and those cars which have tried it during the last five years have all failed—on two occasions somewhat expensively. It's not so much the value of the car, as the cost of getting heavy unditching gear to the site!

Quite an interesting route is to the "iron gate" at the top of Longsleddale (the "road" to Mardale and Haweswater on the map). This is very rough, and includes a double hairpin on 1 in 3, but Mr. Tom Fishwick's tractor roars up in fine style. The way down is the way up—it is a dead end—but much more exciting! It is about four miles (there and back) from Sadgill Bridge—don't cross this, just go straight up the valley and press on regardless.

Sadgill-Kentmere has quite exciting spots for motor-cycles and is often used by W.M.C. But may I appeal to all using it to close gates and to keep an eye open for two small children on ponies?

I am, Yours, etc.,
Staveley, Kendal. T. D. WALSHAW.

* * *

Sir, OBJECTIVE REPORTING

Your "Matters of Moment" this month, as in every month, aptly singles out the moments that matter. The moments when: "a couple of wheels come off," "the collapse of a rear suspension occurs," you "lose your headlights and the ignition distributor."

It is rewarding and encouraging for those who have regard for scrupulous reporting and unbiassed commentary, to find in a British motor journal information of the type you provide. Information which is otherwise very, very hard to come by. One is tempted to ask whether the makers really believe themselves to be well served by a Press which provides for the readers a supply of carefully-screened facts or, more often, no facts at all.

The chief case in point is road tests which, in some publications, have become so stereotyped in opinion as to atrophy interest and challenge belief. If British manufacturers care to analyse the proportion of their small cars on Irish roads to cars of European makers, in relation to the road tests in motoring journals, they will get some idea of the value of these reports—at least as far as the Irish market is concerned; almost precisely nil!

It is accepted in Ireland that in the line of "informed" reading on motoring matters generally MOTOR SPORT has the last word. This reputation has been earned, I respectfully submit, by a policy of objective reporting and critical appraisal.

I am, Yours, etc.,
Co. Dublin. H. MCGRILLEN.

* * *

Sir, THE BRISTOL 404—UHT 405

I was, of course, most interested in your report on UHT 405 She is the actual car in which I had a trial run and she was the subject of an article last year. She must have been pushed around by all and sundry and it says much for the car that you found her free from rattles and using very little oil. It would be interesting to know what mileage she has covered.

I noticed that UHT 405 is now shod with Michelin SDs! Somebody has exchanged the Michelin X tyres which she wore last year and I was interested, therefore, to see that her cornering ability is still approved in your report.

May I, as a 405 owner, say that the report confirms all the pleasure I have obtained from this excellent British car.

I am, Yours, etc.,
Winchester. P. G. M. TALBOT.

NOT AT OULTON!

Sir,

In " Matters of Moment " (March issue of MOTOR SPORT) reference was made to B.A.R.C. fixtures in general and the " drab North " in particular. We Northerners hasten to endorse the use of the adjective " drab," as applied to Aintree. No circuit could possibly be located in less inspiring surroundings. But, please, do not generalise! In Oulton Park, the North can boast of a circuit located in surroundings anything but drab. In fact, typical of the best rural England can offer. Not only is this road circuit popular with a number of drivers, but, furthermore, it seems to have become a favourite rendezvous for " picnic parties," for whom the actual racing holds but a passing attraction!

In conclusion and in fairness to the writer, it is to be hoped that his choice of adjectives on this occasion *was* the result of an Aintree hangover and does not reflect a somewhat limited knowledge of the country lying to the far side of the Midlands?

I am, Yours, etc.,

Ffestiniog, Merioneth. RICHARD W. STATHAM.

[In case any other readers read into our reference to the " drab North " what Mr. Statham did, we hasten to assure him and them that we do *not* include Oulton Park under that heading—the B.A.R.C. does not organise racing at Oulton Park, so we had hoped we had made ourselves clear!—ED.]

* * *

AHEAD OF ITS TIME

Sir,

In these enlightened days of fuel injection, over-square engines and critical piston speeds, the following design data relating to an internationally famous power unit should be of interest to the technically-minded reader:—

" There is very little departure from standard practice in this motor. It has four separately-cast cylinders of 4.40 in. bore and 3.90 in. stroke, fitted with separate water jackets and mounted on an aluminium crankcase. All valves are in the head, the exhausts being mechanically operated by a simple vertical spindle and rocker arm, and the inlets being automatic. The only really distinctive feature about the engine is that there is no carburetter, the petrol being supplied by direct injection by means of a pump on the right-hand side of the engine, worked by worm-gear off the camshaft and by a short shaft to the interior of the crankcase. On the same side of the engine is a lubricating-oil pump which is worked in a similar way. Full-flow oil filtration is employed.

" Ignition is by means of a high-tension Eisemann magneto, carried on a platform at the base of the crankcase. The cooling water is circulated by a rotary pump mounted on the forward end of the camshaft, and the engine has free exhaust and has also auxiliary exhaust ports at the end of the stroke."

The engine?—the Wright Brothers aero engine of 1908, the above being an extract from the Aero Manual of 1909. Incidentally, the engine was built to the design of the Wright Brothers by Leon Bollée, of Le Mans.

I am, Yours, etc.,

Pershore, Worcs. IVOR R. CRABBE.

* * *

THE NORTHERN BANK HOLIDAY

Sir,

No one has yet spoken for the business man who is tied up on Saturdays and is unable to attend car-racing events unless held on Sundays or Bank Holidays.

Sundays appear to be absolutely out of the question, but why do we in the North never have the opportunity to attend on a Bank Holiday. We now have Oulton Park, and Aintree, but I am probably speaking for the many thousands of business men when I say that I have never visited these venues, because the organisers have yet to stage even a non-important meeting on a Bank Holiday. I did see a motor-cycle race at Oulton Park during 1955, and it had a record crowd in attendance, so why not a motor race?

Every Bank Holiday I look up the list of fixtures in your valuable journal, and I occasionally find one held as far south as Goodwood, Brands Hatch, Snetterton, etc., but never one in the North!

I am certain that they would be a great success, and have even larger attendances than if held on Saturdays, so why not give us the opportunity this Easter or August Monday, etc.

My heart is in motoring, and I am thus looking forward to seeing for the first time such men as Stirling Moss, Reg. Parnell, Peter Collins, etc., not to mention those excellent foreign drivers. At the moment I have to be content to read about them, but I am not giving up hope.

I am, Yours, etc.,

Ashton-in-Makerfield. T. UNSWORTH.

[Race organisers may care to note Mr. Unsworth's remarks.—ED.]

THE OCTANE VALUE OF DIFFERENT PETROLS

Sir,

Your report on the Alexander-Laystall test day was most interesting, but I cannot understand Mr. Christie's preference for Shell or B.P. Super. He worships at the shrine of high performance, but omits to recommend the fuels more suited to his power-raising conversions.

Surely Clevecol Special and Esso Extra are the petrols for the job, as they possess higher octane ratings, less tetra ethyl lead, and less harmful sulphur. Clevecol Special, with its alcohol additive giving it the edge on Esso Extra, must take pride of place, as you have stated yourself on occasions. I am, Yours, etc.,

London, N.W.11. LESLIE SINGLETON.

[Here is an excellent opportunity for Michael Christie and the P.R.O.s of the various petrol firms to reply to Mr. Singleton!—ED.]

* * *

M.G. SPARES

Sir,

It seems that the M.G. Car Company needs to go back many years for publicity material to sell their current models. In fact, back to the days before their first withdrawal from racing. Had they mentioned the achievements of the J4, K3 and NE, for example, there would have been some real excuse perhaps.

If the M.G. Car Company is so proud of what it did 20 years ago, it is a great pity that they find themselves unable to turn out a few spares for the cars that helped them to do it. When I wrote to Abingdon for a new set of gears for my N-type M.G. I was informed that none were available, and that because of the age of the model none would be forthcoming. I am, Yours, etc.,

Nutfield, Surrey. J. A. SAUNDERS.

Sir,

I should like to draw your attention to a half-page B.M.C. advertisement in today's *Times* which suggests, on casual inspection, that B.M.C. power units propel the *Queen Mary*, and on closer scrutiny reveals that 600,000 B.M.C. horse-power would, amongst other alternatives, supply Birmingham's street lighting *for two years*. I should be interested to know whether this period is intended to represent the life of a B.M.C. engine or has some connection with the duration of another kind of h.p.

I am, Yours, etc.,

Leamington Spa. A. E. TUMINS.



TECHNICAL TERMS ILLUSTRATED.—Regulation hood.

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500 c.c. LADDER CHASSIS, Lockheed 2LS brakes, Albion gearbox, etc., steering. **£15,** offers. 43, Temple Bar, Willenhall. Tel.: 249. [3085

'34 RILEY 12/6 SALOON. Good mechanically, body fair, new head lining, good tyres, new battery, 30 m.p.g. £70 o.n.o. Tel.: WOR 7454, after 7 p.m. [3086

VAUXHALL 20/60, 1929, SALOON. Chrome, rebored 1955, original valves, owner 24 years. New Dunlops, mechanically perfect. £85. 56, St. Anne's Road, Babbacombe, Torquay. [3087

HERT'S MOTORS, 12a, Clarence Road, Southport, The Cord Specialists. Offer Model 812 immaculate supercharged Cord Coupé, £200 overhaul, host extras. Also Model 810 Coupé, spotless condition. Cords collected anywhere for repairs. Reconditioned exchange gearboxes. £27 10s. [3088

B.S.A. GOLDEN FLASH, 1951. Beige, excellent condition, 28,000 miles. Many extras including touring equipment. Will exchange for good sports car. Morton, 63, Richardshaw Lane, Stanningley, Leeds. [3090

WOLSELEY 14 H.P. SALOON, 1936. Beautiful condition, £90. Falls, 36, Middleborough Road, Coventry. [3092

FORD V8 DROPHEAD COUPE, 1936. In good condition mechanically. Offers. Child, 30, Horseshoe Crescent, Beaconsfield, Bucks. [3093

J.1 M.G. P-brakes, body and chassis, poor. Offers complete or spares. Box No. W094, Motor Sport, 15, City Road, London, E.C.1. [3094

1933 RILEY NINE SALOON. Running order. £50. D. Friston, 12, Parkhill Road, E. Croydon, Surrey. [3095

FOR SALE—*continued*

M.G. TYPE TD/2 ENGINE. Complete. £60. Offers? Also 1500 block/pistons. Best offer. Box No. W097, Motor Sport, 15, City Road, London, E.C.1. [3097

MUST SELL. 1938 B.S.A. Scout Coupé. Requires c.w.p. Offers. Tel.: RIV 4347, evenings. [3098

1936 SINGER NINE Le Mans, 4-seater. Smart appearance, used daily, everything works. £140. 8, Lower Maidstone Road, London, N.11. [3099

TALBOT 75, 1935, Darracque Saloon. Recent battery, c.w.p., dynamo, taxed, insured. £105. Excellent. 55, Victoria Road, Surbiton. [3101

FORD 8 SPECIAL 2/4. New hood, battery and very good all-round condition. £75. Gilliver, 10, Widmer Court, Hounslow West, Middx., or Tel.: HOU 2136. [3102

SUNBEAM, 1927, 16 H.P. TOURER. £50 o.n.o. Newell, Raven's Ait, Surbiton. Tel.: Kingston 2479. [3103

M.G. T.A., 1938. Complete but needs attention. Nearest £100. North-West London. Box No. W104, Motor Sport, 15, City Road, London, E.C.1. [3104

POTENT, lowered, shortened Ford V8 chassis, h.c. heads. Ideal hot-rod. Requires body. Bargain. £27. Tel.: New Brighton 4022. [3105

LAGONDA 4½ LITRE, 1936. Pillarless Saloon. Not perfect, but cheap. Tel.: Norwood Hill 126. [3108

M.G. T.D., 1952. Reconditioned engine, new tyres, excellent condition. £445. Tel.: Potters Bar 2006. [3109

ALVIS SPEED-TWENTY, 1934. Sunbeam, 4-seater, Sports Tourer. Reconditioned engine fitted 1949, good all-round condition. £135 o.n.o. Owner going abroad. Photograph available. Dene Court, Boscombe Spar Road, Bournemouth. Tel.: Boscombe 348741. [3110

MORRIS EIGHT engine, gearbox, back and front axles; suit " special " builder. Also Morris Eight utility, good runner, brakes, king-pins renewed. Offers to 43, Essex Road, London, E.12. [3231

1938 M.G. Tickford coupé, 2.6-litre. Really outstanding engine. Splendid performer. Good tyres, excellent interior. £185, o.n.o. Tel.: Day, STE 4206. [3151

BRAND NEW 1,250-C.C. (XPAG) M.G. engine, Stage TF2. Competition clutch and distributor. £85. Merriman, 6, London Mews, London, W.2. [3152

FIAT 500, 1937. Crankshaft reground, bearings remetalled, new carburetter. Engine needs retiming and running-in. Towable. First £80 secures. No offers. 98, Fonthill Road, London, N.4. [3153

1934 TALBOT 65 sportsman's saloon. Mechanically very good. Bodywork first class (concours winner in 1955). Good tyres and battery. £95, o.n.o. Ward, 3, Hulse Avenue, Barking. Tel.: RIP 2084. [3154

RILEY GAMECOCK, excellent condition throughout, Imp engine, twin Zeniths. £150 or offer. 8, Westway, London, S.W.20. Tel.: LIB 2015. [3155

SUNBEAM 20-H.P., 1934, sliding-head saloon. Excellent condition. £150 or offers. 72, Grangefield Road, Shrewsbury. Tel.: 4630. [3156

SIDDELEY SPECIAL, 1934. Grey. Good lines. Overhauled. Spares. £95, o.n.o. Taylor, 51, Bishop's Avenue, Bishop's Stortford. [3157

VOLKSWAGEN. Reg. 1951. Engine, transmission re-cond. Bills shown. £275. Lucas old-type wiper motor, brand new, 12v., £2. 1, Burleigh Road, Hillingdon, Middlesex. Tel.: Uxbridge 6060. [3158

IAT 501 saloon, 1924. Very good condition. Well-base rims. £45, o.n.o. Four 21-in. Rolls wheels, good splines, £4. 107, Station Road, Ashford, Kent. Tel.: 99, after 7 p.m. [3159

£120 PER TON!!!—2½ tons of 1929 Bentley 6½-litre drophead coupé. This car really is an excellent example of an enthusiast's car. Engine completely overhauled recently, brakes relined, new battery, spot-lamps, reversing lamp; dynamo and starter overhauled, new tyres. Ready and raring to go at a touch of the button! The Cambridge Road Garage, Sawbridgeworth, Herts. Tel.: 2166. [3160

1936 SPEED TWENTY-FIVE V.D.P. Alvis drophead. Very good original condition. Small garage forces sale. £225, o.n.o. Hatley, 12, Lebanon Park, Twickenham. Tel.: Popesgrove 1459. [3161

WOLSELEY 12/48 saloon, 1937. Dismantling privately for spares. Almost everything available, including body. Excellent engine. State requirements. Major Money, Horndon-on-the-Hill, Essex. [3162

AUSTIN SEVEN, red, sports, Gordon England body. New battery, tyres, generator; all-weather. Taxed, insured. £105. Tel.: Wallington 1946. 5, Almond Avenue, Carshalton, Surrey. [3163

MORGAN 4/4, 1940. Standard engine, overhauled with gearbox December. New tyres, battery, king-pins October. Garaging difficulties enforce sale. £260 or offer. Tel.: Hayes 3558. [3164

FOR SALE—*continued*

BRADFORD UTILITY, Dec., 1951. Low mileage. Perfect condition throughout. £260. Will consider offer. Mallinson, 389, Harlington Road, Hillingdon, Middlesex. [3167

CHASSIS, 1934 Singer Nine engine, gearbox, shaft and axle complete, ready to tow away. What offers? Tel.: HIT 2275. [3169

STANDARD AVON, 1935. Sports coupé, coachbuilt; recently overhauled and resprayed; good tyres. Meticulously maintained and in really spanking condition. £85, o.n.o. Box No. X170, Motor Sport, 15, City Road, E.C.1. [3170

ARNOTT SUPERCHARGER, cheap, as new. Details on application. Braddock, Oldknow Road, Marple. [3171

ROVER SPEED TWENTY, 1933, all spares available. Doughty, St. Anne's Well, Broadway, Andover. [3173

1950 HEALEY ABBOTT 4-seater drophead. Brand-new tyres and hood. Excellent throughout. Ex-titled owner. Heater and screen washers. £495 (cost £2,000) or £165 deposit. 1932 Alvis Speed Twenty 4-seater drophead. Cycle wings. Specially fitted vacuum-servo brakes. £75 or £25 deposit. Montroe Motors, Epping New Road, Buckhurst Hill, Essex. Tel.: BUC 1171. Open always. [3174

1925 MORRIS-COWLEY open 2-seater. Good general condition and excellent appearance. Reliable. £50. Nelson, 81, North Side, Clapham Common, S.W.4. [3176

MY GOOD COMPANION for eight years. M.G 2-litre sports saloon, 1937. In A.1 condition. New batteries, springs. No dealers. £165. Hall, Tel.: LEY 4301, 9 to 6. [3177

RILEY ADELPHI 16/4, 1938. Overdrive. Built-in jacks, twin spots, foglamp, double Servais, polished ports, head. Almost 100%. 90 m.p.h., 27 m.p.g. £40 below dealer's price, £245, o.n.o. Tel.: Wallingford 3001. [3178

MOTORING MAGAZINES. *Autosport,* volumes one to eleven complete. *Vintage and Thoroughbred,* volumes one, two and three complete. Offers. Box No. X179, Motor Sport, 15, City Road, E.C.1. [3179

I WILL BRING my 1953 XK120 hardtop, £690, 20,000 miles, or 1955 Austin-Healey, £775, 50,000 miles, to your door if you pay expenses. One has to be sold—tax " bod " thinks I should only run one. Tel.: Devonport 1153. [3183

DISMANTLING 1937 3½-LITRE Jaguar. 1935 M.G. Magnette, close-ratio E.N.V. box. 1936 Triumph Gloria. Write, Embankment Motor Works, 5, Arnolds Point, Plymouth. [3184

1930 RILEY NINE Monaco. Mechanical condition excellent. Fully reconditioned engine. New c.w.p. Four new tyres. Only one snag—needs new body. Offers complete or would break for major parts. Holben, 55, Colne Road, N.21. Tel.: LAB 3834. [3185

BUCKET SEATS (fibre-glass), sports/racing type; untrimmed, with foam-rubber slabbed seat; extremely light; £3 10s. Touring type, trimmed, spring seat, £7. Touring type, trimmed, Dunlopillo, £8. Touring type, trimmed, hide and Dunlopillo, £9 5s. Lea-Francis engine and gearbox, complete and ready for use. Compression ratio 9 : 1, 1,500 c.c. Lead-bronze bushes. Mileage 8,000. Overhauled before offering for sale. Nearest to £200 secures. Hill's Fibre-glass Developments Ltd., Rose Works, Lichfield Road, Wednesfield, Staffs. [3186

1924 HUMBER 15.9 landaulette with division. C.A.V. electrics, good battery, tyres, etc. Mechanically and bodily excellent. Taxed. £125, o.n.o. 17, Lightwood Avenue, Lytham, Lancs. Tel.: 7013. [3187

OAA 300, BUCKLER DD1. Coventry-Climax engine, de Dion rear end (three ratios), Lockheed hydraulics, rack-and-pinion steering. Very fast and successful competition car. See Buckler's advertisement for picture. £900, o.n.o. W. A. Liddell, Fullerton Grange, Andover, Hants. Tel.: Chilbolton 242. [3189

CITROEN roadster, 1939/40, Light Twelve, grey with red hood, radio, oil-coil, heavy-duty shockers, etc. £200, offers. Young, Worthy House, Winchester. Tel.: 4284. [3190

MAGAZINES (1930s) : *Motor, Autocar,* (100), £7. *Light Car* (80), £3. *Practical Motorist* (75), £3. *Morris Owner* (28), £1. Seventeen motoring books (1907-1930). £3. S.A.E. Lambert, 347, Gertrude Road, Norwich. [3191

1930 ASTON MARTIN open 4-seater, professionally fitted 30-h.p. Ford V8 engine. Good condition, terrific performance. Also spare engine, rad., etc. Taxed, insured. £150, o.n.o. Towndrow, 75, Norfolk Avenue, London, N.13, or HOL 2284. [3192

UNDERSTANDING PARENT (plus £170, o.n.o.) required for " Jo," who is the last word in Austin Seven Nippys. Sounds, looks, and, more often than not, goes like the proverbial bomb. Box No. X195, Motor Sport, 15, City Road, E.C.1. [3195

MORRIS TWELVE saloon, 1929. Running until two years ago. Two tyres practically unused. Beams, 4, Cottage Road, West Ewell, Surrey. [3196

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

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- ☐ **TRIPLE-CARBURETTER MANIFOLDS.** Three 1½" S.U. (sports). For Zephyr/Zodiac. Part No. Z/3H4SEK @ **£38 . 15 . 0.**
- ☐ **INNER VALVE SPRINGS.** For Zephyr/Zodiac. Part No. Z/20/R @ **£1 . 10 . 0** per set.
- ☐ **TWIN-CARBURETTER MANIFOLDS,** supplied with one Solex carburetter as fitted to "new" Anglia/Prefect. Part No. AP/900/SOL/K @ **£11 . 19 . 0.**
- ☐ **TWIN-CARBURETTER MANIFOLDS.** Two 1¼" S.U. For Popular, 8 h.p., 10 h.p. Part No. 900/2SUK @ **£15 . 19 . 0.**
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- ☐ **TWIN-CARBURETTER WATER-COOLED MANIFOLDS** (alloy). For marine use. Zenith, Solex, S.U., Amal.
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- ☐ **RACING CAMSHAFTS.** For "new" Anglia/Prefect. Part No. AP/600/R @ **£16 . 10 . 0.**
- ☐ **RACING VALVE SPRINGS.** For Popular, 8 h.p., 10 h.p. Part No. 825/R @ **£2 . 8 . 0** per set.
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FOR SALE—*continued*

ALVIS T.K. 12/60 Beetleback. Mechanically good. Much money spent last year. Coachwork average; therefore going at £70 with spares. Details from, Tel. : Gerrards Cross 2826 (Bucks.). [3322

1937 RILEY ADELPHI 1½. Really first-class condition throughout. Must be seen and tried. Radio. £220, o.n.o. Symonds, 5, Preston Wave, Harrow, Middlesex. Tel. : ARNold 4911. [3325

LANCIA APRILIA, 1938. Engine just reconditioned. New Marchal lamps and carpets. Also 1939 wheels. Good, clean car. Well maintained. £320, o.n.o. Downing, 29, St. George's Road, Dorchester. [3326

SINGER LE MANS 2-seater. Immaculate. £60 spent recently. Offers. Summit Hotel, Heywood. Tel. : 6693. [3327

2-LITRE LAGONDA, 1933, 4-seater tourer. Engine, body perfect condition; new tyres. £115, o.n.o. Harwin, Small Lode, Upwell, Wisbech. [3328

1932 RILEY NINE saloon. Good runner. Tyres good. Bodywork above average. £45. Pettifer, 27, High Street, Bromyard, Herefordshire. [3329

ALVIS, 1939, Speed Twenty-five Charlesworth drophead. New lined hood. Brakes relined. Resprayed grey/black. Excellent tyres, and condition. Taxed. £235. Bastin, 65, Herberton Road, Southbourne, Bournemouth. [3330

ALVIS FIREBIRD, 1935, spares. Mechanical and body panels, etc. Fox, Rydal Cottage, Cockyard, Chapel-en-le-Frith, Derbyshire. Tel. : Chapel 20. [3331

SCOTTISH P.V.T. RILEY Gamecock (1932) 2-seater. Reliable. 35 m.p.g. Excellent condition. New hood. Taxed, insured. Any trial. £120, o.n.o. J. P. Murphy, "Lisleitrim," South Brae Drive, Glasgow. Tel. : Scot 1466. [3332

£65. 1934 10.8 TRIUMPH. in daily use, reliable and good looking. 202, Sutton Court Road, W.4. [3333

SPORTS CAR SPARES. 18-in. k.o. wheels and tyres, 6 in. speedo and rev.-counter, Runbaken coil, seats, Desmo spotlamps and many other parts. Doughty, St. Anne's Well, Broadway, Andover. [3338

FRAZER-NASH-B.M.W. Type 319 d.h.c., 1937. Engine overhauled. Twin carbs. Fast and economical. Very good condition. £145. Fiat 500 cabriolet. Engine and gearbox completely overhauled. £165. Bone, Old Rectory, Weeting, Suffolk. Tel. : Brandon 265. [3339

1926 MORRIS-OXFORD, "bull-nose," lorry body, £14. 1930 Morris-Cowley, non-runner, £12. Both cars suitable spares and ready tow away. No callers Sundays. T. B. Ash, Rockfield, St. John's Road, Buxton. [3342

M.G., 1939, TA Lester engine, 1,500 c.c., 16-in. wheels. Excellent condition. £250, or part exchange for Riley Nine Kestrel. Wain, 706, Lightwood Road, Longton, Staffs. [3343

RILEY NINE GAMECOCK, Special Series engine, 1 11/16-in. crank, twin S.U.s, 7.5 : 1 c.r., manual box. Good performance, tyres and batteries. Ten years' history available. £100, o.n.o. Masurel, 29, Oakley Road, Clapham, Bedford. [3344

M.G. J2. Beautiful specimen. Requires good home. Reconditioned. Meticulously maintained. £150. Photo. Deeker, 117, Burdon Lane, Cheam, Surrey. [3345

ALVIS SILVER EAGLE, 1936, drophead. Handsome, roomy, quality car, complete with instruction book. £135 or will haggle. 4, Spring Avenue Whitefield, Manchester. [3346

RILEY MERLIN 12/4, 1936, £65, and Nine 1932 £35, o.n.o., or would break. Box No. X347, Motor Sport, 15, City Road, E.C.1. [3347

£35—1929 2-seater Jowett. Good condition throughout. Palmes, Shilstone, Chagford, Devon. [3348

FORD-M.G.—unfinished—nearly all components. New body and weather. Bargain—matrimonial—£68, o.n.o. Achurch, Orton, Waterville, Peterborough. [3349

1935 TALBOT 18-H.P. sports saloon. £138 overhaul, all bills shown. Absolutely any trial given. Sacrifice at £135. Kearns, 3, Lanoweth Road, Penzance, Cornwall. [3350

RILEY NINE KESTREL, 1934. Crash gearbox. Good condition all round. £90, o.n.o. Also few spares, head, etc. Offers. 9, Cottage Road, Leeds 6. [3351

M.G. TC cylinder head, complete, good condition, £7. Box No. X352, Motor Sport, 15, City Road, E.C.1. [3352

RARE MODEL 1931 Vauxhall 24/80 sports, 100 m.p.h. £125, o.n.o. Winter, Great Western Hotel, Winchester. [3353

RILEY NINE MERLIN utility, 1937. Recent engine overhaul, new battery, two spare wheels, removable back seat. Ideal for camping holiday. £89, o.n.o. Owner broke. Barlee, Moddershall, Stone, Staffs. [3354

ROLLS-BENTLEY 4¼, KU series, 1938. Thrupp & Maberley sports razor-edge saloon. Under 20,000 since engine overhaul. New tyres. Immaculate appearance. £450, o.n.o. H. Booth, 55, Headingley Lane, Leeds. Tel.: 54795. [3355

SPORTS FORD C.R. Special, fitted with twin Amal carburetters. High gear axle, good tyres. Built 1954. £300. L. Hadler, Dene Gate, Portsmouth Road, Camberley, Surrey. [3356

FOR SALE—*continued*

1,100-C.C. FIAT pillariess saloon. Black, red upholstery. Sleeved to standard. Amazing performance, 70-75 m.p.h., 35 m.p.g. Best offer over £150. Tel.: ELM 7525. [3357

1947 LEA-FRANCIS 14-H.P. estate car. Exchange 10/12-h.p. saloon, sports, or sell. 12, Shaftesbury Street, Burnley, Lancs. [3358

RILEY TWELVE, '33/34. Maintained regardless. Chassis under-sprayed, superb body. Only wants seeing. Photos on request. £115, o.n.o. Tel.: Loughton 5358. [3359

HILLMAN MINX ENGINE, 1946. Under 10,000 miles factory reconditioned, highered compression, water pump; complete less dynamo and starter. Also steering unit complete with wheel, as new. £27 10s. or will separate. Tel.: Canonbury 3817, after 5.30 p.m. [3360

AUSTIN NIPPY, 1935. Excellent condition. New hood, screens, battery, wiper. £110. Trevellick, 31, Portland Road, Birmingham 16. Tel.: EDG 0897. [3361

1929 16/50 HUMBER tourer. Two owners from new, original equipment. £50. Berry, Resthaven Hotel, Thurlestone, Devon. [3362

M.G. NA MAGNETTE, 1934, 2-seater, £90. Reconditioned starter, new battery, coil. Tyres and general condition good. Box No. X363, MOTOR SPORT, 15, City Road, E.C.1. [3363

TD M.G., red. Excellent condition. Laystall head, h/ratio r/axle. Heater, tonneau, luggage grid, fog/reverse lamps, rimbellishers, Andrex extra dampers. £450. 10, Kenton Gardens, St. Albans. Tel.: 6688, daytime. [3364

ALVIS FIREBIRD saloon, 1935; 4,000 miles since £100 overhaul. Thoroughbred, fast motor; comfortable cruising speed 60/65. Body good. No time-waster. Warrants inspection. £130. Jones, 38, Rennets Wood Road, Eltham, S.E.9. Tel.: Wallington 2784. [3365

AUSTIN A90 convertible, 1951. Overdrive third and top. Special large hydraulic brakes, radio, heater; 100-m.p.h. car. One owner from new; wonderful condition. £450. Cotes-Preedy, 11, Emscote Road, Warwick. [3366

MORRIS EIGHT, Series I, 2/4-seater. New hood, re-upholstered, most mechanical parts reconditioned. £90. Lovelace, 14, Sutton Dene, Hounslow (Tel.: Southall 1611, business). [3367

1939 FRAZER-NASH-B.M.W. 326 2-litre saloon, in nearly original condition. Heater, screen-washers, freewheel, and one-shot chassis lubrication (that really works!). A rare unflogged specimen. £325. Freeman, 123, Kensal Road, W.10. Tel.: 4781, daytime. [3368

SINGER SPORTS, 1951, 4AB. 27,000 miles. Blue. Seat covers, heater, horns, fog and spot-lights. Quite perfect. Nearest £340. Box No. X369, MOTOR SPORT, 15, City Road, E.C.1. [3369

RILEY NINE MONACO, '36. Twin Zeniths, two spare wheels. Reliable. £120, o.n.o. Box No. X370, MOTOR SPORT, 15, City Road, E.C.1. [3370

MORGAN PLUS FOUR 2-seater tourer. Brand new, 1956 ex works. Maker's guarantee. Red, black upholstery. List £845, accept £795, o.n.o., for quick sale. Tel.: London, Flaxman 2163; or Liverpool, Stoneycroft 1878. [3371

B.M.W. TYPE 326. In exceptionally good condition, engine only recently bored out to .040; low mileage, believed genuine judging by condition of leather upholstery and carpets. Fitted many extras, heater, etc. £245. D. H. Wallace, Sturry Motor Co., Ltd., Sturry Road, Canterbury. [3372

SALE—1937 ROESCH Talbot BD75, aluminium-panelled saloon. Manual gearbox. Excellent cellulose, chrome, tyres, mechanically. Recent new carb., 22 m.p.g. £110. Details. N.E. England. Box No. X373, MOTOR SPORT, 15, City Road, E.C.1. [3373

ALVIS SILVER EAGLE. Engine in excellent condition, decarbonised, capable 80 m.p.h. loaded; new batteries, dynamo overhaul, brakes relined. Hendon testing station report gladly shown. Loose covers, usual lighting and accessories. Cellulosed black, comfortable 4-seater. 1934 June model. Good tyres, luggage rack, very comfortable car. "Forced" to sell; wife wants a house. Will have to take nearest offer to £120. Evenings, weekends. Davis, 9, Upcroft Avenue, Edgware, Middlesex. [3374

1954 MOD. PEUGEOT 203 saloon with raised-compression engine, resulting in astounding performance at 35 m.p.g. Fitted with many French embellishments, wheel discs, loose covers, heater, overdrive, sun-roof, and Michelin "X" tyres. Genuine low mileage and one fastidious owner from new. £625. Freeman, 123, Kensal Road, W.10. Tel.: LAD 4781, daytime. [3375

LUCAS SFT 700 FOG-LAMP, complete with switch and bracket. Perfect. £3. Michaelson, 40, The Vale, London, N.W.11. Tel.: Meadway 3728. [3376

SINGER LE MANS, 1936, sports saloon. Engine and body good condition. £100, o.n.o. G. E. Wreford, The Bakery, West Camel, Yeovil, Som. [3382

VINTAGE 1921 CROSSLEY tourer 19.6, in perfect condition. Any trial. Nearest £80. Box No. X384, MOTOR SPORT, 15, City Road, E.C.1. [3384

£20—TRIUMPH 2-seater Special, 8 h.p. Reconditioned steering, clutch, springing, hydraulic brakes. Spare block, wheel, con.-rods and other spares. Body unfinished. Engine good. Magee, 83, Crofton Lane, near Fareham, Hants. [3383

S.U. electric petrol pumps: fifteen 12-volt, eight 6-volt. Guaranteed first-class condition. £2 each, postage 1s. 6d.; or c.o.d. Box X385, MOTOR SPORT, 15, City Road, E.C.1. [3385

1922 11.4 HUMBER 2/3-seater. Unmodified. Original even to hood and muff. £60 or near offer. Smith, Osborne Lodge, The Park, Cheltenham. [3386

BRITISH SALMSON, Sept., 1936. Smart 12-h.p. sports saloon. Genuinely good all-round condition. £140, o.n.o. Dancer, Gulls, Stroud, Glos. (Tel.: Stroud 936.) [3387

1937 PACKARD Model 120, black saloon. Clean condition. £130 or offers. (Gloucester.) Box No. X388, MOTOR SPORT, 15, City Road, E.C.1. [3388

AUSTIN SEVEN SPECIAL, few minor details to finish; drive away, £25. Williams, Homestead Farm, Redcliffe Bay, Portishead, Bristol. Tel.: Portishead 2053. [3389

FORD EIGHT SPECIAL, built 1953. Cycle wings, slab tank, new tyres, battery. £85. Tel.: Livingstone 4929. [3390

VINTAGE AUSTIN CHUMMY, absolutely original. Good condition, new tyres, battery. £55, o.n.o. Tel.: FIN 2238, after 7 p.m. [3391

1936 SINGER Le Mans 4-seater, good condition throughout. Spare engine. Must be sold, nearest £100. 30, Leadale Green, Leyland, Preston. [3392

LEA-FRANCIS, 1949, 14-H.P. 2/4-seater sports. Good performance, excellent condition. Owner going overseas early May. £365. Capt. Jackson, Depot R.E.M.E., Arborfield, Berks. [3393

M.G. 2-LITRE, 1937. Classic car in excellent condition. Recent £60 complete engine overhaul. Saloon comfort, sports car performance. Wing mirrors, spot-lamp, sun-roof, rev.-counter, etc. Very good tyres. Owner engineer enthusiast. £195. Nicholas, 30, Esplanade (The Sea Front), Seaford, Sussex. It's worth a trip to the seaside! 13 m. Brighton and 9 m. Eastbourne. [3394

ROVER FOURTEEN, 1936. For sale or dismantling. Body, tyres, battery good; engine cracked. Offers: Cass, 194, Kingsway, Ossett, Yorkshire. [3398

750 SPECIAL, requires detail work to complete; rebored, lowered suspension. Smart body. Bargain, £39. Tel.: Whitstable 3187. [3399

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1951 ALVIS 3-LITRE saloon. Black, with brown leather. High-compression engine. A very comfortable 100-m.p.h. saloon at **£695.**

1934 SINGER LE MANS 2-seater. Excellent condition throughout. Red. **£145.**

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1937 ASTON MARTIN 2-LITRE drophead coupe. A very smart car in very fine condition throughout. Fast and economical. **£295.**

1938 LANCIA APRILIA. Black and red, with red leather. **£295.**

1933 SUNBEAM 25-H.P. saloon. Good order throughout. **£125.**

1939 DELAGE D6/75 saloon. Immaculate condition. **£295.**

1939 DELAGE D6/75 drophead coupe. New hood. **£295.**

1938 DELAGE D6/70 saloon. Very good mechanically. **£195.**

1953 TRIUMPH THUNDERBIRD 650-c.c. twin motor-cycle. Excellent condition throughout, 15,000 miles. Practically new condition. **£165.**

1949 ALLARD drophead coupe. Fair condition throughout. **£245.**

ROLLS-ROYCE PHANTOM II Continental Owen sedanca drophead coupe. This magnificent and elegant car had a complete engine overhaul a short time ago costing more than the price now asked. **£595.**

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EX-GAMMON M.G. TC, 1,467 c.c. Successes too numerous to mention. Placed at every meeting last year. This car now offered at £300, together with spares. Complete overhaul 1,500 miles ago. Ideal for club events, sprints, hill-climbs, etc. Definitely not a "passion wagon"! Join the queue at: Low Grange Garage, Trunk Road, Middlesbrough. Tel.: 58353. [3197

BRAND-NEW D-TYPE JAGUAR, immediate delivery. Best offer accepted. Part exchange and hire-purchase terms available. Brian Naylor, 81, Wellington Road South, Stockport. Tel.: Stockport 4234-6138. [3198

LOTUS-CONNAUGHT Mk. VIII/6, 1,488-c.c. sports/racing car. Twenty-three successes last season, including 16 firsts. Fully prepared for another racing season. Best offer to Brian Naylor, 81, Wellington Road South, Stockport. Tel.: Stockport 4234-6138. [3199

STANDARD 8/10 OWNERS! Fit a Weston gear-lever extension. Improves gear-change. 7s. 6d. post free, fitted with black plastic knob. From: Weston Electric Units Limited, Foulridge, Lancs. [3200

£20, O.N.O. '36 Singer chassis, engine, wheels, four new tyres, one spare, hydraulic brakes. Kent. Box No. X201, MOTOR SPORT, 15, City Road, E.C.1. [3201

WOLSELEY HORNET sports, 1932. Good working order. Also some spares. Offers. 141, Glendower Road, Perry Barr, Birmingham. [3202

J2 ENGINE. Rebored, new pistons, cam drive, rear sleeve, etc., gearbox, all accessories. Will split. Offers. Bristol 5-cu. ft. compressor, £30. White, Garage, Cranfield, Beds. [3203

1938 RILEY 16.4 Kestrel. Manual box, overdrive, freewheel. Good condition. £230, or exchange 1938 Riley 1½ or Nine tourer. K. Law, 3, Elmbury Drive, Tewkesbury, Glos. [3205

1927 RILEY fixed-head coupé. 2,000 miles since £50 engine overhaul. Good condition. £65. Gage, Guithavon Road, Witham, Essex. [3206

1929 TRIUMPH 8-H.P. 4-seater tourer. Engine reconditioned 1955, new diff., etc. £30. Southward, 19, Harley Street, W.1. [3207

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LAGONDA 2-LITRE tourer. 1930 low chassis. Sell cheap or swap 2-seater, any condition. Letters: 17, Belvedere Road, S.E.19. [3208

1933 RILEY KESTREL. Engine overhauled 4,000. Also electrics. Bodywork excellent. Good tyres. £165, o.n.o. Tel.: Palmers Green 1849. [3209

SINGER LE MANS Replica Nine, 1935. Enthusiast's delight. One of the three works team cars. Most impressive in performance and appearance. £185, o.n.o. Box No. X210, MOTOR SPORT, 15, City Road, E.C.1. [3210

1925 3-LITRE drophead coupé Corsica. Body in good condition, engine just overhauled; good tyres. £250. Apply: "Spindles," Star Hill, Sevenoaks, Kent. Tel.: Knockholt 3140. [3211

AUSTIN SEVEN saloon, late 1932. Good runner, very reliable, clean condition. £40, o.n.o. Tel.: Larkswood 2291, day; Loughton 4477, evenings. [3216

"SPECIAL," near completion. Morris Eight basis. Completely overhauled and modified. "Mistral" fibreglass body. £200. Box No. X217, MOTOR SPORT, 15, City Road, E.C.1. [3217

HANDBOOKS, WORKSHOP MANUALS: list, sixpence; inquiries, stamp. Catalogue 500 motoring books, ninepence. Gray, Hurstpierpoint, Sussex. [3218

AUSTIN SEVEN chassis, completely rebuilt, suitable "special." £35. 27, Church Street, Shirley, Southampton. Tel.: 72653. [3219

VETERAN CAR, ROLLS-ROYCE landaulette, 1910. V.C.C. certificate. Completely restored and competed in V.C.C. rallies over last two years. Perfect condition. £650. 237, Old Birmingham Road, Bromsgrove, Worcs. [3221

LAGONDA 16/80 tourer, 1934, sports 4-seater. Maintained regardless of cost by enthusiastic Lagonda Car Club owner. Any trial. £225. Purday, 26, Stanfield Road, Quinton, Birmingham 32. [3222

SUNBEAM 4-seater drophead coupé, 1934, 24 h.p. Engine recently reconditioned. Four brand-new tyres. Requires new hood and slight attention to wings. £45 to clear. Central Motor Co. (Birmingham) Ltd., Suffolk Street/John Bright Street, Birmingham. Tel.: Midland 5938. [3223

1939 SINGER NINE tourer for sale. £150, o.n.o. Frost, Dove Cottage, Stapleford, Cambs. [3224

ENTHUSIAST WISHES. Buy components for "special": engine, chassis, body, etc., from tired builder. Eccles, 34, Vandon Court, Petty France, London. [3220

1932 HORNET SPECIAL, moderate condition; slipping clutch. Owner, P.O., sailing. Taxed. £60. P. Laurie, 83 Mess, H.M.S. Vanguard, Devonport. [3226

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ALVIS 12/50, 1928, tourer, seats three, with dickey for two. Recently resprayed black, re-upholstered red. Bills for over £100. Engine rebored 1951. New magneto 1953. New battery 1955. Four tyres almost new. Many spares, springs, brake drums, radiator, etc. Giving away for £90, o.n.o., for family reasons. View London. Palairet, 23, Tedworth Square, S.W.3. [3225

EXCEPTIONAL LEA-FRANCIS 12/40, 1928, 2-seater, dickey. Mileage 57,000. Paintwork, body, instruments, upholstery, excellent original condition. Engine sleeved, crank ground, 52,000. Spares include: twin-port head, heavy crank, four steel rods, set 8.1 pistons, two fruity camshafts, engine transmission, electrical replacements. In total 25 major items. No junk. £150 the lot, o.n.o. Detailed list, photo, from Venning, The Old Farmhouse, Bishops Stortford. Tel.: 1232. [3227

JAGUAR DROPHEAD 2½-LITRE, 1938. Resprayed November, 1954. Engine overhaul January, 1955. New battery and radiator, good tyres. Grantham, Roxholme 1, Cornfield Close, Seaford. Tel.: 2362. [3228

VOLKSWAGEN DE LUXE, 1955, 11,000 miles. Screen washers. £625. Giles, Healing, Lincs. [3229

M.G. 18/80 MK. II, Carlton drophead body. Good order and used for daily transport. Will respond to affectionate attention. No reasonable offer refused. Tel.: Bristol 68-3630. [3232

MINERVA 40-H.P., 1930, limousine, 34,000 miles, perfect. 1930 Rolls, excellent chassis, sporty 4-seater. Triumph 14/60 roadster, thoroughly overhauled, newly painted 1939. Austin-Healey Special, 7,000 miles. Offers, W. B. Wright, Whaplode, near Spalding. [3233

M.G. 18/80 MK. II tourer. First-class condition. New tyres, new big-ends and new clutch complete. Very fast car. £140. Write, Trollope, Proverbs Green, High Roding, Dunmow, Essex. Tel.: Good Easter 218. [3234

1939 AUSTIN NIPPY, l.h.d. Good condition. Genuine. £140, o.n.o. S.A.E. 138, Orchard Way, Shirley, Croydon, Surrey. [3236

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£225. Victor saloon, 1½-litre, 1938. Black, with grey leather upholstery. Completely overhauled recently and all the bills are here. Very clean and tidy throughout.

£255. Kestrel 16/4, 1938. The "Blue Streak" model, with 2½-litre engine, a seductive body and an even more tempting performance. In spite of this the overdrive and freewheel keep it on the right side of 25 m.p.g. Black with grey leather.

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ROLLS-ROYCE PHANTOM I, 1928, van. Running order. Best offer for good home. Box No. X235, MOTOR SPORT, 15, City Road, E.C.1. [3235

" MOTOR SPORT," Jan., '53-March, '56. *Light Car, Autocar, Motor, Autosport*—112 copies good condition. Offers over 50s. Box No. X237, MOTOR SPORT, 15, City Road, E.C.1. [3237

SMITH BENTLEY carburetter and manifold, etc. About £4. Jones, 30 High Street, Burnham, Bucks. [3238

M.G. VA 1½-LITRE tourer, 1938. Complete engine and mechanical recondition, including all suspension, 3,000 miles ago. Body excellent. About £220. Must sell this or 1954 Hillman Californian. Henry, 17, Ballbrook Avenue, Manchester 20. Tel.: Didsbury 4101. [3243

ALVIS/LAGONDA tourer. Registered 1937. Rustless. £70. Webster, Lower Clark Street, Scarborough. [3244

SINGER NINE Le Mans 2-seater coupé. Engine overhauled, crank ground, etc. New battery, good tyres. £90. Seen Reading. Box No. X245, MOTOR SPORT, 15, City Road, E.C.1. [3245

M.G., 1939, TA Tickford coupé. Grey, with red hood. Good condition. £270, o.n.o. Tel.: Streatham 4018. [3246

TC M.G., Nov., '46. Black. 8,000 since rebore. Recent hood, screens, tonneau. Brakes, steering, overhauled. £325. Impending marriage forces reluctant sale. H.P. arranged. "Hilland," Headley, Hants. Tel.: Headley Down 2254. [3248

1950 PEUGEOT 203 saloon. Show model. Excellent condition. Extras include radio, heater, foglamps, demister, luggage rack, parking lights, reverse light, rimbellishers, etc. 70 m.p.h. cruising speed, perfect roadholding; 34 m.p.g. £425. Bone, Old Rectory, Weeting, Brandon, Suffolk. Tel.: Brandon 265. [3247

BUGATTI TYPE 30 2-litre straight-eight, 1925, in original vintage condition. Well shod, reliable, good hood, sidescreens and three spare wheels, spare dynamo, selection metric nuts, bolts, and other spares. Must be sold quickly, £175, o.n.o. Also Austin Heavy Twelve, 1928, saloon; broken piston. Spare block, head, £10. Paxton, Longford House, The Park, Cheltenham, Glos. Tel.: 3202, after 6 o'clock. [3252

RILEY NINE, 1932. Good all-round condition. New tyres, king-pins, piston rings. Magneto and dynamo rewound. Must sell, £45. Spares from broken Monaco, block, crank, f/axle, wheels, etc. Tel.: Sanderstead 3559. [3255

FOR SALE—*continued*

VINTAGE DURANT, 24 H.P., 1924, in running order. One owner. £15. Curling, King's Road Garage, Herne Bay, Kent. [3253

1926 14/40 VAUXHALL saloon, aluminium body, showroom condition. H.C. pistons, Marchal optiques, seven good tyres, leather upholstery, many spares, guaranteed good order. Everything works; economical; licensed. £150. Ratcliffe, Allerton, Axbridge, Somerset. [3254

1938 M.G. TA. Exc. condition. New hood, batteries, dynamo, re-upholstered. £230, o.n.o. Tel.: BUC 3718. [3256

LAGONDA 16/80 tourer, 1933. Just repainted red-black. Chassis, body, excellent. Hood, tyres, good. Screens fair. Batteries, one new, one almost. Crankshaft recently reground, bearings remetalled. Instruction book. Comprehensive insurance till October. Handsome car. £155, o.n.o. Hillcrest Garage, Tower Road West, St. Leonards-on-Sea. Tel.: Hastings 2157. [3257

RILEY, 1936, 1½-LITRE. Good condition. Engine reconditioned Dec., '55. £145. 457, Hertford Road, Edmonton, N.9. [3258

BUGATTI 2-LITRE straight-eight tourer, 1925. Partly dismantled. Offers. Box No. X148, MOTOR SPORT, 15, City Road, E.C.1. [3148

RILEY 12/4, completely overhauled and rebuilt 1950 with tourer body, fastidiously maintained since. Preselector, huge luggage grid, two new tyres, batteries, dynamo, silencers. Moon, 115, Junction Road, Stockton. Tel.: 53268. [3259

MORGAN SUPER SPORTS, 1935. £125. Austin Seven "Speedy," 1934. £165. Both cars in first-class condition. Private. Reader, 81, High Street, Bromley, Kent. Tel.: RAVensbourne 8444. [3260

RILEY KESTREL. £135. Very good, 1934 body fitted with reconditioned 1936 15/6 engine and gearbox. Reconditioned radiator, battery, starter motor, dynamo. Bills for £170. Tel.: Speedwell 5296. [3261

PEUGEOT 203, 1954 (Sept.). Carefully used and maintained by lubrication engineer. Anti-rust fiend. Most excellent condition. Wildig, 9, Half Edge Lane, Eccles, Manchester. Tel.: Eccles 2599. [3262

RAPIER, 1938, RANALAH 4-seater sports. Excellent example in sound mechanical and body order. 6,000 miles since thorough overhaul. 6.70 by 16 rears if wanted. £200, o.n.o. 92, Westwood Road, Sutton Coldfield. [3271

1929 TALBOT 14/45 fixed-head. Generally good. £55. Nihell, "Logan," Cuddington Way, Cheam, Surrey. [3272

FOR SALE—*continued*

ASTON MARTIN INTERNATIONAL 1½-litre 2-seater, cycle wings, Zeiss headlamps, outside chrome exhaust, handbrake. New hood, magneto, camshaft, rocker arms, valve springs, etc. Exceptionally pretty in Alfa red. £195, or exchange for Le Mans. 635, Bury Road, Rochdale. Tel.: 48137. [3263

GOLDEN OPPORTUNITY to obtain really potent car; show model of 1936/37, timed at 120. SS 100 2½-litre Competition Sports Jaguar. Now with special valves and manifold, bronze head. During last six months complete engine overhaul included new bearings, rebore, reground crank. New differential assembly, crown and pinion, clutch, brakes. New hood and sidescreens; all at cost of over £100. Body generally good. Gift at £250, o.n.o. James, 17, Piggottshill Lane, Harpenden, Herts. [3264

VOLKSWAGEN L.H.D. Registered 1949. Resprayed. Good mechanical condition. £200, nearest. 73, Leam Terrace, Leamington Spa. [3273

A REAL MOTOR CAR. Owner reluctantly disposing of 1955 D.K.W. Sonderklasse de luxe coupé. 6,000 miles, as new, with extras, radio, Motorolo. Sell or consider pre-war good Aprilia as part exchange. Box No. X274, MOTOR SPORT, 15, City Road, E.C.1. [3274

B.M.W. 326 cabriolet. Original owner since new. Splendidly maintained, excellent condition throughout. £365, o.n.o. Dr. Williams, 1E, Hyde Park Mansions, N.W.1. Tel.: PADdington 5547 (evenings). [3275

FRAZER-NASH, 1933, T.T. replica. 4-speeds. Two spare wheels. Twin o.h.c. Anzani 65 b.h.p. fitted 1937. Recent renewals. Wiring. Petrol tank. Tyres. Present one original owner now tired of vehicle, frequently laid-up during foreign service. £225. Box No. X276, MOTOR SPORT, 15, City Road, E.C.1. [3276

TRIUMPH ROADSTER 1,800. This vehicle has been recellulosed black, rechromed, new hood and is in excellent condition. Many extras including brand new high-ratio gearbox, medium-ratio box (fitted), twin S.U. carbs., spare downdraught Solex with manifold. Fitted heater, radio, twin spotlamps, twin horns, twin visors, twin wing mirrors, rimbellishers, polished head and ports. Many spares including rocker gear, valve springs, gears, gaskets, etc. First £375 secures. Wilson, 64, Gatley Road, Gatley. Tel.: GAT 3341. [3277

LEA-FRANCIS 1½ Meadows 10 deg. sloping rad. Francis sports saloon, 1930. £75. 43, Little Paddocks, Ferring, Sussex. Tel.: Goring 42015. [3278

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TRIUMPH ROASTER 1,800, 1947, in immaculate condition, taxed 1957. New hood, sleeves, starter, brakes, Solex, blinkers, metallic grey. This overhaul was completed 2,654 miles ago. Nearest £360. 107, Heaton Moor Road, Heaton Moor, Stockport. Tel.: Heaton Moor 3349. [3395

LAGONDA 16/80 TYPE S drophead coupé, 1934. Most attractive two-tone blue and grey. Nearly new tyres and hood. Most parts been replated. £120. T. Clarke, 40, Alloway Terrace, Dundee. [3396

1935 LAGONDA RAPIER sports 2-seater. Over £100 spent last 12 months. Hood as new, all tyres very good. Mech. perfect. 80 m.p.h., 30 + m.p.g. Swept wings. £185, o.n.o. 1924 Singer Ten, all there—in running order and original. Two new tyres and tubes on back. Needs painting. £30, o.n.o. G. Bullock, Plantation House, Eaves Lane, Cheadle, Staffs. [3397

RILEY GAMECOCK, exceptional condition bodily and mechanical. £150. Box No. X400, MOTOR SPORT, 15, City Road, E.C.1. [3400

RILEY IMP. Recently overhauled. New crankshaft, camshafts, pistons, E.N.V. preselector box, brakes, etc. Excellent condition. £260. Tel.: Molesey 2443. [3401

18-IN. KNOCK-ON wire wheel. Excellent. £2, offers. Pavey, Kirkee Officers' Mess, Colchester. [3402

SIDDELEY SPECIAL, 4,960 C.C., 1935, sportsman's saloon. Rewired, new brake shoes. No fan and damaged rad., repairable. Must be towed away. Offers. Shepherd, 208, Church Road, Hanwell, London, W.7. Tel.: EAL 6177. [3403

ALFA-ROMEO 1,750-C.C. twin-cam, short-chassis d.h.c. £145. 598a, Kingston Road, Raynes Park, S.W.20. Tel.: Liberty 2959, daytime. [3404

1937 TRIUMPH GLORIA drophead. Very nice condition and good tyres. £85. H. Nutt & Son, Station Road Garage, East Grinstead, Sussex. Tel.: E.G. 12. [3405

1935 ALVIS Silver Eagle saloon. Mechanically good, body fair. £45. Adams, 16, Blackwell, Darlington. Tel.: 67048. [3406

FIAT 1,100, 1955. Most carefully used by driver of 30 years' experience. Has never been flogged. Butler/McMillen sale. Leather. £715, or would swap 600 or Minor plus cash. Tel.: FRE 0677. [3407

TALBOT 105 tourer. Modified engine. Faultless of serious ailments. First-class all-round condition. Honest value at £125. 11, Claremont North Road, The Park, Nottingham. [3408

ALLARD, 1948, open 4-seater sports, grey and red. Good condition throughout. £225. Merton Motors, Wythall Garage, Alcester Road, Wythall, near Birmingham. Tel.: Wythall 2130. [3410

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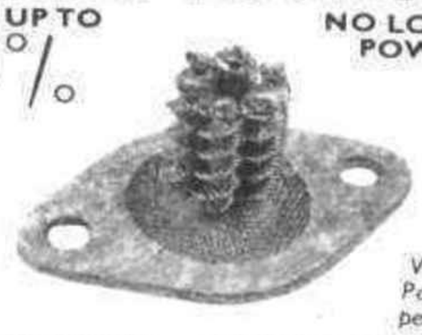
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ALVIS SPEED TWENTY, 1933, Vanden Plas drophead 4-seater coupé. Very fair mechanical order and coachwork condition. **£115.**

BENTLEY 3½-LITRE Mulliner 2-door sports saloon, 1935 series. Good chassis and very fair coachwork. **£345.**

BENTLEY 4½-LITRE saloon, chassis No. RC 46, registered in 1937, Corsica sports saloon body in extremely good condition. Engine just overhauled by us and fitted new rings, valves, big-ends, clutch centre, etc. This is the last 4½ Bentley built, and the indicated mileage of under 70,000 is probably genuine. The car looks most attractive (I estimate the actual body period to be '33-34) and runs superbly, and the price of **£350** is still moderate for this particular car.

FIAT TYPE 519, 27-h.p., 1925, short-chassis sports 4-seater, R.-W. wheels. Impressive car with an excellent performance. **£80.**

H.E. 2-LITRE SIX, 2/4-seater Corsica sports body. An attractive and unusual car in sound order. **£90.**

LAGONDA V12 sports saloon; registered 1945; complete engine overhaul by Davies Motors in July, 1953. A very immaculate and genuine car, at the very low figure of **£465.**

LEA-FRANCIS 9.8, 1925, 2-seater and dickey, f.w.b. axle fitted. Very sound, tidy, well-shod and well-hooded small vintage car. **£55.**

PANHARD ET LEVASSOR, 21.6 h.p., 1930, superb limousine by Jansen of Paris. Believed one owner since new; quite extraordinary standard of original condition. A really beautiful specimen. **£165.**

ROLLS-ROYCE TWENTY, 1928, 4-light owner-driver fabric saloon by Freestone & Webb; fair fabric, nice interior, extremely nice mechanical order. Believed only one owner until 1953. **£175.**

ROLLS-ROYCE 20/25, 1935, small limousine, by Park Ward. This is an excellent chassis and the coachwork is extremely good, the rear compartment having recently been completely retrimmed in West of England cloth. **£350.**

ROLLS-ROYCE TWENTY REPLICA drophead coupé, *circa* 1938, on 1926 chassis. Most attractive-looking car in extremely good order; recently rebored and shaft reground, new vibration dampers, etc. **£375.**

S.S. JAGUAR 2½-LITRE sports tourer, 1936; o.h.v. engine, good tyres, very fair body, poor hood. Only average mechanical order, but an attractive car at a bargain price, **£95.**

The following cars are all in sound order, with good tyres, etc., but do not seem to be over popular; therefore any reasonable offers will purchase them :

HUMBER 16/50 tourer, 1929.

MORRIS-COWLEY "bull-nose" 2-seater, 1924.

RILEY NINE MONACO saloon, 1934, manual gearbox.

S.S. JAGUAR 2½-LITRE saloon, 1936.

Edwardian Cars : 1914 **RENAULT** 27-h.p. 6-cylinder Hooper landaulette, in running order but needs much body restoration, **£75.**

UNIDENTIFIED car, mainly Lacoste and Batman proprietary components and de Dion engine, age anywhere between 1904 and 1908, partially dismantled but complete and in quite good order, with fair tyres, lamps, etc., and a more or less complete and easily restored 2-seater body, **£80** or near offer.

Fascinating early **RACING CYCLECAR,** possibly prototype G.N., *circa* 1912-13; twin M.A.G. engine, pointed-tail racing 2-seater body; in excellent and original order; offers around **£140. FORD MODEL-T,** early 1915, first-class coachbuilt van body (all mahogany); at present being put into running order; offers.

A complete **MULLINER** 4-seater all-weather body for **BLUE LABEL** long-chassis **BENTLEY,** fair condition, on a towable chassis (not Bentley), callers only, **£15.**

Hire Purchase and Insurance can be arranged on any car.

We are agents for the Borgward Isabella 1,500-c.c. saloon, which, at its inclusive price (inc. p.t.) of £1,210, is quite the most attractive car of its type offered to the British motoring public.

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FOR SALE—*continued*

LEA-FRANCIS light blue sports, 2½-litre engine, recently reconditioned, 9:1 compression, 125 b.h.p. Over one hundred genuine m.p.h. and very good acceleration. Usual extras, lamps, heater, radiator blind, etc. Works maintained. £325. Moseley Hall, Wolverhampton. Tel.: Fordhouses 3392. [3409

ALVIS 4.3-LITRE sports saloon, 1937. Recent engine overhaul, new batteries, etc. In excellent condition throughout. £220. Merton Motors, Wythall Garage, Alcester Road, Wythall, near Birmingham. Tel.: Wythall 2130. [3411

AUSTIN HEAVY 12/4, 1929, 4-seater tourer, in outstanding condition. Recently resprayed black, with yellow wheels. Twin spots, reversing light; hood requires renewing. £48. Merton Motors, Wythall Garage, Alcester Road, Wythall, near Birmingham. Tel.: Wythall 2130. [3412

RAILTON, 1938, sports saloon by Coachcraft. One previous owner. Exceptionally good condition. £150. Sqn. Ldr. Johnson, St. Peter's Hill, Speen, Bucks. Tel.: Hampden Row 352, evenings. [3413

MORRIS MINOR, 1950, saloon/tourer, fitted with proprietary removable hard-top. Twin carburetters, special head. Heater. Superb condition. £365, including hood and sidescreens. Sqn. Ldr. Johnson, St. Peter's Hill, Speen, Bucks. Tel.: Hampden Row 352, evenings. [3414

ALVIS FIREBIRD, 1936, sports saloon. Elegant appearance, mechanically sound, new batteries, tyres. £80, o.n.o. Jordon, Chestnut Road, Northampton. [3415

500/750-C.C. 2-SEATER SPECIAL. Superb appearance, chain drive, less engine. Enthusiast's dream. Ridiculous offer secures. 700 by 21 tyres, 80s.; 4.50 by 19, 50s., as new. Dismantling 1934, 1939 Jowetts, 12/50 and Firefly Alvis. Wanted : 500 by 20 tyres. Rich, Steelgreen, Millom, Cumberland. [3416

RILEY LINCOCK. Rebuilt, highly tuned, handsome. C. F. Stanley, 71, Garretts Green Lane, Sheldon, Birmingham 26. [3417

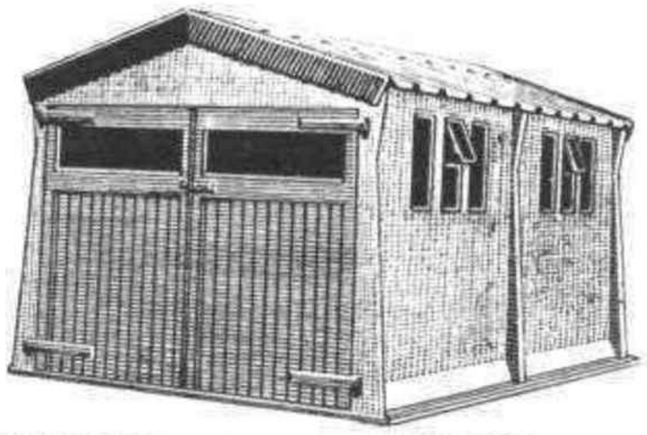
FORD 30-H.P. V8, 1936. 1951 recon. engine. Coachwork and upholstery immaculate. Any trial. £129. Tel.: Wanstead 4819. [3418

ROVER TEN sports tourer, 1934. Very good order throughout, needs nothing spent. £150, o.n.o. Bentley, 11, Woodhall Drive, Pinner. Tel.: Hatchend 3395. [3419

GOOD HOME WANTED. Humber Nine, 1928, 2-seater. Generally good condition, very reliable and economical. Good tyres. Tel.: Oxshott 98 (Surrey). [3420

RILEY LYNX 12/4, 11,000 miles since rebore. Good mechanical condition. Renewed screens and hood. £195. Thompson, Buttermere Avenue, Noctorum, Birkenhead. [3421

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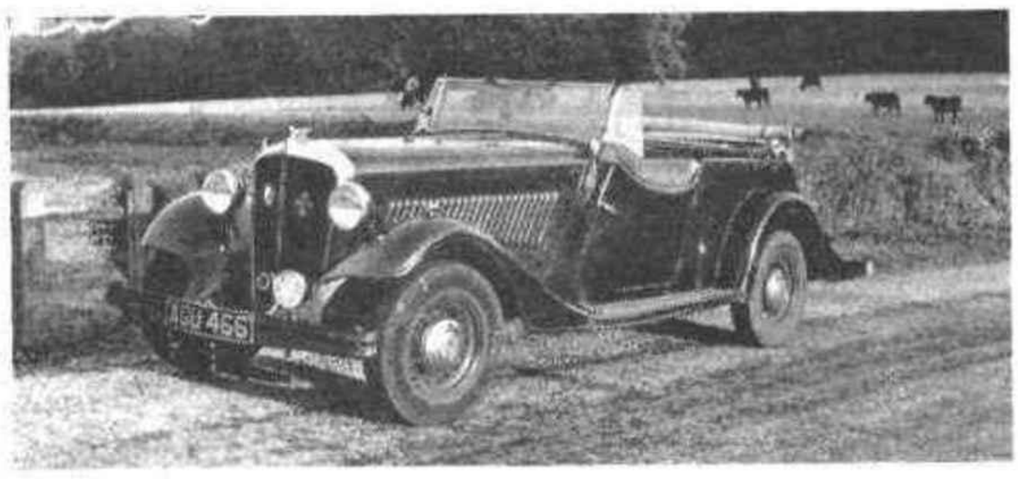
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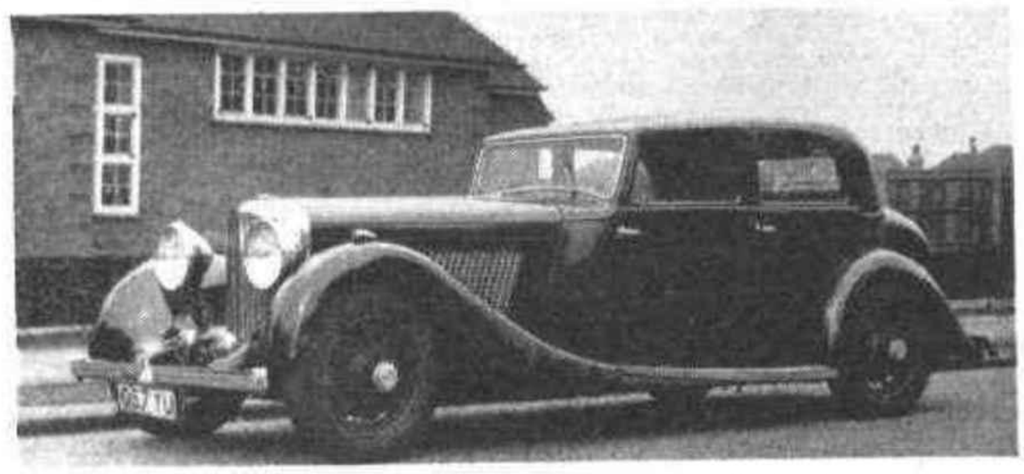


ESSEX/HUDSON TERRAPLANE, with a 4-seater English touring body, which is in extremely good condition; last owner for 18 years. A host of electrical gadgets which all work. Good tyres and all-weather equipment. **£115**

BENTLEY RED LABEL 3-LITRE V.D.P., 1925, open 4-seater, short chassis, "A"-type gearbox, high-ratio axle. First-class weather equipment and tonneau, excellent tyres. Choice of two. **£225 and £285**

BENTLEY 3-LITRE, short-chassis, 2-seater with dickey seat, in B.R.G. Original brass lamps, and spot-lamps, four-wheel brakes, concealed hood. This car is unique, in as far as it is believed to be the earliest Bentley in existence today, the chassis No. 3 and engine No. 4. "A"-type gearbox. **£225**

M.G. TA, Sept., 1938. Reconditioned engine, brakes, gearbox, new dashboard and instruments, new Bluemel steering wheel, the body retrimmed inside, re-upholstered seats, exterior repainted black, with silver wheels; new pins and bushes, excellent tyres. No, sir, it was not crashed, just made into an attractive car by ourselves to sell at **£265**



BENTLEY 3½-LITRE, 1934 late, Park Ward saloon, in black with navy interior, fitted ride control. Engine rebored mid 1955; clutch just relined; all tyres new India Supers, with tubes, recently fitted; very good chrome and paint. **£445**

ALVIS SPEED TWENTY-FIVE, 1937, drophead coupe, in black. A new hood has just been fitted, the chrome is very good, nice brown hide interior. A very handsome car at a very attractive price. **£195**

DAIMLER sportsman's saloon, straight-eight, 4-door saloon, in black, with excellent chrome, twin spot-lamps, twin windtones. Engine completely overhauled 2,600 miles back; also brakes; new rear axle, very good tyres, and paintwork. **£245**

FORD POPULAR, 1954, saloon. 19,000 miles since new, the whole car is immaculate. Will be pleased to consider an exchange involving a vintage sports car, or sell at **£335**

LAGONDA 2-LITRE 4-seat tourer, one of the eight only that were fitted with the Continental body. The engine is not quite run-in from a fairly extensive overhaul, during which new rods, etc., were fitted. All tyres absolutely as new, beautiful chrome, very nice coachwork finished in light grey, almost new hood, etc. This car has been in the Lagonda Car Club for many years and is very well known. **£195**

LLOYD 650-C.C. open 4-seater sports, with two-stroke engine, 1948. Red and cream. Full weather equipment, at least 50 miles per gallon, and a most modern body. **£175**

LAGONDA 3-LITRE saloon, 1934, in very nice condition throughout, good chrome and tyres. The whole car is well above the average condition for its year. **£130**

VAUXHALL FOURTEEN saloon, 1937, in very sound condition, fitted new engine, new front suspension, steering and brakes. A very useful car. Will be glad to exchange for vintage sports car. We have bills for £160 spent. **£130**

STANDARD TWELVE saloon, in black, 1948. Excellent condition throughout. Again will consider exchange for open sports. **£260**

FOR SALE—*continued*

£35—'34 RILEY Twelve. Ally body. Noiseless preselector and rear axle. Five good tyres. Motor woolly. Neighbours complaining. 93, Morland Road, Croydon. [3422

CYCLE WINGS, domed and beaded, 5 in., 6 in. and 7 in. wide, steel. Fronts, 10s. 6d. each; rears, 13s.; carriage and packing: pairs 4s., sets 5s. 6d. Also alloy. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [3423

AUSTIN 750, 1934. Alloy on tube body, 17-in. wheels, Girling front axle, 5.25 rear, Cambridge head, Bowdenex brakes, remote change, aero screens. Economical, fast and safe. £40. Falcon Hotel, Settle. Tel.: 2103. [3424

RILEY SPRITE, mechanically sound, good appearance, preselector. £290 or offer. Tel.: Harrow 4380, extn. 44 (before 5.30). [3425

GARAGE CLEARANCE : Wolf EVG3 valve-seat kit, £8 10s.; E.N.V. diff. assembly, 9 by 48, perfect, £5; portable compressor, 230v., 100 lb. pressure, and spray gun, £22 10s.; 1935 Morris Eight chassis complete, suit "special" builder, £27 10s.; 1938 Standard Twelve engine, ali. head, fair condition, £4; new chrome headlamps, £6 per pair; Hudson 16-h.p. rear axle complete, £4; 4 and 6-cyl. Scintilla Vertex magneto, £3 each; Dodge 25-h.p. engine, gearbox and overdrive. S.A.E. 95, Sunny Bank Road, Mirfield, Yorkshire. [3426

I HAVE AVAILABLE one of my 2-litre racing cars. This has been well preserved and fitted with independent springing on the front. Fair amount of spares. Advertiser would be prepared to supervise reducing this to 1,500 c.c. for new formula. F. W. (Freddie) Dixon, "Ardverness," Wray Common Road, Reigate. [3427

O.M. 15/65, 1928, sports tourer. Wonderful condition, 25 m.p.g., no oil. Photo. £150. Offers, exchanges. 62, Mayfield Avenue, Southend/Sea. Tel.: 42538. [3428

LATE 1940 TRIUMPH Dolomite foursome coupe. Black. Well maintained, little used. £195, o.n.o. Gerrard, Salhouse, Norwich. Tel.: Salhouse 258. [3429

A MILLION CAR parts—2,000 cars dismantled. Any parts wanted? Gears, engine and axle parts, etc. Write, "Motolympia," Welshpool. Tel.: 2027. [3434

FIFTY MODERN CARS dismantled—any parts wanted? Write, "Motolympia," Welshpool. Tel.: 2027. [3435

RILEY LYNX, 1936, 12/4. Rebored; new big-ends. Body sound. £125, o.n.o. 16, Swinnow Grove, Leeds 13. Tel.: Pudsey 2198. [3446

FOR SALE—*continued*

MODERN CARS DISMANTLED—1952 Humber 27-h.p.; 1951 Javelin; 1948 and '46 Riley Twelve; 1949 Standard Eight; 1946 Hillman Ten; 1939 Standard Eight; 1939 Austin Twelve and Eighteen; 1949/52 Vanguards. 2,000 others. Write, "Motolympia," Oswestry. Tel.: 480. [3436

S.S.100, 1938, 2½-LITRE Competition 2-seater. New hood, sidescreens, tonneau cover, radiator, silencers, king-pins. Seats re-covered, new carpets, wheels balanced, thin head gasket. Very fast, mechanically perfect. Maintained by enthusiast; taxed end of year. Seen weekends. £350. Catterall. Tel.: Romford 4976. [3441

SINGER SPORTS open 4-seater, 1934. Well shod, good hood, windtones, etc. Taxed. £75. Knight, 198, Stroud Green Road, N.4. Tel.: Archway 4124. [3442

VINTAGE SUNBEAM tourer, good running order. New battery, hood, tyres. £60. Childs, 10, Wilbraham Place, S.W.1. Tel.: Sloane 7790, midweek. [3443

TRIUMPH GLORIA 10.8-H.P. tourer, 1936. £50 bills in last 18 months. £145. F. Jones, 30, Ormond Avenue, Westhead, near Ormskirk. Tel.: 2897. [3444

ASTON MARTIN 1½-LITRE 2-seater saloon. Rebuilt, fitted semi-aerodynamic body and registered 1953. Bodywork and interior immaculate. All new tyres. Radio. Finished red, with beige upholstery. The striking lines make this unique car the most attractive of its type in existence. Outstanding performance with economy. £375. Read, Hollesley, Woodbridge, Suffolk. Tel.: Shottisham 87. [3445

RILEY MONACO, manual box, excellent mechanically, immaculate coachwork. New Exides, nearly new tyres. £85. 4, Masons Road, Slough. Tel.: Burnham 1107. [3448

BENTLEY 3-LITRE, 1928, tourer. Completely rebuilt and chassis shortened at cost of £750. Full specification on request. Offers about £350, to Box No. X449. [3449

RILEY 2½, 1949. Black, red leather. Beautiful condition all round. 41,000. Full history. £425. Tel.: Dunsfold (Surrey) 223. [3450

FRAZER-NASH, 1933, T.T. Rep. Meadows engine, deflector head, Laystall crank. £260. Blackford, Rivershill, Barneshall Avenue, Worcester. [3451

EXCELLENT 10-H.P. CHASSIS, overhauled ready for body. Also Austin 7 with full-width body almost completed. Cheap. 2457, Coventry Road, Birmingham. [3452

FOR SALE—*continued*

SUNBEAM-TALBOT 2-LITRE, 1947, 4-seater tourer. 80 m.p.h. plus, 24 m.p.g. Rare, distinctive, aristocratic, yet easy for spares. Engine overhauled, new battery, tonneau (all bills). Only connoisseurs, please. £320. Tel.: Derwent 3492 (Surrey). [3453

ROLLS-ROYCE, 1922, Silver Ghost Barker saloon. Excellent running order. Four good tyres. £75. 6, Brook Crescent, Hagley, Stourbridge, Worcs. [3454

'37 RILEY KESTREL SPRITE. First-rate mechanical condition. Windtones, twin wipers, spot., Bray heater, etc. Cheapest Sprite in the country. £150. Consider exchange. Also very smart Talbot 75 sports saloon, body damaged at rear. Will tow anything anywhere. £25, o.n.o. 47, March Street, Burnley. Tel.: 3816, daytime. [3455

LAGONDA 3-LITRE Weyman sports saloon, 1933. Excellent condition throughout. Regretfully must sell. Offers. Box No. X458. [3458

LAGONDA, 1934, 4½ saloon. Offers over £100. Williams, N.I.R.D., Reading (Tel.: 83103). [3459

AUSTIN SEVEN SPECIAL, almost complete. Micron Stiletto body, Bowden i.f.s., Bowdenex brakes, 15-in. wheels, 4-branch exhaust and d.d. carb. Complete engine overhaul, many extras. Haggle, £170. National Service looms. Day, 31, Roe Green Close, Hatfield, Herts. [3460

ALVIS TWENTY-FIVE, 1936-37 spares: 2-door sports saloon, all parts sound. Down-to-earth prices. Please send s.a.e. for list. Hollyden, Well Hill, Chelsfield, Kent. [3461

RILEY, 1938, KESTREL Blue Streak. Beautiful condition, well maintained. Overdrive. Tel.: Emberbrook 2457. £240. [3462

1948 ALLARD tourer. Reconditioned engine August, good tyres. No snags. £175. Write: Allen, 166, Stanbridge Road, Leighton Buzzard, Beds. [3463

ALVIS SILVER CREST, 1938, saloon. Genuine 48,000 miles. Only three drivers from new, and in really exceptional condition. Also 9-c.c. Corgi. Owner going abroad. £250. Box No. X464. [3464

PRACTICALLY NEW O.H.V. Morris Minor unit with 4-speed box professionally fitted into rebuilt, sprayed and chromed, large brake-type J2 M.G.; twin Solex, oil coil. Tyres as new. Snappy performance. A most fascinating sports car rebuilt regardless of cost. £185. R. N. Wellington, "Allways," Kings Lane, Wrecclesham, Farnham, Surrey. Tel.: Farnham 4961 (home), 6461 (bus.). 3467

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

FOR SALE—*continued*

HUMBER SALOON, 1928, model 9/20, 4-wheel brakes. Completely rebuilt regardless of expense and is absolutely brand new. Work includes complete repaint, wheels stove enamelled, new roof leather, new carpets; all woodwork french polished. Every conceivable part replated even wheel nuts. New tyres, brakes relined, etc. Car has not been run since and is available for £150, considerably less than the cost of the work. Photograph, full details on request. Also 1927 model. £110. Leonard Taylor, Holly Bank, Yatton, Somerset. [3279

FIAT 500 alloy cyl. head, £2 10s. Morris Eight (1934) silencer (new), 15s. Rastrick, 19, Linden Avenue, Sale, Cheshire. [3280

1936 MORRIS EIGHT Series I engine. Needs recondition. £8 10s. Ford Eight engine, reconditioned. Outright sale. £20. One 500 by 21 Dunlop cover, good. £3 10s. One set of four Andre telecontrol shock-absorbers, less one gauge. Practically new. £10. Bland, 27, Southfields Road, London, S.W.18. Tel. : Vandyke 1612. [3281

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SUNDRY CORD SPARES including 812 body, dashboard, wheels, front suspension, springs, seats, etc. 27, Farnborough Crescent, South Croydon. Tel. : Sanderstead 4151. [3283

HUDSON EIGHT engine, gearbox, starter, carb., steering column, front suspension, diff. unit, wheels, etc. All sound. 27, Farnborough Crescent, South Croydon. Tel. : Sanderstead 4151. [3284

RILEY 1½ FALCON, 1935. £85. Also complete 1½ 4 chassis. £50, or will break; short Riley Nine radiator and some spares. Tel. : Rainham 5096 (Essex). [3285

DISMANTLING TRIUMPH DOLOMITE. All parts available. Paris, 6, Fort Road, Halstead, Kent. Tel. : Sevenoaks 3769, evenings, weekdays. [3286

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£165—M.G. Eight PA sports 2-seater.
£160—M.G. Twelve N-type Magnette open 4-seater. Black.
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£125—M.G. 8-h.p. J2 sports 2-seater. Duo-blue.
£125—M.G. 8-h.p. J-type sports 4-str.
£125—M.G. 8-h.p. open sports 4-str. Green.
£105—M.G. Twelve open sports 4-str.
£105—M.G. Eight open sports 4-str. Red.
£75—M.G. Twelve open sports 4-str. Black.
£145—Singer, 1940, open roadster sports 4-seater. Identical appearance to post-war model.
£80—Singer Nine Le Mans open 4-seater. Red.
£75—Singer Nine Le Mans open 4-seater. Red.
£165—Wolseley Hornet Special drophead foursome. Duo-blue. Maintained by enthusiast.
£160—Riley 1½-litre Lynx open 4-str. Green.

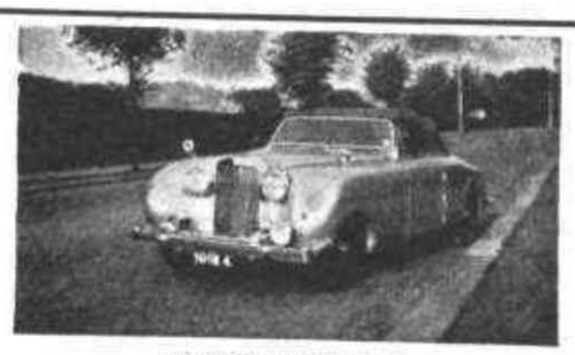
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Many others. Easy terms.
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SINGER LEA MANS spares. Most parts available from dismantled car. Paris, 6, Fort Road, Halstead, Kent. Tel. : Sevenoaks 3769, evenings, weekdays. [3287

1950 JOWETT JAVELIN de luxe, torquoise, fitted full Series III engine, oil cooler, large sump, 3,000 m.p.g. oil. Twin exhaust system, radio, heater, two foglamps, Marchal headlamps, Michelin X tyres, loose covers. Mileage 43,000. Maintained in exceptional condition. £415. Tel. : Kingston 1451 (daytime); Woking 2639 (evenings, weekends). [3288

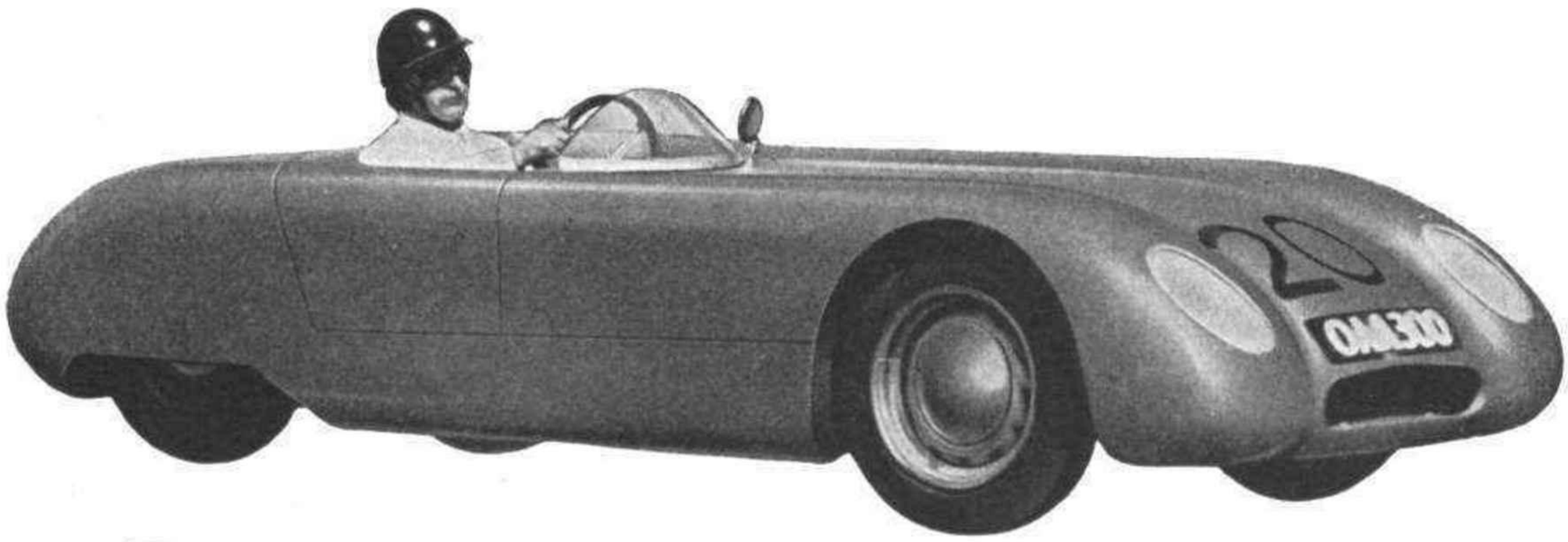
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ROVER FOURTEEN 4-seater sports saloon. Re-sprayed, relined, new water and petrol pump, tyres, etc. Bodywork excellent. South London area. £100, o.n.o. Tel.: Thornton Heath 1047. [3483

AUSTIN SEVEN SPECIAL. Rebuilt 1948. 2/3-seater. Overhauled engine, sports coil, new hood, tonneau, four excellent tyres. Enthusiast maintained. £70. Moranne, Daux Farm, West Chiltington, Sussex. Tel.: 3275. [3484

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AUSTIN NIPPY, 1936. Excellent condition. £150. Watson, 33, High Street, Studley, Warks. [3487

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MODEL-T FORD engine complete, offers. Hines, Welford, near Rugby. [3490

M.G., 1934. 4-seater drophead coupé, 12 h.p. Cream and maroon. Really excellent condition. Must sell quickly. Bargain. What offers over £100. Tel.: Dartford 4548. [3491

ALVIS 12/50, 1929. Chassis less universals. Engine dismantled. Nickel headlamps. £20 the lot. Apply 75, Martin Street, Leicester. [3492

£40 OR OFFER, Vauxhall 12/6 tourer, 1934. Good condition throughout, excellent engine. Heath, 20, Monks Road, Winchester, Hants. [3493

FORD TEN SPECIAL, 2-seater, h.c. head, twin S.U.s, 4.7 axle. New battery, full weather equipment. Built 1954. Sprayed B.R.G., excellent cond., very potent. £200, o.n.o. "Fairway," Bundys Way, Chertsey Lane, Staines, Middlesex. Tel.: Staines 2781. [3494

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RILEY USED PARTS, 1928-38. Engines, saloons. Chili Parlour, By-pass, Hatfield, Herts. [3437

AUSTIN A70, 16 H.P., engines, used. Working order. Complete with accessories. Ideal for "special" or replacement unit. £22 10s. Overstrand Motors Ltd., 62, Cottage Grove, London, S.W.9. Tel.: Brixton 2330. [3438

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FOR SALE. 1932 Austin heavy 12/4 spares. Good 5.00 by 20 tyres. The Lodge, Harton Street, London, S.E.8. Tel. : Tideway 3465. [3293

1935 RILEY NINE Kestrel, preselector, twin Zeniths. Engineer owned. In first-class order throughout. £150. Crowther, " Malaki," Henley Road, Marlow. Tel. : 1281. [3294

MUST SELL Riley Nine special owing to moving. Damaged spring, radiator, front of n/s frame bent after accident, otherwise perfect. £35. Lefevre, The Nook, Fletcher Fold, Bury. Tel. : 1777. [3295

WOLSELEY, 1923 TOURER. Excellent order throughout. £40 with spares, o.n.o. Hodgson, Greenaways Corner, Ovingdean, Brighton, Sussex. [3296

8-LITRE A.C., 1929, 2/3-seater and dickey. Mechanically good, body fair. Ranson, Crown, Otford, Kent. Tel. : Otford 253. [3297

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1928 ROLLS-ROYCE Phantom I divisional limousine by Cockshoot. Mechanically good. Very sound body. Wings recently resprayed. Good tyres. P100s. £80, o.n.o. Please write : Nihell, " Logan," Cuddington Way, Cheam, Surrey. [3304

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VINTAGE SPECIAL, aluminium bodied, 1928, Morris Cowley 11.9-h.p. 2-seater. New big-ends, rings, starter, dynamo. Bills £60. A sports car for the enthusiast. Taxed and insured. Going abroad. £60, o.n.o. Barker, Irinnisks, Warminster. Tel. : 3271. [3308

RILEY NINE KESTREL, 1935. £90. Matchless 350 c.c., 1946. £25. Tel. : Rainham 5096 (Essex). [3309

SUPERB LEA-FRANCIS 2½-litre sports 4-seater. £250 recent bills; radio. £750, o.n.o. Box No. X312, MOTOR SPORT, 15, City Road, E.C.1. [3312

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AUSTIN SPEEDY 2-seater. Fitted ordinary Austin three-bearing engine. New hood, side-screens, upholstery and tyres. New battery, carburetter and timing wheels. Reconditioned dynamo. Marchal headlights. Smart and sound. Best offer over £100. Blackmore, Cottage, 12, Ferndale, Tunbridge Wells. [3310

1939 MORGAN 4/4, reconditioned Coventry-Climax 10-h.p. engine; six new tyres. £250, o.n.o. Box No. X311, MOTOR SPORT, 15, City Road, E.C.1. [3311

£75, O.N.O. 1933, Singer Junior saloon. Engine just decarbonised and new valves fitted. Body in excellent and original condition. Good tyres, battery. F/O. Jackson, R.A.F., Bawdsey, Woodbridge, Suffolk. Tel. : Bawdsey 257. [3313

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HEALEY ALVIS 3-litre convertible, 1952. Immaculate throughout. Radio, heater, etc. £750. Seen London. Brown, 1, Seaview Avenue, Birchington, Kent. [3319

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SINGER LE MANS Special speed model, pre-war. £120. 6, Clifton Gardens, Chiswick. Tel. : 0984. [3323

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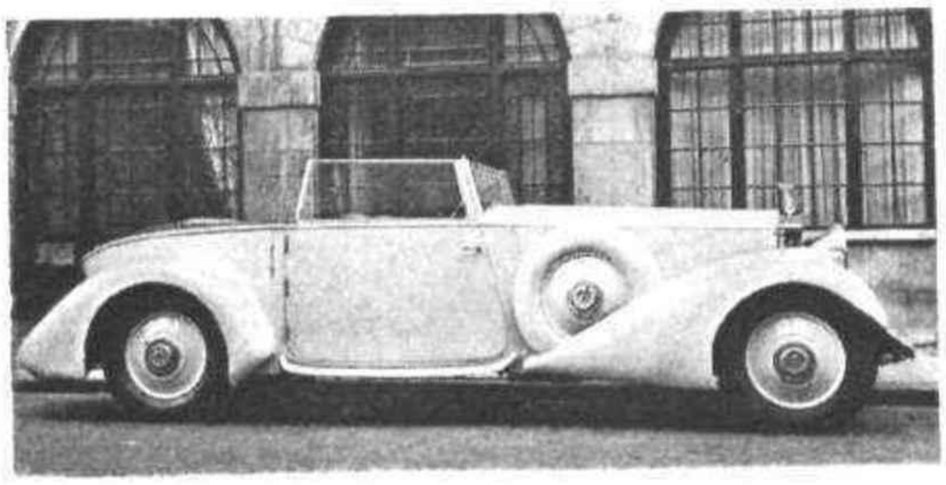
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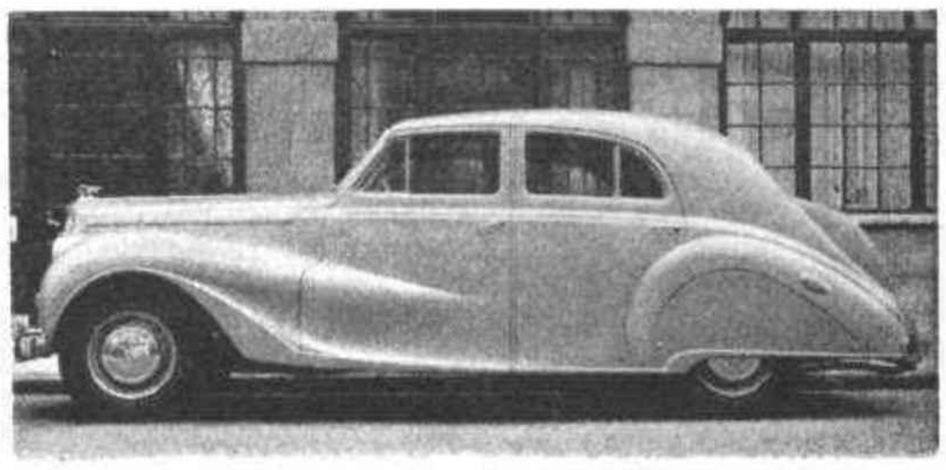
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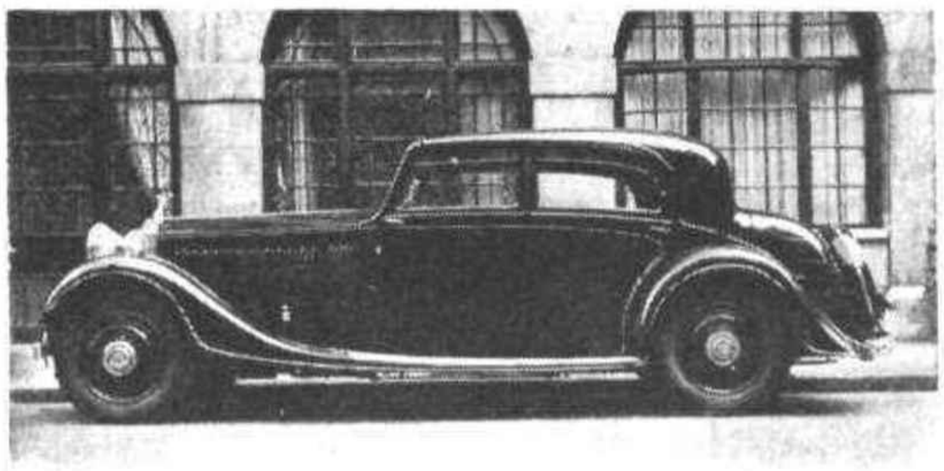
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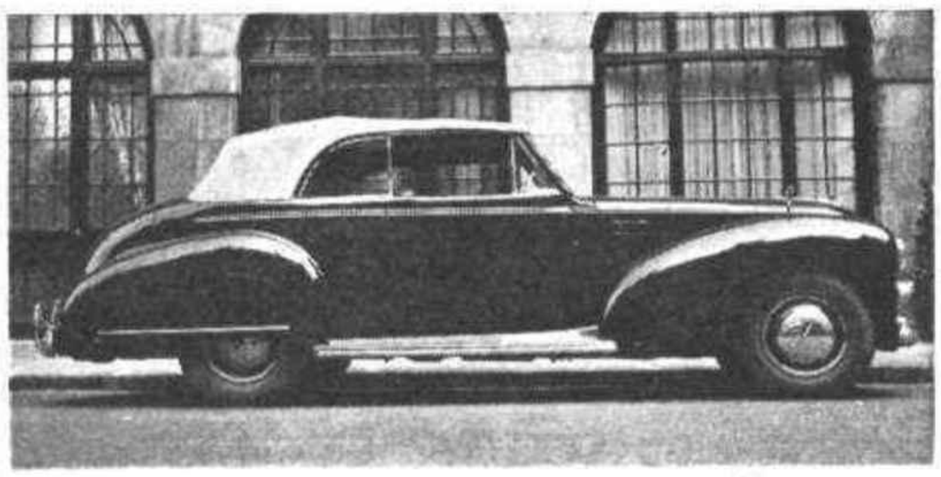
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ROLLS-ROYCE (1934) Phantom II Series sedanca-de-ville by Thrupp and Maberley. Black, with fawn trim. Two owners, 81,000 miles from delivery. Comprehensive R.-R. Ltd. maintenance history. An impressive vehicle in excellent mechanical fettle but with coachwork somewhat below par.

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WILLYS-JEEP (1950). Khaki. Weather equipment. Well shod and a good rough hack.

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ROLLS-ROYCE (1926) **Phantom I, TC Series,** cabriolet de ville by Barker. Deep blue. Converts to a fully open tourer. The property of a gentleman in the country. At present standing at Witney, Oxon. **Inquiries forwarded.**

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'37/38 SERIES A.C. 2-litre coupé. Immaculate recellulose, engine perfect, tyres almost new. £195. Weedon, 35, Elm Road, East Sheen, S.W.14. Tel.: Prospect 7175. [3465

MORGAN 3-WHEELER sports (1938). Matchless s.v., w/c. twin. Generally good condition. £75, o.n.o. Box No. X466. [3466

INTERNATIONAL ASTON MARTIN S26. Raced in 1929 T.T., registered 1930. Stripped right down and all worn parts renewed 1948. Rebored, crank ground 1955, 2,000 miles since. Back axle and most accessories renewed. Mods. : Le Mans-type valves and fold-flat screen. Later-type camshaft available. 2/3-seater body and upholstery in good condition. Very fast and extremely pretty vintage sports car. £150, or sell my near-perfect Mk. II saloon £230. 56, Gores Lane, Formby. Tel.: 3381. [3468

£12 10s. AUSTIN SEVEN saloon, 1931. Complete, drive away. W. H. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [3469

PAIR P100 HEADLAMPS, good chromium, £8. W. H. Barnes, 1c, Venner Road, Sydenham. Tel.: 7469. [3470

FRAZER-NASH T.T. REPLICA, 1933. Very good condition throughout. 4ED Meadows. 33 m.p.g. Extremely rapid machinery. Owner posted overseas. £200, o.n.o. Mountfield Vicarage, Robertsbridge, Sussex (Tel.: Robertsbridge 38). [3471

BUGATTI TYPE 57 close-coupled saloon, finished two-tone blue. Late property of prominent racing driver. Maintained regardless of cost, and is in perfect condition throughout. An opportunity not to be missed to own one of these famous cars. £475. 1948 Buick 4-door saloon. Four new whitewall tyres, radio, heater, twin spot-lamps and many other extras. Offered at the bargain price of £395. Shoreham Autos, 80, Old Shoreham Road, Shoreham-by-Sea. Tel.: 3412 and 3. [3472

DEC. '55 MARTIN FIBREGLASS-body Ford, new almost throughout, 4.7 axle, Buckler gears. White, beautifully trimmed in red; all-weather equipment. Seen London by arrangement. £400, o.n.o. Hollingbourne, near Maidstone (Tel.: 335). [3473

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LOTUS-CLIMAX Mk. VI. De Dion rear, turbo brakes, wire wheels, etc. Nominal mileage. 1955. **£895**

TRIUMPH TR2. B.R.G. Wire wheels, wrap round hood, heater, tonneau, etc. Unmarked. 1954. **£675**

LOTUS-M.G. Mk. VI, 1,098 c.c. Modified TC engine/gearbox. Ideal club and road use. 3,000 miles. 1955. **£545**

M.G. TD. Stone-grey/red leather, without blemish. Oct., 1953. **£485**

MORGAN Plus Four 2-seater. Flame-red/black leather. One owner. 1954. **£465**

JOWETT Jupiter. Bronze. Really excellent example. 1952. **£445**

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SUNBEAM-TALBOT 80 convertible. Smart in red. Ample power. 1950. **£395**

JOWETT Javelin. Immaculate in black. Latest type engine. 1949. **£375**

CITROEN Light Fifteen. Choice two, both black, both excellent : one 1947, one 1950. From **£330**

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WOLSELEY HORNET, 1934. Reconditioned engine; bodywork needs attention. Flat 3, 96, Hersham Road, Walton-on-Thames. [3474

SENECHAL, 1925, 1,100-C.C. Unique vintage sports car. Wonderful condition. Offers. 238, Scraptoft Lane, Leicester. [3475

BREAKING-UP S.S.II, all spares available. Apply : Brine, 6, Hamfield Cottages, Cookham Rise, Maidenhead, Berks. [3476

DEAR OLD LADY wants a home. Singer sports saloon, 1½-litre, 1935. Full running order, bodywork good. Must sell, any offer considered. Box No. X477. [3477

VINTAGE ROVER 9/20, 1925, tourer. Good condition. Handbook and mascot. £50. Woodward, 43, Naples Road, Edgeley, Stockport, Ches. Tel.: STO 5240. [3478

TD M.G., 1953. Green/green leather. Under 19,000 miles. Excellent condition. Extras include "Regency" loose covers, "Dunlopillo" detachable armrest, flashers, etc. £525. Sprod, 6, Church Road, Crystal Palace, S.E.19. Tel.: LIV 4431, any time. Seen Moores Presto Motor Works, Croydon, Tel.: CRO 6004. [3479

1927 2-LITRE LAGONDA perpendicular family saloon. Scruffy, but sound enough apart from some clutch slip. £25. Brown, Glenross, Colhugh Street, Llantwit Major, near Cardiff. [3480

PA M.G. 2-seater. New steering, differential, generator, recond. engine, new battery. Numerous extras, winkers, parking lamps, etc. £185, or exchange 1½-litre M.G. or Riley saloon. Cash either way. A. B. Hickson, 5, Bradwen Avenue, Hr. Crumpsall, Manchester 8. Tel.: CHE 4236. [3481

SATISFYING PERFORMANCE ! 1955 Standard 8-h.p. De Luxe. 46 b.h.p., 10-h.p. engine, axle. Modified suspension, heater. £540. 8, Lower Ladye's Hills, Kenilworth, Warwickshire. [3482

ALVIS CRESTED EAGLE, 1936. Chrysler body. Laystall engine overhaul 1953. New clutch, batteries; brakes relined; screen-wash; blind. £90, o.n.o. Consider Ford Ten Special exchange. Weekends. 45, Langham Road, Edgware, Middlesex. [3488

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M.G. SPARES: J2 crankshaft, hood frame, cylinder head, block, dynamo, rear axle, wheels, prop.-shaft, bottom bevels, starter, swept front wings, flywheel, distributor, brakes, springs. Four brake assemblies, 12-in. drums, ex-PA, will fit J2. NA engine, gearbox, prop.-shaft, fold-flat screen, rad. grille, rev.-counter, etc. L-type engine (same block as K3). M-type engine. Tel.: Uxbridge 2062. [3498

ALVIS 12/60 "BEETLEBACK." 1931. Excellent condition throughout. Good tyres, brakes, detachable hard-top. P100 headlights. Numerous spares, including chassis, transmission, etc. Photographs available. Mackay, 27, Woodmancote, Dursley, Glos. [3499

BREAKING 1934 DAIMLER Fifteen saloon, or £15 the lot. Towable. McGivering, Tel.: MON 0794, office hours. Seen Weybridge. [3500

1938 BENTLEY 4¼ Park Ward saloon, a carefully-maintained car, in sound condition. £635. Weybridge Automobiles Ltd. Tel.: Weybridge 2233. [3501

VOLKSWAGEN, 1948, r.h.d. Road-light, windtone, leather. Extensively overhauled. Taxed year. £250. Tel.: Bristol 37531. [3502

1939 SINGER 9-H.P. sports. Body rough, gearbox worn—make ideal "special." Buyer collect, £15. Martin, Woodcock Inn, Blackstone Edge, Littleborough. [3503

PRESELECTOR GEARBOX, prop.-shaft, cylinder head, for Lanchester Ten, 1933. Offers. Box No. X504. [3504

DISMANTLING 1934 RILEY Kestrel 6-cylinder. All parts available. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769, evenings, weekends. [3505

£625, O.N.O. BENTLEY, regd. June, 1939. Park Ward saloon, first-class order. Terms, exchanges. Ross Motors Ltd., Regent Street, Hinckley, Leics. Tel.: Hinckley 558. [3506

BRISTOL 400. Blue, pigskin upholstery. In specimen condition, just fitted new 85C engine, close-ratio gearbox. Newton rear shock-absorbers. Dual exhaust system. A truly wonderful car. £825. Also a 1951 and 1952 Model 401 for sale. Terms and exchanges. Ross Motors Ltd., Regent Street, Hinckley, Leics. Tel.: Hinckley 558/9. [3507

MORRIS MINOR 2-door saloon, 1951. Black. Treated as member of family, seeks good home. Maintained in superb condition throughout by devoted engineer-owner. Recent factory reconditioned engine, radio, heater, Smith hydraulic jacks; very many other extras. Taxed for year. £450, o.n.o. S.A.E. for fuller specification. Selling to make room for new Minor. Varndell House, Odiham, Hants. Tel.: Odiham 173. [3509

ALVIS FIREFLY SALOON. Excellent condition inside and out, 25 m.p.g., 40 lb. hot. £95 o.n.o. 12a, Dorchester Court, Colney Hatch Lane, W.10. Tel.: TUD 0492. [3567

1954 2-SEATER SPECIAL, 1125 c.c., 6 cylinder O.H.C. engine, twin S.U.s Photos available. Exchange Austin 7 and cash or sell. £135 o.n.o. 139, Newington Road, Ramsgate. [3568

VAUXHALL FOURTEEN, 1938. Wingham four-door drophead, new hood. £100 or offer. Tel.: BYRon 1994. [3569

T.C. M.G. 1948 B.R. Green, excellent condition, well shod, hosts of extras. Two owners only. Photos available. £375. Freeman, 49, Abbey Foregate, Shrewsbury. [3570

ALVIS FIREFLY, 1933. 11.9 Saloon. One owner, engine, interior and exterior bodywork in good condition, new batteries. Taxed to end of year. £95 o.n.o. Tel.: Hadleigh 58919. [3572

FOR SALE—*continued*

1939 LAGO-TALBOT Sports Saloon, 2½ litre. Brown, red hide, fitted tele-controls, easy-clean wheels, nearly new Michelins, E.N.V. gearbox. An unusual and distinctive car for £190. "The House in the Wood," Chaldon, Near Caterham, Surrey. Tel.: Caterham 3522. [3571

RILEY 12-6 COMPLETE SPARES. Together with Riley 12-6 Kestrel reconditioned engine, good tyres, body poor. As whole or separate. Also 1931 Riley 9-19" 5 stud wheels, half shafts, gearbox, radiator, windscreen, etc. Tel.: Stonegrove 8092 after 6.30 p.m., or Box No. X573. [3573

RILEY 9 GAMECOCK, 1933. Red and black, 2-seater, Brooklands conversion, new twin S.U. carburetters, new hood, carpets and Oylers muff. Sound condition. £130. Jacobs, 13, West Hampstead Mews. Tel.: Maida Vale 9946. [3574

ROLLS 20/25. £320 (or Station Wagon exchange) for this pretty sunshine saloon which has had £400 perfection treatment. Tel.: PUTney 4623. [3575

ALTA 1935 1,100 c.c. supercharged 2 O.H.C. engine, presclector box, Competition 2-seater body, Scintilla, etc. A rare classic sports car in original condition. £190. Brown, 14, Hurle Crescent, Bristol, 8. [3576

ALVIS SPEED 20, 1934. Charlesworth Saloon. 3,500 miles since rebore, crank, axle, batteries, single and triple carbs., 23 m.p.g. Whole car 100 per cent. Any trial and inspection. Genuine reason for sale. £80. Freegard, 42, Granville Road, Melksham, Wilts. [3577

M.G. MAGNETTE. October, 1954. Black Saloon, 21,000 miles, Michelin X tyres, heater, radio, fog lamps, carefully maintained. Taxed December, 1956. £735 o.n.o. View Birmingham. Box No. X578. [3578

ALLARD 1951 SPORTS SALOON. Good condition. £300. Swap sports W.H.Y. Tel.: Brixton 4061. [3579

M.G. J.2. "Special" body, good mechanical order, rather stark. £60. Tel.: Brixton 4061. [3580

1940 STANDARD EIGHT SALOON. Mechanically rebuilt. £125. Swap T.A., P.A. Tel.: Brixton 4061. [3581

ULSTER AUSTIN. Clean condition, good hood, tyres; pressure crank, not outside exhaust. £85. Nippy close-ratio box, £8 10s. Many major parts for 750 Formula. Ford 8 engine, complete all accessories, first-class condition. £15. 1, Southlands Road, Bromley, Kent. [3583

T.A. M.G. Completely rebuilt and re-upholstered 1955. Radio, £220. Also chassis, engine, springs and other spares. Long, 31, Leith Avenue, Porchester, Hants. [3584

LANCIA AUGUSTA 1936 SALOON. Complete engine rebuild less than 500 miles ago. Mechanically excellent, general condition very good. £140. Also 1948 Volkswagen, £220. 34, East Street, Wareham, Dorset. [3585

ALVIS T.J. 12/50, 1930. 4-seater Tourer. In daily use. Cheap at £50. 32, The Westering, Cambridge. [3586

BENTLEY 3 LITRE TOURER, 1924. Mechanically excellent, 25 m.p.g., B.R.G. respray, good hood, battery, £130. Sainsbury, Tel.: Bicester 260, Ext. 18, evenings. [3587

1936 RILEY 9 h.p. Merlin. Preselector, clean interior, good tyres, £99. 1938 Riley 12 h.p. Victor, fitted overdrive, clean and fast car, £185. 1935 Austin 10 h.p. Tourer, good hood and sidescreens, £55. Terms and part exchanges welcome. Queensway Motors Limited, Queenstown Road, S.W.8. [3588

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M.G. T.C. 1949 Black, 30,000 miles, recent rebore, steering overhaul, wing mirrors, grid, spotlight, reversing light, tonneau. Truly magnificent condition. £395. Also seen Leicester, Darlington. Jones, 97, Thornes Road, Wakefield. [3589

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ALVIS SPEED 20 Drophead 1934-5. Immaculate. Extras. £115. "Marina," Allington Lane, West End, Southampton. Tel.: 2639. [3591

CONNOISSEUR'S DREAM COME TRUE. 1936 3½ litre Bentley Park-Ward Sports Saloon. One owner. Works maintained, immaculate throughout. All practically new Forts. To see is to believe. £500. No nonsense. Ravenswood. Tel.: Burnham-on-Crouch 3148. [3592

ROLLS TWENTY Replica Sports Saloon. Good order, no reasonable offer refused, or exchange. Ponsford-Jones, Wiltshire House, West Road, Bransgore. Tel.: 450. [3595

RILEY 9 MONACO, 1934. Rebuilt from the ground up. Too much to tell in advert, but at £120 it must be worth seeing. Also large assortment of spares for 9 h.p. 5, Ashworth Avenue, off Goldsworthy Road, Flixton, Manchester. [3596

F.N.-B.M.W. 1½ litre type 40 Super Sports 2-seater. Recently new engine, ivory. £200. Offer. Box No. X597. [3597

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1936 RAILTON SALOON. Hudson Straight Eight engine, resprayed two-tone green, sound throughout. André teledraulics, V. Fair tyres. Bargain, £55. 435, Didsbury Road, Stockport. [3599

BENTLEY 3½ LITRE Park Ward Sports Saloon. This car is in really immaculate condition, and although registered in June, 1935, the body line is still modern in appearance. The mechanical condition is exceptionally good, the engine having been rebored quite recently. This is luxury motoring for as little as £395, and is a real bargain. Mornington Motors, 41/47 Camden High Street, N.W.1. Tel.: Euston 6658. [3600

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1935 AUSTIN 2-seater Tourer. Recent £32 overhaul. £40 o.n.o. Hutton, 18, Heber Road, N.W.2. [3602

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TALBOT 10/MINX. Pair new splined rear hubs, £9 10s. Aluminium cylinder head, as new, £4 10s. Cast-iron ditto, £2 10s. 1934 gearbox and bell housing, £5 10s. Good condition. Grummitt, 222, Station Road, Beeston, Notts. [3604

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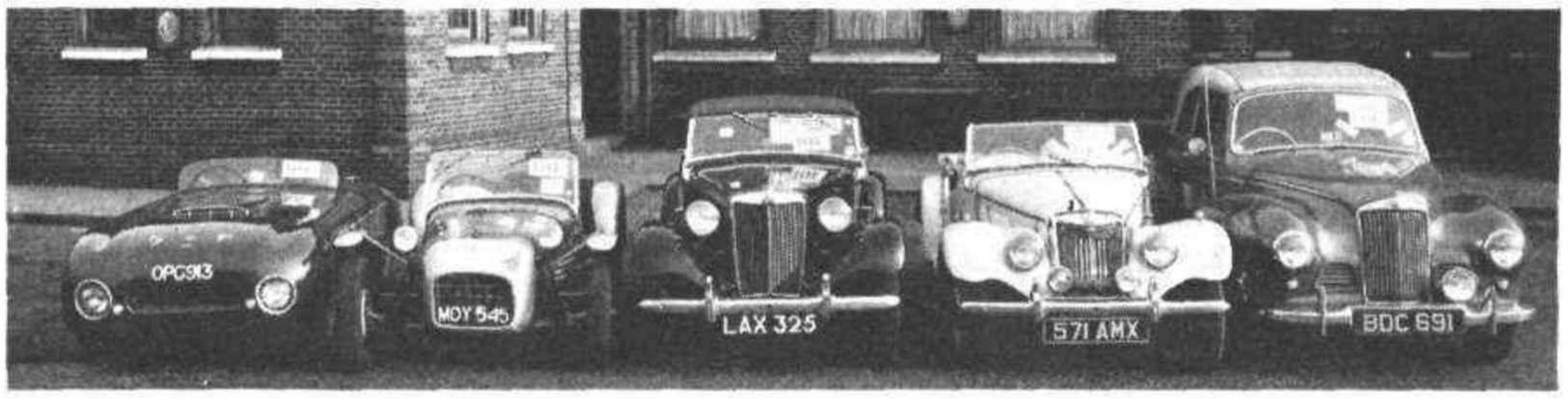
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1937 M.G. TA 10-h.p. sports 2-seater. Red. Very smart **£245**
1936 M.G. PA 8-h.p. sports 2-seater. Red and yellow **£195**
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1934 ALVIS FIREFLY TOURER, £110. 1922 Rover 8 two-seater, £15. Also spares for both. Butlin, 92, Adelaide Street, Northampton. [3633

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MORGAN 4/4 2-seater 1947. Engine overhauled, needs respray. Best offer or exchange Standard Eight. Ellsmoor, 174, Oxley Moor Road, Wolverhampton. [3637

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TALBOT 10 Pillarless Sports Saloon, 1936. Excellent condition, resleeved, 40 m.p.g., oil nil. Must be seen. £175. 144, Brian Road, Chadwell Heath, Essex. Tel.: Seven Kings 3795. [3653

1935 MARENDAZ SPECIAL. In daily use. £65. 35, High Street, Wellington, Somerset. [3654

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£90 O.N.O. Railton Tourer, 1936. Shortt, 11, Springfield Place, Bath. Tel.: 3940. [3656

1938 RILEY 9 MONACO. Good condition, new tyres, battery, dynamo, starter, motor. Any trial. £140 o.n.o. Kernan, 42, Goodby Road, Birmingham, 13. Tel.: South 1339. [3657

VOLKSWAGEN. April, 1955. 7,000 miles, strato silver, excellent condition. £660. A. E. Trolley, 1, Dashwood Terrace, Banbury, Oxon. [3658

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1939 M.G. 1½ litre Sports Saloon. New battery, very good condition. £225. Webb, Prince of Wales Hotel, East Molesey, Surrey. Tel.: MOL 325. [3661

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M.G. SPARES. M type chassis, gearbox, bucket seats, radiator, etc., also 5 19in. off-set "knock-on" wheels with tyres. Tunaley, 77, Broad Street, Chesham. Tel.: 954. [3670

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£150 LAGONDA 3 litre. Fair condition, needs tidying only. Yewtree Cottage, South Godstone. Tel.: 2127. [3673

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J.2 New brake shoes, springs, back plates, F/ cables, £8. Morris 8 drums, £2 set. 65, Sunny-Bank Road, Sutton Coldfield. [3676

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ALVIS SPORTS 2-SEATER, 1950, 14 h.p. Lovely condition, 50,000 miles. £350. 15, Victoria Street, Windermere. Tel.: 988. [3679

RILEY KESTREL 9, 1933. Very well maintained. All work and costs logged. 34 m.p.g., body has original cellulose (green), all original instruments, tyres, battery excellent. Taxed year. Cummings. Tel.: Trafalgar 3231 (business). [3680

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

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£985, O.N.O. BRISTOL 1951-401. One titled owner. British racing green. New tyres. Taxed. In faultless condition; any trial or inspection. Terms, exchanges. Ross Motors Ltd., Regent Street, Hinckley, Leics. Tel.: Hinckley 558. [3508

1930 12/40 LEA-FRANCIS saloon. Very good condition. Reliable vintage family transport. Slight body repairs required, everything else A.1. £85, o.n.o. Richards, Rose Cottage, Kempsey, Worcs. [3510

RILEY, 1936, ADELPHI 1½ saloon, very good bodily and mechanically. 30 m.p.g. Excellent value, £120. Tel.: Tudor 1390. [3511

JUPITER, 1953 (Series III engine). Turquoise, with red leather. This car, which is a third-string, has always been carefully driven by lady owner; 17,000 miles only. Regularly serviced by distributors, it is in new condition and is offered at £450. Cost new about £1,100. Bennett, Marsh Green, Ashover, Derbyshire. [3512

BENTLEY RED LABEL, 1926. Large sump, raised compression, lightened flywheel, slopers with modern float chambers, bronze water pump, stainless water plates, brazed water rail, excellent radiator, Lucas Bosch starter "A" box, Zeiss headlamps; open body, requires some attention. Box No. X513. [3513

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EMERYSON 500. Immaculate condition. Cellulosed red. New Triumph Tiger 100 engine, twin Amal carbs., new hydraulic system and brake linings. Complete with low-loading trailer. £120. Tel.: Witney 522. [3515

EVEN NICE GIRLS love Lagondas. My outstanding 1928 2-litre tourer is fit for a concours. £225 or h.p. terms. Wynne-Williams, Bryn-Mafon, Caernarvon. Tel.: 208. [3516

ASTON MARTIN, 1935, 1½-litre, Mk. II, grey saloon. Very good coachwork and mechanical condition. Seen London. Hearn, 9, Sutcliffe Close, Bushey, Herts. Tel.: Bushey Heath 2062. [3517

1935 SINGER Le Mans red 4-seater, in good condition. Owner going overseas. £100, o.n.o. Lepine, The Hollies, Victoria Road, Alton, Hants. [3518

TRIUMPH GLORIA, 1938, 14-h.p. Dolomite engine. Furnishings tatty, otherwise sound. Offers? Riley Nine Monaco, in good "nick"! £50. Various Triumph and Riley spares. P100s, £8 10s. S.A.E. please. John Gilman, Northfield Avenue, Long Eaton, Notts. Tel.: L.E. 2950. [3519

DISMANTLING 1939 TA M.G.: front and rear axles, gearbox, twin carbs. with air cleaner, screen, Newton Bennett shockers; many other parts available. Also Ford Eight engines, gearboxes, rear axles, etc. 1951 Vanguard, damaged front end, £100. 1939 Morris Ten, damaged front end, £75. Many other cars being dismantled. S.A.E. for your requirements. 42, Park Road, Peterborough. Tel.: 3333. [3520

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1927 ROLLS TWENTY Park Ward, fabric, 4-door saloon. Bodywork good, chassis good, engine recent top-overhaul, lighting system modernised. New battery. Direction indicators. Five sound tyres. £175. Box No. X522. [3522

FORD EIGHT tourer, reliable. £50 new parts. Cheap, or exchange good Austin Seven Special. Swallowfield, Crateford, Gailey, Staffs. [3523

1927 DAIMLER 20/70 tourer. Original aluminium body in excellent condition. Perfect mechanically. Spares and handbook. £80. Anderson, 178, Elmbridge Avenue, Surbiton. Tel.: Elmbridge 4492. [3524

RILEY USED PARTS: 1928-38. 1936 Adelphi saloon, 12/4, £95. Chili Parlour, By-pass, Hatfield, Herts. Tel.: 2863. [3525

A.C., 1938, 4-seater sports. £175. Whyte, 95, Military Road, Colchester, Essex. [3526

BENTLEY. 1937 model 4¼ sports saloon with Thrupp and Maberley body. Radio, heater, etc. £525, o.n.o. 135, Reedley Road, Bristol 9. [3527

ALVIS 12/70, 1939, saloon. Well-groomed thoroughbred, goes well. Radio, heater, etc. £250. Reason sale, bought post-war TA 14. Seen Nottingham. Box No. X528. [3528

PERKINS P4 reconditioned engine and new synchromesh gearbox, fitted into vehicle and not used. Any trial given. Kineton Garage Ltd., Kineton, Warwickshire. Tel.: Kineton 312. [3529

1934 TALBOT 75, 2-door Darracq saloon. Heater, windtones, demister. Reconditioned dyno-starter, distributor, radiator. North Lancashire. Cheap. Box No. X531. [3531

FOR SALE—*continued*

FORD TEN (1938 model) 4-door saloon, black. Very good condition. Extras include heater, stabilisers, reversing lamp, spot-lamp. Enthusiast maintained. £180. Taylor, Tel.: Beckenham 4363. [3530

1931 16.9-H.P. ALVIS 3-seat drophead, with dickey. £75. Tel.: Mountview 9522. [3532

THE CHEAPEST 3-LITRE Bentley Blue Label tourer offered post-war. Almost-new tyres, battery, hood. Wonderful engine. First class throughout. Only snag, crown-wheel minus some teeth, hence price. No time to repair. First £75 secures. Worth more for spares alone. No haggling. Buyer collects. Parker, Tel.: Wordsworth 5807 (Middlesex), evenings. [3533

TRIUMPH TR2, 1955, severe off-side crash; £275. Riley 1½-litre, 1947, crashed off side; £170 'Phone or write for appointment. Hardwick House, Studley, Warks. Tel.: Studley 521. [3534

1929 MORRIS-COWLEY 2-seater; good tyres; cracked block; towable; £15. 1950 Reliant van, new engine, body poor; complete set spares; £35. Tel.: Nottingham 79520, business hours. [3535

1929 HUMBER 9/28. Two identical saloons. One comprehensively insured, good condition, reliable, view London. Other mechanically sound, bodywork poor. £55 both. Will sell separately. Dauncey, Freiston, Boston, Lincs. [3536

1934 M.G. J2, red Swept wings. Good condition. £120, o.n.o. Bennett, 25, St John's Grove, Wakefield. [3537

RILEY 9-H.P., 1936, saloon (Merlin). Preselector gearbox, automatic clutch, etc. Very good condition, two new tyres. Offers around £150. Tindall, 33, Beacon Road, Wibsey, Bradford 6, Yorks. [3538

RILEY FALCON 12/4, 1935. Mechanics, body, cellulose, good. Four new tyres. Brakes relined. Insured 1957. £110. Johns, 26, Natal Road, New Southgate, London, N.11. [3539

1931 2-LITRE LAGONDA, ex-blown, now fitted twin Zeniths; low chassis, Speed Model. New batteries, tonneau cover, and good all-weather equipment. Well shod. £150, o.n.o. Bibby, 112, Osborne Road, Hornchurch, Essex. Tel.: Upminster 27, day. [3540

VOLKSWAGEN, '47, dark blue, good condition. Two new tyres, brakes relined, new cables, spot-lamp, seat covers. Reliable and very economical. £235, o.n.o. Pettys Farm, Buckland, Surrey. Tel.: Betchworth 3382. [3541

DUNLOPILLO COACH-SEATS, limited number available, ideal for "special" builders, in leather and moquette, 30s. each, probably cost £10; c.w.o. 300, Westwood Lane, Blackfen, Sidcup. [3542

"AUTOBOOKS" can give you technical data on that rare car. See under "Miscellaneous." [3543

ALLARD drophead coupé, black with red hide upholstery. October, 1947. New hood. Licensed for year. Owned by a fastidious motoring connoisseur, this car is in specimen mechanical condition and will meet all requirements of a motoring enthusiast. £275. White Bros. (Taunton) Ltd., Main Ford Dealers, Taunton. Tel.: 4444. [3546

1947 TC M.G., Stage 1. Completely overhauled engine, front axle, springs, brakes, starter, dynamo, shock-absorbers, resprayed off-white, re-upholstered red, tonneau, seat covers, radio, demisters, spot-lamp, trafficators, twin spares, 16-in. rears. Must sell. £345. Tel.: EDG 4045. [3547

APRILIA saloon, 1937/8. Recent overhaul. No oil. Recellulosed, clean interior. £240, offers. 34, Maidenhead Road, Stratford-on-Avon. [3548

ASTON MARTIN, 1933, Le Mans, short chassis. Excellent condition. £240 Tel.: Cobham 579. [3549

M.G., '35, 2-seater. Recond. engine, rear axle. Clean body. Hoods, tonneau. £145. Details: Keenan, 23, School Street, Drayton, Daventry, Northants. [3550

1938 STANDARD V8 Twenty, taxed, 80 m.p.h., £125. 1938 Austin Twelve saloon, ideal holiday car, £75. 1935 Austin Ten cabriolet, the odd bit missing, £25. 1934 Morris Ten, breaking, offers for parts. Scintilla Vertex magneto, Ford Ten, £7. Arnott supercharger set, complete Fiat 1,100, £25. 1930 Austin Seven: starter, £1; steering gear, £1; axle parts, £1. Ford Eight engine dismantled, damaged, 30s. 1½-h.p. D.C. electric motor, 220v., £5. Barnes, 61, Kenton Road, Harrow. Tel.: Byron 6028 or Wordsworth 8355. [3755

FORD V8 PILOT, 1951. Immaculate condition. Heater, radio and many extras. £400, o.n.o. Seen Essex. Box No. X756. [3756

WOLSELEY HORNET, 1933: axles, front, 50s.; rear, 70s.; hydraulic brake equipment, 50s.; gearbox, 55s.; etc. Two B.S.A. C10 engines, £5 pair; gearbox, £2. Austin Seven rear springs, £1 pair. Meek, Long Buckby, Rugby. Tel.: Long Buckby 333. [3759

BENTLEY 4½ (1928), one of three cars completely restored to standard form by the owner. This particular car is virtually new in most respects and probably one of the best available, having run about 1,700 miles since completion last year. The capital cost was nearly £800, plus 700 working hours of mine. I want to recover the capital outlay and keep the car in this country. Full details and photo to serious inquirers from T. Quayle, Martins Bank Ltd., Plymouth. [3761

FOR SALE—*continued*

ROVER FOURTEEN, 1933, £25. Austin Sixteen Greyhound saloon, £63. Various tourers, etc. Exchange anything. Tel.: FLA 5950. [3551

M.G. MAGNETTE, N-TYPE, 1936, 4-seater. British racing green. This car has been extensively reconditioned during the past 18 months, and is an exceptionally fine example of this attractive model. £165. Wadsworth, 44, Silverdale Road, Petts Wood, Kent. Tel.: Orpington 27329. [3751

1937 APRILIA. Good condition, new battery, tyres and loose covers. Can be seen London by appointment. Easdale, Galleons Lap, Llanvair Close, Ascot. [3752

1928 SUNBEAM 17-H.P. coupé. Hood, engine and other mechanical parts for sale. Only 50,000 miles. Tel.: FRE 4173, after 6.30 p.m. [3754

HUMBER, 1929, 4/5-seater tourer. Owner since 1930; mileage 85,000. Recent thorough overhaul cost £300. £150. Box No. X757. [3757

RYTECRAFT MIDGET 250-c.c. Villiers 2-stroke; 80 m.p.g. Offers. Milligan, 9, Bridstow Place, W.2. [3758

1928 CHUMMY. New starter, magneto, battery. Good condition. £30. Offers. Hunt. Tel.: KNI 2043. [3753A

WANTED

RILEY STELVIO, 1933, rear off-side half-shaft and hub. Length 30½ in. Box No. X165, Motor Sport, 15, City Road, E.C.1. [3165

SINGER NINE, 1935, *Le Mans.* Balanced crankshaft. Haygarth, 56, Lloyd Drive, Greasby, Wirral. [3166

JAVELIN SERIES III. Must be immaculate throughout. Mallinson, 389, Harlington Road, Hillingdon, Middlesex. [3168

STARTER, DYNAMO and magneto for 8.3-h.p. NN model Renault, 1927. Must be in good condition, price right. H. Moore, Glebe Farm, East Ruston, Stalham, Norwich, Norfolk. [3172

URGENT.—M.G. PA or PB engine, suitable for overhauling, must be cheap. Timperley, 186, Withington Road, Manchester 16. [3180

AMILCAR CROWN-WHEEL and pinion, or axle. Ken Williams, Brookend, Berkeley, Glos. [3181

1,172 FORD SPECIAL, fast, reliable. Replies to: Craven, 300, Foleshill Road, Coventry. [3193

CITROEN 2 C.V. or Fiat 500C Belvedere station wagon. Penny, 24, Newland Road, Droitwich. [3194

ALVIS 1936-39 (approx.) sports saloon, or, preferably, drophead. Must be good. Box No. X212, Motor Sport, 15, City Road, E.C.1. [3212

1936 TALBOT TEN cylinder block, must be in good condition. Complete engine considered. Binks, 2, Canberra Road, Bexleyheath, Kent. [3213

CYLINDER BLOCK and head for 20-h.p. Rolls-Royce. 114, Gloucester Road North, Filton, Bristol. [3215

OWNER'S HANDBOOK for late 1938 M.G. TA Midget. Box No. X239, Motor Sport, 15, City Road, E.C.1. [3239

M.G. PB 2-seater. Must be in excellent condition, particularly body and chassis. Gardner, 4, Fairview Road, Timperley, Cheshire. [3241

ENTHUSIAST SEEKS ALVIS, Riley, Leaf, Lagonda or similar, 1932-1939. Must be saloon (family orders) of max. 14 h.p., in excellent condition and cheap. Details and price please. Box No. X249, Motor Sport, 15, City Road, E.C.1. [3249

DELLOW, preferably untrialed, H.R.G., or similar, in exchange for 1950 Golden Flash B.S.A. motorcycle and cash. Jones, 29, Parkfields Road, Bridgend, Glam. [3250

FULL-LENGTH ZIP TONNEAU and instruction book for M.G. TC. Roxburgh, 52, Leamington Road, Coventry. [3265

HEALEY Elliott saloon or Duncan saloon, or 2-seater Duncan or chassis complete. Box No. X266, Motor Sport, 15, City Road, E.C.1. [3266

VOLKSWAGEN WORKSHOP MANUAL, your price. Also Motorola car radio. 2, Cliff Road Gardens, Leeds. [3267

M.G. OR MORGAN 4/4 2-seater, any mechanical condition. 1935 onwards. Between £75 and £80. Mr. G. Hunt, 3, Lechmere Crescent, Hallow Road, Worcester. [3268

1939 MORGAN 4/4 4-seater, Southern England, Ford Ten, excellent condition only considered. State price. Letters answered after April 15th. Syms, 37, Newtown Road, Woolston, Southampton. [3269

CARS WANTED for cash. Smiths, 86, Chalk Farm Road, N.W.1. Tel.: GUI. 2767. [3315

COTAL GEARBOX, Type MK 35 Series D, for post-war Delahaye 135M. Box No. X334, Motor Sport, 15, City Road, E.C.1. [3334

TALBOT. Two brake torque-bars as fitted to front axle of ambulance and BA105/110 models. Also crown-wheel and pinion, 10 by 46 or 11 by 48. 27, Southfields Road, London, S.W.18. Tel.: Vandyke 1612. [3341

HIGH-COMPRESSION HEADS and/or manifold with twin carburetter, for Allard, 21-stud heads, Ford V8 30-h.p. engine. Price and particulars to Michaelson, 40, The Vale, London, N.W.11. Tel.: Meadway 3728. [3377

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

WANTED—*continued*

MAGNETO, B.T.H., dual ignition, 1930 24-h.p. Sunbeam. Details. Williams, 108, London Road, Newbury. [3335

HELP! WANTED, SPORTS or "special." Exchange Vespa, £100, or buy. Tel.: FOO 3880. [3336

S.U. CARBS, manifold, linkage, for 1938 M.G. TA. A. Smith, 29, Coronation Road, Mapperley, Notts. [3378

DIESEL CAR—particulars and price. Stevenson, 87, South Broomage Avenue, Larbert, Stirlingshire. [3379

DELLOW. Write particulars, all seen. 395, Wake Green Road, Moseley, Birmingham 13. [3380

RILEY NINE KESTREL saloon. Manual box. Body must be good. Cash. Quantrell, Salhouse, Norwich. [3430

MID-APRIL FOR CASH, XK140 drophead, nominal mileage, preferably overdrive. Full particulars, including realistic price, to Box No. X431, MOTOR SPORT, 15, City Road, E.C.1. [3431

GENUINE BROOKLANDS RILEY Nine, 1928/30. Sensible price. (Southern Counties.) Box No. X432, MOTOR SPORT, 15, City Road, E.C.1. [3432

ONE GALLON OF BEER and £10 offered to first person to sell me small elderly motor car, or van (preferably Austin, Morris). Body condition immaterial but must be able to stagger down the road under its own steam. Tel.: Edgware 3407. [3553

ARNOTT SUPERCHARGER KIT for TD M.G. 54, South Royd Street, Tottington, Bury, Lancs. [3447

AUSTIN EIGHT tourer, prefer ex-W.D. Tel.: FLA 5950. [3552

1935 RILEY KESTREL Nine. Must be in good condition at reasonable price. Please state price. 84, Oak Lane, Clewer, Windsor. [3554

M.G. J2, in first-class condition throughout, wanted for £90 maximum. Details to 13, Dorset Road, Canterbury, Kent. [3555

ENTHUSIASTIC LADY FRIEND keeps nagging for fast Austin or Ford 2-seater "special" or W.H.Y.? Photos appreciated and returned. Cash and collection for suitable car. 62, Mount Road, Lanesfield, near Wolverhampton. [3556

LANCIA APRILIA saloon wanted. Price, complete details, condition, mechanically, bodily. Box No. X557. [3557

TALBOT PRESELECTOR GEARBOX. Must be in perfect condition. Price and year and model of car from which removed to Shipton, 4, Vicarage Road, Edgbaston, Birmingham 15. [3558

FOR J2 M.G. Swept-back wings required. Details to 6, Berkeley Avenue, Bexleyheath Tel.: 5880. [3559

LEA-FRANCIS 1928 Light Six—two con.-rods. Elborough Stables, Cudnall Street, Charlton Kings, Cheltenham. [3560

VINTAGE JAEGER or similar 3-in. clock or rev.-counter, white face, wanted. Lincoln, Binfield, Pinegrove, Weybridge. [3561

CRASHED OR BURNT Citroen. Must be post-war. Apply: P. Thomas, 75, Thetford Road, Malden, Surrey. Tel.: CHI 0952 [3562

AUSTIN ULSTER or Speedy wanted by enthusiast, preferably with blown engine. Cocker, 5, Grafton Chambers, Churchway, N.W.1. [3563

URGENTLY FOR CASH. Pre-1940 handbooks, especially Rolls-Royce, Bentley. "Autobooks," 11, Old Bond Street, London, W.1. [3545

ASTON MARTIN Le Mans or Mk. II tourer. Price, etc., to 47, March Street, Burnley. [3456

PAIR SWEPT WINGS suitable P-type M.G. Rickards, 115, Byng Drive, Potters Bar. Tel.: 2853. [3760

SPEED EQUIPMENT for o.h.v. Minor. Blower, carbs., high axle ratio, etc. Taft, Robin Hood Farm, Edwinstowe, Notts. [3659

PLUS FOUR TR2 MORGAN required by private buyer. Any distance. Tel.: Leeds 664644. [3695

FOR 1936 SILVER EAGLE. Cylinder head, block, pistons. Tel.: SPEedwell 1987, evenings. [3718

CRANKSHAFT AND CRANKCASE or complete engine for Le Mans or Mark II Aston Martin. Box No. X728. [3728

ALVIS 14-H.P. FIREBIRD cylinder head. Maisonette, White Orchard, Englefield Green. Tel.: Egham 371. [3730

FRAZER-NASH chain-driven chassis with axles, transmission (preferably 4 speed), steering, etc. Complete car or any parts considered. 89, Ember Lane, Esher, Surrey. [3731

DELAGE D8, 1931/2 cylinder block. Must be sound. Hants. Box No. X732. [3732

FRAZER-NASH, vintage. J. Percival, 89, Edward Road, East Croydon, Surrey. [3733

INFORMATION, availability of parts, workshop manual, Rover Fourteen, '33. R. N. Price, 71, Eustace Road, Ispwich. [3734

£70 FOR BEST special or sports. Photo and full details to: Hodson, 223, Branston Road, Burton-on-Trent. [3735

URGENT! Wanted Meadows 4ED engine, ex-H.R.G., condition immaterial. Stripped or incomplete would do. Box No. X736. [3736

ROLLS-BENTLEY cylinder head for 3½-litre, early 1935 model. Required urgently. Box No. X737. [3737

WANTED—*continued*

PLUS 4 OR 4/4 MORGAN wanted. Post-war. Any condition. Please write: L. J. Brown, 29, Broad Lawn, Eltham, S.E.9. [3738

ALFA-ROMEO 1,750 windscreen or one suitable for adapting. Hodson, Builder, Knapwell, Cambs. [3739

FOR PB M.G. Bell housing (9-bolt). Harris, 2, St. John's Road, Sidcup. [3740

WANTED.—Small sports or "special." £80 maximum. Details, photo: 20, Hawthorn Lane, Wilmslow, Cheshire. [3741

AUSTIN CHUMMY. Must be in sound condition with good weather equipment. (Hants.) Box No. X743. [3743

WANTED.—Bound volumes of MOTOR SPORT. Either a complete run or small collections. Willing to purchase at 10s. per volume. G. R. N. Cleveland, Eaves, Bodmin. [3744

HAS ANYONE a small fast sports for young pauper—about £125. Box No. X745. [3745

RADIATOR AND SHELL wanted for 1933-5 Riley Nine Kestrel. Any condition. "Sunroyd House," Northgate, Horbury, Wakefield. [3594

LAGONDA RAPIER, British Salmson 12-h.p., Alvis Firebird or 12/70 4-seater coupé or sports saloon. Good body condition essential. Not exceeding £250. Box No. X746. [3746

MISCELLANEOUS

TO M.G. ENTHUSIASTS we offer: Blazer badges (gold and silver wire, motif set in laurel wreath), 21s.; ties (midget motifs, maroon, green or navy), 12s. 6d.; blazer buttons (chrome or gilt), 9s. 6d. set; also tie clips, 6s. 6d., cuff links, 9s. pair, and ear-rings, 8s. 6d. pair (all in silver or gold plate). Absolute satisfaction guaranteed or full money refunded. Cash, c.o.d., or further details: Jackson's M.G. Accessories, 14, Friern Barnet Road, London, N.11. (Tel.: Enterprise 2705, including evenings). Clearance offer: Rally-type wool bob caps, various colours, 6s. 6d. each. [3150

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VAUXHALL VELOX 3-carburetter manifold and two Zenith carburetters. £22, o.n.o. Box No. X175, MOTOR SPORT, 15, City Road, E.C.1. [3175

COMPLETE SERVICE. Cord rings, from £2 set. Year-guarantee batteries, from £3 15s., allowance your battery. Rebores, valves, gaskets, brake linings. Valves refaced. The lot. Send inquiries: Wellington Spares, 49, Wellington Street, Cardiff. Tel.: 21993, 10-7, Sun. [3182

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"AUTOBOOKS" (formerly "Instructboox" of Manchester) stock thousands of pre-war instruction books. Send s.a.e. for quotation. Mail order only. "Autobooks," 11, Old Bond Street, London, W.1. [3544

RALLY ENTHUSIASTS. Average-speed charts, 15 m.p.h. to 40 m.p.h. in .5 m.p.h. steps (51 speeds per set), 5s. 6d. Map reading lamps, 7s. 6d and 15s. Illuminated chart magnifier, 58s. 6d. Night driving spectacles, 5s. 9d. pair. Signpost lamps, 25s. Compasses from 24s. 6d. Flask holder, 6s. 11d. Send for catalogue: Smith, 25, Far Street, Wymeswold, Loughborough. [3742

FRENCH RIVIERA. Room for one in A30 from Winchester. Last fortnight June. Box No. X747. [3747

£20 RETURN. London to Riviera by TR2 and air ferry. June 30th/July 15th. No driving. Not recommended if nervous. Box No. X748. [3748

ENGINES: 1½-litre o.h.c. Blackburn with indestructible E.N.V. remote control manual gearbox, ex-Invicta; working order, including accessories; plus .020 in. from new, but now needs top overhaul. Cheap or enquiries for major items. Also: Connoisseur's piece, ex-Shelsley 4-cylinder 4-speed o.h.c. Beardmore engine, gearbox unit. Completely works reconditioned regardless, unused since. All accessories low price to good home. 12, Robinson Avenue, Goffs Oak, Herts. Tel.: Cuffley 2098, evenings. [3758

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A ROOMIER OPEN or saloon car of character wanted, as good and reliable as my Triumph Vitesse, 1937, sports saloon, valued at £100. Appearance immaterial. I want room and reliability. Armitage, 16, Brook Street, Ossett, Yorks. Tel.: 2528. [3337

1938 CITROEN Light Twelve, fair condition, and small amount of cash for Volkswagen (seen Sidcup, Kent). Box No. X302, MOTOR SPORT, 15, City Road, E.C.1. [3302

LAGONDA RAPIER 10-H.P. 4-seat tourer for 2-seat sports. Sell £170. Havery, Tel.: Orpington 24293. [3433

1947 HUMBER Super Snipe estate car, oak body, good mechanical condition, new heavy-duty battery, brakes relined, tyres very good. Exchanges invited, valued at £220. Interested saloon. Blackburn, Bolton Old Hall, Bradford. [3566

ROLLS TWENTY Park Ward saloon, 1928. Excellent condition, good tyres. £120, or exchange good 12/50 Alvis or Firefly. Write: 60, Ferney Lee Road, Todmorden. [3749

EXCELLENT JENSEN SPORTS saloon, original. Wanted TA, PA, superb J2. Tel.: Brixton 4061. [3582

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