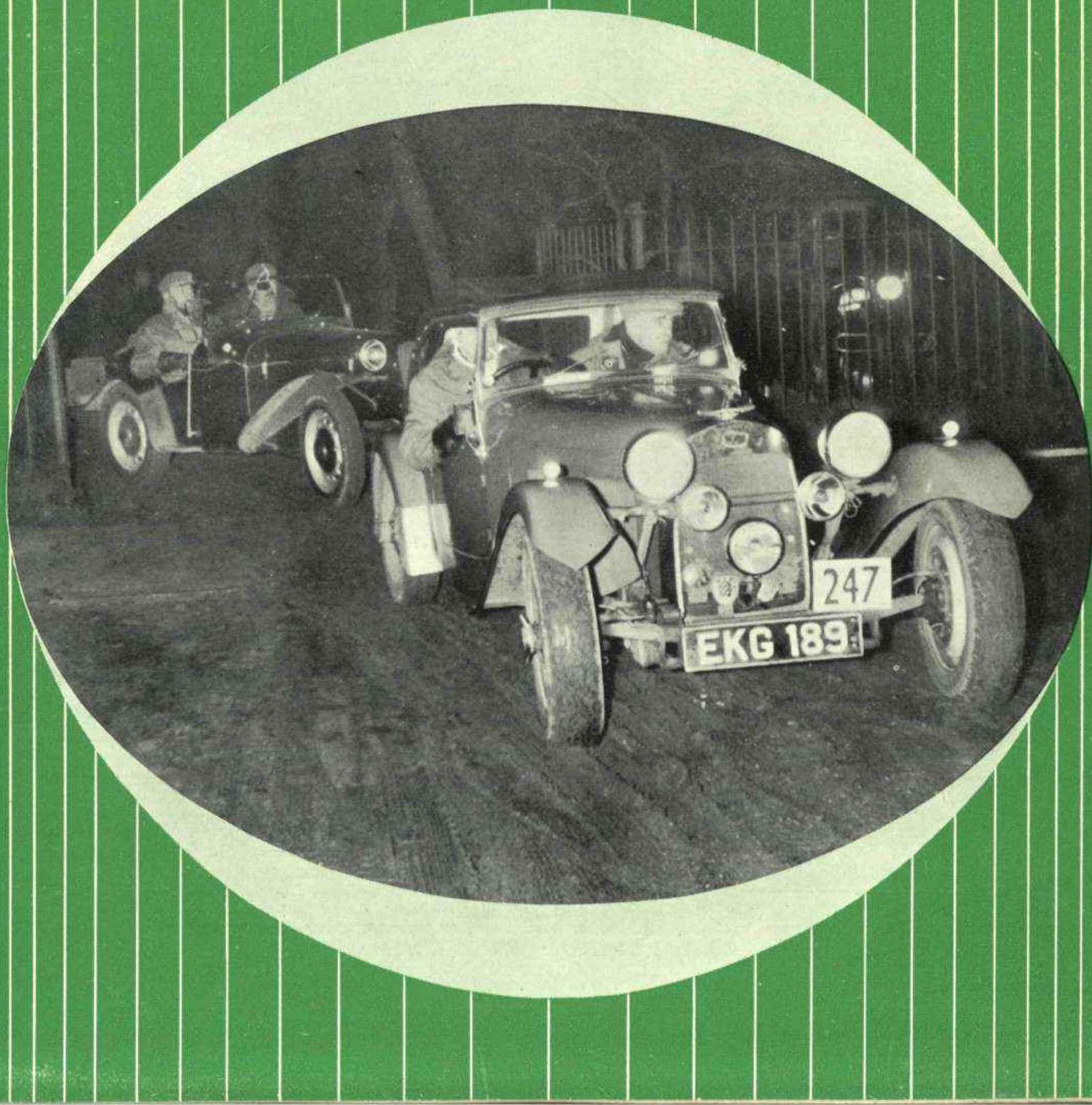
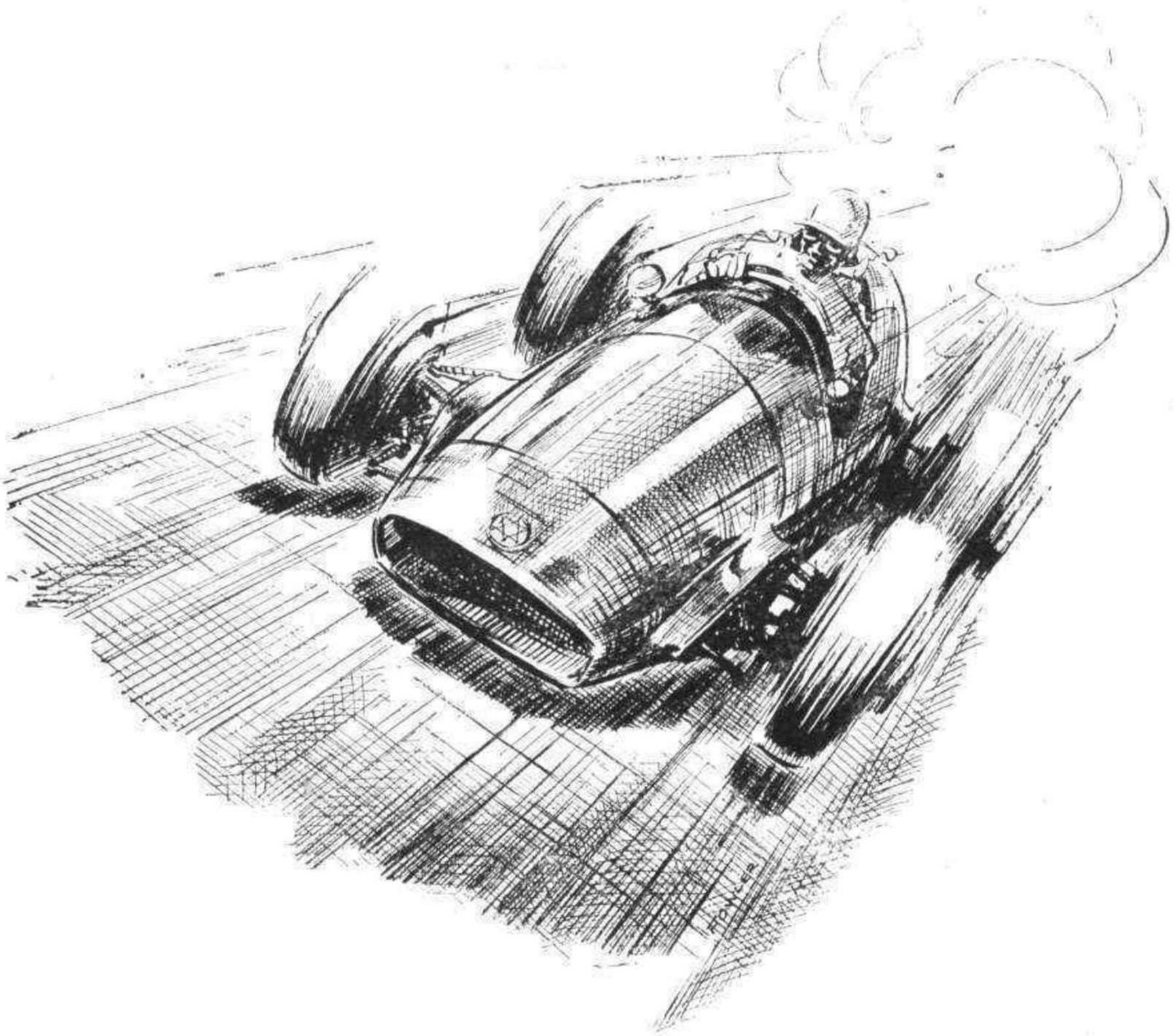
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Vol. XXXII No. 2 ONE SHILLING AND SIXPENCE February, 1956

MOTOR SPORT

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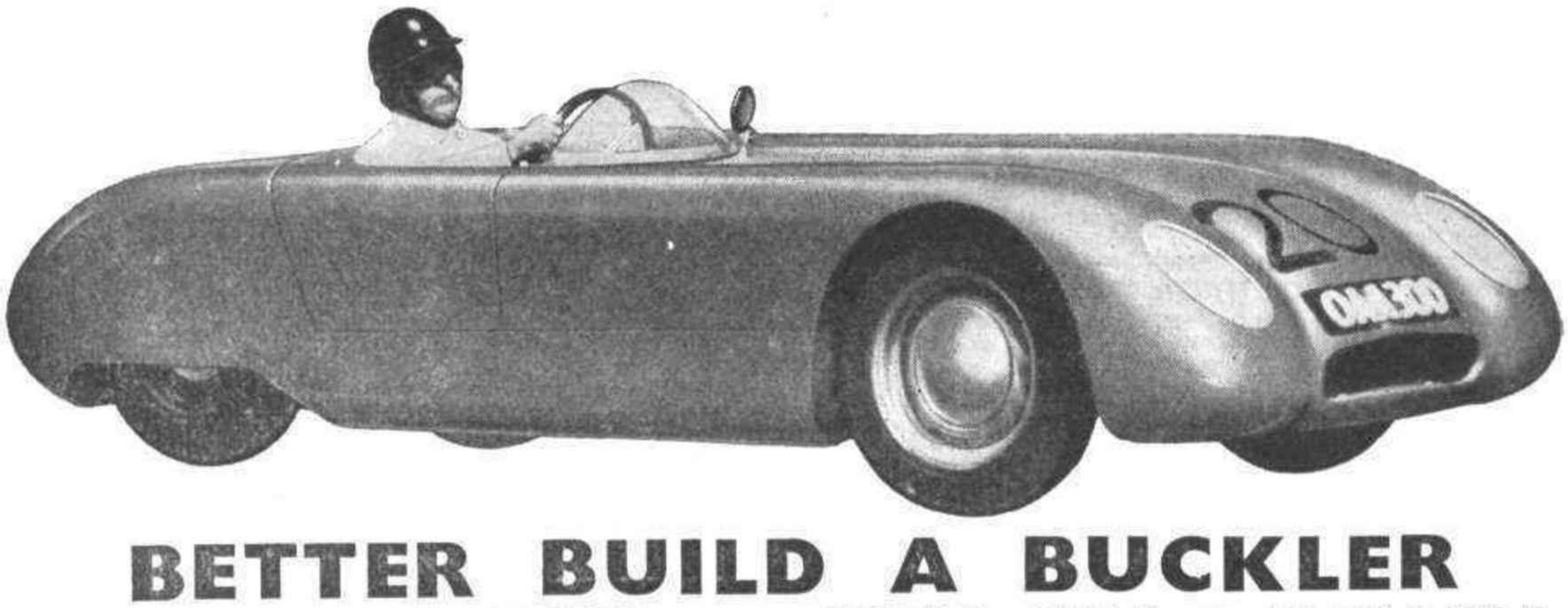
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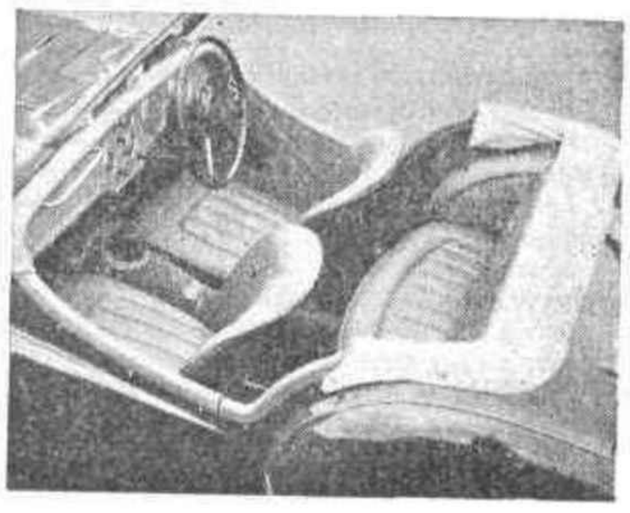
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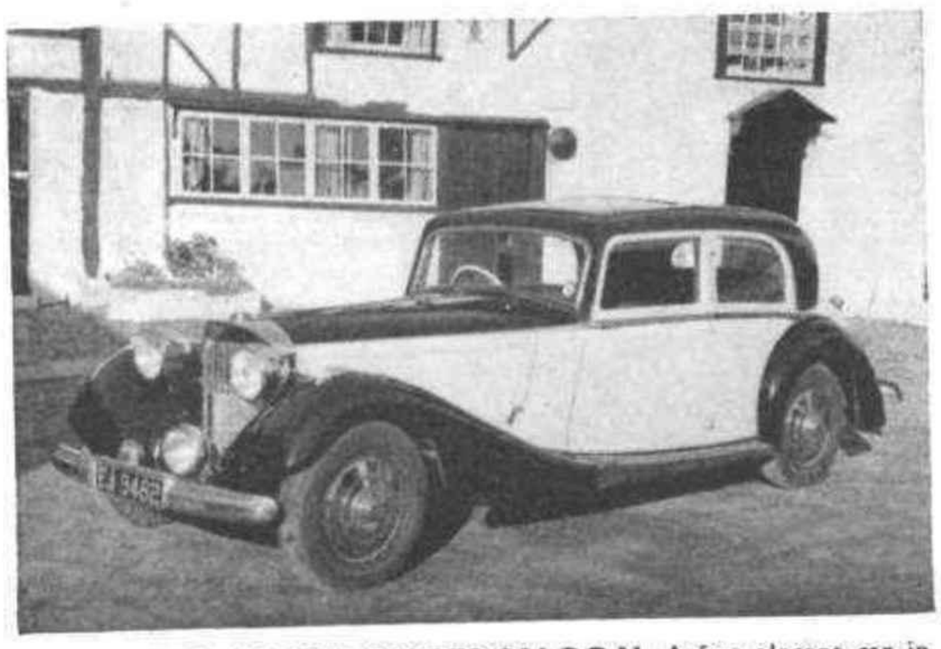
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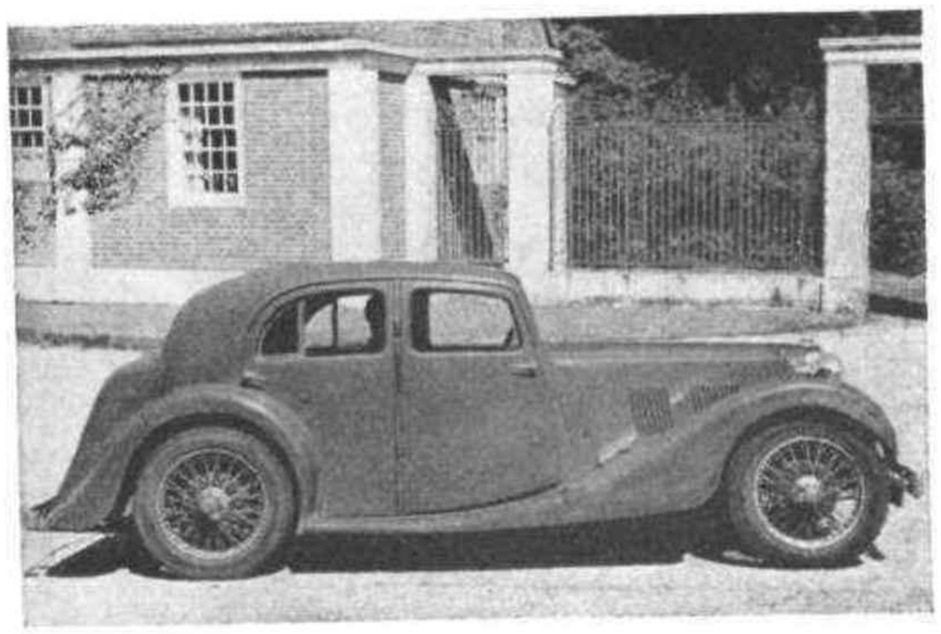
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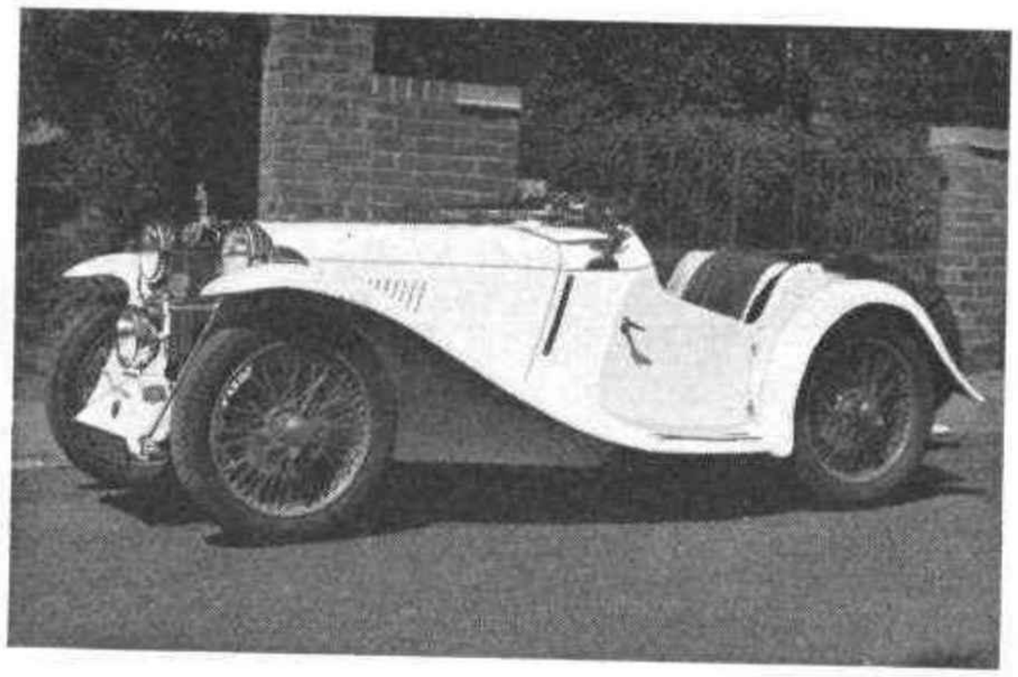
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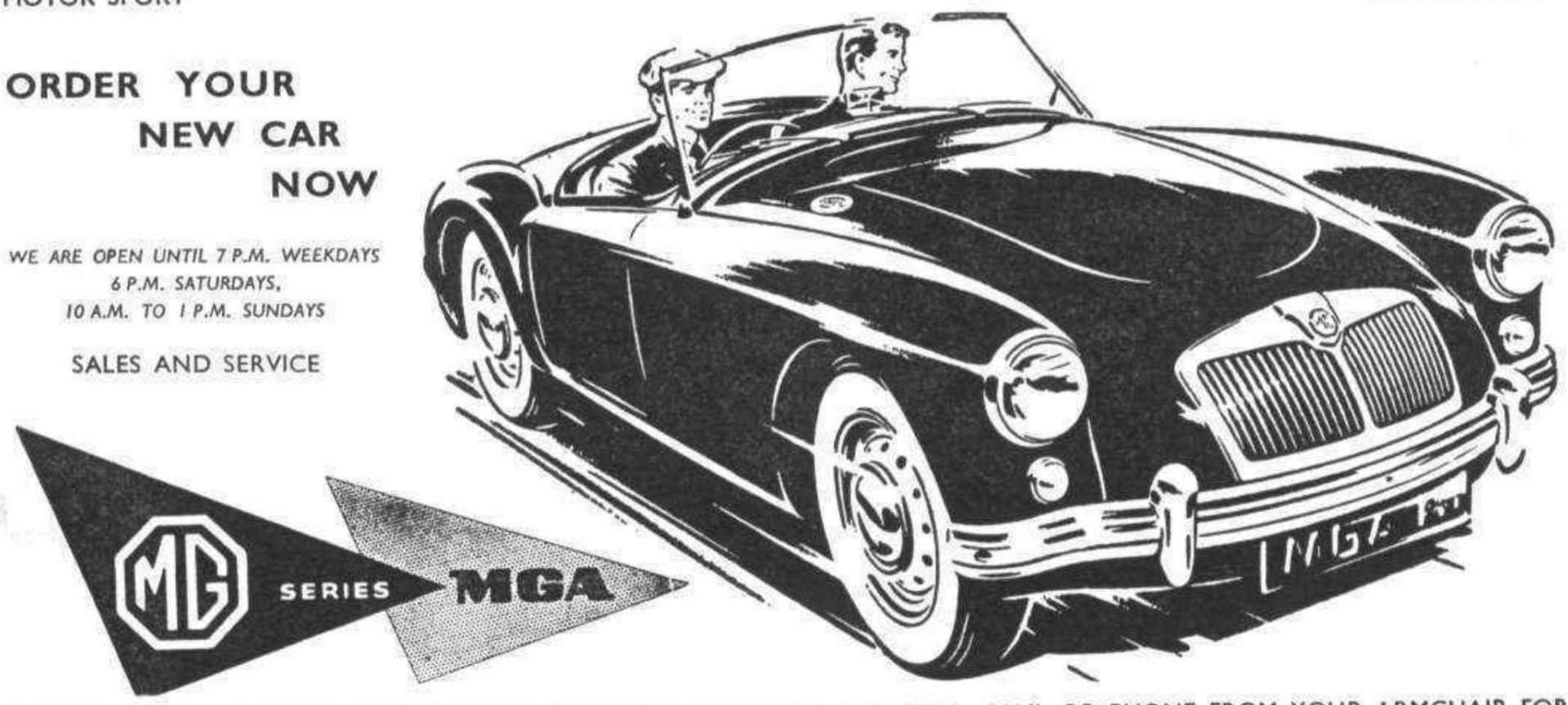
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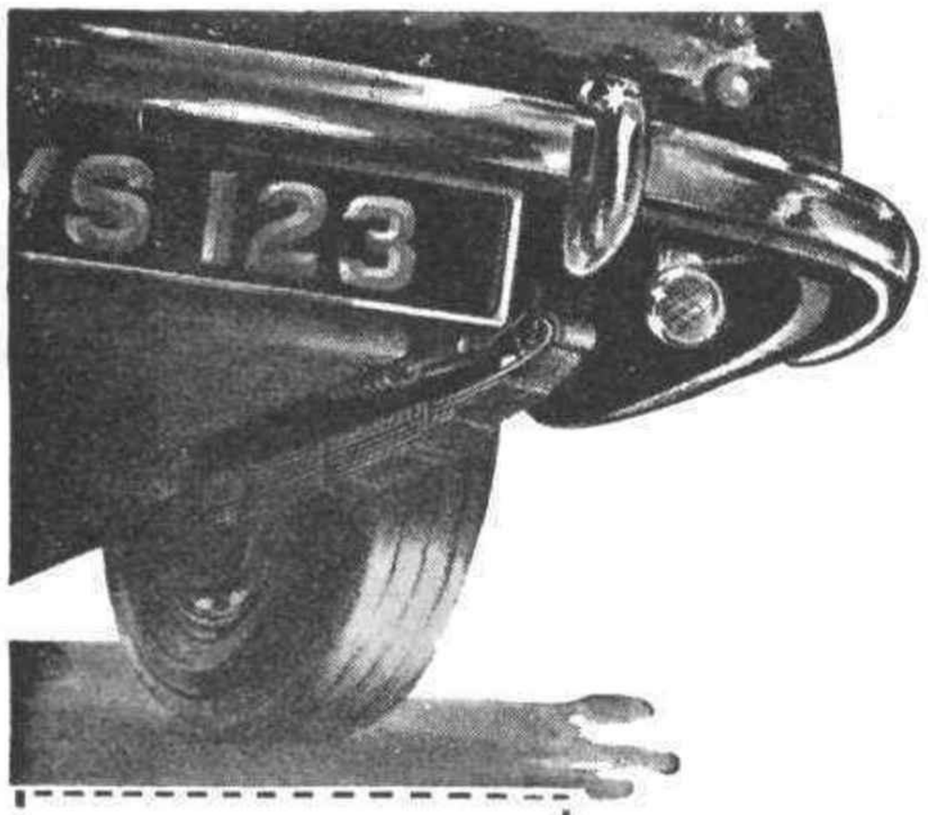
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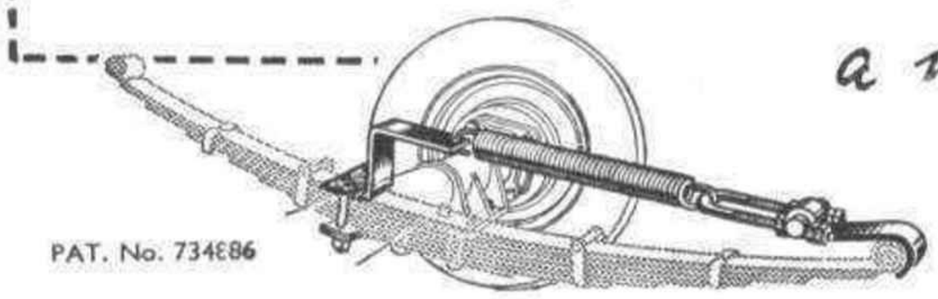


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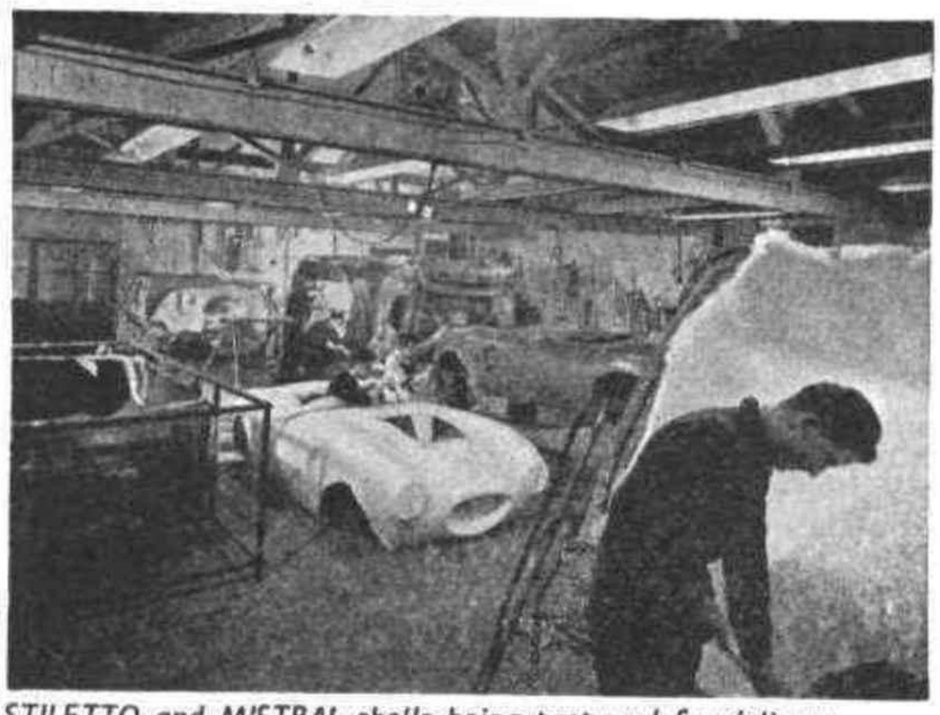


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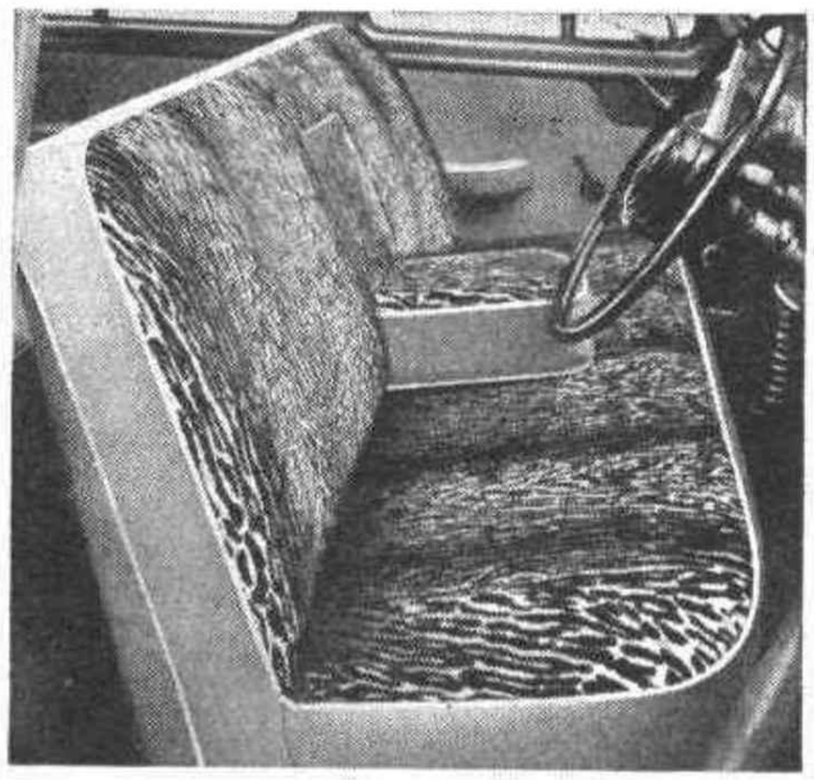
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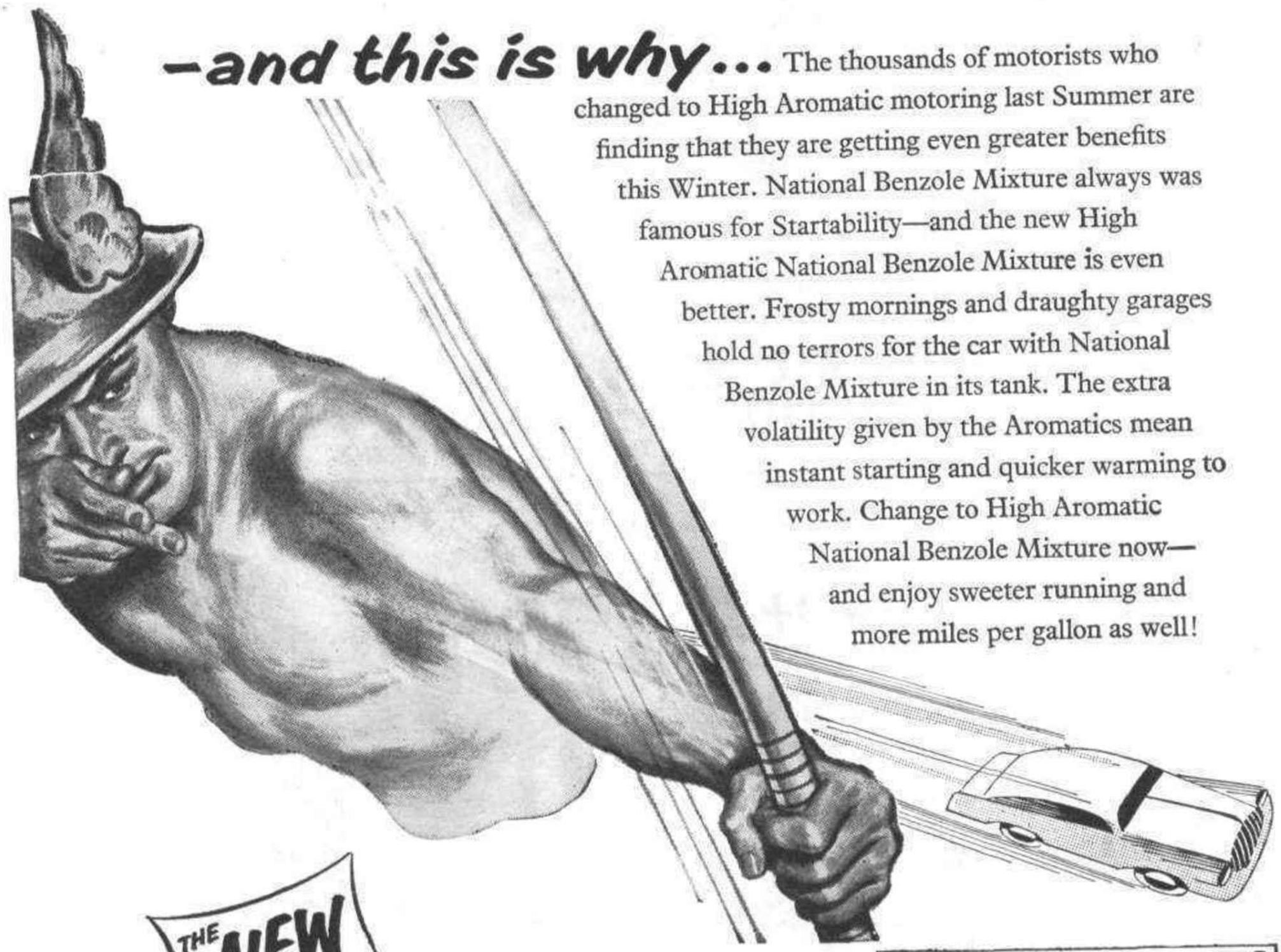
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MATTERS OF MOMENT

HOW RUSTY IS YOUR MEMORY?

While we are sorry to learn that many of B.M.C.'s employees are now obliged to work a four-day week, they might well ask themselves whether the publicity boys are not making fools of them, for cars cannot be sold, particularly today when all the export buyers are generally pretty well informed, by issuing ridiculous and untrue statements. In a leaflet publicising the TF M.G., what do we find? A statement which reads: "Remember how, way back in 1935, George Eyston's team of women drivers in M.G.s won the Le Mans 24-Hours Race?" Now it is true that George Eyston entered his team of "dancing daughters" for Le Mans in 1935. But they didn't win. They were never expected to win. They were out to put on a convincing demonstration of consistent driving and this they did, the P-type Midget driven by Joan Richmond and Mrs. G. Simpson finishing 24th, that driven by Doreen Evans and the late Barbara Skinner being placed 25th, and that driven by Margaret Allen and Mrs. C. Eaton coming in 26th—the race having been won by a Lagonda, at 77.85 m.p.h.

The M.G.s didn't even win their class, in which they were placed 8th, 9th and 10th out of twelve finishers, beating two side-valve Austin Sevens. Nor were they in the first six of the Biennial Rudge-Whitworth Cup contest.

Yet, as an irate overseas reader has brought to our notice, here was B.M.C. asking potential customers if they remembered M.G.s, driven by ladies, winning the Le Mans 24-Hour Race—this as a means of publicising the TF M.G., which was supposed to maintain exports until the new MGA model could be supplied to American and other markets. The leaflet to which we refer goes on to describe "the shining shadow of the radiator cap in the bright gleam of the bonnet, the low-pitched power, as if there were an impatient panther caged beneath the floorboards . . ." Never mind! Some buyers may seek shining shadows and not object to panther-noises underneath them.

But please let us have no repetition of claiming race victories which, in fact, have never been gained. This sort of advertising ruins British prestige; let the Bishop of Nuffield's New Year Resolution be "To tell the truth, the whole truth and nothing but the truth."

THE MONTE CARLO RALLY

By the time this issue of MOTOR SPORT is in your hands the 26th Monte Carlo Rally will have been won and lost. The 351 cars entered are all closed vehicles but with modifications to standard specification permitted at the expense of having to overcome a speed handicap in the mountains. They started from Glasgow, Athens, Rome, Paris, Lisbon, Munich and Stockholm, and converged on Paris prior to taking the dreaded 630-mile regularity test and downhill-timed run and braking test before arriving at Monte Carlo on January 19th. On January 21st the ninety highest-placed finishers on the road took another regularity test of 150 miles in the mountains behind Monte Carlo.

Success in this winter rally is important, for it is widely publicised, and victory means sales, on the assumption that only a skilled crew and a sound car can win this 2,600-mile event. In good weather almost any of our readers should be able to get well ahead of the Rally schedule (which has to be low to humour those official persons who see the motor car as a lethal weapon if it exceeds about 40 m.p.h.), at all events on the Glasgow-Dover section; the Rally is then won on navigation. If the weather over Europe is severe it is a different matter and cars possessing the better qualities of performance and control beat inferior vehicles, the drivers must be skilful, and electrical and tyre equipment beyond reproach.

In last year's major rallies Mercedes-Benz cars proved the best, so it will be interesting to see how those entered for the Monte Carlo Rally (there are 15 in all) get on, and whether Sunbeam can repeat last year's success. B.M.C., Ford, Rootes and Standard were all-out to win, with teams of cars, mostly specially prepared, Sydney Allard (who won under difficult conditions in 1952) started from Glasgow in an Allard Monte Carlo saloon, and British lady champion, Sheila van Damm, was making her last rally appearance (for business reasons) in a Sunbeam, starting from Stockholm, as was last year's winner Gunnar Fadum in his Sunbeam.

This year an extra 700 miles had to be covered, giving competitors the task of facing the better part of four days and three-and-a-half nights on the route. If all goes well we hope to tell you how they fared, elsewhere in this issue.

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Front cover picture: POST-VINTAGE THOROUGHBRED.—D. J. Waller's H.R.G., one of eight of these cars entered for this year's M.C.C. Exeter Trial; behind it is a more normal modern trials car.

Motor Sport Events for February

★ **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
Feb. 4th ...	Galloway M.C. & C.C.	Markethill	Castle Douglas	(*C.*)	10.00 p.m.
Feb. 4th/5th	*Leeds University Union*	*Pool-in-Wharfedale*	—	*Night Rally (R.)*	8.00 p.m.
,, ...	THAMES ESTUARY A.C.	DUNSTABLE AND SOUTHEND	—	"CAT'S EYES" RALLY (*N.*)	4.00 p.m.
Feb. 5th ...	Cumberland S.C.C.	*Welton*	Carlisle	Point-to-Point	2.00 p.m.
,, ...	Forces' M.C.	Grasshopper Inn	Westerham	Rally (*C.*)	10.00 p.m.
,, ...	Vintage S.C.C.	Aerodrome	Heston	(*C.*)	12.00 noon
,, ...	Brighton & Hove M.C.	Headquarters	Brighton	(*C.*)	11.30 a.m.
,, ...	A.E.R.E. M.C.	Social Club	Harwell	(*C.*)	1.30 p.m.
Feb. 6th ...	Hagley & Dist. L.C.C.	Angel Hotel	Ludlow	Trial	10.00 a.m.
Feb. 7th ...	Haslemere M.C.	St. Christopher's Hall	Haslemere	Film Show	7.30 p.m.
Feb. 10th/11th	Yorkshire S.C.C.	Crescent Hotel	Ilkley	(*C.*)	10.01 p.m.
Feb. 11th/12th	Herts County Auto & Aero Club	Jack's Hill Café	Stevenage	"Nocturnette"	7.30 p.m.
Feb. 12th ...	East Anglian M.C.	Two-point start	Colchester	Rally (*C.*)	1.00 p.m.
,, ...	Spalding C.C.	Hall's Filling Station	Spalding	(*C.*)	2.00 p.m.
,, ...	Margate & Dist. M.C.	Palm Bay	Margate	(*C.*)	10.00 a.m.
,, ...	Southsea M.C.	"Deers' Hut"	Longmoor	Trial (*R.*)	11.00 a.m.
,, ...	Northampton C.C.	Testing ground, Tiffield	Northampton	(*R.*)	10.00 a.m.
,, ...	Bedford A.E.C.	Malden's Farm	Biddenham	Rally (*C.*)	10.30 a.m.
,, ...	Bolton le Moors C.C.	"Ye Jolly Crofters"	Horwich	Treasure Hunt	11.30 a.m.
,, ...	Harlow & Dist. A.C.	Edinburgh	Harlow	Rally	3.00 p.m.
,, ...	Burnham-on-Sea M.C.	"Rallye Femina"	Burnham	Rally	2.00 p.m.
,, ...	Morecambe C.C.	J. Shaw Motors	Morecambe	Rally (*C.*)	1.30 p.m.
Feb. 17th ...	*Aston Martin O.C.*	—	Chester	*Dinner-dance*	8.00 p.m.
Feb. 17th/18th	Maidstone & M.K. M.C.	Swan Hotel	Charing	Hastings Rally	8.00 p.m.
Feb. 18th ...	Lancashire A.C.	Norbreck Hydro	Blackpool	Annual Dinner	6.30 p.m.
Feb. 18th/19th	United Hospitals & U. L.M.C.	*Pembroke Hotel*	*Wilton*	Rosette Rally	8.30 p.m.
Feb. 19th ...	Windsor C.C.	Sunninghill Motor Services	Sunningdale	(*C.*)	—
,, ...	Newcastle & Dist. M.C.	Woolsington Airport	Newcastle	Trial	10.30 a.m.
,, ...	North Midland M.C.	Rising Sun Hotel	Bamford	Trials (*R.*)	10.30 a.m.
,, ...	Dumfries & Dist. M.C. & C.C.	Crown Hotel	Dumfries	Photo Rally	10.30 a.m.
,, ...	Birmingham University M.C.	Stewponey Hotel	Wolverhampton	(*R.*)	10.00 a.m.
,, ...	North London E.C. C.C.	Byron Hotel	Greenford	Jacobean Trial	10.00 a.m.
,, ...	Warrington & Dist M.C.	Bank Street Car Park	Warrington	Daffodil Rally (*R.*)	9.30 a.m.
Feb. 22nd ...	Vintage S.C.C.	Town Hall	Hammersmith	Film Show	7.00 p.m.
Feb. 25th/26th	Berwick & Dist. M.C.	"Rum Puncheon"	Berwick	Rally (*C.*)	8.00 p.m.
Feb. 26th ...	Nottingham S.C.C.	—	Nottingham	Trial (*C.*)	10.30 a.m.
,, ...	Rugby M.C.	Autocar Garage	Rugby	Rally (*C.*)	9.30 a.m.
,, ...	Eastern Counties M.C.	West End Road	Ipswich	Rally (*C.*)	1.00 p.m.
,, ...	Weybridge M.S.C.	"Stag & Hounds"	Weybridge	(*C.*)	1.30 p.m.
,, ...	Civil Service M.A.	Wingroves	Burnham Beeches	Trial (*C.*)	10.30 a.m.
,, ...	Leeds University Union M.C.	University Union	Leeds	Social	2.00 p.m.
,, ...	West Hants & Dorset C.C.	Doddings Farm	Bere Regis	Trial	10.30 a.m.

BOOK REVIEWS

"'Motor Sport' Racing Car Review—1956," by Denis Jenkinson. 123 pp., 5 in. by 7½ in. (*Grenville Publishing Co., Ltd.*, 15-17, *City Road, London, E.C.*1. 8*s.* 6*d.*)

This fascinating and informative little volume, now in its ninth year, describes in text and picture the Formula I G.P. racing cars of last season, and who better fitted for the task than the author, who, as MOTOR SPORT's Continental Correspondent, follows the G.P. "circus" round Europe throughout the summer.

This year's edition has better photographs than ever before, all taken by MOTOR SPORT staff photographers, which means a full-page view of each 1955 F. I car and equally large pictures of the more interesting technical features, such as suspension, disc brakes, cockpit layout, etc.

In view of Britain's present interest in Grand Prix racing, it is especially interesting to read Jenkinson's opinions of B.R.M., Connaught and Vanwall, and to compare the achievements of these with those of Mercedes-Benz, Ferrari, Lancia, Maserati and Gordini, etc. Of B.R.M., the author writes: "... handled properly, the B.R.M. *would appear to have great prospects before them*," but he makes a plea for the cars to tackle true G.P. racing and not confine themselves to club meetings on English aerodrome circuits—"A few laps round a flat, smooth perimeter track may convince the populace but Internationally, where Formula I really counts, it means little." He is warm in his praise of Connaught's Syracuse victory, describing it as "no fluke, nor was it against negligible *opposition, nor failure of the opposition . . . the first convincing* British Grand Prix win since the beginning of motor racing . . ." Jenkinson is obviously not too pleased with Vanwall, finding retirements due not to serious engine trouble but to the breakage of minor parts which "should have been sorted out during 1954."

This book brings home new facts and doesn't mince its opinions. Hawthorn is commended for leaving Vanwall for Ferrari because "*the best driver cannot cope with a troublesome car*," but Schell is praised for putting new life into the Vanwall team—"usually considered the life and soul of a cocktail party, he most certainly was the life and soul of the Vanwall team at Aintree." We discover that Connaught despaired of ever getting the S.U. fuel-injection system to function properly and that at Syracuse they used Houdaille *shock-absorbers*, "... *despairing of ever finding an English shock-absorber* to satisfy their needs, just as they had changed to Italian carburetters." [They also used Pirelli tyres at Syracuse.—ED.]

This landscape book covers not only W196 and Formule Libre Mercedes-Benz, F. I and Mk. II B.R.M., Types 625 and 555 Ferrari, Connaught, Vanwall, 250/FI Maserati, six- and eight-cylinder Gordinis, F. I Lancia, but Cooper-Bristol, Arzani-Volpini and D.B. F. I cars. The foreword is by W. Boddy, Editor of MOTOR SPORT.

"Floyd Clymer's Official Yearbook of the Indianapolis 500-Mile Race—1955." 111 pp., 8½ in. by 11 in. (*Floyd Clymer*, 1268, *South Alvarado Street, Los Angeles* 6, *California*. 1.50 *dollars.*)

Once again Floyd Clymer presents very comprehensive coverage of last year's 500-Mile Race at Indianapolis, in a book packed with pictures of cars, drivers and other celebrities, and dealing both with the full story of this race and its historic aspects. European enthusiasts will find study of this book of particular interest in view of the proposed race between the best Indianapolis and Grand Prix cars on the new Monza autodrome this year.

The *Aston Martin Register for* 1955/6 has been issued by the Aston Martin O.C. and is in three parts, a list of all known cars by their chassis numbers, cars listed by their registration numbers, and —most instructive—a list of A.M.O.C. members and the cars they own. The book runs to 118 pages and contains some fascinating photographs of Aston Martins from the Bamford and Martin cars of 1922 to the DB3S of 1955. Copies are available to non-members of the club (Hon. Sec.: A. Bowman Stewart, "Saxons," Gilham Avenue, Banstead, Surrey), price 10s.

1ST DUNLOP

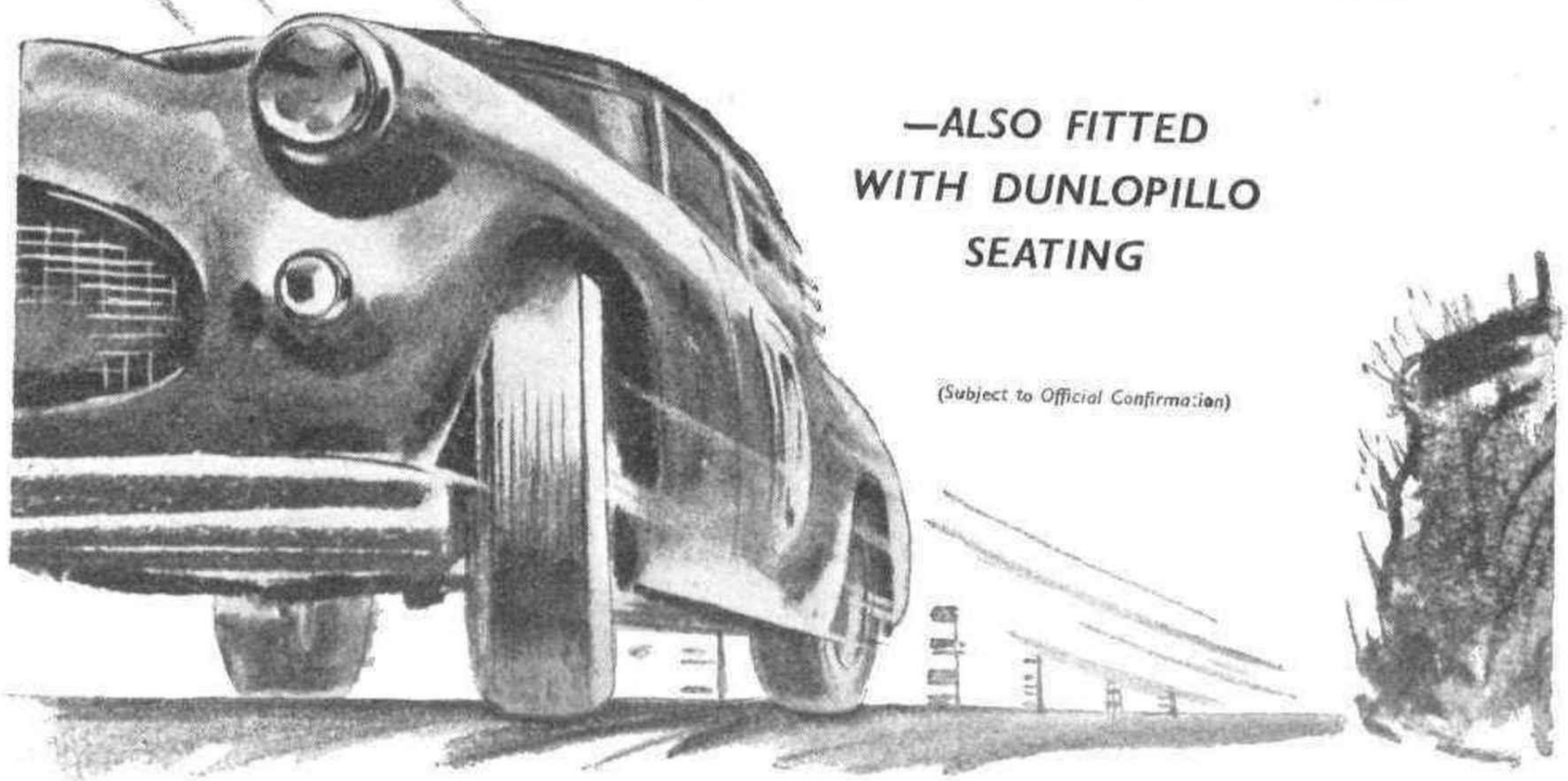
MONTE CARLO RALLY

1st.
JAGUAR

R. J. ADAMS—F. BIGGAR

—ALSO FITTED WITH DUNLOPILLO SEATING

(Subject to Official Confirmation)



-and Dunlop makes the tyre YOU want!

SH/140



The fastest T.T. of all time! Stirling Moss comes first in the R.A.C. International T.T. at Dundrod — with an average speed of 88.32 m.p.h. Stirling Moss used BP Super in his Mercedes — as did the rest of the Mercedes sports car team.

Brilliant driving by Wharton. With BP Super in the tank of his Ford Zephyr, Ken Wharton was placed first in the 2001 to 3000 c.c. class in the Production Touring Car race at the Daily Express Trophy Meeting at Silverstone.



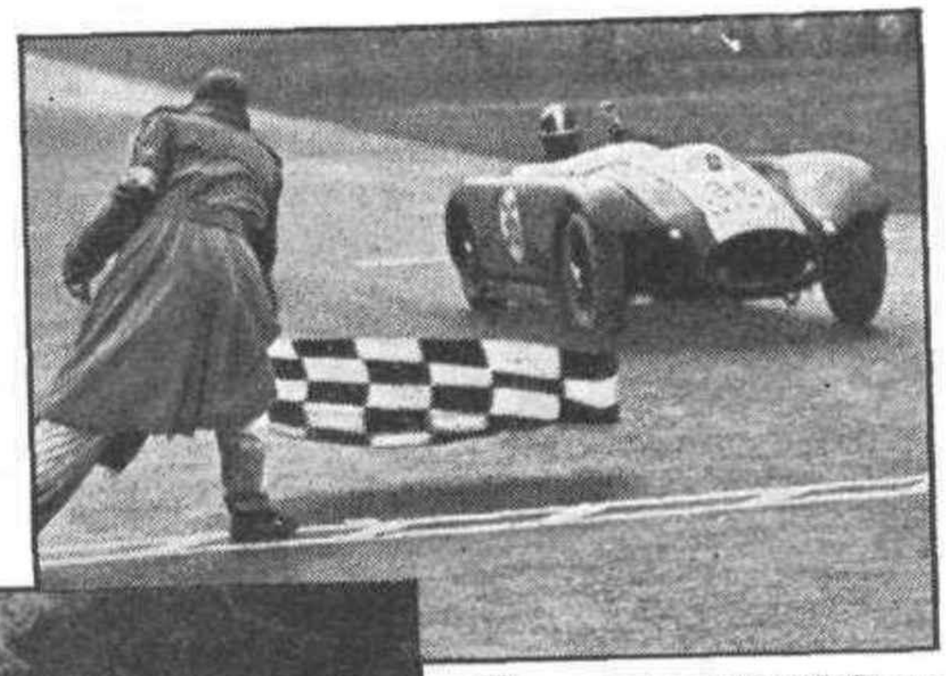
A YEAR OF VICTORIES FOR BP SUPER

From Silverstone to Sweden, this outstanding petrol had a remarkable winning record in the year's big races

The perfectly-tuned engine that every driver needs to stand a chance of winning a major race or rally makes extraordinarily heavy demands on the fuel. Quality and specification must never vary. Lap after lap, or day after day, the fuel must live up to the high performance capacity of the specially-tuned engine which it powers.

The outstanding record of BP Super on race track and road circuit during 1955 shows how successfully this petrol has fulfilled these exacting requirements.

Even the ordinary motorist, in everyday driving in towns and countryside, can notice the freedom from engine-knock and the smooth, swift acceleration. He appreciates, too, something about which the racing motorist does not have to worry — that is, a considerable economy in fuel consumption when driving on BP Super.



Here comes another BP Superman! Unknown in the racing world before 1951, W. A. Scott-Brown had many successes last year. Here he is, using BP Super in his two-litre Lister-Bristol to win the British Empire Trophy for sports cars.

Some of the big wins on BP Super during the 1955 season

Ulster T.T. 1st. Stirling Moss; 2nd and 3rd, J. M. Fangio and G. von Tripps. All driving Mercedes cars.

Tulip Rally 1st, W. J. J. Tak in a Mercedes.

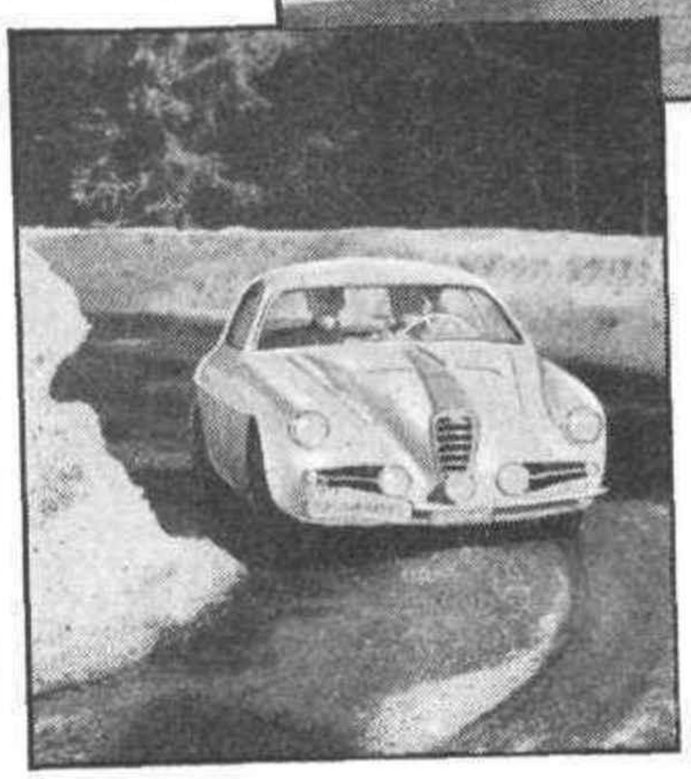
British Empire Trophy 1st, W. A. Scott-Brown in a Lister-Bristol.

Swedish Grand Prix 1st, J. M. Fangio; 2nd, Stirling Moss. Both driving Mercedes cars.

Lyons-Charbonnieres Rally Outright winner — Houel, in an Alfa-Romeo. First four places in general classification. Five firsts out of six other class events.

Silverstone Production Touring Car Race 2001-3000 c.c. class 1st, Ken Wharton in a Ford Zephyr.

R.A.C. Rally of Gt. Britain 1st, J. Ray and B. Horrocks — Standard; 3rd, K. Richardson and J. Heathcote — Standard. Team Award — Standard team. And three class wins.



First four places on BP Super. In the Lyons-Charbonnières Rally the first four places in the general classification were won on BP Super. So were five firsts out of six other class events. Houel, the outright winner, used both BP Super petrol and BP Energol motor oil in his Alfa-Romeo.

THE NEW ZEALAND GRAND PRIX

THE Grand Prix of New Zealand, held at Ardmore Airfield, near Auckland, on a 2.1-mile circuit in the shape of an elongated figure of eight, drew a vast entry ranging from Grand Prix cars to production sports cars, driven by everyone from near-World Champions to "local boys." A contingent of cars and drivers from Britain journeyed out to the far shores of the Commonwealth and included Moss with his own 1954 Maserati Grand Prix car, Parnell with a single-seater Aston Martin from the factory, built around DB3S components, Marr with his streamlined B-type Connaught fitted with a standard D-type Jaguar engine running on pump fuel, and Gaze and Whitehead with a brace of hybrid Ferraris. These were the cars they used last year in this event, being 1953 Formula II cars fitted with 3-litre Monza Ferrari engines. On their previous visit they had been normal sports engines running on pump fuel, but this time had been converted to run on an alcohol mixture, with a consequent increase in power output. Brabham entered the rear-engined Cooper-Bristol that appeared in England during the 1955 season, and Sulman and Mackay had DB3S Aston Martins that had competed in the 1955 European season.

The race was held over 100 laps of the aerodrome circuit and Moss had things more or less his own way, there being little in the way of opposition for either car or driver. In spite of his car suffering from a fuel leak, so that he had to stop and take on more fuel, he was able to win comfortably from the two Ferraris. The single-seater Aston Martin had mechanical trouble in practice and could not start, so Parnell borrowed Whitehead's sports Cooper-Jaguar, which that driver had with him to run in the sports-car event. In this sports-car event, which was on handicap, Moss drove a borrowed Porsche Spyder and succeeded in finishing ahead of the aforementioned Cooper-Jaguar and also Gaze driving an H.W.M.-Jaguar. The XK120 Jaguar power unit is a surprisingly versatile engine, for apart from being used in staid saloons, it forms the basis of the power unit in the very powerful D-type Jaguar, is used in specialised sports cars such as the Cooper and the H.W.M., and was also running in the Grand Prix fitted to an early Grand Prix Bugatti chassis.

Results :

NEW ZEALAND GRAND PRIX—100 Laps—210 Miles

1st : S. Moss (Maserati 250F) ... ... 78.4 m.p.h.
2nd : P. N. Whitehead (Ferrari 3-litre).
3rd : F. A. O. Gaze (Ferrari 3-litre).
4th : L. Marr (Connaught-Jaguar).
5th : R. Parnell (Cooper-Jaguar).

ARDMORE HANDICAP RACE—15 Laps—31.5 Miles

1st : S. Moss (Porsche Spyder) ... ... 71.2 m.p.h.
2nd : P. N. Whitehead (Cooper-Jaguar).
3rd : F. A. O. Gaze (H.W.M. Jaguar).

CLUB NEWS

NORTH LONDON E.C.C. ANNUAL DINNER AND DANCE (Jan. 6th)

This was the most hilarious and successful of these functions so far held. The chair was taken by A. F. Rivers Fletcher, President. Prizes were presented by Mrs. Norman Wisdom. Raymond Mays was to have been guest of honour, but was unable to make it owing to thick fog on the Great North Road, and his place was taken by Ron Flockhart. Speeches were made by Eric Findon, Rivers Fletcher, David Render and John Eason-Gibson.

The principal trophies awarded were as follows : The William P. Render Trophy to Ian Walker for his successes in rallies and trials organised by the club. The Rivers Fletcher Trophy to Ian Wilson, mechanic to the late Jim Mayers. The Lombard Trophy and the David Yiend Memorial Trophy to A. F. Rivers Fletcher for his successes in sprints and hill-climbs.

BOLTON LE MOORS C.C. NAVIGATION RALLY (Jan. 8th)

Weather conditions were favourable although owners of "heaterless" open cars suffered from the strong, cold wind which found any gaps in hood or sidescreens.

Results :

Allcomers' Class :
1st : F. Snaylam (navigator, T. Warburton), no marks lost.
2nd : K. Cunliffe (navigator, D. Prakel), 2 marks lost.

Novices' Class :
1st : R. K. Walsh (navigator, J. Smith), 2 marks lost.
2nd : I. W. Smith (navigator, K. Darby), 26 marks lost.

NORTH DEVON M.C. ILFRACOMBE RALLY

This event will take place on April 20th and 21st and is a qualifying event for the B.T.D.A. Silver Star. Details from S. Guard, Vicarage Lawn, Barnstaple, North Devon.

B.A.R.C. (EAST SUSSEX) MIDNIGHT FILM MATINEE AND SUPPER (Feb. 17th)

The sixth annual midnight film matinée will be held at the Picturedrome Cinema, Langney Road, Eastbourne, at 10.45 pm., when some of the major races of 1955 on home and Continental circuits will be shown. In addition a supper party will take place at the Cavendish Hotel at 8 p.m. for 8.30 p.m. on the same evening.

M.G. C.C. (S.W.) SALISBURY "TRALLY" (Feb. 5th)

The above event is a provisional one for 1956 and, in conjunction with the 750 Club, will take place at 11 a.m. at the High Post Hotel, Salisbury. It is a combined trial and rally, with driving tests to count for the final marking.

FORCES' M.C. WINTER RALLY (Feb. 5th)

At 10.30 a.m. on February 5th, at the Grasshopper Inn, Westerham, Kent, the 100-mile-long winter rally will start, the major accent being on navigation. Entries to A. V. Matthison, 93, Fairlands Avenue, Thornton Heath, Surrey, by January 30th.

RHYL & DIST. M.C. BRAID RALLY (Feb. 4th/5th)

This rally is known locally as the Monte Carlo of North Wales. It is a closed-to-club event run over minor roads in the mountains of North Wales. In the past snow on the high ground has made the event very interesting, tough navigational sections and the mountainous nature of the course giving it the Monte Carlo atmosphere.

Regulations from R. H. Piper, Bexley, Conwy Street, Rhyl, Flintshire.

CEMIAN M.C.

The annual dinner and dance and presentation of awards will be held at the Rembrandt Hotel, South Kensington, on Friday, February 3rd, from 7 p.m. until 2 a.m.

MAIDSTONE & MID-KENT M.C. HASTINGS RALLY (Feb. 17th/18th)

The Hastings Rally is being held on February 17th/18th as an invitation event for the following clubs : Kentish Border C.C., London M.C., B.A.R.C., Thames Estuary M.C., Hants & Berks M.C. and the M.G. C.C. The start will be from the Swan Hotel, Charing, at 8 p.m.

500 M.R.C. OF IRELAND

Once again the 500-c.c. Championship of Ireland race meeting will be held at Kirkistown, on March 17th, over a distance of 20 laps.

First prize will be the Perpetual Trophy and Replica and the sum of £25.

LONDON M.C.

The London M.C. Coventry Cup Trial will be held on Sunday, February 12th, in the Aston Rowant area, starting at 10.30 a.m. from the "King's Arms," Stockenchurch. Full details available from W. C. Podevin, 68, Bute Road, Ilford, Essex.

MID-THAMES C.C. WINTER RALLY

The Mid-Thames C.C. are holding their Winter Rally on Sunday, February 19th. Mileage to be covered will be 150 to 180 miles. A cordial invitation is afforded to all enthusiasts. The outright winner will be awarded £5, with other trophies for class winners and navigators for this all-day event. The start will be at "The Marquis of Granby," Kingston By-Pass. Regulations and entry forms are obtainable from R. Avey, 5, Cardinal Avenue, Kingston-on-Thames, Surrey.

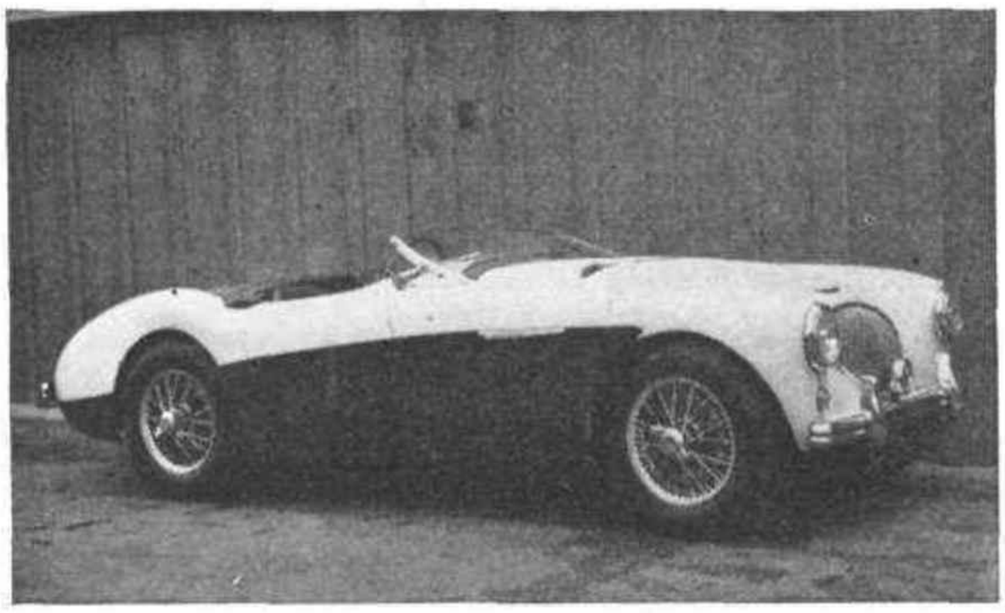
AUSTIN-HEALEY CONVERSION—*continued from page 70*

For ordinary open-road driving overdrive and top gear are all that are necessary with the extra 20 b.h.p. at one's disposal. On stretches of road where 100 m.p.h. was reached previously, 110 m.p.h. comes up on the "clock," and over a well-known stretch of road the acceleration from a standing start to a certain lamp-post has improved from 50 m.p.h. to 59 m.p.h. On the petrol consumption checks that have been made since the conversion there seems to be no increase at all, as it is remaining between 21 and 22 m.p.g.

The car in its present form is a comfortable high-speed means of transport and as long as the driver doesn't use the road as a race track, a safe means of transport. On long runs in this country, with normal traffic conditions, an average of over 50 m.p.h. can be maintained, weather permitting.

THE AUSTIN-HEALEY CONVERSION

The "100" Becomes the "100M"



IN the latter part of the summer MOTOR SPORT found itself in need of a new staff car. It was to replace the Jowett Jupiter IA which was needed for another member of the staff. After some discussion it was decided to purchase an Austin-Healey, and the one that was eventually procured from a local garage was an ordinary 100 model in perfectly standard form. Running-in was less tiresome than many cars, as a fairly high road speed could be maintained with low revs. Maximum revs. for the first 1,000 miles were 2,500 r.p.m., which gave the following m.p.h. : first gear, 20 m.p.h.; second gear, 31½ m.p.h.; third and top gear, 45 m.p.h.; and with the overdrive 60 m.p.h. was top running-in speed. As most drivers know, a speed of 60 m.p.h. in this country is faster than that used by the majority of road users.

After 1,000 miles the revs. were gradually increased until at 2,000 miles it was possible to try using maximum power, which showed that 100 m.p.h. was possible on medium-length stretches of road. Braking, however, from that speed felt slightly odd, as though the rear brakes were not working, but when the brakes were checked they were perfectly balanced. The local agents assured us that they were normal, which seemed to infer that Healey brakes were not much good. On one occasion when travelling at about 15 m.p.h. it became desirable to stop instantly, but this proved impossible, as the front wheels locked solid and the rear wheels hardly braked at all. The resulting bump had its compensations, as it resulted in replacing the inadequate headlamps with Lucas P700, making night driving considerably more pleasant.

On another occasion, at a speed approaching 100 m.p.h., the car grounded on a shocking section of the Southend Arterial road near Hornchurch, causing damage to the sump drain plug and the side-screens to disintegrate. It was possible to go on using the car and a replacement sump was delivered in six weeks.

After 3,000 miles a clutch judder began to creep in, and developed during the next 2,000 miles until it shook the whole transmission on getting away from a standing start. The controllability at all speeds was good, and cruising speeds of 85 to 90 m.p.h. proved the most comfortable as long as one remembered the braking distance.

In the middle of October an advertisement appeared for a conversion for the Austin-Healey 100 to a 100M, or, as the advertisement stated, "the Le Mans conversion." It consisted of raising the compression-ratio from 7.5 to 1 to 8.1 to 1, high-lift camshaft, enlarged S.U. carburetters, steel-faced cylinder-head gasket, racing-type anti-roll bar and special setting of the shock-absorbers. Externally the car is resprayed in two colours and has a new louvered bonnet top held in place by a leather strap. The cost of these modifications is £105.

Having decided to have the conversion, arrangements were made for the car to go to the works, accompanied by a list of defects, most of them very minor ones. Heading this list was "clutch judder and poor braking." It took a fortnight to complete the job, and when the car was picked up the improvement was tremendous. First the clutch judder had gone, and the brakes now worked perfectly. Afterwards it was learnt that the front linings had been reduced in width by ⅛ in., which made all the difference to fast driving. The handling at all speeds had improved tremendously—the car felt more balanced and stable on corners, and with a new set of Michelin SDS tyres the improvement was even more pronounced.

Continued on page 69

NOSTALGIC

FROM time to time readers send in cuttings or scrapbooks which provide the Editor with interesting and often nostalgic reading. Amongst such links with the past are two scrapbooks containing cuttings from motoring journals of the nineteen-twenties lent to us by Major J. L. Iremonger and compiled by him when he was a schoolboy—indeed, one of his books looks suspiciously as if it was procured in the classroom!

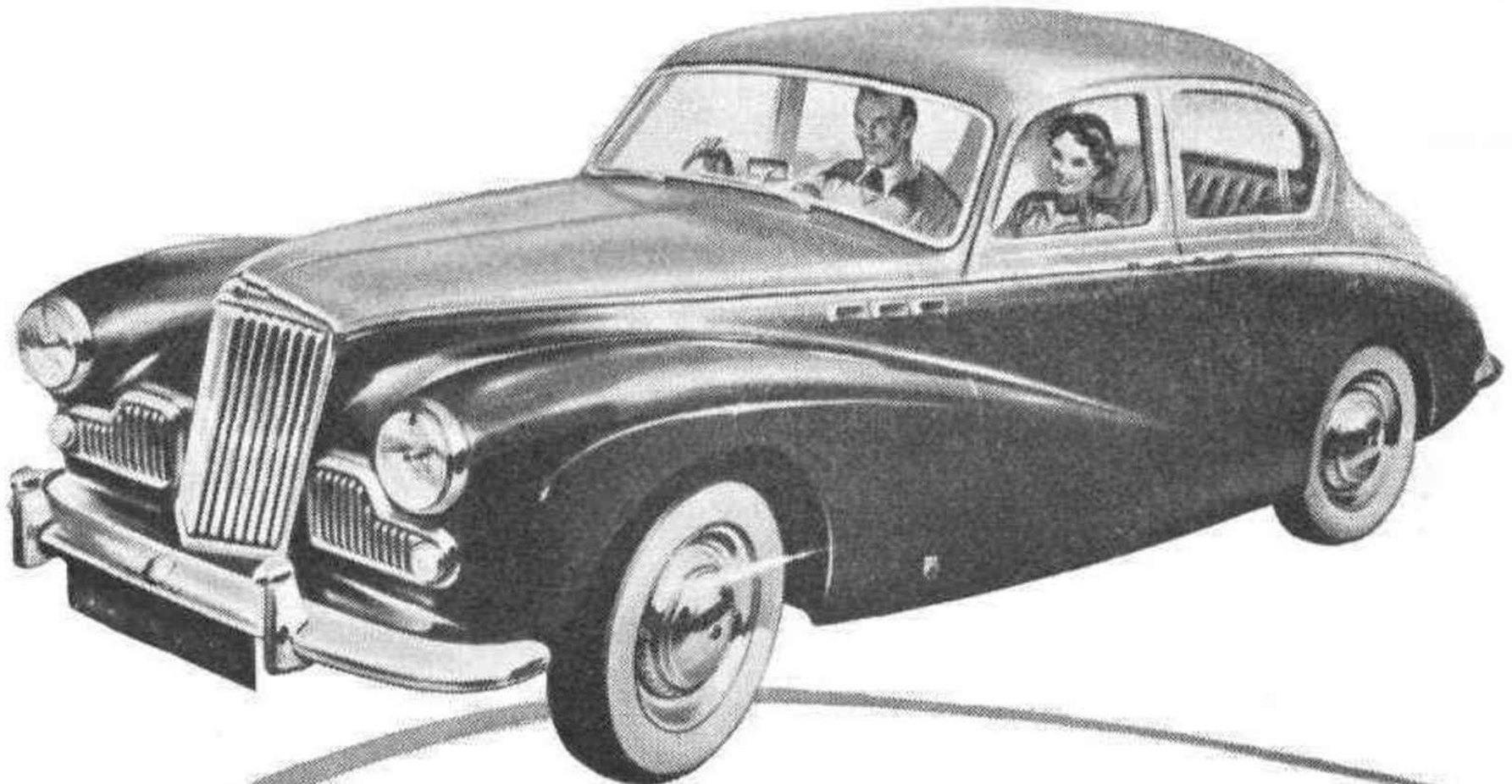
Here we find pictures of the heroes of those days—Parry Thomas, H. O. D. Segrave, Malcolm Campbell, T. B. Andre, C. M. Harvey, R. M. V. Sutton, A. Waite, E. C. Gordon England, Gordon Hendy, the Earl of Cottenham, Eric Longden, C. W. Johnstone, C. Martin (the French Amilcar exponent) and many others. It was in the days when Halford used the hand-brake of his Halford Special before the artificial corners in the 200-Mile Race which Segrave won at Brooklands in one of those fascinating, low-hung, straight-eight Talbots. A race in which Douglas Hawkes (Eldridge Special), Harvey (f.w.d. Alvis) and Moriceau (Talbot) were able to indulge in crashes without injuring themselves.

Parry Thomas is seen breaking long-distance records from 3 hours to 1,000 miles in his Leyland-Thomas, all four wheels being changed and petrol and oil replenished at spells of 1½ hours, these stops, the caption claims, being made by a team of mechanics in 18 seconds! There are interesting pictures of the 4-litre V12 Sunbeam in French colours, with Talbot radiator, at Gaillion hill-climb, and of G. J. Jackson sand-racing at Southport in another Sunbeam. We learn from another caption that Aston Martin driver Miss H. M. Lister was formerly a Russian ballet-dancer, we are reminded that a nicely-streamlined o.h.c. Fiat Eight ran in a 200-Mile Race and given a reminder of the splendid streamlining of one of Gordon England's later racing Austin Sevens.

There is an amusing error in a newspaper caption, where Miss Cunliffe's Bentley is said to be cornering at Blackpool before her crash, and is seen ascending Shelsley Walsh! There are plans which show that Djelmo was planned originally as a two-engined record-breaker with splayed-out ¼-elliptic springs and a seat from which the driver wouldn't have seen a thing! One cutting shows Serboli's Chiribiri on fire in a Continental race, there is a rare racing car with Lancia front suspension [Anyone remember this one?—ED.] apparently current with the P2 Alfa-Romeo, and a Beardmore nearly upsetting at Shelsley Walsh. Other rare cars are a G.P. 2-litre straight-eight Diatto for which 125 m.p.h. was said to be guaranteed, and a sports 9.5-h.p. Donnet-Zedel selling for £250. Rigal is seen filling the single seat of a 7/17 Peugeot racer in a cyclecar race at Montlhèry, Oscar Leblanc is found winning a 12-hour light-car race over the Guadarrama circuit at Madrid in a Salmson, and there are lots of views of the Land Speed Record cars of Thomas, Campbell and Segrave. Alfred Moss, Stirling's dad, is seen winning a Brooklands race in a rather spent Fronty Ford Speed Sport from which oil smoke is pouring, and there is a sports version of the Fiat Eight, said to give 32 b.h.p. at 4,000 r.p.m. and to reach 70 m.p.h. on a 5.1-to-1 top-gear ratio and 27 in. by 4.40 in. tyres—it has the most staggered seating I have ever seen, and Rudge hubs. These are just some of the interesting memories which Major Iremonger's scrapbooks convey.

Another interesting relic from the past, kindly sent in by a reader, is a *Daily Mail* dated February 10th, 1908, which carries a column on the 20,000-mile New York/Paris Motor Race. The "intrepid motorists" were apparently being entertained royally in New York prior to the start and were to engage in nightly races round the Hippodrome stage at 50 m.p.h. It was explained that this was the largest stage in the world, which was probably just as well! A "Sporting Anarchist" in a Werner announced his intention of "racing the race," entering Alaska at the Skaguay Pass and branching off the Arctic shore in Siberia by way of Lena instead of following the race route to the Amadir River. Ten entries were named, a De Dion, Motobloc, Sizaire-Naudin from France, a Protos from Germany, a Thomas from America and a Brixia-Zust from Italy. Apparently later editions of the *Daily Mail* omitted any reference to this great motor race.

Incidentally, some idea of the appalling manner in which the value of the pound has diminished in the last 47 years can be gleaned from the advertisements in this old newspaper—in 1908 a lady's tweed coat cost 10s. 6d., a made-to-measure suit 30s., grand pianos from £7 10s., a Panhard motor veil 3s. 11¾d., a pair of Barratt boots 8s. 6d., and a good umbrella 4s. 11½d.



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Geoff Newman

RAC TRIALS CHAMPION

Kent.
23rd December, 1955

The Competition Manager,
Esso Petroleum Company, Ltd.,
36 Queen Anne's Gate, S.W.1.

Dear Sir,

You will no doubt be interested to know that, ever since I have been competing in my Trials car, I have used only Esso Extra – which I have purchased from my local Esso Dealer, Messrs. Sewells Garage, Albion Road, London, N.16.

This year in particular I have been pretty successful, winning for the second successive time the RAC Trials Championship.

I should like to express my thanks to your organisation for what is without doubt 'the finest petrol in the world'

Yours sincerely,

Geoff Newman

Geoff Newman

ALWAYS USES

ESSO EXTRA

Geoff Newman, winner of the RAC Trials Championship in 1955 and 1954 uses Esso Extra — the same superb petrol you can buy from your local Esso Dealer !



The finest petrol in the World

LOOKING AT LAKELAND PASSES WITH A BRISTOL 405

A British 2-Litre Saloon of Outstanding Luxury and Performance



TYPICAL LAKELAND SCENE.—The Bristol 405 photographed at the top of Wrynose Pass with the way ahead winding down beside the river to the commencement of the climb over Hard Knott Pass, into the hills veiled in mist.

WHEN I was a schoolboy, obliged to do all my motoring on paper, I used to be intrigued by those reports in the motor papers of 30/98 Vauxhalls, Silver Ghost Rolls-Royce and other fine cars tested in the Lake District. Usually such reports included pictures of these high-speed touring cars parked picturesquely on those hump-back stone bridges which abound in Cumberland and Westmorland, which seemed excitingly remote to a small boy reading his *Autocar* in London.

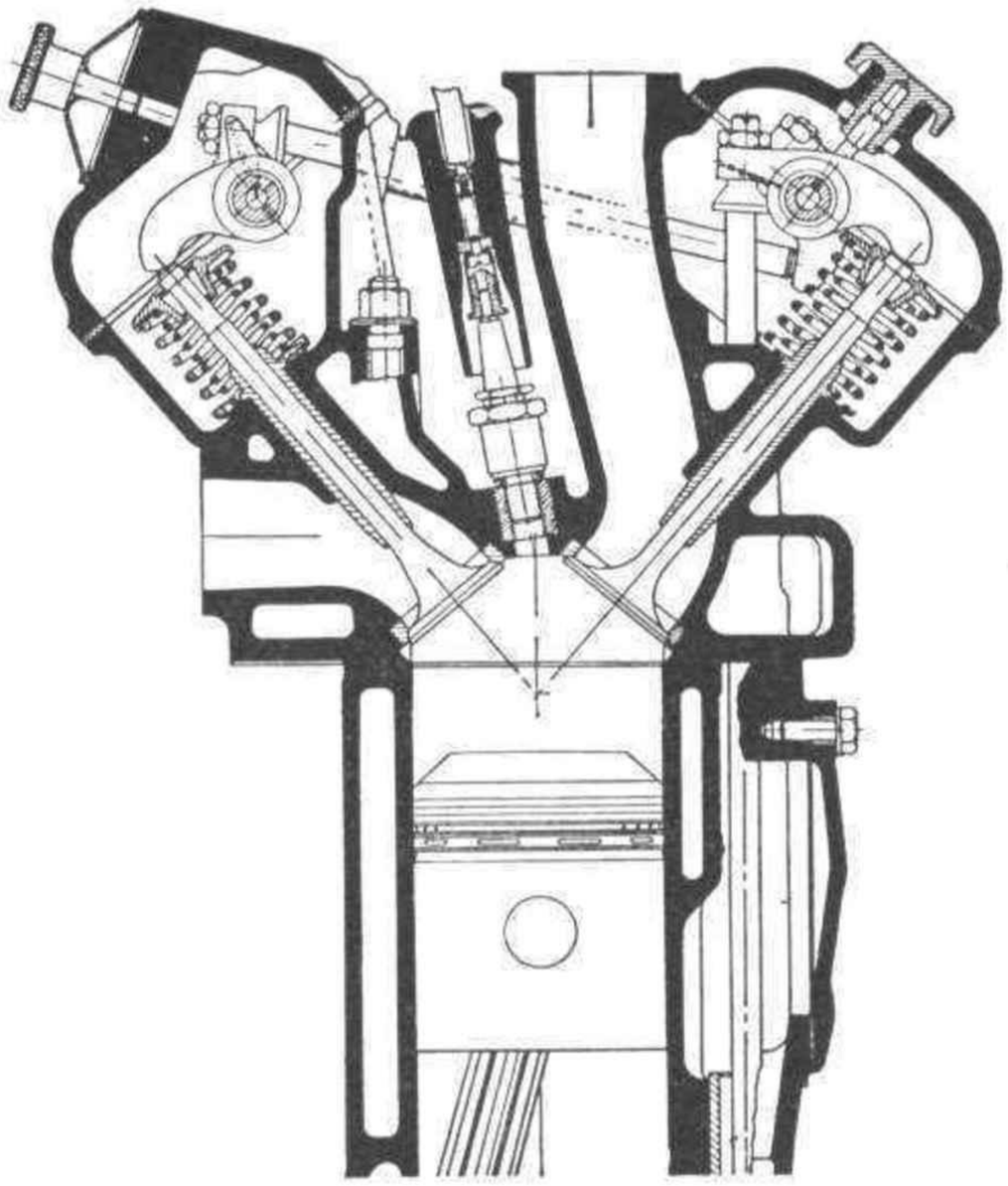
When, early this year, a Bristol 405 came along for appraisal I pondered on where to go in it. It then occurred to me that, although I am reasonably familiar with most parts of the British Isles, the Lake District was less well known to me, so why not drive there in the Bristol. We might even be able to photograph it on a hump-back stone bridge, for old times' sake!

So it came about that, moderately early one Tuesday morning, we set off up A 1, bound for Windermere. This so-called Great North Road proved as restricted and traffic-infested as ever, but we were cheered to discover that at all events other drivers of fast cars were out on it, for soon after leaving London we encountered four DB Aston Martins, a 300SL Mercedes-Benz and an Austin-Healey, while, higher up, we met two XK Jaguars and a TR2.

The Bristol 405 made light of the difficult going to such good effect that we were in Yorkshire in comfortably under three hours, the average speed, notwithstanding the usual slow start, thus being better than 50 m.p.h. On two occasions the speedometer needle stood steady on 110 m.p.h. and the habitual cruising speed was between 80 and 90 m.p.h. This 405 saloon possessed an overdrive, controlled by a little lever convenient to the driver's right hand, which had the effect of reducing engine speed by some 900 r.p.m., so that 80 m.p.h. can be held comfortably at a mere 3,100 r.p.m. in this 3.28-to-1 gear, instead of at 4,000 r.p.m. in the normal 4.22-to-1 top-gear ratio. This overdrive operates only from top gear and a change to a lower ratio automatically puts the overdrive out of action, so that when the next change-up to the highest ratio is made it is to normal top, thus obviating a big change in engine speed.

Mention of overdrive brings me at once to the excellence of the Bristol gearbox. Controlled by a rigid remote central lever, which is most conveniently positioned, if a trifle farther forward than one expects, the changes can be made instantaneously, and so quiet are the indirect ratios that it is easy to mistake third gear for the direct drive. Moreover, a free-wheel operating in bottom gear entirely eliminates the gear drag frequently experienced when engaging the lowest cogs in the box, and when, later on this journey, I had occasion to snatch bottom on 1-in-3 gradients, this feature truly proved to be a blessing. The Bristol gear ratios consist of an emergency bottom gear, in which the car will start smoothly on freak gradients, and three considerably higher ratios, of which the driver employs the synchromesh second and third frequently in order to obtain continuous high-performance from the high-efficiency 2-litre six-cylinder engine. 5,000 r.p.m. comes up easily in third gear, representing a speed of 80 m.p.h., and at any speed under 40 m.p.h. a drop is made into second gear. With a gear-change, and gear ratios, of such merit, no regret is occasioned that the Bristol engineers continue to use a 1,971-c.c. power unit, for were an engine of three or more litres installed there might be less excuse to swap cogs, and to connoisseurs of motoring this would be a loss indeed! Some engine noise intrudes, because the Bristol power unit is so frequently accelerating to beyond 4,000 r.p.m., but this is scarcely objectionable, is reduced considerably as overdrive is brought in, and in any case is a small penalty to pay for the excellent fuel economy, of which more will be written later in this report.

The general impression of the Bristol 405, as we forged along A 1, was that it is a tireless car in which to drive fast over long distances, the passengers being able to relax in great comfort and luxury, while the driver enjoys himself with the excellent controls and the sense of exceptional security provided by good roadholding, steering and brakes. It possesses, moreover, interesting items of detail. Thus the instruments are all grouped on a fully-hooded walnut panel directly before the driver, from which he can check at a glance that the oil temperature is at the normal 55 deg. C., the water temperature happy at 80 deg. C., and that the oil pressure reads between 40 and 75 lb./sq. in. according to engine speed. A neat black-dialled 140-m.p.h. speedometer and 7,000-r.p.m. rev.-counter, with white figures, the former incorporating trip and total mileage recorders, the latter a small clock, ammeter and a fuel gauge, flank the smaller dials. The minor switches comprise neat black knobs, in most cases with a white letter to indicate their function. To the driver's right there are knobs controlling the excellent fog-lamps, a rheostat-control of the panel lighting, the self-parking, two-speed screen-wipers, and the very powerful Lucas spot-lamp within the radiator



THE VALVE GEAR OF THE BRISTOL 405 seen in section, showing the cross push-rod actuation of the inclined o.h. valves and downdraught inlet ports.

cowl. Above these, on a separate walnut panel, is the aforesaid lever controlling overdrive (it is moved up to engage, down to disengage overdrive, a change out of top gear causing it to fall automatically), together with the push-button for the screen-washers, which deliver for a period corresponding to the length of time the button is depressed. Beneath the dash shelf are further controls operating the starter, mixture control, bonnet release (by push-button), ignition advance-and-retard, and hand-throttle; below these are the usual tiers of control levers for the interior heater. When being started the engine likes the ignition retarded, but otherwise this control is ignored, no " pinking " being evident on permanent full-advance. The lamps-switch-cum-ignition-key is normal, a passenger's grab-handle is provided, a lever depending from the screen sill works the self-cancelling flasher-type direction-indicators (which have a reminder light on the main instrument panel), while—full marks !—a reserve petrol supply of two gallons can be switched on by the driver, a blue light reminding him that this has been done.

After lunch (best forgotten !) just north of Doncaster, Scotch Corner came up in seemingly no time at all, and then mist closed in across Bowes Moor, persisting as we skirted Lake Windermere at tea-time. The Old England Hotel loomed up out of the darkness, so in this spacious and pleasant Trust House flanking the lake we paused for the night.

This high-speed winter journey had been accomplished very pleasantly, due to the commendable appointments of this British 2-litre saloon. Luxury is imparted to the occupants by the comfort of the seats, which have the merit of deep Dunlop foam rubber cushions, smooth upholstery in real hide, and squabs which are adjustable in respect of angle and shaped to provide support while the car is cornering in traditional Bristol fashion. These seats, bucket-type at the front with Leveroll adjustment, may not be perfect (indeed, no mere motor car seems quite to compare with a good air-liner for seat-comfort) but they deserve considerable praise, especially as when adjusted to provide 100 per cent. leg room there is still fair leg space for those occupying the back seat.

Other simple but commendable points of detail enhance the luxury of the Bristol 405. The wide shelf beneath the polished walnut dash is extremely useful, being far more commodious than any cubby-hole. With rigid pockets in all four doors, pockets in the backs of the front seats and a shelf behind the back seat in addition, one could hardly wish for more interior stowage space. A map light within the dash shelf, operated by a tiny on-off push-switch before the front-seat passenger, crash padding above the dash, arm-rests on each door with a centre rest for the back seat, leather " pulls " on the doors, high-geared window-winding handles, useful front ventilator window panels, and opening rear lights, further enhance the well being of those who travel in a Bristol 405. For smokers there are covered ash-trays in the rear-door arm-rests and another in the windscreen sill (which, however, reflected in the windscreen).

The driver is particularly well provided for, because the positioning of two-spoke steering wheel and pedals is really satisfactory, while both the massive front wings are in full view. Visibility is ensured by the use of thin screen-pillars, and the diminishing-rear-view mirror is excellent. The big front wings and high, plain bonnet with carburetter air intake, however, make the car seem rather wide, and in sunlight there is a good deal of reflection from this unbroken paintwork. Further luxury is evident in the reversing-lamp operated by the gear-lever (reverse is beyond first gear, easy to engage and unlikely to be selected inadvertently).

From the servicing viewpoint the one-shot chassis lubrication system, operated by pressing a pedal adjacent to the clutch pedal, is notable; this feeds oil to the front suspension and, as the rear suspension is lubricated by oilways from the differential casing, the only nipples seeking occasional application of a grease-gun are those on the propeller-shaft universal joints and pedal bushes.

It is inevitable that, having driven in a Bristol 404 up to Scotland last summer, we should compare this now-defunct model with the current 405; in doing so we mourned the passing of such items as the push-button door handles, which have given place to normal levers, and the substitution of a separate key for the petrol-cap flap, whereas on the Bristol 403 and 404 an interior knob operated this flap, so that, with the doors locked, the petrol was automatically rendered tamper-proof. The external door handles and other plated protrusions, such as rain-deflectors, seem to have spoilt somewhat the aerodynamic lines of the 405, for above about 80 m.p.h. there is considerable wind-whistle round the screen pillars. Castor-action in the rack-and-pinion steering, while still vigorous, is less so than on the 404, so that the steering is correspondingly lighter, although this isn't really light steering by today's standards. Vibration, and sharp reaction from the road wheels, is transmitted to the driver's hands over bad surfaces, and the steering is not so positive as that on the 404. It is geared exactly three turns, lock-to-lock, which provides sufficiently good control without perceptible effort, and lost-motion was virtually absent. The steering-wheel rim and its two horizontal spokes are well provided with finger-grips.

The car we had for test was shod with Michelin SDS tyres, and these scarcely ever protested, even when cornering at high speed. Under these conditions the Bristol is roll-free, and the cornering tendency is pleasantly neutral, neither under- nor over-steer characteristics intruding. The suspension is sufficiently firm to resist roll, yet provides a very high degree of comfort over all normal surfaces, although at times the rigid back axle can be felt tramping about slightly.

In assessing this latest product of Bristol Cars Limited, I am in the happy position of having very little with which to find fault. The presence of a tubular interior lamp (there is one on each front door-pillar, switched on by the driver) exactly where the front-seat occupant rests his or her head when trying to sleep is *not* appreciated, any more than a smell of petrol which was sometimes noticeable inside the car after it had been standing—presumably a leak



HANDSOME LINES.— The Bristol 405 outside the highest inn in England, at Kirkstone Pass, 1,500 feet up. Note the typically Bristol radiator cowl and air intake on the top of the bonnet for the triple Solex downdraught carburetters.



STEEP! — The handbrake holds the Bristol effectively at a 1-in-3 corner on Hard Knott Pass, from which point the car restarted without difficulty.

from the float chambers. The clutch pedal requires some pressure to depress; a slim foot can just be rested beside it, but otherwise the foot has to be placed beneath it. The headlamp dimmer button works with a commendably positive action, like the other controls, but it is somewhat awkwardly located below the clutch pedal and would be better placed above it. The excellence of the gear-change, which has already been strongly emphasised, makes it doubly unfortunate that occasionally the lever moves too far over when second gear is sought, muffing a clean change.

The luggage boot is lined and is unobstructed by the spare wheel, for this lives in the near-side front wing, balanced by the battery and reservoirs for the screen-washer in the off-side front wing. The boot lid can be locked with the petrol-filler flap key and the lid is spring-loaded. The luggage capacity is 17¾ cu. ft. and fitted suitcases can be supplied, the shape of the boot being appropriate to them. Under the bonnet another little luxury is apparent in the lead-lamp, which can be plugged in should illumination be needed for tyre-changing, etc.

The Bristol can be accepted as one of today's fine cars, capable of an excellent performance from an engine of modest size. The maximum speed of over 100 m.p.h. is certainly usable in this country, for the well-chosen gear ratios result in useful acceleration. What is especially noticeable is the absence of vibration and exhaust noise, the Bristol engine running up smoothly to 5,000 r.p.m., and showing no symptoms of distress when switched off after prolonged fast running. The composite wood and metal body, panelled in light alloy, is free from rattles and the deep doors shut easily and quietly.

On the second day of the test I received proof that, apart from being a swift car on main roads, the Bristol 405 is unperturbed by long spells of low-gear collar-work. Up the short but interesting Kirkstone and Honister Passes, and on the long, impressive haul over Wrynose and Hard Knott Passes, it needed bottom gear on more than one occasion and interminable work at the steering wheel to swing it round the hairpins, but the needles of the water and oil-temperature gauges never altered appreciably, the occupants remained extremely comfortable, and in some 200 miles of this kind of going, with overdrive engaged very infrequently, the unexpectedly good petrol consumption of 19.9 m.p.g. of Esso Extra was recorded.

Incidentally, these Lakeland passes are worth a visit if you have never driven over them. Any car longer than the Bristol would be exciting to take round the 1-in-3¼ hairpin corners of Hard Knott, which climbs impressively along a ledge in the hillside, taken from the Wrynose end, Wrynose itself being a stiff two-mile 1-in-3½ proposition, the road, as seen from the summit, zig-zagging away in the distance towards the foot of Hard Knott. Honister was short and not quite so steep, Buttermere seems to have vanished from B 5289 (or else wasn't discernible in a Bristol!), and Kirkstone and Whinlatter Passes were not really exciting, although we took them from the less difficult directions. We were able to complete this morning tourlet of the lakes—Windermere, Ullswater, Derwentwater, Crummoch Water, Bassenthwaite, Thirlmere, Buttermere, and Ennerdale Water—on less than a tankful of fuel, the Bristol's range a useful one of nearly 300 miles under the worst conditions before the reserve supply has to be brought in.

Meeting vintage vehicles always enlivens these journeys in modern cars, but on this occasion, apart from a nice Bentley tourer which we overtook going at a good 60 on A 1, afterwards seeing it refuelling at Boroughbridge, a Bean encountered in Retford, and a gay Austin Twenty with van body in Keswick, they were conspicuous by their absence.

Another aspect of the car which our rapid embrace of nearly all the Lakes which tourists like to visit underlined was the absence of fading of the Lockheed brakes. These brakes, 12 in. by 2¼ in. 2LS at the front, 11 in. by 1¾ in. at the back, in light-alloy drums, are quite vice-free, pulling the car up strongly and progessively in a straight line without a sound. They call for fairly heavy pedal pressure. The hand-brake, the lever of which lies horizontally on the propeller-shaft tunnel between the front seats, is equally deserving of full marks, for it is convenient to use and holds the car securely on gradients of 1 in 3.

The English Lake District, seen in winter, with most of its hotels closed, seems decently remote, especially when, stopping at a likely-looking hostelry before 2 p.m., you are curtly informed that "luncheon finishes at 1.30." This remoteness was emphasised by the presence of damp mist which seems to cling more to the Windermere than to the Ambleside area. We were reminded even here of the march of civilisation, however, by having to follow Ultra Radio Television vans along the narrow roads, and because Ullswater recalled Donald Campbell's jet-propelled achievements with "Bluebird." Kirkstone Pass, like the others we ascended, was easy-meat to the Bristol and, pausing at the summit, 1,500 feet above sea level, for our first photograph, I was pleased to observe that even here there is a pump supplying Clevecol—my favourite petrol.

Leaving the Lake District without appeasing our hunger, we came down A 6 into Liverpool, past Aintree race circuit—was motor-racing ever conducted in more drab surroundings?—and through the Mersey Tunnel—where the illumination was a pleasant change from the murk outside—to spend the night in the quaint old town of Chester, with its two-storey shopping centre. Just before Bolton-le-Sands an XK120 Jaguar two-seater, with the hood up, had accelerated past us before turning off the main road, but apart from this, and a 4.3 Alvis saloon doing 80 along the Chester road, nothing overtook the Bristol during this three-day outing. Lancaster seemed sordid, seen in the mist of a January twilight, and Preston more so, especially when we followed a fingerpost marked "Liverpool" and immediately became hopelessly lost!

Incidentally, the A.A. weather service was operating on A 6, a mile or so north of Preston, and must have proved its worth the next day, for although we left Chester in sunlight, putting 54 miles into the first hour's running, in spite of traffic halts, thereafter the fog clamped down, lorries ran into other lorries on the frozen surface of A 5, and the average speed fell as low as 14 m.p.h. for the next half-hour, and remained at little better than 33 m.p.h. all the way to London. Thus our intention to carry out a fast main-road fuel-consumption check was thwarted, but driving for miles in the lower gears, and using the performance to the full, up to 100-m.p.h. maximum when brief clear patches permitted, quite the worst conditions for low petrol consumption, we recorded 21 m.p.g., convincing emphasis indeed of Bristol economy. No water and very little oil were consumed in over 1,000 miles' driving, and the only mechanical set-back was when the extension for zero-ing the trip



ONE OF THOSE BRIDGES.—A Lakeland stone bridge carries the Bristol over a stream not far from Derwentwater.

recorder fell off the speedometer. The demisters, heater and screen-wipers worked admirably under these conditions. The good tone of the H.M.V. radio is relayed from inbuilt speakers in roof and rear window shelf — one merit of which could be that this should dissuade music-loving rear-seat occupants from piling things up until the driver is deprived of rear-vision! It was still possible to make some use of the overdrive, which can be engaged satisfactorily at a mere 40 m.p.h., and that morning we had another demonstration of its value, for on Essolube the Bristol requires some 20 miles' driving before the oil temperature becomes normal, before which 2,500 r.p.m. should not be exceeded—with overdrive engaged it was possible to proceed at 65 m.p.h. without exceeding this engine speed.

As we entered London and drove to the weighbridge to check the Bristol's weight the fog arrived in full measure, so that a normal hour's run home in another car took four times as long and the English Lakes seemed more remote than ever.

Having on previous occasions published a full road-test report on a Bristol 402, an account of a journey to Barcelona in a 403, and a story on a fast drive to John o' Groats in a 404, there remains little to add.

The 100-B engine is a development of that used in the pre-war German 85-b.h.p. B.M.W. 328, with overhead valves inclined at 80 deg. and operated by cross push-rod valve gear, and, using triple Solex downdraught carburetters, it develops 105 b.h.p. at 5,000 r.p.m. on the comparatively high compression-ratio of 8.5 to 1. The crankshaft runs in four bearings and is balanced statically and dynamically, while it has a viscous torsional vibration damper. The forged-steel connecting-rods have an internal oil-feed to the gudgeon-pins and the pistons are of diamond-turned forged aluminium alloy. The cylinder head is of light alloy with inserted centrifugally cast austenitic steel valve seats and bronze sparking-plug inserts. The cast-iron cylinder block has Brivadium high-nickel-content-alloy steel dry liners, the chain-driven camshaft runs in four bearings, the thermostatically-controlled pump cooling system circulates 21 pints of water, and the lubrication system uses 12 pints of oil, circulating through a full-flow filter. Two three-branch exhaust systems leave the engine on the off side.

THE BRISTOL 405 SALOON

Engine : Six cylinders, 66 by 96 mm. (1,971 c.c.). Cross-push-rod inclined o.h. valves. 8.5 to 1 compression-ratio; 105 b.h.p. at 5,000 r.p.m.

Gear ratios : First, 15.24 to 1; second, 7.71 to 1; third, 5.46 to 1; top, 4.22 to 1; overdrive, 3.28 to 1.

Tyres : 5.75 by 16 Michelin SDS on bolt-on steel disc wheels.

Weight : 1 ton 5 cwt. 7 lb. (ready for the road, without occupants, but with approximately one gallon of petrol).

Steering ratio : Three turns, lock-to-lock.

Fuel capacity : 16 gallons (two gallons in reserve). Range approximately 336 miles.

Wheelbase : 9 ft. 6 in.

Dimensions : 15 ft. 9¼ in. by 5 ft. 8 in. by 4 ft. 9½ in. (high).

Price : £2,390 (£3,586 7s. 0d. with purchase tax).

Makers : Bristol Cars Limited, Bristol, Somerset.

The chassis frame is fabricated from sheet steel, the box-section main members being 6½ in. deep. Front suspension is by transverse leaf-spring and wishbones, rear suspension by torsion-bars. The rear axle has a matched crown-wheel and pinion, and the semi-floating axle-shafts are micro-finished at the registers for the oil seals.

The Bristol 405 is very largely a hand-assembled car, available in saloon and convertible forms, beautifully made and finished, and is, as you have seen, notably pleasant to drive, endowed with well-appointed luxury equipment, and providing high performance for a commendable economy of fuel. If you have £3,600 to spare, this fine British car deserves close consideration and if, in addition to the qualities and amenities described, you crave an exclusive car, there you are—in all those miles we didn't encounter another Bristol!—W. B.

IMPRESSIONS OF THE RENAULT 750 WITH FRELEC AUTOMATIC CLUTCH

APART from the fact that British automobile engineers are shy of independent suspension of the back wheels, rear engines and air-cooling, they have not so far arranged automatic control of the clutch on inexpensive economy cars.

In France, however, two-pedal control is provided on two of the "best-sellers," the 2 c.v. Citroën being available with a centrifugally-operated clutch, and the 4 c.v. Renault with an electrically-controlled clutch.

It was for the purpose of trying this clever two-pedal control that we called at the Acton works of the great Renault organisation where factory and car parks were full of handsome 2-litre saloons, and departed into the smog in a Renault 750 saloon with Frelec *Embrayage Automatique.*

The foot controls consist only of the rather heavy treadle accelerator and the small circular brake pedal, no clutch pedal being required. In starting from rest the clutch is engaged by accelerating the engine and for changing gear a very ingenious method is used. The little central gear-lever feels quite normal, retaining the 750 Renault characteristics of rigid positive action and rather considerable lateral movement. In fact, it incorporates an electrical switch which, on initial movement of the lever, frees the clutch. From rest the clutch engages a little jerkily but there is no fear of stalling the engine; thereafter gear-changes can be made as rapidly as the lever can be moved. There is no need to speed up the engine but some skill is still required, because if an attempt is made to drop into bottom gear too rapidly without revving up, the change is muffed. Incidentally, resting the hand on the gear-lever causes the clutch to disengage.

Some people may query the point of the Frelec clutch, because gear-changing itself is not rendered automatic and to engage a clutch may seem too simple to justify its elimination. Yet a novice-driver gains enormous reassurance by being able to come to rest merely by releasing the accelerator and applying the brake, while experienced drivers find that the reduced effort resulting from an idle left leg is well worth while in traffic driving. For a one-legged driver the Frelec must be a boon indeed.

This was no "round-the-houses" test, for I drove the Renault 750 for 722 miles, during which "Mr. Frelec," who hides his magic inside a mysterious box beside the engine, functioned impeccably. So much so that, coming back to my own car, it seemed a bore to have to lift a foot onto a pedal and depress it every time a change of ratio or a stop became essential!

Apart from its technically-intriguing and eminently-practical two-pedal control, the little Renault has been simplified by having an automatic carburetter choke and a starter-switch incorporated in the ignition switch and worked merely by turning the key, so that the former choke and starter levers on the floor are eliminated.

Granted that the baby Renault rattles and emits considerable exhaust hum, it pleases me by its willing performance for a fuel consumption of around 42 m.p.g. It cruises at better than an indicated 60 m.p.h. under reasonable conditions, has the turning circle of a taxi, and accelerates briskly. On a night journey to watch the M.C.C. Exeter Trial it gained our approval because, once the best setting for the radiator blind had been achieved, the heater kept us comfortably warm without being oppressive. The seating position and steering-wheel angle are not particularly conducive to long spells of driving free from cramp, oversteer makes it necessary to steer along straight roads, and it is easy for the foot to slip from the tiny, bare metal brake pedal. The petrol gauge was vague, the circular interior light seemed odd, and a quart of Castrol was needed to restore the sump level, while a gearbox with more than three forward speeds would be appreciated.

Against this, the level ride of the little car over rough roads is highly commendable, its dimensions make it outstandingly convenient when parking or poking past slower vehicles on narrow roads or in fog, and the advantage of four doors cannot be denied, although it is a pity they are hinged at the back. Sideways visibility is rather masked by the screen-pillars, inevitable, perhaps, in a decently-shaped low and small saloon, but forward visibility through the tall screen could hardly be better, while the power of the headlamps would do justice to a far faster car, although adjustment was necessary.

As usual, I found the Renault 750 enormous fun, and sufficiently fast transport for normal purposes in spite of the modest swept-volume of its rear-located power unit. The automatic choke works admirably, for the engine commenced instantly when its bonnet was deep in snow, after the car had been partially in the open all night. And driving it over frozen roads serves to underline the good sense of having a wheel at each corner, each one independently suspended!

The price of this de luxe Renault 4 c.v. with Frelec clutch is £664 7s., inclusive of purchase tax and import duty.—W. B.

RUMBLINGS

THE FUTURE OF THE CRYSTAL PALACE

It is common knowledge that ambitious plans are afoot for rebuilding the Crystal Palace as a universal exhibition and sports centre. It is satisfactory that in a Joint Report of the General Purposes Committee and Parks Committee of the London County Council, heard on December 20th last year, in which the plans for the development of the Crystal Palace were described in considerable detail, motor racing received favourable consideration.

The report states : " Motor racing, restarted in 1953, has assisted considerably in reviving interest in the Crystal Palace, and at the fourteen meetings arranged over the past three seasons attendances have exceeded a quarter of a million. Although with the present facilities motor racing has not shown large profits, it has more than paid for the heavy running expenses."

The report refers to a proposal that the existing motor-racing circuit be provided with a new loop on the upper part of the site (see accompanying photograph), to extend its lap-distance to about 2.4 miles from the present 1.39 miles, the width of the road being increased by five feet, to 35 feet. " This," says the report, " would make it possible to hold meetings of International status at the Crystal Palace."

This is excellent news, for London would then have a fully-approved and useful motor-racing centre. In the meantime the present circuit is to be resurfaced with a skin of cold asphalt as used at Goodwood, ready for the opening meeting on Easter Monday. The lap record for the circuit now stands to the credit of Hawthorn, in Moss' Maserati, at 78.93 m.p.h.

It is of interest that the Crystal Palace grounds, to which Sir Joseph Paxton's " crystal palace " of 1851 was subsequently transferred, cover an area of some 200 acres, and the plans for future development, at a cost of some £7 million, include a vast Exhibition Building and facilities for such diverse activities as motor racing, boxing, circuses, band contests, indoor football, horse shows, cycle racing, roller-skating, cattle shows, general demonstrations (not, we trust, political !), bowls, riding, cricket, football, boating, model-boating, swimming, paddling, fishing, ski-jumping, tennis; while a museum, theatre, bandstand, greenhouse, beer gardens, observation tower, etc., would probably be provided, and a road-circuit for miniature buses (crossing the existing race-circuit by means of a fly-over) used for transport within the grounds—we think we may safely say—" the lot ! " The T.V. aerial mast would dominate the area, as the glass towers of the crystal palace—one of which came down with a startling crash during practice for a pre-war motor race—used to do.

It is good to know that whether or not this ambitious project comes to fruition, motor racing is to continue at the London road circuit.

* * *

" GARAGE CARS "

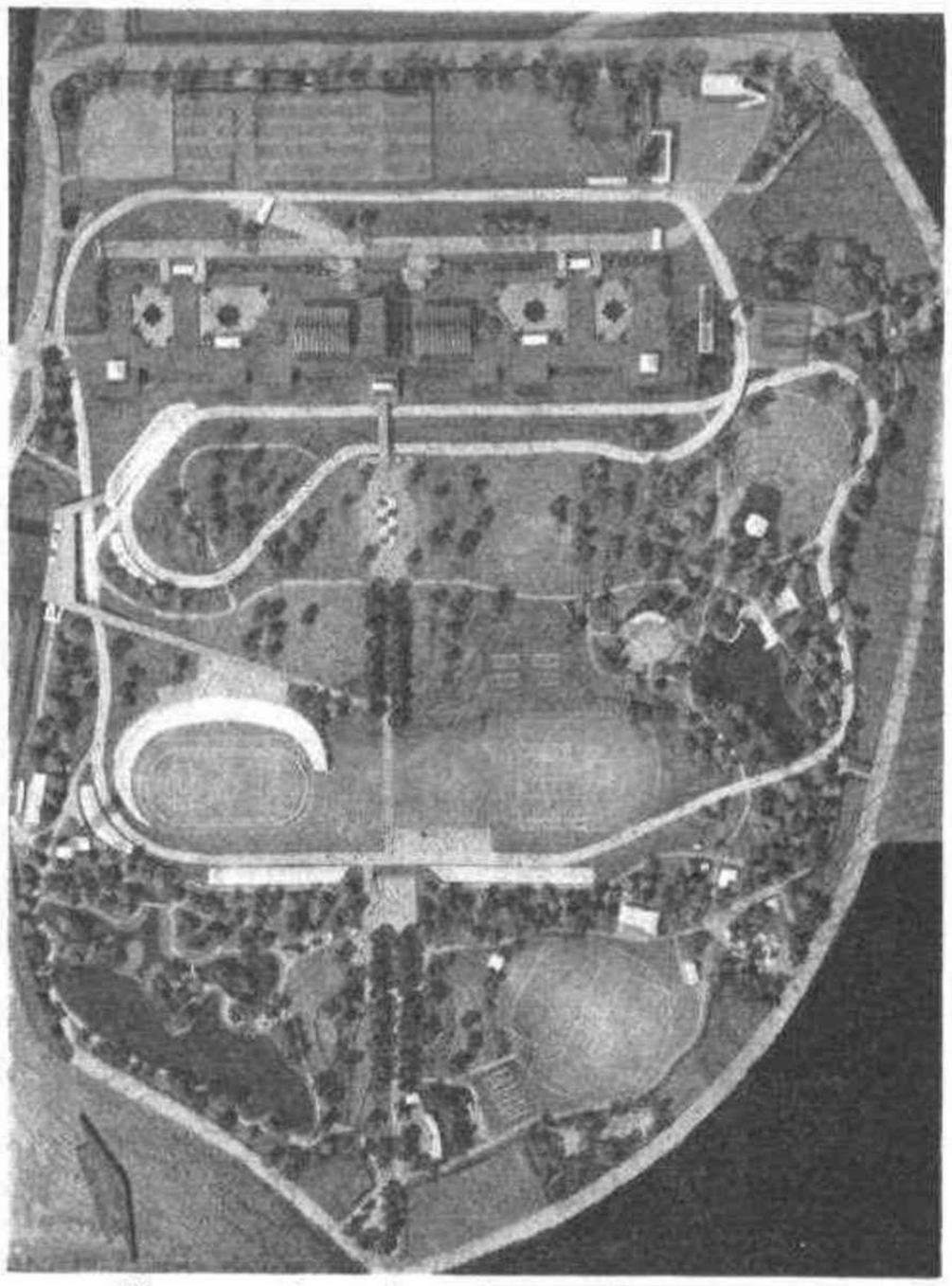
There are cars which possess individuality which can be assessed in the garage or showroom, before ever you take them out on the road. Our readers being individualists, their choice must obviously lie amongst such cars, and consequently it is satisfactory to know that this characteristic is not confined to a few modern vehicles or found only amongst vintage cars. There are plenty of instances of " garage virtues " amongst cars of the 1931-1940 period, which at present can be bought at remarkably low prices.

Naturally, if a car bristling with good features when it is static behaves unfortunately when in motion, or has a mechanical specification the strong point of which is scarcely reliability, especially after years of work, the customer will be advised to pass it by, even in favour of dull vehicles of plain, unexciting layout and design.

Yet it is nice to own a motor car which holds one's affection and the interest of one's friends both in the garage and on the road. We have in the past referred to the interesting and worthwhile details of Bristol and B.M.W. cars, while the D.K.W. Sonderklasse, to name another, repays study in this respect, while before the war we described this aspect of the 4¼-litre Bentley, Mk. V Bentley and V12 Lagonda, amongst others.

The matter was nicely illustrated the other day when we were examining a Porsche 1,500.

One is impressed by the extremely good fit of the bucket-type seats, which holds one's thighs closely, so that in fast cornering no sliding about on the cushion would be experienced. Moreover, the squab of each seat will fall to the horizontal by pulling a lever on the outside of the seat, enabling the passenger to sleep and providing



The proposed extension to the Crystal Palace circuit.

room for three persons in front in an emergency. The heating system incorporates " garage features," for a little sliding trap-door by the front of each seat controls the amount of hot air admitted and, whether the doors are open or shut, the hot air travels up the side pillars and across the bulkhead to the screen demisters, so that full demisting is obtained. Two knobs operate valves which admit cold air (independently of the doors) for toning down the demisting as required.

The windows in the doors slide between rubber seals on *both* sides, so that moisture does not find its way inside the doors, and by winding a window down and up it is wiped clear inside and out. The doors are efficiently dust-sealed, but have properly-designed catches so that they shut easily without having to be slammed. Small back windows are provided which can be opened to obtain a good air-flow through the car in hot weather, threaded knobs enabling them to be locked in the desired position. The controls include, on the latest models, a headlamp flasher in the steering-wheel centre, rheostat control of the panel lighting, and a simple pull-out knob for head- and sidelamps, devoid of twisting movement.

The rear-seat squab (held in the " up " position by aircraft elastic) folds to form a level floor, while built-in hooks are provided on the inside of the body and on the floor for luggage straps, when loose luggage is carried in the back compartment. The interior lamp has a three-position switch, providing on, off, and operated-by-the-doors settings, and on the dash is a useful lifting handle, rather than a grab-handle, to enable the passenger to alight easily from this very low-built car. The door pockets run the full width of the doors and in addition there are useful containers on the scuttle sides by the occupants' knees, as well as a lidded cubbyhole in the dash.

The sunshine roof slides back out of sight within a double skin, instead of remaining exposed beneath the fixed roof. Either door can be locked from inside or outside the car, which means that having secured one door with the handle, the owner can leave by the other, locking it with the key—no need to walk round the car. On the other hand, a door cannot be locked by setting the handle and slamming it shut from outside, so that it is impossible to get locked out of a Porsche with the key inside. Once the doors are locked the engine compartment and front bonnet are automatically rendered

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BOXING DAY AT BRANDS HATCH

THE best of good fortune did not attend the B.R. & S.C.C. in its bold project of staging the second Christmas race meeting at Brands Hatch Stadium on Boxing Day, for by then the sunshine of Christmas Day had given place to heavy rain and cold winds. However, so great is the enthusiasm for motor racing that spectators braved the unwelcome elements to watch a slickly-conducted programme of varied races—in this they were aided by the amenities at the Kent circuit which enable saloon cars, parked on steep embankments, to act as individual grandstands. Moreover, in spite of the seasonable weather, Father Christmas duly arrived by helicopter—Duncan Hamilton, fortifying himself from a silver flask—and a barbecue of Alfred Moss pigs was in progress behind the grandstand. The writer, suffering from influenza, was glad to find that the Crittall windows of the Press box were completely air-tight, and from this excellent vantage-point, fed with John Webb Press Services race bulletins, he was able to follow the racing in comfort.

Practice unfortunately produced two accidents and a remarkable narrow escape. Lovelace (Cooper 500) hit the fence and broke an arm, and Jim Russell and Ivor Bueb, seeing the red flag at the finishing line, braked hard, their cars coming in contact one with the other. Bueb's went up on two wheels and, leaving the road for the cambered grass infield, seemed as if it *must* overturn. Miraculously, it fell back onto all four wheels; Russell was less fortunate and was removed to hospital with a broken rib.

Heat One of the Yuletide Trophy Race for 500 c.c., run over ten laps, opened the programme, rain still falling steadily. Cowley, in Ray Petty's Petty-Norton, got away first, only to spin off, so that Colin Davis in his green Cooper-Norton led lap one, closely pursued by Bueb's Cooper-Norton, with Tyrrell's Cooper-Norton in third place, ahead of Bicknell's Revis and Raby's Kieft. Already Johnson's Cooper-Norton was in trouble, but the leaders maintained their positions until, on lap three, Bueb was seen to be well in front of Davis. However, Bueb overdid things, allowing Davis to regain his lead and go well ahead of Tyrrell. Behind came Bicknell, Bueb, back in fourth place by lap five, and Raby, after which no one was in sight for a long time, until Welton's Cooper-Norton tugged by. Davis, making no mistakes and his luck holding for once, built up a lead the length of the top straight from Tyrrell and Bueb took third place when Bicknell dropped out, driving hard and touching the grass on occasions. Thus they finished, except that Bueb again overdid things, allowing Raby to finish third, Welton fourth. Consolation—Bueb made fastest lap, at 65.45 m.p.h., Davis averaging 63.28 m.p.h. Emphasis on the state of the course was provided by Bueb's fastest lap, which was over 9 sec. slower than his F. III lap record.

Heat Two followed, George Wicken taking the lead from Don Parker at Druids' Hill Bend, going through on the inside. He turned up the wick to such good effect that his Cooper-Norton went sick on the seventh lap, coming to rest opposite the Paddock. This left the Kieft with an unassailable lead from Bridger's Cooper-Norton, Barrett's Cooper third, but Parker had not shown any great love of racing in the rain, his average speed a mere 61.72 m.p.h. Wicken set fastest lap, at 65.26 m.p.h. Incidentally, as the leaders began lapping the back-markers by half-distance, some of the chaps must have been averaging only 50 m.p.h. or so!

As a change from 500s the Lex Trophy Race, over 15 laps, was for non-supercharged sports cars up to 1,200 c.c. It promised a fine duel between Colin Chapman in his Lotus-Climax and Ivor Bueb in a Cooper-Climax. Unfortunately Bueb didn't make a very good start, whereas Chapman was off like a squib. Bueb spent the race trying to wash out the deficit of his slow start, and by the eighth lap had come within 3.4 sec. of the Lotus, knocking off another second by the end of lap 12. Thereafter Colin drew away, winning by six seconds, at 65.52 m.p.h. His was an impeccable performance, and he threw both hands above his head as he crossed the finishing line. He did his fastest lap at 67.83 m.p.h., which Bueb equalled. This is the works Mk. IX Lotus described in MOTOR SPORT last month, but for this meeting it had a new gearbox, consisting of Chapman's own gears in an Austin A30 casing, using the A30 selectors. The Coventry-Climax engine sounded as healthy as ever and the new gear ratios really suit the power curve. A. E. Marsh held third place all the way in another Cooper-Climax, keeping ahead of Barnard's smart Lotus-Climax. Mackenzie Low was fifth in an unpainted Elva with L.R.G. i.o.e. cylinder head, and test-pilot Adicott did well to finish sixth in his first race, in another Elva, in this case powered by Coventry-Climax. Behind these cars came Lewis' Lotus-Climax, heading a real traffic jam, until Frost (Lotus-Climax) and Adicott went by. The Halson, another car with L.R.G. head on a Ford engine, lasted only two laps and Fisher's Kieft-Climax retired at the same time. Hicks drove well to keep his old Mk. VI non-aerodynamic Lotus-Ford up behind Lewis' Mk. IX Lotus-Climax. Horns were blown all round the circuit to applaud Chapman after his splendid drive—his passing of back-markers, especially up Pilgrim's Rise and round Druids' Hill Bend was splendid to behold! The field had been made up of an L.R.G.-head C.S.M. and the slow, tail-finned Ford-engined M.P.S.

Next came the race, over 15 laps, we had all been waiting for—the Air India Trophy Race for Formule Libre racing cars, for a trophy presented by England's only International air line. Archie Scott-Brown was driving a 2½-litre Connaught, his baptism in a G.P. car. This was the car which won at Syracuse, but with a new engine of the same type, because the Syracuse engine dropped a valve at Silverstone when Moss was sampling it. It used Weber carburetters and the car was Pirelli-shod. Opposing Scott-Brown were George Wicken in the Emeryson-Alta, Brooks in a 2-litre Connaught, Holt and Young in Connaughts, Marsh in a V-twin Cooper-J.A.P., Spero in a hoary old 3-litre Maserati and Searles in a car with Cooper-Bristol chassis, Rover 75 engine, preselector gearbox and a G.P. Alta body—a typical English Formule Libre field!

All eyes were on Scott-Brown and Brooks, who held their Connaughts back from the line until the last possible moment, in case they crept forward. As the Union Jack fell it was the G.P. Connaught, closely followed by the Emeryson, which took the lead. Archie never looked back. Driving with his usual abandon, in spite of more power than he had controlled before, he ran away from all opposition in a matter of four laps, coming out of the slippery corners with his foot hard down and the steering locked into power slides provoked by the spinning back wheels. Behind, Wicken was going splendidly in the Emeryson, but a tail slide on lap five was the forerunner of trouble, and on lap nine he left the road and went onto the grass, letting Brooks into second place, after he had spent seven laps getting past Young. Wicken pressed on, happy about the Emeryson's roadholding, to try to wash out his deficit, but on lap 11 he spun and dropped right back. The course was possibly getting tricky, for even Scott-Brown sent up a shower of earth as he ran wide on the last lap but one coming into Bottom Straight. Quite untroubled, this fantastic, disabled driver—a "natural" if ever there was one—crossed the line to win his first race in a G.P. car, at an average speed of 68.09 m.p.h., having made fastest lap at 69.53 m.p.h. As he came in to receive his laurel wreath his first inquiry was for Wicken. Brooks finished second in Riseley-Pritchard's Connaught, with something like 100 less h.p., 26.6 sec. later, Young third, Holt fourth, Wicken fifth and Spero sixth.

The Second Final of the Yuletide Trophy Race, started by Father Christmas, was an easy victory for Bueb's Cooper-Norton, although at flag-fall Brackenbury's Cooper-J.A.P. led momentarily. On the first lap Koring's Smith 500 rotated several times coming into Bottom Straight after the downhill sweep, and Spreckley's Cooper-J.A.P. retired. Bicknell (Revis) took second place from Iszatt (Cooper) on lap two and held it, and only Jones' Kieft kept up with the leaders, Bueb lapping the tail-enders after seven of the 10 laps. Summers had "quite a go" in his Cooper-J.A.P. before retiring, however. Bueb averaged 63.73 m.p.h., made fastest lap at 65.84 m.p.h., and won by 20.8 sec. from Bicknell.

The Final of this Yuletide Trophy Race for 500-c.c. cars had plenty of incident from flag-fall, for Davis' Cooper stalled and was twice rammed by Bridger's Cooper, Tyrrell getting away well, sliding under wheelspin, while out in front came, according to the programme, T. B. Welton in a Cooper-Norton. This set tongues wagging, as the unknown driver held off Don Parker himself for nine out of the 12 laps. In fact, the car was driven by H. C. Taylor, ex-grass-track rider, who had previously won the J.A.P. Trophy in a Cooper at Brands Hatch. He finished 4.2 sec. behind Parker's Kieft-Norton, which won at 62.6 m.p.h. after a best lap at 69.8 m.p.h. —slightly faster than the G.P. Connaught, but on a drier track. Bridger's Cooper was third, ahead of Barrett, Tyrrell and Foreman, all in Coopers.

The last race was the Martini Trophy, over 15 laps, for sports cars over 1,900 c.c. non-supercharged. It produced a mixed field of Lotus-Bristol, C-type Jaguar, Aston Martin DB3S, Morgan Plus Four, Tojeiro-Bristol and Ferrari cars, with Derrington bringing up the rear in a queer-looking Frazer-Nash. The Ferrari of Mackay

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THE 32nd M.C.C. EXETER TRIAL

How the Cars Fared on Tillerton, the new hill

IT is satisfactory that although trials-driving has become a specialised branch of the Sport, many enthusiasts are prepared to continue with the less severe form of trials-driving, so that 285 entries were received by the Motor Cycling Club for this year's Exeter Trial, now in its 56th year, for the first London-Exeter-London started on Boxing Night, 1910.

Always a winter adventure, with a long night run prior to taking the observed sections, entries reached a peak of 427 in 1925 and have been well sustained, this year's entry being only 13 down on 1955.

This time the London starting point had moved from Virginia Water to the less hospitable and cheerless wastes of Feltham, other starting points being Launceston and Kenilworth. The routes converged on Honiton, in Devon, and after Pin Hill the weary drivers and riders—for this is a mixed two-, three- and four-wheeler event—took the traditional breakfast at Deller's in Exeter.

Afterwards came a new "section," steep, gluey and with "stoppers" in the form of rocky outcrops, called Tillerton, near Tidburn St. Mary. Here the local farmers, their families and the farm-hands thoroughly enjoyed long hours of spectating, and we expect this excellent hill, which stopped sports cars where capably-driven family saloons succeeded, will be used in the 1957 Exeter.

On Tillerton we observed the entire car entry. L. S. Rayfield, the front of his B.S.A. three-wheeler suitably ballasted, did very well, failing at the very top. C. R. Parsons, his passenger bouncing in the back of their Dellow Mk. III, got up. Mrs. Parsons (Dellow) was better still, ascending rapidly, while G. S. Edwards (Dellow) made it look easy, and E. H. Dennis (H.R.G.) a speedy climb.

Then came a Ford Popular, ably handled by S. D. Guttridge, which just got up, while I. D. L. Lewis made a good job of it, his Morgan Plus Four's mudguards grounding on the high spots.

Most impressive was the ascent by D. G. H. Hilliard, he and his passenger successfully bouncing their Ford Ten up foot by foot. D. C. Griffiths' Austin Seven got barely half-way, a new M.G. MGA driven by W. J. Westlake impressed everyone with a rapid climb, D. J. B. Ayers, who had tried it before, got up in his Ford Ten-powered Stafonack, but "only just" applied to G. Crossley Meates in a blue B.M.W. 328 and hats to match. J. M. Stevens' Ford Ten Special sounded, and ascended, very healthily, M. Pollard only just blipped his Ford Ten-engined Austin Special past the "Observed Section Ends" notice, the same applying to W. G. A. Penhale's Triumph TR2, which had too much power, while both A. W. Leaver's Vauxhall Velox and J. H. Parr's Austin Seven stopped half-way. G. R. Cox only just persuaded his Ford Ten Special up, A. C. I. Bulpin employed too much power to the back wheels of his TF M.G. and was lucky to succeed, but H. S. Hockings' old Austin 16/4 saloon was never in doubt for a moment, going up splendidly, crew bouncing. W. Ivey Mollard's Riley Imp ceased half-way up, A. L. Chard can be proud of getting up in a Ford Anglia, bouncing himself along, P. S. Banbury came up fast in his Ford Ten-powered B.X.M., whereas E. M. Rogers called upon too many horses and stuck midway in his Morgan Plus Four, hood up. C. B. James preferred screen flat in his TC M.G. but didn't get much farther. A very good performance was put up by I. D. Borton's Ford Ten A.F.S., gumboots strung on the back, I. T. Bale's Vauxhall Velox got more than three-quarters of the way, good for a saloon, J. B. Oliver's Ford Ten L.R.G. stormed up, as befitted traces of a racing number under the mud, J. T. Skinner twirled the wheel of his Dellow with one hand on an easy, sure ascent, R. Wilson's o.h.v. Morris Minor saloon failed at the fatal half-way point, J. S. Bacon's Ford Popular blipped three-quarters of the way but failed, power seeming to have vanished, possibly due to a flattened exhaust pipe, and J. Featherstone's Austin A40 died away from lack of power.

R. Scott came up extremely well in his H.R.G., lady passenger quite unperturbed, J. H. Leigh's H.R.G. took it slowly but surely, passenger bouncing, while D. J. Parsons' "chain-gang" Frazer-Nash took it as a main-road gradient. Wheelspin stopped B. H. Thompson's Hillman Husky just beyond half-way, J. Mansell's Dellow was excellent, whereas T. A. Marshall made heavy weather of it in a TR2, hood up, using lots of revs. but only just getting up. T. E. Fleetwood's Austin A40 Sports failed even earlier than the A40 saloon, Mrs. Woodall employed intelligent throttle-control on her Ford Ten with oversize rear tyres, D. H. C. Wooldridge's Buckler-Ford found it very easy, but J. R. Cond's Renault 750 stopped on the ledge half-way up and D. J. Hurd's old Ford Ten with late-type axles made a dogged try, stopping three-quarter-way to the top.

R. B. James' 1956 Standard Vanguard stopped at the same place, R. H. Roberts' Austin-Ford Special, glass-fibre body juddering, didn't get quite three-quarter-way, after which there was a speed hill climb by G. Wood's G.W.8 and an outstanding ascent by P. G. Riviere's H.R.G.—nice to see so many H.R.G.s in action.

J. E. Bates' Dellow got more than half-way but not three-quarters of the way up, T. J. Threlfall's 2,088-c.c. Morgan Plus Four had no trouble, W. A. G. Goodall's 1,991-c.c. car of this make went up tremendously fast, A. T. Hill's Morgan was O.K., Dr. Spare's Morgan rather slower, then F. R. Fleet's Ford Zephyr failed where the first Vauxhall Velox had stopped. B. J. Thorne's four-seater Morgan Plus Four, hood up, was steady, S. P. Briginshaw's TR Austin, looking like a Triumph Gloria, stopped beyond the half-way mark, C. M. Seward's Triumph TR2 came up rapidly in second gear, the half-way hump defeated P. P. Ford's Austin A30, L. B. Mayman's Kettle, an Allard Special, lost water but didn't boil, blipping up well, E. Jackson treated us to a perfect ascent in a Ford Anglia, and very good was L. E. Newey's Bold Special, which had shed a front wing.

Another outstanding climb of Tillerton was made by W. B. Hercock's TF M.G., K. M. Law's TF M.G. took it slower, air-bottles on its tail, then four impeccable ascents were made by the Dellows of K. H. Root, E. D. Beaumont, W. G. M. Crews and V. W. T. Sanders. Both the Morgan coupés of A. C. Hobbs and K. W. Hobbs, with 2,088-c.c. engines, were excellent, D. Underwood's M.G. came sliding up, winkers winking, J. P. Davis' Modular (modified Ford Popular) was very good, and J. Tucker-Peake's Ford Eight Whytype better still, leaping into space at the humps. H. W. Tucker-Peake's Tucker-M.G. was going exceptionally well, L. Jenner couldn't get his Morgan Plus Four more than half-way, R. E. Warren tried really hard and put his early Standard Vanguard three-quarters up before stopping with loss of tyre adhesion, and then D. G. Fleming's early Ford Ten saloon came up, whereas H. H. Alderton's Ford Ten P.S.M. failed half-way, as did K. B. Shaw's early Morris Eight.

Vintage enthusiasts were warmed to the cockles as W. J. Haward's old Bayliss-Thomas, still displaying a J.C.C. badge, made the grade, while H. W. Attree's Singer Nine floundered at the half-way hump, like F. G. M. Westropp's Ford Ten Morris Minor. Both blown Dellows of M. J. and F. P. Barker were splendid, and wildly airborne at the bumps. In contrast, W. E. Wonnacott took it gently in his H.R.G. and I. A. Betteridge's Mk. II Dellow didn't worry about speed, while W. F. Mead's blown Dellow took it very easily. The passenger's hat matched A. E. Cleghorn's successful Dellow, R. Guillaume's Jowett Javelin wouldn't look at the hill, but G. C. Turner got his early Ford Ten three-quarters of the way up. Exceedingly good covers A. L. S. Denyer's vintage Lea-Francis and A. E. Hay's Lotus, D. J. Waller's H.R.G. failed half-way, A. E. H. Parsons' Mk. I Dellow was O.K., passenger bouncing, V. G. Nickels' Rocket was a half-way failure, A. M. Goldthorpe's supercharged Pelican, with Ford Eight engine, took it well, as did C. R. Price's H.R.G., using bags of revs. J. J. Palmes in a new M.G. MGA left it too late in turning on the power and stopped at the top. D. S. Price managed all right, girl passenger bouncing furiously, in his H.R.G., A. B. Palmes' TC M.G. failed early, but G. A. Robins was splendid, using skilful throttle work to bring his Standard Vanguard to the top, and outstanding applies to F. C. Cole (Ford Popular).

H. J. Kingwell was more than three-quarters up before his Ford Anglia failed, F. W. Marriott's s.v. Morris Minor got higher up than P. J. Sargent's Jaguar XK120, K. G. Cramp's A.C. Ace seemed too light at the back, stopping at the top with far too much throttle and too little speed, A. G. Whitton was good, his Ford Popular recovering from a sideways slide, F. Bruce White and his enthusiastic passenger urged their old Jarvis-bodied M.G. M-type Midget up well, T. Bellm's blown Dellow was excellent, as was R. E. C. Brookes' Ford Ten E.R.P., its hood half-collapsed, but S. S. A. Howe's Jowett Javelin was pathetic and J. Potter got the wheels of his hard-top Triumph TR2 spinning and only just made it.

G. R. B. Clarke had no sort of trouble in Cyclops, W. A. C. Stewart worked hard and recovered after his Dellow hit the bank, E. R. Shillabeer's Vauxhall Velox proved that a big saloon could defeat Tillerton, T. D. H. Rutter, two passengers in the back, seemed more intent on setting his TR2's tyres on fire than getting up the hill, C. C. Rogers (Standard Vanguard) was nearly three-quarters up when he stopped, and J. Gregson's Jowett Javelin did better than the other Javelins. D. J. C. Bowles' old 12/60 Alvis boiled and stopped low down, H. C. Freshwater came almost half-way in an Austin Seven Ruby saloon, J. Grapes' nondescript Buckler-Ford hit the bank and only just recovered, P. Hocquard's Renault 750 hadn't enough power, stopping half-way, and F. Denison's Standard Ten grounded and failed at the top, after N. E. Denison's Mk. I Dellow had gone up splendidly. The hump half-way stopped J. R. Whalley's Ford Anglia and the entertainment, enlivened by the varied entry, concluded after A. R. Bryant's Triumph TR2 had failed at the same place with spin, in spite of two passengers in the back.

BOXING DAY AT BRANDS HATCH—continued from page 78.

Fraser, much publicised, was an early four-cylinder 3-litre with a four-speed gearbox—not a true Monza Ferrari—driven by an American who has lived for years in Brazil. C. M. Lund, who used to ride in scrambles and has raced Cooper-J.A.P. and R.W.G. Special cars, was an extra starter in Anthony's Lotus-Bristol. He jumped the start but built up such a commanding lead that he incurred no penalty. Scott-Brown in a Manduca C-type Jaguar tried hard to close on the smaller car, but had a shocking moment at Druids' Hill Bend, just not losing the car. These two ran clear of a tight pack comprising Baxter's Aston Martin DB3S, the Ferrari, Threlfall's Tojeiro and Cliff Davis' Lotus-Bristol. On lap nine, as Lund was looking back to see where Archie was, Cliff Davis got past Threlfall and then the group of four began to space out, although, as Baxter went ahead, Davis clung to the tail of the Ferrari, closing on the bigger Italian car round the corners. These duels held the attention of the spectators while Lund won at 63.27 m.p.h., crossing the line 6.6 sec ahead of Scott-Brown's Jaguar, which, however, had put up the fastest lap of the race—64.32 m.p.h.—and held off the Aston Martin DB3S by a matter of 22.2 sec.; 2.2 sec. separated the much-boosted Ferrari, in fourth place, from Davis' Lotus.

During an interval, C. A. S. Brooks did a demonstration lap in the Syracuse Connaught—more enthusiastic horn-blowing from an appreciative crowd.

Thus ended a well-run and interesting day's sport. A crowd estimated at 34,000 attended this Boxing Day meeting, and to see many of these spectators walking bareheaded through the rain back o the 'bus-stop was to realise the firm grip motor racing has on the British public. A pity that London-bound traffic out of the Paddock was so long delayed in the narrow lanes leading to A20.

Results :

Yuletide Trophy Race—F. III :

Heat One (10 laps) :
1st : C. C. H. Davis (Cooper-Norton) ... 11 min. 45.4 sec. ... 63.28 m.p.h.
2nd : R. K. Tyrrell (Cooper-Norton) ... 11 min. 48.6 sec.
3rd : I. E. Raby (Kieft-Norton) ... ... 12 min. 5.6 sec.
Fastest lap : I. Bueb (Cooper-Norton), 65.45 m.p.h.

Heat Two (10 laps) :
1st : D. Parker (Kieft-Norton) ... ... 12 min. 3.2 sec. ... 61.72 m.p.h.
2nd : T. Bridger (Cooper-Norton) ... 12 min. 9.2 sec.
3rd : R. J. Barrett (Cooper-Norton) ... 12 min. 16.2 sec.
Fastest lap : C. Wicken (Cooper-Norton), 65.26 m.p.h.

Second Final (10 laps) :
1st : I. Bueb (Cooper-Norton) ... ... 11 min. 40.4 sec. ... 63.73 m.p.h.
2nd : R. G. Bicknell (Kieft-Norton) ... 12 min. 1.2 sec.
3rd : D. F. Iszatt (Cooper-J.A.P.) ... 12 min. 8.0 sec.
Fastest lap : I. Bueb, 65.84 m.p.h.

Final (12 laps) :
1st : D. Parker (Kieft-Norton) ... ... 14 min. 15.0 sec. ... 62.66 m.p.h.
2nd : H. C. Taylor (Cooper-Norton) ... 14 min. 19.2 sec.
3rd : T. Bridger (Cooper-Norton) ... 14 min. 37.6 sec.
Fastest lap : Parker, 69.8 m.p.h.

Lex Trophy Race—Sports Cars up to 1,200 c.c. (15 laps) :
1st : C Chapman (Lotus-Climax) ... 17 min. 2.0 sec. ... 65.52 m.p.h.
2nd : I. Bueb (Cooper-Climax) ... ... 17 min. 8.0 sec.
3rd : A. E. Marsh (Cooper-Climax) ... 17 min. 38.4 sec.
Fastest lap : Chapman and Bueb, 67.83 m.p.h.

Air India Trophy Race—Formule Libre (15 laps) :
1st : W. A. Scott-Brown (G.P. Connaught) 16 min. 23.4 sec
2nd : C. A. S. Brooks (2-litre Connaught) 16 min. 50.0 sec.
3rd : J Young (2-litre Connaught) ... 17 min. 4.4 sec.
Fastest lap : Scott-Brown, 69.53 m.p.h.

Martini Trophy Race—Sports Cars exceeding 1,900 c.c. (15 laps) :
1st : C. M. Lund (Lotus-Bristol) ... 17 min. 38.4 sec. ... 63.27 m.p.h.
2nd : W. A. Scott-Brown (C-Jaguar) ... 17 min. 45.0 sec.
3rd : B. Baxter (Aston Martin DB3S) ... 18 min. 7.2 sec.
Fastest lap : Scott-Brown, 64.32 m.p.h.

RUMBLINGS—continued from page 77

thief-proof, because they are opened by pulling knobs within the car. But if a wiseacre remarks that this is all very well until a cable breaks and makes it impossible for the rightful owner to get at engine or petrol tank, the Porsche owner then points to rubber grommets hidden beneath his car, through which wires can be slipped for the purpose of operating the bonnet catches. Incidentally, both front and back bonnets possess over-centre hinges, so that they swing up and stay open automatically, without needing props.

The big petrol tank has an enormous yet leakproof filler cap, so that refuelling can be done as fast as a petrol pump can deliver. And what other car has upholstery inside the engine compartment, the engine keeping so clean that this smart sound-deadening material never becomes soiled? A powerful white reversing lamp is operated by the gear-lever, but only works when the headlamps are on in the dimmed position, and doesn't work at all on sidelamps, the idea being that it is then impossible to dazzle other motorists while reversing and, equally, the driver will not motor away after using this bright reversing lamp into the blackness lit by sidelamps only.

Naturally, features of the sort just described would be expected only in the higher-priced cars, but owners of less well-appointed vehicles can find consolation in filling some of the deficiencies by fitting proprietary extras—such as a little gadget* MOTOR SPORT received recently for making the ignition key-hole luminous in the dark, thus obviating fumbling in the dark, to name only one inexpensive but practical "extra." Incidentally, two items British manufacturers might provide are the lamps-switch extension on the steering column found on most French cars, and the little hook often thoughtfully fitted in Continental cars, from which jackets, coats and madame's umbrella can be conveniently hung.

* * *

WRONG ASSUMPTION

When we took delivery of a Volkswagen we regarded the combined ignition-key and starter-switch as a feature peculiar to this make. Later we encountered the same arrangement on the Borgward-Hansa Isabella, and later still heard that Mercedes-Benz had adopted the same idea. Obviously this convenient switching system is a German proprietary unit. The Renault 750 also uses it in slightly different form.

The moral is that one sometimes jumps to false conclusions, because a feature rare in one country can be a common proprietary device in others. Even amongst individualistic vintage cars this can apply. Switch-gear, unusual front-brake mechanism, and minor controls, which appear to be characteristic of one make may be found, on examining other vehicles of the same period, to be of proprietary manufacture. Even in the middle-'twenties it was scarcely economical for manufacturers to make all their own minor components and accessories when there existed outside factories well able to supply such parts at competitive prices.

* The Car Keylite, manufactured by Radium Light Co., Ltd., 41, West End Road, N.W.6, price 2s. 11d.

THE LATEST "DINKYS"

All right, the writer is juvenile, in his second childhood, a blooming Peter Pan! But he is not ashamed to admit to a liking for the Dinky motor-car miniatures manufactured by Meccano Limited in Liverpool. The latest in the range are a realistic Triumph TR2 sports two-seater (3¼ in. long), complete with competition number and driver—who is presumably driving to or from a race meeting, as he sits behind a full-width windscreen!—and the popular and ubiquitous Volkswagen saloon (3½ in. long). These miniatures are obtainable from most good toy shops or sports dealers for the decoration of your study or as mascots on the appropriate cars. The respective prices are 3s. 6d. and 2s. 6d.



JUST RELEASED.—The Dinky model TR2.

* * *

THEY SAY :

"In the end we believe that the majority of passenger cars must have independent suspension on all four wheels, and it will be interesting to see which of our major producers is first in the field with this highly desirable and long overdue advancement."—*Editorial* in *The Motor* of December 28th, 1955.

"Stirling's goal is, of course, the World Championship and I am sure that everyone will wish him the best of luck. It is a pity, however, that he has decided to go foreign just when it appears as though Britain may be able to offer some real competition in the Grand Prix field. With Fangio going to Ferrari it looks as if the two top drivers are going to have some real battles next season; perhaps they will have to fight for second place behind an all-British combination!"—Archie Scott-Brown, writing in *Top Gear*, January, 1956.

"The production of Volkswagen cars in 1955 reached a total of 330,120, of which 177,591 were sold abroad. Exports were 63 per cent. higher than in 1954, but even so the foreign demand could not be satisfied."—*The Times*, January 2nd, 1956.





Dick Seaman, Spa.



IN MEMORIAM

We present a selection of memorials erected on the Continent in memory of departed competition drivers. Frenchman Raymond Sommer, who died in a Cooper, and the pre-1914 French champion Georges Boillot, who was shot down in the air during the 1914-18 war, have an alley and an avenue named after them at Montlhèry. The memorial to Dick Seaman is at the place beside the Spa circuit where his Mercedes-Benz crashed in 1938. At the entrance-road to Montlhèry stands the imposing square-sided memorial stone to Robert Benoist, who was killed by fifth columnists, and Georges Boillot. The huge memorial at Mantova, Nuvolari's home town (unfinished when photographed), commemorates his victory in America with an Auto-Union in 1936. Beside N 7, near Nevers, is the memorial to Mlle. Reneé Fridrich, who died in the Paris-St. Raphael Trial of 1932. The stone commemorating the accident to Freddy Charlier, who was killed in 1929, is beside the starting line on the Spa circuit, and there is a similar monument in memory of Pagnibon, who lost his life while driving a 4.1-litre Ferrari in the 12-Hour Sports-Car Race at Hyeres.



Robert Benoist, Montlhèry.

Tazio Nuvolari, Mantova.





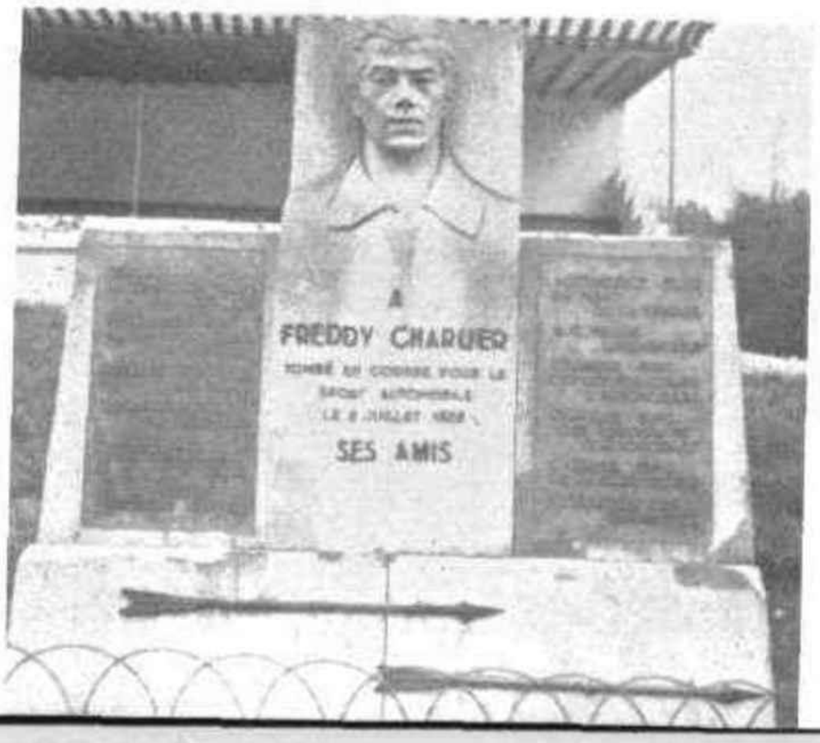
Georges Boillot, Montlhèry.

Mlle. Reneé Fridrich, N 7 outside Nevers.



P. B. Pagnibon, Hyeres.

Freddy Charlier, Spa.





THE 26th MONTE CARLO RALLY

Mastery of Man Over Machine Gains Jaguar Victory

MONTE CARLO, January 21st.

THIS year's Monte Carlo Rally could be divided into three separate events; the first consisted of a long and tiring drive about Europe which was easy and within the capabilities of the rawest amateur Rally driver, the second involved a steady run from Paris to Monte Carlo, during which the conditions and schedules got increasingly more difficult and in which the driver and time-keeper had to keep in constant touch, and the third and final part was a free-for-all " Targa Florio " over a 150-mile mountain route, in which driver and car had to give all they had.

All told 351 cars were prepared to leave the various controls spread about Europe and follow set routes which converged at Reims and then followed the same route to Paris, where the reliability and road section of the Rally, which was fairly simple, terminated. For most of the competitors the imposed schedules were easily maintained, there being ample time for quick meals, brief sleeps, pauses by the wayside, and, for a rather alarming proportion of the British cars, time to make repairs, fit replacements, and generally bodge-up the accessories. There were numerous makes, such as Austin, M.G., Ford, A.C. and Standard, which suffered unnecessary troubles with electrical components, batteries, shock-absorbers, wheels, brakes and so on; typical sufferers being Mrs. Mitchell, whose " works " M.G. was so laden with extra lamps, heaters, de-frosters, horns, etc., that the dynamo could not cope and the battery went flat, while a rear axle oil-seal failed and the bonnet would not shut; the Easton/Garnier A.C. Aceca which threw its suspension away, consumed shockers, swallowed its overdrive and destroyed its wipers; and the Grant/Davis M.G. Magnette, a " works " car with alloy body and tuned engine, which ruined its dynamo and flattened its battery. So the complaints went on, but fortunately the time allowed to reach controls before Paris was ample and most of the sufferers were able to visit the various agents and have the cars rebuilt, and all this in less than 2,000 miles !

The starters from Stockholm, travelling south *via* Denmark, Germany, Holland and Luxembourg, probably had the most interesting " tour," for most of the way across Sweden was on snow-covered roads, which while not being difficult was interesting. Cars from the east of Europe, from Athens, Munich and Rome, were joined by the group from Paris who were making a round tour back to their starting point. All had to concentrate a bit on the ice-covered autobahns in Germany, while from far away Lisbon there was much rain encountered and the accent was on water in large quantities.

The run from Glasgow was probably the simplest of the lot, the only difficulty being fatigue from continual motoring, but this, of course, applied to all the routes. Arriving in Paris competitors were then given the average speeds they were required to maintain on the remaining 600 miles down to Monte Carlo, by way of the Maritime Alps, so that the navigator/timekeeper had to get busy with calculating machines. The first stage of this part of the trip was fairly easy, the time allowance to Chambery being within the capabilities of all the " Sunday dodderers." On this final 600 miles there were no breaks in the journey, it being accomplished non-stop apart from signing-in at controls. From Chambery to Grenoble things became more difficult for the road went over a very narrow mountain pass during the hours of darkness and to add to the hazards there was some fog. This section was by no means impossible, for 58 competitors kept to time and lost no marks, but the slightest easing off of concentration, especially with the lower-powered cars, meant dropping behind schedule with subsequent loss of marks. It was this section of the whole road part of the Rally that sorted the competitors out, a large proportion of the entry losing marks, and 30 lost the maximum of 1,900 on this run.

Immediately following came another mountain run from Grenoble to Die, not so difficult providing the driver kept at it, and then in the early hours of the morning as dawn broke there came a fairly easy section from Die to Var, where most of the competitors arrived in bright sunshine. All this was taking place on the fourth day on the road, after missing three nights in bed, and though the driving was not difficult, most of the crews were feeling very tired and longing for a good wash and a proper meal. With Monte Carlo now almost in sight there began a short sharp tricky part of the Col du Rochette, a narrow winding mountain pass on which the schedule called for flat-out driving from all drivers, no matter what type of car was being used. This 45-kilometre winding road brought competitors to the top of the Mont des Mules hill that descends into Monaco and here they had a braking test. On the timed sections since leaving Paris the average speeds were varied for the class of car, divided into two groups, standard and non-standard touring cars, with four different capacity classes, and it was pretty obvious that it did not pay to be running a gran turismo car or a hotted-up normal saloon, especially if you were baulked on the final section, which was very narrow. The system of giving drivers their average speeds was to quote the number of seconds allowed per kilometre, the total for each section being known. Naturally when climbing the mountainside there was a tendency to take longer than the permitted time per kilometre, especially if held up by a slower car, and this meant that the navigator had to do some quick sums to find the increase over the set time when descending the other side.

To conclude the road-section a time was taken for a downhill rush through two hairpin bends, over a distance of approximately 1,000 metres and stopping between two lines. Failure to stop or crossing of the second line involved a large penalty. A quiet trickle through the streets of Monte Carlo took the competitors down onto the harbour front, where every part of the car was checked over and marks lost for anything not working, or damaged, after which the cars were put in a closed park. By Thursday evening all the finishers were in and they numbered 233 out of the original 351. The missing number was made up by 42 failing to start, 71 retiring for various reasons, ranging from mechanical breakdown, through accidents, to sheer tiredness, and 5 were disqualified for infringement of regulations. Taken as a whole the first two parts of the 1956 Monte Carlo Rally could not be considered difficult, especially for a reasonable driver with any semblance of a good motor car. Anyone who had found the opening stage to Paris difficult must have been a terrible driver or else had a pathetic motor car, while the timed section from Paris to Monte Carlo was only a dice for those with unsuitable cars, either large and gormless, under-powered, badly geared or badly prepared.

During Friday, the results of the foregoing were analysed and the best 90 were moved from the original closed park to another one, all the remaining competitors being allowed to collect their cars. The select 90 stayed in the park for another night, preparatory to tackling a rather super special-test on Saturday.

* * *

A good selection of British cars left Glasgow, there being 21 Fords, 10 Standards, eight Jaguars, seven M.G.s, six Austins, five Sunbeams, three each of Bristols and Rileys, two Vauxhalls and one each of Humber, Allard, Daimler, Rover, Jowett, Aston Martin and Wolseley. The works-entered and sponsored cars were well equipped with all the latest aids to navigation and comfort for on and off-duty occupants, and a number of new fittings were noticed in some of the privately-entered team cars. To take the works cars first, it was noticed that the Fords were fitted with darkened facia panels, reclining seats and hooded headlamps for use in fog; other Fords had average-speed indicators and bonnet louvres to deflect warm engine air on to the screen. The Sunbeams were fitted with a device called a Halda speed pilot, which is a Swedish-made instrument consisting of a normal kilometres-per-hour instrument with a pointer for setting to the required speed and to the right of it a clock with a similar pointer which is set when the car moves; all that is then required is to see that both needles coincide for the average speed to be maintained. Austins are likewise well equipped with compasses, map-reading lights, stop-watches and additional windscreen defrosters.

Continued on page 86

THIS WINTER

most modern cars will use

CASTROLITE

the balanced multi-grade oil

WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

Castrolite is a balanced multi-grade oil (20W-20-30) which being thin when cold gives immediate oil circulation. This ensures easy starting in winter, reduces petrol consumption and engine wear. At high temperatures the oil retains its body and provides the engine with "Castrol XL" protection. No special precautions are necessary when changing over to Castrolite—which is sold at standard Castrol prices.

MOTOR
PICTORIA
M.C.C. E
V.S.C.C. M



GOING FAST.—W. A. G. Goodall, as befits a works driver, has no trouble on Fingle Bridge with his Morgan Plus Four, during the Exeter Trial.



SIT DOWN!—K. H. Root's passenger provides enthusiastic bouncing assistance for the Ford Ten-engined Dellow on Fingle Bridge.



HOOD UP.—Like many owners of sports cars, C. M. Seward keeps his hood erected in the winter, even on the observed sections of the Exeter Trial. The car is a Triumph TR2.



DOWN IN THE VALLEY.—But about to arrive at the top of Fingle Bridge, D. H. C. Wooldridge's Buckler/Ford in the Exeter Trial—note the ample inlets for air on and under the bonnet.



MEASHAM IN COMFORT.—Dick Macworth arriving special-bod

AUSTIN IN THE EXETER.—D. C. Griffiths tackling the long ascent of Fingle Bridge during the M.C.C. Exeter Trial.

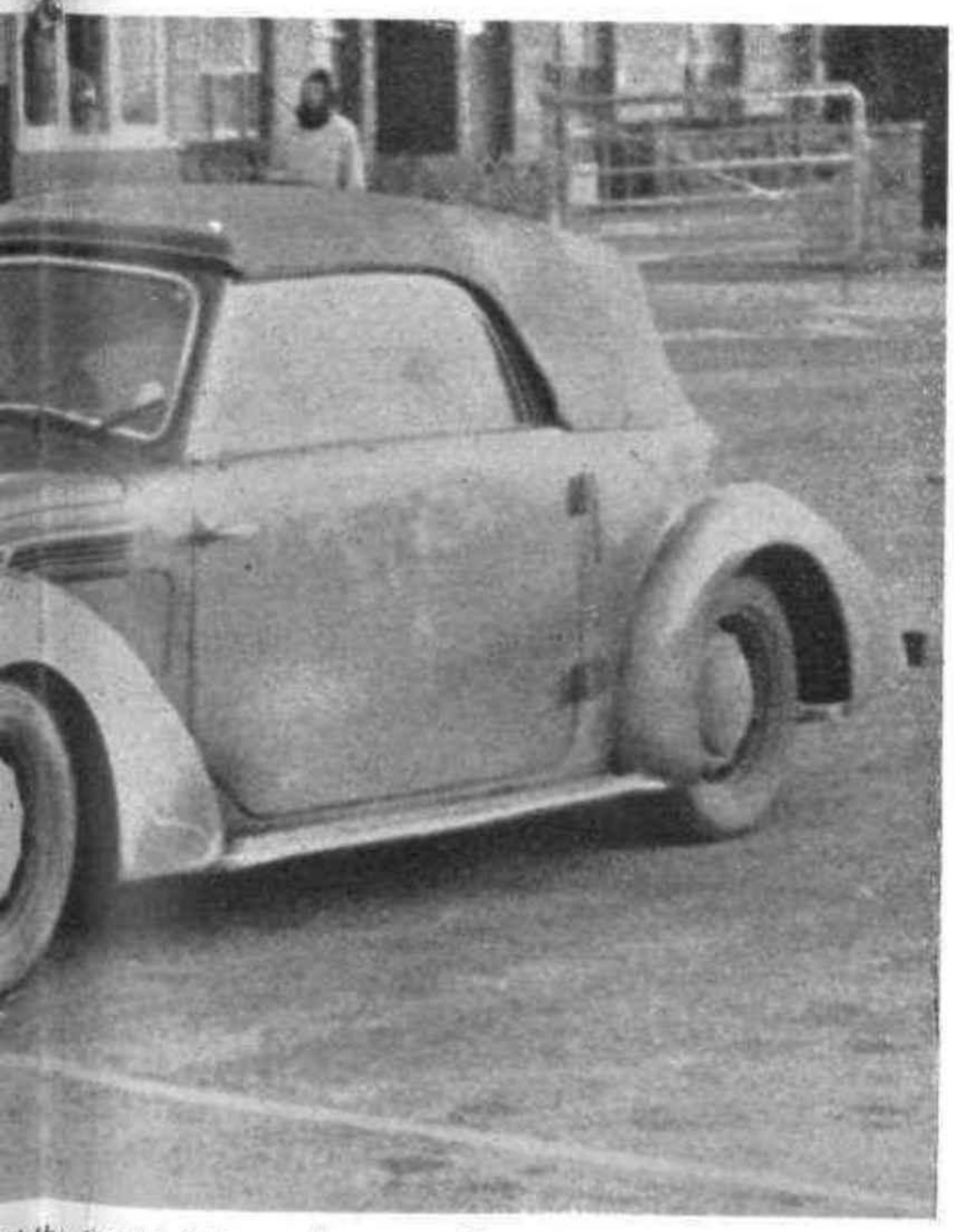


SPORT

AL REVIEW

Exeter Trial

easham Rally



at the finish of the road section of the V.S.C.C. winter rally in his ed Lancia Aprilia.

COMFORT ON THE EXETER.—J. D. Menzies has protection from the elements while driving his 174-c.c. Messerschmitt three-wheeler.

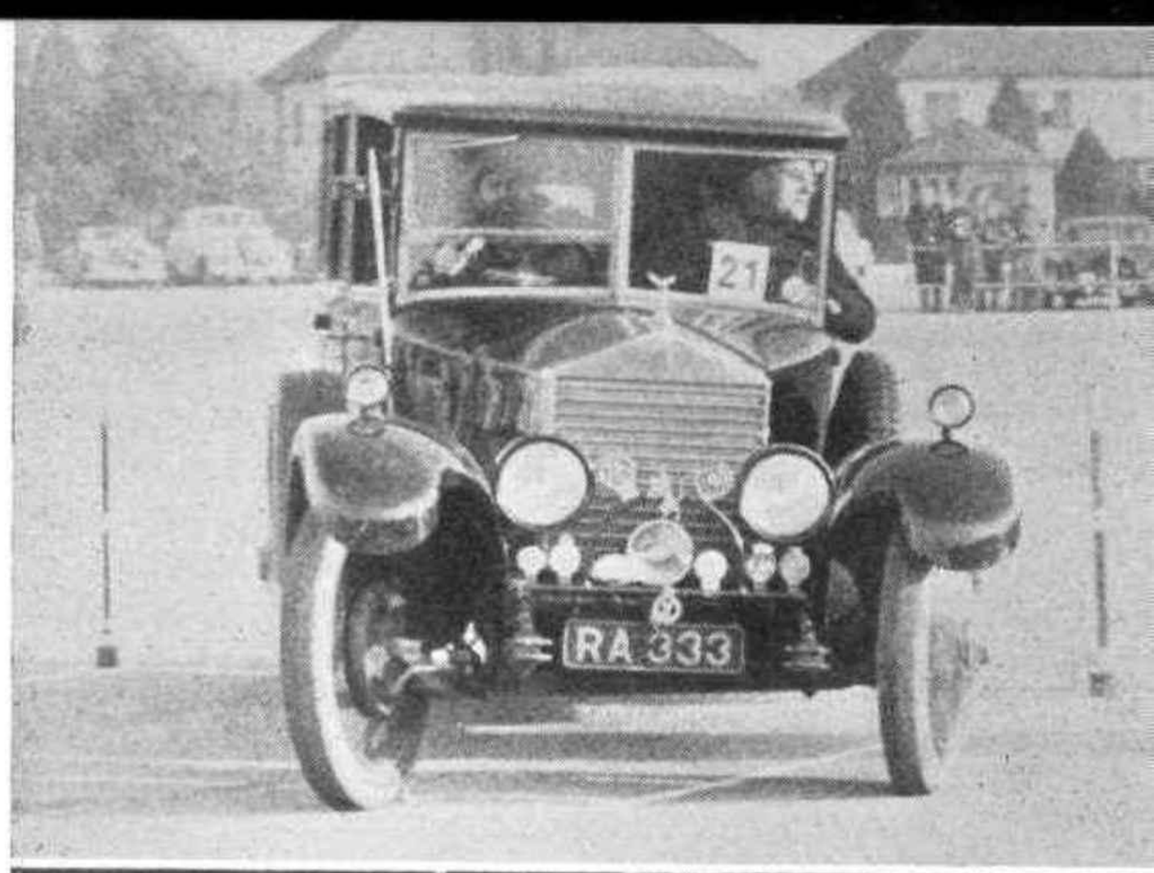


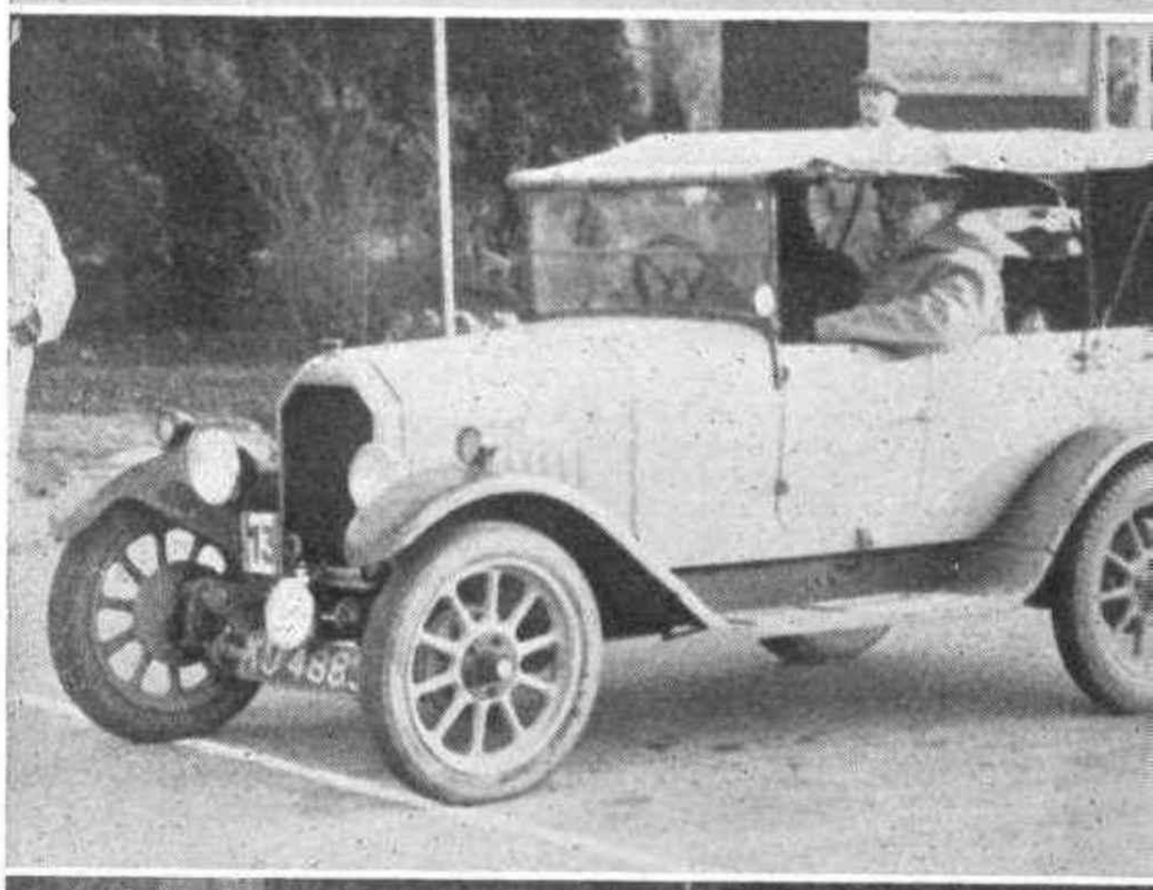
DIGNITY AT MEASHAM.—R E. D. Fenning rolls round the tests at the V.S.C.C. Rally in a 1926 Rolls-Royce Twenty

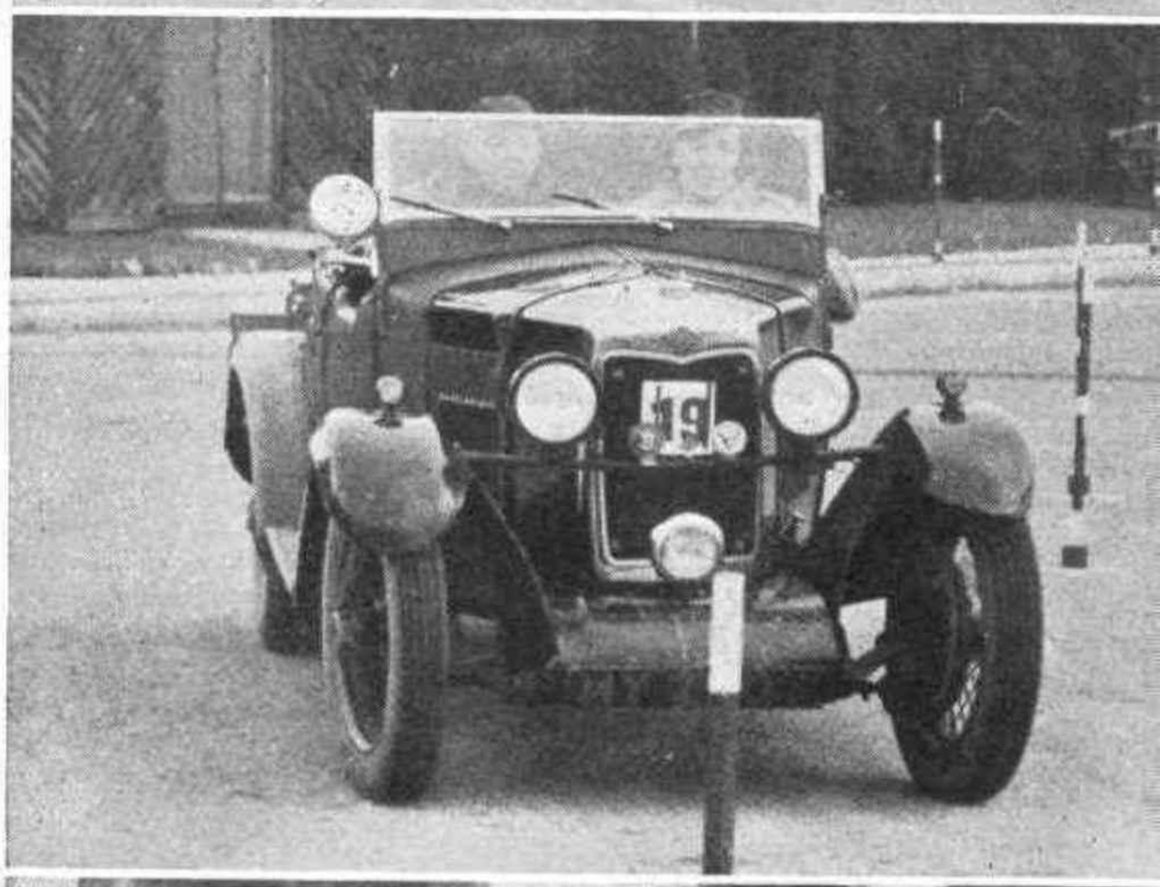
THAT MAN AGAIN.—Wearing No. 13, Humber-dicer W. L. T. Winder gets away from the start of a Measham test in his 1924 9/20-engined 8/18 Humber.

AN OPEN VINTAGE RILEY NINE was used by R. C. Batho in the V.S.C.C. Measham Rally. Does it miss the pylon or doesn't it?

TIN-OPENER ?—No, a rock outcrop changed the lines of G. A. Busk's Ford Prefect before the driving tests at Measham. In the background is an M.G. for playing draughts on.









THE 26th MONTE CARLO RALLY—continued from page 82

An especially well-equipped M.G. Magnette of Mr. E. Lambert, later to be involved in a collision with a lorry, was a joy to see, being fitted with almost every conceivable type of gadget, such as a power-assisted passenger seat, electric razor, wash-basin, cine camera, marine-type revolving headlamp-glass wipers, and other more normal pieces of paraphernalia, demonstrating some of the time that is taken by some of the non-works-entered vehicle owners to beat their opponents at their own game.

The route for Glasgow entries goes by Stranraer to Carlisle and then down central England to Barnby Moor, where lay the first control, then on to London, where a police escort took them through the City, and finally the last British control at Dover loomed up and there was a brief respite as papers were checked and cars loaded on to the British Railways steamer *The Lord Warden* for transit to Boulogne early on Tuesday morning.

At Dover, on this mild winter night, the Glasgow participants began to draw in after 9 o'clock on the Monday to embark on the special boat which left at about 1.30 a.m. for Boulogne. Of the seventy-three starters due in at this check point two were missing. They were Dr. A. D. Mitchell, in a Wolseley, who was unfortunate enough to collide with a bus very soon after leaving the start, a sad beginning to such an adventure; the other, Reg Harris, the well-known sprint cyclist, reached Stranraer early but was delayed due to adjustments having to be made to the brakes of his Jaguar. He later retired from the Rally. Accompanying the competing cars on the boat were two A.E.C. coaches, one (the " Pyjama Express ") detailed to carry baggage, and the other (the " Wives' Special ") taking wives and friends of the competitors to Monte Carlo. Both were scheduled to arrive at the finish the day before the Rally entrants reached the Mediterranean.

* * *

On the way down to Monte Carlo from England we made contact with the route at various points and finally followed it in detail from Die to the finish. At the Reims control, where all the routes were converging before heading for Paris, everything was well organised by the A.C. de Champagne, the club being very happy, having just had its permanent circuit at Gueux passed as safe and ready for motor racing by the French commission that is inspecting circuits for this year's racing. The control, where competitors had to get their road books stamped, was immediately outside the headquarters of the club, with space on the wide pavements roped off for parking the cars, each starting point having its own section of pavement. There was a brief respite here for those who were on time, and a champagne lunch had been laid on by the club. Preferring motoring we headed east towards Metz and Strasbourg, the first signs of the approaching competitors being the two baby Renaults of Condrillier and Mlle. Thirion running in close formation, followed later by Gatsonides with his Phase III Vanguard. In ones, twos, threes and even fours, the long stream of cars swept past on their way to Paris, all appearing to have plenty of time in hand, taking villages at the regulation speed limit and barely showing signs of tyre scrub on hairpins out in the country.

After motoring through the night we joined the Paris-to-Monte Carlo route down in the Maritime Alps and drove over some of the mountains in fog that kept us down to 35 m.p.h., heading for Digne. Over more hills the morning sun appeared for the first time for many days and we paused on a fast downhill section and drew off the road. Here there was more urgency in the way the cars were going and most of them were pressing on, but none so furiously as the Redex service van, which we later met towing a Zephyr that had slid off the road and damaged its clutch housing and front-end. The warm sunshine and damp roads, slippery in many shaded parts, were keeping the drivers busy, but most passengers and navigators seemed to have time to sleep, Ground's co-driver in his Mark VII Jaguar being " out-to-the-world " in his special front seat. On the winding road down to the control at Var, Nutall's XK140 coupé was all for hurrying, but was held up badly by a Jaguar Mark VII driver who was so tired he forgot to drive on the right-hand side of the road. Allard in his blue saloon, Lord Avebury (Jaguar) and Davis (Sunbeam) were all hurrying along without fuss and Mrs. Ashfield and Mrs. Clark in their Phase III Vanguard were driving very prettily. The control at Var was on a long straight road where competitors could see it and had plenty of time to stop before it and wait until they were on time. Without any pause the cars had to leave the main road and tackle the winding climb over the Col du Rochette which developed into a speed hill-climb. Observing on a hairpin, with a view of more than a mile of the approaching road, Lespiat (Salmson), Shillabeer (Humber), Wharton (Austin), Dugat (Dyna-Panhard), Lumme (Skoda), Von Zedlitz (Mercedes-Benz), Verzijl (Fiat 1,100), Gerdum (Mercedes-Benz) and Masson (Panhard) all treated this winding road with contempt and hurled their cars round the bends with screaming tyres. Kvarnstrom in a gigantic American Ford V8, Wollert (VW) and Nysten (D.K.W.) were outstandingly neat, whereas Kenyon (Zephyr) hadn't a clue, Lindgvist (Opel) only just got round and Prydz found his Borgward a bit of a handful but cleared the rock outcrop. Reece's Anglia, which he found much to his liking for this sort of work, was baulked by a VW and much hooting told of similar predicaments lower down the hill. Baxter had a spirited dice in the B.B.C. " works " Austin Westminster, which had a special four-speed gearbox with " real " gear-lever and two-carburetter engine, his intrepid passengers wearing crash-hats; we noticed crash-hats carried in other cars, witness of the sort of road race that the final regularity test was to be. Some speculation was caused by the fabric hood of Hocquard's Panhard *Junior in a Rally closed to sports cars.*

Leaving this " speed hill-climb " still in progress we were able to reach La Turbie before the finish of the downhill braking test. Here the Skoda drivers changed down to assist their brakes, engines revving furiously. Baxter put up a fine show, but Birkett (M.G. Magnette) braked too early and lost many marks, Grantham's Zodiac struck sparks from its Wyresoles, while Vilreon (Porsche) put up a splendid performance, stopping effortlessly from a high speed. This car made best time (41 sec.), the runners-up being Adams (Jaguar) and Becker's Mercedes-Benz (both 42.3 sec.), Dobler's Porsche (42.4 sec.), Persson's Porsche (43 sec.) and Leston's Aston Martin DB 2/4 and Nutall's Jaguar (both with 43.2 sec.). It is significant that after their long and in later stages arduous drive, only one car—Brady's Simca—failed this test completely, although Wagberg's D.K.W. looked pretty brakeless (64 sec.) and Ingier's Skoda scored all-time-low (11 min. 32 sec.) in an exercise completed by the majority in under 50 sec. Brooke created a diversion when his Standard Ten arrived at the start of the test motoring on three wheels and a brake drum; it had broken another wheel earlier on.

This test concluded the road section, particularly for one of last year's winners, Gunnar Fadum driving his Sunbeam, for his clutch disintegrated and the car had to be pushed in. Down on the Harbour front the scrutineering was under way. Many cars already showed evidence of contact with hard objects, particularly Wagberg's D.K.W., and the Allard was an odd shape where the " alligator hood " had yawned while the car was in motion. Nevertheless, marks lost were quite moderate, from 100 in the case of a Riley without a spare wheel to lesser penalties for damaged or defective lamps, Gibson's Austin losing 30 because it had no " audible warning of approach." The cars having been locked away for the night many of the crews were car-less and obliged to walk, take a taxi or cadge lifts to their hotels, or remain to drown their fatigue in the B.M.C.R.C.C. coach full of Haig whisky.

* * *

It can truly be said that the competitors who accomplished the first two parts of the Rally with a sufficiently small loss of marks to get in the first 90 in the general classification were compensated for the tedium of driving for four days and three nights, for on the Saturday morning they set off on a 150-mile regularity-test over second-class mountain roads which proved to be a nine-tenths dice over the whole distance, and was nothing more than a very thinly-disguised motor race.

After leaving the cars in the closed park overnight each crew had to present itself on the starting line at a given time and leaving at intervals they set off on the test of regularity around a set course through the mountains behind Monte Carlo. The results of the first two parts of the Rally had given first place to Adams, Bigger and Johnstone with a Mark VII Jaguar, followed by Schock and Moll with a 220 Mercedes-Benz and Grosgogeat and Biagini with a D.K.W. It was noticeable that a large proportion of the successful 90 competitors had started from Stockholm, while outstanding among the cars was the fact that five out of the six new Citroën DS 19 models had qualified. Peugeot, Panhard and Simca had done well by sheer weight of numbers in the entry list, but amongst British cars Ford, Standard and M.G., in spite of large numbers at the start, had only five, one and one, qualified, respectively. Alfa-Romeo were equally poor, with only two cars out of sixteen entries in the final test. A.C. and Bristol both had one car left in. Among the British drivers Adams was ably backed up by Harper/Humphrey (Sunbeam) in fourth place, but then there was a long list of Continentals down to 17th place, taken by Ray/Cutts (Sunbeam). Although there were 24 British teams in the final 90 they were mostly near the end, but at least there was the consolation that they had qualified. Among the 24 British were three ladies' teams : Mrs. Mitchell/Miss Hindmarsh/Mrs. Reece (M.G. Magnette), Mrs. Johns/Miss Moss/Miss Riche (Austin Westminster) and Mrs. Cooke/Mrs. Hamilton (Ford Zephyr).

Although the route for this mountain test was known beforehand the average speeds required for the various classes and categories was kept secret until immediately before the start. Taken generally the weather conditions appeared to be pretty fair, but even so it was obvious as soon as the competitors received the time schedules that this 150-mile drive through the mountains was going to be a miniature Mille Miglia. Providing everyone could keep on time at the various check points around the course then the classification at the end of the road section would stand, but naturally the possibility of that happening was pretty remote. It seemed quite impossible for Adams to drive his large unwieldy Mark VII Jaguar around the narrow mountain roads quick enough to keep up with a D.K.W. for example, while the British women teams with Austin, M.G. and Ford Zephyr could hardly hope to deal with the 1,500-c.c. Porsche, especially as it had a large lead on points to begin with anyway. For some teams, such as Salvadori/Coombs/Young with their Ford Anglia, the position was hopeless, for they had arrived on three cylinders, with no brakes and a second gear that kept jumping out. That they had qualified in the first 90 is all the more credit to them, but it was useless for them to attempt the mountain circuit, as once the cars arrived at Monte Carlo no work was allowed to be done on them. Another team in a bad position was Mrs. Molander/Mrs. Lindberg, whose 220 Mercedes-Benz was in a very sorry state, running badly and having negligible brakes. With the fastest cars starting first competitors left Monte Carlo and set off up into the mountains for some three hours of continual twists and turns, coupled with climbs to as high as 5,000 feet and returning to sea level.

Watching on the Col du Braus descent, just before a series of tight hairpins followed by some fast downhill bends, the impression of a Targa Florio-cum-Mille Miglia was heightened by the appearance of the first seven competitors, driving 1,900 Alfa-Romeo, Lancia Aurelia G.T., Mercedes-Benz 300 SL, Zagato Alfa-Romeo Sprint, 2.3-litre Salmson, and Lancia G.T., respectively, all going flat-out downhill just about on the limit. Just when it seemed that British cars were going to get left behind Wharton appeared with his "works" Austin Westminster, completely out of control, but going at a terrific pace and getting round the corners by sheer skill alone; then came Adams doing wonderful things with his Mark VII Jaguar, followed by Burgess dicing on the extreme edge with another Austin Westminster. Not far behind came three more "works" Austins in the order Gott (Westminster), Scott-Brown (A50 with M.G. gearbox) and Mrs. Johns (Westminster), the last-named doing great things to keep up with the "mere" men. Unfortunately a bit farther on the brakes failed on her Austin and she had no alternative but to put the car sideways and hope for the best; it turned over and by a miracle all three women climbed out unhurt. Of the Sunbeam entries Harper and Ray were going great guns, though the latter had to stop momentarily to shut the bonnet, which had sprung open. Mrs. Cooke (Ford) and Bremner (Riley Pathfinder) had both made very solid contact with rocks and walls, but were continuing with badly battered motor cars. The Continental drivers were not without their troubles, for a Dyna-Panhard 54 rolled right over, smashing all the glass, crushing the roof and buckling a wheel; it was put back the right way up and continued at unabated speed. An American Ford V8, driven by a Swedish team, was delayed by rear axle trouble, and the Belgian girl, Mlle. Thirion, had a puncture in her baby Renault, but continued after fitting the spare. As was expected among the women drivers, Mme. Blanchoud hardly had to hurry in her Porsche, while Mrs. Mitchell was hurling her M.G. Magnette about furiously in a hopeless endeavour to keep up.

On the far side of the mountain circuit the roads were covered with frozen snow, while on the highest points clouds were down on the roads, reducing visibility to 20 yards just where the course began a sharp descent through numerous hairpin bends. How the drivers of the large and unwieldy cars managed to hurl them round the blind corners, with rocks on one side and stone parapets on the other, is one of those skilled mysteries of fast motoring that is born in a driver and not developed. Of the 90 cars that had spent two nights in the closed park only 70 returned and many of them were bent and battered almost beyond recognition, while around the circuit others lay derelict, here a Skoda with a rear wheel broken off, there a D.K.W. crushed into a wall, somewhere else a Riley (Bremner's) in a ditch. No one had been hurt, everyone had enjoyed an almighty dice, which after all is the whole purpose of motoring competition, the spectators had loved every minute of it, and the big factory representatives were beginning to arrange for the collection of their heaps of wreckage that once were shiny new motor cars.

The outcome of this wonderful day of dicing was that most people had managed to retain their positions in the general classification, the British cheered loudly for another Jaguar competition victory (the first in the Monte Carlo Rally), the Irish and the world in general acclaimed the skill of Ronald Adams for the way he handled his car, which had run faultlessly throughout the event, and many drivers had improved their position in the results. Of the 24 British crews who tackled this motor race, 20 arrived at the finish in spite of having unsuitable cars for this type of going, and between them they more than made up for the poor impression made by the majority during the first two parts of this long and varied rally.

The final classification of the whole Rally was sorted out on marks lost during the three parts of the event, but the system used was somewhat complicated. Some unfortunates, such as Mrs. Johns and Bremner, who both wrote their cars off in an attempt to do the final test, dropped 40 or more places, down to the bottom of the list of 90, while others who were in no condition to even start the mountain test in spite of having qualified, lost the same marks and only one or two positions, the bottom of the list being the lowest point anyway.

Due to reasonably good weather and an absence of any serious ice or snow the 26th Monte Carlo Rally turned out to be comparatively easy and success or failure depended on accurate timekeeping during the 600-mile test from Paris to Monte Carlo, aided and abetted by skilful driving during the final Mountain Circuit trial.

General Classification

		Marks lost
1st :	R. Adams/F. Bigger/Johnstone (Jaguar Mk. VII)—Glasgow ...	213
2nd :	W. Schock/K. Raebe (Mercedes-Benz 220)—Munich	219
3rd :	M. Grosgogeat/P. Biagini (D.K.W. 3-cylinder)—Stockholm ...	227
	P. Harper/D. Humphrey (Sunbeam)—Stockholm	227
5th :	W. Levy/G. Kokott (Volkswagen)—Munich	229
6th :	W. Lofler/H. Rathjen (B.M.W. 502)—Stockholm	230
7th :	P. Courtes/A. Court-Payen (Citroen DS19)—Lisbon	231
8th :	M. Gatsonides/M. Becquart (Standard III)—Lisbon	233
9th :	P. Malling/L. Jensen (Panhard 851)—Stockholm	234
10th :	J. Ray/J. Cutts (Sunbeam)—Stockholm	236

NOTE : All the above were standard cars in Category 1 and all the marks were lost on the braking test time, no marks being lost on the road sections or the mountain test.

Coupe des Dames

		Marks lost
1st :	Mme. Blanchoud/Mme. Alziary de Roq (Porsche)—Lisbon ...	261
2nd :	Mlle. Thirion/Mme. Renaud (Renault 747 c.c.)—Lisbon	332
3rd :	Mrs. Mitchell/Miss Hindmarsh/Mrs .Reece (M.G.)—Stockholm ...	678

Faroux Cup—One make Team Prize
Sunbeam Mark III—Harper, Ray, Miss Van Damm

Class 1 (over 2,000 c.c.)
Category 1—Adams (Jaguar)
Category 2—Chiron (Lancia)

Class 2 (1,300 c.c. to 2,000 c.c.)
Category 1—Courtes (Citroen DS19)
Category 2—Boilet (Alfa-Romeo 1,900)

Class 3 (750 c.c. to 1,300 c.c.)
Category 1—Grosgogeat (D.K.W.)
Category 2—Gacon (Porsche)

Class 4 (up to 750 c.c.)
Category 1—Cotton (Panhard)
Category 2—Monraisse (Renault)

Analysis of success and failure from start to finish of Mountain Test.

Make of car	*Started*	*Qualified*	*Completed Final Test*
Dagenham Fords	30	5	4
Peugeot	17	7	6
Panhard	17	6	6
Renault	17	4	4
Simca	17	6	4
Alfa-Romeo	16	2	2
D.K.W.	15	3	2
Standard	15	1	1
Jaguar	14	4	3
Austin	13	5	4
Sunbeam	13	4	4
Fiat	12	4	2
Mercedes-Benz	10	7	6
Skoda	10	4	0
M.G.	10	1	1
Volkswagen	9	4	4
Citroen	8	5	2
Lancia	7	3	3
Porsche	7	3	3
Salmson	6	1	1
Riley	6	3	2
B.M.W.	4	3	2
American Ford V8	3	2	2
Bristol	3	1	1
A.C. Aceca	2	1	1
Ford Taunus	1	1	0
Total	281	90	70

ARGENTINE GRAND PRIX

1st : J. M. Fangio (Ferrari)
2nd : J. Behra (Maserati)
3rd : M. Hawthorn (Maserati)

S. Moss, who led for most of the race in his Maserati, was forced to retire after 82 laps.

GOING WEST WITHOUT ANXIETY



Fast Motoring to Devon in Winter with a Lancia Aurelia B20 Gran Turismo 2,500

ITALY'S IDEA of a fast touring motor car, the 115-m.p.h. 2½-litre Lancia Aurelia provides rapid, effortless and very secure travel for two and masses of luggage in a car which is responsive, stable and well braked.

JUST before Christmas an unexpected but welcome telephone call to our offices informed us that a new Lancia Aurelia demonstrator was available for test if we would insure it for a sum of rather more than £3,000. To this suggestion we responded with alacrity, deciding there and then to take a rapid journey to Devon in this beautiful Italian example of high-performance closed motor car.

The day of the test dawned wet, but slippery surfaces merely serve to underline the extreme safety and controllability of the Aurelia, which covers the miles very easily indeed.

The B20 Lancia Aurelia Gran Turismo is interesting technically and also very fully equipped, so that wherever enthusiasts gather some considerable time has to be allotted to " going over " the car before tasting the pleasure of handling it.

The engine is a 60-deg. V6 of 78 by 85.5 mm., giving a swept volume of 2,451 c.c. It has its overhead valves inclined not across the cylinder head but in line with the crankshaft, a method possible with push-rod actuation through special rocker gear. The camshaft is driven by a chain having an automatic hydraulic tensioner, and the valves use inserts in the alloy cylinder head. The cylinder block is of light alloy with c.i. detachable liners, and the crankshaft runs in four bearings. This advanced yet compact power unit weighs 353 lb. dry and develops about 90 b.h.p. at between 3,000 and 4,000 r.p.m. (maximum torque 133½ lb./ft.), on a compression-ratio of approximately 8.0 to 1, using a d.d. Weber 40DCZ5 dual carburetter; 118 b.h.p. is produced at 5,000 r.p.m. and the safe maximum is 5,300 r.p.m. Cooling is looked after by a pump and six-bladed 14-in. fan, two thermostats being employed, of which one controls radiator shutters and the other water flow. Marelli electrical equipment is fitted.

This power unit is mounted on four double rubber pads and drives through a single dry-plate clutch to a de Dion rear-end incorporating a four-speed-and-reverse gearbox with synchromesh on all save bottom gear. The rear wheels are sprung on ½-elliptic leaf-springs, the drive going through swinging half-shafts. The normal final-drive ratio is 4.3 to 1, but nine different ratios are available, ranging from 3.68 to 1 to 5.2 to 1.

Integral body/chassis construction is used and independent front suspension is by Lancia vertical sliding pillars and coil-springs, which dates back to the earliest Lambda days. Lubrication of these suspension units is accomplished by depressing a plunger on an under-bonnet oil reservoir, after turning a tap to feed the appropriate unit.

Steering is worm and wheel, with a ratio of 12.1 to 1 and a 16¾-in. steering wheel. Sabif hydraulic brakes arrest the Aurelia, the front 11 -in. drums being on the wheels, with the rear 11-in. ribbed drums mounted inboard. It is significant that the running-in instructions for a new Aurelia 2,500 merely specify not exceeding a speed of 94 m.p.h., or 62 m.p.h. in third gear, for the first 1,250 miles!

Outwardly this B20 Aurelia is an exceedingly handsome and nicely-balanced car in two-door, 8 ft. 8 5/16-in. wheelbase Gran Aurelia form. The seating arrangement is that the driver has his own spacious seat and beside it is a wider seat to accommodate two persons if required, an armrest separating driver from passengers. The rear compartment, although roomy, is really intended for luggage, although two, even three, persons could sit on the leather cushion on the low shelf provided they were not too fastidious.

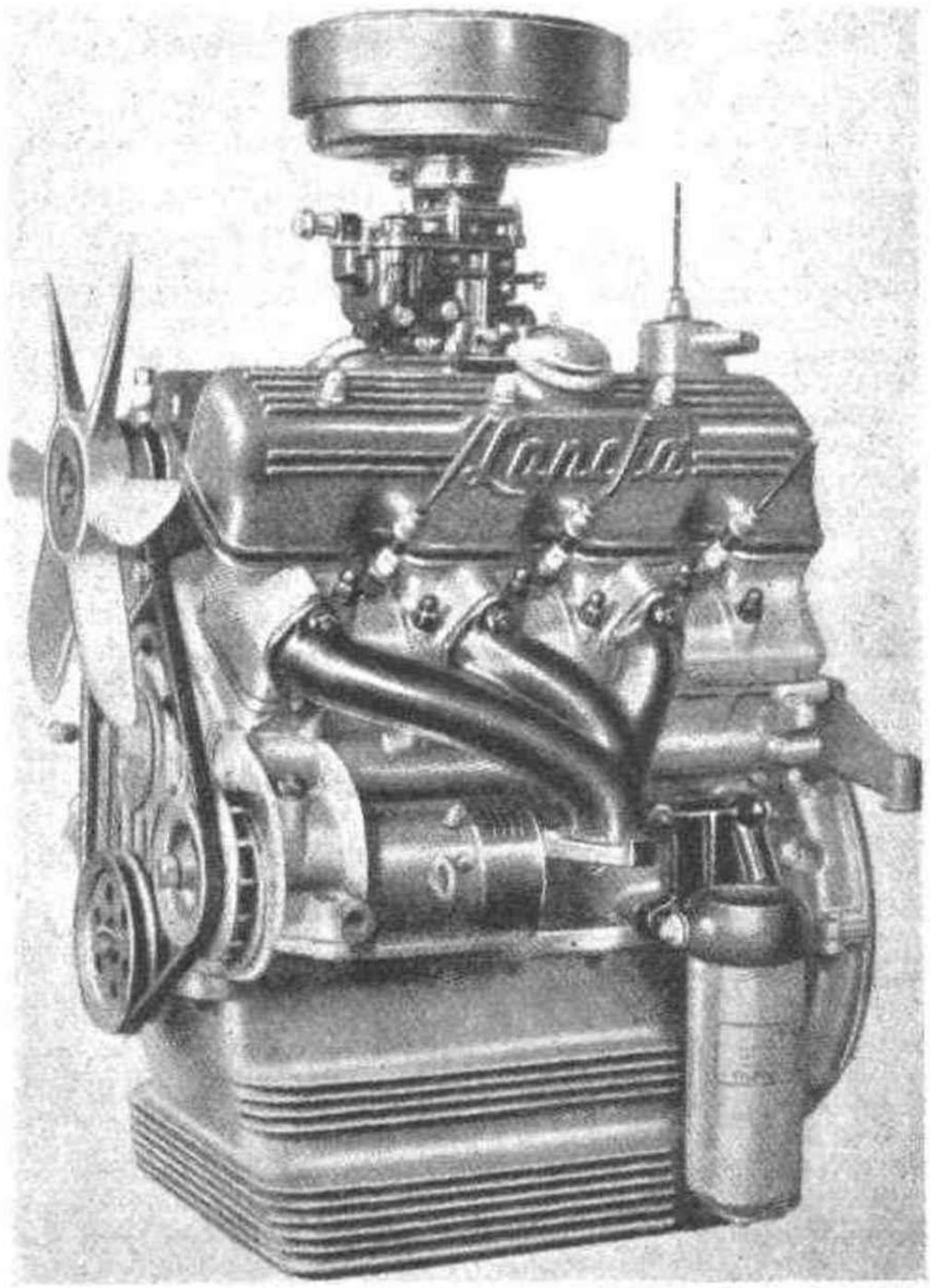
IN DETAIL

Before we were allowed to drive away from the Lancia depot at Wembley we were " briefed " in respect of the controls of the Aurelia, and as not every reader will have the opportunity of sitting behind the wheel of a Gran Turismo Lancia, it is more than usually worthwhile to describe the controls in detail.

The gear-lever on the test-car was of steering-column type, operated by the left hand. It is light and smooth in action, spring-loaded to the upper, or top and third gear, level of the gate, but its movements are long and can be indefinite, while reverse is beyond top-gear position but unprotected by any safety spring or catch. The pistol-grip hand-brake lives under the dash, but quite reasonably located, while being to all intents out of the way.

The wide, deep dash with screen sill is nicely arranged and very imposing. The instruments are contained in very slightly hooded, sunken dials before the driver, consisting of the speedometer on the left, reading to 110 m.p.h., and having milometer total and trip recorders, and the rev.-counter on the right of the steering column. Both possess neat transparent needles and clear figures, but the needles move in opposition. Indicator lights are relied on for oil pressure, dynamo charge, to indicate that the sidelamps (or " town lamps ") are alight, the choke in use, and that the hand-brake is applied. Little illuminated arrows on the speedometer face serve as reminders that the self-cancelling direction-flashers are in operation, and there is a rather vaguely-calibrated petrol gauge incorporated at the top of this dial. The ignition-key—a superior affair labelled " Aurelia "—has two positions, the dynamo circuit not functioning in the first position. Below the dash are a series of rather confusing pull-down knobs which control, from left to right, the screen-wipers, fog-lamps, the heater (turning knob increases fan speed), and interior lamps. Two small levers, under the dash but nearer to the driver, control choke and hand-throttle; on the test-car the choke was labelled " starter " and the throttle " acceleratore." The latter will speed the engine up to about 2,000 r.p.m. but is rather indefinite.

On the dash itself is a further switch for sidelamps and headlamps by pulling out one knob, and rotating it for rheostat control of the dash lighting, the latter action too sudden and " rubbery " for accurate control, and a cigar-lighter. Nearer to the centre is the push-button for the screen-washers. At each end of the dash are



THE V6 ENGINE OF THE B20 LANCIA.—Note the Weber downdraught carburetter, with its big air cleaner, the twin covers over the inclined o.h. valves, the three-branch exhaust manifold on each side of the cylinder block and the generously ribbed sump, etc.

two small ash-trays of the self-cleaning variety which spring out at a touch, and before the passenger is a too-small glove locker with lockable lid, this lid being hinged along the bottom. There is provision for a radio panel and twin visors, anti-dazzle central mirror and a half-horn-ring to supplement the steering-wheel horn button are amongst the equipment.

The doors trail, but the inside handles push forward and are on the hinged edges, which we do not like, especially as the window-winding handles tended to obstruct their action. The window winders, with pivoted handles, must surely hold the record for low-geared action—10 turns being needed to fully lower a closed window! The doors have neat metal fold-flat " pulls " and good pockets.

There is a knob by the front passenger's feet controlling an " aereatore " and the back windows hinge open slightly for ventilation purposes (their catches could have come from an Italian " Woolworth's "), but the front windows have no ¼-panels or rain-shields, which is inconvenient in wet weather.

The pedals are well spaced, the treadle accelerator nice to use and the driving position excellent. On the right of the steering column is one of those excellent Continental-style levers for changing from dipped to full headlamps, which incorporates a " flashing " movement so that the lamps shall be a substitute for the horn, the same lever operating the direction indicators.

Although this Lancia is normally supplied with a steering-column gear-lever, a small propeller-shaft tunnel protrudes into the driving compartment.

There is very generous provision for luggage, for that not placed within the back of the body can be stowed in the roomy boot, in which the spare wheel is accommodated, the only shortcoming being that the fuel filler is below a trap-door in the floor of the boot. There is, also, a deep shelf in front of the back window.

When the bonnet is raised a lamp automatically lights to illuminate an impressive array of high-class machinery. There are the two neat valve-covers of this V6 engine, with an oil filler in each, the aforesaid lubricator tank and plunger for the front suspension units, and the brake fluid reservoir with a visual level indicator. The fuel tank holds 17 gallons and there is a useful reserve-tap under the front passenger's seat, trapping 1¼ gallons. The car we tried had Marelli plugs and a preference was expressed for Shell or Mobilgas petrol and Mobiloil A lubricant should the 9-pint sump have needed replenishment, which it didn't. No anti-freeze was in the engine.

ON THE ROAD

This preliminary inspection of the Lancia over, we drove it home and next day essayed a fast run to Devon and back. The day was exceptionally wet and to begin with the inevitable streams of " heavies " kept speed down along A30. Later, still in rain, the car went up to nearly 100 m.p.h. on Salisbury Plain, but had to be checked for a van. However, although the maximum speed of the Aurelia Gran Turismo is, we understand, anything from 112 to 115 m.p.h., depending on the axle ratio in use and the length of unobstructed road available, high speed is certainly not the main appeal. Rather are the excellent acceleration, the extreme controllability and the sense of well-being and comfort those qualities which impress the occupants from first to last.

The gear ratios are well selected, so that third or second is resorted to as required, when the Lancia surges forward, its engine willing to go towards 5,000 r.p.m. without an instant's hesitation, so that light work is made of traffic congestion. The suspension kills road-shock and in the wide, well-shaped seats the occupants ride in outstanding comfort, the thin seat cushions offering adequate softness without giving the impression of lounging. Of the handling and control characteristics of the Aurelia Gran Turismo it is difficult to muster adequate words. This is a car which feels safe on wet roads, whether accelerating hard or being braked heavily. It goes where the driver wills and if he feels like throwing it from side to side while negotiating a slippery bend the car will humour him to the utmost.

The steering, its wheel provided with excellent finger-grips, possesses a trace of return road-wheel movement, faintly Lancia-fashion, only over bad surfaces. At other times it is smooth and very light, no vibration travelling up the column. For parking, perhaps due partly to the Michelin " X " tyres, it becomes very heavy and calls for much winding, for it asks 3¾ turns, lock to lock. Happily, the lock is Lancia-like, converting the action to that of satisfactorily high-geared steering on the road. Castor-action is negligible and the cornering characteristic is that of understeer. The front wheels lose adhesion first, and the feeling was described by someone not used to a Lancia as like " the wheels doubling under the car." The point is that the driver, do what he might, never loses control and gains a feeling of supreme confidence in his ability to throw the car about.

As he can see both front wings and sits efficiently at the controls, and because the brakes are very powerful and vice-free, the average speeds which can be set up in this Gran Turismo motor car are governed more by driver-ability than by road and traffic conditions. This has to be qualified by the statement that no driver is likely to



FRONTAL ASPECT of the Lancia Aurelia Gran Turismo, with the typically Lancia radiator grille and neat built-in lamps.



THE CLEAN LINES of the Aurelia are evident from this three-quarter rear view, which is a familiar view of the Lancia for drivers of many other cars!

THE LANCIA AURELIA B20 GRAN TURISMO SALOON

Engine : 60-deg. vee-six-cylinder, 78 by 85.5 mm. (2,451 c.c.). Inclined push-rod o.h.v. 8.0 to 1 compression-ratio. 118 b.h.p. at 5,000 r.p.m.
Gear ratios : First, 12.2 to 1; second, 7.85 to 1; third, 5.34 to 1; top, 3.68 to 1. (Alternative ratios to choice.)
Tyres : 165-400 Michelin " X " on steel bolt-on wheels.
Weight : 1 ton 3 cwt. 21 lb., without occupants but ready for the road with approximately two gallons of fuel.
Steering ratio : $3\frac{3}{4}$ turns, lock to lock.
Fuel capacity : 17 gallons ($1\frac{1}{4}$ gallons in reserve).
Wheelbase : 8 ft. $8\frac{5}{16}$ in.
Track : Front, 4 ft. $2\frac{1}{2}$ in.; rear, 4 ft. $3\frac{3}{16}$ in.
Dimensions : 14 ft. 4 in. by 5 ft. 1 in. by 4 ft. $5\frac{1}{2}$ in. (high).
Price : £2,115 (£3,173 17s. inclusive of p.t. and import duty in this country).
Concessionaires : Lancia (England) Ltd., Lancia Works, Alperton, Middlesex.

hang about in an Aurelia, and certainly any speed below 70 m.p.h. isn't motoring at all, in this car.

Returning to the brakes, they transmit a mild tremor, probably due to the extreme rigidity of Lancia front suspension.

The safety of control and willing speed of the Lancia makes it difficult for its occupants to feel fatigue or to realise how rapidly they are motoring. On the other hand, there are reminders that this is essentially an Italian Gran Turismo machine, capable of sports-car averages from a $2\frac{1}{2}$-litre engine in a closed vehicle. For example, vibration is evident through the floor, the exhaust booms away behind and the Michelin " Xs " sing their song. Here is a fast car to delight the enthusiast rather than the business tycoon obliged to travel long distances.

The clutch is either in or out and the transmission snatches, while the engine cannot be called silent. To the keen driver, making ample use of the lower gear ratios (in which 65 to 78 m.p.h. in third gear, 40 to 50 m.p.h. in second gear, is possible according to axle ratio) and delighting in the response to the controls and the high-speed cornering of which this Aurelia is capable, the noise and roughness will be of small concern; may, indeed, enhance his enjoyment.

Less to our liking, there is considerable wind-noise round the screen pillars, particularly with the windows shut, and although the noisy wipers work with impressive speed, they proved inefficient in heavy rain, while on the car tested the screen-washer remained inoperative even after it had been topped-up, with the result that after coming up fast behind another vehicle on a dirty night we were reduced to the speed of a bicycle for several miles. Moreover, the wiper blades had lost their self-parking ability, nor did the demister seem to have much effect.

The horn had a penetrating note and the lamps were powerful on full beam, almost useless when dimmed, although good fog-lamps were fitted. The Carello (Smith's patent) heater warmed the car's interior very adequately, but we found it difficult to adjust the temperature to our liking, particularly as opening the windows, as remarked previously, meant letting in lashings of rain (ventilator panels, like those on the inexpensive saloon we had left at home, which even have rain gutters, would effect a cure).

The engine of this Lancia felt quite happy at speeds up to 5,000 r.p.m.; it was geared 25 m.p.h. per 1,000 r.p.m. on the car tested. That the Italians are better at the chassis than the coachwork was apparent in the aforesaid poor back-window catches, crude interior trim, the un-upholstered " occasional " leather cushion on the back seat, door sills which transfer water to the occupant's clothes, and a heavy boot lid. The driver's vision is somewhat obstructed by the screen pillars and his anti-dazzle visor threatened to fall off, a fixing screw having pulled out. Some draughts and a trace of petrol fumes were discernible, and the absence of a clock, oil gauge and water or oil thermometer was distressing considering the price-class of the car.

When all is said and done, however, the Lancia Aurelia Gran Turismo's main purpose in life is to go rapidly from place to place in comfort and safety, suffering the least inconvenience from less able vehicles and imparting a sense of security and well-being to its driver. It does this better than any car the writer has tested, and from that aspect alone is worth the money it costs.

Unfortunately, the brief space of time during which this much-sought-after demonstrator was available and the disgusting weather conditions which coincided with the test made it impossible to log performance figures, apart from a rather casual standing-start $\frac{1}{4}$-mile in the wet in exactly 20 seconds. But the beautiful balance and control of the Lancia puts it in the category of perhaps the most pleasant motor car sampled to date and, withal, one of the fastest in respect of average speeds on public roads.—W. B.

FIGURES THAT TELL A STORY

According to the *Western Automotive Journal* imports of European cars to Canada from January to June, 1955, included :—

4,037 Volkswagens	270 Dagenham Fords
1,234 Nash Metropolitans	256 Triumphs
851 M.G.s	156 Austins
505 Jaguars	117 Sunbeams
455 Austin-Healeys	116 Renaults
404 Hillmans	108 Morris
282 Porches	93 Mercedes-Benz

FREE, GRATIS, FOR NOTHING!

C. C. Wakefield Ltd. have issued a little set of 24 cards, reminiscent of the cigarette cards we used to enjoy in the palmy pre-war days, which provide a ready means of identification of current sports and racing cars. The set illustrates and describes Connaught, Lancia, Lister-Bristol, Lotus, Porsche Spyder, Austin-Healey 100S, M.G., Mercedes-Benz G.P. and 300 SLR, Cooper 500, TR2, Ferrari, Maserati and others. C. C. Wakefield & Co. Ltd. also offer a useful metric conversion scale, printed on thick card, for conversion of miles to kilometres, gallons to litres, and lb./sq. in. to kilog./sq. cm., together with a map measured in four different scales. Both are available free, on application to 46, Grosvenor Street, London, W.1, mentioning that you read MOTOR SPORT.

A RUBBER PRODUCT

We have derived satisfaction from a sample of " Suregrip " sent to us by the London Rubber Co., Ltd., Hall Lane, Chingford, London, E.4. Of latex, satinised inside for easy-on, easy-off action, with a roughened exterior to provide a good grip, and anatomically correct for comfort and of sturdy quality to ensure a long life, these rubber gloves are just the job for use when washing the car, or for housework or gardening, and should prove a boon to Concours d'Elegance competitors. They are also valuable for keeping the hands clean during roadside adjustments; they are British made. They cost 4/$1\frac{1}{2}$ per pair.

A "REPLICA" LONDON-EXETER-LONDON TRIAL

A Boxing Night Adventure for the Light Car Section of the V.S.C.C.

ON Boxing Night, 1954, the Editor of MOTOR SPORT drove his 1922 8/18 Talbot-Darracq light car over the course of the appropriate M.C.C. London-Exeter-London Trial, for which "Jackie" Masters of that club had kindly produced the original 1922 route card. Gerry Crozier came along in his Trojan for company, and both these intrepid motorists thought the whole thing jolly sound fun.

Boddy duly suggested to the Committee of the V.S.C.C. Light Car Section, of which he is Chairman, that this revival of motoring in the gay nineteen-twenties might appeal to a number of fellow enthusiasts and John Wrigley, the Section's Secretary, agreed to stir up interest among owners of the right kind of light cars.

The result was that thirty members intimated that they would venture forth last Boxing Night on a semi-official V.S.C.C. re-run of the Exeter Trial of 1922/4. In fact, their numbers were somewhat depleted for various reasons, ranging from domestic difficulties and Christmas hangovers to electrical failure beforehand in the case of Miss Stocken's 1928 Trojan, a crash which unhappily eliminated Nelson's 1925 Morris-Cowley, and ill-timed mechanical deficiencies which prevented Wood's 1923 Riley Eleven coupé and Sawers' 1927 Singer from starting—while some completed entry forms but just didn't turn up.

However, on Boxing Night an excellent and representative array of seventeen vintage light cars and their keen, if queerly clad, occupants, assembled in the Market Square at Staines, mere yards from the M.C.C. assembly-point of the 'twenties, which is now full of Super Cinema. Their task was to re-enact, reasonably closely, a traditional vintage Exeter, the route being virtually as it was from 1922-24 except that breakfast was taken outside instead of in Exeter, the lunch-stop on the return journey was at Blandford instead of at Salisbury, and the average speed was 24 m.p.h. instead of the 20 m.p.h. or less called for originally because this speed limit prevailed throughout the country.

Instead of finishing at Staines a halt was called at Hartley Wintney, which obviated tired drivers of old cars having to drive against the blinding lights of homeward-bound holiday revellers in modern vehicles. But the three observed hills and much the same time checks as intimidated the adventurers of long ago were incorporated, while the present-day Highway Code had to be strictly adhered to, a secret check being incorporated to ensure that this was so.

At midnight the first car, Boddy's Talbot-Darracq, was dispatched into the night by Wrigley, the little blue two-seater, its dickey laden with petrol, oil and water cans, and tools, vanishing over Staines Bridge until its original 1922 rear lamps faded from view.

The moon, which up to then had lit the scene, elected to disappear behind dark clouds and soon rain was pelting down, as the procession wended its way through Basingstoke and Middle Wallop, over the Plain to Salisbury.

Boddy was coping on sidelamps alone, as use of a headlamp resulted in a dead "short," and his hood fabric had blown away long before the first refuelling stop at the Phoenix—but vintage sidelamps cast ample light. Mr. and Mrs. Peacock also faced the elements *sans* hood and *sans* dynamo charge, in a 1925 Gwynne Eight only just back on the road after being endowed with a very nicely-made replica "hip-bath" body to replace a lorry body which was on the car when Gwynne-exponent Peacock found it.

An unfortunate early casualty was Capt. Mason, who, having brought his smart 1925 Standard tourer all the way from Norwich, was unfortunately obliged to retire with magneto trouble.

In Yeovil an astonished constable saw the wide variety of early small cars shuffling about trying to follow the town's ill-signposted diversion system. Beyond Yeovil, at that exceedingly obliging Hazlebury Garage, George Staddons dispensed National Benzole in the wee sma' hours. It was here that Nigel Arnold-Forster and his wife disappeared, like pantomime demons, in showers of sparks, when their Trojan unfortunately broke a back spring—the anti-vintage-minded are hereby publicly informed that it wasn't a vintage spring which caused this retirement but a brand-new replacement in modern steel made by present-day spring specialists!

Now, with nearly 120 miles already behind them, the survivors took Chard and Yarcombe hills on the main road run, the former reducing many to brief spells in their lowest gears and Yarcombe winding upwards round seemingly never-ending corners for 1½ miles. At Honiton Bowker's 1925 10/23 Talbot two-seater went smartly past Boddy's earlier 8/18 Talbot, but stopped soon afterwards for radiator replenishment. It was still dark as the drivers entered Sidmouth and set about finding a rather elusive Peak Hill, first of the "observed sections." Winding at first, Peak is a mile long and concludes with a 1-in-5 pull up the cliffside above Sidmouth. Stott's 1929 Morris-Cowley coupé stopped and ran back, needing the help of other drivers to clear the road.

Ten miles beyond this hill, with dawn breaking, weary drivers followed Wrigley's 1927 Lancia Lambda saloon to an excellent breakfast, promptly served, at the new Motel on the Exeter By-pass. Most unluckily, Wason's 1920 10/30 Alvis two-seater, oldest car in the run, broke its crown and pinion as it was reversing into the car park; fortunately, a V.C.C. member from a nearby garage took pity on the stricken Alvis and its crew obtained lifts home.

So far only three had dropped out but a stiff route lay ahead, for after tackling Salcombe Hill, outside Sidmouth, another mile of 1 in 5, there were many miles of hilly going, calling for considerable bottom-gear work, before White Sheet Hill, ¾ mile of 1 in 5, had to be ascended. The drop into Lyme Regis was certainly fearsome, one lady finding it so alarming in spite of her Ford's Girlings that she was promptly overtaken by an aged light car possessing diminutive brake drums on its rear wheels only! On Salcombe Boddy's Talbot-Darracq failed, as it did on White Sheet, whereas in 1954 it had climbed both hills non-stop, a startling reminder of what Anno Domini does to us! The 10/23 Talbot went up strongly, likewise the 9/20 and 12/25 Humbers, the Trojans and Rogers' little 1923 7/17 Jowett two-seater. Less sure was Dickens' attractive 1925 Swift two-seater, while the diminutive engine of Lockhart's 1928 7/17 Peugeot tourer called for a little assistance from an agile passenger near the top, Gaber's 1926 Clyno tourer would have succeeded if the gear-lever hadn't jumped out, and Peacock in his Gwynne failed on a gradient which a passer-by informed him wasn't anything like the real Salcombe!

Before the contingent reached White Sheet rain returned in earnest, and all except those who lived in London were relieved to learn, at the Blandford check, that the finish would be moved to Hartley Wintney. So they came home in the early afternoon, taking the historic route, after Salisbury, through Middle Wallop, Andover and Whitchurch, to Basingstoke. Boddy was seen adding Castrol 40 to his Talbot's sump, suspecting a loose bearing, and the Swift was passed with its bonnet open, its cheerful crew announcing that there was trouble but that they would fix it.

In all, thirteen of the seventeen starters checked in at the finish, after a stern and strenuous run of 307 miles.

They did not have the bad roads, the mud, the primitive tyres and tubes, nor in all cases the feeble lamps, that competitors of thirty-three years earlier had to face up to, but very definitely they arrived at the Phoenix with a pleasant sense of accomplishment, and we wouldn't be surprised if the V.S.C.C. runs this "Replica Exeter" as a full-scale light-car contest next Christmas.

All finishers are entitled to buy themselves V.S.C.C. plaques and they can claim a full appreciation of what the M.C.C. Exeter Trial must have been like in the days of long ago.

Finishers: Boddy (1922 8/18 Talbot-Darracq), Dickens (1925 9.5 Swift), Bowker (1925 10/23 Talbot), Dighton (1928 Humber 12/25), Mathew (1925 Fiat 501), Jopling (1927 Humber 9/20), Rogers (1923 7/17 Jowett), Lockhart (1928 7/17 Peugeot), Peacock (1925 Gwynne Eight), Gaber (1926 10.8 Clyno), Atkinson (1928 Trojan), Crozier (1928 Trojan), and Stott (1929 Morris-Cowley). *Non-finishers:* Arnold-Forster (Trojan), broken back spring; Capt. Mason (1925 Standard), magneto failure; Wason (1920 10/30 Alvis), back axle failure; Collins (1927 10.8 Clyno), failed to check in.

HAZARDS OF WINTER

A problem facing the modern motorist is garage accommodation, which is not only costly, but very difficult to find in any of the main cities of the country. Cars are, therefore, standing in the open, not only during the day in business hours, but in many cases throughout the night as well.

There is a product on the market known as Plus Gas Formula "B" Protective Fluid, sold in a 3s. 9d. half-pint tin, which is an adequate quantity for any motor vehicle. It should be applied to the chrome work with a good quality paint brush after it has been cleaned of all traces of moisture and corrosion. The material is supplied in five types—non-coloured, gold, red, green and black, all transparent. It is claimed that it dries hard and the car can be washed in the normal way without affecting the covering and that it can quite easily be removed at the end of the season, when it will be found that the chrome work has been unaffected by the rigours of winter weather.

V.S.C.C. Measham Rally
(JAN. 7th-8th)
—*Last Year's Winners Win Again*

THE Vintage S.C.C., Midland Section, held its 7th Measham Rally under wintry conditions this year. An excellent entry of 78, of which 33 drove vintage, nine thoroughbred post-vintage, and 36 modern vehicles, took the usual stiff course into Wales and finished in time for breakfast at Mr. G. A. Hill's Measham Motor Sales Organisation, where there is ample space for driving tests, apart from breakfast.

On arrival competitors faced a brake test to discover how much the fast driving over secondary roads had worn away those useful components. Some evidence of the rigours of the night was to be seen in the competitors' car park, for M. C. S. Barnard's decently-original Type 40 Bugatti had a dented front mudguard and grass growing from one front tyre, J. J. Woodcock's well-known 14/40 Humber had also damaged a front mudguard, R. C. Batho's Riley Nine had started an agricultural growth from its front number-plate, while real dents had changed the appearance of G. A. Busk's Ford Anglia.

After breakfast, Felix Day set people off on a timed run round pylons spaced according to the size of the competing car. The moderns rolled about exhibiting their under parts and many of the vintage cars lacked sufficiency of steering lock. The Type 40 Bugatti had a good turning circle, however, and some of the best runs were put up by N. R. Buckle's forcibly-abbreviated 1929 Lancia Lambda, Woodcock's Humber, C. B. Taylor's Triumph TR2, which was thrown about, D. Wilson-Spratt's Triumph which indulged in tail slides, B. Day's extremely fast TR3, F. J. Hook's Standard Ten, in spite of excessive roll, T. A. Gold, who skilfully slid the tail of his TR2 round, and A. L. Yarranton, who really " had a go " in his Morgan Plus Four. Oversteer spragged C. B. Taylor's TR2, P. G. Bartleet's 1927 2-litre Lagonda accelerated well, M. J. Whiteman blipped and rolled his Ford Consul round fast, W. A. Machin's TR2 slid round the circles, but H. M. Sinclair's very original 1927 Chrysler coupé, with hydraulic contracting front brakes, missed its way, and G. G. McDonald was somewhat untidy in his not-original 4½-litre Bentley.

The last test was a fast lap of Mr. Hill's emporium, broken by a pit-stop to jack up a front wheel. This tended to reduce the vintage-car enthusiasts to hysterics as weird and wonderful jacks were produced from modern vehicles. After a very fast run Day's Triumph lost time when the handle came out of an inefficient jack. Dr. Cameron's Sunbeam-Talbot went up and up, the luckless passenger making countless turns on the jack handle and the car nearly falling off the jack before a wheel would rotate. The Ford Consul's passenger got excellent exercise from a side-jacking device, Macworth swung his 1938 Lancia Aprilia into a good position for using a jack brought from the luggage boot, J. M. Hill's 1927 O.M. needed lots of winding before one of its huge wheels would spin, A. Fender's passenger fell flat on his tummy before applying himself to a very anaemic piece of lifting apparatus, while J. R. Crow's navigator did some fascinating things under the bonnet to raise their M.G.

Both S. T. Farmiloe's Austin Westminster and W. H. Morgan's noisy Standard Ten were seen to possess excellent jacks, Yarranton's Morgan was lifted speedily with a garage jack after playing racers, but best of all was A. Polack's Morgan, which went up, then down, in a trice. Machin's Triumph fell off the jack, R. H. Stretton's passenger performed prodigies with the Fiat 1,100's side-jack, spinning the wheel with one foot, D. H. Holland relied on rolling a huge jack under the site of his Austin A40 and was quick, some of the chaps seemed to have shares in a racing jack and some drivers absentmindedly kept the brake applied, to the mortification of their hard-working passengers.

Altogether an enlightening test and it would be good to see a contest of this kind organised for jack manufacturers, using only one car.

Of the vintage machinery at Measham, MacNaughtan had his heavily-disguised 3-litre twin-cam Sunbeam, Pilkington a vast sleeve-valve 4-litre Voisin tourer which ticked over at 300 r.p.m. and hid its dignity behind a blue smoke-haze, and Waine was there in his interesting Rhode Hawk, while Chief Marshal J. E. Lloyd arrived in a period 23/60 Vauxhall saloon endowed with enhanced energy by reason of a 30/98 engine. The V.S.C.C. President, Cecil Clutton, made the journey to the middle of England in his Porsche intending to " broadblast," but, alack, the p.a. system had run down. It was cold at Measham. Results in opposite column.

Results :

The Measham Challenge Trophy (for best Vintage Car) : P. W. MacNaughtan (1926 Sunbeam), 82½ marks lost.
Silver Cup (for best car in any class) : A. L. Yarranton (1955 Morgan), 9½ marks lost.
Class 1 (Vintage Cars) :
1st : R. E. B. Noble (1930 Alvis), 85½ marks lost.
2nd : G. G. McDonald (1927/30 Bentley), 106½ marks lost.
3rd : J. W. Rowley (1929 Lancia), 118½ marks lost.
Class 2 (Thoroughbred Post-Vintage cars) :
1st : S. B. Bowskill (1932 Riley), 231½ marks lost.
Class 3 (visitors' cars) :
1st : A. Polack (1952 Morgan), 25 marks lost.
2nd : T. A. Gold (1954 Triumph), 28½ marks lost.
3rd : C. B. Taylor (1954 Triumph), 33½ marks lost.
Vintage Touring Class :
1st : J. J. Woodcock (1928 Humber), 207 marks lost.
2nd : H. Clarke (1925 Alvis), 229 marks lost.
Best Driving Test (not having won another award) : P. J. E. Binns (1927 O.M.), 32 marks lost.
Navigators' Awards : To navigators of P. W. MacNaughtan (Sunbeam) and A. L. Yarranton (Morgan).

WARNING TO THE V.S.C.C.

We have received the following Press hand-out :—

" Mr. Raymond Way, the Kilburn dealer, flew to New York on January 10th to try selling vintage British cars in the United States.

" He said before he left that he thought the Americans would be interested in buying Rolls-Royce and Bentley cars dating back to about 1928.

" He added : ' Of course, I could easily sell most of the cars in my museum, which includes vehicles once owned by Goering, Churchill, the Duke of Windsor and Bernard Shaw. But, although their sale would help Britain's dollar position, I think such historic cars ought to stay in this country.'

" So Mr. Way, whose 1937 Rolls-Royce has won him more than 200 prizes at Concours d'Elegance throughout the country, will concentrate on trying to sell the type of dignified limousine which American designers, with their emphasis on streamlining, have never quite been able to equal.

" During his stay in the United States, Mr. Way will also visit Detroit and Boston. He plans to study American methods of car salesmanship and hopes to appear on T.V."

BRITISH PRICES IN THE COLONIES

A significant reflection on prices in the Colonies, which the British Motor Industry should ponder, arises from a report which appeared in the *Bulawayo Chronicle* dated January 5th. This report concerned the purchase of a Volkswagen van by Bulawayo City Council. It was debated whether a German vehicle should be purchased, in reply to which the Council stated that the price of the VW van was £695 9s. 9d. plus £58 for tools, whereas the lowest British tender was £141 10s. 3d. dearer. Councillor S. H. Miller stated : " The difference between the tender price of the British and foreign articles is a small price to pay for a principle that we so often propound." Councillor J. M. Macdonald disagreed : " Our principles, like our metaphors, are getting mixed," he replied; he had seen these air-cooled Microbuses doing splendid and economical work in the Congo. The City Electrical Engineer, confirmed the Mayor—for whose department the Micro was intended—after giving the matter careful attention, had made out a very strong case in favour of the German vehicle " on grounds of it being a vastly superior article, apart from price." Alderman C. M. Newman said he yielded to none in his allegiance to Britain and at a 5 or 10 per cent. difference in price he would always favour the British product, but a 30 per cent. difference was a different proposition. " The British Prime Minister, Sir Anthony Eden," he concluded, " himself had stated recently that England was pricing herself out of her markets." The VW van was purchased.

Incidentally, the reader in Southern Rhodesia who sent this cutting to us points out that sports cars are ruled out there so far as serious motoring is concerned, due to lack of ground clearance and adequate dust-sealing, but that sporting events like the Redex Australian Rally and the Algiers-Cape Rally are of the greatest interest to enthusiasts in vast territories where a tarred road is a rarity.

FERODO APPOINTMENT

We are very glad to know that Mr. W. P. Howard succeeds Mr. Harvey as Publicity Manager of Ferodo, Limited. Mr. Howard, who is 33, was educated at the City of London School and Exeter College, Oxford, and has been with Bakelite, Ltd., and General Electric Co., Ltd., etc.

LETTERS from READERS

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

100 IN THE HOUR

Sir,

Shortly after my MOTOR SPORT for December arrived, and in the evening, having drawn my chair up to the fireside, I was glancing casually through it, when I came upon page 747 and saw the picture of our Streamline Cornische Continental Rolls-Bentley saloon. I must say it gave me quite a thrill to read your article and I congratulate you on its accuracy. In view of the fact that the first and fifth cars on your up-to-date list are pre-war cars, I also wonder, in sentiment with your final paragraph, how much progress has really been made in sports-car designs, as far as maximum speed and stamina are concerned, since 1939.

There is one other thing which I would like to point out and that is that our car is the only one which appears twice on your list, having completed the standing-start hour's run at Montlhèry in February, 1939, at 107.42 m.p.h. and at Brooklands in July, 1939, at 114.64 m.p.h. Incidentally, the last record, I believe, that was run on that famous track before war began.

As a matter of fact, our car ought to have been shown with one more run, which we made at Montlhèry in June, 1951, under the auspices of the A.C.F. We took the Streamline straight from finishing at Le Mans for the last time in 1951, put the children and the luggage in the car as usual, and continued our holiday. We drove to Paris, where we saw our dear friend Sleator and, in conjunction with Briggs Cunningham, we took our respective cars to Montlhèry for the timed hour run. Briggs started off with his Cunningham but after three laps had to retire because he found that the continual high-speed running was overheating the engine oil. We then set sail, assisted by Forrest Lycett and Laurence Pomeroy (who happened to be on the track testing an American car), and did our hour run at cruising revs. We covered 171.949 kilometres in the hour (which I calculate as 106.84 miles per hour). We took the car on the track for this run without having done anything to her at all after finishing at Le Mans. She was carrying full tanks of 50 gallons of fuel, full oil tank of five gallons and a complete set of tools and equipment exactly as we carried in the race, and even the tyres had not been changed. Forrest Lycett very kindly knelt beside the track to watch the tyres in case they began to fail, because it was a tremendous strain on them, after having run right through the practice and the 24-hour race. It is of interest to record that the car had then done over two hundred thousand miles on the road and on the track and no major parts had ever had to be replaced. Even now the pistons in the engine are still the original. The fuel consumption at Le Mans is also very interesting. We averaged about 17 m.p.g. in the three Le Mans races in which we took part. We never exceeded cruising revs. on any gear and we always undertook Le Mans as part of our Continental holiday, during which we motored between 3,000 and 5,000 miles in addition to the actual racing, and we never had to repair the car at all.

I am, Yours, etc.,

Chudleigh. H. S. F. HAY.

* * *

THE PORSCHE

Sir,

As a Porsche addict I was most interested in Jenkinson's article. I am now running a 1956 Porsche Speedster, having parted with my cabriolet. The latter I consider to be the most attractive and useful model the factory produce; when closed up it is silent and completely draught-free, like the saloon. The Speedster with the modern detail improvements is excellent, but the hood is so low one nearly leaves one's head behind when getting into it. Porsche motoring is a revelation to anyone used to ordinary stuff. I have had more fun from driving my Porsches than from any other car, and I have driven a wide range of sports cars.

I am, Yours, etc.,

Etwall. G. R. FULLER.

Sir,

After over two trouble-free years driving my 356 Porsche, may I endorse all "D. S. J.'s" remarks on his experience with his?

My only trouble has been a broken speedometer cable, the break being in the line of the king-pin.

My maximum speed has been 102 m.p.h. on the level, helped by a tail-wind. This speed was "clocked" on the revolution-indicator during the time my speedo.-cable was broken.

The camshaft on these engines is, however, *below* the crankshaft, it being well lubricated and allowing the oil from the rocker gear to drain back to the sump *via* the push-rod cover-tubes. Is it really true that there are only four cams for the eight valves? [Yes.—ED.]

I am, Yours, etc.,

Leeds. RONALD WOOD.

Sir,

I agree with your Continental Correspondent that for some forms of long-distance travel and for competition the Porsche is hard to beat. However, I maintain that—as strict value for money propositions—some British sports cars can stand up to the Porsche in a free market like Switzerland.

Respective prices in Switzerland:

Porsche	1,300 c.c.	Fr. 14.500
"	1,600 c.c.	Fr. 15.900
"	1,600 c.c. Super	Fr. 16.700
Austin-Healey	100	Fr. 14.500
Triumph	TR2	Fr. 11.750
M.G.	MGA (with wire wheels, etc.)	Fr. 10.800

During the last few years I have used first a Porsche and later an Austin-Healey for fast touring, business trips as well as pleasure motoring, in Switzerland and other Continental countries. The Porsche was a 1,300 c.c. coupé, 1951/52 vintage, 44 b.h.p. It was used for more than 30,000 miles.

Good points of the Porsche:

Utmost reliability; extremely low maintenance cost; good average performance (cruising speed of 80 plus); no body rattles at all; no roll on corners; excellent behaviour on bad surfaces (gravel roads) and in winter; very economical—28-35 m.p.g.; very comfortable seats; light and positive steering; spacious luggage compartment behind seats, also usable for occasional passenger; top-class service; a factory-sponsored illustrated magazine, *Christophorus*, was also greatly appreciated.

Criticisms:

Unsatisfactory brakes (new linings at 5,000 miles) and always rapid fade after continued mountain work; at high revs. in the lower gears (mountain climbs) noise from engine and transmission rather tiring for passengers; real hot-house in summer, no possibility of draught-free ventilation; disagreeable for continued night-driving, the glare from oncoming cars being much more strongly felt in the Porsche than in either Austin-Healey or M.G.; crash-type gearbox no pure joy with cold engine and transmission; heating equipment insufficient on icy roads when forced to drive at low engine revolutions; considerable tyre wear; some rain entering below the facia (unable to locate source); in fairness to the makers it should be stated that some of the faults have been cured in later types of the car; the much-quoted oversteer characteristics of the car were slightly troubling at first, but with more experience I felt safe and confident in the car under all circumstances.

The Austin-Healey 100, 1954, was used so far for 12,000 miles. Here is my appraisal of this car:

Good points of the Austin-Healey:

Excellent road performance, adequate acceleration for emergencies; good reliability; excellent roadholding on average roads; economical, 25-31 m.p.g. with frequent use of overdrive; five gears and delightful gear-change; excellent brakes; light and positive steering; comfortable seats but less so than in the Porsche; adequate heating; adequate luggage compartment.

Criticisms:

Insufficient ground clearance (which makes the Austin-Healey unusable as successful rally car), a bad fault; rather stiff on bad roads; some hard-to-cure body rattles; ventilation inadequate when car closed; tempestuous wind-noise when driven fast with side-screens on; some rain entering cockpit; no possibility of fitting winding windows; battery badly situated for inspection.

I personally think that Britain offers a competitive range of high-performance cars. The situation seems less happy with small family saloons, where some Continental makes offer a combination of sturdiness, performance and service unmatched so far by comparable British cars.

I am, Yours, etc.,

Switzerland. FELIX STEINMANN.

AMERICAN PRAISE FOR BRITISH CARS

I have been a devotee of and competitor in motor sport for many years. Therefore most of the world's motor magazines find their way to my home quite regularly. The British ones have given me much to think about, recently. Reason? A serious doubt which seems to exist in the minds of British consumers, drivers and writers, that their cars, the average little English motor car, is a fine and reliable product.

Let me, an objective observer and driver, give a "shot in the arm" to all those Doubting Thomases.

We, who compete in American motor races, are confronted with a mass of cars to choose from. We buy these cars for reasons other than national sympathies. We buy them because they are at the right price, perform with reliability and give us a fair chance of lugging home some "silverware" post-race. Result? Eighty per cent. of the cars fielded at the average American event are British made. And, believe me, the U.S. amateur race driver does not whistle "Rule Britannia" before breakfast . . . his loyalty is to himself only, and he believes that British products will win for *him*.

Why this predominance of British cars at our races? Most of us race *production* cars in events for series production cars. To race a "modified" car in the U.S. is dreadfully expensive. Parts cost a fortune. Good mechanics must be "brought along." The cars must be transported on trailers, and our races are often thousands of miles apart. We can *drive* our production cars to the races, we can do much of the last second mechanical work ourselves or with the aid of local mechanics. We can get the parts for very little money. Therefore: production is the predominant choice of our drivers. Now, let's have a look at the cars we can buy:

German:

Porsche: good, but expensive, and many of us dislike the handling of the "touring" Porsches. The Spyders cost too much.

Mercedes: 300SL too much money. 190SL can't get out of its own way in Class E races.

Volkswagen: A joke in its class at races.

Italian:

Ferrari: Too expensive to buy, keep running and repair.

Maserati: As above.

Alfa: Only the Guilietta has a chance at winning a production race, and it's quite expensive and by no means reliable overall.

Osca: Forget it, unless you are a millionaire.

French:

DB: Too much money for a "trick" car which cannot be used daily.

Renault: O.K. if modified, but then no longer has a chance in our production events because it would be disqualified.

Gordini: Like Osca above.

Spanish:

Pegaso: No comment.

British:

M.G., Austin-Healey, Triumph, Morgan, Jaguar, and Allard. All of these are inexpensive compared to German, French and Italian cars, are easy to maintain, conform to our series production standards, are reliable and can be used daily.

I was the Morgan Team Captain at the last Sebring Race. We drove our cars 1,300 miles to the race, took third and fifth places in our class, drove the cars back and *continued to use them for daily driving and racing all this year without major repairs*. I have just ordered a new Morgan for the coming Sebring race from the Morgan Company, and this year we intend to do even better.

Come on, you in Britain. You are building cars *we* can be proud of. Why can't *you* be proud of them, too?

I am, Yours, etc.,

New York City. JOHN WEITZ.

* * *

CHIVALRY

Sir,

I should be most grateful if you would publish this letter of appreciation of an outstanding example of courtesy which I experienced recently.

It was a bitterly cold afternoon when my Citroën died on me in a suburb of Nottingham, and the circumstances having indicated fuel starvation it was growing dusk before I found that this was not in fact the trouble. At this stage the driver of a Volkswagen, Reg. No. SGP 455, came across and offered assistance. He proved to be an extremely competent mechanic, and, though most inappropriately dressed for the job, delved into the works. When the trouble was ultimately diagnosed as a sheared distributor driving dog, he took me across Nottingham to obtain a replacement. This done, we worked under the quite inadequate light of a street lamp until, after many setbacks, I and my anonymous benefactor were able to go on our respective ways.

Had this happened when I commenced motor-cycling, over a quarter of a century ago, I should not perhaps have seen in the experience anything sufficiently remarkable to occasion a letter to MOTOR SPORT, but today such things stand out as very good deeds in a naughty world.

Incidentally, I discovered, as I might have guessed, that my friend reads MOTOR SPORT, and is a true example of that oft misapplied term, the enthusiast.

I am, Yours, etc.,

Sale. RUPERT G. CHAWNER.

* * *

MOTORING OPINIONS FROM CANADA—

Sir,

I am one of your latest subscribers and I am dictating this letter on a sound-scriber record, which is going to my home in Grand Rapids, Michigan, where the letter will be typed up and sent to you from there. I am spending the winter in Lausanne, Switzerland, and on a trip to Paris several weeks ago I picked up the November issue of your magazine. On a more recent trip to Paris I found the December number and was so intrigued by your editorial on pages 737-738 that I went into Smith's store on the Rue de Rivoli and entered a subscription to your magazine, which will be sent to me at my office in Michigan.

In view of the controversy which has raged in your columns, I thought you would be interested in Tom McCahill's "Carvalcade of 1955" and the review of the new Dodge, both of them from the December issue of *Mechanix Illustrated*. Tom McCahill, as you probably know, is our leading auto tester and is probably read by more Americans than almost any other man. I think you will be particularly interested in what he has to say about the Ford Thunderbird and its effect on the competition of foreign sports cars selling under $5,000.00. I, unfortunately, do not have the figures available to me in Lausanne, but my recollection is that the Thunderbird has sold approximately 10,000 cars this year, and unquestionably this figure must mean that they have taken a great many sales away from Jaguar, Aston Martin and two or three of the other English higher-priced sports cars.

It is interesting to read in your November issue of the number of British makes that now exceed a hundred miles an hour, either just barely exceeding that figure, or exceeding it by a considerable margin. Frankly, I think this is all to the good because the day is over when English cars with speeds of only 80 miles an hour can be sold in America. As Tom McCahill points out, in his book "The Modern Sports Car," there was a time, right after the war, when any English sports car, especially M.G.s, doing an honest 80 miles an hour, could walk away from cars produced in America; however, that day has now passed.

I had an interesting example of this a few months ago when I was driving a TR2 belonging to a friend of mine, in Oregon, and was driving on the only four-lane highway in that state, which compares with the German autobahn. I was coming home from a small rally and was driving this friend's car at about 75 or 80 miles an hour on the four-lane highway, which was probably as fast as I wanted to go at that particular time. Anyway, a stock Chevrolet whizzed past me as though I was standing still, and disappeared in the distance in a remarkably short space of time. Shortly after that an Oldsmobile 88 proceeded to do the same thing.

If I have any advice for British motor-car manufacturers, to enable them to make more sales in America, I would first of all list—have more dealers and give good service. My second point would be to continue to make fast cars, and in this connection I think the M.G. people would be decidedly well advised to make available for sales in America the Le Mans head that has been so much discussed. After all, one of the main reasons why people buy sports cars in America is so that they will be fast and will be able to get ahead of American stock cars, and this can only take place if car manufacturers in England continue to put their very best foot forward. As Tom McCahill points out, it was only four short years ago that only one American car was able to pass the hundred miles an hour mark; now there are loads of them.

I hesitate to throw myself into the Volkswagen discussion, but I can only say from experience that I know a great many young men between the ages of 18 and 25 who are not able to afford more expensive cars, but who want something in the sports-car category, buy Volkswagens. This may surprise you because one would hardly

think of a Volkswagen as being a sports car, but, nevertheless, it is true that members of the sports-car clubs who cannot afford anything more expensive buy Volkswagens. It might also interest your readers to know that in a great many of the smaller rallies there are special classes for stock-car Volkswagens, and these races are really very interesting to watch and, of course, they are an excellent test of drivers' skill. Also, I might point out this fact; the Swiss are notoriously hard-headed people who are not given to throwing their money around, and the most remarkable thing to me has been the sales of Volkswagens here in Switzerland. When I was first here after the war, in 1950, there were, of course, comparatively few of them around and the car one saw most was the little rear-engined Renault. However, by 1954, Volkswagens were everywhere in abundance, and now this year there are even more. Speaking of this car, I was certainly interested in the letter from Canada, entitled " What Canada Wants," in your November issue.

I am unable to say whether English car sales would be increased in America if they had such things as power steering, automatic transmissions, power brakes, etc. The absence of these gadgets, which seem to intrigue so many Americans, might keep down some sales. However, it's quite obvious that anyone purchasing sports cars would not be interested in any of these items, and a great many of your sales, in fact the vast majority in America, are sports cars.

I am, Yours, etc.,

Michigan. JOHN W. BLODGETT, JR.

* * *

— GERMANY —

Sir,

Like your reader F. L. Hodgson, B.A.O.R., I am not in the habit of writing to magazines. However, his apparent sick-, weari- and tiredness over the praise and space devoted to the VW (which may in due time result in a constant hangover . . .) inspired me to change my attitude for once.

In the autumn of 1954 I decided to buy a new car, a 1.5-litre saloon, in the " medium-price class "—according to German standards. Since I had a faithful belief in the good workmanship and fine finish of British cars, since I wanted a—for the German street scene—slightly individual vehicle and not the German micro-cousin of well-known Detroit dragons and the like, since the car should both serve for professional purposes and " sheer joy of motoring " (to borrow a well-known advertising slogan), I let my mind wander among the Humber Hawk, Wolseley 4/44, Standard Vanguard II and M.G. Magnette. The M.G., since it promised a slightly sporting touch and features—for my taste—a quite pleasing, appealing body styling, had to be considered tops in my choice.

I must not forget to mention that the German representatives and sales people of all these makes were most concerned in my inquiries and did their best to give me all the information I asked for, including demonstration rides, etc.

Then, my mind nearly made up with which kind of vehicle I wanted to purchase, I decided to get the same information and demonstration on but one German car—just for comparison. I chose the Borgward Isabella—and bought it.

The advantages : It saved me about DM 2,000 in the first place. Technical details were more pleasing : motor capacity, acceleration, fuel consumption, suspension, roadholding—and the most efficient brakes ever experienced in a car of this class. To say nothing of the body—which is a matter of taste, I admit, and space accommodation.

The Isabella was two months in production when I decided to buy it. Friends and strangers warned me that I would experience many troubles with such a newly designed car, offering apocalyptical stories and prophecies of the dreadful incidents that I would encounter in the first 5 to 10,000 kilometres of driving.

I have now driven more than 25,000 kilometres and must suspect that the wild adventures pictured by friends and strangers will remain fiction. Instead, Isabella has given me a feeling of security, safety and enough speed to make my way just a bit faster than other cars in the same class—including even some of higher power—in city traffic as well as on long autobahn stretches. And I rest assured, although not the tiniest trouble has shown so far, that if help or spares should be wanted fast under the coming 50,000 kilometres of driving, they can be had without trouble—in Stuttgart, Hamburg or Zurich, as well as in Capetown, Fortaleza or Surabaya . . .

Automatic transmission was introduced by Borgward in Germany in 1950—to answer another point of Mr. Hodgson. Comparing Isabella with the new Citroën, I should say that while the latter is a really " progressive " car of the future (tomorrow's car today), Borgward has realised all the experiences of the past three or four motoring years to produce a solid, modern, up-to-date car of technical top value at a moderate price. This leaves other cars in the same class outdated.

As for the VW controversy, I can only say that a relative of mine has by now completed about 195,000 kilometres (with but one engine). Professional reasons force the vehicle over hundreds and thousands of Bavarian roads in prehistoric condition. The good old little VW rattles and aches—but it has never been defeated by snow, ice, mud, rain or lousy roads. It's simply *the* car for the man who needs one—*and* wants to keep his economics straight.

I hope these lines will encourage you not to change the name of your magazine—as reader Hodgson suggests—even if Jaguar don't care to submit their motoring products for a fair road test. Maybe they had better advertise their cars in fashion and glamour magazines instead, in that case.

In case reader Hodgson would want to brand my statement as an outburst of patriotic enthusiasm, I hasten to add that the " car for my future " would come from one Italian stable of old tradition and high reputation, in Milan . . .

I am, Yours, etc.,

Stuttgart. TEDDY LEYH.

* * *

—AND KENYA COLONY

Sir,

Having read your Canadian correspondent's letter in your November issue, which inevitably developed into a song of praise of the VW, may we add a few words on driving conditions in East Africa, and if this develops along the same lines, then it is just as inevitable.

Never having been to Canada, we cannot say whether the local roads are worse or better than Canadian roads. We do not, of course, experience such low temperatures, and never have snow to contend with. But, apart from that, our roads must be amongst the worst in the world. Tarmac is very rare, most of the roads being " murram " (local red earth). During the rainy season it is very common to hear on the wireless an announcement to the effect that such-and-such a road is impassable with or without chains, due to mud, that may be as much as a foot or eighteen inches deep. It is an extraordinary feature of murram roads that when they dry out they adopt a corrugated pattern at right angles to the direction of drive. These conditions are not, of course, conducive to long life in a car and, when buying a car, one tries to choose a make that has got a reasonable chance of not falling apart too soon.

With the possible exception of the Rover range of saloons and four-wheel-drive vehicles, British makes just do not have that reasonable chance. Mention Austin, Ford, Morris, Humber, etc., to a discerning motorist and he will probably laugh in your face. He will say : " Good engine, but the bodywork . . . . ! ! ! " A highly-polished surface does not make a good strong body; a small strip of rubber round the door does not dust-proof a car. The owner of a British make is the whole time seeking out and stopping rattles, until such time as he gives it up as a bad job. Vanguards have a habit of needing a new clutch when still comparatively new; Zephyrs new engine mountings at regular intervals; and the Morris Minor needs a new support to the top of the engine before being sold in this country, evidently to stop the engine falling out.

On a muddy or merely wet road, most British makes delight in first going sideways and eventually sliding gracefully into the ditch, there to await drier days. The American makes are no better. Their aim seems to be to put a larger and larger engine into a tinnier, lower body on smaller wheels. The new Chev. is not a patch on the pre-war model, of which there are still a large number in use and willing to give many more thousands of miles' service. The latest Willys Jeep does not last as well as the war-time original, hence the popularity of the Land Rover. This leaves only the Continental makes to fill the gap.

The VW saloon needs no praising; suffice to say that there is a wait on delivery of almost two years. The VW pick-up is becoming an extremely popular farm car. MOTOR SPORT's latest " discovery," the Peugeot 203, has been a favourite for many years, with its superb suspension, excellence in mud, simplicity of maintenance, petrol economy, and its body that really stays together, even after thousands of punishing miles. A common complaint is that its 1,290-c.c. engine has insufficient power, but this can be more than made up for by sensible use of the gears. You failed to mention in your road report on the Peugeot that there is also a pick-up, van, station-wagon and family limousine. The pick-up, with a pay-load of 17 cwt. and, if anything, better than the saloon in mud, must be the ideal farm car. With these two makes, and Fiats, Renaults, the recently introduced D.K.W., Citroëns, Borgwards and Mercedes to cover the complete range, who, in his right mind, would buy British or American ?

We admit that cars, especially farmers' cars, in this country do take a lot of punishment, and the British makers might say that we

cannot expect a car to stand up to it without protesting. But why shouldn't we ? The Continental makers can do it, so why cannot they ? Why do they have to build cars on the same pattern all the time ? Why not take the risk (if risk there be) and put the engine in the boot, or build a two-stroke engine, or an air-cooled engine, or use front-wheel drive, or some other out-of-the-ordinary feature that has put the Continental makes into first place for reliability and performance ? Harry Ferguson's car is very much looked forward to after the few scant reports we have heard, but which company, if any, will take the risk of putting it into production ?

Bad roads are not the only difficulties to be contended with. Most of our driving is done from seven thousand feet above sea-level up to nine thousand or more, at which altitude one loses anything up to a quarter of a petrol engine's power and a third of a diesel engine's, due to the rarity of the air and shortage of oxygen to be burnt with the fuel. Most of the garages use African labour with European supervision, consequently it is better if one can do one's own maintenance and repairs. Also one might have to drive a hundred miles or more before coming to the next garage or petrol pump. Hence the features one would require in a car are : (*a*) small enough to be economical and easily maintained; (*b*) suspension able to absorb and stand up to the rough surfaces and also to be comfortable; (*c*) reliable and long-living engine; (*d*) bodywork to be completely dust-proof; (*e*) not to be deterred by a muddy surface; and (*f*) to hold a good secondhand value. Back where we started, we find ourselves describing the VW or the majority of other Continental makes.

I am, Yours, etc.,

Naivasha. C. P. FAITHFULL.

* * *

AGIN AMERICAN AUTOMOBILES!

Sir,

Whether or not they intended to, the four gentlemen from Cheltenham make one smile with their letter about American cars. Could their obvious dislike of " know-alls " be a natural consequence of their own ignorance ?

They loudly applaud chromium plating on American cars. Funny that, because at the Show most of the American cars had stainless steel fittings, not chromium ! They also obviously haven't asked an engineer about chromium plating. If they had, they might have found that, apart from its doubtful decorative value, chromium plating is of practically no use at all. In the good old days, when chromium was put on over nickel and copper, it was protective, but the modern manufacturers seem to have forgotten that chromium plating itself is porous !

Now for their last pointless and futile statement about the performance figures of the Aston Martin DB3S and the average American saloon (hardly counterparts surely ?). Nevertheless it appears that performance comparison to the four gentlemen consists only of engine power irrespective of capacity, weight of car, or power lost before it gets to the rear wheels. Not only are their figures totally inadequate, they are inaccurate ! They state that the power produced by an average American saloon is 210 b.h.p., which I am prepared to believe. It happens, however, that the 1956 DB3S also produces 210 b.h.p. ! !

Surely the only logical way of comparing engine performance is on an equal capacity basis. The b.h.p./litre figures for the best American cars are as follows : Cadillac 50, Ford 48, Lincoln 47, Chrysler 46, Buick 45 and Packard 45. The best British are as follows : DB3S 72, D-type Jaguar 73, Mk. VII Jag. 55, Bristol 53, Frazer-Nash 53—all of which are superior to the *best* American makes. These figures speak for themselves.

In terms of road performance, most of the American cars will just top 100 m.p.h., the best being the Cadillac with 110 m.p.h. The DB3S will do 150 ! Weight, of course, affects acceleration. The kerb weights of the Americans range from 38 to 43 cwt. The DB3S weighs 20 cwt. No comment. Concerning roadholding and cornering, the less said about that, from the American point of view, the better.

Your four correspondents offer to enlarge upon the subject. May I, for one, vote against ?

I am, Yours, etc.,

Pinner. D. A. J. BENTLEY (R.E.M.E.)

Sir,

Mr. J. Watson states that an Aston Martin DB3S only develops 180 b.h.p. and that in America 210 b.h.p. up is quite normal. But does Mr. J. Watson know that British b.h.p. is different from American b.h.p. ? American b.h.p. is calculated differently from British b.h.p. and is consequently higher than British b.h.p., and also some American manufacturers calculate the figure with the engine " stripped " of some of its components, thus pushing the figure higher still. Also, one should bear in mind that the Aston Martin DB3S has an engine of 2,922 c.c. and develops 180 b.h.p., whereas a Packard Patrician four-door sedan of 5,877 c.c. develops only 212 b.h.p. (American reckoning), which shows that the Aston Martin develops more b.h.p. per c.c. than an American engine.

Also, in 1955 only 16 American makes of car had engines of over 210 b.h.p. and 55 makes of cars had engines of under 210 b.h.p., which shows that engines of over 210 b.h.p. are very much in the minority even in America.

I am, Yours, etc.,

Hounslow. W. A. DIXON (age 16).

We have also received the following poem on this subject :—

Watson, Holtham, Gifford and Pugh,
How the Vintagents envy you
Your extra super silky ride
In a very long auto that's ten feet wide.
It has no pedals or levers or knobs,
And a gear-shift is only for Vintage snobs.
Rousing cheers for chromium plate
And seats like beds where you lounge in state.
Lights for turns, reverses and stops,
And multiple mirrors to watch for cops.
A mass of gadgets, no need to think,
And for ten dollars extra a dame in mink.
Ignore the know-alls high-pitched jeering,
At power brakes and power steering.
The advantage of Yankees is very plain—
To drive them you need neither muscle nor brain.
The man's car is finished, the man's car is dead.
This is the age of the motorised bed.
Ah ! HOW the Vintagents envy you,
Watson, Holtham, Gifford and Pugh.

* * *

WOT, NO MORGANS ?

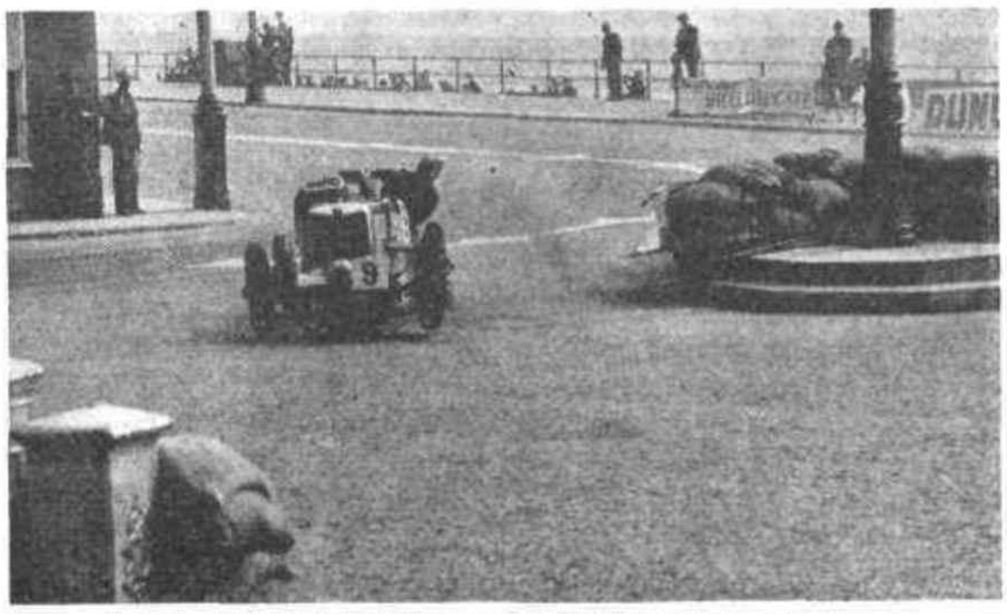
Sir,

During the Christmas holiday I studied the three volumes of your work " The Story of Brooklands," the world's first motor course—being a present from my wife—and was dismayed to find that you had omitted to include among the grand collection of photographs any of that fine piece of machinery the Morgan tricycle. I find it hard to excuse this omission when remembering the many great men (and women) who raced this machine with its unique suspension and tubular backbone chassis. And there are those who spent love and care in tuning, with successful results, the potent vee-twin engines by Prestwich, Blackburn and Anzani.

I am, Yours, etc.,

Edgware. HARRY MARSHALL.

[I have the greatest admiration for the exploits of the Morgan three-wheeler fraternity at Brooklands; the reason no picture of one of these cars appears in " The Story of Brooklands " is that after a time these vehicles became nobody's children, not catered for by the B.A.R.C., banned by the J.C.C., relegated to A.C.U.-controlled passenger motor-cycle races. And the volumes referred to are *mainly concerned with B.A.R.C. racing, although Morgan achievements* are covered in the text. In " The 200-Mile Race " I have included a picture of what I think is a rather nice early Brooklands Morgan.—W. B.]



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FOR SALE

1939 M.G. Tickford coupé. Good condition throughout. £275, o.n.o. Tel.: REL 3228. 1-3, Brixton Road, S.W.9. [1935

WOLSELEY HORNET Trinity Special, open 2/4-seater, sound body and engine; fast, reliable. 141, New Road, Bromsgrove, Worcs. [1936

BENTLEY 3-LITRE tourer, 1924. Reground crankshaft, remetalled bearings—new drain tubes. Brakes skimmed and relined. Electrics overhauled. Instant starter. Entirely original, including instruments. Hood and tonneau fair. £130. Kirkpatrick, Wetheral, Carlisle. [1937

£12—MORRIS-COWLEY 2-seater tourer, 1930. *Shabby, but good tyres.* T. B. Ash, Rockfield, St. John's Road, Buxton. [1938

LAGONDA RAPIER 4-seater tourer. Good condition. Spare crown-wheel and pinion, and mag. £155. 2, Northumberland Close, Erith, Kent. [1939

ALVIS 12/60, 1931, tourer. Lowered radiator and body. £70. McNeil, 46, Henlow Road, Maypole, Birmingham. [1940

AUSTIN NIPPY, 1934. New c.w.p., mains, rings, dynamo, upholstery. £135, o.n.o. Tel.: Warwick, Orpington 25671 (business hours). [1941

RILEY FALCON, 1935 model 12/4 saloon. Recent overhaul, new back end and engine parts. £120 or offer. 9, Cottage Road, Leeds 6. [1942

VERNON DERBY SPORTS, 1927, 9 h.p., o.h.v. G.N. New battery, well shod, rebuilt. B.R.G. £45. 18, Rook Street, Deepdale, Preston, Lancs. [1943

1934 M.G. PA. Green. New red hood, battery and tyres. £100. Fraser, 92, Renfrew Road, Paisley. [1944

BENTLEY, 1925, 3-LITRE 4-seater tourer, Gurney Nutting body. £150. 31, Newcastle Road, Liverpool 15. Tel.: Sefton Park 4722. [1945

ALVIS 4.3-LITRE, 1939, drophead coupé. Radio and heater. Cheap for quick sale, or exchange considered. Box No. T946, MOTOR SPORT, 15, City Road, E.C.1. [1946

1955 D.K.W. 3-6 Sonderklasse saloon. Used for demonstration purpose only. Immaculate condition. All accessories except wireless. Colour, smoked grey. Very fast; 35 m.p.g. Terms arranged. Insurance. Part exchange. Dunn Bros., Seaton, Devon. Tel.: Seaton 543. [1947

1945 HUDSON Country Club. Excellent condition and performance. New hood. Recently recellulosed. £270. 77, Bowershott, Letchworth, Herts. [1948

4.3 ALVIS, 1938, sports saloon. New batteries, c.w.p., starter ring. Dynamo, starter overhauled. Brakes relined, recabled. £210. Spink, 21, Park Hill, Harpenden, Herts. [1949

ALAN BAKER offers his well-known 1929 Austin Seven saloon. £45. Oxford and Cambridge please note. 55, Wroughton Road, S.W.11. [1951

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, N.10. Tel.: TUD 0492. [1952

NEW YEAR BARGAINS—Parkes Autos : Everything new condition; carriage paid. Ex-A.M. blowers, powerful air velocity (quiet), complete 3 ft. hose to radiator, ideal car heaters, 6 and 12v. systems, instructions, 42s. 6d. Revolution-counters, 5,000 r.p.m., luminous calibration, 3½-in. dial, quiet running, non-crometric, with improved drive, fit dynamo end, 50s. A.V.C. controls, 15s. Reconditioned S.U. 6, 12v. pumps, 35s. Marshall superchargers, £9, or complete kits. S.U. carburetters service, replacement, specials, etc., cheap. Send c.w.o. or s.a.e. to : Parkes Autos, Woodview, Buckholt, near Monmouth. [1955

FIAT, '39, MODEL 500 coupé. Resprayed grey, with green interior. A very smart car with good performance. £220. Tel.: Ewell 3722. [1956

A.C., 1935, 4-seater d.h.c., crashed. Chassis sadly bent. Mechanically perfect. £45. Sparkes, Eagle Hotel, Stalybridge, Cheshire. [1958

FOR SALE—*continued*

RAPIER, 1,104-C.C. 2-seater. Original specimen Bertelli coachwork. New hood, screens. Excellent tyres, tonneau, etc., etc. Beautiful little car for connoisseur. £275. Rover 75 2.1-litre sports 2-seater, in perfect mechanical condition. 8 : 1 c.r. Axle 3.9, spare 4.1. Triple S.U. carburetters. Aero-screens, hood, tonneau, etc., etc. A revelation in riding comfort with Rover quality. Bodywork by Abbey. Panels, all aluminium. 100 m.p.h., with genuine 25 m.p.g. Any trial. £355. Some private H.P. if required. Knight, 828, Stratford Road, Shirley, Birmingham. [1957

4½-LITRE LAGONDA tourer. Beautiful condition. Recent extensive overhaul. Heater, radio. Offers around £225. Tel.: Putney 6670. [1959

S.S.1R close-coupled coupé, 1933. Extensively restored and in very good condition throughout. £125, o.n.o., or would exchange Ford Special. Robinson, 27, Plough Lane, Purley, Surrey. Tel.: UPL 2812. [1960

RILEY KESTREL 14/6. Privately bought for rebuilding, which is not quite completed. Engine completely overhauled, much woodwork replaced, body sound but uncompleted. Part sprayed, paint available. Spare 12/6 block and many major chassis and engine spares. Owner tired. £45. Tel.: Riley, BEC 0276. [1961

ENGINE, complete with all electrics, clutch and gearbox, rear axle, four road wheels, front hubs and brake gear. Ex-Triumph Roadster 2,000, good condition. Nearest £100, or will split. Reade, Shangri-la, Bank Road, Wellington, Shropshire. [1962

FORD ZEPHYR, 1951, moderately damaged, stripped for inspection; £190. Austin A40 van, 1953, crashed off side, drive away; £145. Austin A50 Cambridge, good mechanically, body damaged; £375. Hardwick House, Studley, Warks. Tel.: Studley 521. [1963

ASTON MARTIN, late 1938, 2-litre saloon, good condition. £230, o.n.o. Weekends. 9, Highland Croft, Steyning, Sussex. Tel.: 3309. [1964

APRILIA. Bonnet, boot lid, tank, body parts. Riley Nine block, mag., etc. S.A.E. Lowe, May Lane, Hollywood, Birmingham. Tel.: Wythall 2022. [1965

CITROEN LIGHT FIFTEEN, 1948. French. *Breaking. 6-volt electrics. State requirements,* s.a.e. please. Carroll, 78, Dorset Avenue, Chelmsford. [1970

ROVER EIGHT, 1922, twin-cylinder air-cooled engine, running order, chassis and wheels. £10, or exchange Talbot spares. Room wanted. 75, Manor Road, Loughborough, Leics. [1973

M.G. PA, 1934. Recent engine overhaul, new hood. £120. Wilkins, 176, Goddington Lane, Orpington. [1974

4½-LITRE MEADOWS ENGINE for sale, Government surplus, reconditioned. R. J. Shanks & Co., Ltd., Baker Street, Weybridge, Surrey. [1977

MORGAN PLUS FOUR 2-seater, first registered 1954. Modest mileage, excellent throughout. £475. Box No. T978, MOTOR SPORT, 15, City Road, E.C.1. [1978

FIAT 600. Pale grey, small mileage. Spot-lamps, screen-washers, etc. Aug., 1955, as new. £555 or near offer. Box No. T979, MOTOR SPORT, 15, City Road, E.C.1. [1979

LOTUS MK. VI, 1955, 1,172 Formula modified. 6,000 miles. Full weather equipment. Smart finish, luxurious interior. £550, o.n.o. Box No. T980, MOTOR SPORT, 15, City Road, E.C.1. [1980

1934 B.S.A. 8.9-H.P. 4-seat tourer, broken ball-race in engine. £20. 30, Edgehill Road, Sheffield. [1981

SUNBEAM DAWN engine spares. Practically complete engine less two con.-rods, £20. 12, Wallace Drive, Groby, Leics. Tel.: Markfield 409. [1982

FOR IMMEDIATE DISPOSAL : The following engines, *all in perfect condition : Two Villiers* engines, 197 c.c., two-stroke, Type 197 ED; complete with 3-speed-and-reverse gearbox, 12v. dynastart and fan cooling. Two J.L.O. engines, 197 c.c., two-stroke, complete with 3-speed-and-reverse gearbox, 12v. dynastart and fan cooling. One Villiers engine, 122 c.c., two-stroke, complete with 3-speed gearbox. Best offers to Box No. T983, MOTOR SPORT, 15, City Road, E.C.1. [1983

1930 MORRIS-COWLEY, laid up 1939-55. Works dismantled. Offers. Wanted : Ancient Seven. Fuller, Park Farm, Aylburton, Lydney, Glos. [1987

PA-TYPE M.G. SPARES. Camshaft, 30s. Aluminium water take-off, 15s. Bottom water manifold, 8s. Exhaust manifold, 20s. J-type spares : Exhaust manifold, 20s. Cylinder head with valves, valve gear, camshaft and vertical drive, £6. Aluminium water take-off, 15s. Fit J or P-type : pair carburetters, 70s.; two distributors, 30s. each; two starter motors, £3 each; dynamo, £5. Phillips, Hoy Inn, South Benfleet, Essex. [1988

FOR SALE—*continued*

FORD 30-H.P. V8 motor, in good condition, £15. Two 6-cylinder standard engines, believed Avon Special 16 h.p.; what offers? Greenwood, 119, Argyle Street, Leicester. [1989

1939 SKODA, 10 H.P. Good mechanical condition. All four-wheel independent suspension. Body needs some attention. £75. Perris, 1165, Christchurch Road, Bournemouth. [1990

1931 ALVIS 12/60 sports car, 2-seater. Twin carburetters, etc. What offers? Box No. T991, MOTOR SPORT, 15, City Road, E.C.1. [1991

DELAHAYE 135, 1937, 2/4-seater drophead coupé. Triple Solex, manual box, oil rad., etc. Twin horns, spots, heater. New battery, two new Pirellis. Engine overhauled last 1,000. Very pretty car in excellent condition. Overseas posting forces sale. £200, o.n.o. Box No. T993, MOTOR SPORT, 15, City Road, E.C.1. [1993

SITTING IS BELIEVING : The new Cambray Motorist's Personal Heater introduces new standards of comfort. 5 gns., at leading garages, or write for full particulars to Dept. GE, Cambray (Heaters) Ltd., 6, Cambray Place, Cheltenham. [1994

S.S.100 SPARES (3½ litre). New Michelin and wheel, brake shoes and linings, bearing shells, valves, brake hoses, etc. All cheap. Thompson, "Rowan," Lion Lane, Tamworth. [1995

1930 LEA-FRANCIS 12-H.P. 4-seater tourer. Rebuilt. About £75. Write : Mr. Jones River House School, Henley-in-Arden, Birmingham. [1996

RILEY NINE LINCOCK, 1933. Resleeved standard. Manual box. Brakes relined. Excellent condition. £110. 10, Oliver Avenue, South Norwood, S.E.25. [1997

M.G. KD 1½-LITRE 4-seater drophead, 12 h.p., very good condition. £155. Tel.: Bexleyheath 6548. [1998

ROLLS-ROYCE, 25 H.P., 1930. An enthusiast's car in amazing condition, see front cover *Vintage Car,* April Also some spares for sale separately. Wood, 10, Mostyn Road, S.W.19. [2003

ALVIS SALOON, 1933 Firefly. Recent engine overhaul, new tyres and battery, spare gearbox, etc. Body resprayed. Present owner 16 years. £95. Thorneywork, Hook-Norton (Tel.: 282), near Banbury. [2004

RILEY FALCON 1½-LITRE, 1935. Recent engine overhaul. Body/interior very good. Riley Club member going overseas offers this genuine bargain at £100, taxed. Comprehensive insurance available. Box No. T005, MOTOR SPORT, 15, City Road, E.C.1. [2005

ASTON MARTIN MK. II l.c. 4-seater. Economical, fast, reliable. Powerful brakes. Good all-round condition. £275. Scanes, 91, Nodes Drive, Stevenage. [2006

TREEN RILEY NINE—almost finished. Tubular chassis, non-independent suspension, torsion-bar rear, hydraulic brakes. Going cheap. Offers. Pullen, Lythe Bank, Selborne, Hants. [2007

HANDBOOKS, WORKSHOP MANUALS, 1908-56; list sixpence, inquiries stamp please. Catalogue 500 motoring publications, ninepence. Gray, Hurstpierpoint, Sussex. [2008

AUSTIN SEVEN, 1932. Completely dismantled Springs lowered, reconditioned engine. Many spares. £22, offers. Heeps, 56, Church Road, Worthing. [2009

ROVER SPEED TWENTY, 1934, maroon 4-door sports saloon. Three S.U.s. Fine example of this rare model. £120, o.n.o. Tel.: Kings Langley 2804. [2010

FAST! Super sports car in excellent condition—2½-litre 1936/7 Jaguar. New hood and side-screens. 22 m.p.g. £250. Carter, Kemerton, Tewkesbury, Glos. Tel.: Overbury 315. [2011

1923 BULL-NOSED MORRIS, 12 h.p., with Hotchkiss engine, converted sports body. 55 m.p.h., 24 m.p.g. Tow away. £20. Kalmar, Radlett, Herts. Tel.: 5799. [2013

1930 RILEY NINE, running order. £25, or would dismantle. Jones, 9, Bere Lane, Glastonbury. [2014

M.G. JR2, 1933. Body fair, tyres fair. Replacement crankshaft. Some oil-pressure trouble. Owner killed flying, must be sold. Tel.: Pinner 1824. [2015

BRISTOL 400 sports saloon, August, 1948. Black, radio, heater. Perfect condition. £650. Any trial. Tel.: Stockton Heath 495 or Widnes 2749. [2017

PEUGEOT, 1955, station wagon, nominal mileage. Four seats plus 9 cwt. Complete heater/demister, windshield washers. £980. Tel.: Croydon 7213. [2018

PEUGEOT, 1955, 203 saloon. 2,000 miles. Heater/demister, w/s. washer, bed/seats. Excellent condition interior and exterior. £875. Tel.: Croydon 7213. [2019

FORD EIGHT, 1939. In running order. Pick-up body. Licensed March, insured October. £49. Foster, 201, Rainham Road North, Dagenham. [2020

FOR SALE—*continued*

1923 FORD Model " T " Shooting Brake. £95. Box No. T442, MOTOR SPORT, 15, City Road, London, E.C.1. [2442

ALVIS FIREFLY 1934 Sports Saloon 11.9. Just recellulosed black with new black p.v.c. top. Red hide upholstery and carpets. In excellent running order, good tyres. £150. Owner purchased later model. Photograph and details on request to 27, St. Margarets Road, Bournemouth. Tel.: Winton 5275. [2443

RAILTON. Houseful of students, must sell. Railton Straight Eight Saloon, 1936, reconditioned clutch, brakes, tuned, 25 m.p.g., sound throughout. £65. Talbot 21 Drophead, 1938. £55. Rover, 1933 14 Sports Coupé, £30. Austin 12 1933 Saloon, new tyres and reconditioned engine, £30. Tel.: FLAxman 5950. 5, Redcliffe Gardens, S.W.10. [2447

M.G. K1 engine complete but dismantled. L-type engine nearly complete. Gearbox (manual) to fit above engines. T front axle beam. J front and back axles (fitted Lockheeds). F chassis frame. K.F. prop shafts. Many more J, K and F spares too numerous to list. S.A.E.. Farmer, 10, Delamere Road. Portsmouth. [2370

FAST MOTORING. M.G. 1933, J.2, fitted reconditioned engine including new twin S.U. carburetters, finished B.R.G., chromium fittings, very attractive car, £110. Smith's, 86, Chalk Farm Road, N.W.1. Tel.: GULliver 2767. [2371

RAILTON Tourer, 1936. Colossal performance. £90. Shortt, 11, Springfield Place, Lansdown, Bath. Tel.: 3940. [2372

AN ENTHUSIAST'S CAR, 1936 A.C. Drophead Coupé. Engine good condition. Tel.: WELbeck 3609. Evenings. [2373

1939 STANDARD 811 Tourer. Recent new gearbox, steering and hood. 2 spares, 6 good tyres. 29, St. Audrey Avenue, Bexleyheath, Kent. [2374

BENTLEY 3 Tourer, 1924. New clutch, brake linings, Marchal headlights, good battery, basically sound but requires minor attention. Seen Kent. £70 o.n.o. Box No. T375, MOTOR SPORT, 15, City Road, London, E.C.1 [2375

VOLKSWAGEN, 1950. Very good condition. Leather upholstery, spotlight, Windtone horn. £265. After 6.30. 5, Oakfield Gardens, Beckenham. Tel.: 1672. [2376

SPARES, 1934 Singer Le Mans. Balanced crank, axles, electrics. " Goodthought," Chappel, Colchester. [2377

FRAZER-NASH-B.M.W., 1936 Saloon. Good condition. Going New Zealand, must sell. First £100. 9, Butts, Coventry. Tel.: 64287. [2378

V8 SPECIAL, 1947. 100 m.p.h., professionally built, good condition. Ideal touring or trials. £175. Tel.: Iver 581. [2379

1951 ALLARD P.1 Saloon, in first class condition, bodily and mechanically. £325. J. C. Taylor, Riseley, Bedford. Tel.: Riseley 228. [2380

M.G. P.A. Dismantling for spares, also some T.A. spares. J. C. Taylor, Riseley, Bedford. Tel.: Riseley 228. [2380a

FOR SALE—*continued*

1948 4-seat Drophead Allard, £230. 1952 20 ft. Berkeley Consul Caravan, fully equipped. £330. Box No. T381, MOTOR SPORT, 15, City Road, London, E.C.1. [2381

TAKING DELIVERY new perambulator. Must sell 1937 (imported) B.M.W. Foursome D/head Coupé, type 319. Excellent mechanically, good tyres, battery, hood waterproof. Fitted heater bar, Lubrocharger. Good performance, maximum oil pressure. No smoke. £140 or nearest offer. Exchange small saloon or motor cycle considered. Williams, 1, Clarendon Place, Brighton. Tel.: 22596. [2382

£15 OR OFFER. B.S.A. Scout. Suitable spares. Write, 34, Glenferrie Road, St. Albans. [2386



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Renault	48T	£3	10 0	54T	£4	15	0
Singer Junior	45T		...	...	£1	2	6
Sunbeam	48T	£4	10 0	54T	£4	10	0
Talbot 42T 5½" dia.		£3	17 6	42T 6¼" dia.	£4	17	6
" Oil Pump Gear	18T	£2	2 0	22T	£2	2	0
Wolseley Eight	50T		...	...	£3	5	0

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1939 AERO (Czechoslovakian), £125. Drophead Coupé, 18 h.p. 4 cylinder 2 stroke. L.H.D., F.W.D. £70 recently spent on engine. No time wasters. Exchanges considered. 83, Ferrymead Gardens, Greenford. Tel.: WAX 2699. [2384

CROSSLEY 2 litre Silver Six Sports Saloon. Under 60,000 miles. Similar 16/80 Lagonda. Mechanically excellent, fast, impressive, economical, P100s, Rudge wheels, Scintilla, ENV box. £65 or offer, must sell. 8, Kings Avenue, Carshalton Beeches, Surrey. Tel.: Wallington 2784. [2385

TALBOTS, 65 and 90, 1934. £75 each. Also many spares. Bishop's Barn Farm, Woodmancote, Nr. Emsworth, Hants. [2387

SINGER Le Mans, 4-seater Sports. New hood, sidescreens. Reconditioned engine, brakes. Fast, reliable. £95. Rowans, Hempstead Lane, Redbourn, Herts. Tel.: 438. [2388

LEA-FRANCIS SPARES. 4ED cylinder block, also crankcase unit. Valves, gaskets, etc. Radiator for 1927 12/40. Many other spares. Riley, 46, Foxgrove Road, Beckenham, Kent. Tel.: BEC 0565. [2389

FOR SUNBEAM 24 h.p. Complete and unused toolkit in original tray for boot; various interior fittings for saloon, all original and in excellent condition. Enquiries or offers to Box No. T392, MOTOR SPORT, 15, City Road, London, E.C.1. [2392

HEADLAMPS, vintage, acetylene, Lucas, front, excellent condition, £5 pair. Lee-Browne, Rendcomb, Near Cirencester, Glos. [2391

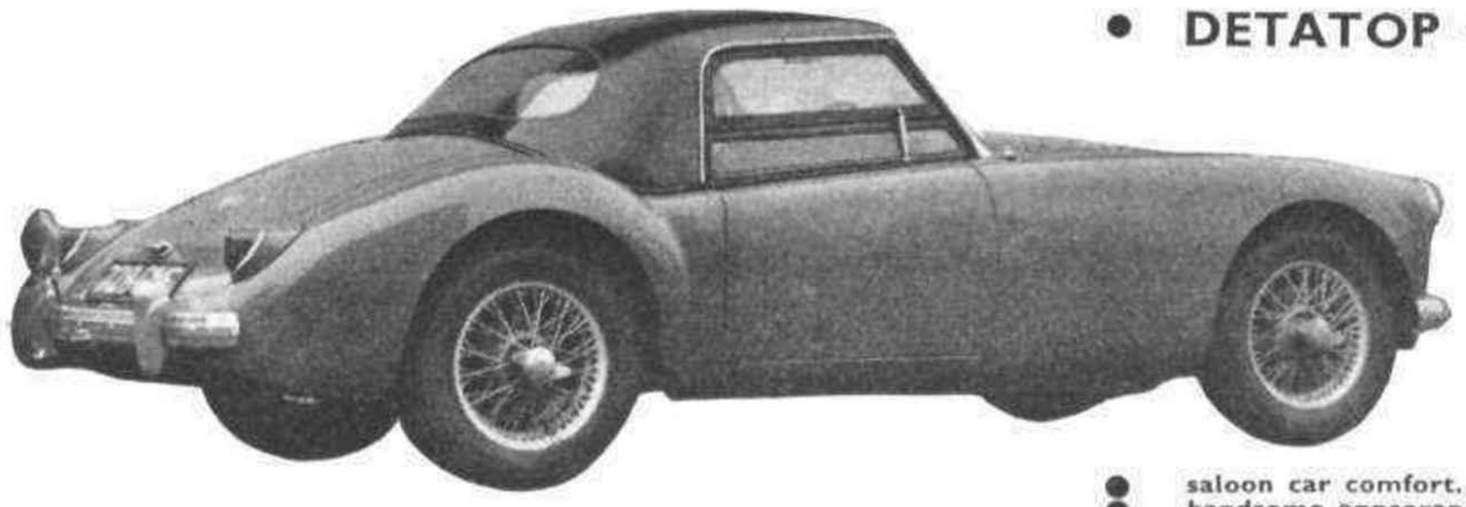
16/80 LAGONDA 2/4 seater Roadster, completely rebuilt short time ago at cost of £1,200. Fitted Lucas P100 headlamps, Hartford shockers, finished Bugatti blue, new hood, sidescreens and tonneau cover, 5 nearly new tyres. The whole car is in 1955 condition and is the finest Vintage Lagonda in the country. £285 or very near offer. Cash or terms. Shoreham Autos, 80, Old Shoreham Road, Shoreham-by-Sea. (Tel.: 3412/3.) [2393

SUPERB 4 str. Mk. 2 Aston Martin. Chromard liners, special crank, late type rods, full oil pressure hot. Transmission, brakes, etc., just overhauled. Fast, wonderful roadholding, braking. 27 m.p.g. £275. Box No. T394, MOTOR SPORT, 15, City Road, London, E.C.1. [2394

RILEY 1½, 1936, special coachbuilt D.H.C., 4 seater — very attractive car well maintained, worth inspecting. Excellent tyres, taxed. £160. Wilson, 3, Lemsford House, Lemsford, Welwyn Garden City. Tel.: Welwyn Garden 4110. [2395

1933 ROLLS ROYCE 20/25 Park Ward owner driver 6 light Saloon with division. H.M.V. radio, heater, engine heater, excellent tyres, battery, mascot. Immaculate condition. Private owner. £350. Stewart, Little Wood, Park Road, Camberley. Tel.: 735. [2396

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PANHARD LEVASOR 20.9 h.p. Chassis bought Olympia 1929, Jannson France 7 Pass. Limousine. One owner, everything original, genuine mileage 63,000. £225 o.n.o. Creasey, Gt. North Road, Knebworth, Herts. Tel.: Knebworth 3377. [2397

ALVIS SILVER EAGLE, 1932, running order. Hillman 16, 1935, good condition. Would exchange latter for special. Darcroft Garage, Nr. Bodmin, Cornwall. Tel.: Cardinham 238. [2398

ALVIS 13.2 h.p. Firebird Saloon. Exceptional throughout. Complete overhaul by Alvis Ltd. 10,000 miles ago. £240. Receipts available. Owner wishes sell £195, willing haggle or part exchange M.G. T.C., Riley Imp or similar. Lt. Cdr. Easton, Royal Naval Barracks, Portsmouth. Tel.: 2117. [2399

ROESCH TALBOT "75." Exceptionally pretty 4 door Sports Saloon. Very attractive appearance and condition. £105. Richmond, 61, Stackpool Road, Southville, Bristol, 3. [2400

ONE OWNER from new, 25.3.34. Immaculate, rare Drophead Foursome. Peach/black Armstrong 12 h.p. New hood, tyres, instruction handbook. About £85. 10, Eastbrook Road, Greenwich. Tel.: 0772. [2401

AUSTIN SPECIAL. Bugatti type body. Ex-works de-supercharged engine. Ultra close racing box. Outside exhaust and brake. £80. Seen Oxford. Box No. T402, MOTOR SPORT, 15, City Road, London, E.C.1. [2402

1927 AUSTIN Chummy Tourer. Excellent condition throughout. Spare engine and gearbox. £40. Barry, 1, Connaught, Road, Fleet, Hants. [2403

ROLLS ROYCE 1926, P.1 Windover Open Tourer, blue, mascot, polished discs, new hood, batteries. Good tyres, taxed. £275 or offer. Also 1925 P.1 Barker Landaulette. Good tyres. £50. The two £300 or offer. Johns, Studley, Camphill Road, Worcester. Tel.: 4075. [2404

BENTLEY 4.8 litre rear axle, less shafts. Slab tank. Wanted: 3 litre water pump, diff. back plate. Cole, Melrose Cottage, Barrington, Cambs. [2405

FRAZER-NASH-B.M.W., 1937, type 329 Cabriolet, excellent condition. £175 o.n.o. 11, Chester Avenue, Twickenham, Middx. Tel.: Feltham 2150. [2406

RILEY 12 h.p. Saloon, 1940 model. Excellent condition inside and out, new tyres, radiator, battery, etc. Loose covers fitted. Taxed and insured. Nearest £235. 2, Coniston Road, Tettenhall, Staffs. [2407

SUPERCHARGED 1950 Minor Convertible, fitted latest s.v. engine, showfinished Marshall, thermostatic electric fan, foamrubber seats, twin wipers; extra spare; chains; mechanically perfect, paintwork good, performance delightful; selling to acquire Tojeiro. Offers. Tel.: Clandon (Surrey) 4. [2408

M.G. J.2 engine complete, twin carbs., clutch, all accessories, 1,500 m.p.g. £30. Pound, Rutland Hall, Loughborough. [2409

VOLKSWAGEN, 1947. Good condition. £310 o.n.o. Pemberton, 20, Gatcombe Road, N.19. Tel.: ARC 7228. [2410

BENTLEY, 1937 4¼ litre. D.H.C. Superb appearance. Mechanically excellent. Body two tone grey with blue interior is unmarked. Radio, heater. £685 o.n.o. Archbell, Nade House, Notton, Wakefield. [2411

ALFA-ROMEO, 1,750 s/c 2 seater. Defective clutch, otherwise sound. £190 o.n.o. "Bandra," Ruddington, Notts. [2412

BENTLEY SPEED SIX: rebuilt in 1936 and fitted with a lovely four light, four door close-coupled Sportsman's Saloon body and "D" box. Engine now being reconditioned by Laystall with triplex chain camshaft drive. £555 or offer. Box No. T413, MOTOR SPORT, 15, City Road, London, E.C.1. [2413a

TALBOT 75 Sports Saloon, 1933. £65. Tel.: Warminster 2154. [2414

APRILIA, registered August, 1939, excellent condition. £325. Exchange good 2 litre or M45R Lagonda. Cash adjustment. Murphy, "St. Louis," Radlett Road, Watford. [2415

KESTREL 9, 1934, good condition, tyres, battery. £150 or exchange for larger or utility with cash adjustment. 11, Hunts Close, Writtle, Chelmsford. [2416

£25, 1928 Citroen 12 Saloon. Sound bodywork, tyres, engine fair. Exchange 1934 Austin 7. Richards, 48, Highfields Road, Chasetown, Walsall. [2417

IDEAL RALLY CAR! 1937 Ford 10, Convertible four seater. £95. 36, Derwent Drive, Dallington, Northampton. [2418

1931 MORRIS MINOR McEvey Special. Two seater, 1932 s.v. engine, excellent condition. Over £100 spent in past year. 5,000 miles since major overhaul, very good tyres, acceleration, £59/10/- or offer. Tel.: Colchester 3055 during day, or write Brend, Sandon, Chapel Road, Fringringhoe. [2419

R.R. 20-25, Handbook XVI 1937(?) in exchange for Ghost 1924 or Phantom I handbook. Wanted: offers of these two types of cars at low prices. Box No. T420, MOTOR SPORT, 15, City Road, London, E.C.1. [2420

T.A. M.G. Recent expensive chassis overhaul. Engine rather tired, partly dismantled but complete except for body. £40 o.n.o. Scovell, Barnby, Newark, Notts. [2421

£10. AUSTIN 7 Tourer, 1927. Minus crownwheel, good body, engine. Towable. We usually have a few decent post 1930 Austin 7s and Morris Minors at around £25. Immediate insurance. Why not drop us a line? Lloyd Davies, "Greenacres," Five Ashes, Nr. Mayfield, Sussex, or ring Hadlow Down 381. [2422

1937 TALBOT 10 Sports, good condition, engine and brakes overhauled. Good hood and tyres. £175. 40, Sewall Highway, Wyken, Coventry. [2423

TALBOT 75 1937/38 Saloon. Excellent condition throughout. Any trial. £150 o.n.o. 16, St. Peter's Gate, Thurnscoe, Nr. Rotherham. [2424

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1951 JAVELIN de luxe. Low mileage. Immaculate throughout. For TR2, cash adjustment. Box No. T438, MOTOR SPORT, 15, City Road, London, E.C.1. [2438

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SPARES! SPARES! SPARES! We are now breaking 200 cars: 1946 Austin 8 van; 1946 Standard 12, ex-W.D.; 1933 Hillman Minx; 1933 Lanchester 10; 1937 Vauxhall 14; 1936 Singer 12; Morris Cowleys; Morris Minors; Austin 7s; 1937 Renault 12; 1934 Vauxhall 14; 1934 Wolseley Hornet; 1937 Dictator; 1935 Hudson 16; 1935-7 Buick 30.8; 1933 Standard B.9 and L.9 and many others. Open 7 days a week, 8 to 6 p.m. Tel.: LAD 5203. S.A.E. to Spares, 5, Hazel Road, London, N.W.10. [2328

1938 TRIUMPH Dolomite, 13.75. Good engine and tyres, clean body, drive away. Snip. £150. Tel.: LAD 5203, 8 till 6 p.m. [2329

ALLARD Tourer, 1948. New engine June, resprayed December, new tyres, battery, P.V.C. hood. £235 or H.P. Hall, 12, Little Crabtree, Crawley, Sussex. Tel.: Crawley 588. [2333

RILEY NINE Gamecock, sports. Engine completely reconditioned 1955. £130 o.n.o. Tel.: Ashtead 2830. [2339

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RAILTON STRAIGHT EIGHT saloon, 1935. Carefully maintained, good condition all round. £110. Owner looking for drophead. Salter, Manor Hotel, Datchet, Bucks. Tel.: Datchet 442. [2022

M.G. TA (1939). Engine sound, using no oil (15,000 since rebore, new bearings); 80 plus m.p.h., but needs new s.a.s for comfort. Body just recellulosed, interior only fair. Three good tyres. £175. 118, Stagsden Road, Bromham, Bedford. [2023

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SUNBEAM TWENTY-FIVE, £18, o.n.o.; c.w. broken; good tyres, engine, gearbox, splines. Drivable. 1933. Spiller, 247, Stanstead Road, S.E.23. [2025

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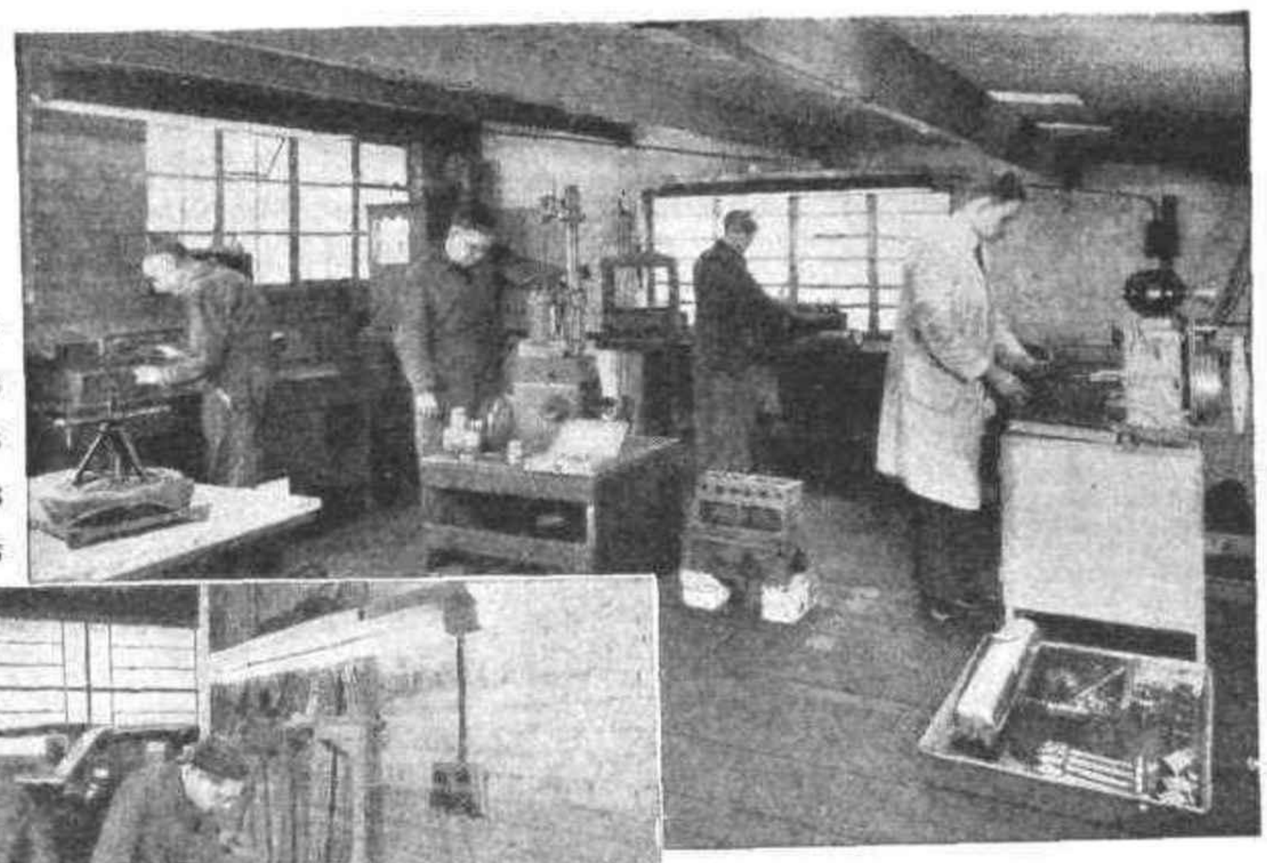
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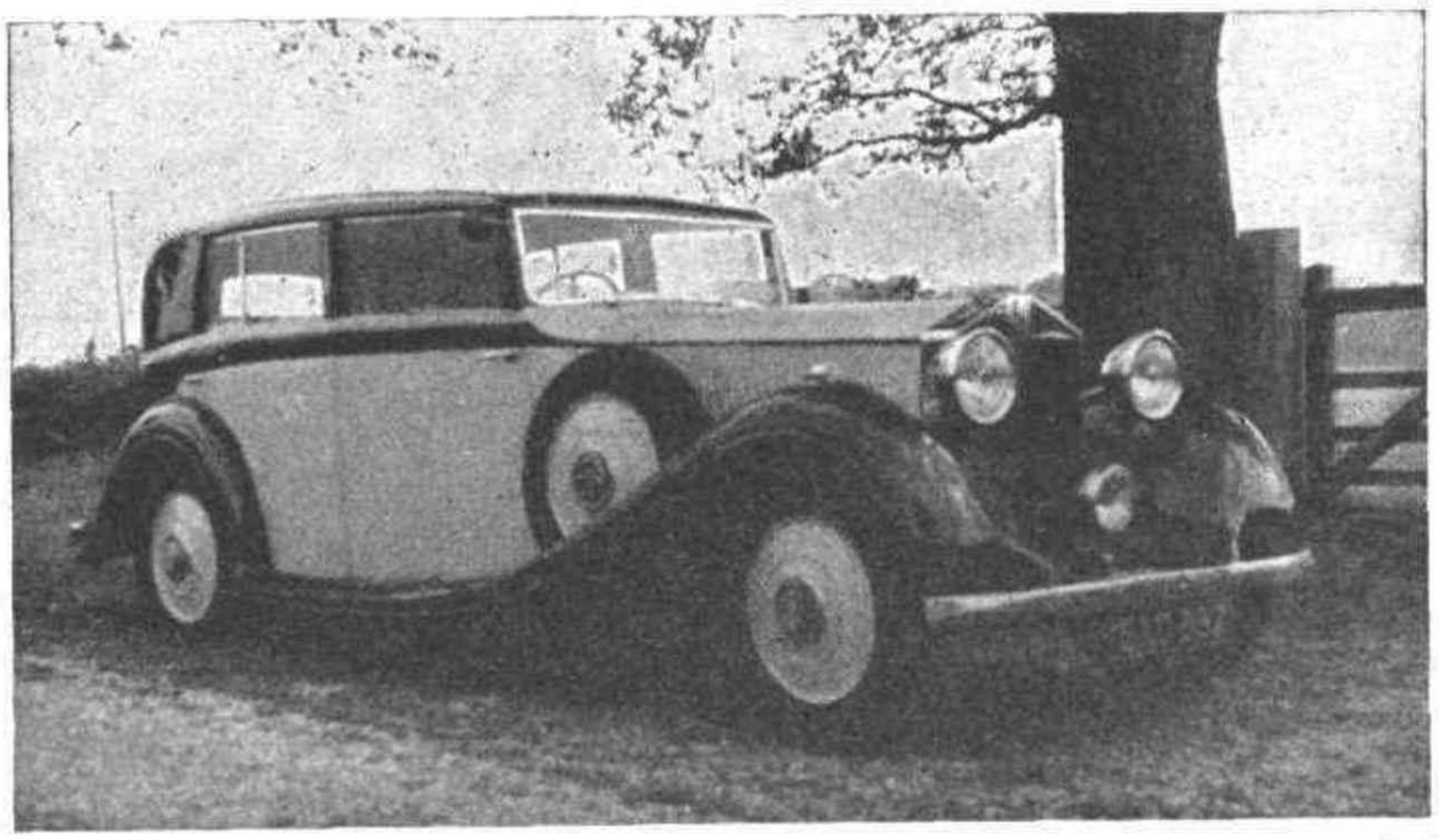
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TRIUMPH 2,000 ROADSTER, 1949. Apple green. Superlative condition. £90 overhaul 1955, Posted Cyprus. Nearest £390. Sgt. France. R.E.M.E., 7, Clarks Cottages, Roydon, Harlow, Essex. [2280

FRAZER-NASH B.M.W. 319 cabriolet, late 1936. £120, or exchange 8/10-h.p. car. 48, Norman Road, Newhaven, Sussex. Tel. : NEW 152. [2282

LOTUS FORD, medium tune, twin zeniths 4.7 axle, unfinished; run but unregistered. Jones, Longlands, Campden, Glos. [2283

SIMCA ARONDE, 1955. 6,000 miles. Grey with red leather. £750 Simca Grand Large, 1955. 9,000 miles. Green/grey. £850. Fiat 600C, 1955. 7,000 miles. Light blue. £540. All one owner cars in immaculate condition. John Foxall's Garage, 45, Underhill Street, Bridgnorth, Shropshire. Tel. : 2270. [2285

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1936 FORD 10-H.P. modified C-type 2-seater sports. New hood, sidescreens. Fast, rakish car. Suitable trials or road work. £55. 35, Leigham Avenue, Streatham. Tel. : 3129. [2287A

1931 3-LITRE LAGONDA saloon Engine complete overhaul by Davis 10,000 miles ago. Body fair; 20 m.p.g. on Manchester-Maidstone run. £125, or offer. "Esmeree," Tonbridge Road, Teston, Maidstone. Tel. : Wateringbury 82354. [2289

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TALBOT 105, 1933, Carlton coupé. Blue/blue leather. 71,000 miles. Handbook. Owner going abroad March. Photo supplied. £80, delivered to purchaser. Ashley, Braithwell, Rotherham. [2291

A VERY GOOD 1932 Humber Snipe tourer. Four new tyres. Many new parts fitted. Haggling at £65. P. Carment, "Nethercote," Totteridge Lane, High Wycombe, Bucks. [2292

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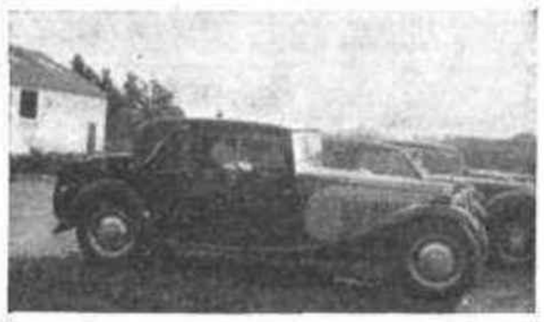


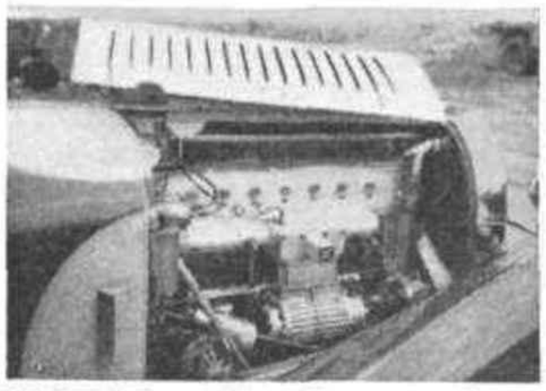
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1938 Lancia Aprilia saloon	**£350**
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1934 ALVIS FIREBIRD. Brakes relined, new cables, clutch overhauled, good oil pressure, body rough. Taxed. £50, o.n.o. 8, Bromley Street, Derby. [2306

CITROEN, 1934 SALOON. Excellent body and mechanics perfect. £35. Tel. : Brixton 4061. [2313

ROLLS TWENTY, 1927, fitted replica 4-door pillarless sports saloon in 1938 by Southern Motors. In excellent order. £255. Taxed. Tel. : Bransgore 450 (Hants.). [2307

M.G. TC, 1949, black. Engine rebored, steering and gearbox overhauled, new hood; bodywork very good. Excellent performance. 30 m.p.g. £360. Barlow, 40, Innage Road, Birmingham 31. [2308

1930 12/50 ALVIS BEETLEBACK. Good body and mechanically sound. £110. Tel. : Esher 5106. [2315

H.R.G. 1,100, 1950. B.R.G. Excellent running order. Tyres as new. Brakes relined. £380, o.n.o. Cleland, 3, Challoner Mansions, Challoner Street, W.14. [2309

LAGONDA 2-LITRE SPEED tourer, 1931. Any trial. £130. 50, Christchurch Road, Sidcup. [2303

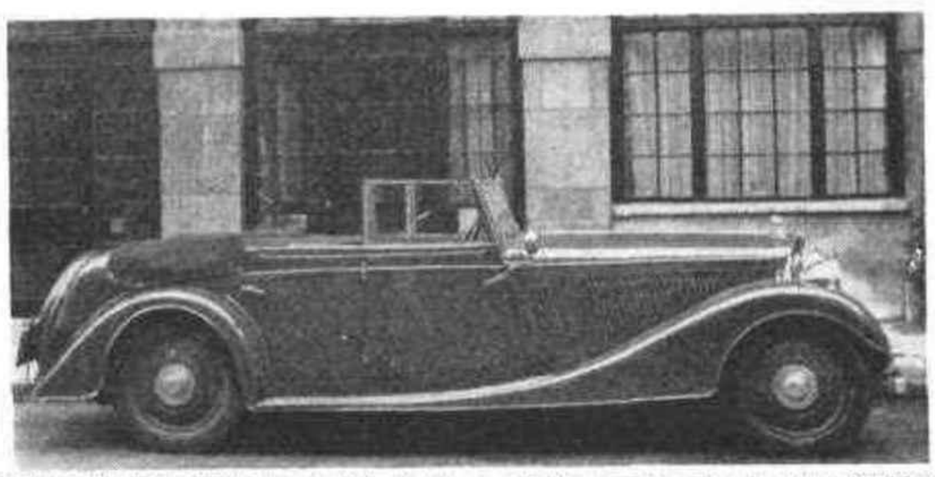
1899 PEUGEOT. Awful condition. Just discovered in farmyard. Bits and pieces all there. £35. Buyer collects. Tucker, Cross Keys Fish Cafe, Devizes, Wilts. [2310

FORD V8 DROPHEAD COUPE, 1939. Excellent cellulose, chrome, tyres, battery and mechanically. Nearest £125. Mrs. Watson, "Clay Tiles," Overdown Road, Bognor, Sussex. Tel. : Bognor 2520. [2311

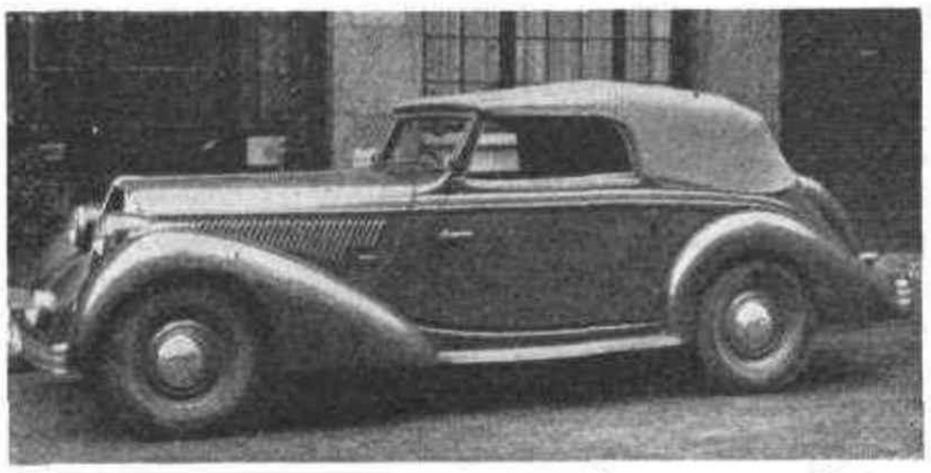
ASTON MARTIN 1½-litre Mk. II saloon. Maintained in top condition. Seen London. £350, o.n.o. Hearn, 79, Harcourt Road, Bushey, Herts. Tel. : Bushey Heath 2062. [2312

1938 LAGONDA V12. Very pretty, short chassis, drophead coupé. British Racing Green. Fitted heater, radio, etc., titled owner. £375. Terms and exchanges. Boundary Garage, Aylsham Road, Norwich. Tel. : 28003. [2316

GROSVENOR 1188 **SIMMONS** GROSVENOR 2635



ROLLS-BENTLEY (July, 1936) 4¼-litre. GP Series drophead coupe by Vanden Plas. Dove grey, with grey trim and ebony fillets. Detailed history. Works-serviced this month with full report. Exceptionally quiet and pretty, and a fairly unique specimen. **£575**



HOTCHKISS (1939/40) "Gran Sport" 3½-litre foursome convertible by Henri Chapron. Reputedly actual Show model and twice Concours winner. First-class maintenance history. Very recently rebored, rebraked and new hood fitted. A brilliant performer and a very rare and pretty bird indeed. **£350**



AUSTIN PRINCESS (1950) A135. Royal blue, with natural pigskin trim. 33,000 miles. Single-carburetter manifold, giving 18 m.p.g. Elegant and luxurious to the most exacting degree. Originally costing over £2,000, these hand-built Vanden Plas models represent, in our considered view, the finest value for money obtainable for many years.

Equipped with radio, heater, Smith Jackall equipment, rimbellishers, twin pass-lights, screen-washers, etc. **£550**

Also two similarly conditioned 1949 models in black with fawn trim at **£485** and **£500**

ROLLS-ROYCE (1934) 20/25-h.p. Choice of three. Two owner-driver saloons by Park Ward and another by Freestone and Webb. All good, sound specimens, fully serviced and schedule checked in our own workshops. Any small outstanding defects which it has been considered unnecessary to rectify will be fully disclosed at the time of purchase. Apart from such disclosed defects, these models are fully warranted in the normal way. **£225 - £275 - £325**

ROLLS-BENTLEY (1935) 3½-litre. CW Series sports saloon by Park Ward. Taken in part exchange last month. Clean and attractive coachwork and trim but mechanically below standard. **TRADE OFFERS ONLY PLEASE.**

We are, from time to time, approached by people who wish to dispose of semi-vintage models at between fifty and one hundred and fifty pounds, often in excellent condition. Although we do not normally take these vehicles in stock we will, nevertheless, be very happy to put those interested in touch with the owners quite gratis.

ALVIS four-point-three-litre (1939) sports drophead coupe by Offord. One of the most renowned luxury sports cars of the immediate pre-war era. Space precludes a detailed description, but it is believed that there is no better-conditioned 4.3 on the road. **£275**

ARMSTRONG-SIDDELEY (1947) Hurricane Special coupe. Manual box. Very recently rebored; recellulosed and rehooded to our order this month. Low mileage, in very fine order throughout, and excellent value by any comparison. **£285**

WILLYS-JEEP (1947), dark blue, red Dunlopillo seats. 100 miles since £49 mechanical overhaul. New battery. Fram filter. Comprehensively equipped with official sidescreens, rubber mats, fire extinguisher, etc. Tough, sound specimen. **£120**

ASTON MARTIN (1934) long-chassis Le Mans tourer. Poor condition. Offers are invited for this vehicle, which was taken in part exchange on New Year's Eve by ex-salesman, now working at his convenience.

EACH ONE OF THE ABOVE VEHICLES, WITH TWO OBVIOUS EXCEPTIONS, HAS BEEN HAND-PICKED BY MEN WHOSE BUSINESS IT IS TO KNOW THEIR JOB THOROUGHLY. WE ARE CONFIDENT THAT SIMILAR SPECIMENS AT COMPARABLE PRICES ARE, IN NORMAL CIRCUMSTANCES, VERY DIFFICULT TO COME BY. AS A RESULT OF THIS SELECTIVE BUYING WE ARE ABLE, BY ARRANGEMENT WITH A PRIVATE CITY BANKING HOUSE, TO OFFER QUITE EXCEPTIONAL HIRE PURCHASE FACILITIES ON EACH AND EVERY VEHICLE WE ADVERTISE.

WE SHALL BE GRATEFUL FOR PARTICULARS OF ANY INDIVIDUALLY-PRODUCED VEHICLES IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. A MEMBER OF OUR FIRM WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

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All Vehicles and Accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

FOR SALE—*continued*

ERSKINE STARIDE, 1954 (cost £850 new), 500-c.c. twin-cam Norton, superlative condition. Present engine approximately 600 miles in one season's racing which included : Brands Hatch, 1st. Juniors : Silverstone, 1st. Chester Sprint, f.t.d. Silverstone 100-mile, 3rd, against Leston and Headland. Price £365. Molyneux West & Co., Ltd., Flixton Road, Urmston, Lancs. Tel.: Urmston 2771. [2039

VINTAGE AUSTIN 12/4 tourer, 1928. New hood just fitted, brass radiator and fittings. Coachwork in beautiful condition and recently repainted. First seventy pounds. Hirst, Tarn House, Wyke, Bradford, Yorkshire. [2042

S.S. CHASSIS. Building " special " but insufficient time to complete. (Engine and tyres in excellent condition.) £65, o.n.o. J. R. Tucker, Officers' Mess, R.A.F., Marham, King's Lynn, Norfolk. [2043

M.G. TC, 1,300 C.C., Stage I. Black/red upholstery. Recond. engine, 9,000 miles. Oversize rears, heater, flashers, sports coil, sealed-beam headlights, late-type carbs., new road springs, etc. Excellent cond. Never raced. £410. Tel.: SPR 3206, after 6 p.m. [2044

WOLSELEY 18-H.P.—1938. Breaking up, all parts for disposal. Matthew's Garage, Windlesham. Tel.: Bagshot 2158. [2050

LEA-FRANCIS 12/40 open 4-seater, 1930. Condition : mechanical superb, bodywork immaculate. £140, o.n.o., includes hood, sidescreens, tonneau, spares. Russell, 167, Wallwood Road, London, E.11. [2051

ALVIS SPEED TWENTY-FIVE, 1938, saloon. Regularly serviced by makers, extremely reliable, fast. £150. Tel.: Putney 4138. [2052

BENTLEY, 1926, 3-LITRE fixed-head coupé. Very good condition. Offers to Box No. T054, Motor Sport, 15, City Road, E.C.1. [2054

LUCAS MAGNETO for double-knocker Norton, new, £8. B.T.H. mag., 500 J.A.P., 50s. 1 1/16-in. Amal 10TT carb., as new, £5. Bronze head 500 Ariel, 1939, £2. 25, Rednal Road, King's Norton, Birmingham. [2059

RILEY KESTREL 1½-LITRE, 1935. Taxed, good tyres, battery, rewired. Good condition. £125. 4, Lower Road, Chorleywood. Tel.: Chorleywood 266. [2060

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FOR SALE—*continued*

FOR FORD TEN: twin S.U. carbs., chromed induction and exhaust manifold complete. Ideal for " special "; £14. Also two 17-in. Morris Eight wheels, with almost new Pirelli tyres and tubes, £9. D. A. Beare, Worth Hall Farm, Worth, near Crawley, Sussex. Tel.: Turners Hill 215. [2055

J2 M.G. Good runner, used daily, fair condition; 35 m.p.g. £70. Bennett, Champions Wharf, Riverside, Twickenham, Middlesex. Tel.: POP 5988, after 6.30 p.m. [2058

1928 DELAGE saloon. Fitted occasionals. Three owners from new. Original log book available. Any trial. £125 or near offer. Box No. T061, Motor Sport, 15, City Road, E.C.1. [2061

PRIVATELY-OWNED A40 sports. Black. June, 1952. Heater and extras. Taxed, insured for year. 32 m.p.g., 65 m.p.h. cruising speed. Perfect condition. Three months' guarantee given. £500. Box No. T062, Motor Sport, 15, City Road, E.C.1. [2062

DELTA-M.G., 1952, 1,460 C.C., nominal mileage. Flowed head special manifolds, Laystall crankshaft copper-lead-indium mains, rods, crank, flywheel balanced, engine unburstable, alloy radiator. Professional body. Eligible sports-car events. Standing quarter, 18.28 sec., in adverse conditions. Power curves available, 150 b.h.p./ton. Recently stripped and rebuilt but owner now in Africa. A.A./R.A.C. inspection welcomed. Ready immediate use, with trailer if required. £245, being under cost of material. Seen XL Service Station, Kingston Vale, S.W. Tel.: Kingston 8333. [2064

TALBOT 105—1936. Black saloon, good body and mechanical condition. £120, o.n.o. Box No. T065, Motor Sport, 15, City Road, E.C.1. [2065

£110—1932 M.G. 2-seater, excellent general condition. Upholstery, hood, battery nearly new, five excellent tyres, hydraulic brakes, spare engine, clutch, gearbox, steering assembly. Now running firm's car sole reason sale. Tulloch, 95, Rivermeads Avenue, Twickenham. [2066

ORIGINAL 750 AUSTIN Ulster. Genuine Ulster engine, fitted Cambridge h.c. head. New tonneau and hood. " Eltos " remote change. 17-in. wheels with new tyres, also 19-in. available with tyres if required. Host of other spares, including complete hydraulic front-brake conversion kit. Complete car rebuilt Nov., 1955, and perfect in every respect, finished in B.R.G. This car must be one of the smartest Austins in the country. £150. Wanted : PB M.G., excellent condition, without engine. Nicholson, Mere House, Hamble, Hants. Tel.: 2172. [2067

WEBER 36DO3 CARBURETTERS for sale; all jets and chokes available; £5 each. Quantity Alfa-Romeo 6c/2500 and 6c/2300 spares available. Also old *Autocourse* and American magazines. Piper, 2, Smith Lane, Thorney Island, Hants. [2068

ALLARD, late 1939, short-chassis 2-seater, Mercury engine with Scintilla magneto. Rudge wheels. Fully equipped. A good, fast practical car. £220. Tel.: MAR 3525, or Ball, 2, Irvine Road, Colchester. [2069

1934 RILEY NINE. Good mechanical condition; body very rough. £30, or will break up for spares. Box No. T070, Motor Sport, 15, City Road, E.C.1. [2070

CITROEN LIGHT FIFTEEN roadster, 1939. Excellent condition, resprayed, new P.V.C. hood, rechromed, brakes relined, at cost of £150. Twin carburetters. Very fast, comfortable ride. £250, o.n.o. Dr. Probyn, Churchinford, near Taunton. [2071

RILEY, 1938, 1½-LITRE Victor saloon. Overdrive, freewheel, heater. New battery. Tyres sound. Best offer over £100. Sinclair, 74, Manley Road, Manchester 16. [2076

VINTAGE " T " FORD, 1924, saloon. Standard 1922 tourer. 32, Holls Lane, Norwich. [2077

£15—1929 MORRIS-COWLEY coupé, sound but neglected. No reason for sale. Box No. T992, Motor Sport, 15, City Road, E.C.1. [1992

WOLSELEY FOURTEEN rear spring, one radiator muff, 1937 model. One camshaft with bearings, VA M.G. 1½-litre. £6 the lot. 101, Collinwood Gardens, Ilford. Tel.: CRE 1429. [2078

HUMBER 16/50 drophead, 1931, described April, 1954, *M.S.* 36,000 miles and two owners only. All tools and handbook. Six good tyres. Two good batteries. Twin S.U.s; 23 m.p.g., 65 m.p.h. Car as new. Worth £150, but your offer secures. Morey, Tel.: Bishopsgate 4373, ext. 44, office hours. [2079

RILEY KESTREL SPRITE 27K. Overhauled engine, clutch, etc.; 40 lb. oil pressure. Fitted Scintilla, twin S.U.s, wipers, windtone horns, spot, etc. Chrome and paintwork good. New interior head lining. Good tyres. 27 m.p.g., 80 m.p.h. Very cheap enthusiast's car. £185; would consider suitable exchange. 47, March Street, Burnley. [2080

FORD EIGHT engine, just bored, £5. M-type engine parts, including crankshaft, cheap to callers. 11, Hall Road, Smallshaw, Ashton-under-Lyne, Lancs. [2082

M.G. TA SPARES. Block, springs, absorbers, linings. Automobile Engineer, 1910 onwards. 22a, Lyford Road, S.W.18. [2084

FOR SALE—*continued*

AUSTIN SEVEN, 1935. Breaking for spares. All parts available. Cheap. Adamson, " Windyridge," Hallmoss Lane, Bramhall, Cheshire. Tel.: BRA 2807. [2083

ABSOLUTELY BRAND NEW Andre-Harford shock-absorbers, large type. Suit Bentleys, Mercs., Lags., etc. £2 each. Carriage extra. Box No. T085, Motor Sport, 15, City Road, E.C.1. [2085

1935 2.3-LITRE 8C s/c. Alfa-Romeo with comfortable full 4-seater Farina drophead coupé body. Most attractive lines and performance. 26, Beresford Road, Birkenhead, or Tel.: Birkenhead 7806. [2091

UNFINISHED K3, KN engined, fibreglass body. Career forces sale. Potential £200 job for £75. Box No. T092, Motor Sport, 15, City Road, E.C.1. [2092

1947 TRIUMPH 1,800 Roadster. Taxed and insured. Fitted new hood last November. Radio and heater. £360. Jewkes, 173, Fillongley Road, Meriden, near Coventry. Tel.: Meriden 281. [2093

CHEAP HEAP. 1935 Austin Seven. Neo-Gothic tourer foursome. Fantastic reliability. Sound throughout except flapping wing. £35 would console. Tel.: VAL 2778. [2094

RILEY NINE saloon, May, 1929. Excellent fabric exterior. Interior trimming as new. All original. £45. Westleigh Farm, Batheaston, Som. Tel.: Bath 88831. [2095

M.G. 2-LITRE, 1937, coupé. Ex. all round. Recent engine. £160, or take rough Rapier or similar part exchange. 67, Shelson Avenue, Feltham, Middlesex. [2096

FORD GIRLING front axle, complete with hubs and brakes. Set " Big Seven " Girling-pattern brake shoes, new linings. Centric Type 260 blower with 2-belt pulley, perfect condition, suit 1½/2-litre. Offers. Cracknell, 52, Arden Oak Road, Sheldon, Birmingham. [2097

MERCEDES-BENZ, 1939, Type 230 saloon. Excellent condition. Original carpets. Handbook, radio, etc. 20 m.p.g. £275, o.n.o. Consider 4-berth caravan in part exchange. 42, Attenborough Lane, Chilwell, Notts. Tel.: Beeston 25-5509. [2099

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ALVIS TA 14

Four-seater drophead. First registered 8/11/50. Two owners. Perfect mechanical condition and is guaranteed for three months. Has just been resprayed but requires new top. This is a special body of Le Mans type. **£395.** *Terms and Exchanges.*

OSCAR MOORE,
204, BALLARDS LANE, N.3
Tel.: Finchley 2920

FOR SALE—*continued*

SINGER ENTHUSIASTS. 1937 Singer Le Mans 2-seater. Excellent condition. Engine rebuilt 1955. New hood, tonneau, tyres. 14, West Road, Loftus. [2267

£37 10s.: ALVIS 4-seater drophead 13.2-h.p. Reg. 1935. Running order. £65: 1937 D.K.W. 4-seater saloon. Engine needs attention. £135: Humber Snipe 16-h.p. Reg. 1946. New tyres. £150: 1940 Lancia Aprilia drophead 4-seater. Gira body. £12 10s.: Fergerson engine, similar Vanguard. Bacon, 136, Kettering Road, Northampton. [2268

1930 "ULSTER" AUSTIN. Engine just rebuilt. Body requires attention to detail. £105, o.n.o. Rolfe, Orchard Cottage, College Road, Woking. [2269



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FOR SALE—*continued*

FRAZER-NASH T.T. replica, 1935, 1½-litre Blackburne engine and sloping radiator. Shelsley brakes and steering box. Very attractive car. £300, o.n.o. Rolfe, Orchard Cottage, College Road, Woking. [2270

Bob Glynn Sports Cars

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£385. 1947 **HEALEY-DUNCAN 2½-litre** sports 2-seater. This must be the prettiest one available. Full details on application.

£335. 1948. **CITROEN Light Fifteen** sun saloon de luxe. A most immaculate car in specimen condition. Polychromatic grey cellulose with spotless maroon leather interior. Fitted twin spotlamp and fog-lamp, windscreen-washer, rad. muff and excellent tyres.

£225. TRIUMPH DOLOMITE 14-h.p. sports saloon with sun roof. A really magnificent car with performance to match its looks. Splendid dark green cellulose and chrome with lovely leather upholstery. It would be hard to find fault with this car and we recommend it as a thoroughly sound and genuine proposition. Excellent tyres, etc.

£185. TALBOT 10-h.p. pillarless sports saloon with sun roof. This is an exceptionally fine and sound little sporting car in every way. The coachwork is absolutely tip-top, finished in a most attractive polychromatic green cellulose (recently done) and very smart chrome; it looks really right and handles beautifully with its excellent steering, brakes, transmission and suspension (latest piston-type dampers). Fitted brand new Exide battery, spotlamp and very good tyres all round.

Immediate H.P. terms on all the above (one third deposit) and Insurance.

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FOR SALE—*continued*

DERBY F.W.D., runner. 4 ED Meadows reconditioned. New c.w. and p. Best offer, or will break. R. C. S. Watson, 22, Sycamore Avenue, Boythorpe, Chesterfield. [2271

S.U. ELECTRIC PETROL PUMPS. Ten 12 volt, eight 6 volt. Guaranteed first-class condition. £2 each, postage 1s. 6d.; or C.O.D. Box No. T272, MOTOR SPORT, 15, City Road, E.C.1. [2272

DISMANTLED RILEY NINE, 1934, Kestrel. All parts good. Cheap, quick sale. Wanted any Riley literature. 33D, Barras Lane, Coventry. [2273

LANCIA APRILIA. £220. Well found 1937 model, complete and original. Sound, unrusted body. Extremely quiet engine uses virtually no oil and maintains maximum pressure all times. No offers. 6, Reynolds Road, Hove Tel.: 39194. [2274

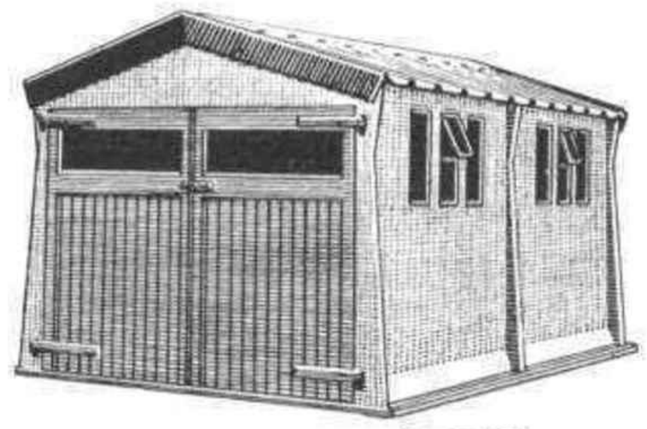
HORNET WINTER SALE. Clearance. Cranks, heads, gearboxes, drums, doors, etc. List. S.A.E. Hornet Spares Service. 14, Orchard Way, Luton, Beds. [2275

RILEY STELVIO, 1933. Mechanically good. Body damaged at rear. Repairable. £25, o.n.o. 5, Manor Road, Chadwell Heath, Romford, Essex. [2276

£30 OR OFFER. 1927 Fiat 509. Taxed. Spares. Stabled near Aldershot. Box No. T279, MOTOR SPORT, 15, City Road, E.C.1. [2279

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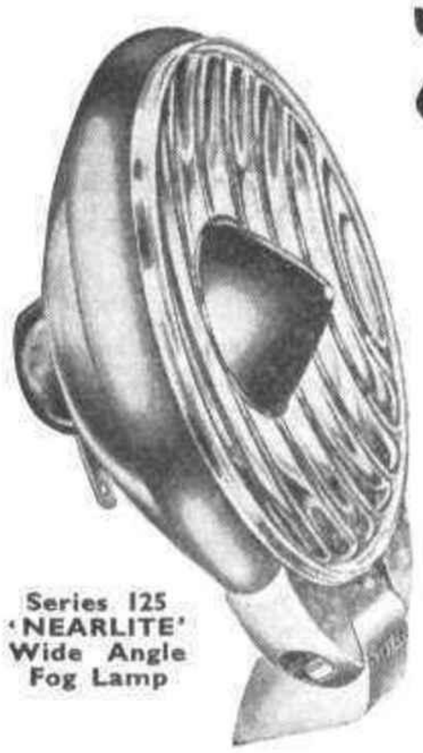
MARLEY CONCRETE LTD. Shurdington, Nr. Cheltenham

MARLEY CONCRETE LTD. Waterloo, Poole, Dorset

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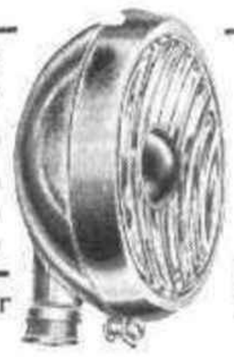
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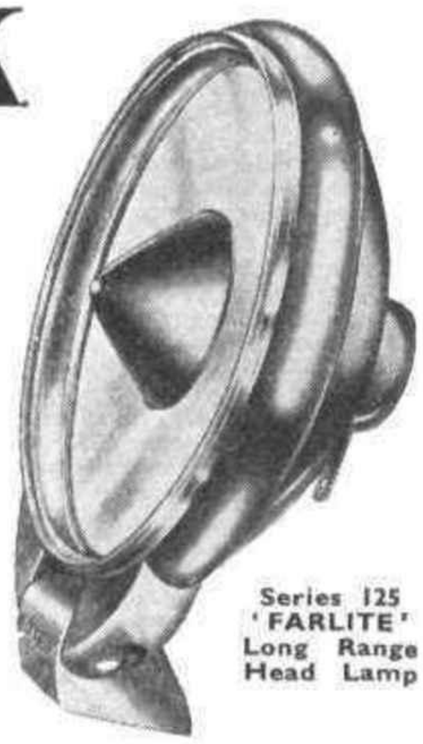
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FOR SALE—*continued*

VINTAGE SUNBEAM 20.9, 1930, fixed-head coupé, four seats. £70, o.n.o. Tel.: Haslemere (Surrey) 1370, after 8 p.m. [2129

FREEHOLD COUNTRY GARAGE and Agricultural Works. Well equipped, scope for development. Attractive amenities. £2,300. Devon. Illness. Box No. T130, MOTOR SPORT, 15, City Road, E.C.1. [2130

1922 3-LITRE BENTLEY, mechanically sound. Re-registered 1937. Requires slight attention. £110. Details, Lindley House, Beach Road, Northwich. [2131

M.G. TA Tickford body (minus seats and instruments), bent chassis frame (repairable), rear springs, prop.-shaft, front Newtons (with brackets). Number other spares. Offers, Tel.: Woldingham 2166, after 7 p.m. [2132

A.C., 1940, drophead coupé. Excellent condition. Demister. Oil nil. £80 spent on engine, clutch, king-pins, bushes; bills shown. £300. 5, Kirby Road, Blackpool (Tel.: 26452). [2133

FOUR ANDREX SHOCK-ABSORBERS complete with telecontrol to one pair. Cost £33. £25 or offer. 19, Bridge Gardens, East Molesey. [2134

M.G., 1936, 2-litre saloon. Engine needs attention but goes. Paintwork rough. £45 or offers. Henebery, 14, Lower Camden, Chislehurst, Kent. Tel.: Imperial 3092. [2135

BUCKLER, 1955, 3,000 miles. Fully equipped aerodynamic coachwork. All "mods." to Ford Ten engine. Opportunity to purchase virtually new potent sports car for £395. Tel.: Richmond 0475, evenings, weekends. [2136

RILEY NINE, 1932, Continental tourer, conversion to 2-seater unfinished New radiator, three new tyres 475/21. Considerable mechanical re conditioning carried out. Until crankshaft broke was in good running order. £30 or. Tel.: Tudor 1751. [2137

FOR SALE—*continued*

ROCHDALE-BUCKLER, 1954, 1,172 Formula car with normal road comforts. H.C. head, twin S.U.s, 4-branch, Lotus wheels, 12-volt system, Alfa-red fibreglass body, tonneau, hood, Le Mans lights. Cared for like the baby that's displacing it. Complete history, lap times. Start arguing £335. Staniforth, 7, Featherbank Mount, Horsforth, Leeds. Tel.: Horsforth 3726. [2138

SINGER 1½-LITRE, 1935, 4-seater sports. M.G. F-type, 1933. Stuart, 12, Homestead Road, Kempshott, Basingstoke, Hants. [2140

ALVIS 20-H.P. spares in good condition. Engines, gearboxes and most other parts, including good saloon body. Reasonable offers taken. Busbridge, "The Orchard," Wooburn Green, High Wycombe, Bucks. [2141

£50—AUSTIN SEVEN Special. Lowered suspension. Cambridge Engineering body. Tonneau. Fold-flat. Good condition. Box T142, MOTOR SPORT, 15, City Road, E.C.1. [2142

1937 ROVER FOURTEEN saloon, in excellent condition, exchange for sports car or sell, £150. 1932 Alvis 12/50 engine, complete less electrics, £15. 1938 Alvis Speed Twenty-five engine less cyl. head, gearbox and rear axle. Large stock of Alvis spares for all models. A. Langham & Sons Ltd., Walnut Street, Leicester. [2143

FOR SALE—*continued*

ROLLS-ROYCE, 1934, 40/50-H.P. Phantom II, fitted close-coupled saloon by Fernandez and Darrin; eng. fitted high-lift camshaft. Car in really first-class condition, total mileage 94,000. £275. N. Du-Rose, Ulceby Manor, near Alford, Lincolnshire. Tel.: Alford 3122. [2144

1937 OPEL SUPER SIX tourer, £55, o.n.o. Maywood, 169, Alexandra Road, Peterborough. Tel.: 3991. [2145

DISMANTLING 1935 TALBOT 14/65. Reasonable prices. Tolman, 281, Cellbarnes Lane, St. Albans. [2146

LANCIA AUGUSTA, 1936, £135. Vauxhall, 1936, Fourteen saloon, 57,000 miles, very good order and appearance, £75. Alvis 4.3, 1937 chassis, post-war convertible body, excellent mechanically, £195. Exchanges, terms. Write: 139, Croydon Road, Caterham, Surrey. [2147

HANDSOME HUMBER VOGUE Twelve 1934, sportsman saloon. Yours for £85, o.n.o. Excellent runner. Hignett, 82, Queen's Road, Richmond. Tel.: Richmond 4754, after 7 p.m. [2148

1952 DROPHEAD MORRIS Minor, NPO 651. Alta o.h.v., twin carbs., multiple exhausts, etc. Extras and spares over £100. Probably fastest Morris in country, 80 m.p.h. plus. £425. J. Miles, Cudlow, Rustington, Sussex. [2149

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1926 ROLLS TWENTY brake, good condition. Five almost new tyres and one new in wrapper. Robert Thwaites, Playing Place Garage, Truro. Tel.: Feock 238. [2151

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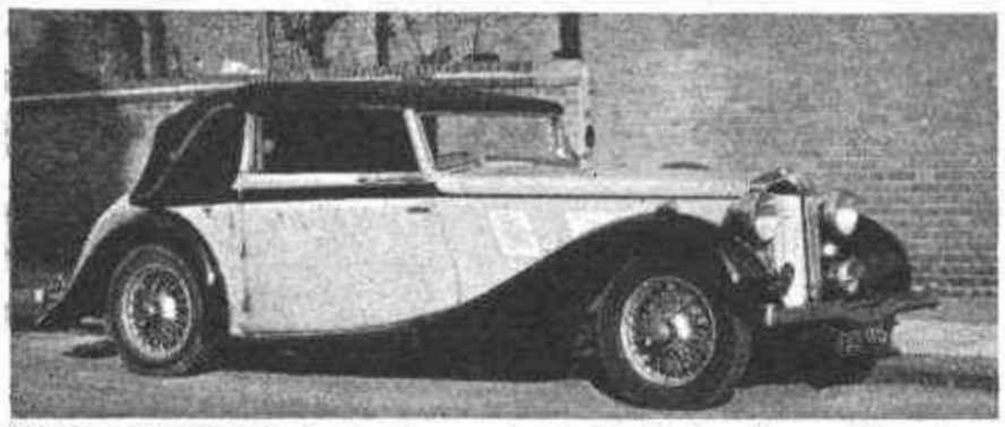
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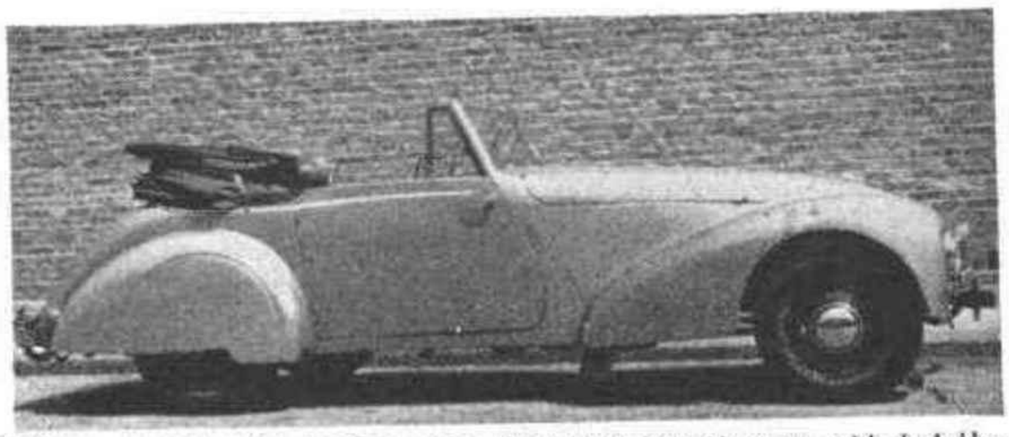
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1939 2.6-LITRE M.G. drophead coupe, finished in black and grey, with steel grey leather interior. The hood is black and brand new. Good tyres and chromework, very nice dashboard and door fillets. This attractive car is offered at the extremely low price of **£195.**



1948 (Aug.) ALLARD drophead coupe, finished in light blue/grey, with dark blue hood and interior trim. This car is in good condition and gives a very good performance with a reasonable degree of economy. The Ford V8 engine was fitted in 1952. All tyres are good and the bodywork, which is aluminium, is in good condition. **£295.**

BENTLEY 3-LITRE RED LABEL Vanden Plas 4-seat tourer, in original order, just recellulosed in B.R.G., with green leather interior and brand new hood. Beautiful dashboard, good tyres (two spares). A-type gearbox. A good example of this famous marque. **£295**

1953 MORRIS MINOR convertible, with black coachwork and hood, fitted with red carpets and link-mats. The engine is in excellent condition and the mileage recorded is 22,500, which is believed to be genuine. All tyres are good and have been puncture-proofed. A lively, economical little car at the modest price of **£415**

1951 JAGUAR XK120, with a special 4-seat hard-top coupé body fitted in 1954/55 by McGown of Belfast. A large rear window opens into the luggage compartment, which is very useful. Top overhauled during mid-1955 and new front dampers fitted. Very good chrome and bodywork. Recorded mileage is 22,000. This unusual car is attractively priced at **£575**

1937 DAIMLER STRAIGHT EIGHT, with the short, 4-light sports body, finished in black, with brown hide upholstery. Very good tyres, good plating, etc. The coachwork is unblemished and the engine has had a very recent overhaul, and really sparkles. An excellent car for every occasion. **£245**

1935 BENTLEY 3½-LITRE drophead coupé by Barker, finished in birch grey, with beige upholstery and cream lacquered dashboard and door fillets. The green hood is new and the chrome plating is excellent. The large boot, which is bottom-hinged, will carry an enormous amount of luggage. This beautiful car, with its high reputation for reliability, is offered at the low price of **£425**

HUDSON/ESSEX TERRAPLANE 4-seat tourer (which has similar body lines to the Brough Superior) is finished in black, with red interior trim. The doors have special glass windows, the fawn hood is good, as is also the chrome plating and tyres. New headlamps, twin tail-lights, etc., and a host of electrical gadgets. The thrifty 27-h.p. Hudson engine gives almost 20 m.p.g. A few spares from the previous owner go with the car. Incidentally, he had this car for 18 years. **£135**

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NO GARAGE? Weatherproof covers solve car protection problem cheaply and effectively. For free folder write, Southbourne Accessories (M.S.), 16, South Ealing Road, London, W.5 [2152

DELAGE, 1934, 2-seater, d.h.c., 4,050 c.c. Very good original condition; 18 m.p.g. Photos. £100 or swap, W.H.Y.? Tel.: EDG 1502. A. C. Buffery, 36, St. David's Drive, Edgware, Middlesex. [2153

BREAKING HUMBER, 1926, 11.8. Sound gearbox and rear axle, f.w.b. Morris, 1934, 10.6, good engine. Vauxhall, 1936, 12-h.p. drophead, sound rear axle. Triumph, 1934, crown-wheel and pinion. Austin Ten crown-wheel and pinion, 1939. The Forge, Green Lane, Hanworth, Middlesex. [2154

ENGINE, Morris Eight Series E, excellent condition but minus head and flywheel. £8 10s. Tel.: Farningham (Kent) 2277. [2155

AUSTIN RUBY, 1934, engine complete with accessories, reconditioned block, new pistons, Laystall ground crank, £27. Four-speed box for above, £3. Front and rear axles available and two wheels shod 4.50 by 17 almost new tyres, £4 each wheel. Box No. T156, MOTOR SPORT, 15, City Road, E.C.1. [2156

1935 MODEL 3½-LITRE Park Ward Bentley saloon. Impeccable original condition, unmarked black cellulose, maroon hide interior. Mechanically faultless. Full equipment. Exchange post-war sports car, saloon, or £325. 1949 Lea-Francis coachbuilt shooting-brake, exceptional condition throughout. Riley green cellulose, leather interior; radio and extras fitted. £235. Wych Engineering Co., Station Garage, Droitwich Spa. Tel.: 3378. [2157

MORGAN THREE-WHEELER SPECIAL for sale. Please write for full particulars. Church View, Watling Street, Wall, Lichfield, Staffs. [2158

HORNET SPECIAL SPARES, 1934. Miscellaneous engine and chassis parts, all very sound. S.A.E. 73, Bakers Lane, Sutton Coldfield, Warwickshire. [2159

4-SEATER HOOD FRAME, fold-flat screen, aero-screens, spare wheel carrier, 18-in. M.G. centre-spoked wheels, 12-in. Lockheed hydraulic brakes, complete set-up for M.G. Singer Nine Le Mans cyl. head, front axle. S.A.E. 73, Bakers Lane, Sutton Coldfield, Warwickshire. [2160

1933 TRIUMPH TEN front axle sound, £2. 65a, Wembley Park Drive, Wembley. [2161

FOR SALE—*continued*

SINGER NINE Le Mans, £55, excellent condition, 5,000 miles since £100 spent. Bills, photos, spares available—however no rear body. Time shortage forces sale in Farnborough. Box No. T162, MOTOR SPORT, 15, City Road, E.C.1. [2162

BUCKLER-FORD TEN. All-enveloping body, i.f.s., full weather equipment. £300, o.n.o. S.A.E. details. Pople, 39, Flamborough Road, Ruislip Manor, Middlesex. [2163

M.G. NA MAGNETTE, 1934. Body excellent, mechanically sound. New hood, batteries, re-treads, oil coil. Enthusiast's dream for £125. Smith, Berrington Orchards, Chipping Campden, Glos. [2164

MORGAN, 1938, 4-seater. Coventry-Climax. In really good condition, engine, front suspension, back axle overhauled; finished in good red cellulose. £225, o.n.o.; 50% H.P. arranged, or part exchange Lancia Aprilia, Volkswagen or lively hard-top. 37a, Beulah Hill, Upper Norwood, S.E.19. Tel.: LIV 5991. [2165

1936 ALVIS Silver Eagle sports saloon; 100% mechanically and bodily; many extras. Exchange open Frazer-Nash, A.M., Riley, or sell, £175. Bray, 377, Fishponds Road, Bristol 5. [2166

SPARES AVAILABLE for A.C., Alvis, Bentley, Lagonda, Sunbeam, Rover, Singer, Morris, Austin, Ford, and most other makes. A. Fielding, Lerry Garage, Talybont. Tel.: 79. [2167

CYCLE WINGS (domed and beaded), steel. 5-in., 6-in. and 7-in., 10s. 6d. each fronts, 13s. rears. Also alloy. Carriage and packing: 4s. pairs, 5s. 6d. sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [2168

B.M.W./FRASER-NASH, Type 34, black saloon. 1½-litre, 2-litre box. Complete overhaul 12,000. Oil pressure fair. New brake cables. Good tyres. Shabby rear seat. New covers front. £85, o.n.o. Seen Cardiff area. Box No. T100, MOTOR SPORT, 15, City Road, E.C.1. [2100

DISMANTLING SINGER Le Mans, all parts available. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769—evenings, weekends. [2101

DISMANTLING TRIUMPH DOLOMITE, all parts available. Paris, 6, Fort Road, Halstead, Kent. Tel.: Sevenoaks 3769—evenings, weekends. [2101A

TRAILER, welded steel channel, hitch, brakes, corner jacks, low loader, capacity 1 ton, £30. View, XL Service Station, Kingston Vale. Tel.: Kingston 8333. [2105

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OFFERED FOR SALE. A comprehensive selection of genuine Morris Minor 1952 spares. Rear axle 9/41, front suspension, etc. Detailed list supplied on inquiry. This is an excellent opportunity for the enthusiast wishing to construct his own "special." To make a favourable purchase apply: Merchiston Motors, Merchiston Mews, Edinburgh 10. Tel.: Fountainbridge 2785. [2103

1955 VOLKSWAGEN de luxe, 17,000 miles, fuel, oil-temperature gauge and clock, screen-washers. Owner going abroad. Offers from £600. Crosse, Hinton Place, Hinton St. George, Somerset. Tel.: Crewkerne 292. [2104

LAGONDA 2-LITRE, 1932, 4-seater tourer. Good interior. Sound, well maintained. Needs rebore to put in good condition. £130, o.n.o. Page, 132, Derbyshire Lane, Stretford, Manchester. Tel.: Longford 1020. [2106

ALVIS 12/50 2-seater, with dickey, £45. Austin Chummy saloon, 1930, £22 10s. Both sound and original. Pair P100s, immaculate, £10. Booth, 33, Northgate, Huddersfield. [2107

1913 STAR tourer, original and perfect throughout. Instruction book and tools. Genuine 11,000 miles. Stored most of its life. £195. Booth, 33, Northgate, Huddersfield. [2108

1937 1½-LITRE Type 40 Frazer-Nash convertible 4-seater. Quantity spares, 1931-35 Riley Nine, including two S.U. carb. head complete. 1947 Austin Ten engine. Targett, Upp-Woodford, Salisbury. Tel.: Woodford 292. [2109

ROLLS-ROYCE PHANTOM II, 1933, Continental sedanca-de-ville by Hooper. Quite nice order throughout. £150, or exchange something smaller. 1624, Bristol Road South, Rednal, Birmingham. [2110

SUNBEAM 24-H.P., 1933, cracked head, new c.w. & p., four k.o. wheels, 7.00 by 18 Dunlops nearly new. £50 or would break for spares. S.S. Jaguar, 1938, 2½-litre saloon, interior rough; believed to have been fitted with Mk. VII gearbox; £70 or would break for spares. Campbell's Garage, Main Street, Pembroke. [2111

1931 RILEY NINE, almost complete engine, £4. Malin, 11b, Clifton Park, Bristol. [2114

FOR SALE—*continued*

1916 MORRIS COWLEY 4-seater saloon (protc- type), 4-cylinder, 11.9-h.p. Repainted, brakes relined, new tyres (two spares), gearbox overhauled, clutch relined, new seats, electrics. £245. Box No. T177, MOTOR SPORT, 15, City Road, E.C.1. [2177

1924 ROLLS-ROYCE Silver Ghost. Through unforeseen circumstances Exceptionally clean car. Saloon. Mechanically sound, re-upholstered. £200. Box No. T178, MOTOR SPORT, 15, City Road, E.C.1. [2178

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MAGNIFICENT MOTORING for £85. Superb 1934 Straight Eight Packard drophead coupé, surprisingly good on petrol, amazing condition, always properly serviced. Smith's, 86, Chalk Farm Road, N.W.1 Tel. : GULliver 2767. [2180

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1940 ALVIS 12/70. Body damaged. Chassis guaranteed A1 by Alvis Ltd. £115, o.n.o. Tel. : PRI 4401. [2182

RENAULT 8.3-H.P., 1939. Reconditioned engine, fair condition. £125. Complete engine and gearbox stripped to clear. Offers. Harvey, 84, Westminster Bridge Road, S.E.1. Tel. : WAT 3239. [2191

H.R.G. 1,100, 1947. Good condition. Recently repainted blue. Bills available. £350. Box No. T193, MOTOR SPORT, 15, City Road, E.C.1. [2193

1936 SPEED TWENTY-FIVE V.D.P. Alvis tourer. Good original condition. Garage size forces sale. £225, o.n.o. Tel. : POP 1459 [2194

1955 LOTUS MK. VI 1,172 c.c. Four-speed gearbox, hydraulics, Alfin drums, wire wheels, Rudge hubs, special rear axle with "A" bracket, spare C.W.P., Aquaplane mods, plated outside exhaust; 8 cwt. Finished blue cellulose. Approx. 1,500 miles only. Price £550. C R.G. Engineering Co., Ltd., Station Road, Edenbridge. Tel. : 3289, 2372. [2195

1936 RILEY NINE Merlin saloon. Grey, red leather upholstery. Above average condition throughout. Owner going abroad. £125. Tel. : Hornchurch 2232, after 8 p.m. [2196

ASTON MARTIN sports, 1939; first registered 1940, 2-litre, long chassis. Five good tyres. B.R.G. New hood. Excellent condition. £300, o.n.o. Box No. T197, MOTOR SPORT, 15, City Road, E.C.1. [2197

VOLKSWAGEN CARS and commercial vehicles for immediate delivery; also service and spares. Webb's Garage, 145/9, North Street, Romford, Essex. Tel. : Romford 1021. [2198

1955 (NOV.) HILLMAN Californian. Red/cream. Heater. £785. Webb's Garage, 145/9, North Street, Romford, Essex. Tel. : Romford 1021. [2199

12/50 ALVIS, 1930, shooting brake; 32 m.p.g Oil negligible. Cycle-type front wings. Good battery. £45. Tel. : Sanderstead 4935 [2200

RILEY KESTREL 12.4, 1937. Riley Invicta 12.4, 1938. Others in stock. Spares in stock, 1928 to 1938. New and secondhand replacement brake shoes, £4 10s. a set. Replacement clutch linings and brake cables, etc., etc. Rileys bought, any condition. Send stamped addressed envelope for replies H.P. terms arranged. Clarke, 168, Lee High Road, S.E.13. Tel. : Lee Green 8904. [2201

RILEY 1½-LITRE KESTREL. Preselector twin Zeniths. Excellent condition throughout. Owner going abroad. £125. Plowman (Tel. : Hamble 3149) (near Southampton). [2202

ALLARD, 1949 drophead sports coupé in immaculate condition with several extras. £275, o.n.o. Tel. : Melton Mowbray 533. [2203

DELAGE, 1926, DISS. One owner since rebuild, 1948. Very good mechanical body, upholstery, hood, chrome rad. Fast, economical. Four spare wheels c/w. tyres and tubes. Two 6v. 120 Amphr batteries. Perfect Ducellier starter, 100% modified clutch. £110, o.n.o. 53, St. Marks Road, Hanwell. Tel. : EAL 1544. [2204

RILEY KESTREL 12/4, 1935. Mechanically sound. Good tyres. Preselector. Insured. Must sell. Start bargaining at £35. Crowder, 394, Wilmslow Road, Withington, Manchester 20. Tel. : Didsbury 1882 (not Feb. 3, 4 and 5). [2205

RILEY KESTREL Big Four, 1938. Overdrive. Blue with red upholstery. £220. Smith, 49, Westfield Drive, Loughborough. Tel. : 4329. [2207

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1953-BUILT BUCKLER/FORD, Aquaplane head, high-lift cams, twin and single manifolds, close ratio box. Very fast, spare reconditioned engine, £250. Mayford Motors Ltd. Tel. : Woking 9. [2206

RILEY SPARES AND SERVICE (open until 8.0 p.m., including Sunday). New and used spares for all pre-war models including : valves, 9s.; guides, 4s.; valve springs : single, 8s. set, double, 14s. set; gaskets, 17s. set; brake cables, 22s. 6d.; Speedo cables, 22s. 6d. complete; crown and pinion, £7 10s. Solid copper head gaskets, 14s. 9d.; track rod ends, 17s. 6d. All plus postage. Exchange dynamos, starters, clutch plates, brake shoes, 1½-litre oil pumps. New racing 9-h.p. oil pumps. Immaculate 1935 Mentone saloon. Radio, heater, etc. £125. Welford Bros., Central Garage, Rothley, near Leicester. Tel. : Rothley 140. [2246

S.S. ONE, 1935, saloon. 16-h.p. engine, back axle, gearbox recently overhauled. Brakes relined. Body and chrome sound. £125. 47, Copley Park, S.W.16. Tel. : POL 2883. [2245

A SPECIMEN V12 Lagonda, 1938 (the sportsman's Rolls-Royce). Beautiful model in good condition. £260 gns. (part exchange considered). Banks, seen at Pusey Street Garage, Oxford. Tel. : 55003. [2247

LANCIA LAMBDA. A respectable vintage car in excellent condition. Good hood and side curtains. £120. Banks, Shilton, Oxfordshire. [2248

ALVIS 12/50 STANDARD 4-seater tourer. Specimen order. £200 renovation 1954. New tyres. Looks like the day it left the works. £185. Hopcutt, Station Garage, Wolverhampton. Tel. : 25707. [2249

LAGONDA 4¼ Pillarless saloon, 1935. Very good mechanically Body fair. £150. Hopcutt, Station Garage, Wolverhampton. Tel. : 25707. [2250

ROESCHE TALBOTS 3½-litre, 1937, sports saloon. Beautiful body and engine. £195. Also 18/75, 1935. Good chassis and engine, body scrap. Write for details or ring Glossop 158, Rosebank, Hadfield, near Manchester. [2251

L-MAGNA M.G., 1934, 4-seater. Red. Good condition. £110. Lam, 27, Clifton Gardens, Canterbury. Tel. : 5300 (evenings) [2252

1939 MORGAN 4/4 2-seater. Reconditioned engine, with many spares. £200. Sgt. Corbett, R.A.F., Topcliffe, Yorks. [2253

TALBOT 75 saloon, 1935. Preselector with automatic change. Amazing condition throughout. £125. Terms and exchanges. Oscar Moore, 204, Ballards Lane, N.3. Tel. : Finchley 2920. [2255

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M.G. TC, Nov., 1949. Excellent all round condition. Enthusiastic engineer maintained. Tonneau, Andre tele-controls. £420. 46, Gopsall Street, Leicester. [2257

SINGER LE MANS 2-seater. Excellent condition, completely overhauled. £150, or exchange saloon same value. Hodson, 18, Claymills Road, Stretton, Burton-on-Trent. [2258

MICRON "MISTRAL." Fibre-glass body. New, slight reduction. "Fe-el" tube chassis, new. Ford Ten parts. Complete. Recent exchange engine. Reardon, Stallington, Blythe Bridge, Stoke-on-Trent. Tel. : Blythe Bridge 3246. [2259

RILEY KESTREL 9-h.p. Special series engine block 1936. In reasonable condition. Thain, "Queens Head," Fishers Pond, Eastleigh, Hants. [2260

TRIUMPH SPORTS 4-seater, 1935, 15-h.p. New hood, brakes, etc. Reliable. Cracked externally in block. Offers. "Dorrie," Smithfield Road, Woodlands Park, near Maidenhead, Berks. [2261

RILEY USED PARTS, 1928-38. Engines, saloons, Chili Parlour By Pass, Hatfield, Herts. [2262

1934 RILEY NINE MONACO. Aluminium body, preselector. £65. Johnson, 104, Ickenham Road, Ruislip (after 6 p.m.). [2263

BRESCIA BUGATTI, 1925. Stored 1940-54. Overhauled and in regular use since. Good condition, but temperamental. £140, o.n.o. Sanvoisin, 26, Landra Gardens, N.21. Tel. : LAB 3764. [2264

1935 TRIUMPH GLORIA, post-war brake body. Very good condition. Taxed. £75. 36, Delfby Crescent, Southdene, Liverpool. [2265

1928 3-LITRE SUNBEAM. Mechanically sound, but bodywork poor. Two new tyres, brakes relined, completely rewired. First £35 or taxical). Talbot, 189, Westway, Raynes Park, S.W.20. [2266

ASTON MARTIN, 1955, DB2/4 3-litre engine, twin exhausts, Alfin drums, latest Ferodo linings; radio with twin speakers, fogs and many more extras too numerous to mention here. Only maintained by works. No reasonable offer refused. Demonstration within 100 miles of London. Tel. : Allerton, Beckenham 6047. [2546

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M.G. TC ENGINE/GEARBOX, with accessories. Not clapped or crashed, ideal reconditioning, £58. Tel : FRObisher 3398. [2209

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MORGAN THREE-WHEELER. Completely rebuilt, including paintwork and upholstery, at Fathers Garage. Stack of spare parts. Nearest offer £100. Beard, 1116 Bristol Road South, Birmingham 31. [2211

RILEY ADELPHI 1½-LITRE saloon, 1938. Taxed year. Excellent condition throughout. Pre-selector gearbox, transmission, electrics and steering recently overhauled. Four new tyres and battery. All bills available. £200, o.n.o. Boyd, Avishayes, Highland Road, Wimborne, Dorset. Tel. : Wimborne 1031. [2212

£67 10s. EUSTACE WATKINS Hornet Special (red). Good tyres, hood, battery, hydraulics, roto-flows, C.V.C., remote gears, knock-ons, twin carbs. Dobie, 180, Chester Road, Loughton, Essex. Tel. : Loughton 6007. [2213

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PB M.G. £210. Also M, D, J spares. 12, Avington Grove, London, S.E 20. Tel. : SYD 3463. [2215

BRAND NEW BUCKLER 90 chassis for sale. £50, carriage paid. Box No. T216, MOTOR SPORT, 15, City Road, E.C.1. [2216

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MORRIS EIGHT/E twin d/d Zenith carburetter assembly. £7 10s. Also Arnott supercharger complete with fittings, as new. £32. E G. Smith, 20, Guildford Road, Horsham. [2218

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1925 SUNBEAM 14/40 saloon. Good condition considering age. Some spares. £50, o.n.o. 36, Lower Wood Road, Claygate, Surrey. [2221

SINGER NINE Le Mans engine complete with gearbox. Two new carbs. £30, Maycross, East Hill, Lymington. [2222

IMMACULATE, 1936, RILEY ADELPHI £150, or near offer. Tel. : Stockton Heath 1568. [2223

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RILEY 9-H.P. KESTREL saloon. Excellent condition. Preselector. Aluminium body. Insured Nov. Taxed. £100. 16, Woodland Road, Rock Ferry, Birkenhead. [2225

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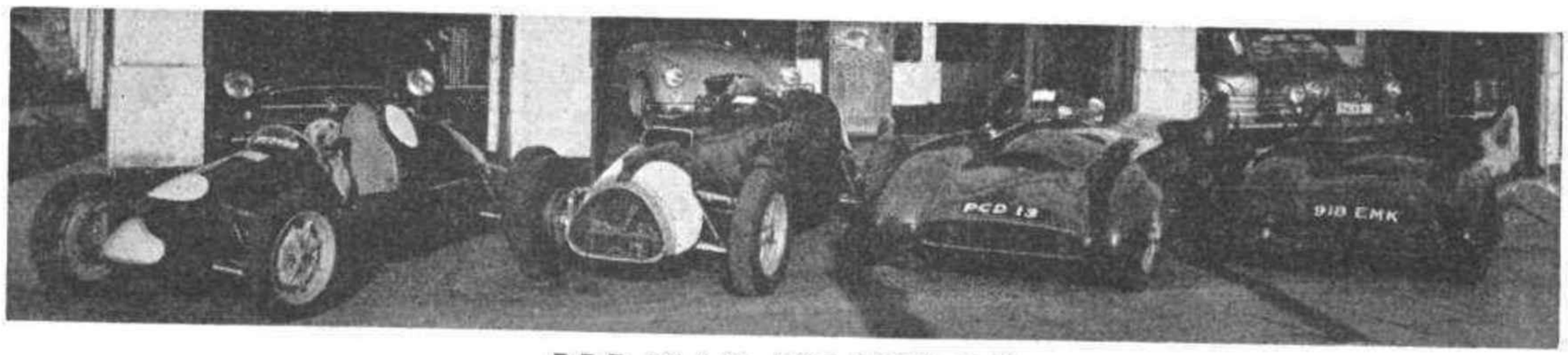
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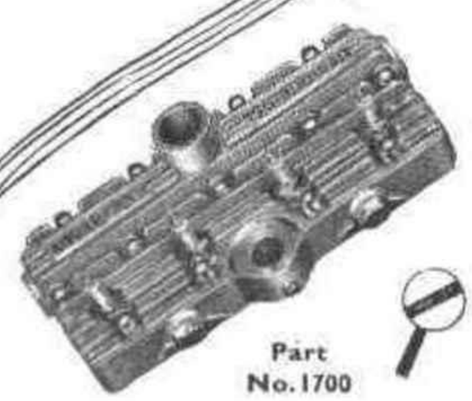
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FORD 30-H.P., 1935-6. All parts to clear. Offers. Marvet, 84, Westminster Bridge Road, S.E.1. Tel. : WAT 3239. [2192

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BENTLEY 3-LITRE ENGINE, scrap or bits, or crankshaft and flywheel. Big sump. 285, Dudley Road, Birmingham 18. Tel. : Edgbaston 0342. [2237

M.G. T-TYPE rear wings repairable. Imray, c/o The Mill, Colney Heath, Herts. [2238

AUSTIN SPECIAL WANTED. Cheap, complete or incomplete. Also any 750 Special parts. Box No. T239, MOTOR SPORT, 15, City Road, E.C.1. [2239

BRITISH SALMSON cylinder head and block, good condition—no cracks. Would consider complete engine, other spares. Tel. : HAYes (Middlesex) 0363. [2244

WANTED RILEY KESTREL or Imp, any condition, as only wanted for spares; preference car with sound radiator and block. Price and location to Box No. T302, MOTOR SPORT, 15, City Road, E.C.1. [2302

WANTED a potent Dellow for use in rallies, trials and touring. Box No. T317, MOTOR SPORT, 15, City Road, E.C.1. [2317

1/2-LITRE OPEN/D.H.C. ALVIS, Lagonda, Alfa or similar, near vintage. Fullest details : 6, Cray Avenue, Ashstead, Surrey. [2318

LAYSTALL-LUCAS HEAD for M.G. model TC. Robin, 11, Moreton Street, London, S.W.1. [2319

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AUSTIN 750 or Ford Ten Special. Not trials. Mechanically sound, modern coachwork. £100 downwards. Details, please. Hopwood, 65a, Hertford Road, Edmonton, N.9. [2322

RILEY NINE 16-in. wheels, 6-stud fixing. Mayhew, 36, Rownhams Road, Maybush, Southampton. [2323

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AUSTIN SEVEN ENGINE, post 1934. Good condition. Feltham, 212, High Street, Enfield, Middlesex. Tel. : HOW 1174. [2446

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TRIUMPH 1,800 ROADSTER or Lea-Francis Fourteen sports. Good condition essential. State full particulars, price. Box No. T542, MOTOR SPORT, 15, City Road, E.C.1. [2542

URGENTLY REQUIRED. Silver mascot for Rolls-Royce Twenty. Ranald, R.A.C. Ranges, Kirkcudbright, Scotland. [2456

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FEMALE ENTHUSIAST, 22, well educated, car driver and owner, competent shorthand typist, wants job connected with motor sport. Anything reasonable considered. Box No. T543, MOTOR SPORT, 15, City Road, E.C.1. [2543

WANTED—*continued*

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H.R.G. 1,500, non-aerodynamic or Healey Silverstone. About £300/350. Details to : 44, Alleyn Road, London, S.E.21. [2541

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MISCELLANEOUS

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R.A.F. SHEEPSKIN FLYING-JACKET, new, huge collar, suit slim, 5 ft. 10 in. sports-car driver. £16. Box No. T432, MOTOR SPORT, 15, City Road, E.C.1. [2432

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YOUNG ENTHUSIAST wishes to meet same with car, with view to attending weekend trials, rallies, etc. Prepared to share fuel expenses. Box No. T049, MOTOR SPORT, 15, City Road, E.C.1. [2049

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MARSHALL-NORDEC BLOWER, suitable Ford Ten, for twin-carb. layout and alloy head for Ford Ten, or sell; offers. Jones, 295, Roman Road, London, E.6. [2437

FORD TEN, 1937, saloon. Mechanically good. Straight swap M.G. J2. Tel. : Brixton 4061. [2314

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YOUNG MAN, 24, seeks position in Motor Trade. Tel. : Payne, Hendon 2730. [2544

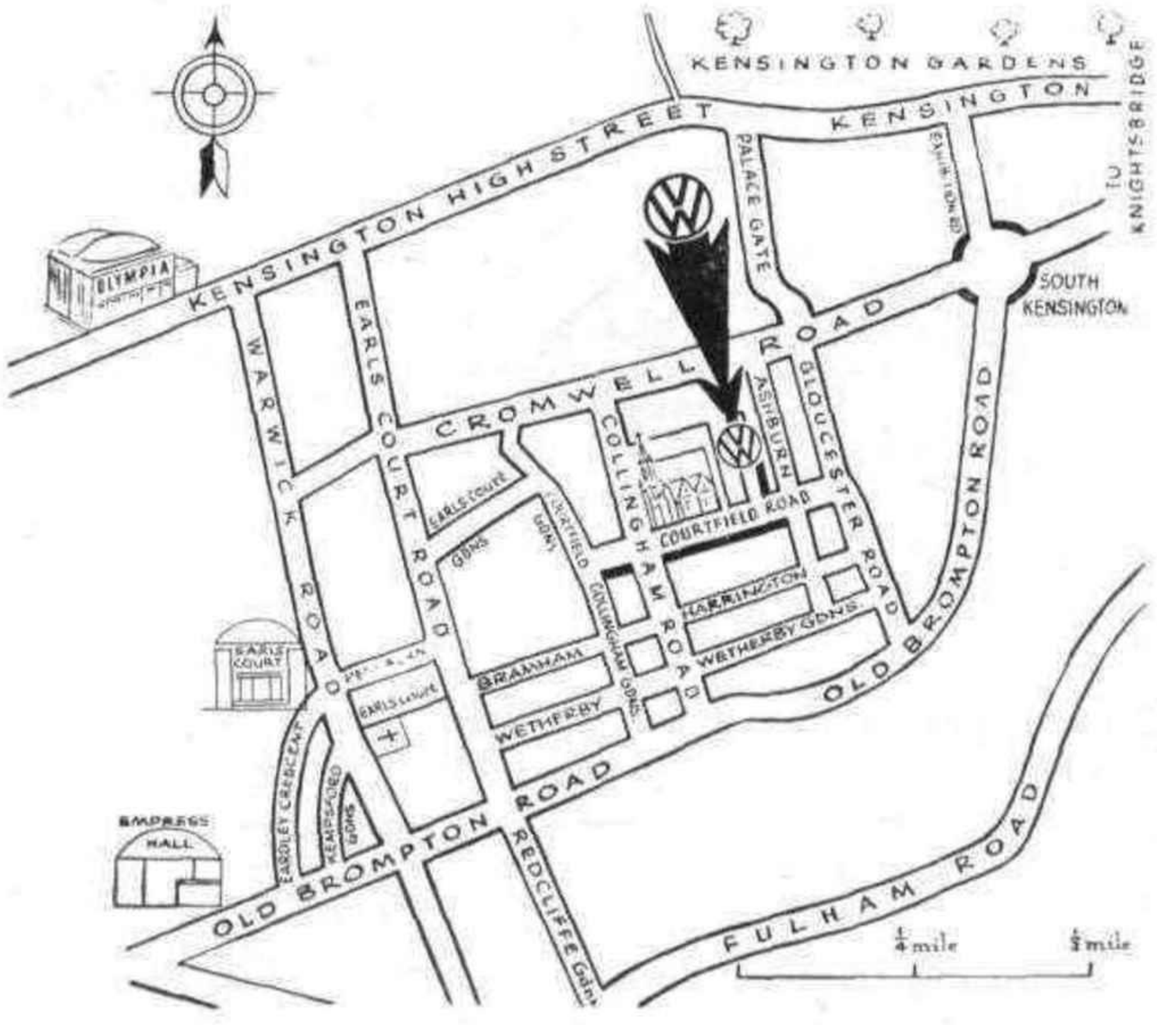
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