

Vol. XXXI No. 1

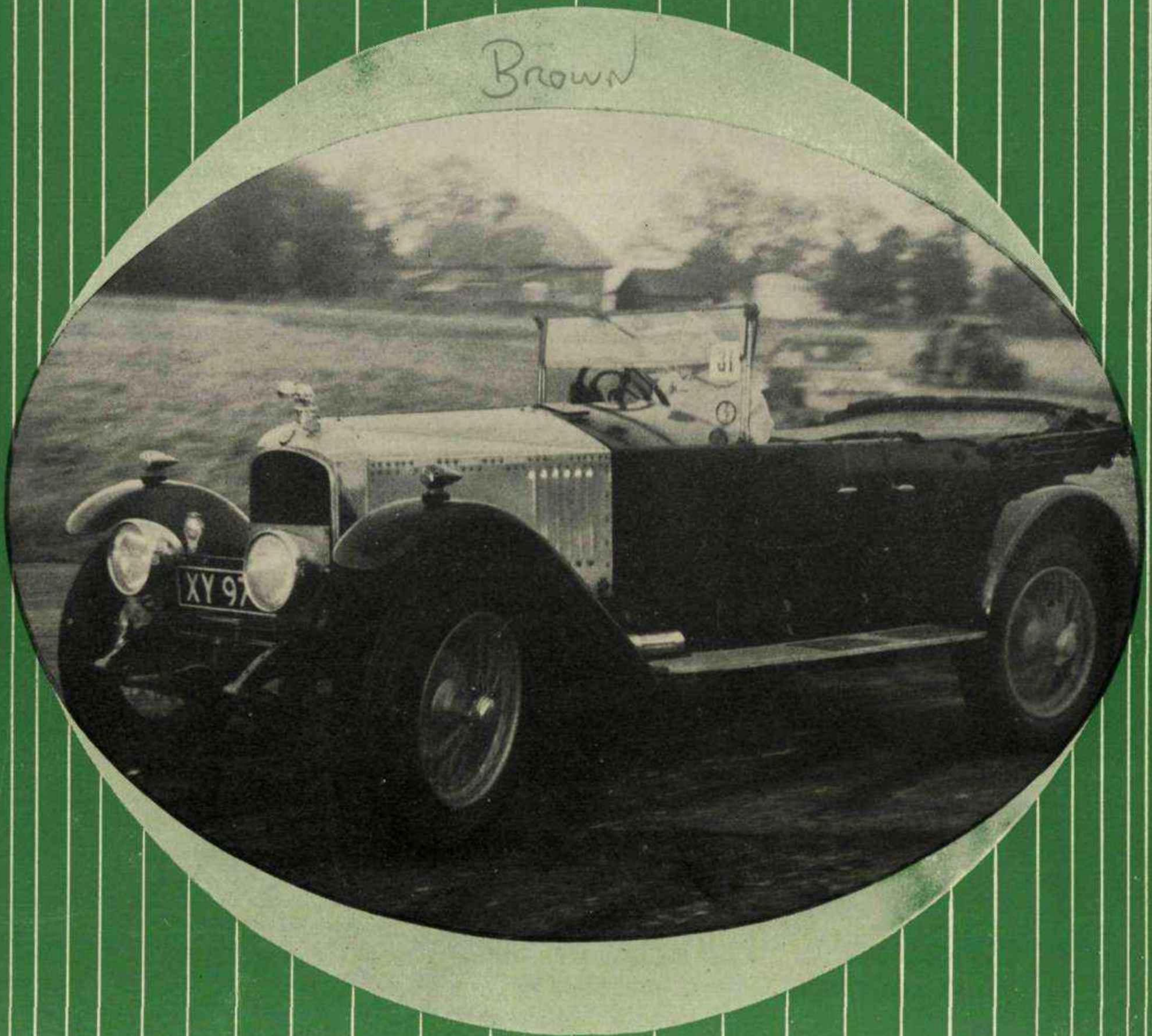
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January, 1955

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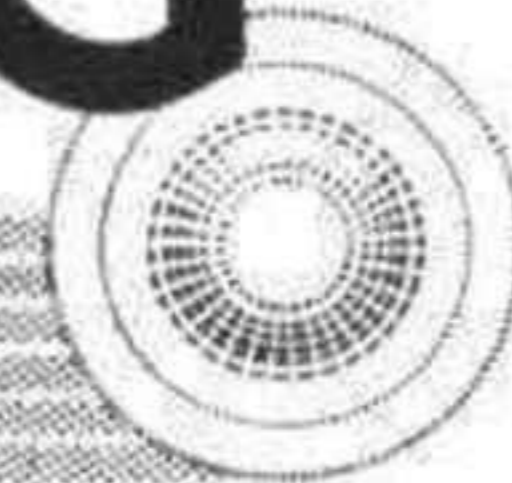
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**ROLLS-ROYCE P. II** Thrupp & Maberley owner-driver sedanca-de-ville, 1931, short chassis. Extremely attractive coachwork of modern appearance. Price **£295, or \$900** delivered docks.

**JOWETT JAVELIN** saloon, 1952, beige with red upholstery. Fitted heater. In excellent condition throughout. Price **£495**.

**DELLOW Mk. II** 2-seater, Sept., 1953. 12,000 miles from new, one owner, not used in competitions. Fitted 4.7 axle, twin S.U.s, 4-branch exhaust, oil filter, rev.-counter, h.c. head. Very good tyres, tonneau, hood and sidescreens. An exceptional example. Price **£435**.

**ALVIS Speed Twenty** tourer, 1934, finished ivory, red upholstery, full tonneau cover. In first-class mechanical order, immaculate paintwork, good tyres. Price **£165**.

**S.S.I** sports 4-seater tourer. This is a specimen motor car, finished dark blue. Price **£225**.

**TALBOT 110**, rebuilt sports 2-seater, shortened chassis. Bills for £400 available. One hundred m.p.h. Price **£175**.

**ROLLS-ROYCE P. II** four-light saloon by Thrupp & Maberley, continental touring boot, good running order. Price **£145**.

**FRAZER-NASH Blackburne T.T. Replica**, 1933, red. Price **£150**.

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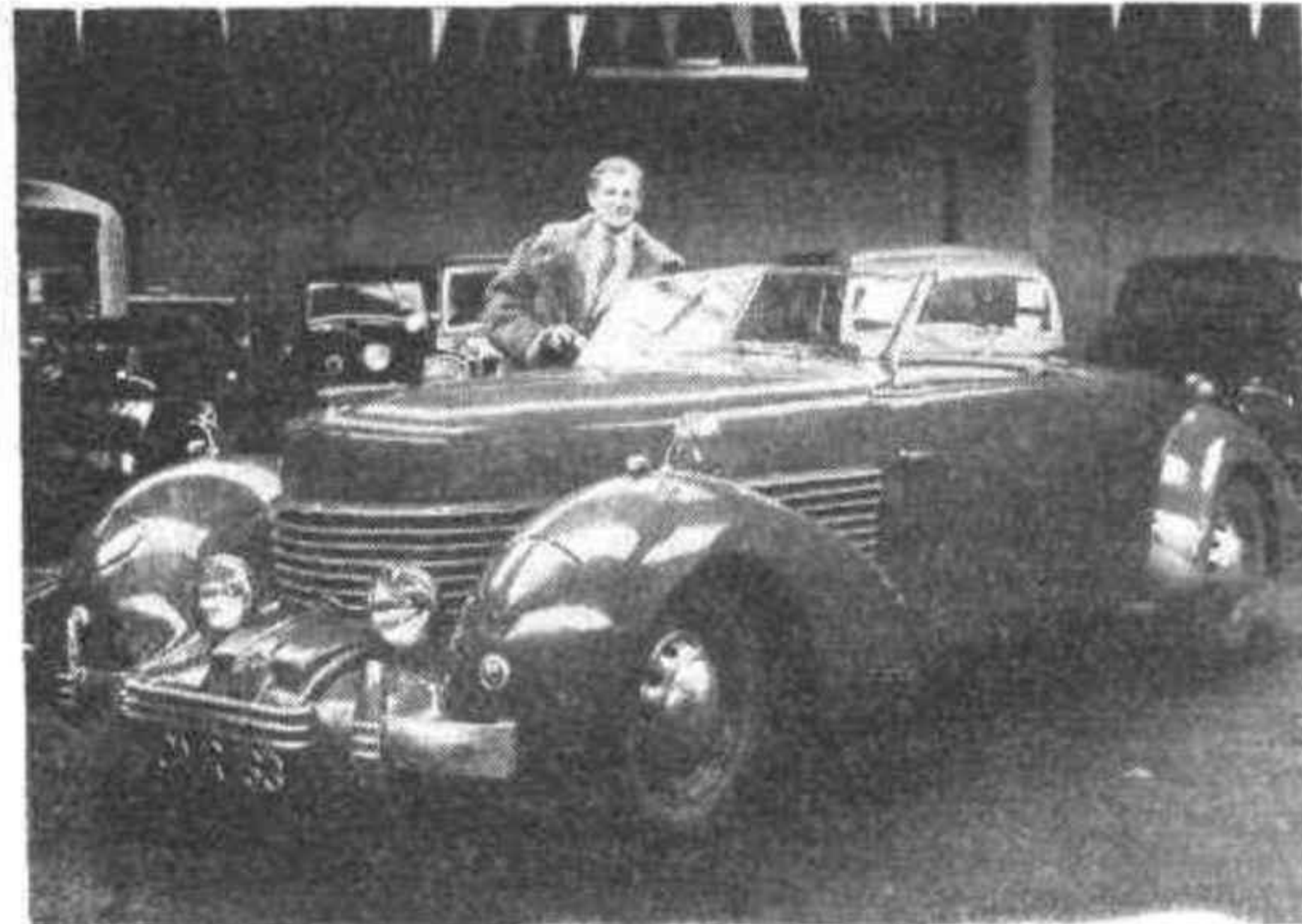
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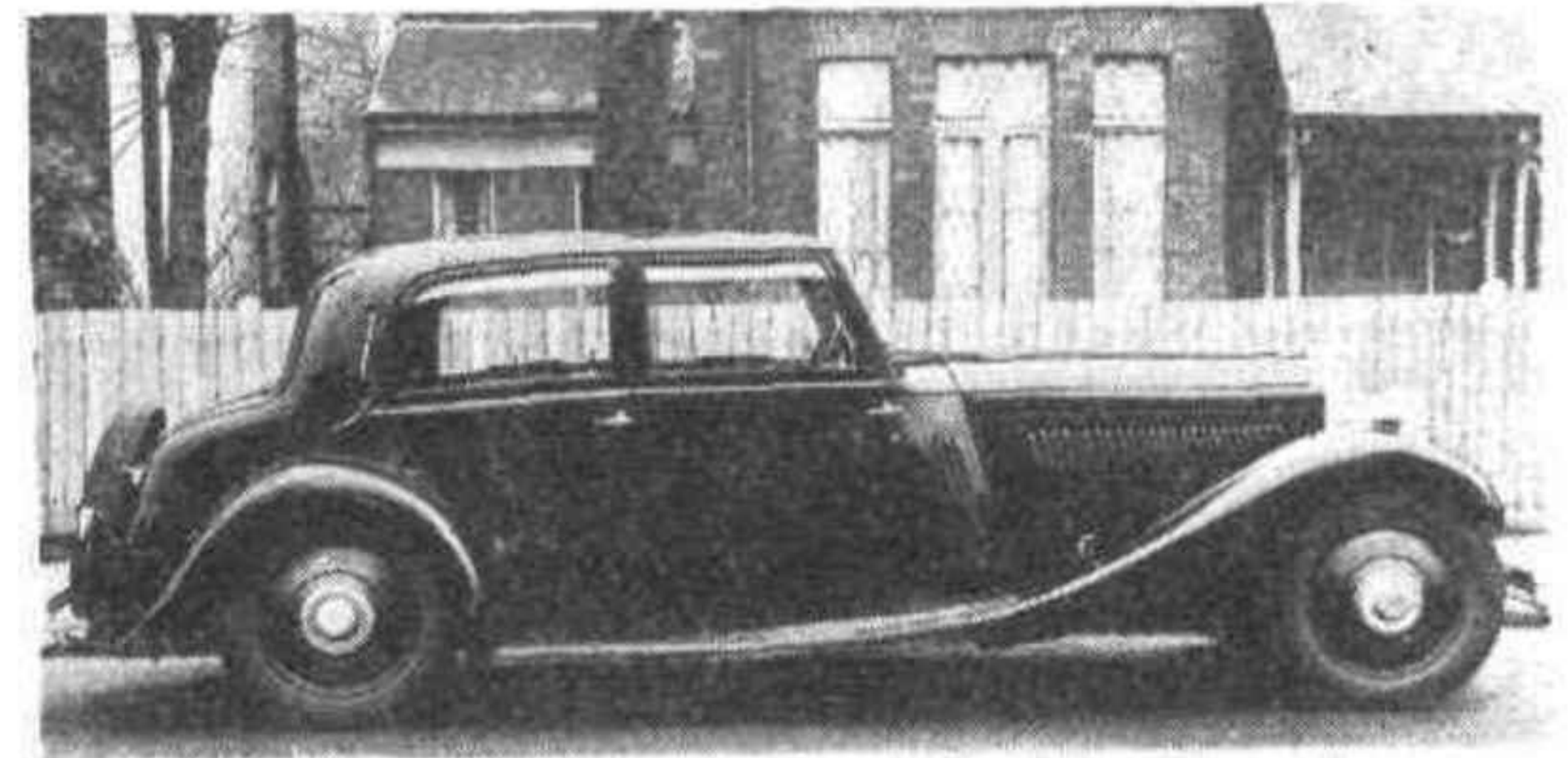
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of England Proprietor: JACK BOND, A.M.Inst.B.E.

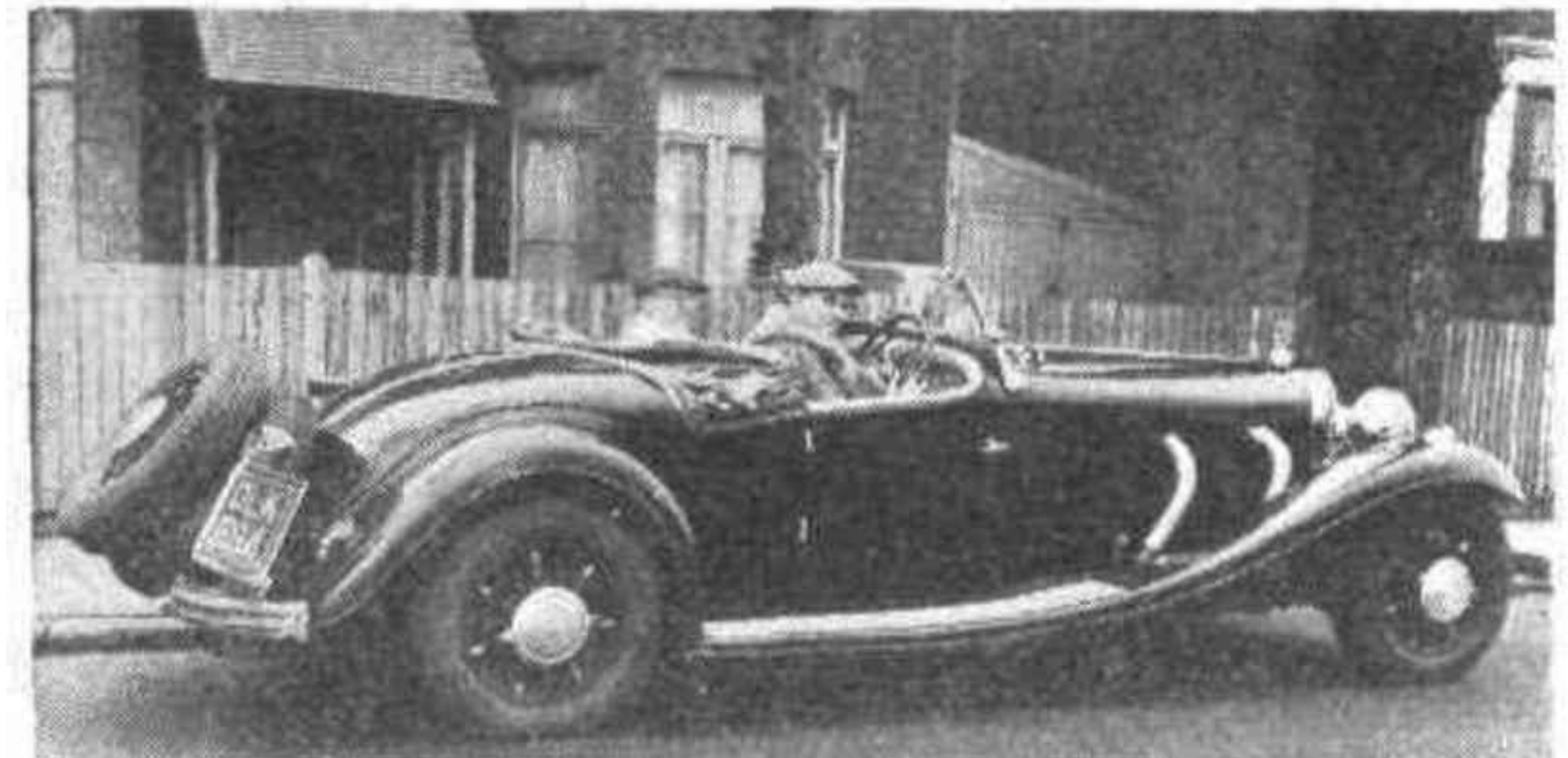
RUN BY AN ENTHUSIAST FOR THE ENTHUSIAST



**CORD 2-seater d/h. coupe, 1936.** This dream car was first brought over to this country by a world-famous film star and has recently been converted with a Bedford engine which gives the amazing m.p.g. of about 25. It has recently been resprayed cherry red and all parts rechromed. Fitted disappearing hood, huge luggage boot. Exceptionally clean original interior. All this and heaven too for £295



**BENTLEY 3 1/2-litre, 1934/5.** This car has an extremely attractive low-built sports saloon coachwork by James Young and is fitted sunshine roof. It is in exceptionally fine mechanical condition having had two owners in the last 12 years. Just fitted new loose covers. Excellent tyres all round. Original tool kit. 22 miles per gallon ... £485



**MERCEDES 500K, 1937, 2/4-seater roadster.** This is acknowledged as one of the prettiest of the larger pre-war type of Mercedes on the road and is in beautiful condition. This is the much-sought-after super sports Mercedes which is very rarely offered for sale and cost £2,250 when new. Fitted fold-flat screen, excellent hood and side-curtains ... £450

**ALVIS 16.9-h.p., 1936, Silver Eagle sports saloon.** This car is in exceptionally clean condition and is in very fine mechanical order. One signed photograph of "Big Brother" given free with this car.  
**ALFA-ROMEO 17/50 supercharged 4-seater d/h. coupe.** Recent engine overhaul, respray, new hood, battery, etc.; excellent tyres; 23 m.p.g. ... £285  
**BENTLEY 3-litre, 1927, Red Label short-chassis 2/4-seater sports tourer.** Engine just rebuilt by my works. Very fine mechanical condition ... £185  
**B.S.A. 10-h.p., 1935, open 2-seater.** Quite a good little horror ... £115  
**DAIMLER Fifteen, 1935, sportsman fixed-head coupe.** Recent engine overhaul ... £135  
**D.K.W. 7-h.p., 1938, 4-seater d/h. coupe.** Just fitted new hood, carburettor, exhaust system. Excellent tyres and about 50 m.p.g. ... £185  
**FORD, 1911, d/h. coupe.** One of the rare Fords with a pointed radiator. Immaculate condition and under 9,000 miles only since new ... £295  
**FRAZER-NASH 12-h.p. open 2-seater.** Engine rebuilt in the last few years. Very fast and economical. Mother will hate it, Father will loathe it, the Girl Friend will love it ... £145  
**HUMBER Snipe, 1935, saloon.** Excellent tyres, new king-pins just fitted. Clean coachwork ... £75

**HUMBERETTE, 1914, open 2-seater.** This beautiful little carriage has just been completely rebuilt as new and original by a world-famous museum and is probably the finest specimen of its type in existence. A collector's piece for the connoisseur ... £295  
**LAGONDA 2-litre, 1931.** This in the last few years has been completely rebuilt with new open 2-seater coachwork, twin aero-screens and large slab tank. Engine is highly polished and chromium plated, and the whole car is in beautiful condition throughout. Fitted anti-neighbour exhaust ... £175  
**LAGONDA 16/80, 1933, open 2-seater.** Very fine mechanical condition. Good hood and side-curtains. Five excellent tyres ... £145  
**LAGONDA 4 1/2, 1935, sports saloon.** Recently resprayed. Good mechanical order ... £145  
**LANCIA Astura, 1947 (regd.) sports saloon by Farina.** Very fast, excellent condition ... £385  
**LANCIA Aprilia, 1938 (Nov.), sports saloon.** Immaculate condition inside and out. A very fine example of this much-sought-after potent and economical little car ... £350  
**LANCHESTER Twenty open 4-seater tourer.** Low mileage and in showroom condition throughout ... £150  
**LINCOLN Zephyr VI2 saloon, 1939/40.** Very clean coachwork and new loose covers just fitted ... £165

**MERCEDES, 1936, cabriolet 500K, and converted to 540K specifications.** Excellent mechanically ... £385  
**M.G. 12-h.p. VA, 1938/39, d/h. coupe.** This very attractive M.G. has just been resprayed, rechromed and fitted new hood and rear springs. It is in first-class mechanical order and is a very cheap car at £275  
**RAILTON, 1937, d/h. coupe.** Recently resprayed in ivory and black, and fitted new hood. Unmarked interior. This car is a real eyeful and is reputed to have had a £300 works overhaul last year ... £275  
**RAILTON, 1935, d/h. coupe.** Excellent mechanically and coachwork in quite fair condition ... £145  
**ROLLS Twenty-five, 1930, 7-seater limousine.** Very clean original condition and the engine is extremely quiet. Good tyres, disc wheels ... £265  
**ROLLS Twenty, 1928, owner-driver saloon by Weymann.** Very clean coachwork ... £195  
**ROLLS Twenty Replica, 1938, d/h. coupe** Just fitted new hood, excellent tyres. Good paintwork. 21 m.p.g. ... £395  
**SALMON Fourteen, 1939, sports saloon.** One owner until last year and engine just decarbonised in my works. It has just been resprayed in two attractive shades of ivory and black. This is a very pretty-looking car with real performance ... £235

The above is only a small selection of my ever-changing stock of 70 cars for the enthusiast.

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**RILEY 11-h.p. open 4-seater tourer.** Beautiful original condition throughout ... £75  
**WOLSELEY Fourteen, 1936, saloon.** Clean paintwork, clean interior and good mechanical condition ... £85

**TRIUMPH Ten, 1934, saloon.** Recent engine overhaul ... £65

**STANDARD Sixteen, 1934, saloon.** Excellent tyres. Brakes just relined. Exceptionally clean interior ... £95

**HUMBER 3 1/2-litre d/h. coupe.** Very clean and way-above-average condition ... £65

**HUMBER Twelve, 1934, d/h. coupe.** Just fitted new hood ... £65

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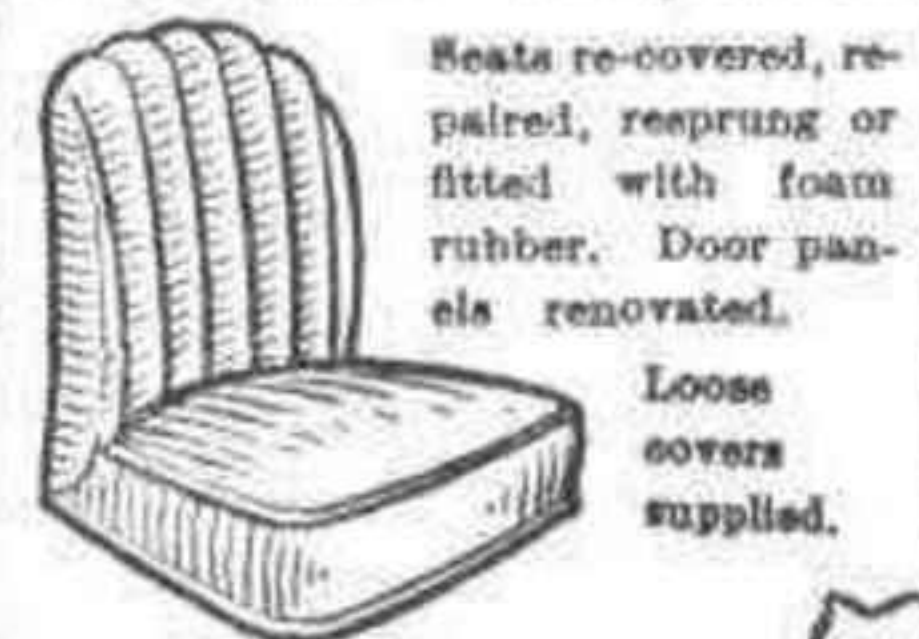
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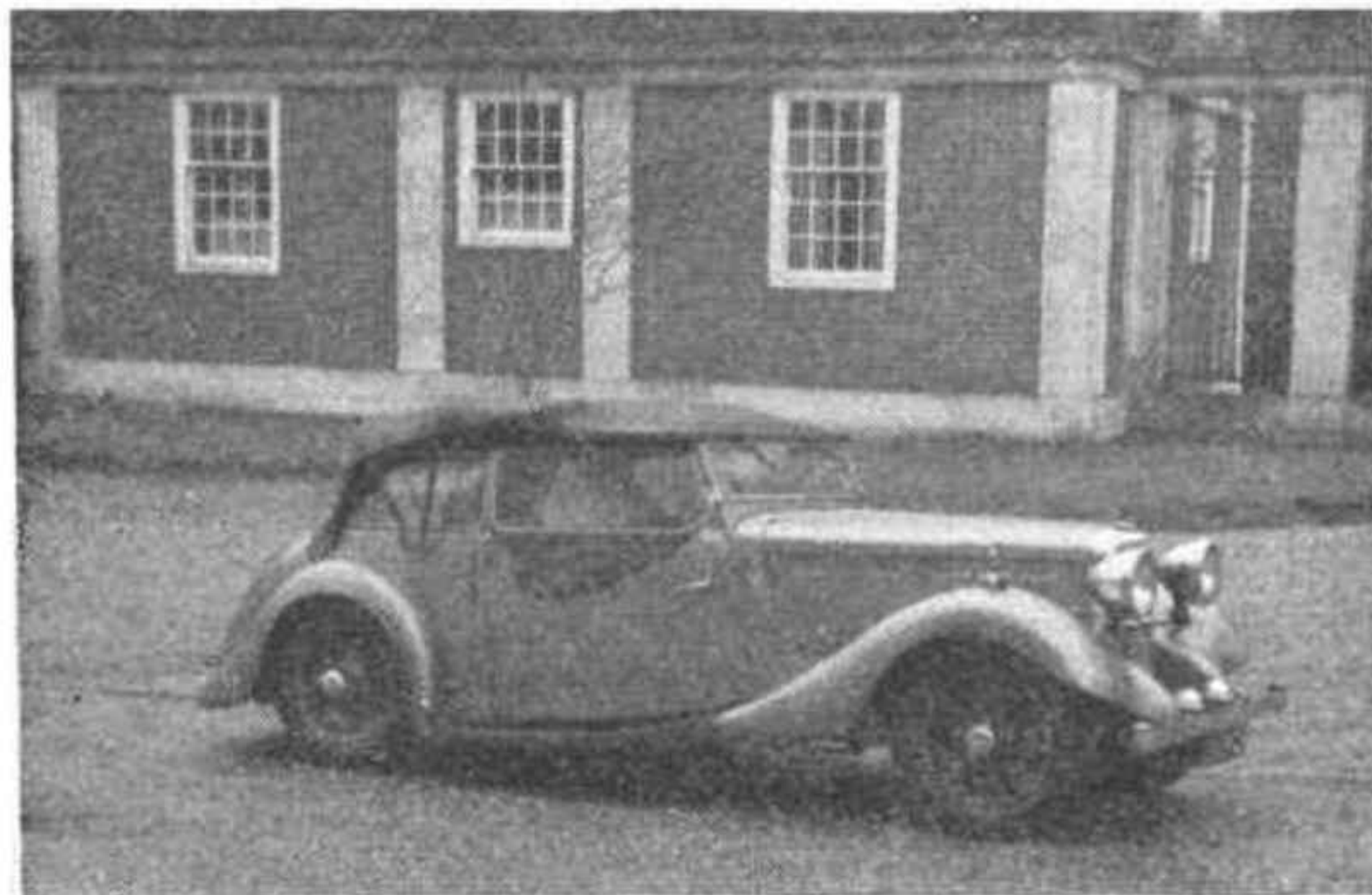
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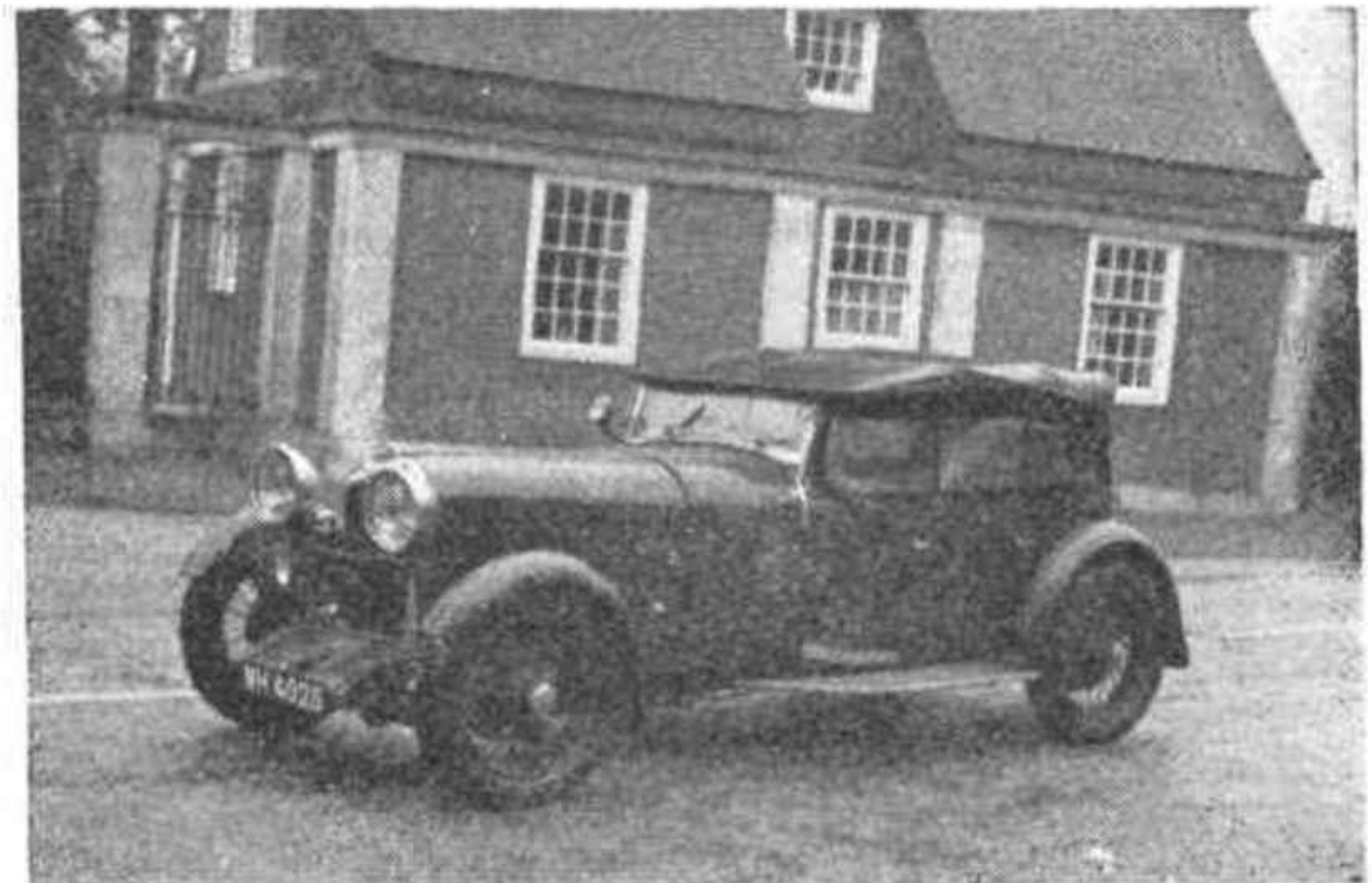
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# Chiltern Cars

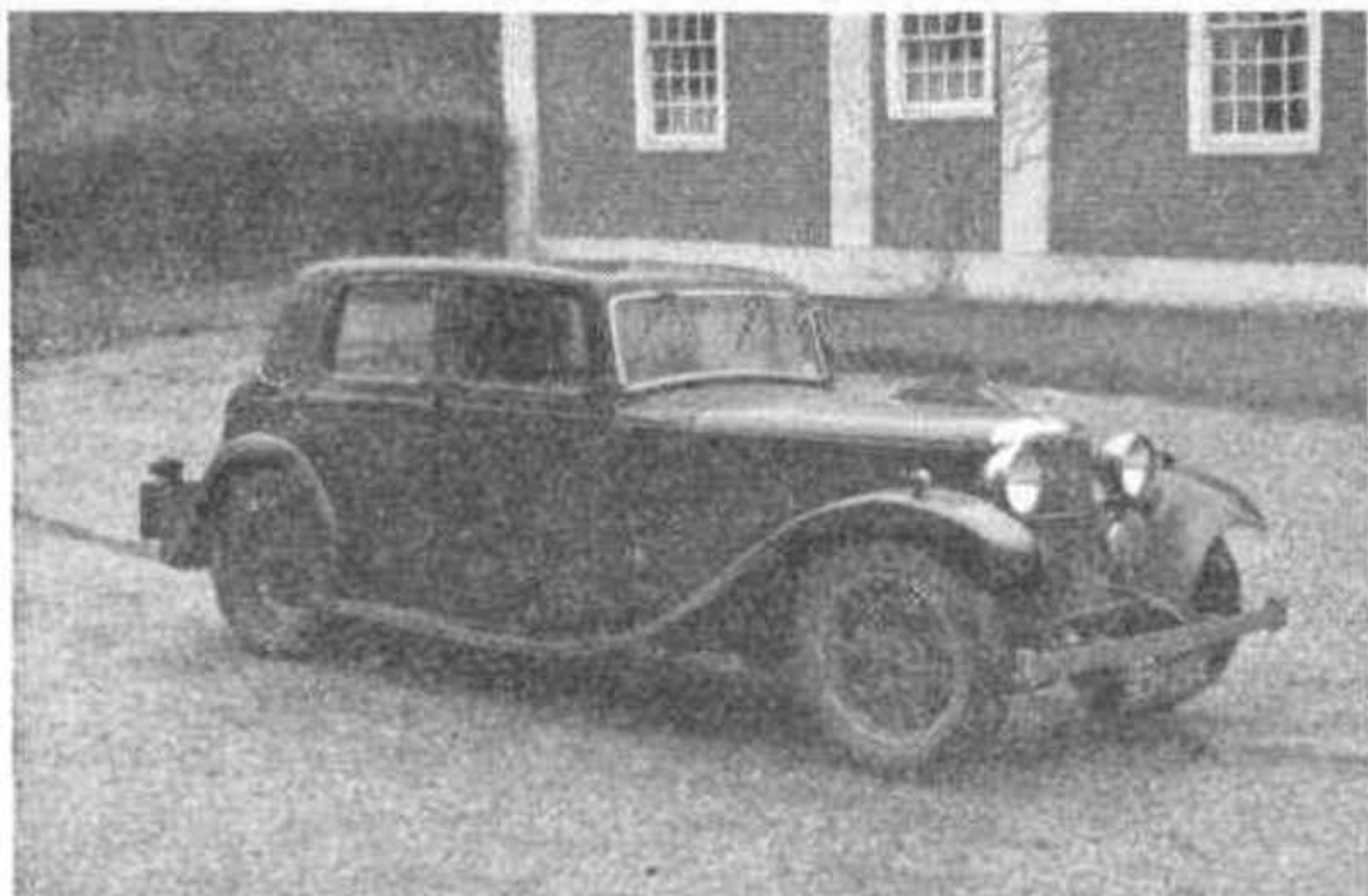
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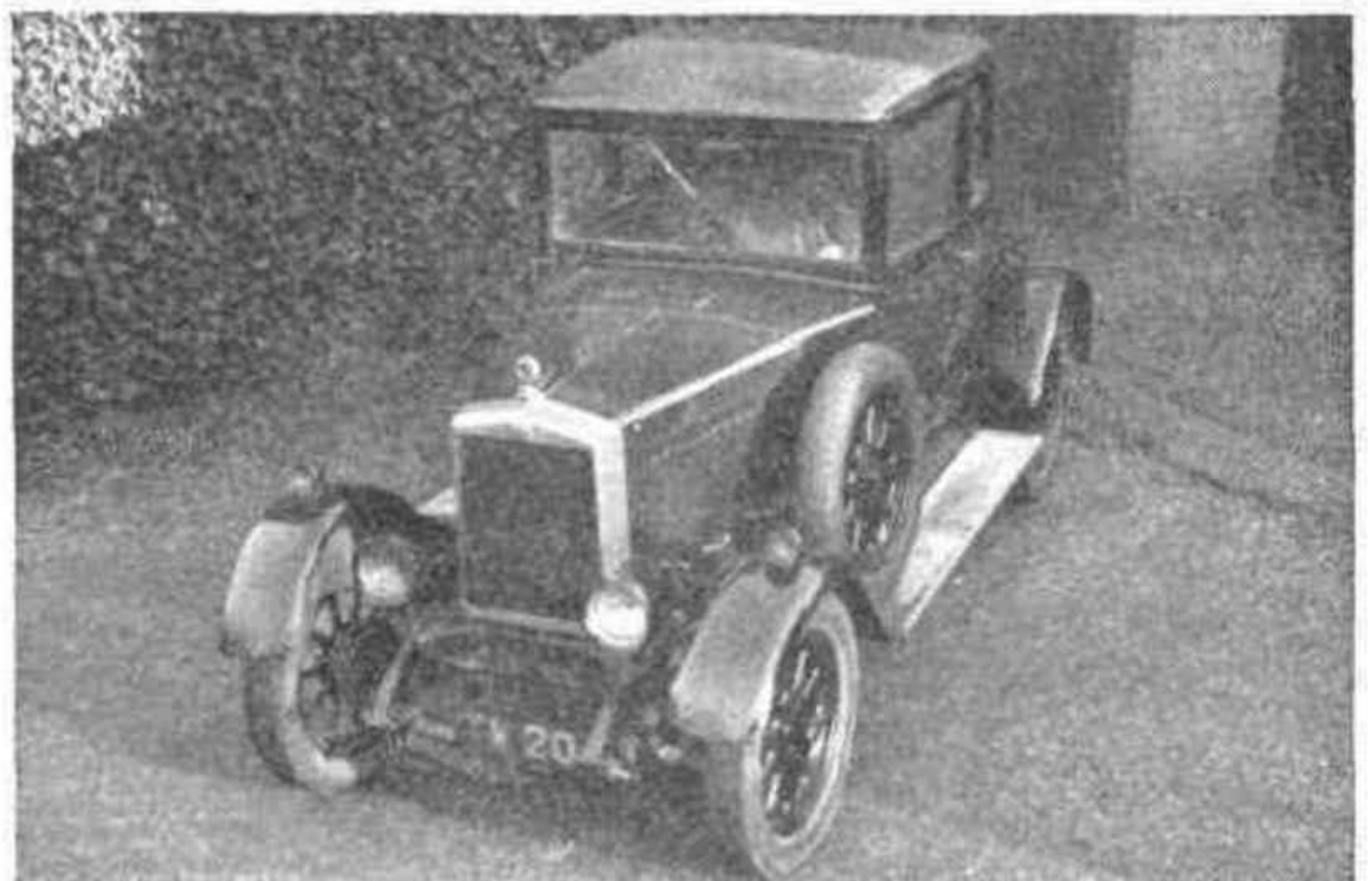
**1939 ALVIS 12/70 TOURER.** Combining a very lively performance with around 26 m.p.g., it is not surprising that the 12/70 is still one of the most popular of the Alvis range. We have ourselves covered over 1,000 trouble-free miles in this car, and would have no hesitation in taking it on a Continental tour ... .. £195



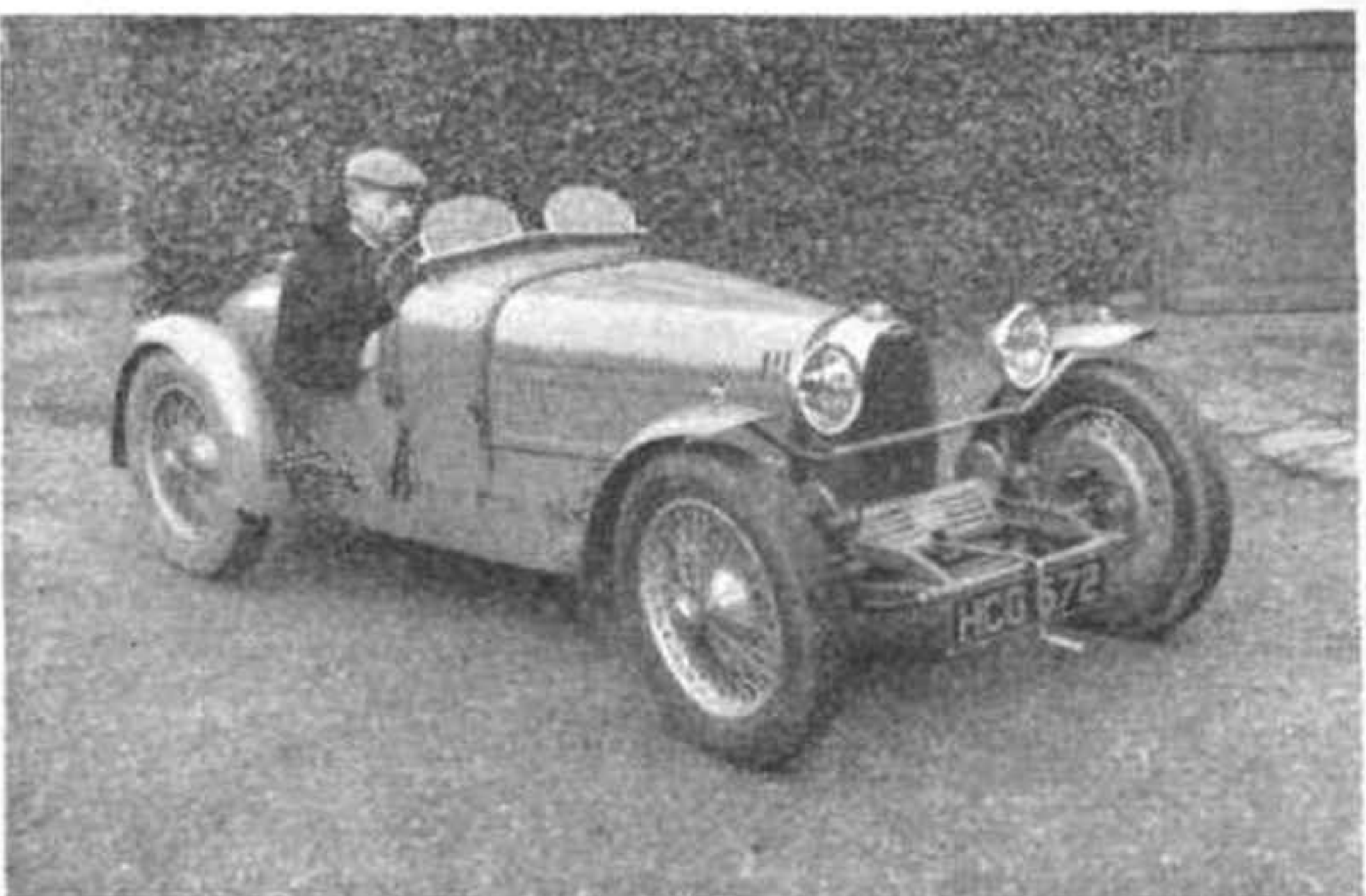
**1932 2-LITRE LAGONDA LOW-CHASSIS SPEED MODEL TOURER.** For the past three years this fine car has been well maintained by an enthusiastic member of the Lagonda Register. This is borne out by the condition, which is above average throughout ... .. £185



**1935 ALVIS FIREBIRD SPORTS SALOON.** Finished in black, with red leather upholstery, this model should appeal to an Alvis admirer with family responsibilities. The engine has recently been completely overhauled and the compression ratio slightly raised, giving better than average performance, together with very commendable economy ... .. £155



**1928 MORRIS COWLEY FIXED-HEAD COUPE.** In extremely fine original condition, and reputed to have had two owners from new. This grand old car has been well loved and should still provide some enthusiast with many happy years ... .. £75



**TYPE 35A BUGATTI GRAND PRIX 2-SEATER.** This excellent example was entirely rebuilt in 1949 by a well-known engineer and has been little used since. Fitted with self-starter and full road equipment ... .. £265

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- 1936 FRAZER-NASH-B.M.W., Type 319, foursome cabriolet, extremely good mechanical condition ... .. £145
- 1938 FRAZER-NASH-B.M.W., Type 320, foursome cabriolet, exceptional throughout ... .. £285
- 1938 JENSEN 3½-litre sports saloon, Ford V8 engine, 14,000 miles, in first-class order ... .. £355
- 1950 JUPITER 1½-litre 2-seater, fitted with a special light-weight body by Leacroft. One owner and almost as new ... .. £455
- 1935 MORRIS Eight tourer, very good all-weather equipment, excellent mechanically ... .. £95

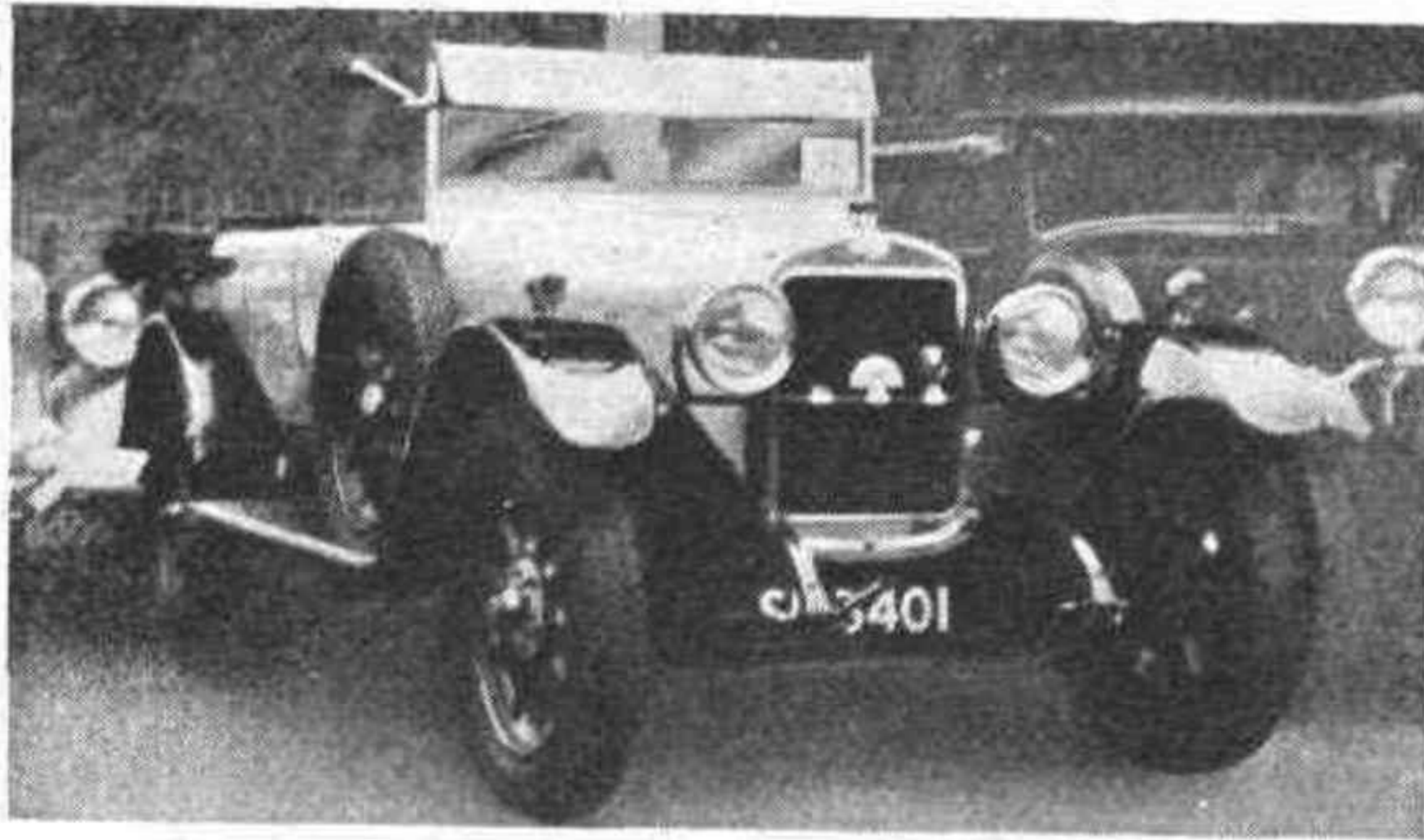
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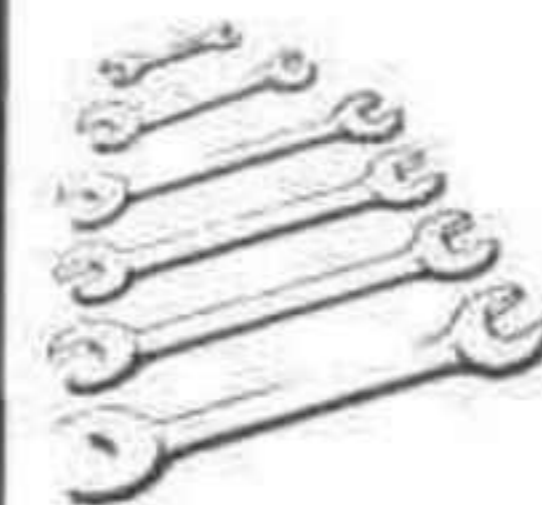
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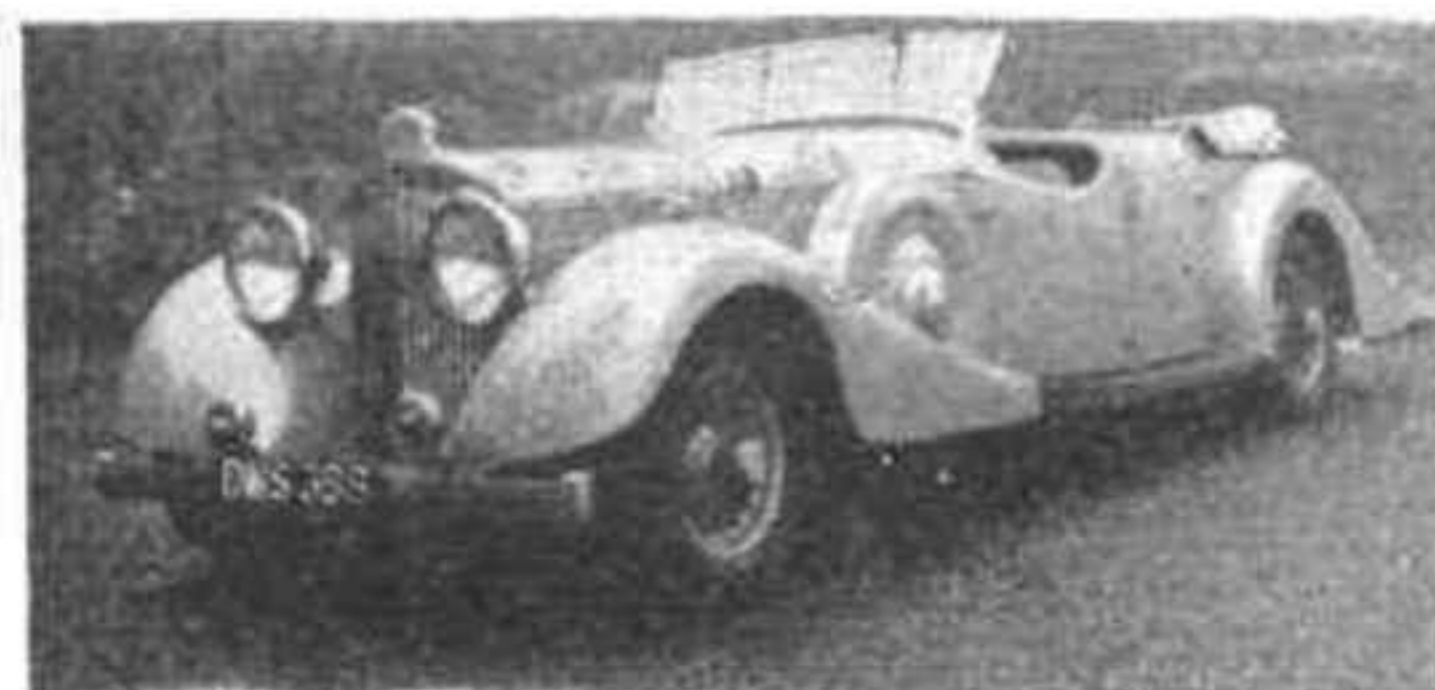
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**JAGUARS, Mk. Vs, choice of 5, from ... £635**

**ROVERS, all models. Choice of nine, from ... £195**

**ALVIS, 1949, 14-h.p. sports saloon, like new ... £595**

**A.C. Sixteen sports coupe, magnificent specimen. Bargain ... £195**

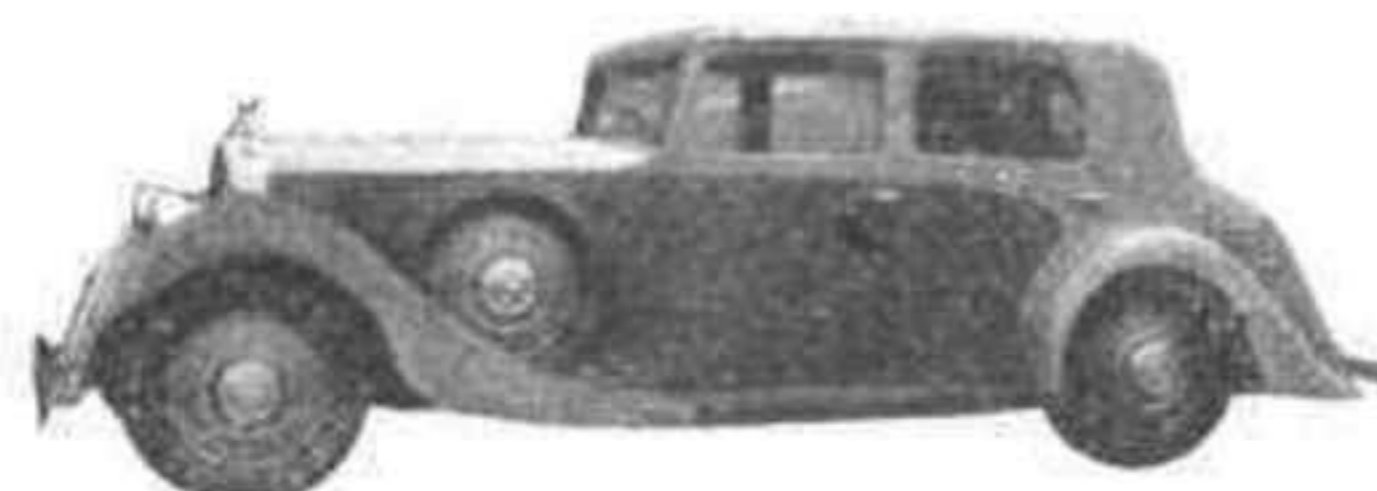
**M.G., 1948, TC sports 2-seater. immaculate and spotless ... £395**

**AUSTIN A90 sports saloon, 1952. Fine specimen condition ... £595**

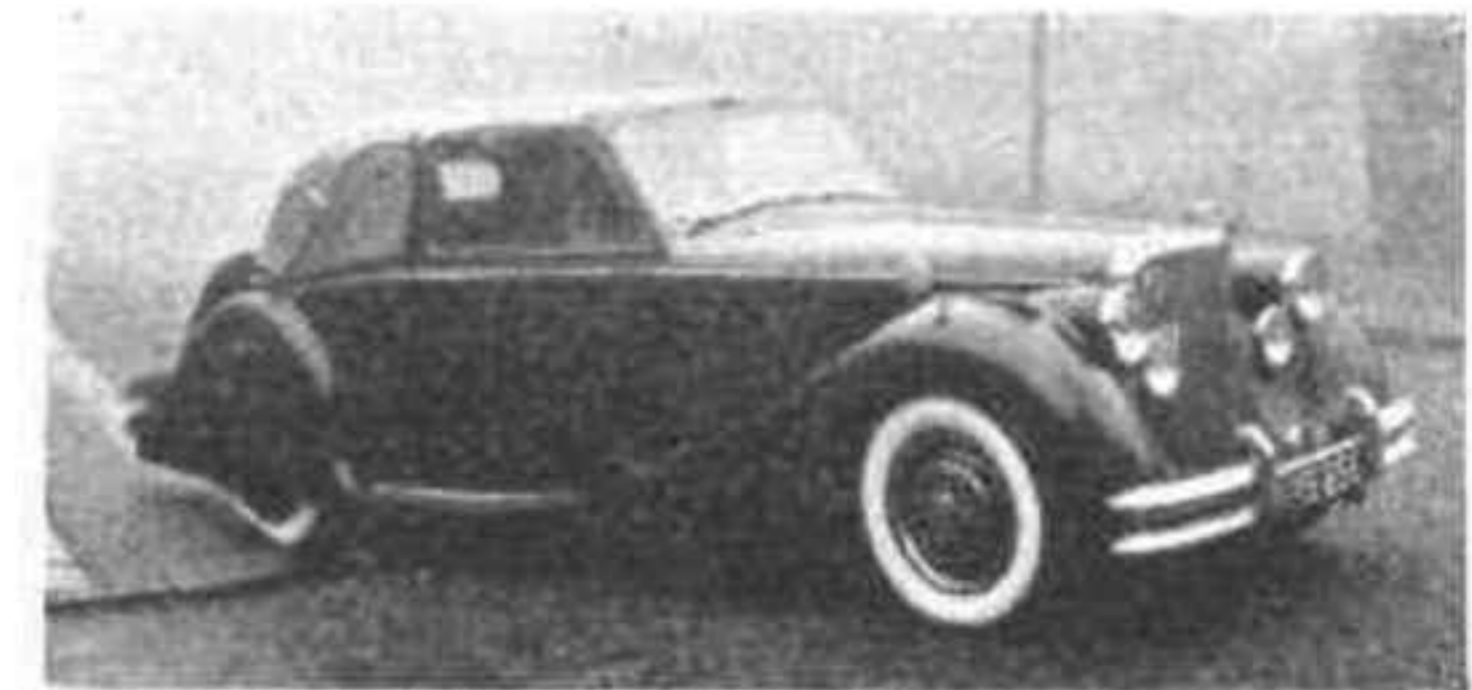
**CITROEN, 1948, Continental 15-h.p. sports saloon. Gift ... £345**

**RILEY 1½-litre sports saloon. Been carefully maintained ... £175**

**HUDSON Twenty-two drophead foursome coupe, specimen condition, body beautiful throughout ... £245**



**ROLLS-ROYCE owner-driven 25-h.p. sports saloon, beautiful condition ... £545**



**JAGUAR Mark V, 1951, drophead coupe; like brand new ... £795**

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**WOLSELEY Twelve and Fourteen sports saloons, from ... £165**

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4th—Silverstone, Daily Express 1,100 c.c. (W. A. Liddell).

**Mark V:** 1st—Castle Combe, April 5th, 1,200 c.c. (Geof. Tapp).  
1st—Canadian Sports Car Race, 1,100 c.c. (J. Campbell).  
1st—Silverstone, Sept. 11th, 1,172 c.c. (W. Marriott).  
2nd—Silverstone, Sept. 11th, 1,500 c.c. (W. Marriott).  
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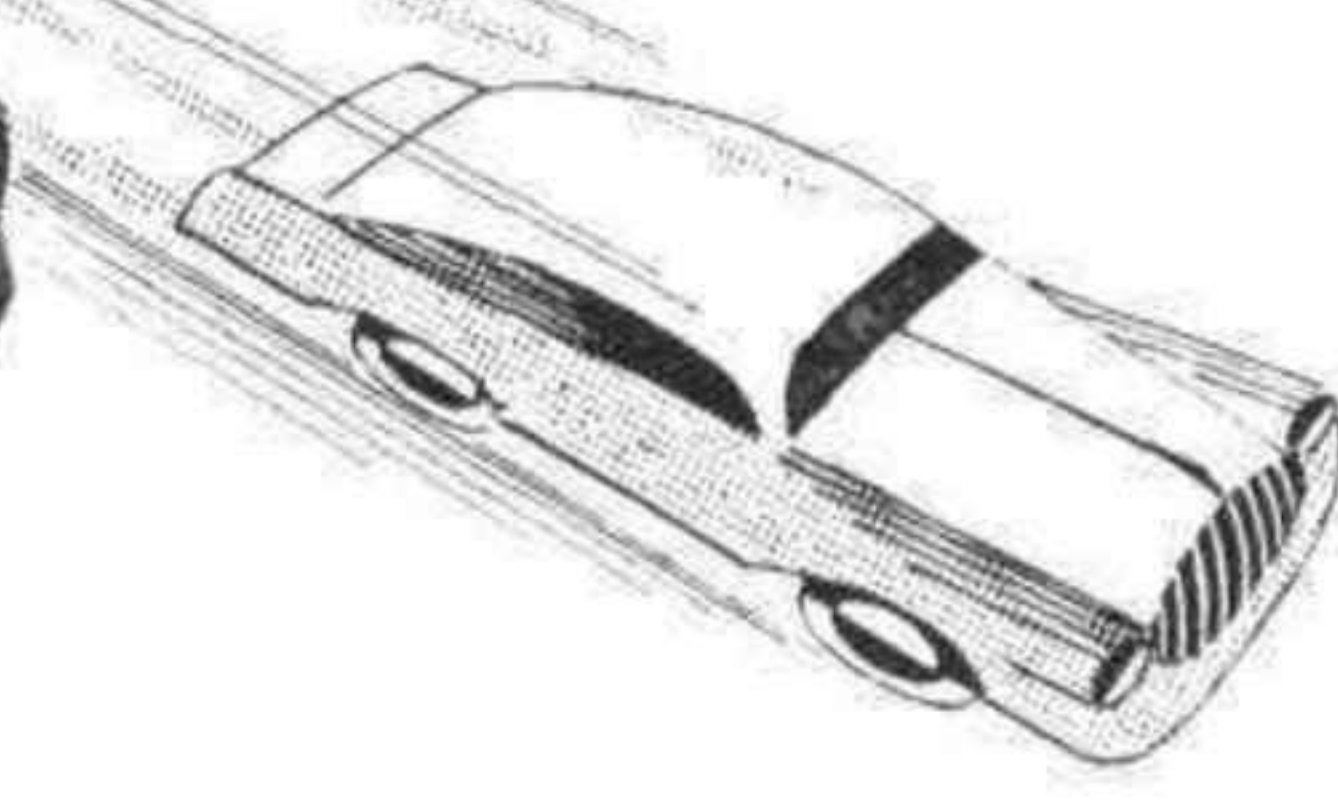
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## MATTERS OF MOMENT

### MOSS JOINS MERCEDES-BENZ

The whole motoring world and many laymen besides are discussing the sensational news that broke just before mid-December—that Stirling Moss is to drive in the Mercedes-Benz and sports-car teams during 1955. After flying from New York to Germany for tests he signed the contract in a London office on December 9th.

We congratulate Moss on this honour and consider that he has taken absolutely the correct decision. His impeccable driving skill and style has too long been wasted on indifferent racing cars.

Last season we saw Stirling in his right element, that of *grandes épreuves* at the wheel of a works Maserati.

Next season he should do better still at the wheel of the lighter, more powerful G.P. Mercedes-Benz. Knowing Herr Alfred Neubauer's very stringent selection of drivers, and in view of Moss' qualification times on the wet circuit at Hockenheim, no one deserves the honour of being chosen to drive in the World's best-prepared G.P. team than the young British driver.

Moss follows ably in the wheel-tracks of that other great British driver, the late R. J. B. Seaman. He will now have his chance to show whether he is in the same category as Hawthorn; some people consider his style superior, but the fact is that Moss had a mediocre Continental season last year, whereas Hawthorn gained the meritorious distinction of ranking with Segrave (and Williams) as the only British drivers to have won the French Grand Prix.

Not entirely happy at being forced, by the British Industry's cold-shouldering of motor-racing, into a foreign cockpit, Moss has said patriotically that at least he hopes to bring the World Championship to Britain. If he is allowed to act as pace-maker and can still last through a race he may well stay ahead of Fangio a sufficient number of times to realise this high ambition. Let us, then, join with the entire sporting motoring world in wishing Moss good racing—and the lay public, aided by the "Tele," will certainly be behind "Stirling of the silver arrows."

### NO SPACE BETWEEN THE LINES

The Hon. Gerald Lascelles, who took the chair at the annual dinner of the West Essex Car Club last month, when proposing the toast of "The Guests," made a speech criticising the tech-

nical motoring Press. He suggested that certain technical journals are inaccurate in respect of their reports on new cars and, in particular, that they do not tell the whole truth when testing current models.

Replying, J. A. Cooper, Sports Editor of the *Autocar*, stated that technical papers depend mainly on advertising revenue derived from the motor industry for their existence and that when reporting on manufacturers' cars submitted for test it "was not always possible to tell the whole truth." Mr. Cooper said that when

reading one of these reports one should read between the lines; thus, if a car was described as being "up to average in performance" there should be little doubt as to what was really intended!

MOTOR SPORT takes the strongest exception to the practice of lukewarm and only partially accurate reporting. There is no room in this journal for "reading between the lines" and our policy is to publish accurate and truthful reports on the cars we test and the products we encounter.

This policy appears to be appreciated by the motoring public, for MOTOR SPORT claims the largest net sales of any paper of its kind, with a readership which, at a modest estimate based on A.B.C.-certified net sales, exceeds 200,000 monthly.

In congratulating the Hon. Gerald Lascelles in publicly drawing attention to this unhappy state of affairs, we would draw the attention of the Publicity Managers of several of our car manufacturers to his speech, and especially Mr. R. A. Bishop, General Publicity Manager

of the Nuffield Organisation, whom he has proved so wrong. Readers will remember that Mr. Bishop, when replying to criticism, wrote, of the journals now referred to by the Hon. Gerald Lascelles, "they are surely beyond criticism from the readers' point of view."

A glance at MOTOR SPORT's advertisement columns during the next twelve months will show which manufacturers have confidence in their products!

### TOO MANY RACES?

Soon the National Calendar for 1955 will be issued and, in spite of the R.A.C.'s avowed intention to prevent unfortunate clashes wherever possible, we may expect to be startled by the large number of events due to be run off this year.

It may seem strange that MOTOR SPORT, which has motor-racing

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Front cover picture: AN UNSPOILT VINTAGE CAR.—This very nice 1924 30/98 Vauxhall was driven in the December V.S.C.C. Lasham Driving Tests by F/Lt. Douglas-Reid, who owns two of these classic cars.

very close to its heart, should suggest that too many people are attempting to run too many events. But motor racing is a costly pastime, for participants and to a lesser extent for spectators, and it seems probable that both parties could enjoy better events if fewer were run. As it is, in many cases, victory in club events has little significance outside the immediate circle of the organising club, so multitudinous are such races.

The Eight Clubs organisation has pointed the way to a successful amateur Silverstone meeting and there is still time for similar doubling-up by other clubs.

One amalgamation we would like to see, but probably never shall, would be the British Grand Prix run jointly by the B.R.D.C. and B.A.R.C., with the sanction and assistance of the Cheshire C.C., at Oulton Park road circuit . . .

**THE EDITOR'S NEW YEAR RESOLUTION**

The Editor promises to concentrate more on sports cars and less on staunch family conveyances during 1955 and especially to tone down references to those two excellent air-cooled vehicle, the Citroën 2 c.v. and the VW, both of which received adequate mention last year. This resolution may well be broken, like the majority of Good Resolutions at this time of year, because readers of MOTOR SPORT continue to write letters in praise of this excellent freeze-free pair—and almost certainly will be if we suffer frost-bite in a conventional engine with a weight of water surrounding its cast-iron cylinder-block!

**THE R.A.C. CHAMPIONSHIP TRIAL**

**22 Entries Contest 1954 Championship over New Course in Kent. George Newman Proves the Winner**

**T**HIS year's R.A.C. Trials Championship was contested over a new course near Maidstone by 22 selected exponents of the art of modern slime-storming, as follows:—

J. D. Hollingworth (1,172-c.c. Oliver) ... ..	North Zone
E. J. Chandler (1,172-c.c. Chandler) ... ..	South ..
G. J. Newman (1,172-c.c. Cannon) ... ..	South ..
R. Chappell (1,172-c.c. Cannotton) ... ..	South ..
M. Wilde (1,172-c.c. Harford) ... ..	North ..
R. W. Phillips (1,172-c.c. Le Tout) ... ..	North ..
P. A. Atkinson (1,225-c.c. Atkinson) ... ..	North ..
R. W. Faulkner (1,172-c.c. Paul) ... ..	South ..
P. S. Hughes (1,172-c.c. Harfeach) ... ..	Scotland ..
G. E. Pettit (1,208-c.c. Deeford) ... ..	South ..
A. W. Lilley (1,172-c.c. R.M.S.) ... ..	North ..
A. G. Imhof (1,172-c.c. Imhof) ... ..	South ..
M. R. B. Cannon (1,172-c.c. Cannon) ... ..	South ..
A. J. Lilley (988-c.c. R.M.S. II) ... ..	North ..
T. C. Harrison (1,172-c.c. Harford) ... ..	North ..
H. H. Cryer (1,172-c.c. Trident) ... ..	North ..
M. H. Lawson (1,172-c.c. Lotus or M.L.) ... ..	South ..
E. Harrison (1,172-c.c. Harford) ... ..	North ..
J. C. Broadhead (1,172-c.c. J.C.B.) ... ..	North ..
J. S. Jenkins (1,172-c.c. Austin Special) ... ..	North ..
P. A. Barden (1,172-c.c. PA B) ... ..	South ..

The "sections" used were of excellent variety and were neither chassis breakers nor deep in mire; mostly they relied on gradient and leaf mould, besprinkled with difficult corners, to test the ability of competitors and cars. On one "section" Pat Atkinson had the misfortune to roll his Atkinson down a bank, but he and his passenger escaped injury and, after fitting a new steering wheel, he continued with the trial, climbing the next "Section" clean amid loud applause.

The Maidstone and Mid-Kent M.C. arranged the hills and very efficiently marshalled the event.

The first "section" started on hard ground and became a steep leaf-mould ascent between high banks—it was here that Atkinson overturned.

Cryer's Trident failed about half-way in spite of very-nearly deflated rear tyres. Lawson failed early, Harrison got very little higher and then Broadhead went well for half the distance. To prove it wasn't impossible, Barden, following up his victory in the "Gloucester," made a model ascent. R. Chappell not only stopped half-way but, the tractor's rope being applied to the cross-bar on his Cannotton, which mounts the front shock-absorbers, this was neatly removed! A pity, because this is a beautifully-finished trials car, although everyone looked exceedingly smart at the commencement of the Championship Trial.

Hollingworth got all the way up this A1 "section" in splendid fashion, and E. J. Chandler, assisted by an expert passenger, failed near the top. G. J. Newman used "blipping" tactics, and climbed well, while a splendid conquest of A1 was accomplished by R. W. Faulkner and R. W. Phillips. Both Hughes and the cigarette-smoking Pettit stopped at the very point where the Atkinson somersaulted.

The next "section" in the A-group was an easier climb and "3" wasn't unduly difficult, but A4 was a long climb ending in a very steep, final assault. Here Broadhead succeeded but the engine of his J. C. B. was boiling like a kettle at the summit.

Jenkins' Ford/Austin just failed, Barden was excellent, Cryer stopped low down, as did Lawson, but Harrison, starting slowly in his Harford, put up a very fine show, accelerating away to a clean finish. E. J. Chandler was a failure, Wilde only just cleared the crest and Hollingworth's Oliver stopped right at the top. Both Newman and Chappell climbed faultlessly, the former's lady passenger adopting sidecar-racing tactics for the corner. Before we

left this "section" we saw Phillips and Atkinson climb clean, Faulkner's Paul fail at the summit from lack of power, and Pettit sprag his Deeford on a tree before reaching the steep part.

Altogether the 1954 R.A.C. Trials Championship was a great success, the weather fine but cold, the hills a fair and interesting selection, the marshalling extremely efficient and Col. Barnes acting as Judge for the R.A.C., the scoring system being dependent on the actual point at which competitors came to rest on the various "sections," with no special tests.

Practically all the entry relied on Ford Ten power units, but A. J. Lilley lent a vintage aspect to proceedings with his V-twin J.A.P.-engined R.M.S. II.

Goodyear tyres were popular with the competitors to aid rear-wheel grip.

P. S. Hughes' neat "special" was called a Harfeach for the good reason that one side of it was painted yellow, matching the passenger's oilskins, and the other half silver.

**Results :**

1st : G. J. Newman (Cannon) ... ..	64 points
2nd : R. Chappell (Cannotton) ... ..	81 ..
3rd : M. H. Lawson (M.L.) ... ..	86 ..
Best Southern Driver : G. J. Newman (Cannon), 64 points	
Best Northern Driver : J. C. Broadhead (J.C.B.), 96 points	

**A THOUGHT-PROVOKING FILM**

VW Motors Ltd. entertained their guests to an excellent colour-film in London on December 17th. The film shows how VW cars are constructed in the fine new Wolfsburg factory in Germany, a vast plant—the fourth largest car-producing plant in the world—set amid rural surroundings and beside a wide waterway. Here VWs are constructed by modern methods of mass production, the body-sections spot-welded, and the entire body dropped on the chassis-platform without any need for a wiring-loom being threaded through it. A strong structure results, as "shots" of VWs being rolled over a steep bank proved.

Although the film is concerned mainly with factory technique, the VW is shown in spirited action on the road, a notable and very beautiful colour shot showing these little air-cooled cars devouring a mountain road and passing a Jaguar and other stranded water-cooled cars from which clouds of steam are issuing!

The film also shows the fine new town, with many amenities, which Wolfsburg has become. It is a film to absorb technicians and please VW owners; but is sheer mass production, so that one feels the need of a 1910 Rolls-Royce for the drive home, as an antidote—W. B.

**EXCURSION!**

The evening after the showing of the VW film in London a VW Microbus, driven by members of the motoring Press, left Blundells, the Volkswagen agents in Folkestone, on a run to the four corners of Britain—John o' Groats, Glasgow, Land's End and back to Folkestone. The aim being to average 26 m.p.h. overall, inclusive of stops, and to endeavour to keep the air-cooled engine running non-stop throughout. The Microbus was fully laden, and standard except for heater and fog-lamps.

As we close this issue for press the run continues and the Microbus arrived in Edinburgh safely on the outward journey, after a good run in fine weather. It left Folkestone 80 minutes late, but made this time up *en route*.

# THE RACING MECHANICS

(Continued from the December Issue)

## FRANK SHARPE

HAVING dealt, in the last two articles, with two distinctive types of mechanic, the "super tuner" and the younger generation of "works" mechanics (if the two previous subjects will forgive such terminology), it seemed logical to take for this third article someone who works for a purely private stable. But first a few words of introduction. There are those who, by virtue of their background or inclination, will always be mechanics in the sense that they screw things together expertly and very conscientiously, but are quite incapable of appreciating the broader field of design, and of following this up with the ability to fabricate, machine and generally evolve some new modification, and to carry through its testing and perfecting, logically and profitably. It is legitimate, of course, to expect this altogether wider ability in someone in the "super tuner" class, but ordinarily the drawing-board and the slide-rule demand one approach, and the bench another, and in few do these approaches combine. Yet happy the man in whom they do, and it is altogether unusual and refreshing to find this combination in someone as young as Frank Sharpe. The progress of a certain maroon-coloured Cooper-Bristol, piloted by Anthony Crook, bears adequate testimony to this fact.

Frank is essentially an individualist. Put him in a workshop with others and you see at once that either the whole workshop does things his way or he "goes into his shell," as the saying is, and sticks doggedly to his personal standards, which are as high as he can possibly make them. If the subject of his labours is something that is basically badly designed, or at least capable of improvement, he doesn't "bottle up" his moan or call the fire of Heaven down upon its designer, merely for the sake of talking, but will seek out an early opportunity of telling those responsible just how and where the thing could be improved from the fitter's point of view. His criticisms are helpful and constructive, and he appreciates that things sometimes have to be designed awkwardly to meet a particular set of awkward circumstances. The "big" outlook—how seldom is it encountered these post-war days!

Serious in outlook, yet he does not lack the sense of humour without which engineering in general, and motor-racing in particular, would be next to impossible, and he, further, has the doggedness and perseverance so essential to success.

In replying to a letter dealing with this article, Frank Sharpe wrote: "... I always say that my mixed experience of factory, repair shop and specialist shop has been to my advantage, and would be to anyone..." While that is undoubtedly so, nevertheless it is the ability and willingness to apply such experience that is the real advantage. There is, perhaps, something of a lesson for the future in this characteristic breadth of outlook, and to see it a small digression may be permitted.

Even during the present "golden age" of motor-racing, which bewilders those who remember the 15,000-odd spectators that went to Brooklands before the war, firms and individuals still go motor-racing for the same basic reasons—publicity, technical research, or simply because they like it or it pays them. Now it is perhaps not unfair to suggest that the present taxation position helps the larger firms, in particular, to meet the very heavy costs involved, but it must be remembered that this advantage may not always obtain. We all obviously want these firms to continue their efforts for a long time to come, building up a real reputation for British motor cars over a long period of years, and to help to ensure this it is incumbent on those who serve the game, even in the humblest capacities, to cultivate something of this broader and more business-like approach. The racing shop and the factory must be closely and logically linked, and blind enthusiasm, whilst obviously needful in reasonable proportion, is, by itself, not particularly attractive to the company director.

The more enthusiasm can be tempered by an appreciation of the business aspect, the more likely are firms to continue their racing programmes as an integral part of their general development policy; a situation that we all want to see as accepted practice.

FRANK  
SHARPE



When the writer first had the pleasure of meeting Frank Sharpe he was working in a fitting shop with a firm who specialised in the manufacture of certain motor-car components on a small scale, quietly doing a first-class job during the day, making model internal combustion engines as a hobby in his spare time, and sufficiently interested in furthering his knowledge generally to belong to the local branch of the I.M.I. and to be a regular attender at their meetings. He was not then, and still is not, a motoring enthusiast in the usual sense of the term, and does not become bored or disinterested in an engineering job as such merely because it does not go fast or appear at Goodwood. On the other hand, he obviously sees in a racing car a fine piece of engineering, and is openly and rightly proud in a quiet way if his car does well. (It usually does.) To hear Frank's dry summary of the "goings on" in the paddock after a meeting is over can be amusing in the extreme. If you wind your way up the hill out of Caterham valley, you will usually find Frank closeted in the rear of Anthony Crook's premises, which are more than fully equipped. The writer had the job of doing a bench-test there not so long ago and was astounded at the facilities available. This is not to give a free advertisement to Anthony Crook (who doesn't need one anyway), but is necessary to an appreciation of the qualities of our subject, for it is the very ability to tackle such diverse arts as electro-magnetic crack detection, welding, and full bench-testing that singles him out as a mechanic of exceptional ability. Take as an example the supercharging of the Cooper-Bristol last year. To appreciate things fully, one must have a close look at the layout of that particular motor car on the port side. Frame tubes, crankshaft pulley, damper, radiator header tank and dynamo all make the possibility of getting in a chain-driven supercharger look hopeless. Indeed, the job *was* impossible by all ordinary standards. Several people shook their heads sadly and said it just couldn't be done, but done it was, and the next thing the writer heard was a 'phone call from Frank suggesting a visit to see the installation and do a little carburettor tuning. Carefully he had worked the thing out on paper, written to the bearing firms, the flexible-coupling people and the chain people, winning an inch here, an eighth there, fabricating a chaincase with inbuilt oiling system, ducting, mounting brackets and manifolding. Unless one has had some experience of laying out chain-drives one is not in a proper position to appreciate fully what was done, but the most staggering

thing is that the completed job in no way looks a "cobbled" effort. Without exaggeration, it is a masterpiece of engineering extemporisation of which any mechanic might be proud, and the grin of joy on Frank's face after the Shelsley Walsh sports-car record was broken was worth going miles to see!

The gift of "plodding on," acquiring a bit of design knowledge here, a bit of "tuning" knowledge there, reading things up in what spare hours you possess and being always prepared to learn is something much to be admired, and obviously of the greatest possible value in the small private racing shop where facilities other than those normally found in a well-equipped garage and test-house are missing and expensive to acquire.

Another facet of the job of "mechanicing" as a whole is also well illustrated by the general consideration of Frank Sharpe and his kind, and that is the value of concentration over a period of time on one car and one power unit. Each racing car must of necessity have its own peculiarities and it is the mastering of the correct assembly of that particular motor car over and over again that just makes the difference between it motoring and motoring properly; and, furthermore, it is the best generator of the all-important reliability. Look at the Gerard, Harrison and Shawe-Taylor E.R.A.s a year or so ago, and there you have the answer. Specialisation has much to commend it, and many the racing shop that has courted unreliability by trying to run several cars at once, or by buying the very latest thing from Italy each year without adequate knowledge of its operation. The Crook Cooper-Bristol is on the right basis, as may well be judged by the consistently good results over several seasons, but let us recall that its preparation has been in the hands of a comparative youngster (Frank is 42), and we at once see that here is someone who will go far in his profession. What is even nicer is that if you go into the Crook racing shop late at night when the car is perhaps wanted for a race the next day, you will find Mrs. Sharpe patiently waiting and encouraging, and there are not many girls today who implement their marriage vows to that extent!

No doubt the writer will get a jack handle thrown at his head next time he enters that establishment for writing thus, but there is always such a pleasant atmosphere, and in a very real way one comes to look forward to going there. Today, Frank Sharpe still stands on the threshold of his career, and no doubt the slow, quiet handshake, and the deep quizzical glance that he gives you over the top of his spectacles will continue to win him many friends, and his humility of approach to his job keeps him safe from ever being satisfied that he has learned it all. Therein lies the secret of real success.—"A. B. C."

## "CHAIN GANGSTERS" MEETING

The Frazer-Nash section of the V.S.C.C. met at Tewkesbury on December 4th/5th for the annual general meeting, prize-giving and "chain-ganging." Unfortunately there were no G.N.s present this year, but of all the 'Nashes present there was one 82-year-old gentleman and his 1926 'Nash whose history is unique. Colonel Ruck bought his car in 1927 and has since used it continuously except for two years in the war. Since the war he has been averaging 900 miles a month in Central Wales and the original side-valve Anzani has done an estimated 250,000 to 300,000 miles with only one rebore.

Colonel Ruck was made an honorary member of the section and presented the silverware for competition motoring to Messrs. Harris, Nunn and Truscott. Special awards were presented to Grice (Prescott Handicap) and Pugh (Anglo-American Rally), and the "Awful Warning Trophy," which is a plaque with some remnants of a particularly ferocious 'Nash blow-up mounted, was awarded to R. Major for replacing a fractured back axle with a spare one in the paddock and then racing at Silverstone.—D. T.

## VINTAGE TO THE LAST

Sir,

I have acquired a +(2)pc. Ultra Lucia. It is powered by a No. 9 cobolt bomb void induction, supra-gravity condenser.

Though not up to the latest +(3)pc. for light-year speed, it will even, after 29 years Mondial, take me to Station IX Mars in—3hrs. Mondial.

I would not part with this vintage transporter for any Carbon Bomb Mk. I or Cobolt-Sodium Mk. II models, even with re-directed pre-thought controls as a standard fitting to the above.

Fellow space-travellers think me mad because I still love the effort and thrill of thinking. [So do we.—ED.]

London, S.W.8.

I am, Yours, etc.,  
R. BARTLE (Lea-Francis 12/40).

## LETTERS FROM READERS—continued from page 32

of 1953 I parted with this car and became the owner of a new Zephyr on the strong recommendation of a friend who admitted teething troubles with his car, but who said that the Ford Service was so excellent that these had been swiftly corrected. Of all the medium-priced cars of this type I thought the Zephyr the best looking, both in general shape and in the restrained use of chromium plating. Also, it had quite astonishingly good visibility all round and (on dry roads) handled well and performed very briskly indeed. What, of course, I had not realised was that with the merest trace of wet and city slime on cobbled streets the car was prone to skid in all directions—that I would have to carry 2 cwt. in the boot of the car if I were to dare to venture on snow, and that I was to have at least five replacement rear-engine mounting bushes in a series of abortive attempts to cure the incessant and brutal plucking of the transmission at low speeds in top and second gears. My brother, who drives a Vanguard, was quite unable to cope with this, and a friend said it was a trouble he would have expected to have associated only with an elderly low horse-power car.

Then there was the floor vibration at 62 m.p.h. I could guarantee to terrify any passenger with this. I believe I had two replacement balanced prop.-shafts in an unsuccessful attempt to cure this, and "Jubilee" clips were also used on the shaft to try to balance it. At 70 m.p.h. the vibration disappeared but returned again as speed diminished—the driving mirror would be opaque with high-frequency vibration during these spasms.

The rear wheels were balanced and later the front as well. This improved matters but did not cure it, and was a failure anyway as several balance weights fell off, being only crudely clipped to the wheel rims.

It was rarely possible to reverse the car without promoting a series of savage clonks from the region of the gearbox, followed by a thundering noise from the engine as one pressed the clutch pedal to change back from reverse.

The troubles I have so far outlined persisted throughout the 11,000 miles I covered in the car. There were, however, plenty of others to offer a little variation.

The lighting switch emitted a cloud of blue smoke one day and had to be renewed. I wore out, with normal driving, two front tyres in the 11,000 miles. A front-wheel bearing was renewed at about 6,000 miles and, horror of horrors, so was the steering-box a thousand miles later, and at this point I learned that there was not a Ford Zephyr steering-box available at any Manchester agent, nor anywhere between Birmingham and Carlisle. This cost me a week's delay.

In the July of 1953 I went to North Devon on holiday. The car was due for servicing so I took it to Messrs. Tow Garages at Barnstaple. They fitted a new rear engine mounting bush and then discovered that the gearbox was bone dry and they renewed the oil seal.

In passing, I would like to say that these people offered the very best in Ford service. They were alert, keen, extremely interested and courteous, and were all Ford dealers their equal there would be a lot less grumbling by Ford owners.

A new bearing had to be fitted to the gearbox on my return home.

During the time I had the car it was meticulously serviced, carefully driven and run-in, and it is scarcely surprising that after these experiences I parted with the car in the early part of this year.

On the credit side it is fair to say that the paintwork was excellent and the plating responded well to the great care I lavished upon it.

I had no bother from the engine and, what is more curious, no back-axle trouble either. Petrol consumption averaged 25 m.p.g. and on one occasion I actually obtained 31.4 m.p.g. on a long run, driving with economy in mind.

A friend bought a Consul at about the same time and sold it after a year—during which he had to renew the back axle and the steering-box apart from some trifling faults as well.

The Ford Motor Co. were at all times helpful and, apart from the front-wheel bearing, the tyre wear and the wheel balancing, I was never called upon to pay one penny of the various repairs. Unfortunately they act only through their agents and, in any case, who wants to have all the bother, inconvenience and worry which come with faults of this kind?

I, like Mr. Campbell Kemp, will never buy another Ford.

Waterfoot.

I am, Yours, etc.,

W. D. KEARNS.



# The London Motor Club's GLOUCESTER TRIAL

(December 4th)

*APPROACH TO THE SECOND SERIES OF "SECTIONS."—  
J. D. Hollingworth (Oliver) prepares for a "Gloucester ordeal."*

**T**HE London M.C.'s Gloucester Trial, in its day second only in importance to the M.C.C. Exeter but of recent years a tough event in the slime-storming calendar, started on December 4th at 10.30 a.m. from the George Hotel at Birdlip.

The entry of 29 can be considered excellent in the present stage of specialised trials machinery, much of which, incidentally, came to the start by van, trailer and lorry. Apart from three Dellow's the entry comprised the usual Ford Ten Specials, some with i.f.s., others with normal front axles, of which that on G. E. Turner's was liberally drilled, the exception being R. Davis' Austin Seven Special.

The same group of slimy, leaf-mould lanes in the hollow of a field formed the *pièce de résistance*, as in previous years. This time the going was very heavy, even the approach to this secluded spot being along a waterlogged lane and over a very muddy field.

Odd numbers took a different route to avoid congestion and throughout the organisation seemed excellent, competitors being back at "The George" by 2 p.m.

On the first "section," a stiff climb up a slimy bank, twenty competitors got all the way up, although L. Newey's Cyrilbold Special wouldn't even leave the start. The next "section" was much tougher and the best climb by P. A. Barden (P.A.B.) probably won him the trial. R. W. Faulkner (Paul Special II) beat him on Ballegers and Lilley, Lawson and Imhof did slightly better up Henwood Loop, but Barden was so consistently good that he lost only 27 marks, beating Imhof to the Gloucester Cup by six marks.

Two cars retired, R. M. Barford's Dellow, which at one time looked as if it would decorate the terrain of Henwood until next year, and E. J. P. Reynolds' Dellow.

Observing at this point, we saw the splendid effort by Imhof and his passenger in just getting their Imhof Special up the first "section," the neat ascent of Michael Lawson's Lotus, which took the curving approach to the steep bit quite slowly and the failure with spin, to the whine of a blower, of N. V. Terry's Dellow. Faulkner's climb just failed after an enormous effort and the unleashing of bags of urge. On the second "section" here, Newman and Cannon were observed high up and on another acclivity Newman again demonstrated his excellent blipping tactics in his Cannon VII. R. Davis hadn't got the Ford V8 carburation to the liking of his Austin Seven engine, J. C. Broadhead's Ford Special tended to misfire at high r.p.m., and J. C. Smith was in dire trouble with his Chandler, loss of the radiator filler cap sousing the plugs every time he accelerated. Two special tests were included, the first acceleration

through an S-bend, the second a reversing affair, to decide ties. Barden and Broadhead were fastest in the former, Atkinson and Chappell in the latter.

Twin S.U.s and a four-branch exhaust were noticed on the Imhof Special, and the winning, once-white P.A.B. had cycle-type front mudguards turning with the wheels, and four-branch exhaust. Imhof's car came in a van, its owner driving down from the S.C.C. of Norfolk dinner the previous evening in his souped-up Ford Zephyr which he now uses in place of an Allard.

**Results :**

- Gloucester Cup : P. A. Barden (P.A.B.).
- Thomas Challenge Cup : R. W. Faulkner (Paul Special II).
- Committee Challenge Cup : A. G. Imhof (Imhof Special).
- First-Class Awards : M. H. Lawson (Lotus), A. E. Marsh (Dellow) and M. R. B. Cannon (Cannon V).
- Second-Class Awards : G. J. Newman (Cannon VII), J. C. Broadhead (Ford Special) and R. Chappell (Cannotton).
- Team Prize : Tiny's Team (Imhof, Lewis and Chandler).

**A CASE FOR ALCOHOL FUEL**

Cleveland have issued a little booklet, "80 deg. Below and All's Well," explaining what carburettor icing is and how, of three known cures, that of employing an alcohol petrol, such as Clevecol, is by far the best. They claim that chronic carburettor icing can be cured by adding a few gallons of Clevecol Special alcohol fuel to other petrol already in the tank.

**CORRECTION**

We very much regret that owing to the full results of the R.A.C. Veteran Run not being available as we closed for Press last month, the list of those competitors who failed to finish within schedule time was incorrect. We apologise to those listed as outside schedule time when, in fact, they finished the course at the required speed. The corrected list of *non-finishers at the closing of the finishing control* is as follows :—

- V. Loft (1886 Hammel), E. S. Berry (1895 Lutzmann), P. Fotheringham Parker (1895 Lutzmann), G. L. Benbough (1896 Leon Bollee), R. S. Miles (1899 Benz), K. H. Smith (1899 Benz), Mrs. J. M. Schofield (1900 New Orleans), D. G. Silcock (1900 New Orleans), T. W. Lightfoot (1901 Renault), E. R. B. Clarke (1901 Sunbeam-Mabley), D. Fitzpatrick (1903 Achilles), J. G. Hay (1903 Darracq), C. J. Bendall (1903 Oldsmobile), Dr. J. C. Gilbertson (1903 Oldsmobile), T. H. Carter (1903 Vauxhall) and G. T. Church (1904 Rexette). In addition there were eleven non-starters.

# MY YEAR'S MOTORING

## The Editor Looks Back on the Cars He Drove During 1954

**W**HEN I concluded an article under this heading relating to 1953 I stated that I had been loaned nine test-cars that year and in them had covered over 5,000 miles. And I made so bold as to express the hope that in 1954 I should do considerably better.

The cars I am about to recall may strike some of you as somewhat sober for MOTOR SPORT to have tested and you will notice some obvious omissions from the road-test curriculum of a paper of this title which is justifiably able to claim the largest certified net sales. I confess to being disappointed myself but the saying is that you cannot have your cake and eat it, "cake" in this instance being the privilege MOTOR SPORT enjoys of freedom of expression and the presentation to its readers of absolutely unbiased reports and observations.

The fact that I have only driven such cars as the Austin-Healey 100, Triumph TR2, Jaguar XK140 and M.G. Midget by grace of the Guild of Motoring Writers, and then only for less than 7½-miles round the Goodwood circuit, is galling, but that's the way it is, so perhaps I should console myself that apparently the "cake" has been consumed by others besides myself.

Let me, here and now, express my thanks and appreciation to those readers who have generously offered to loan for road-test their own personal sports cars. Let me also explain, here and now, that our policy is against accepting these kind offers, for the straightforward reason that if a manufacturer does not see fit to release to us his test-car there is no reason why he should gain free publicity at the expense of a private-owner, whose car, moreover, will prove an embarrassment if it happens, for any one of the driver's reasons, to be above or below average performance and constitute a minor tragedy for us should we promote a "blow-up" or a "wizard prang" with it.

Of course, in the case of one-off Specials, obviously-modified standard cars and the like, no objections prevail, but I would like to assure our very large readership that application is made to the proper quarters for cars for road-test by this journal and that if the test-reports they wish to read are not forthcoming, perhaps it is best if they will draw their own conclusions!

May I now climb down from the pulpit and amuse myself—and, I hope, my readers—with a little light reminiscence?

The cars I tried ranged in size from 375 c.c. of the Citroën 2 c.v. to 2,262 c.c. of the Ford Zephyr Zodiac, and in price from the £275 of the Ford Popular to £1,950 of the Targa Florio Turismo Frazer-Nash.

The innings opened, as it were, with hurried arrangements to take over the Phase II Standard Vanguard saloon for the purpose of covering the V.S.C.C. Measham Rally in January. The photo-



**POPULAR.**—The lowest-priced of the Ford range, brisk, economical, dependable, seen in the 750 M.C. All-Comers' Trial, in which it was entered on the spur of the moment.

grapher and I set off in this spacious, comfortable conveyance and as we drove across the downs beyond Newbury under a sombre winter sky towards Swindon, where the picture-man had been posted for part of the war years, I had formed no particular likes or dislikes. In the next twelve hours we were to get to know the Vanguard much better, because after a most fortifying dinner at the "Feathers" in Ludlow, in a restful room of crisp tablecloths and gleaming copperware, we pressed on to the start at remarkable Longmead perched up in the sky above Church Stretton. We then drove about the rally route for what seemed an interminable night, the Vanguard's indicated cruising speed of 75 m.p.h. dispelling the miles. I remember that the photographer, who didn't really understand vintage cars, was most impressed when we rolled round corners at sixty without making up any ground on the 1925 boat-bodied 14/40 Delage we were following. His eyes opened even wider when the vintage cars began to out-corner us, but at least we had a heater and wind-up windows . . .

We duly arrived at the hill re-start test, but from the wrong direction, with no marshal to warn us, so that for a while it seemed that we should block the entire entry in the valley below. However, the Vanguard's bulk was parked off the road at an astonishing angle, faith thus proclaimed in its hand-brake, and as the official in charge found the rear lamps useful for reading his score card, all was forgiven.

Afterwards there were many dreary miles to the check at Ternhill, the only sign of civilisation for the remainder of that night having been the flashing pedestrian-crossing lights in deserted Wolverhampton. Yet, having disposed of Mr. Hill's Measham breakfast, we were in sufficiently good shape, thanks to the comfort of this Standard, to watch all the final tests, linger to discuss vintage Salmsons with the owner of one of these rare cars, forgo lunch, and not break fast again until dusk found us in Banbury.

If our means of conveyance attracted no attention at all amongst the assembled cognoscenti of the V.S.C.C., in spite of the fact that a similar car won the Visitors' Award in the Rally, at least it did all that was required of it in a brisk "I can manage" dependable sort of manner. I will confess that we didn't discover the overdrive, engaged on this car by movement of the gear lever, which I should have tumbled to after experience of a Jensen Interceptor, until the homeward journey. Even so, it accomplished 22½ m.p.g. of National Benzole over this not unhurried journey.

The Vanguard was waterproof, snug and well-upholstered and if some of the minor controls brought a frown, the presence of dial-type oil gauge, water thermometer and ammeter were favourably commented upon.

Next I did a spell of "tight-rope walking" in a very staunch Ford Popular. Perhaps it is a shocking admission for the Editor of MOTOR SPORT to make, but I really and truly enjoyed every one of the 750 miles I drove this inexpensive little saloon. The transverse suspension does give a "tight-rope balancing" impression, but the Popular can still be whisked round corners, although to strike a kerb would court disaster. It also promotes a good deal of up-and-down motion, distressing for less-hardy back-seat passengers. In the front the motion isn't too bad and as the driver I had no cause to complain. But I do recall, some years ago, being taken by one of the Technical Editors of the *Motor* for a long run as back-seat occupant in the Popular's predecessor, the Anglia, which included negotiation of much all-but-defaced Olde Roman Way. I was astonished then that any modern car could be sold with such crude suspension, yet previously I hadn't objected to discomfort in Anglias and Prefects—because, I then realised, I had never occupied their back-parlours.

This suspension-liveliness apart, what a great little companion the Ford Popular is! It will cruise at 50, reach 60 m.p.h., and at all times betters 30 m.p.g. I know of no more reassuring sound and feel in motoring than the sudden firing from cold of the Ford Ten power unit, the willing roar from its carburetter when it is working against the collar and the easy, sure action of the lever controlling its simple three-speed gearbox. Re-acquaintance with Ford's most modest model—still the least expensive four-wheeler on the British market—recalled all those similar Fords of other years which have conveyed me uncomplainingly and economically along main roads,





*IN ITS ELEMENT.*—During 1954 the prototype Frazer-Nash Targa Florio Turismo came our way. It is seen in its element on the Oulton Park road circuit.

secondary roads, by-ways and field paths, up muddy hills and through swollen fords, never faltering, always finishing the job in hand and not caring a damn for what the neighbours think.

During the time in which Dagenham placed a Popular at my disposal I did pretty well with it. Flicking the pages of my now dog-eared Stanley Blake Reece diary I see I entered it for a 750 M.C. All-Comers' Trial, spent the hours following until midnight seeking the sea and then exploring the back lanes of Hampshire, took it through rain-swept, cheerless suburbs to visit long-lost relatives while my wife was at a dance where, I had ascertained, there were no motoring types, and let it act as school-bus, light delivery van and general maid-of-all-work. It served admirably and was sufficiently brisk and well-braked not to be a bore.

As a distinct contrast, I next took out the prototype Frazer-Nash Targa Florio Turismo two-seater, which proved, as Frazer-Nash cars have been apt to do for many decades of road-testing by the motoring journalists, to have the most vivid performance of any car tried during the year. I think that had Bill Aldington known that I was about to write a critical full-scale report on the car he would have scrounged round and found me a later model, because some of the detail work wasn't so hot and we arrived under critical observation at Oulton Park, where we were to inspect the then new circuit, on about two cylinders, due to dirt in the fuel system. But these shortcomings I could afford to overlook, having experienced the very excellent performance of this very real sports car. Endowed with only one-hundred Bristol horses in this instance, this all-enveloping two-seater was smooth and contented at 90 m.p.h. and reached the same velocity without bursting itself in the high third gear. We got in a thoroughly "motorised" day by going up to Derby to prod the mysteries and the accelerator of the remarkable V8 Harker-Special, an interesting contrast to the modern 2-litre in which we had arrived. The next day we kept our appointment at Oulton Park, committed lappery and were royally entertained to tea by M. S. L. Faulkner, Chairman of the Cheshire Car Circuit Ltd., who takes a most realistic interest in all that happens at this very fine course and who in his younger days drove a Bugatti at Brooklands and an Aston Martin in the classic road races, including the Mille Miglia.

I recall that we roared away into the dark—and could that F.N. roar!—in very high spirits, which became more and more subdued as we encountered the disinterestedness of British hotels in tourists late on a winter Sabbath evening. That is, until the "Crown" at Stone made adequate amends.

The next morning I occupied taking a look at the bewildering complexity of plans Cyril Kieft had for the 1954 racing season and, leaving before lunch, which I have trained myself to forgo, I headed the 'Nash for the Welsh Border. We crossed it, as we thought, at the Croeso Gymru sign near Clyro and photographed the car with its back wheels in Wales and its other pair of Michelin "X" in England. A correspondent has since suggested that the border no doubt lay a few miles behind us; never mind, it made a nice picture.

I had wired my wife from a tiny village store to tell her at what time I should arrive home for dinner, so we pulled out the stops and did the run to Hampshire (Aldershot area) at a 52 m.p.h. average in spite of heavy traffic, a refuelling pause and the onset of the winter night.

The Frazer-Nash is that sort of car, very fast about the country (we had previously averaged 56 m.p.h. in the wet during our apprenticeship), thanks to its light, high-g geared rack-and-pinion steering, oversteer, stiff suspension and powerful, almost too powerful, Girling brakes, coupled to the gallop of the triple-carburettor Bristol engine above 3,200 r.p.m.

It is a matter of opinion, but personally I think I prefer my really potent sports-car to have visible mudguards and fold-flat screen, so if I were a Frazer-Nash customer it would be to a Le Mans Replica model they would lead me. The Continental Correspondent, who was hibernating in Hampshire waiting for the Grand Prix season to restart, drove a few miles in the Targa Florio Turismo and thought it a splendid car spoiled by having a bad driving position and rather too much weight—but then he likes to see people sit, and drive, like Farina. Personally, I returned XMC 2 to Isleworth with regret, and surprise that I had escaped a summons for excessive noise. The car was by no means the "warmest" of the Frazer-Nash range, but it reached about 105 m.p.h. in my hands—and I have grown out of wanting to take ordinary cars to ten-mile straights there to hold the accelerator hard on the floor through thick and thin merely to see what terminal velocity I can attain.

Switching happily from the sublime to the at-first-sight ridiculous, my turn arrived to sample the Citroën 2c.v. I do not propose to write much about the 2c.v. here because the space I have devoted to it in past issues should have proved to my readers that it is anything but ridiculous, ugly though it may be.

Freddie Ridout of Citroëns has such faith in this unconventional and modest-capacity car that he left it with me for eleven weeks and 7,693 miles—surely a road-test record? In that mileage, apart from very occasional greasing of the front-drive machinery, nothing was done to the mechanism and nothing serious went wrong with it. As a matter of fact, during last year I covered a bigger mileage than that in these astonishing and stout-hearted little cars, because I borrowed one to enter for the Cheltenham M.C.'s informative Fuel Economy Trial (in which, instructed by Holland Birkett in the art of Grand Prix driving in neutral, we finished second in our class at 83.7 m.p.g.), another to cover the Anglo-American Vintage-Car Rally, and yet another to try some West Country trials hills and cover the London M.C. Gloucester Trial, and V.S.C.C. Lasham Rally. My total 2c.v.-motoring consequently became a matter of 10,680 miles, during which the only serious mechanical malady was breakage of a clutch-actuating cable—and even that didn't prevent this incredible People's Car from homing on Slough without real difficulty, even in London traffic, so lenient is the gearbox.

My memories of the 2 c.v. include its powerful progressive brakes, surprisingly good roadholding (especially when we blew up its Michelines to 28 lb./sq. in. for the Economy Run), its extreme comfort, roominess and practicability, the technical achievement of low oil consumption and cleanliness in the tiny horizontally-opposed air-cooled engine, and the manner in which it grinds up single-figure gradients without overheating and gets itself unaided out of slimy predicaments with equal facility.

It may look like an animated chicken-coop, it is expensive in this country because p.t. and import duty are imposed, and it can render



*LITTLE BUT GOOD.*—The 2 c.v. Citroën accounted for a major mileage in our road-testing curriculum and, in spite of less-than-minimum servicing attention, proved almost 100 per cent. reliable and a very fine runabout. It is here seen defeated by snow on Bwlch-y-Groes. Otherwise it would have easily ascended the famous Welsh Pass.

calm men insane if they must drive as if the devil were pursuing them; but that the 2c.v. Citroën causes traffic congestion is, I consider, invalid criticism while two-abreast cyclists, gigantic lorries and horse-drawn drays are still permitted in our cities.

The same day as I wrote this article I noticed a lady driving a 2c.v. van\* through my own village, so the merits of M. Boulanger's ingenious and brilliant design are no doubt spreading; in France, they say, sales of these air-cooled flat-twins rival those of the Renault 4c.v. Apart from the events already referred to, I took the 2c.v. to a V.S.C.C. Slough Rally, to Goodwood for the R.A.C. Rally tests, to race meetings at Goodwood (twice), Oulton Park, New Cross (!), Snetterton, Silverstone and Ibsley. Thus I proved my genuine liking for it, at the risk of being considered insane by my friends . . .

During this extended experience of minimum motoring I broke off for a week-end to try another air-cooled boxer-motor car (this time with a rear-engine and rear-wheel-drive instead of a front-mounted engine driving the front wheels, and with twice the number of cylinders) in the form of the now firmly-established 1,192-c.c. Volkswagen. As in the case of the 2c.v., so with the VW, I have accorded it so much praise in so many issues of MOTOR SPORT that I now graciously back-pedal, although its liveliness, "unburstableness," wizard gear-change, excellent finish, and 36 m.p.g.-plus fuel economy, together with its inborn contempt of hot or cold climates, will live long in my memory. I concede that its brakes can be fierce and that it oversteers considerably but a car with no vices at all would probably prove as exasperating a companion as a girl friend of the same quality!

As I have been accused in some quarters of giving the VW publicity out of all proportion to my readers' interest in it I will confine myself to remarking that I have been gratified to receive many letters, and personal calls at the MOTOR SPORT Stand at the Earls Court Show, from enthusiasts who have changed older cars, in several cases far faster vehicles, for the unorthodox little fellow from Wolfsburg and who agreed 100 per cent. with all that we have published on the subject.† Further, I will defend myself by stating that I have not been provided free of charge, at half-price, or even at a 10 per cent. reduction with a shining new VW on account of what

\* This Citroën 2 c.v. van, economical and fool-proof, must be a boon to farmers and small traders; it costs £478 5s. 5d. inclusive of p.t.

† Two letters of this nature are to hand as I write this article. The first is from Helen Rayne, of California, who says that her husband and she have owned such cars as TC, TD and Y-type M.G.s, 2½-litre Riley, and Austin A40, and now have a 1954 XK120 Jaguar modified convertible, and consequently she expected the VW they have just purchased to be somewhat boring. On the contrary, she continues, it has turned out to be "the most fun and safest car I have ever driven." Mrs. Rayne finds it completely dependable under all weather conditions and free from mechanical troubles over rough, mountainous terrain. Moreover, whereas all her previous cars had to go through a tedious "breaking-in" period, this did not apply to the VW. She praises the quick pick-up, "overdrive" fourth gear, lack of sluggishness, and criticises only the awkward placing of the accelerator. As she is an American of English, French and Irish ancestry, married to an Englishman, I guess she is no more biased than I am.

The other letter, in the in-post as I close this article, comes from a reader living at Trowbridge who disliked his S.S.II, in contrast to Mrs. Black, whose views appeared in the November issue; he inquires how to cure squealing brakes on his 1939 Series E Morris Eight, and concludes: "Having seen Volkswagen soaring non-stop over Swiss passes last summer, I am eagerly awaiting the day when I, too, become a VW owner and enthusiast."—Ed.



NEW ANGLIA.—Offering remarkably good performance for a 10-h.p. saloon, the Ford New Anglia holds the road well, does nearly 30 m.p.g. against the collar and makes an excellent rally car.

I have written; indeed I have not even succeeded in persuading the London showroom to find me a VW for hard cash in part-exchange for my three-year-old sports car . . .

Later I was able to try a specially hotted-up VW prepared by the West Essex Engineering Company, with twin carburettors, special heads and the usual means of realising increased performance. It was not in quite the best of health when it came to me, but in the course of a summer day's journey across the Berkshire Downs to visit Nigel Arnold-Forster, who now edits the *V.S.C.C. Bulletin*, we discovered it to be an excellent poor man's Porsche, likely to give great enjoyment to those who derive pleasure from unexpectedly quick and accelerative cars of normal outward demeanour.

To attend the first big race meeting at Silverstone I was able to borrow at short notice a Simca Aronde, which French family saloon I had fully road-tested in 1953. The Aronde is essentially *chic* in appearance, comfortable and brisk about the place, and if it has a rather transatlantic gear-shift and fascia planning it is both faster and surer on the road than a VW, albeit the fuel consumption is some 6 m.p.g. higher. I must confess I luxuriated in this little 1,221-c.c. saloon after exposure to the English summer in the Editorial Morgan Plus Four, and when its screen wipers went on strike on a wet evening not only did I find a tiny crank-handle in the cubby hole with which to actuate them but a charming young lady actually thumbed me for a lift and volunteered to do the cranking. Yes, the Aronde is a memorable car!

The present version has even better roadholding due to the employment of smaller wheels, as was demonstrated to us after an excellent luncheon in "The Bull" at Gerrard's Cross by Fiat Ltd. last September—and heaven knows, the earlier Simca felt an exceedingly safe car, even in the wet. Quite why a slight reduction in tyre size improves matters I do not know; lower unsprung weight I suppose. This modification gave Laurence Pomeroy an opportunity, when replying to the toast of "The Guests" at the aforesaid luncheon, to feign similar mystification for, as he remarked, his Prince Henry Vauxhall has wheels of 34 in. overall diameter, so he could hardly be expected to appreciate the subtle difference between 15-in. and 14-in. wheels!

In June I was able to sample, over a long weekend, the much-discussed Ford New Anglia, which I took to a Silverstone Club Meeting and to Goodwood for the Whitsun Meeting of the B.A.R.C. I had been told, by the P.R.O. Department of the Ford Motor Company, that the New Anglia was indeed a goer, and able to rival the Consul in performance, and that it had very good roadholding. Certainly I was in no way disappointed. The little side-valve saloon had a truly vivid manner of running and, except for some skittishness at the tail-end, took bends and corners very well indeed.

I soon came to appreciate that this newest Dagenham product represents minimum motoring in a form acceptable to the greatest number of present-day purchasers. If, personally, I raised my eyebrows a fraction at a fuel consumption higher than 30 m.p.g. from 1,172 c.c., I have to admit that this country is not so impoverished that any more economical consumption of the savagely-taxed spirit is sought by the majority of its motorists. Especially when this near-30 m.p.g. is coupled to such spirit in a four-seater saloon—a little car capable of better than 70 m.p.h. and 0—50 m.p.h. acceleration appreciably brisker than that offered by cars of similar engine size but greater price, and this with a three-speed gearbox.

The Ford Anglia is a most fascinating small car to drive and I could use one not unhappily for my daily perambulations. There is a suggestion about the car of performance achieved by lightweight construction, reflected in some floor, side-panel and bonnet judder and minor body rattles, and the engine hesitated for a mile or two in a manner suggestive of fuel starvation or a choked jet, but all in all I rate the New Anglia as a staunch companion for any journey and worth every pound of its modest purchase price. It is a clever scaling-down of bigger cars, so that only when you encounter it side-on, with a big-boned, bowler-hatted business-man ensconced within, does it strike you that this is a small car, on wheels of but 13 in. diameter.

My introduction to the Anglia was followed by re-acquaintance with the Renault 750. I liked this little rear-engined Frenchman very much indeed, can almost say that I loved it, and it is a love I try to resist, otherwise I would find most of this year's journeys for MOTOR SPORT performed in one of these charming babies—and they are not quite quick enough for that, at all events in standard trim.

But on a crowded or twisting road not so many vehicles can live with the little Renault 4c.v., its seemingly delicate gear-change is a delight which encourages the so-willing o.h.v. engine to give of its best, and all the while the car returns at least 42 m.p.g. as it scuttles along.

(To be continued)

THE



## HASN'T JOINED THE DODO!

### Enchaîné Describes Some "Specials" of G.N. Ancestry Which Should Enliven 1955 Sprint and Race Meetings

**T**HERE are indications that this coming season will be a vintage G.N. year and probably the last good competition year for G.N. Specials for ever.

A large proportion of the motor-racing public regard the G.N. Special as a frail device which is always likely to come to blows with its owner. This misapprehension is probably due to the fact that most "specialists" have limited time and even more limited resources, which make every race meeting for them not just an event, but a definite part of their development programme. If next season a G.N. is seen to be sulking then you, the reader, be kind to it and wish it better for the future. B.R.M.s and G.N.s are not the only motor cars which are raced before testing and development are finished!

An attempt is made in this article to record some of the G.N. Specials which are being built or are already built ready for next season.

JOHN GRICE'S G.N. started off life as a 1921 "Popular" with the i.o.e. engine, but is now fitted with probably the most potent Anzani four-cylinder side-valve engine still in existence. This engine is similar to the R-type Anzani with its roller-bearing crankshaft which has allowed 6,000 r.p.m. to be seen without distressing noises; the strange thing about this engine is its reactionary movement, for it goes backwards, owing to the peculiar shape of the very



[Photo by HAROLD BARKER

AT PRESCOTT.—John Grice's single-seater G.N. with roller-bearing Anzani side-valve engine.



DAVID THIRLBY in action at the wheel of his 1921 J.A.P.-engined G.N., the ex-Axel-Berg, ex-Bolster car, during last year's N. Staffs M.C. Silverstone Meeting.

high-lift cams and their desire for room in which to breathe. The drive goes through the customary G.N. clutch, prop.-shaft and the four-chain final drive, though in this case the bevel box is upside down in the chassis to counteract the reactionary movement. The whole car is very nicely made, with a Frazer-Nash-type radiator and wide, braked front axle, together with a two-seater body to comply with sports-car regulations.

NIGEL ARNOLD-FORSTER over the years has amassed a vast collection of G.N. and Anzani pieces and his single-seater contains parts of several famous pre-war G.N. Specials. This car has already been described in MOTOR SPORT and no attempt will be made to repeat hitherto published information except to say that the car is typical of the genus of G.N. Specials in having Morgan-type front suspension, though the photo shows it in prototype form with a 'Nash-type front-end. Unfortunately, this "special" never seems to be quite right and has featured in paddock rebuilds at practically every meeting. The car always seems to have a rather startled look, like a mechanised rabbit seeing a stoat, which is probably because it was built in ten days and nights, mostly nights. There was a hint towards the end of last season that things were improving for the pair and that the car regrets its past excesses and is going to be good from now onwards.

DAVID THIRLBY bought in September the G.N.-J.A.P. for what most people describe as "a song" but what the owner protests is the proper economic price for 1920 G.N.s. The car was raced with success by Axel-Berg in 1948 and has since been owned by John Bolster, who sold it to the previous owner. This is an almost completely standard 1921 touring G.N. except for the engine, front axle and reverse-gear mechanism. The engine is a very early racing o.h.v. Type K.T.O.R. J.A.P. 981-c.c. vee-twin of probably 1926 origin; it is fitted with decompression plates and runs at present on best petrol and makes the G.N., according to the owner, a very fine road car! The front axle, although still brakeless, is very wide, giving the car the delightful Frazer-Nash crab-track. The only other modification is that reverse gear disappeared long ago and there are four forward speeds. This is quite defensible since the Law says that vehicles under 800 lb. in weight do not need to have a reverse. This car has had one disastrous outing with its new owner, in October, and he promises before next season to have properly adjusted carburation and a new front axle. The car may appear later on as a *monoposto* device.

The engine now being fitted into DICK "BANGER" HARDY'S latest device, the "Hardy Annual," has had an extremely strenuous life. Baragwanath converted an 8/45 J.A.P. to his own specification, which included steel flywheels and a very strong bronze crankcase, and this engine, later on in life with a big Type 260 Centric supercharger, provided the motive power for the Sumner-J.A.P., which combination, in the days before the war, was one of the noisiest engines ever heard. This "special" uses the i.o.e. chassis with Mor-

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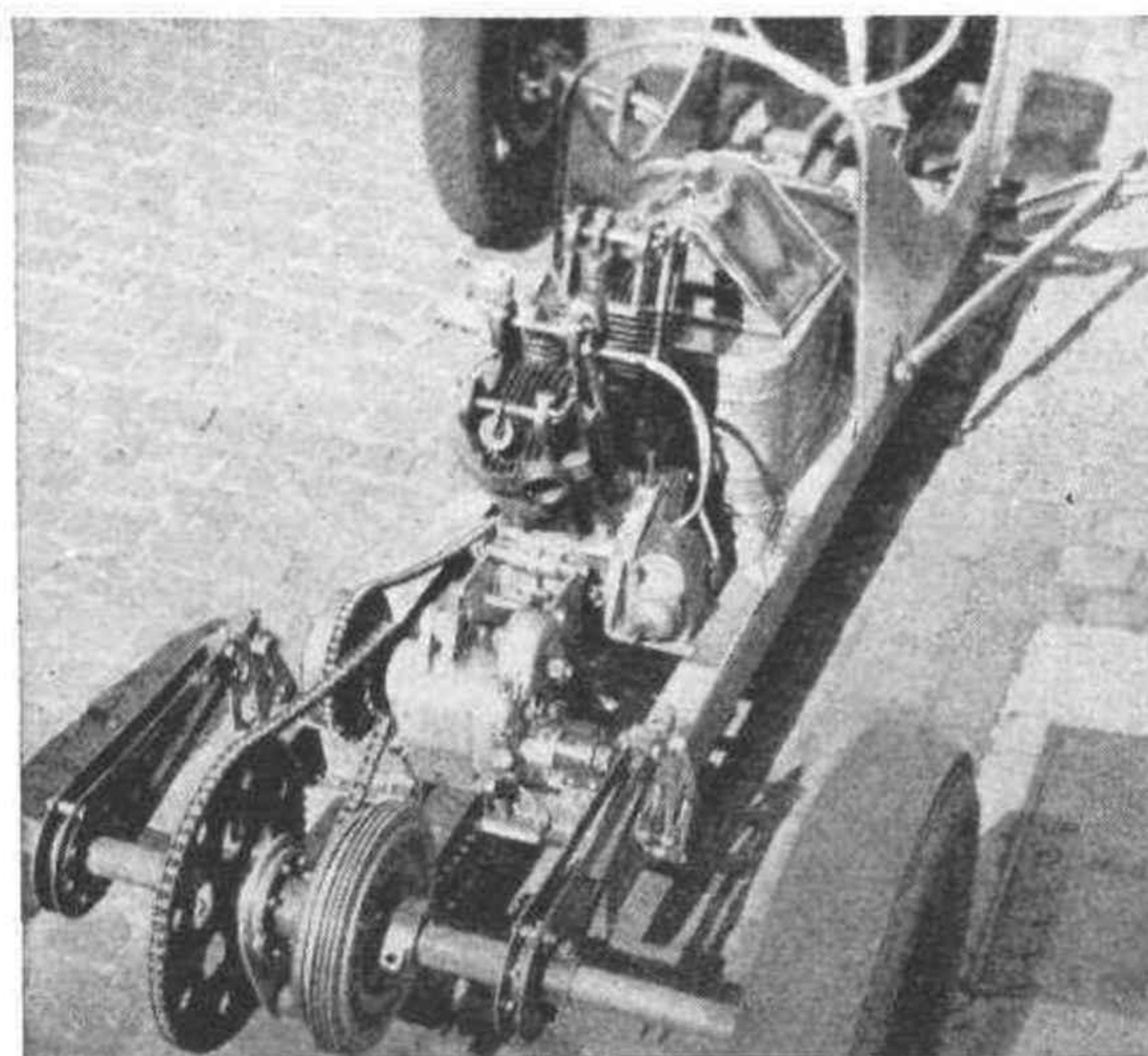
gan front-end and the engine situated behind the driver, transmitting the power through a Norton motor-cycle gearbox by single chain to the rear axle. Hardy used to race his previous "special," "Riley's Daughter," now gone the way of all flesh, and this experience will be invaluable to him, for his latest device is likely to be a colossal handful with its 9 ft. 8 in. wheelbase and extremely potent motor.

"Salome" was in the days before the war a classic example of the work of the specialist, for Jan Breyer amalgamated a Morgan three-wheeler chassis and G.N. final transmission, with a vee twin s.v. J.A.P. engine. The car is now fitted with an A.B.C. flat twin aero-engine which is said by the manufacturers to have developed 40 b.h.p. (which is perhaps a shade optimistic), and is definitely only a sprint car, with its manual method of valve and rocker lubrication, *i.e.*, the mechanic throws a small bucketful of Castrol R over each cylinder head on the starting line. TIM VESSEY now owns this delightful motor car and is arranging for positive oiling of the aforesaid bric-a-brac and for an aluminium veil to be drawn over the motor to satisfy the scrutineers that "Salome" is now decent about fireproof bulkheads.

RICHARD MARCH, who normally drives a very rapid Alvis Silver Eagle, is fitting an A.C. six-cylinder 2-litre engine into a very early Frazer-Nash chassis which he obtained from Arnold-Forster. This "special" should be very similar to the Caesar Special which Dr. TAYLOR uses to such good effect. The Caesar Special, though, is built round a G.N. chassis, which is adequate proof, if any is needed, of the strength of the cars that Godfrey and Frazer-Nash used to build in the halcyon days after the first World War.

A most ambitious G.N. Special is being built by CECIL MITCHELL, co-designer of the Staride, the car being beautifully made, with detail work of an extremely high standard. Mitchell is probably unique in having laid out his plans on a drawing board before taking hacksaw to metal. A G.N.-type chassis is used, liberally cross-braced with aluminium sheeting, forming a very rigid but light chassis. The suspension on this car is extremely soft, being looked after by only two springs; a transverse spring together with a split pre-war beam axle looks after the front end whilst a single central spring, as can be seen from the photograph, looks after the back. Most G.N. Specials are like Mitchell's in having very soft springing, although there are exceptions like Thirlby's, whose front-end is practically solid. The vee-twin engine is again a K.T.O.R., but with racing cams, which drives through an Albion gearbox to the back axle.

It is a strange but nevertheless true fact that doctors seem to have an affinity with chain-driven motor cars, be they G.N. or Frazer-Nash. This may be an antithesis of their ordinary way of life and is the modern-day version of "Jekyll and Hyde-ism." This leads to the sprint car that Dr. JOHN FARLEY is rebuilding, namely the Farley Special which did hold, possibly still does, the standing start ¼-mile record at Tewin Water in 13.8 sec. Farley is at the moment rebuilding this very fast car to an even more potent specification, with twin-stage supercharging. What boost is obtained from these twin superchargers, Centric 260 and Shorrocks 250B, is very much a closed secret, but it certainly is higher than 25 lb./sq. in., making the car without doubt potentially the fastest G.N. Special of all time. Farley has built this car to the usual specification, reading from front to back, of Morgan i.f.s., G.N. chassis, vee-twin J.A.P., motor-cycle gearbox and solid rear axle. The engine is very



MODIFICATION FROM ORIGINAL.—Cecil Mitchell's ambitious J.A.P.-engined G.N.-base Special.

special, being an 8/75 J.A.P. with twin magnetos and a penchant for 6,000 r.p.m. The back axle is extra special in being tubular, with the wheels taper-pinned directly onto the axle, saving the weight of hubs, and shod with Michelin "X" tyres.

This practically concludes the list of cars known to the author, but mention should be made of a vee-twin Blackburne o.h.c.-engined device said to be in Blackburn and of the G.N. being built by BARRY PEERLESS at "Arnold-Forster's home for Anzani and G.N.s" with, it is said, two Scott motor-cycle engines (not very practicable, but terrific fun) in the engine room. KENNETH NEVE is supposed to be inveigling a HUDSON straight-eight engine into a G.N. chassis, and the very best of luck to him.

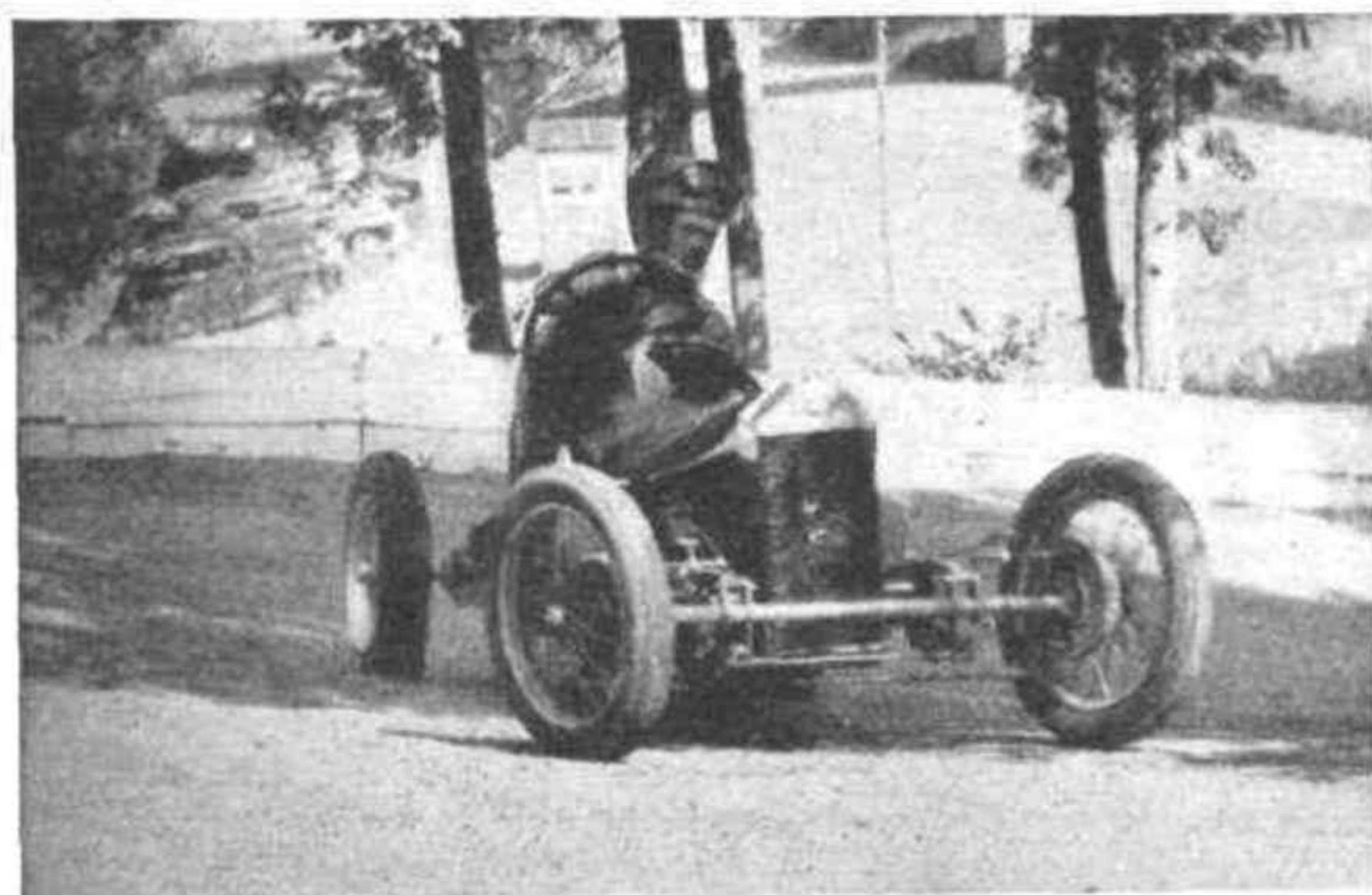
It was stated at the beginning of this article that this would probably be the last good competition year for G.N.s and this is reasonable when one considers that the production of G.N.s ceased in 1923-24 and the parts are now getting very tired indeed. Let us hope, therefore, that the indications of 1955 being G.N. Renaissance year are fulfilled and close by wishing G.N. Specialists the best of luck.

## VINTAGE INTERLUDE

Highgate must be vintage-car minded. The Editor went there the other day to call on Mr. S. C. Cull, who worked at Brooklands, before most of you were born, on racing cars like the Wolseley Moth, Delage I and Wolseley-Viper, which most of you won't remember.

Mr. Cull very kindly presented your sentimental Editor with a piston, camshaft, cylinder block and other beautifully-made parts from the Wolseley (Vickers)-built Hispano-Suiza W4A 180-h.p. V8 aero engine out of the last-named racing car. To convey these away the Editor used a 2 c.v. Citroën, which is ideal for the job, with its roomy boot and suspension (and lamps) adaptable to a big load. Arriving at Highgate he had noticed a 12/40 Lea-Francis two-seater and a very sparkling bull-nose Morris two-seater and he was now able to enquire the way to his next destination, where he was going to look at a motor miniature, from a member of the City and Guilds M.C., whose well-rugged-up 9/20 Rover tourer, recognisable by its characteristic and lovable square-rig, was being furiously cranked by a colleague.

That morning there had occurred another vintage interlude, when a rather lurid 12/50 Alvis beetle-back was being pushed backwards into a side turning out of the Notting Hill Gate traffic jam by a Chelsea-attired girl aided by a 'bus inspector. We hope she wasn't a victim of the dreaded shellac disease and that the Alvis is now upholding vintage traditions.—W. B.



[Photo by BRUCE-HENLEY

NIGEL ARNOLD-FORSTER takes Pardon Hairpin at Prescott in his Anzani-G.N. when it was in prototype form.

# RUMBLINGS

A very pleasing exhibit at last year's Earls Court Motor Show were the two Kieft sports two-seaters, the only 1,100-c.c. British sports models. They were powered with the overhead camshaft four-cylinder 72.4 by 66.6 mm. 1,097-c.c. Type FWA Coventry-Climax engine. This over-square light-alloy engine gives 72 b.h.p. at 6,200 r.p.m. on a compression-ratio of 8.8 to 1 and a maximum torque of 64 ft./lb. at 5,000 r.p.m. It weighs 208 lb., dry. The single-piece cylinder block and crankcase is fitted with easily-renewable slip-fit liners.

## A PROMISING 1,100-c.c. SPORTS- CAR ENGINE

The steel crankshaft is of extremely robust, fully counterweighted design with a large overlap between crankpins and main journals. It is carried in three 2½ in. dia. by 1 in. main bearings which are identical in size for interchangeability. These bearings are of the lead-bronze steel-backed strip type, and require no fitting.

The aluminium pistons are fitted with Dykes pressure-locked compression rings, the top rings being chromium-plated. The short, stiff connecting rods are split diagonally for easy withdrawal through the cylinder bores. The big-end bearings are of the renewable lead-bronze strip type, 1½ in. dia. by ¾ in. wide.

The bore/stroke ratio gives the exceptionally low piston speed of 2,500 ft./min. at 5,750 r.p.m.

The heat-treated aluminium cylinder head has wedge-shaped combustion chambers and easy-flowing ports.

The valves, of XB steel, seat on shrunk-in austenitic cast-iron seatings. A carefully-directed stream of coolant is provided by a centrifugal belt-driven pump which has sealed ball-bearings and a carbon gland. The water pump drive belt also drives the fan (if fitted) and the dynamo.

A single overhead camshaft is driven by a two-stage drive comprising a gear reduction from crankshaft to jackshaft and chain-drive from jackshaft to camshaft. The jackshaft runs in pressure-fed white-metal bearings which are renewable without fitting, and drives the oil pump and distributor through skew gears and the fuel pump by means of a cam.

The chain driving the camshaft is of the duplex type. A Weller-type tensioner is fitted on its slack side to damp out vibration. The combination of gear and sprocket ratio has been carefully chosen in order to provide a hunting tooth in each stage to eliminate the localised tooth wear commonly experienced in timing gears. The driving sprocket is coupled to the camshaft by a dowel and setscrew so that the timing is not lost when the cylinder head is removed.

The camshaft operates the valves by direct action through chilled cast-iron tappets which work in guides surmounting the valve springs. Tappet adjustment is by means of hardened discs of

graduated thickness. The three white-metal camshaft bearings are renewable without fitting.

The tappets are lubricated from a trough formed integral with the tappet guide and camshaft bearing block. Thus, the cams constantly dip into oil spilled from the camshaft bearings.

The oil pump is of the normal spur gear type. A relief valve built into the sump body passes the spill back into the inlet. The oil is therefore drawn from the sump (via a floating pick-up filter) only in sufficient quantity to meet the bearing requirements. This means that oil passes more slowly through the filter, also reducing the likelihood of aeration.

The main oil filter, which is mounted externally, is of the full-flow, renewable element type.

Twin 1½-in. throttle semi-downdraught S.U. carburettors are fitted.

The engine is supplied complete with starter and dynamo, and with or without a cooling fan.

\* \* \*

The price of petrol remains pretty high, but the hospitality extended by the Oil Barons to their guests and friends of the Press is certainly lavish. Thus on the evening of **ESSO HOSPITALITY** November 30th we left the Film House in Wardour Street with what a friend of ours used to refer to as an "unfortunate overhang," clutching an Esso wallet containing a cute plastic hood for the girl-friend to slip on if she were obliged to vacate the car in the rain on the way home—due, perhaps, to running out of Esso.

The occasion was a preview of two new Esso Competition Films, "Esso Reporter No. 1" and "For Motoring Men." The latter featured the British Empire Trophy Race at Oulton Park last year. Many celebrities of English motor-racing were present, notably Alan Brown, winner of the B.E. Trophy, Roy Salvadori, Jim Mayers, Ken McAlpine, Colin Chapman, Cliff Davis, John Coombs, George Abecassis, David Murray, and many, many more invisible in the crowded bar.

"Esso Reporter No. 1" is a miscellany of motor and motor-cycle events, including all too brief shots of Reg. Parnell winning at the Crystal Palace, the opening Aintree meeting and the British Grand Prix at Silverstone, interspersed with some fine gliding shots and unnecessarily-long items devoted to the Boy Scouts' Derby and the skid-kids.

"For Motoring Men" is a 16-mm. colour film of the British Empire Trophy Race at Oulton Park, and it serves to show up the splendid amenities of the Oulton Park circuit, where it would be rather nice to have a Grand Prix.

These films will be joined by "An Irish Reel," featuring the R.A.C. T.T. and the North-West 200 motor-cycle race and a film about motor-cycle racing at Cadwell Park.

All are available for loan, free of charge, to clubs and other bodies; application should be made to the Competitions Section, Esso Petroleum Company, 36, Queen Anne's Gate, London, S.W.1.

\* \* \*

Further to our recent references to motor-car miniatures, through the generosity of Charles Mortimer, we have been able to add to our collection a quite outstanding Prameta replica. Made in Cologne, this polished silver-finish XK120 Jaguar fixed-head coupé is 6 in. long and weighs 12 oz.

Wound-up by a key in the shape of a tiny traffic-cop, this Jaguar runs some 100 feet, steering first in a circle in one direction, then in the other, tail-sliding in a realistic fashion. It is equipped with a three-speed and reverse gearbox (controlled by moving the reversing lamp), stub-axle steering (turned by moving the fog-lamp) with radius control and automatic direction-changer should the car strike objects in its path. The clockwork is protected against overwinding, no iron or tin components are used apart from the screws and springs, and the mechanism is detachable for cleaning.

Besides this Jaguar, Mercedes-Benz 300 and Buick 450 are made. Prameta models are not, we believe, freely available in this country, but when you visit Germany this summer with marks to spend... Meanwhile, what about it, British toy industry?



**INCENTIVE TO A WIDE-OPEN THROTTLE.**—In this case the start of a timed section in a pre-World War II Inter-Varsity Trial. The marshal's car is a Frazer-Nash-B.M.W.

# PICTORIAL REVIEW

## London M.C. Gloucester Trial

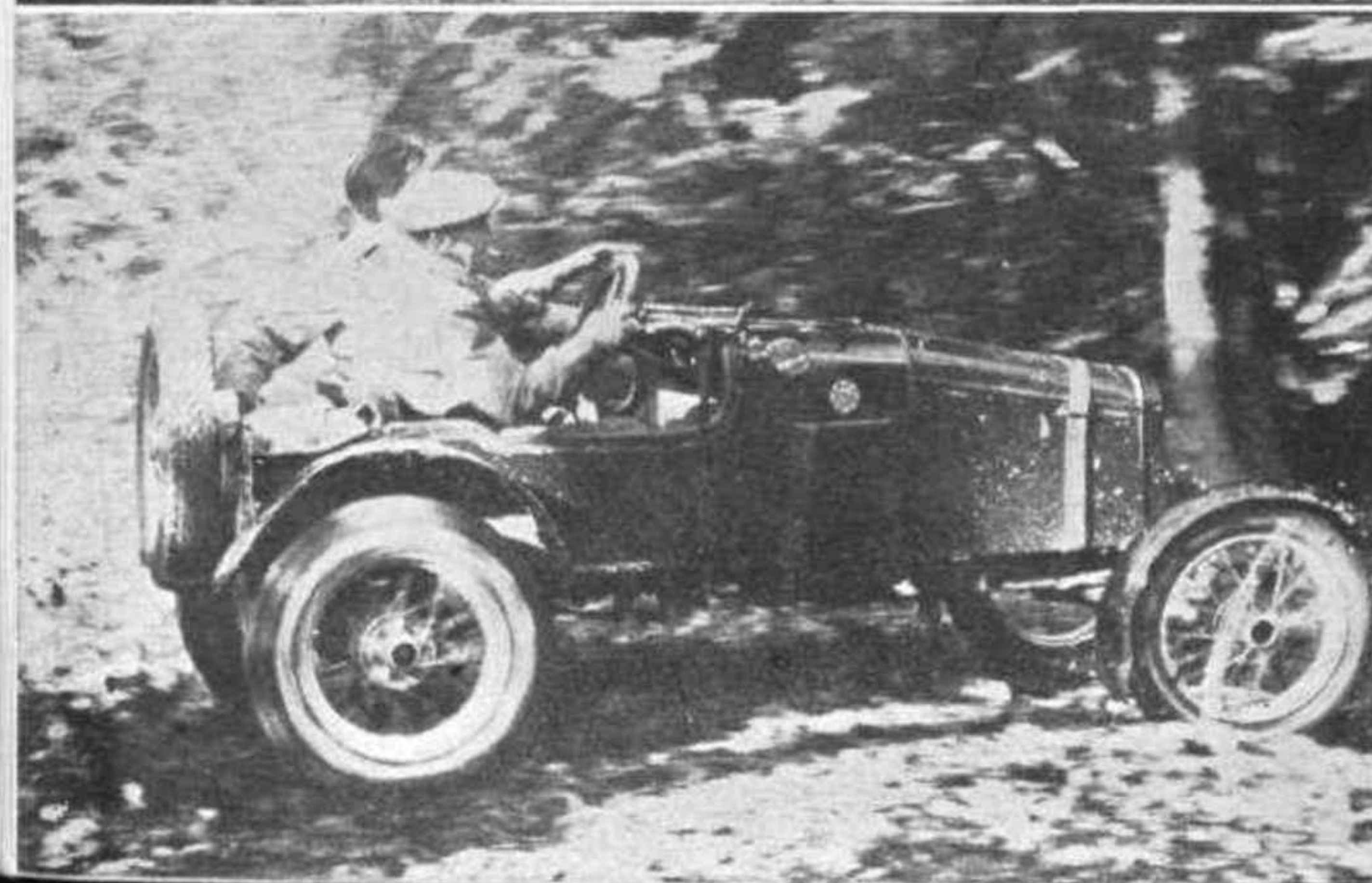
### R.A.C. Trials Championship

### V.S.C.C. Lasham Rally

Top : CHAMPIONSHIP TRIAL.—R. W. Phillips going well in the 1954 R.A.C. Championship Trial in the well-known Le Tout. Run in the Kentish woods not far from Maidstone, with the assistance of members of the Maidstone & Mid-Kent M.C., the Trial was won by G. J. Newman (Cannon).

Bottom : SPLENDID RECOVERY.—Pat Atkinson's Atkinson overturned on section A1 during the Championship Trial but, occupants unhurt, they bravely continued, climbing the next "section" attempted in sure and certain manner.





EXPERT handling of his Paul by R. W. Faulkner didn't get him very far in the Championship Trial, because of suspected fuel starvation.

ANOTHER FIRST-CLASS AWARD WINNER. Michael Lawson's Lotus was largely unperturbed by Gloucester conditions.

ANOTHER who was not so fortunate in the Championship Trial was Michael Lawson, whose M.L. failed early on some of the hills. He recovered well, finishing third.

ASSAULT! — E. J. Chandler (Chandler), rear tyres all but devoid of air, storms the lower slopes of section A1 in the Championship Trial. He is at the point where the Atkinson subsequently rolled over the off-side bank, causing the hill to be abandoned before the fourth group of competitors reached it.

SMOKER.—G. E. Pettit calmly eases his Deeford up a "section" during the R.A.C. Trials Championship. Like most of the other competitors he relied on Goodyear back tyres to promote the essential wheel-grip.

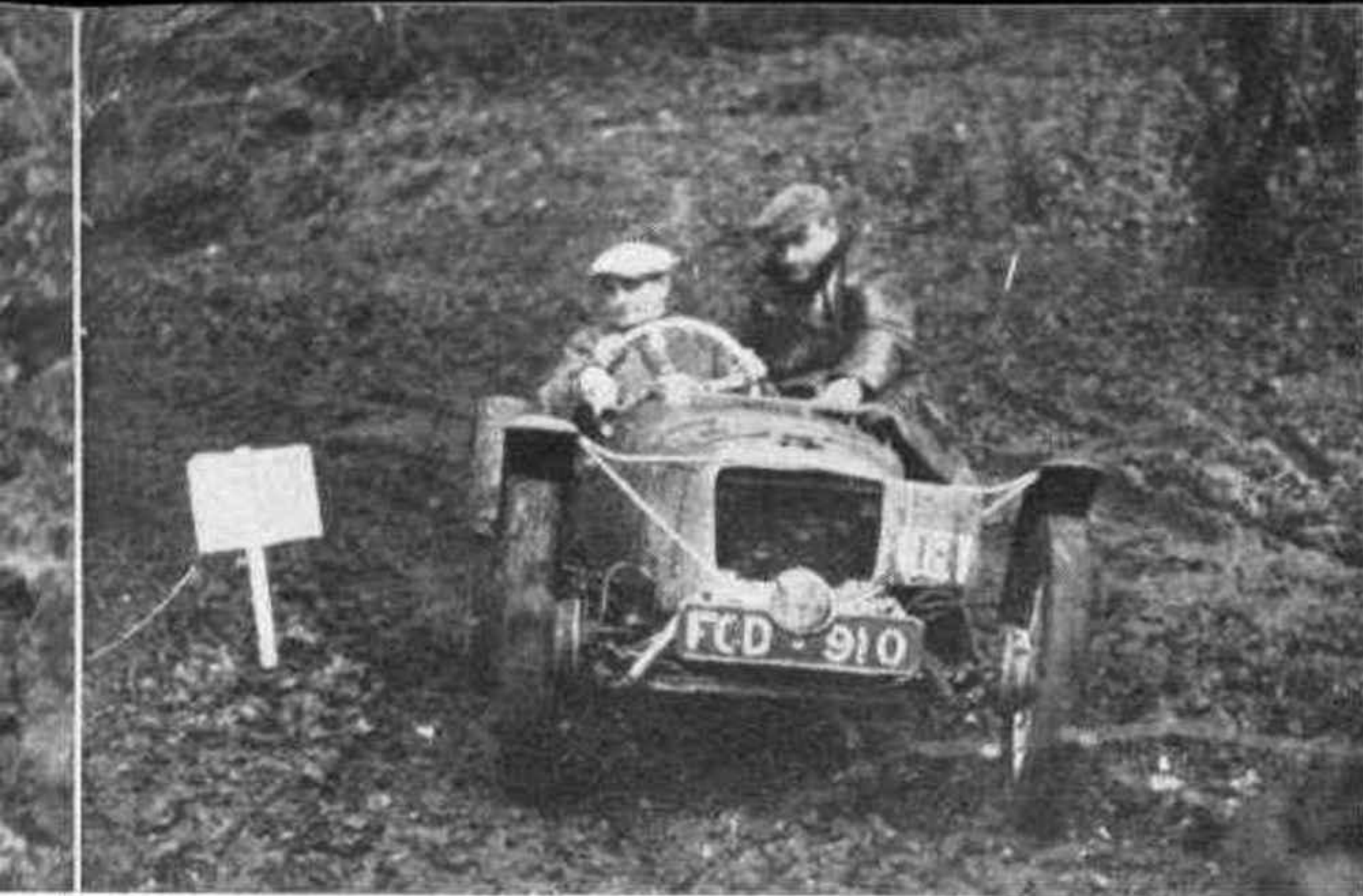


OUTRIGHT WINNER OF THE GLOUCESTER representing the organising club.

SUCCESSFUL BOUNCING takes M. R. B. Cannon Cannon V through a slimy "section" in the London M.C. Gloucester Trial. He was a First-Class Award winner.







**SECOND-BEST PERFORMANCE** in the Gloucester Trial was made by R. W. Faulkner, whose Paul Special III won the Thomas Cup.



**TRIAL.**—P. A. Barden in his Ford Ten-powered P.A.B., took home the coveted Gloucester Cup.

**QUITE A DEEP WATER-SPLASH** led to a choice group of gradients in the Gloucester. Here R. Chappell's Cannotton Second-Class Award winner, emerges successfully.

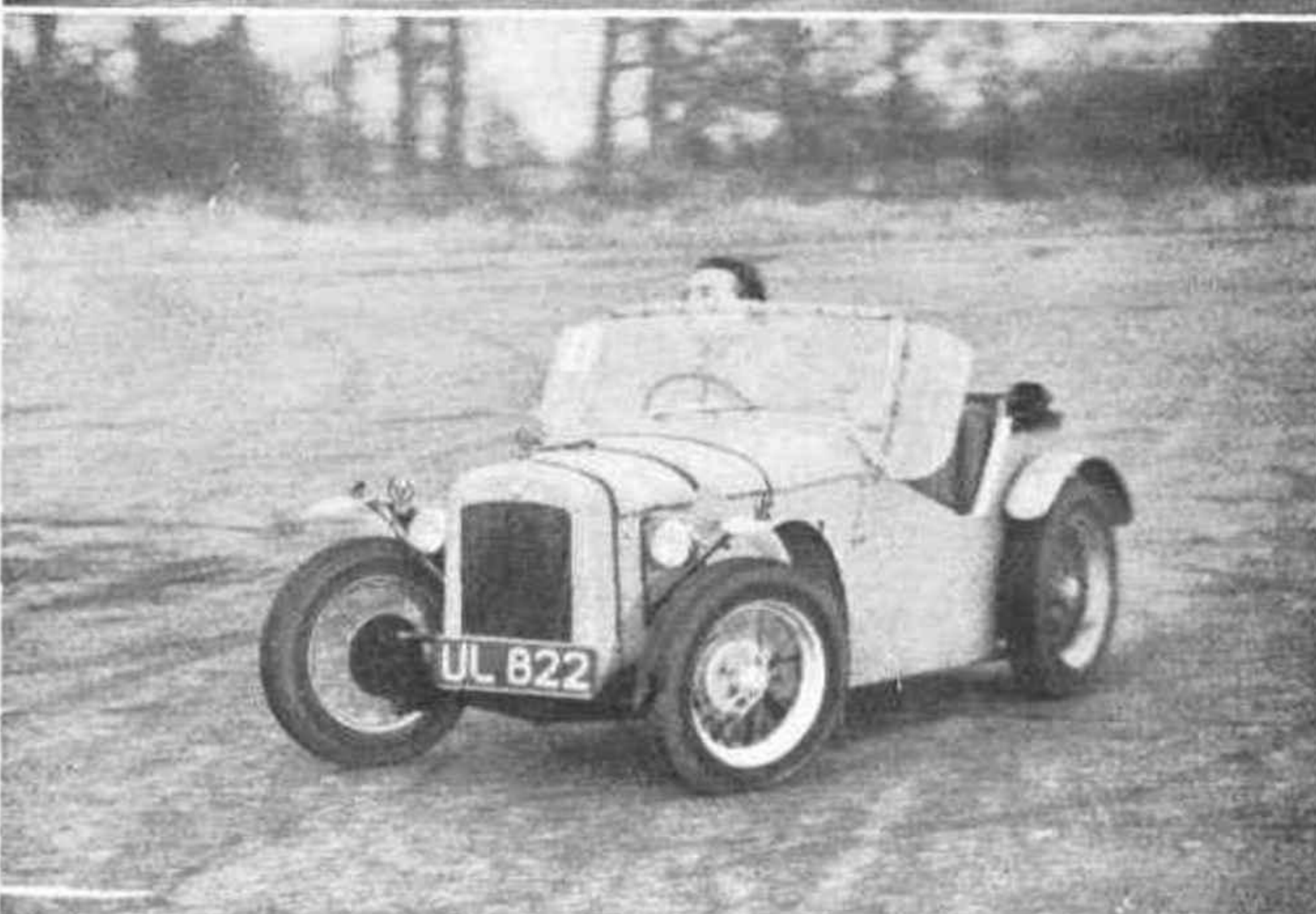
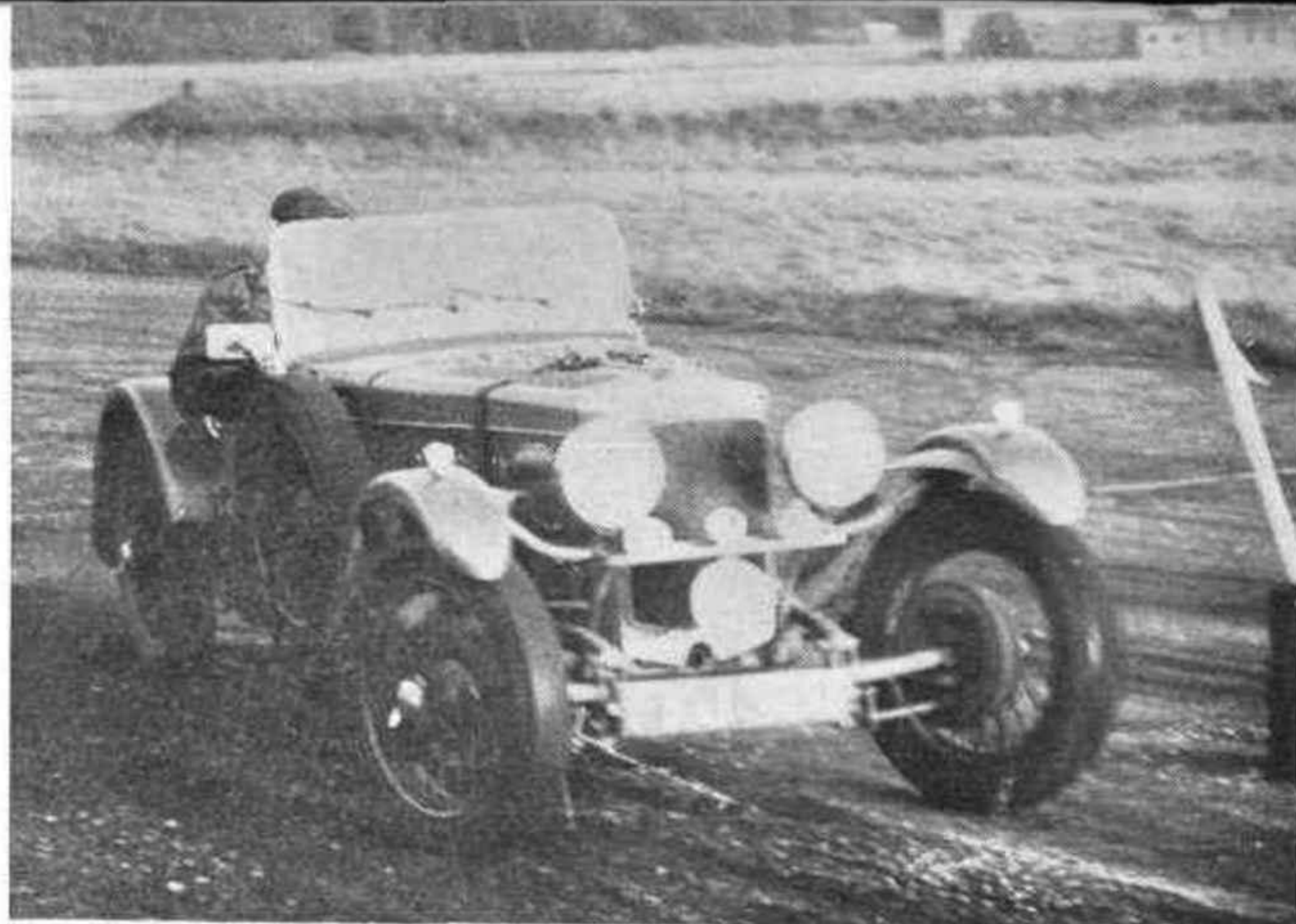


**CHAIN-DRIVE FRAZER-NASH** tackling the V.S.C.C. Lasham tests is W. S. Heath's 1938 T.T. Replica, the last production model, which won the class for Thoroughbreds up to 1,500 c.c.

**LASHING IT ROUND LASHAM.**—Peter Binns going well in the V.S.C.C. event in his 30/98 Vauxhall, which has had its face lifted, or, rather, lowered. He won a First-Class Award.

**FAMILY MOTORING.**—Arthur Jeddere-Fisher, perhaps inspired by Cecil Clutton's pro-Vauxhall book "The Vintage Motor Car," persuades his well-laden E-type 30/98 to win a Second-Class Award in the V.S.C.C. Lasham Driving Tests.

**VINTAGE? BY GAD, SIR!** . . .—L. T. D. Taylor's Austin Seven Special gained a First-Class Award in the class for vintage cars up to 1,500 c.c., at Lasham.



# CASTROL WINS RALLY CHAMPIONSHIP for 2nd year running

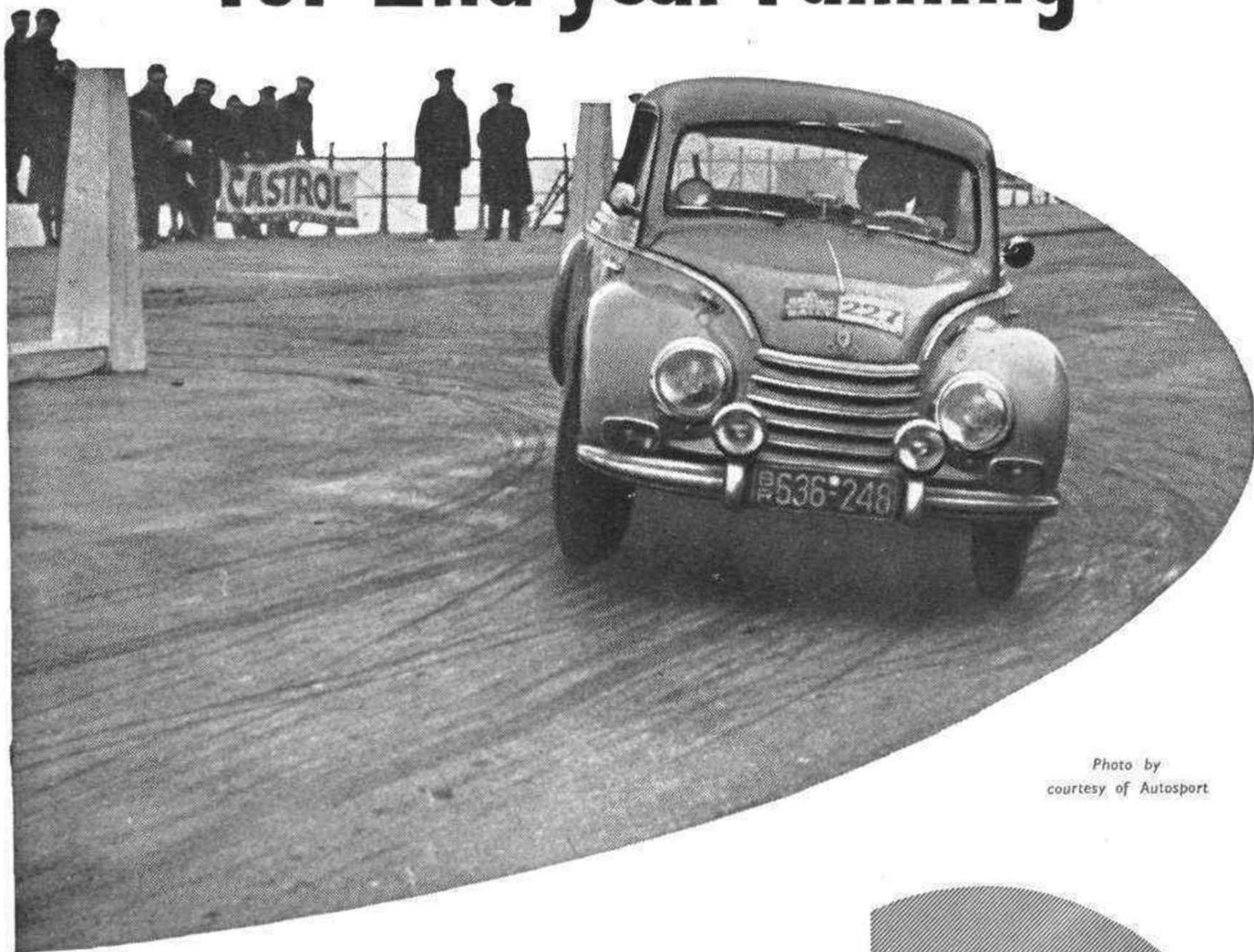


Photo by  
courtesy of Autosport

**1<sup>ST</sup>** W. Schlüter  
**2<sup>ND</sup>** H. Meier  
**3<sup>RD</sup>** G. Menz

all driving  
**D.K.W.**  
cars

The rally championship is awarded on a points system gained in the premier European rallies. Walter Schlüter, a co-winner in 1953, again used Castrol to achieve a second successive victory.



# CLUB NEWS

## OXFORD U.M.D.C.

The Oxford U.M.D.C. intends to run its exacting Targa Rusticana Rally on March 13/14th. This is an event based on the belief that such contests should be run on the road. Last year's winner of the Rallye Rapide, on which the Targa Rusticana is based, incidentally, finished 36 minutes late!

The road section will be of 250 miles and the telegraphic start will be adopted, thereby providing a G.P. de G.P.O. A London M.C. section will be introduced to vary the navigational problems, which are otherwise on the Eight Clubs' system, but last year's cruel section will not be repeated, leaving race-horses in sole possession of the Berkshire Downs.

The invited clubs are London M.C., B.A.R.C., Hants & Berks M.C., Oxford M.C., S.U.N.B.A.C., and M.G.C.C. Regulations are available from P. T. Adams, Worcester College, Oxford.

## ALLARD O.C.

The annual dinner and dance of the Allard Owners' Club has been booked for Tuesday, February 8th, 1955, to be held at the Criterion Restaurant. A private suite has been reserved, and members are asked to round up as many of their friends as possible in order to ensure that this, the Club's most social event of the year, should be well supported and as successful as it has been on previous occasions.

Tickets are 37s. 6d. each, and reservations should be made, as usual, from Miss Pat Downey, c/o The Allard Owners' Club, 24/28, Clapham High Street, S.W.4.

## B.R.D.C. ANNUAL AWARDS FOR 1954

The committee of the British Racing Drivers' Club have made the following awards for the 1954 season. These awards were presented to the drivers concerned by the club's President, the Rt. Hon. the Earl Howe, P.C., C.B.E., V.R.D., at the B.R.D.C.'s annual dinner and dance which took place at the Dorchester, on December 10th.

**Gold Star for road racing** (the British Championship) to Stirling Moss.

**Richard Seaman Trophy** (for the British driver scoring the greatest number of marks during the season on the Gold Star marking system in foreign races) to J. M. Hawthorn.

**Johnny Wakefield Trophy** (awarded annually to the British driver establishing the fastest lap at Silverstone during the season) jointly to J. M. Hawthorn (Ferrari) and Stirling Moss (Maserati), each having recorded a lap time of 1 min. 50 sec. (95.79 m.p.h.) in the 1954 British Grand Prix at Silverstone.

**E.R.A. Club Trophy** (awarded to the driver of British nationality who, driving a British car, has put up the most meritorious performance of the year in an International road race held outside the British Isles). Awarded jointly to P. N. Whitehead and Ken Wharton, co-drivers of the "D" Type Jaguar which won the 12-Hour Race of Reims on July 4th.

**John Cobb Memorial Trophy** (to be awarded not more frequently than once a year to a British driver with a British car for any performance or performances which, in the opinion of the committee, is sufficiently outstanding in character to merit the award). Not awarded.

## VINTAGERY AT LASHAM

V.S.C.C. Driving Tests at Excellent New Venue (December 12th)

The Vintage Sports Car Club ran its annual winter driving-test rally at the new venue at Lasham Aerodrome, Hampshire, on December 12th, which was a decided improvement on Slough and Bisley, where this event has been held previously.

The location of the tests wasn't easy to find, it is true, especially as the printed instructions to competitors bade them fork right off A30 by the vintage-famed Phoenix at Hartley Wintney instead of left towards the uncharted areas of Odiham and the Golden Pot.

But, arrived at last, the vintage vehicles found hard standing, and overhead a Tiger Moth aerobatted appropriately against the steel-blue sky.

The tests, old favourites, were perhaps less interesting than the competing cars, which numbered 49, of which 12 were vintage up to 1½ litres, 21 were vintage over 1½ litres and 16 were described as thoroughbreds, although in some instances spectator-opinion appeared to be otherwise.

L. P. Sawers drove a very clean 1926 Lea-Francis tourer, R. O. Stanley a yellow 8/18 Talbot two-seater of 1922 vintage, F. S. Lockhart had forsaken his diminutive Peugeot for a very nice 1923 Rover Eight Chummy, while Bertie Brown had his just-vintage Meadows Frazer-Nash with later Shelsley-type front axle and home-made body. Another car which looked to have crept into the vintage class while Tim Carson's back was turned was L. T. D. Taylor's Austin Seven Special with Micky Mouse badge on its bonnet.

J. A. Howard's passenger sported a very fine fur-hat in an imposing 33/140 Mercedes-Benz tourer, E. S. Eaton brought the nicely-rebuilt 1,750-c.c. Alfa-Romeo-engined G.P. Bugatti, D. Poole was ensconced in a covetably smart 1926 Morris-Oxford two-seater with monograms on its doors, R. E. Gormly had a rather gormless Excelsior, G. Wellings a clean, grey, unspoiled, 1923 Morris-Cowley two-seater, while George Grigs performed in the Mrs. Jeddere-Fisher 1913 Lancia Theta coupé, while Jeddere himself was giving the children a brisk outing in his E-type 98 Vauxhall. F/Lt. Douglas-Reid came in a very fine and original 1924 30/98 Vauxhall with aluminium bonnet and small front-brake drums.

Most of the thoroughbred interest centred round the Frazer-Nash contingent. H. J. Chalcraft had a 1932 T.T. Replica with a Continental tractor engine of 1½ litres installed, rumoured to have cost 47s. W. S. Heath brought his pale blue Meadows-engined (formerly Gough) T.T. Replica, built as the last production "chain-gang" car in 1938, and I. D. Gostling's 1935 Blackburne six-engined car sported a considerable exterior exhaust-pipe. R. Starr had another Blackburne 'Nash, and R. Truscott his swift 12/70 Alvis-engined Frazer-Nash.

W. L. T. Winder's 1924 Humber came most of the way on a trailer and, endowed with a modern sort of free-flow exhaust system, fairly rushed about. The rest of the entry comprised old favourites. Nigel Arnold-Forster's Trojan ran a big-end on the way to the event, but another Trojan was seen in the spectators' car-park, where an attractive exhibit was a yellow disc-wheeled 14/40 Vauxhall two-seater containing an attractive girl passenger. The tests? Well, they produced the following results:—

**Vintage Cars up to 1½ litres:** *First-Class Award:* J. M. Hinchliffe (1925 Austin Seven Special), W. L. T. Winder (1924 Humber Special). *Second-Class Award:* L. T. D. Taylor (1928 Austin Seven Special). *Third-Class Award:* D. H. Cahagan (1926 G.P. Bugatti).

**Vintage Cars over 1½ litres:** *First-Class Award:* P. J. E. Binns (1924 30/98 Vauxhall). *Second-Class Awards:* D. Poole (1926 Morris-Oxford), A. Jeddere-Fisher (1922 30/98 Vauxhall). *Third-Class Awards:* S. Sedgwick (1928 4½-litre Bentley), C. D. L. Harding (1927 Lancia Lambda).

**Thoroughbreds up to 1½ litres:** *First-Class Awards:* W. S. Heath (1938 Meadows Frazer-Nash). *Second-Class Award:* Dr. D. J. Chapman (1932 Frazer-Nash). *Third-Class Award:* R. F. E. Baker (1932 Riley Nine).

**Thoroughbreds over 1½ litres:** *First-Class Award:* R. Truscott (1935 Alvis-Frazer-Nash). *Second-Class Award:* R. Starr (1935 Blackburne Frazer-Nash).

## FIXTURES FOR JANUARY

R.—Restricted Event. C.—Closed Event. C.I.—Closed Invitation Event. N.—National Event. I.—International Event.

8th.—NEW ZEALAND GRAND PRIX.

7th/8th.—M.C.C. Exeter Trial. C.

8th/9th.—V.S.C.C. Measham Rally. R.

15th/26th.—BRUSSELS MOTOR SHOW.

16th.—ARGENTINIAN GRAND PRIX.

22nd/23rd.—King's College M.C. Rally. R.

17th-24th.—MONTE CARLO RALLY. I.

23rd.—Buenos Aires 1,000-km. race.

29th/30th.—Cambridge Univ. A.C. "Miniature Monte" Rally. R.

### FEBRUARY

5th/6th.—Leeds Univ. M.C. Rally. R.

Cumberland S.C.C. Rally. R.

THAMES ESTUARY CAT'S-EYE RALLY. N.

6th.—Hagley & Dist. L.C.C. Trial. R.

Loughborough M.C. Rally. R.

## BOOKS FOR THE NEW YEAR

"Best Wheel Forward," by J. A. Gregoire, translated by C. Meisl. 194 pp., 5½ in. by 8½ in. (Thames and Hudson, 244, High Holborn, W.C.1. 15s.)

This is another book which, like "Beyond Expectation" (reviewed last month), is refreshing because it presents many facts new to English readers, expertly translated by Charles Meisl.

The body of the book is an account of how Gregoire introduced his homokinetic universal joint for front-wheel-driven cars and built the f.w.d. Tracta. Some exceedingly interesting material is included on the political aspects of developing an invention of this kind, and also of the different technical approach to the problem by various manufacturers, including Citroën, the world's best-known exponent of *traction avant*.

Gregoire also describes his competition exploits, starting with the 1925 Monte Carlo Rally in his Amilcar Grand Sport, which had replaced his earlier Citroën 5 c.v., Scap Super Sports and Amilcar Sport. Accounts of the 1926 Monte Carlo Rally in a Majola and the 1927 event in a 10 c.v. Mathis follow, from which it is easy to appreciate the tremendous task which faced the rally competitor of those days, making the forthcoming Monte Carlo Rally in closed, heated cars seem in comparison a piece of rather delectable cake. After all, competitors in 1955 do not expect to drive *single-handed* and practically continuously for two days and nights, *sans* food, soaked to the skin from fording rivers, with the electrical equipment out of action and the car falling to pieces, as M. Gregoire did in finishing eighth in 1927, after starting from Gibraltar!

After driving a Brescia Bugatti in French sprint events, the author tells of how he built the first competition Tracta, using a Cozette-blown Scap engine in an experimental chassis, the inevitable consequences being the same the world over, and delightfully described. Later exploits at Le Mans are included and the book contains some excellent "period" photographs which will delight vintage-car enthusiasts. Details to please motor-racing historians include the weights and engine outputs for these early Le Mans Tractas.

Intimate pen-pictures of such celebrities as M. Citroën and M. Renault are a notable feature of "Best Wheel Forward," and there are subsidiary but pleasing chapters on inventors, French garages and early motor races, the latter somewhat controversial.

Meisl, as translator, isn't afraid to add corrective footnotes when he feels such to be desirable. Thus, when M. Gregoire states that the Tractas, of which a few hundred were built between 1927 and 1932, were the first front-wheel-drive cars offered to the public, Meisl reminds him that Alvis raced a f.w.d. car in 1925, catalogued a racing type in 1926 and marketed a sports version in 1928. [I believe that a straight-eight f.w.d. sports Alvis, never marketed, was at the Scottish Show of 1927.—Ed.]

Parts of this book smack of "padding" but most of it is very excellent indeed, putting "Best Wheel Forward" in the category of one of those motoring books you cannot afford to forgo.—W. B.

"Racing Round the World," by Count Giovanni Lurani, translated by J. Eason-Gibson. 220 pp., 5½ in. by 8½ in. (G. T. Foulis and Co., Ltd., 7, Milford Lane, W.C.2. 21s.)

This long-promised book of Count Lurani's, translated by Eason-Gibson, covers the years 1920 to 1935 and will presumably be followed by a second volume.



ONE OF THE PIONEERS of *traction avant* was the French Tracta, evolved by M. Gregoire, whose book "Best Wheel Forward" describes this venture. M. Gregoire is seen driving one of these cars in a pre-war Mont Agel speed hill-climb.

Lurani has a fascinating story to unfold, for no country fosters greater natural enthusiasm for motor-racing than Italy, and here we have the account of an Italian amateur who devoted his time to competition motoring.

Although the dust-jacket gives the period covered as 1920-1935, Lurani commences his autobiography with the year 1921, when as a schoolboy he attended the Coppa delle Alpi and from then on was another "victim" dedicated to motor-racing.

Learning to drive on an old C.M.N. in 1923, Lurani was given a yellow Citroën 2 c.v., later exchanged for a 1,100-c.c. Salmson with, one suspects, the "push-pull" o.h.v. engine. He entered competition motoring with a 125-c.c. two-stroke Vaga motor-cycle and the Salmson, the latter disqualified at Monza for exceeding its handicap speed, covering 100 km. at about 94 k.p.h.!

In 1925 Lurani acquired a twin-cam Salmson capable of 120 k.p.h., and he returned to racing with a Ruby-engined Derby, a Chapuis-Dornier-engined Derby, a blown Scap-engined Derby and a 6C 1½-litre short-chassis sports Alfa-Romeo, which he crashed.

This brings us to the third chapter of "Racing Round the World," and thereafter the book fully lives up to its title, taking us as competitor or spectator to great contests all over Europe and in England. The names of the great drivers—Varzi, who wrote the book's foreword, Brilli-Peri, Nuvolari, Stuck, Campari, Eyston, Caracciola, Chiron (in fact, "the lot")—appear with stimulating frequency as we read of races such as the Mille Miglia, Monza G.P., Geneva G.P., Double Twelve, B.R.D.C. "500," Eib ice-races, Monaco G.P., German G.P., the M.G. onslaught on the Mille Miglia, French G.P., Swiss G.P., Tripoli G.P., and of the Monte Carlo Rally, Stelvio Hill-climb, Coupe des Alpes, La Turbie Hill-climb, Barcelona Rally, German 2,000-km. Trial and many more.

Considering how much has had to be packed into the book, Lurani captures the atmosphere of personal participation particularly well, although, naturally, the full depth of "inside story" so much appreciated by the enthusiast is often impossible to include.

"Racing Round the World" is illustrated with some good photographs of the leading racing cars and events of the period it covers, supplemented by Bryan de Grineau's somewhat lurid drawings.

The book concludes with some worthwhile details of Lurani's record-breaking cyclecar Nibbio, but members of the newly-formed 250 M.C. need not get too excited when they read of a 300-c.c. Alfa-Romeo, this being a misprint for 3,000 c.c.!

After one reading of Count Lurani's work we intend to study it more intimately during Christmas—it is that sort of book.—W. B.

"Wheels to Fortune—The Life and Times of Lord Nuffield," by James Leasor. 160 pp., 5½ in. by 8 in. (The Bodley Head, 28, Little Russell Street, W.C.1. 9s. 6d.)

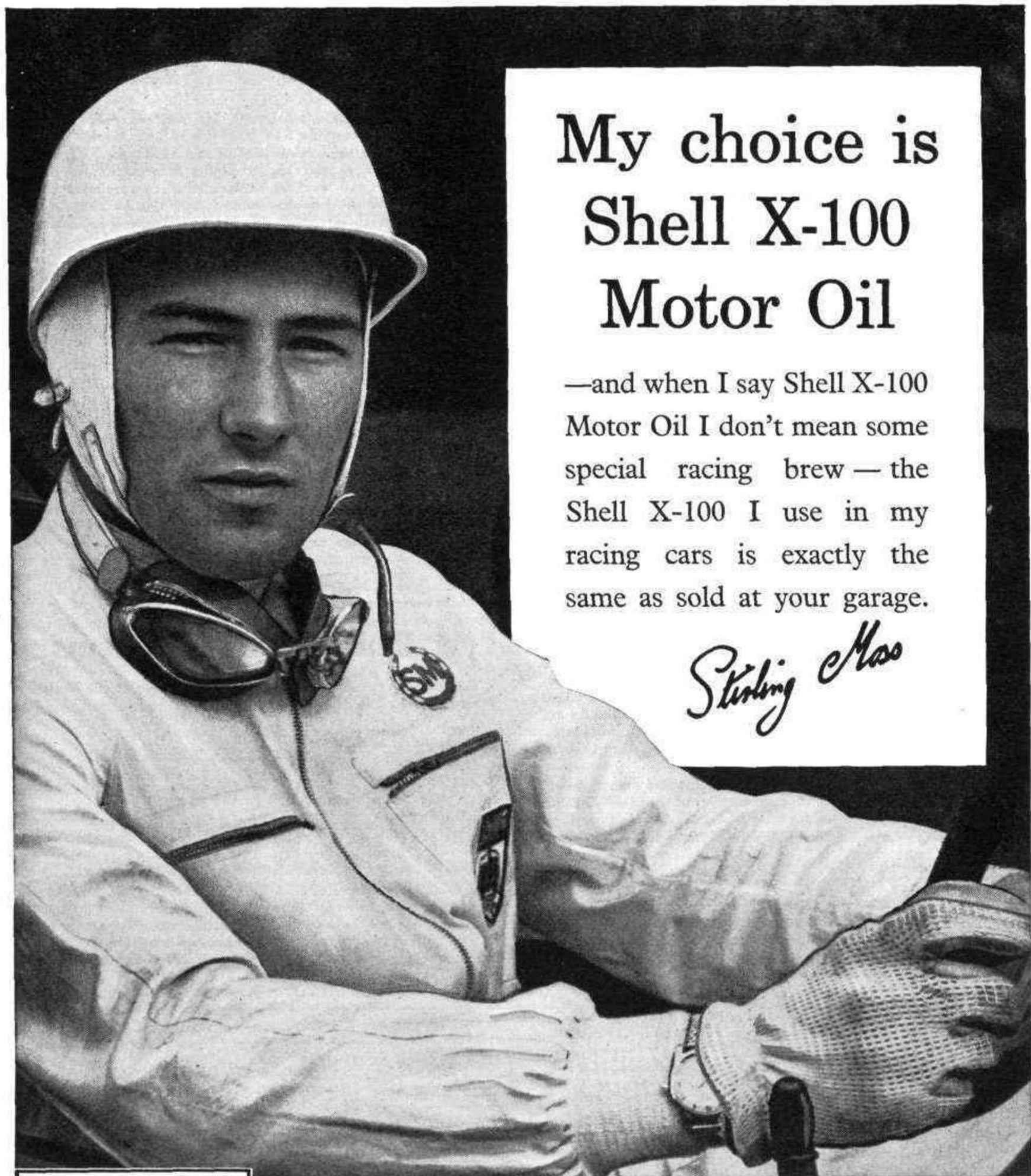
This is another book in the Bodley Head series "Men of the Modern Age" intended, so the publishers inform us, "principally for the child of twelve years and over." In this case, we have returned to our second childhood, because we found James Leasor's biography of Lord Nuffield so absorbing that we did not lay it down until well past a child's bedtime.

Naturally he includes a great deal of material which has appeared before, for this is not the first time Lord Nuffield's colourful life has been committed to print—and in some instances it is only too apparent from where such references have been gleaned.

Yet so skilfully does Leasor blend such matter with that of his own making that this is a truly readable account of the great Nuffield success-story.

More than this, if the author isn't a motoring enthusiast he is certainly a capable journalist, for other contemporary light cars are compared to the Morris-Cowley which made Lord Nuffield's fortune and some very intriguing items of vintage interest are included, such as reference to William Morris' own sports-model Morris which he drove about Oxford in teddy-bear coat and trilby-hat, and the rare sports Morris-Cowley of 1921. The Barker system of dipping headlamps in the nineteen-twenties is compared to that used so cleverly on the Citroën 2 c.v. of today, and brief but accurate descriptions are given of the products of the Wolseley and Riley companies before Nuffield absorbed these concerns.

New facts emerge about Morris' adoption of Hotchkiss engines and the failure of their French Leon-Bolle factory. Ample reference is made to M.G. racing activities and record-breaking successes. Throughout, the character of the man whose brief biography "Wheels



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**Stirling Moss**, voted The Driver of the Year for 1954 by the International Guild of Motoring Writers and winner of the 1954 B.R.D.C. Gold Star.

to Fortune" unfolds is carefully portrayed, together with interesting details of how Morris' competitors, such as Ford, Citroën, Hillman and others, adopted in the ruthless battle for the market of millions. Curiously, however, Morris' biggest competitor, Clyno, is mentioned only in respect of the later Nine.

The photographic illustrations are mostly "hand-outs" which we have seen before, but at its modest price this is no criticism of the book.

We congratulate the Bodley Head on offering to children such a sound biography and Leasor on not committing the unforgivable sin of writing-down to the rising generation.—W. B.

"The Sports Car," by Colin Campbell, M.Sc., A.M.I.Mech.E. 262 pp., 5½ in. by 8½ in. (Chapman and Hall, 37, Essex Street, W.C.2. 30s.)

This is a valuable work of technical reference which has been sought, by the type of person who reads MOTOR SPORT, for many years, but which has been left for Colin Campbell to write.

It consists in the main of descriptions of the better sports-car engines and chassis coupled to explanation of the designs adopted, and laced with formulae.

Each component is examined and analysed under such headings as Cylinder Head Design, Induction and Exhaust, Miscellaneous Engine Components, the Trend of Engine Design, Road-Holding, Suspension, Chassis Frame and Body, Transmission, Brakes, Tuning, Performance and Future Development.

There is no need to enlarge on the comprehensive nature of this excellent work, for the chapter titles give a clue to its interest and usefulness.

The book refers to historical development of the sports car and its engine and contains a glossary of technical terms.

Besides diagrams and tables, the illustrations include full-page photographic plates, ranging from the experimental 30/98 Vauxhall of 1913 with cantilever back-springing and a 1924 four-cylinder Frazer-Nash to the 1900 Alfa-Romeo with Bertone B.A.T. VII body. A clever aspect of these illustrations is the employment of action pictures to convey technical meaning, such as tyre stresses on a 1932 4½-litre low-chassis Invicta when cornering and the loading on rear-wheel bearings imposed on his Formula II H.W.M. (admittedly, not a sports car) by Duncan Hamilton during a race at Dundrod in 1953.

Mr. Campbell appears to have done an excellent job and to have filled a former unfortunate gap in motoring publishing.—W. B.

"MOTOR SPORT Racing Car Review, 1955," by Denis Jenkinson, 154 pp., 7½ in. by 5 in. (Grenville Publishing Co., Ltd., 15-17, City Road, E.C.1. 8s. 6d.)

This welcome annual is as comprehensive and informative as in previous years. It is a record of the leading road-racing cars of the 1954 season compiled by MOTOR SPORT's Continental Correspondent, who was present at every Continental *grande epreuve*.

He sets out to describe the technical specification of the leading racing cars, to outline the modifications required during the season and to tell of how each *marque* fared in a year of intense Grand Prix racing. The cars covered are Mark II, B.R.M., FI Connaught, Type 625 Ferrari, Type 553 Ferrari, Ferrari Thinwall Special, 1954 Gordini, 1955-type Gordini, FI H.W.M., FI Lancia, Type W196 Mercedes-Benz, 1953-4 Maserati, Type 250/FI Maserati and the Vanwall Special—a comprehensive survey of a most absorbing Grand Prix season.

The book is set out landscape-fashion, which some may consider old-fashioned, but which suits this type of reference work particularly well, a full-page MOTOR SPORT photograph of each car being provided. In addition, some very excellent technical photographs are included, these showing, for instance, the earlier Ferrari and Type 625 Ferrari G.P. engines, the rear-suspension and step-up gears of the Type 553 Ferrari, the front suspension of this car, front and rear suspension of both types of Gordini, the S.U. fuel-injection of the H.W.M., engine, cockpit and front suspension of the much-discussed new G.P. Lancia, engine suspension and cockpit views of Maserati, Mercedes-Benz and Vanwall cars. Each description concludes with a brief tabular specification.

The Foreword is by the Editor of MOTOR SPORT, who compares the outlook for 1955 with the nostalgic 1923 Grand Prix in which a wide variety of cars and technical approach were in evidence. He suggests

that this year we may see some of the most intense Grand Prix racing ever, with two British drivers on the front rank of the starting grid and as an introduction to the cars we shall see in action the "MOTOR SPORT Racing Car Review" is without equal.

Floyd Clymer has again issued his comprehensive and lavishly-illustrated "Indianapolis 500 Mile Race Year Book," full of facts, figures, anecdotes and celebrities of the 1954 race. The book runs to 112 large pages and the technical information is particularly interesting. Priced at 1.50 dollars, this comprehensive reference work on the only remaining long-distance track race is published from 1268, South Alvarado Street, Los Angeles 6, California.

\* \* \*

The British Road Federation's latest book campaigning for better roads for Britain is titled "Paralysis or Progress?" Reproduced from the National Provincial Bank Review of November, 1954, copies are obtainable free from the B.R.F., 4a, Bloomsbury Square, W.C.1. They also issue "Modern Roads For Britain—How To Obtain Them," illustrated in their usual good style.

\* \* \*

A handbook on "Motor Race Marshaling," written by D. J. Scannell, Secretary of the B.R.D.C., and humorously illustrated by Crawford, has been published by Shell-Mex and B.P., Ltd., with the approval of the British Racing Drivers' Club. The book contains a chart of race-officials' duties and the International signal flags in colour. This little book should be in the hands of every club secretary whose club organises races. It is obtainable free from P.R.D. Department, Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, London, W.C.2, on mentioning MOTOR SPORT. Shell-Mex also issue a film in sound and colour on the same important subject, in 16 mm. and 35 mm., which they will loan to clubs.

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## Club and Trade Items

After many years' service as Sales Manager at the Walthamstow Motor Co., Ltd., of Leyton, L. S. Evans has resigned this position.

\* \* \*

A. P. Tapping requires a handbook for a 1936/37 Alvis Silver Eagle or 17-h.p. model. Letters will be forwarded.

\* \* \*

G. E. Mathews has resigned his position as Hon. Competition Secretary of the West Essex C.C.

\* \* \*

Castell Brothers, Ltd., 14/17, St. Cross Street, Hatton Garden, London, E.C.1, have issued a game which should excel most others in popularity in the homes of motoring enthusiasts this month.

The "Pepys," Stirling Moss' Game of the Monte Carlo Rally, consists of a set of car-cards representing Bentley, Sunbeam-Talbot, Ford, Jaguar, Riley and M.G. and a strip route, with appropriate hazards, of the Monte Carlo Rally route, divided into three sections.

The illustrations are by Lane and the game can be played by two up to six players in accordance with an eight-page book of rules. Just the job for the enthusiast when the "Steering Wheel" is shut! The price is 5s. 11d.

\* \* \*

Lewisall Products, Ltd., 40/44, Tantaruru Street, Walsall, provide a plastic diffusing shield and fitting for attachment to a car's wind-screen to combat dazzle from on-coming lamps. The shield is cut-away so as not to interfere with normal vision, is claimed to be unbreakable and folds up for the daytime. The price, with Bostik adhesive, is 12s. 6d.

\* \* \*

The North London E.C.C. will hold its annual dinner and dance and presentation of awards at the Hendon Hall Hotel, N.W.4, at 6.30 p.m. for 7 p.m., on January 7th. Tickets are available at 25s. each from H. A. Meacock, 22, Longfield Avenue, Mill Hill, London, N.W.7.

\* \* \*

The Lancia M.C. will hold a non-permit "scavenger rally" on March 6th. This event, which is open to anyone, whether a club member or otherwise, starts near London. Details from the Hon. Secretary: F. G. Barkway, 235, Lymington Avenue, Wood Green, London, N.22.

# LETTERS from READERS

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

## THE M.C.C. RALLY

Sir,

Just two comments on your excellent report of the M.C.C. Redex Rally :

- (a) The schedule speed was 26½ m.p.h. and not 30 m.p.h. as you state.
- (b) Three of the members of the organising committee as well as other travelling officials went round the entire route and they would have been at Bwlch-y-Groes at some time or other on the Thursday to assist the local officials if necessary. I have had no reports, however, that any help was required as Mr. Vaughan Jones and his colleagues carried out arrangements very efficiently.

I do not want you to get the impression that having appointed officials in whom we have every confidence we do not subsequently back them up if required.

I am, Yours, etc.

J. A. MASTERS,  
Gen. Sec., the Motor Cycling Club.

[We gladly publish this correction. We were wrongly informed about the average speed of the Rally, possibly because many competitors had to average rather more than 26½ m.p.h. to keep to schedule after delays and difficult sections.

Our remarks about the Bwlch-y-Groes test implied absolutely no criticism of those stalwarts who braved the elements to conduct it; but they did themselves, last year and in 1953, express mild regret that no travelling marshal had visited their lonely site to tell them if they had laid out the test correctly and with the M.C.C. approval.—Ed.]

\* \* \*

## "TAKE A CLEAN SHEET OF PAPER"

Sir,

The recent MOTOR SPORT article "Take a Clean Sheet of Paper," set off quite a tidal wave of verbal activity among my immediate circle of friends, and I found myself at variance with them on one or two points, in particular the need for a modern *small* sports car; small in the following dimensions: capital outlay, weight, cubic capacity, running costs, and, of necessity, performance.

There is, I am sure, a large potential market for a modernised version of the Austin Seven Nippy or Speedy, with an engine of 750 c.c. and 25 b.h.p., tubular chassis, fibre-glass body, weight of 9-11 cwt., maximum speed of 70 m.p.h., and a total cost of less than £400.

Surely it is not beyond the capabilities of one of our more accommodating motoring concerns to produce something along these lines?

My proposed maximum speed of 70 m.p.h. brought howls of derision and mirth from many of my friends, who have become infected with the modern idea that any vehicle which will not exceed 100 m.p.h. must be classified as an agricultural implement, and not a sports car.

A high maximum speed is a very desirable thing, but (for a given engine capacity) an increase in speed or performance is matched by a corresponding decrease in safety, reliability, and economy both in running costs and repairs.

Now—am I a lone voice crying in the macadamised wilderness, or do others share my views?

I am, Yours, etc.,

Bletchley.

DAVID F. G. BARKER.

Sir,

You referred in a recent article to the fact that, with the exception of Aston Martin and Bristol, the smaller sports saloon remained largely the preserve of the Continental manufacturer.

No doubt this is true, but I do wonder how Continental manufacturers, any more than British, can apparently afford to cater for this allegedly limited market, unless it is not so limited as it appears. Surely they depend on sales, too.

Before the war, a host of smaller sports saloons in the medium-price category was available to the sporting motorist who found the

open two-seater somewhat unversatile. B.S.A., Singer (Le Mans), Wolseley Hornet Special, Riley and Jaguar immediately spring to mind, were popular and had qualities that can still be found to be endearing.

But the post-war sporting motorist who finds the open two-seater unsuitable for the odd business trips or family haulage, finds he is left with the alternatives of purchasing a very expensive British or Continental sports saloon, or alternatively something akin to the 1½ Riley or 1½ M.G. saloons, neither of which come anywhere near the claim of being a sports saloon.

Without entering the arena over the definition of a sports car, surely there is a market for a medium-priced, fastish, occasional four-seater saloon of Aston Martin proportion, with good performance up to 80 m.p.h. and no pretension of hitting the ton.

Such a car would be the first on my "clean sheet of paper," having knock-on wheels, small remote gear-lever, rev.-counter and other instruments on a functional dashboard. It would enjoy the parking advantages and better m.p.g. associated with the smaller saloon, both these becoming of increasing importance.

In other words, a TD in aerodynamic saloon uniform would be much nearer the answer than the most sumptuous Magnette, but Nuffield seem to have no new ideas at all.

The A.C. Aceca, XK140 saloon and the many detachable hard-tops seen at this year's show, all seem to point to quite a large potential demand for a saloon acceptable to sporting circles which can still be used for "business, domestic and pleasure purposes."

In the meantime, and until I can buy my Guilletta Sprint, I'll make do with my Triumph Roadster but always with my weather-eye open for that pre-war sports-saloon snip, that has been laid up in cotton wool since 1939.

I am, Yours, etc.,

Birmingham, 13.

M. K. JOHNSON.

\* \* \*

## GOOD SERVICE

Sir,

If space will permit, may I through the columns of your journal commend one of your advertisers for his most creditable and speedy attention? I am enclosing the relevant correspondence which is self-explanatory.

Indirectly the letter is a compliment to Noteks who made the reflectors. The two lamps have suffered all weathers (without a garage at night) for two years.

Hoping that you will be able to do the gentleman justice by publishing his letter.

I am, Yours, etc.,

Hatfield.

W. P. CARRIVICK.

Our correspondent encloses the following letter he received from R. E. Packer, Electro Plater, of Bristol:—

"Dear Sir,

We have today received your two reflectors with postal order for 11s. 6d.

We would say that we have polished these, but we cannot see that they require plating as they would appear to us quite perfect. We are, therefore, returning to you the postal order for 11s. 6d.

Trusting that this is quite in order.

We are, Yours faithfully,

R. E. PACKER."

\* \* \*

## COMPETITION IN SWEDEN

Sir,

Referring to the previous correspondence in your column about the VW and the Fiat 1,100, I should like to add some comments from Sweden.

We have over here a very special type of motoring event called a reliability race. In fact, it is something in between a rally and a trial. The roads chosen for these reliability races are the worst possible, and the climatic conditions make them practically impossible for normal motoring. There are seven races, plus a final counting towards the Swedish National Championship. Each race is about 300 miles long, except the final, the so-called *Rikspokal*, which is

about 500 miles. The averages vary from 35 to 40 m.p.h., but not one can achieve them, however low they may seem.

The drivers must have very quick reaction at times as the roads are always, or nearly always, unknown to them and extremely hazardous. Good night vision is also necessary because the races start in the evening and go on all night. Apart from this, good physical condition is very important. The cars must be above all very tough indeed. They must also be small, quick-reacting and handy. Good acceleration in the indirect gears—it is impossible to go faster than 70 m.p.h. on these roads—and good roadholding on ice and dust are very desirable qualities. Only standard family cars are eligible.

The most consistently successful car in these events has been the VW. It has everything it takes. The worse the roads the more superior is the VW. These Volkswagens seem to have been constructed as land vehicles originally and with their new engines they are as fast as anything on small winding forest roads covered with ice and snow or dust. The Swedish Volkswagen agent is also very efficient and the majority of Sweden's best drivers are VW-mounted.

Before the Volkswagens got their more powerful engines, the Swedish Saabs used to give them a run for their money. These cars have roadholding which is probably unequalled for a small family saloon, but they lack power, having a two-cylinder two-stroke engine of only 760 c.c. Their chief constructor, Rolf Melde, managed however to beat the Volkswagen team several times, but this was due more to his personal skill as a driver. All other Saab drivers became more and more outclassed by the VW drivers. Saab have now stopped running a team as they are waiting until their new three-cylinder car is ready.

Recently a new car has begun to make life hot for the Volkswagen people. This is, of course, the Fiat 1,100. These cars beat the Volkswagens if the roads are like roads and not like forest paths. They are faster and handle equally well. When the going gets really rough they cannot follow the VWs, but this year a Fiat driver has managed to take the National Championship in spite of this handicap. He won the *Rikspokal* on November 28th, and had secured enough points before to take the title. The Fiat drivers in general are not as experienced as the Volkswagen team, but they are gradually improving their driving and next year will probably see a terrific fight between the German and Italian makes. If the three-cylinder Saab is ready the fight will be even more interesting.

I regret to say that English cars have never managed to do any good in these reliability races. They do not seem to be tough enough. Only one car has tried and that is the new Anglia. Driven by Erik "Ockelbo" Lundgren, probably Sweden's best circuit driver, an Anglia has managed to win some minor events and be quite well placed in some of the major races. The roadholding of these cars is very good indeed and the speed range is usually sufficient but the Anglia is, so far, too weak. The Anglia team is often forced to retire because of mechanical troubles. In the rally of the Midnight Sun the Anglia did beat both the Fiat TV and the Volkswagen, to everybody's surprise, but, however good the car is, this was very much thanks to the skill of the drivers. It was a truly formidable team for Swedish conditions—Erik Lundgren, John Bengtsson, a Swedish Ferrari driver, and Carsten Johansen, the very famous Norwegian rally driver who did so well in the round-the-houses race at the end of this year's Monte Carlo rally. The Fiat TV drivers were not up to their standard and as the roadholding of the Anglia is better than that of the Fiat and the roads were good, if winding, the Anglia won. Many people hoped that they would continue to win also in the reliability races but, alas, the going was a little bit too rough for this very nice English saloon.

Very few other makes have been able to compete successfully in the reliability races. One very well-driven Peugeot has won occasionally, but in general this car is too big for the very small roads in question. It is, however, both fast and tough and is held in very high esteem in Sweden. The Volvo and the Simca Aronde have also been raced, but they must be considered too bulky to be suitable. They have never gained any real successes. The D.K.W. was regarded by many as a potential winner, but—always these but—the stiff back axle and some other characteristics seem to make this very fast German saloon unsuitable. When the roads are better, as in the rally of the Midnight Sun, the D.K.W.s are as fast as anything else in the small car class.

This year's *Rikspokal*—the final—was run on November 27th and 28th. The roads were very difficult indeed, even for this type of race, and things did not become easier when the weather gods supplied a snowstorm for half of the race and a rainstorm for the other half. Of the 68 starters very few came through. Most drivers landed their cars out in the geography when trying to maintain the impossible averages on the special speed stretches. Here are the results, which give an idea about the above-mentioned cars: 1st,

Fiat; 2nd, VW; 3rd, VW; 4th, VW; 5th, Fiat and VW; 7th, Saab; 8th, Saab; 9th, VW.

It was a surprise win for Fiat, but it may show the future trend. It is very interesting to follow this struggle between small family saloons which everyone can buy. The advertising value of these races is quite good and I hope we shall see more English cars on the results lists.

With kindest regards and thanks for your excellent magazine.

I am, Yours, etc.,

Gothenburg, Sweden.

CHRISTIAN BRATT.

\* \* \*

#### WHAT IS ALEC UP TO ?

Sir,

I remember reading in *MOTOR SPORT* some time ago that Mr. Alec Issigonis had transferred his services, and being an admirer of the Alvis TC 21-100, I wandered on to the appropriate stand at the Motor Show and found two sales representatives earnestly engaged in small-talk with each other. After a five-minute wait I interrupted pointing to an immaculate "Grey Lady" and said "Is this the result of the efforts of Alec Issigonis?" After a pause, while they thought to whom I was referring, one of the gentlemen said, "Oh no, and we won't see any of his work for a long time to come," and the other adding, "I hope we never see it." This comment shattered my hopes of the possibility of the new employer marketing a motor car of the TC 21-100 quality with a 750-c.c. or 1.1-litre (flat-four?) engine which would fill to a certain extent the needs for a good car in this class.

I read this month that the Saracen performed well at F.V.R.D.E., so perhaps one can join the armoured corps and sample some Issigonis design!

I am, Yours, etc.,

London, N.21.

"A 'GREY LADY' ADMIRER."

\* \* \*

#### GRAND PRIX DRIVERS

Sir,

In the July issue of your magazine you published a letter of mine about Grand Prix drivers. Since then a great deal has happened in the world of motor racing, and it is time for me to revise the list. Here it is:—

Class 1	Class 2	Class 3	Class 4	Class 5
Fangio	Behra	Mieres	Taruffi	Bira
Ascari	Farina	Gerard	Bucci	Lang
Moss	Trintignant	Kling	Wacker	Rosier
Gonzalez	Schell	Rolt	Frere	Graffenried
Hawthorn	Villoresi	Manzon	Swaters	
	Collins	Parnell	Beauman	
	Wharton	Pilette		
	Mantovani	Pollet		
	Musso	Salvadori		
	Herrmann	Maglioli		
		Guelfi		

As will be seen Class 1 has been almost completely changed. I don't think many people will disagree with me when I say that Moss, Gonzales, and Hawthorn are worthy of inclusion in this class. However, there may be some who will dispute the order, but quite honestly if I was asked which of the three would be World Champion first, I would plump for Moss. Class 2 is made up mainly of the really up-and-coming drivers with one or two veterans thrown in for luck. Behra is a fine driver, next year he will be driving for Maserati and should do great things. I have put Herrmann ahead of Kling because I think he has great potential merit, though not as much as Sergio Mantovani and Luigi Musso.

The outstanding driver to my mind—in Class 3 that is to say—is Bob Gerard. He still drives with fire and great determination. Witness Aintree, Oulton Park, Crystal Palace, Silverstone, and Castle Combe. I always feel that Rolt would be a really fine Grand Prix driver if he was given more opportunity. Perhaps the new Connaught will do just that.

Class 4 is once again a continuation of Class 3. Taruffi did well at the Nurburgring, and we look forward to seeing him in a Grand Prix Lancia.

Naturally, there are many points for discussion in this list, but what list would not be full of them?

I am, Yours, etc.,

Malvern.

J. J. R. LORD.

\* \* \*

#### YES TO AINTREE

Sir,

With regard to the letters published in your December issue, on the question of the British Grand Prix being held at Aintree, I should like to express my approval of this step.

Until the race track at Oulton Park was opened the north had



been unjustly starved of international motor-racing and it is high time that a major event was held in this part of the country.

I should also like to say how much I disagree with the comments of your correspondents about the Aintree track where visibility is unrivalled. With regard to facilities, I suggest judgment be suspended until next summer.

Of course it will be necessary for the writers of your published letters to do the long distance travelling to see this race, but it will certainly be a change for the northern enthusiasts who have usually had to make the trip.

In my opinion the large meetings should be more evenly distributed over the country and I think that the R.A.C. should be congratulated on this move.

I am, Yours, etc.,

W. Kirby.

W. J. CLEE.

\* \* \*

COMMENT FROM CANADA

Sir,

It is unfortunate, but a great number of people on this continent now hold a very low opinion of British automotive craftsmanship and design.

However, there is more than ample justification for this view. For the first few years of the British "invasion," spare parts were practically unobtainable, and the dealers appointed by English firms were almost always inept and quite often dishonest. Today, the situation is somewhat better—British car manufacturers have their own companies here and no longer have to rely on indigenous entrepreneurs; and also, the stocks of spare parts are almost adequate.

Nevertheless, the purchaser of a "foreign" car, in the main, is willing to forgive these sins of omission if his vehicle is honestly built, well designed and trouble-free. Unhappily, this has not been his experience.

Reluctantly, I have come to the conclusion (as have many others) that British automobiles are no longer solidly or sensibly constructed. For even if the owner is lucky enough to escape major repairs and replacements, he is constantly plagued with minor mechanical irritations; i.e., the failure of electrical equipment, the habitual replacing of "bulbs," the failure of locks and door and window mechanisms (also, it is fast becoming a truism that *all* the locks of *all* the English cars in North America are frozen *all* winter), intractable instruments, flimsy "bumpers" and guards, scandalous chromium plating, leaking windows and scuttles, and a profusion of draughts from all quarters (which result in frigid blasts in the winter and billows of dust in the summer). This list could go on, but suffice it to say that *every* English car, from the cheapest economy model to the most expensive "luxury saloon" ("The Best Car in the World," I know from personal experience, is definitely no exception), suffers from these ailments—and often worse.

Personally, I have owned four post-war British cars (Ford, M.G., Javelin and Austin), none have been trouble-free, and service (and parts) has run the gamut from inadequate to non-existent. Apart from the already discussed "minor irritations," which were present in all in varying degrees, I experienced a serious engine fire and a "collapsed" piston. In the light of the debacles of friends and acquaintances, I feel I was quite fortunate.

One example that will illustrate the present service difficulties is the following: An avowed fan of the virtues of European cars became so incensed with both the service facilities and the cars' workmanship, that he resolved never again to purchase another English automobile. However, on the introduction here of a new two-seater sports car of modest price and outstanding performance, he could no longer resist. So eager was he, in fact, that rather than wait and obtain the desired colour, he commissioned the dealer to repaint his only remaining model. When the gentleman took delivery of this car he found that the paint had been sprayed over *unwashed* wheel hubs, as well as over various latches and chrome-plated excrescences! Needless to say, he now drives a Chevrolet.

At present I drive a Volkswagen, which I find robustly built, sensibly designed, economical to drive and maintain, and great fun to operate (service is good, too). My next car, I am very much afraid, will have to be an English one, for the high rate of duty makes the price of other larger imported vehicles prohibitive—I might add at this point that in reality I am an Anglophile, but like many others refuse to be further inconvenienced, annoyed, or pushed towards bankruptcy because of it. Unfortunately, they have yet to produce a post-war car on this continent that is sufficiently stable, controllable, attractive, interesting to drive, and of a practical size, to appeal to the large and presently-frustrated group that appreciates these qualities.

I realise that this denouncement is only one among hundreds, but I hope that the powers that be in the United Kingdom Motor Industry realise that their energy, ability and integrity are being seriously questioned.

Finally, I must commend MOTOR SPORT on an excellent publication and on its objectivity in printing letters such as this.

I am, Yours, etc.,

Ontario.

HUGH A. MACLEAN.

\* \* \*

ANOTHER ONE FOR . . .

Sir,

Some eight months ago I decided to buy a new 8-h.p. saloon of a well-known domestic make; it ran well enough, but was a little too "utility" and so I parted with it.

I bought a larger car, made by one of our biggest manufacturers, a car which, incidentally, has enjoyed a fine reputation in rallies (the drivers should, in my opinion, be entitled to a decoration for valour!).

After twice returning this modern idea of a motor car to the local dealer, once for new engine mountings which collapsed, and secondly for a new head gasket (all in less than 3,000 miles), I thought it was time we parted before the allegedly-weak final drive became more audible than it already was.

The radio, incidentally, had to be turned right up to be heard above the appalling wind noise above 60 m.p.h.

On reading MOTOR SPORT's road-test of the Volkswagen I decided to give it a trial, and may I say here and now that the VW is all that the Editor says it is.

The finish is excellent and I have never driven a car which slips along so effortlessly and without fuss.

The gearbox is a delight to use and the ratios are just right, and, provided the tyre pressures are kept to the maker's recommendations, the car can be cornered fast and safely under all conditions.

Keep up the good work of unbiased road-tests!

I am, Yours, etc.,

Chichester.

J. R. BRIERLEY.

\* \* \*

. . . AND ONE AGAINST THE VW

Sir,

You and your correspondents may be right about the technical aspects of the Volkswagen, but I consider the fact that the rear seat is only suitable for legless passengers rather a drawback!

I am, Yours, etc.,

Wolverhampton.

S. MCKINLAY.

\* \* \*

MOTOR-CAR MINIATURES

Sir,

I was pleased to read under "Rumblings," that I was not alone in returning to second childhood. I have been successful in acquiring fourteen of the veteran Edwardian miniature car models by Revell and must agree that the detail work is excellent. What a pity some British firm has not seen fit to produce similar kits of U.K. and European cars, for I cannot help but feel after this year's London-Brighton that there is a tremendous following, but unfortunately these days we always seem to be those few years behind our American friends in this type of thing.

I have approached a few of our toy manufacturers on the subject, but so far none has decided to take up the production.

Perhaps something further in your next issue might stimulate further interest.

I am, Yours, etc.,

Chigwell.

J. A. G. BURCHELL.

[See page 20! We shall be only too glad to give the British toy industry a boost when they offer comparable models.—ED.]

\* \* \*

BATTERY LIFE

Sir,

I read with interest the letter of C. P. Harrison (Wanted Better Batteries) in the December copy of MOTOR SPORT and would like to give a few of my observations on the matter.

Over the past few years we have been encouraged to buy this oil, that petrol, his seat covers, etc., and, to take the accessory under review—the battery, I find that three points have been mentioned over and over again (I take the three biggest manufacturers and exclude the "cheaper" batteries). To wit: (1) the separator; (2) the grid or plate; (3) the guarantee. Comparing the three largest manufacturers, Lucas, Exide and Oldham, I find that I have a choice

of two plastic and one synthetic wood separators. The plastic separator appears to be of a "rubber" base and it is a known fact that rubber has a very high electrical resistance whereas wood separators were used for many years in batteries—so which is better?

With the grids (or plates) I have the choice of special grid alloy, C.B. 95 and X-metal. All are composed of the same elements basically lead and antimony, and I am sure the above three things are corrosive-resisting additives!—so, again, which is best?

With the guarantee the manufacturers go to two extremes; two have a six months' free-of-cost replacement with an 18 months' insured life (only one has it in writing and registered!); the other manufacturer has only a 12 months' scheme. Two of the manufacturers market a "super-demi-armoured" battery with an unconditional two years' free-replacement guarantee (again only one has it in writing and registered!).

Comparing the "cheaper" batteries with the three above, I find that they either offer vague guarantees or none at all! Weighing a cheaper battery against one of the above, I found it lighter (less lead, less active material—fewer starts!) and (from reports) could only count on an average life of about 12 months. In cold weather it usually means "back to the handle"! Some "cheaper" batteries are good, but these need hunting for and can be counted on the fingers of both hands.

To sum up, what I am looking for in a battery is: a good weight (thus proving no saving in lead or active material), a good, full factory-backed guarantee (preferably in writing). Other points, equally as important: no "gadgets" (semi-linkers, easy-topping top-nots!), a solid rubber container and the correct charging rate on my car!

Hoping the above will prove of interest to your readers.

I am yours, etc.,

Sale.

BRYAN C. LAMEBURY.

Sir,

Mr. Harrison's experiences with batteries seem to me singularly unfortunate. When I purchased my car secondhand some three and a half years ago, the dealer described the battery as "nearly new." It is still going strong today, although I have given it no special attention other than normal regular inspection and topping up. It was made by the Lithanode Co., Ltd., of London, S.W.8.

I have never previously heard of this concern, but have since discovered that it was established as long ago as 1881!

It seems, on the face of it, impossible to give useful test reports on batteries. They either work or they don't, and how long they will work is a matter of "suck it and see." Perhaps if readers can give data from personal experiences, a useful dossier could be built up on which general recommendations could be based.

I am, Yours, etc.,

London, S.E.6.

B. W. RIVETT.

#### THE FORD CONTROVERSY—Mr. English Replies

Sir,

I wish to reply to Mr. Killpartrick's letter in the December issue of MOTOR SPORT. He accuses me of lacking in objectivity in my criticisms of the Ford Consul, but I must point out that he is under the same condemnation. Not only is much of what he says spoiled by rather childish, personal comments, which he could have avoided if he had taken the trouble to read my original letter carefully, but he also puts himself out of court by admitting to satisfaction with a car which at 12,000 miles has had two changes of back axle and seems well on the way to needing another.

This may be because Mr. Killpartrick does not carry weights in the boot of his car, which consequently suffers from back-axle judder and wheelspin on rough and wet roads. Many Ford owners complain of this, and it is confirmed by the fact that Fords themselves are obliged to replace these axles free of charge. Both Mr. Killpartrick and Mr. Bradpiece, who writes enthusiastically of his Zephyr, admit this fact.

Perhaps Mr. Killpartrick is so impressed with the Ford service in his area that he likes his car to be laid up unnecessarily from time to time. For my part I found the service (not in our county town) so bad when we wanted faults rectified that I had to write to Dagenham before I got any reasonable attention locally. In fairness I must say that local VW service agents can be just as bad, although the main depot in London is very helpful.

About the petrol consumption. I stated clearly "a fast driving 22 m.p.g." Mr. Killpartrick has no right to challenge this figure if he seldom drives his own car at more than 60 m.p.h. I too found 28 m.p.g. possible with a tedious maximum of 55 m.p.h., but that is not driving as most of your readers understand the term. In a busy life a top speed of 60 m.p.h. is an unnecessary handicap. I can assure Mr. Killpartrick (objectively) that I did not burst the engine

in the 7,000 miles I had the car, in spite of frequently driving it flat out, which, in view of the many things that might happen, is quite something. In any case, I do not think a car is worth enthusing about if you do not feel safe to drive it for any length of time within 15 miles an hour of its maximum speed. At least it can be said of the VW that it will carry on happily all day with the throttle wide open.

Regarding the bench seat, I stated that it sagged badly with three average-sized people; this can surely not mean, as Mr. Killpartrick suggests, people who are over-weight?

Mr. Killpartrick suggests that I do not know how to change gear. He has evidently been to Silverstone club meetings and should therefore know something about motor cars; is he quite ignorant of the type of gear change on the 3-litre Bentley, which I mention in my letter as a car which I once owned? Those who know that wonderful car the Light Fifteen Citroën will understand that I know something of gear changing when I say that I could nearly always get a clean change to bottom gear in both my Citroëns. But the Ford bottom gear would not respond to anything that I did, and the agents were apparently quite satisfied that it was normal for the car. My experience of car driving goes back to 1929, and I never experienced anything else as bad.

I will agree with Mr. Killpartrick as to the satisfactory external finish on the Consul, to which in spite of what he says I did not refer at all. But internally the cardboard door trim and tenth-rate head-lining materials, and the continually vibrating and shoddily-made tin fittings, are something that any manufacturer should be ashamed to put out.

Next, as to back-wheel spin; even though I carried weights in the boot to keep the driving wheels in contact with the ground, the car was hopeless in mud and very dangerous on wet roads. There is no point in carrying weights in the front of a VW, as Mr. Killpartrick suggests. Its grip on a bad surface, such as a muddy farm road, is excellent because the weight of the engine is over the driving wheels. Incidentally, I wonder what Mr. Killpartrick thinks a  $\frac{1}{2}$ -cwt. weight is like? It measures 9 in. by 6 in. by 6 in., and two of these are much cleaner and more convenient to stow in the boot than the bag of cement which I believe many Ford owners use.

Mr. Killpartrick referred in a far from objective manner to the luggage space in the VW. This is certainly not large, but easily carries two jerry cans of fuel or a suit case. I still like the car and am doing 500 miles a week in it. Mr. Killpartrick will be pleased to hear that I am now perfectly happy with it on wet road corners, which I never was in the Consul. I generally manage to leave behind any of these cars which come in sight. This is apparently because the VW is fitted with a good four-speed gearbox, and can accelerate well between 40 and 50, at which speeds the Consul, with no suitable gear available, is very sluggish. Mr. Killpartrick's letter also suggests that another reason may be that some Consul drivers are afraid to exceed 60 m.p.h. for fear of damaging something.

I shall follow Mr. Killpartrick's advice and keep the VW. It is good to know that on a long journey it will do about 40 m.p.g. driving flat out, instead of the Consul's 22 and that I can reach the end of the journey in comfort. This was never true when sitting on the uncomfortable bench seat of the Consul.

I am, Yours, etc.,

Larkfield.

R. D. ENGLISH.

Sir,

I have been following with interest and sympathy your correspondents' letters on the failings of the Ford Consul. May I add a short letter of agreement to those of Messrs. English and Campbell Kemp?

My November, 1951, Consul is a wrecker of batteries—five cracked in two years. The boot becomes flooded in wet weather. One can double declutch, ease gently, pull down quickly but, apart from switching off the ignition and stopping, a clean change from second to first gear defeats me.

The brakes have failed, the steering worm pegs have been twice renewed, the doors rattle, the windows stick, and rust is now creeping out from underneath the chromium strips on the bodywork.

I say to Fords—wake up your ideas and concentrate on reliability and not your so-called cheap service and spares.

I am, Yours, etc.,

London, S.E.22.

E. J. M. MCGHEE.

Sir,

I have been fascinated by the correspondence which has arisen in the last two issues of MOTOR SPORT in which your readers describe their experiences with the Ford Consul and Zephyr.

It is now over two years since I wrote to you extolling the virtues and excellence of my old Alvis Firefly tourer. In the early part

Continued on page 12

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**THIS SHOULD INTEREST SOMEONE**. For £150 a properly reconditioned AC with IFS and new 2-seater coupé body. Radio and lots of other interesting things. This has honestly cost an awful lot of money, but I can't afford to run it. Multitude of spares, including engines and gearboxes. Write or come and see it. Walker, Upton Cottage, Upton, Andover. [4481]

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**ROESCH TALBOT 105 Airline Sports 1936**. Engine, gearbox, brakes, steering and back axle, etc., absolutely faultless. Good battery, tyres and all accessories functioning well. This car has been steadily maintained and improved since I bought it. Perfect roadholding, fast. Spare performance carb. £220 o.n.o. Domesticity forces sale. Tel.: Hou 3769. [4486]

**RILEY 12-4 FALCON**, Model S26F, 1936. Engine complete, recent overhaul. Preselector excellent, body requires attention. £150 or near offer. Box No. D488, MOTOR SPORT, 15, City Road, London, E.C.1. [4488]

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**AUSTIN 7 SPECIAL**, £45. Ulster front axle, carburation, Cambridge brakes, new tyres. See weekends. Connolly, Cow Roast, Nr. Tring, Herts. [4491]

**ALFA-ROMEO 1931, 2.91 Racer**. Conv. 1936 2-seater sports. S/ch. Suit person wishing to learn to drive racing car. New tyres, very good car, red and chrome. Offers wanted. Box No. D492, MOTOR SPORT, 15, City Road, London, E.C.1. [4492]

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**1922 ROVER 8**. In perfect condition, recent overhaul, new hood and sidescreens, and complete spare back axle. £80 or near offer. Goulden, 88, Cedar Road, Strood, Rochester, Kent. [4494]

**R.R. 20 H.P. ENGINE**, excellent condition, stripped, offers all parts, crankshaft and bearing assembly perfect. Offers all parts. Also new set standard size pistons, dynamo, new condition, 3-brush type, magneto and shaft, carburettor, genuine lady mascot. Austin 7 rebuild, 5 new tyres, new battery, new body, rechromed. Dunlopillo cushions, needs hood, cost £135 accept £50. Must clear, new car. 8, Carlisle Avenue, Littleover, Derby. [4495]

**M.G. T.A.** Excellent condition, B.R.G. £230 o.n.o. 101, Ongar Road, Brentwood, Essex. Tel.: Brentwood 346. [4497]

**RAILTON 1935 D/H Coupé**, 28.8 h.p. Reconditioned engine. £150 o.n.o. Tait, Ingleton, via Carnforth, Lancs. [4499]

**1936 TALBOT 105 TOURER**, £165. Seen Ealing Common. Tel.: Acorn 5759. [4500]

**ALVIS SPEED 25**, 1939, Charlesworth body and mechanical condition excellent. Many extras. Mileage about 40,000. £400 o.n.o. Builders Supply Co., Everton Road, Southport. [4501]

## FOR SALE—continued

**FIAT 1100 1938 Pillarless Saloon**. Grey, body and chassis exceptional condition. £250. Heath, Docombe, Moretonhampstead, Devon. [4502]

**M.G. TYPE P, S.H. Spares**. Marshall blower installation complete (less belts), £18. Half-shaft complete with hub and nut, £3 5s. Clutch drive plate (new), £1 10s. Camshaft bevels (2,000 miles only), £4 10s. Hub nut (L.H.), 12s. 6d. J. Newman, Chobham Motors, Chobham, Surrey. [4503]

**WOLSELEY HORNET SPECIAL**, 4-seater sports. Just come of age, reliable but uninspiring hack. Taxed, insured. £40. Edwards, 6, Basingstoke Road, Reading, Berks. [4505]

**WOLSELEY HORNET SPECIAL 1933**. Body incomplete, chassis good condition, will dismantle, all mechanical, instrument and electric parts, etc., available. Smith, Berrington Orchards, Campden, Glos. [4506]

**J.2 CRANKSHAFT**, hubs, axles, brakes, 18in. wheels. S.a.e. 30, Ashwood Avenue, Coventry. [4507]

**8 LITRE BENTLEY**, Reg. 1932. Superb coachwork and mechanical condition. Used daily. Utter dream car. £395. Rose, 6, Adlam Road, Liverpool, 9. Tel.: Aintree 2012. [4511]

**TALBOT 65**. Condition excellent, completely overhauled, sleeved, shaft ground, gearbox reconditioned, sound tyres, spare gearbox. £90 o.n.o. Tel.: Day: Erith 4444. Evenings: Wanstead 1388. [4512]

**AVON SPECIAL 9 h.p. F/H Coupé**, 1932. Engine and coachwork exceptionally good condition. Very well shod. Extras include Runbaken oil coil, Lucas flamethrower, windtones, demister. £85. Tel.: Rip 4074. Evenings: Eastwood 55760. [4514]

**1934 SINGER II de-luxe sun saloon** (i.f.s. and freewheel), in really unique condition. Original brilliant green and black coachwork, which will obviously last indefinitely; original interior trim and polished woodwork; tyres, battery, electrics, brakes, steering excellent. In daily use and utterly reliable, £135 or exchange roomy two-seater similar condition. Lanes. Box No. D515, MOTOR SPORT, 15, City Road, London, E.C.1. [4515]

**ASTON MARTIN D.B.1** cylinder head complete with valves and rocker gear, new, £10. New 6-cylinder distributors, £4. New Zenith carbs., 12 h.p., £4 each. Vertex mags, 50s. each. Wolseley 14 and 18 wings, 50s. fronts, 25s. rears, new. Humber 27 h.p. chassis, complete axles, steering, etc., £12 10s. Austin A70 engines, £20 each. G. H. Howard, 94, Greenford Road, Sudbury Hill, Harrow, Middlesex. [4516]

**ALFA-ROMEO 2.3 supercharged coupé**. One of the last made, 33,000 miles, excellent condition, many spares and special tools. Best offer secures as room required. Box No. D517, MOTOR SPORT, 15, City Road, London, E.C.1. [4517]

**ALL ISSUES** of "Motor Sport," years 1944 to 1950 inclusive. Offers for any one year or lot to McNeill, 48, Maryville Park, Belfast. [4518]

**1930 SMART GREY 2-3-seater Rolls Coupé**. Good running order, £250. Box No. D519, MOTOR SPORT, 15, City Road, London, E.C.1. [4519]

**A.C. 16/80 DROPHEAD 1937**, 2/5-seater, in excellent order. £200. Tel.: Bec 5803. [4520]

**LAMPS**. Lucas FT67 fog, £3 10. Notek Passmaster, £3. Bosch fog, £2. All as new. Boys, Dane Court, Pyrford, Woking, Surrey. [4522]

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1926 Rolls-Royce Twenty Mulliner 2-seater tourer	...	£345	1934 Rolls-Royce Phantom II Freestone & Webb o/d. sports saloon	£425
1927 Rolls-Royce Twenty Hooper coupe and dickey	...	£175	1934 Rolls-Royce Phantom II Gurney Nutting d/h. foursome	£495
1929 Rolls-Royce Twenty Southern Motors Replica d/h. foursome	...	£345	1935 Rolls-Royce 20/25 Charlesworth o/d. sports saloon	£495
1930 Rolls-Royce Phantom II Hooper landaulette	...	£95	1936 Rolls-Royce 20/25 Park Ward o/d. sports saloon	£565

### POST-WAR SELECTION

1949 A.C. 2-litre sports saloon. Black/grey leather	...	£395	1949 Jaguar 3½-litre Mark V sports saloon. Grey/red leather	£595
1948 Allard 61L sports tourer. Red. New hood and 'screens	...	£285	1951 Jaguar XK120 roadsters. Two specimen examples. At	£795
1950 Allard J2 sports 2-seater. B.R.G. Excellent performance	...	£365	1952 Jowett Jupiter Mark II convertible. B.R.G. Low mileage	£545
1952 Allard P1 sports saloon. Black and white colour scheme	...	£545	1951 Lagonda 2.6-litre d/h. coupe. Silver grey. Immaculate	£995
1948 Alvis TA 14-h.p. drophead coupe. Black. Radio, heater	...	£485	1953 Lagonda 2.6-litre d/h. coupe. Burgundy. Magnificent	£1,685
1954 Austin-Healey 100 2.6-litre sports 2-seater. Low mileage	...	£865	1954 Lotus Mark VI sports 2-seater. Tuned 1,172-c.c. engine	£495
1948 Armstrong-Siddeley Hurricane drophead coupe. Blue/grey	...	£385	1948 Morgan 4/4 1,267-c.c. sports 2-seater. Bronze	£345
1951 Dodge Coronet r.h.d. sedan. Dark red. Many extras	...	£795	1951 Morgan Plus Four 2,088-c.c. sports 2-seater. Red	£425
1949 Ford Pilot saloon. Black. Recon. unit just fitted	...	£345	1950 Morris Minor convertible. Maroon. Carefully used	£365
1949 Healey-Duncan 2.4-litre sports saloon. Grey/red leather	...	£485	1948 Nash Ambassador r.h.d. sedan. Mid-blue. Usual extras	£595
1950 Healey Silverstone 2.4-litre sports 2-seater. Tuned	...	£445	1949 Riley 2½-litre sports saloon. Silver green. Heater	£495
1948 Humber Super Snipe saloon. Immaculate in black	...	£295	1951 Sunbeam-Talbot 90 convertible. Black/fawn	£535
1948 H.R.G. 1,500 sports 2-seater. Green. New tyres	...	£375	1949 Triumph 2,000 roadster. Steel grey. New hood	£395
1948 Jaguar 3½-litre sports saloon. Beige/red leather	...	£395	1954 TR2 sports 2-seater. Ivory/maroon Vynide. Overdrive	£765

### PRE-WAR SELECTION

1934 Alfa-Romeo 1,750 6c supercharged sports 2-seater. Red	£295	1936 Frazer-Nash-B.M.W. Type 55 1½-litre cabriolet	£185
1931 Alfa-Romeo 1,750 drophead coupe. Dark blue	£195	1937 Frazer-Nash-B.M.W. Type 326 2-litre cabriolet. Specimen	£345
1938 Alfa-Romeo 2.3-litre Farina drophead coupe. Maroon	£295	1935 Lagonda 10-h.p. Rapiere tourer. Very neat. Black	£225
1939 Alfa-Romeo 2.3-litre Farina sports saloon. Two-tone grey	£395	1936 Lagonda 4½-litre L.G.45 drophead coupe. Blue	£275
1935 Alvis Silver Eagle 17-h.p. saloon	£155	1936 Lagonda 4½-litre L.G.45 pillarless saloon. Maroon	£295
1937 Alvis Speed Twenty-five Charlesworth sports saloon	£215	1938 Lagonda V12 Park Ward sedan de ville	£445
1937 Alvis Speed Twenty-five Vanden Plas tourer	£345	1937 Mercedes-Benz Type 230 20-h.p. saloon	£215
1937 Alvis 4.3-litre Vanden Plas sports saloon	£215	1939 Mercedes-Benz Type 170V 14-h.p. cabriolet	£225
1937 Alvis 4.3-litre Offord drophead foursome	£265	1938 Morgan 4/4 sports 2-seater. Black. Specimen	£245
1934 Aston Martin 1½-litre Le Mans L/C tourer. Green	£255	1939 Morgan 4/4 drophead 2-seater. Red. New tyres	£215
1935 Aston Martin 1½-litre Mark II S/C tourer. Black	£265	1934 Riley 1,485-c.c. ex-Raymond May's "White Riley" 2-seater	£395
1938 Aston Martin 2-litre drophead foursome. Black	£285	1934 Riley 9-h.p. Lynx tourer. Silver	£145
1939 Aston Martin 2-litre 2-seater. Drophead and dickey. Red	£295	1935 Riley 9-h.p. Merlin and Monaco saloons	From £125
1940 B.S.A. 10-h.p. Scout tourer. Red. Very smart	£225	1936 Riley 1½-litre Falcon saloons. Three	From £145
1934 Delage DB close-coupled saloon. Bills for £700	£265	1937 Riley 1½-litre touring saloon. Grey	£185
1938 Jaguar 2½-litre S.S.100. Green. New weather equipment	£285	1937 Riley 1½-litre Kestrel-Sprite sports saloon. Green	£245
1938 Jaguar 3½-litre S.S.100. Red. Twin spares and luggage grid	£275	1938 Riley 1½-litre Victor saloon. Black	£195
1939 Jaguar 3½-litre S.S.100. Specially tuned. Very fast. Red	£295	1938 Riley 16/4 Adelphi overdrive saloon. Black	£225
1939 Jaguar 3½-litre S.S.100. Ex-Prince Bira. Very special	£395	1935 Singer 9-h.p. Le Mans 2-seater. Green	£145
1939 Jaguar 1½-litre d/h. coupe. Radio, loose covers. Black	£285	1940 Triumph 14/4 Dolomite roadster. Red	£185

### M.G. STOCK

1954 M.G. TF 1,250-c.c. sports 2-seater. 1,500 miles. As new. At	£695	1949 M.G. Y-type 1½-litre sports saloon. Black/red leather. At	£485
1952 M.G. TD 1,250-c.c. sports 2-seaters. Choice 2	From £525	1940 M.G. WA 2.6-litre d/h. coupe and sports saloon. 1 each, from	£175
1951 M.G. TD 1,250-c.c. sports 2-seaters. Choice 2	From £495	1939 M.G. SA 2-litre d/h. coupe and sports saloon. 1 each, from	£185
1949 M.G. TC 1,250-c.c. sports 2-seaters. Choice 3	From £385	1938 M.G. VA 1½-litre saloon, tourer and drophead. 1 each, from	£195
1947 M.G. TC 1,250-c.c. sports 2-seaters. Choice 4	From £345	1936 M.G. PB 9-h.p. open 2- and 4-seaters. Choice 5	From £175
1940 M.G. TB 11-h.p. Tickford coupe, also 2-seater. One each at	£295	1935 M.G. PA 8-h.p. open 2- and 4-seaters. Choice 4	From £165
1939 M.G. TA 10-h.p. sports 2-seaters. Choice 3	From £285	1935 M.G. NA 12-h.p. open 2- and 4-seaters. Choice 3	From £135
1937 M.G. TA 10-h.p. sports 2-seaters. Choice 4	From £225	1934 M.G. J2 8-h.p. sports 2-seaters. Choice 4	From £125

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## FOR SALE—continued

- £37 10s.** Wolseley Hornet Patrick Special open sports 4-seater, 1932/3, knock-on wheels, good runner and clean. Barnes, 1c, Venner Road, Sydenham, S.E.26. Tel.: 7469. [4548]
- STANDARD AVON SPECIAL** 1930 2-seater. New hood, sidescreens, resprayed, various extras. Reason selling require 4-seater. £90 o.n.o. Tel.: Pinner 5612 after 6 o'clock. [4524]
- VINTAGE 1926 FIAT 9.** Engine excellent, bodywork and tyres good, what offers. Pardey, Mosterton, Beaminster, Dorset. Tel.: Broadwindsor 338. [4525]
- FOR SALE.** 12ft. 6in. two-seater racing Hydroplane Tuned Aquaplane Ford 10 engine. £235 o.n.o. For full details apply E. H. Ashton, Orchard House, Farndon Road, Newark. Tel.: 669. [4526]
- HARDSURFACED ROCKERS.** M.G., Wolseley, 6s. each, exchange others serviced; bushes 6s. each; shafts from 15s. pair; v/guides 4s. each; in stock valves, springs, gaskets, k/pin sets, etc. Riley rockers refaced, gaskets, valves, guides, k/pin sets, etc. Some pattern valves, etc. Other makes also gaskets. Exchange S.U. carbs., petrol pumps and spares. Usual prompt C.O.D. service. Thomson's, 102, Kingston Road, Wimbledon, S.W.19. Tel.: Liberty 8498. [4527]
- 1 SPRING steering wheel,** in good order, £3. 1 Jaeger speedometer head (reconditioned) £3. 1 pair 9in. headlamps, £4. Quayle, Martins Bank Ltd., Plymouth. [4528]
- 1923 VAUXHALL 23-60** Kington Tourer. Good condition, £90 o.n.o. Collett, Oak Ende, Barnet Gate, Herts. Tel.: Barnet 2329. [4530]
- TALBOT SPORTS SALOON,** 1935 Model 90 (F). Good tyres and battery, Continental-style body (Darracq), preselective, auto-upsweep, dyno-starter, powerful lamps and brakes, everything works. £95 or exchange smaller car, brake, W.H.Y. Phillips, 1, Holmwood Close, Addlestone, Surrey. [4531]
- HOTCHKISS 9.8 CABRIOLET,** Oct., 1938, F.W.D., independent suspension all round, remarkable road holder, good performance, nice lines, H.P. available. Exchange considered. £235 o.n.o. Tel.: Bedford 66311. [4532]
- V8 ENGINE FOR SALE.** 30 h.p. Ford, 25,000 miles, complete with all ancillaries. Running order. Also pair Armstrong telescopes; pair Standard Lucas inbuilt headlamp bodies; pair 6.25 x 16 Avon tyres, worn—suitable retreats. The lot: £27 10s. Box No. D533, MOTOR SPORT, 15, City Road, London, E.C.1. [4533]
- ALVIS SPEED TWENTY-FIVE,** Charlesworth saloon, black/red leather, 55,000 only, 20 m.p.g. Superb in every way. Best offer over £185. Fenn-Wiggin, Combe Raleigh, Devon. Tel.: Honiton 181. [4534]
- COZETTE NO. 4,** Blower only, suitable 750 c.c. Austin, unused. Best offer. Brewer, Plumley, Bovey-Tracey, S. Devon. [4535]
- 1936 A.C. 2-seater coupé.** 16 h.p. 3 carb. Recently resprayed red, excellent condition. £159. Tel.: Syd 6494. Mason, 30, Ashleigh Road, Anerley, S.E.20. [4537]
- MARENDAZ 13/70.** Four-seater, taxed, insured. Excellent condition, good performance, full A.A. report available. Full-length tonneau and hood, all spares available. 12.8 h.p. 1935 reconditioned gearbox, two brand new tyres, military reasons necessitate sale. £165. O/C Healing, 20 PL D Coy., Eaton Hall O.C.S., Chester. [4539]
- VINTAGE CROSSLEY TOURER,** 1921. Magnificent condition throughout, very low mileage. Green/Black. £110 or very near offer. Box No. D540, MOTOR SPORT, 15, City Road, London, E.C.1. [4540]
- RILEY 9 MONACO 1930.** Running order, good tyres, new battery, body rough. Offers for whole or parts. W. Piercy, Reepham, Norfolk. [4541]
- CITROEN 12, 1939.** Bodily, mechanically exceptional, post-war engine, gearbox, £250 recently spent, bills shown. Radio, extras. £275. Tel.: Radlett 5745 evenings. [4542]
- WOLSELEY HORNET 1932.** Good mechanical condition. Offers. Parker, 59, Tachbrook Road, Leamington, Warwickshire. [4543]
- ALVIS 12/50 T.J. TOURER,** 1931. £50, no offers. Running order, hood poor, body and engine fair, some spares. Seen London; new car coming. Box No. D544, MOTOR SPORT, 15, City Road, London, E.C.1. [4544]
- "THE CAR ILLUSTRATED,"** 22 volumes covering 1902-1908. £60 or offer. Box No. D546, MOTOR SPORT, 15, City Road, London, E.C.1. [4546]
- JAGUAR SALOON,** 1½ litre, 1940, 41,000 miles. £225. Smith, Fitzgerald Corner, Woodbridge, Suffolk. [4547]
- BUGATTI RADIATOR,** believed 8 cyl., very pretty, very heavy, £9. 6 cylinder Scintilla Vertex off Chrysler, fit most sixes, £4 10s. Barnes, 1c, Venner Road, Sydenham, S.E.26. [4548a]
- AUSTIN 7 SPECIAL.** Completely overhauled and modified, cost £120, requires painting and minor parts completing. £65 or offer. Also engine spares cheap. 102, Victoria Avenue East, Manchester, 9. [4550]

## FOR SALE—continued

- 2 LITRE LAGONDA 1932.** First-class order throughout, 3 new tyres, recent engine overhaul, rewired, full weather equipment, rechromed. Bodywork in excellent condition, many spares. Photograph available. £280 o.n.o. Watts, Harkstead Hall, Harkstead, Ipswich. [4551]
- GOOD HOME WANTED** for eccentric 1931 Austin 7 tourer (Brunette), running order, good mechanically, new battery, only defect slight bladder trouble. £45. Box No. D552, MOTOR SPORT, 15, City Road, London, E.C.1. [4552]
- SALOON BODY** for 1936/7 Talbot "75" or "105." Very sound condition; all glass and upholstery, buyer collects. £15. Quantity 1923/31 Austin 7 parts, including 1 engine, several cylinder blocks, con-rods, camshafts, etc., £15. Buyer collects. Bland, 27, Southfields Road, London, S.W.18. Tel.: Vandyke 1612. [4553]
- M.G. 1939 V.A. TOURER.** Attractive car, good condition, £275. Bower, 53, The Gardens, Halifax. [4573]
- BENTLEY SPEED SIX.** September 1930, Chassis HM2861, engine HM2865, Sportsman Coupé by Corsica. Complete rebuild engine, chassis, transmission and steering last year, for information about which apply Shortt, Pasture Wood Cottage, Holmby St. Mary. Subsequently run in for three thousand miles, paint stripped and resprayed black, Lucas P100s, Marchal spot, fog, reversing and rear lamps. Trico triple trumpets, Scintilla magnetos and flashing indicators. Sutherland, Symington, Stow, Midlothian. [4555]
- 1947½ ARMSTRONG SIDDELEY Hurricane.** Radio, heater, £325. Riley, Alvis, similar taken in part exchange. Curtis, 21, Pendlestone Road, Walthamstow. Tel.: Keystone 6914. [4556]
- HILLMAN AERO-MINX 2/4-seater Sports.** Excellent condition throughout, new shock absorbers. 38/40 m.p.g., well shod, must sell, owner going abroad. Nearest £125. Also 250 c.c. racing Velocette, springer, alloy engine, works cam., full racing equipment, bills available. £65. King. Tel.: Wallington 5617 evenings. [4557]
- 1940 LE MANS MORGAN 4/4.** 1098 c.c., red, latest front suspension just rebushed, practically new tyres. D.D. S.U., 32 mm. carburetter. Scintilla Vertex magneto, 7.5 compression ratio, new valves, rings, brake linings this September. £250. 152, Worcester Road, Bromsgrove, Worcestershire. Tel.: Day 2272; Evening 2148. [4559]
- M.G. T.C. COMPLETE BODY,** burnt out but not crashed. £35. 1937 18 h.p. London Talbot, bills for £85 last year, very good condition, £125. 1939 Ford 8 truck body and chassis, very good, £65. 1940 Morris 8 van, with windows. £135. 1948 Daimler engine and preselector gearbox, £50. J. Tunnard, Chestnuts, Algarkirk, Boston. [4560]
- SINGER 9** Crownwheel and pinion, ratio 1/5.43. Offers. Griffiths, 78, Windsor Road, Southampton. [4561]
- FORD 10 ENGINE,** £25. New starter, £5. Old Austin 7 engine, £8. Hatch, 331, Kingston Road, Ewell, Surrey. Tel.: 2811. [4563]
- AUSTIN SEVEN TOURER,** £30. Rebuilt 1952. Spare engine, etc., insured. Raymond, 11, Oaklands Avenue, W. Wickham, Kent. [4564]
- AUSTIN 7 "CHUMMY,"** 1928 vintage, Completely rebuilt by vintage enthusiast. In mint condition. £80. "Lynwood," Benty Heath Lane, Willaston, Wirral. Tel.: Willaston 3268. [4566]
- M.G. 12 h.p. V.A. 4-seater Tourer.** Resleeved, crank ground, sprayed B.R. green, twin spots, horns, mirrors, rechromed, large plastic rear window. £225 o.n.o. Stokes, 169, Yardley Fields Road, Birmingham, 25. Tel.: Ste 3219. [4567]
- TALBOT 75 Close Coupled Saloon,** 1934. This car is in absolutely perfect condition, both mechanically and bodywork. Tyres and batteries as new. Large quantity of spares. £125. Moughton, 18, Great George Street, Bristol, 1. Tel.: Bristol 24902. [4569]
- O.M. 1928 2 LITRE,** fitted modern Harrington saloon body, one owner until six months ago. Chassis and body in truly superb condition. Vacuum Servo brakes, modern lighting, tyres average. Reason for sale claustrophobia. £160 o.n.o. C. E. Johnson, Connaught Engineering, Portsmouth Road, Send, Surrey, or Tel.: Ripley 3151. [4570]
- ALFA-ROMEO,** Twin cam., unblown 1750, 4-seater drophead, Excellent engine, new hood. Seen London. £165. Box No. D571, MOTOR SPORT, 15, City Road, London, E.C.1. [4571]
- BENTLEY SPEED-SIX SALOON,** 1931. Fitted Perkins P6 1952. Complete chassis overhaul and new body 1952. Fast, roomy, economical. Offers invited. Also Speed-Six engine, believed 54,000 miles only. Box No. D572, MOTOR SPORT, 15, City Road, London, E.C.1. [4572]
- RED LABEL BENTLEY,** Park Ward body, 1925 open 4-seater with windscreen, wings, new hood, tonneau, £35. Complete car dismantled, all parts available. A. Box. 3.78 axle, radiator, 44 engine, good condition, offers. Box No. D575, MOTOR SPORT, 15, City Road, London, E.C.1. [4575]

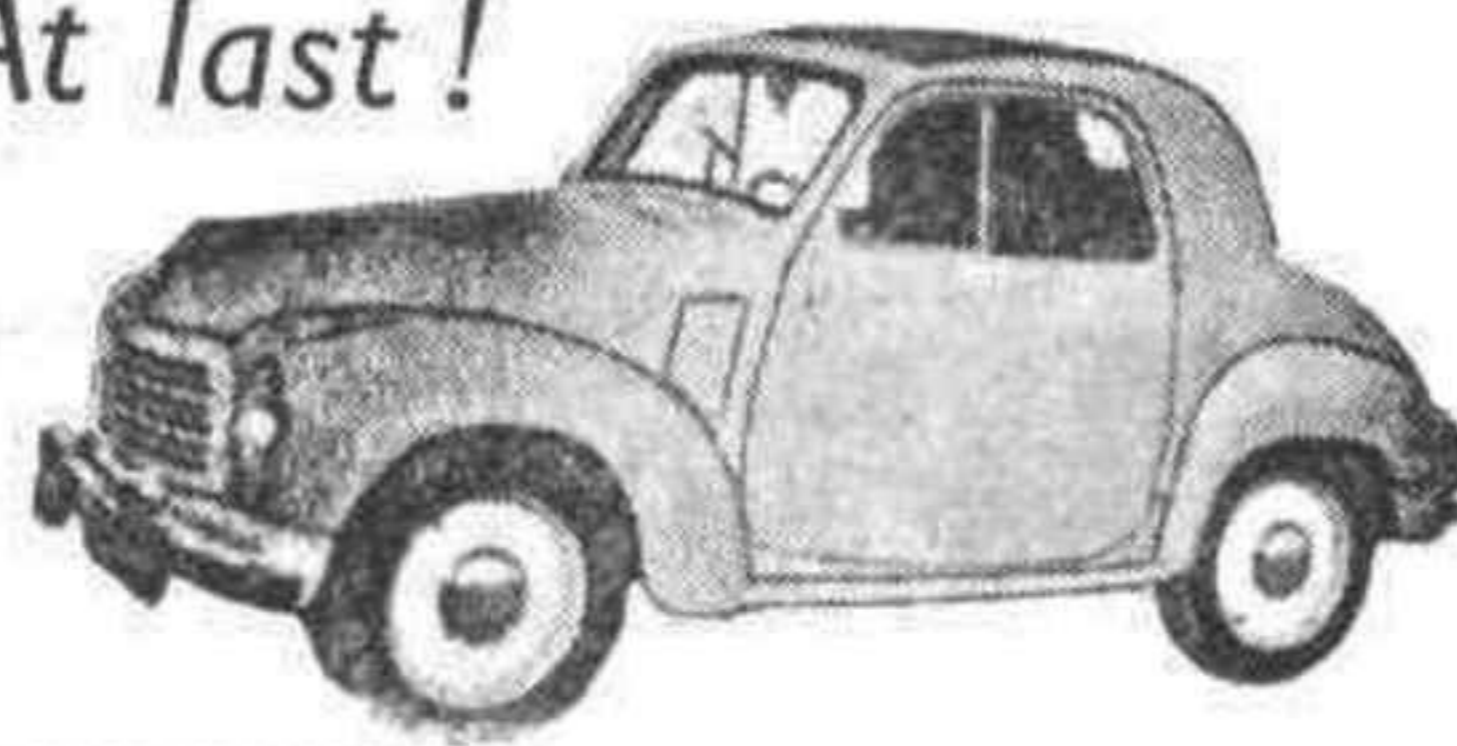
## FOR SALE—continued

- M.G. J.2 ENGINE,** complete with all ancillaries, good condition, £15; 12 v. horn and wiper, 10s.; Ford front and rear axles, torque tube, radius arms, track rod, springs, etc., Y type, £10; all Girling parts to fit above, new stubs, good drums, 2 16in. easycleans, £10; gearbox, shell damaged, innards fair, new U/J, £3. Javelin radiator, connections to suit Ford, £5; fold flat screen frame, £1. A. C. Small, 2, Broughton Place, Edinburgh. Tel.: Wav 2247 or 89391. [4574]
- 1923 BULLNOSE OXFORD,** very sound 4-seater tourer, new hood, good sidescreens, mechanically sound, used daily, £60. Rolls Phantom 1927 Limousine, photo supplied, £70. I love 'em both but must part. Has anybody 2 1½ S.U.s? Horiz or 20", Dashpot preferred. State price. Bosomworth, 24, Glenview Avenue, Bradford, 9. [4576]
- 1925 ROLLS ROYCE Silver Ghost Cabriolet.** Seats 6, 4 wheel brakes. £120. Lacey, Little Orchard, Darby Gardens, Sunbury-on-Thames. [4577]
- TALBOT 105.** Magnificent condition, new body. £150. Coulter. Tel.: Monarch 9944, Extension 305. [4578]
- FORD V8 Shooting Brake.** Mechanically sound, good tyres and body, towing attachment. Exchange sports or Special or sell £50. Station Hotel, South Nutfield, Surrey. Tel.: Nutfield Ridge 3223. [4579]
- 4-SPEED CRASH GEARBOX** for Riley Imp, perfect, £5; half-shaft for Morris 12 and Ford 8, 10s. each; 12 volt Klaxon horn off Rolls, £1. Keith, 19, Manor Drive North, New Malden, Surrey. Tel.: Derwent 1930. [4580]
- ALVIS 12/50 T.E.** 1926. Wide 2-seater, three owners, good condition. £60. Bliss, 113, Sydenham Road, London, S.E.26. Tel.: Syd 7989, after 7 p.m. [4582]
- CYCLE WINGS** (domed and beaded) steel 5", 6", 7", 10/- each front; 12/6 rears. Carriage and packing 3/6 pairs, 5/- sets. W. G. Ferguson, Bath Road Garage, Nailsworth, Glos. [4587]
- JOWETT JAVELIN.** 1950 series. Black, heater, spotless. £425. Exchange utility or drophead 45, Shirehall Park, N.W.4. Hendon 1648. [4588]
- CROSSLEY 15.7,** 1934 engine spares, 1930 all spares. Parmenter, Little Prospect Farm, Monxton, Andover. [4585]
- 1954 (Sept.) TR2 TRIUMPH.** Extras, 2,948 miles. £795. 1939 TA M.G., many extras, a fine car. £285. 1935 Austin 12 saloon, fitted heater, very reliable, £85. Jones Garage, Syston, Leics. Syston 86257. [4589]
- 1936 BRITISH SALMON 12 h.p. D/H coupé.** Recently rebored and thoroughly overhauled. In daily use. Offers. Box No. D592, MOTOR SPORT, 15, City Road, London, E.C.1. [4592]
- M.G. 1934 P.A.,** 4-seater, grey. One owner since 1936. Well maintained, £150. Gardner-Brown, Vicarage, Lydbury North, Shropshire. Tel.: 221. [4586]
- F.A. M.G. 1935 2-seater.** Apart from rear wings requiring slight attention, condition excellent. K. Law, 6, Somersby Avenue, Sprotborough Road, Doncaster. [4595]
- ALVIS 1936 SILVER EAGLE saloon.** 16.95 h.p., splendid condition. Engine re-conditioned by Alvis expert and Laystall chromium liners fitted. 50 lbs. oil pressure when hot; 600 miles to a pint of oil. New Radiator, new Hartford dampers, springs re-set and rubber taped. New silencers. Re-sprayed 2 years ago. 2 new tyres. Any trial. New car sole reason for sale. £275 or offer. Hirst, "Lyndhurst," Tingley Common, Morley, Nr. Leeds. Tel.: Morley 679 (working hours). [4597]
- M.G. 12/70.** Four new tyres, 6-cylinder O.H.C., only wants seeing, £57 drive away. Uxbridge 2062. [4584]
- T.T. REPLICA H.R.D. 500 c.c.,** 1937. Spring frame, bronze head, T.T. carburetter. Very fast, suitable road use, lighting available. Taxed. £85. Barlow, 40 Innage Road, Birmingham 31. [4598]
- M.G. T.A. 1938.** Present owner since 1941, one previous. Excellent condition. £180 spent last 18 months. Complete engine rebuild, many new parts. £260. 1, Reigate Road, Ewell, Surrey. Tel.: Ewell 4853. [4599]
- VOLKSWAGEN, REG. 1952.** RHD, black and chrome, leather upholstery, de luxe tools, set of open ended and ring spanners, instruction and workshop manual. £325. Hawkins, 7, Petts-grove Avenue, Wembley, Middlesex. [4600]
- 1938 RARE MODEL FORD 8.** Open sports 4-seater, 1936. Clean and good mechanically. Barnes, 1c, Venner Road, Sydenham, S.E.26. Phone 7469. [4601]
- MAGNETO B.T.H. "J" type,** 6-cylinder, as new. 5, Calverley Terrace, Bramley, Leeds, 13. [4602]
- TALBOT "105" AIRLINE SALOON.** Clean condition, £110. Bland, 27, Southfields Road, London, S.W.18. Vandyke 1612. [4604]

**FOR SALE—continued**

- FORD V.8. 30 H.P. ENGINE**, complete all accessories, in good running order, £20 o.n.o. Also chassis frame, front axle, wheels, etc., cheap. Jones, 23 Windsor Avenue, Clacton-on-Sea. [4605]
- 1931 ALVIS TJ 12/50 CHASSIS**. 13814 engine, 25394 Cross & Ellis 2-seater. Really sound condition and well serviced. Petrol 30 m.p.g., oil negligible. Battery, dynamo, clutch, brakes—good. £110 o.n.o. Hewitt, 74, Beresford Drive, Southport. [4606]
- RILEY 1934 KESTREL SALOON**. Complete except engine (14/6). 20 m.p.h./1,000 back axle. 15,000 since £50 preselector rebuild. Engine removed after trial, £70. Corner Cottage, Limes Estate, Felbridge, Surrey. [4607]
- £125. HUDSON 8 sports coupé**, most attractive English coachwork. 1935/6 model in excellent condition. Perivale 0411. [4611]
- ALFA ROMEO 1750 C.C.** Gran sport chassis 1931, fitted with supercharged Gran Turismo engine 1937, now being completely overhauled. Available end of January. Blagdon Engineering Co., Blagdon, Seaton Burn, Northumberland. [4610]
- RILEY V8 ENGINE** complete for spares. 5, Thames Street, Hampton. Molesley 5419. [4609]
- 1928 AUSTIN 7** for sale. Spares. Cheap. Cook, 6, Wood Road, Farncombe, Surrey. [4612]
- HIGHLAND BARGAINS!** P.B. Midget, £125. Austin Sevens: good 1932 saloon, unfinished 1937 base special, £35 each. Hot 1951 B.S.A. Bantam, £40. 1929 Singer Junior tourer spares, very cheap. Possibly 1933 Riley 12/6 spares also. Fullest details from Conway, Ceannacroc, Glenmoriston, Inverness-shire. [4613]
- 1935 TALBOT "95"** sports saloon, every part available in good condition, reasonable. Write, Phillips, "Kineton Grange," Olton, Birmingham, 27. [4614]
- 1924 MORRIS COWLEY** bullnose chassis. Running order. Also engine, bodywork spares, £15 o.n.o. Hart, Lockers, Hemel Hempstead, Boxmoor 1531. [4616]
- ASTON MARTIN MK. II 1936**. Good condition, engine re-sleeved, brakes and clutch re-lined. Bargain, £265. Photo and further details apply Box No. D617 MOTOR SPORT, 15 City Road, London, E.C.1. [4617]
- UNUSED LATEST TYPE ALLOY J.A.P.** twin racing engine with 1954 modifications. 1,000 c.c. convertible to 1,100 c.c. Some plugs, jets, sprockets included, £125. Box No. D620, MOTOR SPORT, 15 City Road, London, E.C.1. [4620]
- "M" TYPE AND MINOR SPARES**. Sewell, 174, Albion Road, N.16. CLI. 8347. [4621]
- RILEY 12/4 FALCON, 1935**. Mechanically sound, body rough, tyres good. £70 or would exchange for motor cycle. Edmonds, Bushey Heath 2757. [4622]
- BRISTOL**. Type 401.1950. Most attractive Italian Superleggera body. Dark maroon with light fawn upholstery. New Dunlop Roadspeeds x Vandervell. Cost £4,200. Opportunity to acquire one of the prettiest Bristols in the country for £1,250. Rolls-Royce Phantom II, 1934 Sportsman's limousine by Thrupp & Maberley. Modern appearance. Looks £2,000. Accept £225. W. A. Jordan, Holme Flour Mills, Biggleswade, Beds. Phone: 2001. [4623]
- ALVIS SPEED 20**. New tyres, hood, battery. Good appearance. 20 m.p.g. Wife detests fresh air. Lovely beast. Car, not wife, £90. Croydon 1888 9-6 or Croydon 9652. [4625]
- FIAT 509A** coachbuilt saloon, 8 h.p. Offers. Macey, Bram Lea, Sutton Valence, Kent. [4626]
- 1924 TALBOT 10.3 H.P. O.H.V.** 2-seater and dickey. In original condition, new hood, upholstery, radiator, tyres, shock absorbers, half-shafts, battery, brake liners. Engine bored, crank ground, recellulosed in black and yellow. Steering, axles and electrics overhauled. This cost over £250, the car has now covered 2,000 miles in very comfortable daily use. 40 m.p.h. cruising and 34 m.p.g. Hobbs, Park Lane Lodge, Brook, Godalming. Phone Wormley 161. [4628]
- RILEY AUTOVIA, V8 ENGINE**, basically two 1½ litre Rileys. 1939 registration, originally listed at £975. Black, roomy sports saloon ideal for family. A quiet, fast and comfortable car giving genuine 18/22 m.p.g. Specification includes P100 headlamps, Scintilla magneto, ride control, Girling brakes. Very good mechanical condition. Some dents in bodywork but good chromium and very little rust. Tyres sound but worn. Offered at £135 for quick sale. Todd, 27, Couchmore Avenue, Esher, Emberbrook 4983. [4629]
- AUSTIN SEVEN Sports Special** two-seater, rebuilt 1954, 5 new tyres, new hood, 4-speed gearbox, fast. £80 o.n.o. Connop, Little Broome, Pembridge, Leominster, Herefordshire. [4632]

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- ALVIS 1938 Speed Twenty-five** with Charlesworth drophead body. Engine just dismantled and carefully checked over. In exceptionally good condition throughout. S.a.e. for full details please, Robert Thwaites, Playing Place Garage, Truro. Tel.: Feock 238. [4634]
- ALVIS 12/70 1938 Saloon**, grey, complete works overhaul and rebuild 1952. Sound throughout. £300. "Redthorn," Lane Ends, Romiley, Nr. Stockport. Tel.: Woodley 2518, evenings. [4635]
- CITROEN, 12.8 R.W.D.** Roomy Saloon, 1938. Reliable reputation, bargain £70. Tel.: Sanderstead 3354. [4636]
- 1938 BROUGH SUPERIOR** 21.6 h.p. close-coupled saloon. Good mechanical condition. £150. Write Box No. D637, MOTOR SPORT, 15, City Road, London, E.C.1, or ring London, Primrose 0320, after 7 p.m. [4637]
- L.M.C. 2 LITRE**. The ex-Ron Willis; Berwyn Baxter, B.M.W.-Bristol sports/racing 2-seater. Elektron body, wheels, brake drums, etc. Block rebored, new pistons, C.R. ENV preselector gearbox with Elektron bell-housing. No cylinder head Will make under 10 cwt. 2-litre! Already clocked s.s. ¼ mile in 14.7 secs.! £375 or offers. Brierley, 211, Halifax Road, Rochdale. [4638]
- V8 SPECIAL**. Regd. 1951, 25 m.p.g. £110. 5, Chester Place, Mutley, Plymouth. [4640]
- HOTCHKISS AM2** 2.4 litre Albany-bodied tourer, 1926. 23 m.p.g., no oil. New paint, well shod. Hood sketchy but dry, to enthusiast only. £100 or exchange Special series Riley nine, 12/4 or something interesting. Cunningham, Spring Hill House, Kingsdown, Bristol. [4643]
- 1934 RILEY KESTREL 9**. Manual gearbox, excellent mechanically, very smart appearance. £120 o.n.o. Treglown, Officers Mess, Harper Barracks, Ripon. [4644]
- LANCIA APRILIA**. Dec. 1938. Excellent condition, telecontrols, radiator shutters. Leather. £350. Rowley, c/o Bennett & Wood, 13, Colmore Row, Birmingham. [4645]
- JAGUAR 1½ litre D.H.C.**, 1939-40 model. Spotless condition, fitted heater, new tyres. Any trial. Nearest £265. 2, Coniston Road, Tettenthal, Staffs. Tel.: 51838. [4646]
- HORNET AND "SPECIAL"** Gaskets, valves, guides, springs, brake and clutch liners, speedo and rev. counter cables, etc. Hornet Spares Service, 14, Orchard Way, Luton, Beds. [4648]
- TRIUMPH GLORIA**. Black saloon, 15.7 h.p. Mechanically sound and reliable, bodywork exceptionally good 1935. Insured to March, £140. Moore, 34, Northumberland Crescent, Bedford, Middx. [4649]
- DARRACQ 1927**, 20-98, fabric saloon. Mechanically sound, fabric excellent, upholstery poor. 4 almost unused tyres, £30 or offer. Sunbeam 1932 coachbuilt fixed-head foursome coupé, body very tidy, inside and out, engine moderate. £30 or offer. A.C. 1927 16 h.p. 2-seater, complete but rough. D. H. Coates, Hill Farm, Swinc, Nr. Hull. [4651]
- ADLER TRUMPF JUN.** 10 h.p. Nov., 1937, saloon. 35 m.p.g. Similar to a Citroen. First reasonable offer. Seen 2, Waldegrave Street, Hastings. [4652]
- RILEY 9 KESTREL, 1934**. Mint condition throughout, brakes relined, new tyres, road-holding and acceleration unbelievably good. £150. 8, Kelvington Road, S.E.15. Any trial. [4653]
- ALFA SPARES**. 1500 single cam block, valve gear, new valves. Others later. Gunn, 70, Albert Road South, Malvern. [4654]
- ALVIS 12/50 SD "Beetleback"**. All aluminium body in good condition, mechanically very reliable, new battery, £95. Christie, 2, Sheridan Road, Merton Park, S.W.19. Tel.: Liberty 3340. [4656]
- 1934 RILEY 9 KESTREL** in metallic blue. Special Series engine, sleeved to standard, twin S.U.s. Scintilla Vertex preselector, very good tyres and battery. £110. Seen Manchester, Box No. D659, MOTOR SPORT, 15, City Road, London, E.C.1. [4659]
- WHAT OFFERS!** 1928 17 h.p. Essex Super Six two-door saloon. Excellent original condition. Vintage Morris Cowley and Fiat 8 spares. Tel.: Sutton Valence 3229, evenings. Macey, Parkhouse Farm, Chart Sutton, nr. Maidstone, Kent. [4660]
- 50 M.P.G.** 2-seater Jowett (1926), quite good. £20. 1929 Humber 9 saloon, 200 miles since complete engine overhaul, very sound throughout. £40. Exchanges. Four 700 x 21 tyres on Rolls Royce wheels, £11. Yew Tree Garage, Woodyates, Nr. Salisbury. Tel.: Handley 334. [4661]
- LAGONDA RAPIER** open 4-seater. Body, upholstery rough, rebored, new pistons, crankshaft reground. Requires new timing chains. £100 o.n.o. Platts, 31, Wardle Road, Sale, Manchester. [4665]



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- AUSTIN 7 SALOON.** Very good condition. £35. Contact: 26, Kenley Road, Twickenham, Middlesex. [4667]
- 1935 AUSTIN NIPPY.** Reconditioned 3-bearing engine, Bowdenex brakes. £145 o.n.o. Box No. D669, MOTOR SPORT, 15, City Road, London, E.C.1. [4669]
- 165 O.N.O.** Really good 1934 Triumph 10 h.p. Coventry Climax 4-seater tourer. Excellent engine, hood, screens, hydraulics. Tel.: Epsom 1164. [4662]
- "MOTOR SPORT" 1937-1954.** Offers to Advertiser, 225, Moor Green Lane, Birmingham. [4670]
- M.G. 1939 V.A.** 1½ litre sports tourer. Good condition and performance, new hood. £260 o.n.o. Tel.: Potters Bar 3483. [4671]
- BENTLEY 4½ litre Black Label 2-seater tourer.** Rebuilt, rebodied, re-registered 1938. Exceptional condition. £150. Edwards, 121, Mount Pleasant, Liverpool, 3. Tel.: Roy 8500. [4673]
- B.S.A. THREE WHEELER.** Recently recellulosed, worth seeing. 49, Great Plumtree, Harlow, Essex. [4674]
- POTENT SPECIAL** designed Club Racing events, powered by balanced, rebuilt Riley Nine engine and gearbox. Hydraulic brakes, four racing covers rebuilt by Dunlop, spare engine and gearbox. £145 o.n.o. Box No. D675, MOTOR SPORT, 15, City Road, London, E.C.1. [4675]
- 1936 AERO MINX AIRLINE** Saloon. Coachwork immaculate; engine reconditioned; mechanically perfect; 35/40 m.p.g.; 5 ex. tyres. £140 o.n.o. J. Eccles, 203, Belsize Road, London, N.W.6. Tel.: Mai 8547. [4676]
- BRISTOL 400,** 27/9/48. In excellent condition. black. £850. 86, Downend Road, Kingswood, Bristol. [4677]
- 1934 LAGONDA 16/80** tourer. In good condition, professionally maintained. £175. Tel.: Wallasey 5323. [4678]
- 1928 12/40 LEAF TOURER.** Good engine, hood. £75. 90, Warren Drive, Tolworth, Surrey. [4680]
- HOOD FOR M.G. T.C.** Made from latest P.V.C. type black hooding. Cost £9, never fitted. Bargain £5 10s. Box No. D681, MOTOR SPORT, 15, City Road, London, E.C.1. [4681]
- SPECIAL, £120.** Ford 8 basis in good condition. Regd. May, 1954. Body framed laminated ash. Weather equipment if required. Bundy, Camford Bottom, Wimborne, Dorset. Tel.: 417, office hours. [4682]
- 1940 WOLSELEY 10 h.p.** 4-seater sports tourer. £150 offers. Redfern, Tel.: Chesham 400. [4683]
- 1365.** The fabulous ex-Peter Gammon T.C. M.G., winner innumerable awards. Exactly as raced but requires slight mechanical attention. Exchange considered. Trailer for above. £20. Brown, 126, Marsden Road, Burnley. Tel.: 4336 (evenings). [4684]
- 1935 P.A. M.G.** 2-seater, excellent condition, good history, very well maintained, sustained oil pressure. Rewired, good battery, thermometer, new hood, perspex sidescreens, springs, starter reconditioned, brakes relined, excellent tyres. Various spares. Best offer around £140. Bacon, 24, Broomfield Road, Sevenoaks. Tel.: 4104. [4685]
- 1953 H.R.G.-LEA FRANCIS 1500 c.c.** Aero Dynamic 2-seater. Tubular chassis, independent front, Lockheed hydraulics, Alfin drums. Prepared and ready for next season. £475. Terms: one-quarter deposit, 2 years' repayments. Exchanges. Fisher, 201, New Road, Portsmouth. Tel.: 73395. [4687]
- 1922 ROVER EIGHT.** Two-seater, renovated after storage 1929-1954. Original condition. Reasonable offers invited. Shellard, 73, Hundred Acres Lane, Amersham, Bucks. [4688]
- 1915 O.N.O.** A.C. 4-door saloon, 1937. Black, red leather, whole car in very good condition; extensively reconditioned by enthusiast no longer enthusiastic. A rare elegant car. Porths, 11, Eston Road, Lazenby, Middlesbrough. [4689]
- 16/80 LAGONDA** Sports Saloon, 1933. Recent engine overhaul, new battery, well shod, sound condition throughout. £175 o.n.o. Platt, 44, Oakfield Road, Newport, Mon. [4690]
- H.R.G. 1,100.** 1947. Ivory. Well cared for. Mechanically troublefree, bodily excellent, several extras, new batteries, £375, or exchange with "Adjustment" something possessing little extra urge. Morgan Plus, Healey Silverstone, or W.H.Y. Levy, 70, Bedford Street N., Liverpool, 7. Tel.: Royal 7866. [4691]
- BENTLEY 4½,** 1931, drophead, original. Exotic body, maintained regardless. Offers. Box No. D694, MOTOR SPORT, 15, City Road, London, E.C.1. [4694]
- 1928 LAGONDA 2 litre** saloon. In good running order, good tyres, new battery. A sound, reliable car. £60. Parker, Hazeley Bottom Farm, Hartley Wintney, Hants. Tel.: 81. [4695]

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- M.G. WHEELS,** two, 19in., as new, £6. New Dunlop 4.50 x 19, £3 10s. Two tubes, 450 x 19, no punctures, 12s. 54, South Royd Street, Tottington, Bury, Lancs. [4698]
- APRILIA LANCIA,** 1939, Foursome D/H. Aluminium body. A lovely car, in excellent fettle, much recent work having been done. Tonneau cover, Scintilla Vertex, many extras. Must be seen. Changed family circumstances preclude adequate use. First £400. Pickles, Optician, Keighley. Tel.: 3923/4475. [4699]
- FRAZER NASH.** First regd. 1946, ex-Eldridge, 2-seater, engine completely overhauled, chrome front axle, special brake drums, an interesting car in first-class order. Dale, Sandhurst Lane, Yateley, Camberley. Tel.: Yateley 3153. [4700]
- M.G. T.A.** Laystall Liners. Body rough, £160 or break. Also Healey "B" chassis with incomplete body. Offers. Wanted Duncan body. Allan, Bowbridge House, Mackworth, Derby. [4701]
- CITROEN LT. 15,** 1947 model. Gunmetal, sun roof, windtones, Lucas 700s, etc. Immaculate. £375 o.n.o. 21, Rookwood Avenue, Wallington, Surrey. Tel.: Wallington 5332. [4703]
- 1949 AUSFORD** 2-seater, alloy body, I.F.S., 16" r/wheels, good Ford 10 engine, hood, tyres, £85. Box No. D765, MOTOR SPORT, 15, City Road, London, E.C.1. [4765]
- TALBOTS (3), 105, 18 and 14.** Breaking up for spares. Letters or Tel.: WAN. 6425 after 8 evenings. McCausland, 49, Cleveland Road, S. Woodford, London, E.18. [4770]
- RILEY MENTONE 12.6** Complete car less pinion, breaking up for spares. Letters or Tel.: WAN. 6425 after 8 evenings. McCausland, 49 Cleveland Road, S. Woodford, London, E.18. [4769]
- RILEY NINE.** Specimen condition, manual box, and reasonable price. Box No. D709, MOTOR SPORT, 15, City Road, London, E.C.1. [4709]
- 1927 12/50 ALVIS S.D.** beetleback. Twin S.U.s, lightened flywheel, Hardy Spicers, large instruments, P.100s, hood, screens. Re-chromed, re-sprayed. Exceptional car. Nearest £150. Write Ft./Lt. Hull, R.A.F., Oakington, Cambs. [4710]
- LAGONDA LG45, 1936.** Perfect black cellulose, green upholstery, new hood, lining and carpets. Perfect chrome polished discs. New rear tyres and batteries. New springs, shackle pins and bushes. New Jackall unit. Fitted De Gally heater, demisters, spot lamp and H.M.V. radio. Engine brand new excepting crank case. All auxiliaries either new or serviced. Not yet fully run in. Price £425 or exchange V12 Lagonda in similar condition. May also consider 3½ Rolls Bentley. Clifford, Bentmoor, Low Bentham, Nr. Lancaster. [4711]
- RILEY MONACO 1937.** New steering, new battery, clutch relined, resleeved 1½/4 engine. Lively, economical. £125. 220, Jesmond Dene Road, Newcastle-on-Tyne. [4712]
- WELFORD BROS. FOR RILEY SPARES** and Service. Largest stocks of new and used spares in the country. New valves 10/-; Guides 5/-; Single valve springs 9/-; Double 16/-; Gaskets 17/- set; Brake cables 19/6; Speedo cables 26/- complete. Also Pins and Bushes, steering joints, timing gears, oil pumps, manifolds, crown and pinions, etc. Several used Rileys in excellent condition including 1934 Lincoc, 1935 Kestrel Nine, 1936 Kestrel Six Light 1½-Litre. Central Garage, Rothley, Nr. Leicester. Tel.: Rothley 140. [4714]
- RILEY 9 LYNX,** 4-seater tourer, 1934 All-weather equipment. Crash box. Carefully maintained, recently overhauled, bodywork excellent condition. Twin rear and stop lamps, two wing mirrors. Rewired, new battery. £130. Cartledge, 20, Kingston Road, Handforth, Wilmslow, Cheshire. [4715]
- ALVIS FIREBIRD 1936,** 13.22 h.p. 4-seater d/h Engine completely reconditioned. Bodywork, hood excellent. £175 o.n.o. Tel.: Monarch 8055. [4716]
- ATTRACTIVE LOW BUILT** sports 2-seater. I.F.S.; Morris Oxford 2 L.S. Lockheed brakes; Morris Minor Rack and Pinion steering; 4.86 axle; Brand new radiator, new hood and sidescreens. Needs a bit of attention and an engine, but otherwise absolutely complete. £89 o.n.o. Reason for sale (and missing engine) new Special of advanced design on the way. Jones, 34, Shaftesbury Avenue, Long Eaton. [4717]
- TALBOT 105,** 1937 Standard saloon, engine just overhauled at cost of over £40. Body only fair, wings and running boards rough. Mechanically good. £50 o.n.o. for quick sale. Box No. D718, MOTOR SPORT, 15, City Road, London, E.C.1. [4718]



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1946/7 1½ Riley saloon	£425
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ALFA-ROMEO 1,500-c.c. twin-cam, unblown, 1929, very attractive 2/3-seater body by Young. Engine just fitted new bearings; car in very nice order. £155.

ALVIS 12/50 "Beetle-back," 1930, excellent tyres, good hood, and very fair general order. £110.

BENTLEY 4½-LITRE Mulliner close-coupled fabric sports saloon, 1929. Very original and in very good order. £175.

CHRYSLER 70 5-seater tourer, 1928, 22 h.p. Two owners only. Completely original and in extremely fine order throughout. £95.

LAGONDA 3-LITRE open sports 4-seater, 1933. Very fair general mechanical order; average body condition. A bargain at £90.

LAGONDA 2-LITRE 4-seater tourer, 1927. Very sound and weatherproof but rather ugly body; extremely good chassis; very well-equipped machine. £95.

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PACKARD SUPER EIGHT, 2-seater convertible (with 2-seater dickey), 1934. A most attractive and impressive-looking top-quality American car in very fair order indeed. £120.

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with somewhat mixed feelings on the matter, begs to announce a change of office address and 'phone number as from today, the reason for this being that his ever-loving wife is presenting him with a miniature 1955 model early in the spring and insists that the space formerly used for office equipment will be required to garage junior! Address in future:

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Finally, a Happy New Year and many miles of care-free motoring.

## FOR SALE—continued

**ALVIS SPEED 20** Charlesworth saloon, 1935. Offers to 2, Westbank, Aspley Guise, Bletchley, Bucks. [4719]  
**1939 M.G. T.A.** Excellent condition, heater, grid, deflectors, screenwasher, reversing light, spot, muff, zipp tonneau, Ashby wheel, Andre shockers, thermometer. £300. Hewett, Ridgemount, North Foreland, Broadstairs. [4720]

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Sorry no advert appeared in the December issue.

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**A.C., 1934, 4-seater sports** in good condition ... .. £85

**A.C., 1935, 4-seater sports.** This car has just been completely rebuilt, fitted with Lockheed brakes, at-type body. Nearly new tyres £150

**1934 2-seater drophead coupe.** Very good mechanically. Body now being painted and new hood fitted. New battery, good tyres ... .. £90

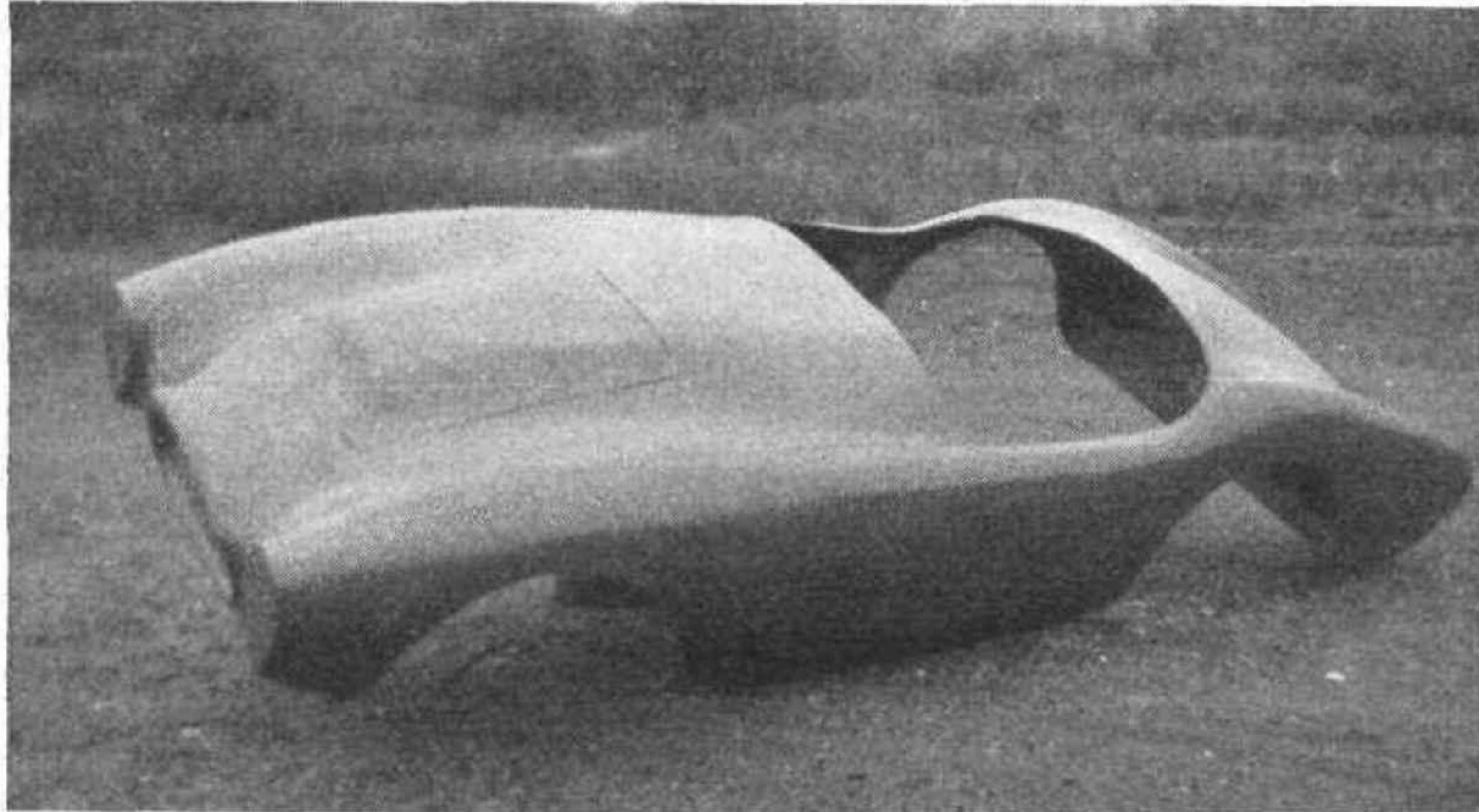
**A.C., 1937, 2-seater drophead coupe.** This car is the late property of a doctor and is in 100 per cent. condition ... .. £225

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£375. 1938 Sprite 2-seater. An extremely potent specimen—manual gearbox, black with red leather.

£275. 1937 Kestrel short chassis 6/15. A lovely car by any standards—good history; fitted P.100s.

£265. 1935 9-h.p. Imp 2-seater. A grand example and absolutely original.

£235. 1937 1½-litre Adelphi saloon. Recellulosed and new head-lining fitted—rechromed. In really nice condition throughout.

£185. 1936 1½-litre Falcon. Performs beautifully and has excellent looks.

£175. 1934 9-h.p. Kestrel. The coachwork and interior are in very good condition—mechanically excellent. Fitted 4-speed manual box.

£175. 1936 9-h.p. Merlin. A lovely car all round. Thoroughly reliable and most economical.

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## RILEYS

£175. 1935 9-h.p. Lincock coupe. A really immaculate car—cellulosed B.R. green; performs excellently. Special Series engine and Scintilla magneto. A real honey.

£175. 1934 9-h.p. Lynx 4-seater sports. Grand coachwork, cellulosed green—brand new hood. Super performance.

£155. 1935 9-h.p. Lincock 2/4-seater coupe. The coachwork was recently stripped and rebuilt (to original standards) and is as sound as a bell. Engine resleeved and crankshaft reground, rewired, etc. A very genuine car.

£115. 1932 9-h.p. Monaco saloon—exceptionally clean and tidy. Runs well.

£85. 1935 1½-litre Lynx 4-seater sports. Good runner but rather shabby—that's why it's cheap!

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**ALVIS SPEED TWENTY**, 1934, Charlesworth 4-door saloon. Black, with brown hide interior. In original condition throughout. £155  
**BENTLEY SPEED SIX**, fixed-head foursome coupé, by James Young, fitted in 1938 with most modern lines. Black and grey, with blue hide interior. The car is in first-class order throughout. £325  
**BENTLEY 4½-LITRE V.D.P.**, open 4-seater, in really original condition and overhauled by "Mac." New radiator in chrome with built-in stone-guard, twin spotlamps, original headlamps; all engine plumbing chromium plated. Excellent history. This car cost over £600 on reconditioning as recent as last year, now being fitted with new hood. £385  
**CITROEN LIGHT 15/4 de luxe**, 1947 model, in black, with brown leather. Fitted radio, fog-lamp, roof rack, etc. History available. Extensive reconditioning by Pierre Bazin December, 1953, to July, 1954. £350  
**FORD V8 drophead coupé**, Model 68, 30 h.p., recent top overhaul. Vyanide soft top. A very popular car. £145



1939 OLDSMOBILE, 28-H.P., 6-cylinder four-door drophead coupé, in black, with brown hide interior, by Fisher. Large boot at rear (could be used for extra passengers). A very fine sporting car with rakish lines. £235



1937 BROUGH SUPERIOR, 21-H.P., 6-cylinder Hudson engine. Extremely economical on petrol. Spares "over the counter." Fitted very fine foursome drophead coupé, in black, with beige leather interior. Excellent tyres. £195

**S.S.100 2½-LITRE**, 1937, 2-seater roadster in spanking condition. Engine not run-in from its complete overhaul. Excellent tyres. Very fine body. A genuine car. £295  
**S.S.100 3½-LITRE**, 1938, 2-seater roadster, in fine fettle. Engine, brakes, transmission, overhauled. Original in looks and performance. £395  
**TRIUMPH DOLOMITE** roadster, 1938, in black and beige, green leather interior and carpets, brand new Vyanide hood, five first-class tyres, new water pump just fitted. A very attractive car. £235  
**BENTLEY RED LABEL** short chassis open 4-seater, V.D.P. type body twin windtones, spotlamps, full weather equipment, rebuilt 1933. Price £165  
**LANCHESTER EIGHTEEN** Roadrider 4-door saloon in black. Two owners only since new. Full and complete history. The whole car is in unbelievably fine condition, better than a 1953 used car; the coachbuilt body, with its leather interior, has to be seen to be appreciated. The tyres excellent; the engine burns no oil, of course, and, believe it or not, the year is 1936 and the price £275.

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**T.A. M.G.**, New engine, upholstery, batteries, woodwork, sidescrims, resprayed, £250 o.n.o. New T.C. block and pistons, £25 o.n.o. O.H.V. Minor gearbox, 10/-. M.G. gearbox spares. Wanted—Jupiter, B.M.W., Fiat, Healey, similar. Box No. D721, MOTOR SPORT, 15, City Road, London, E.C.1. [4721]  
**1928 MORRIS COWLEY**, 11.9 h.p. 4-seater tourer. Exceptional condition, one owner since new. £48. 8, Alexandra Road. Tel.: Harrogate 2764. [4723]  
**M.G., 1940**, 1½ litre V.A. black saloon. Good appearance and mechanical condition. Very well maintained. £265. 71, Stanley Avenue, St. Albans. Tel.: 1738. [4724]  
**WOLSELEY HORNET SPECIAL, 1932**. Mechanically excellent, bodywork tired. Twin carburetors, 3 branch manifold, oil cooler, rev counter, etc. Seen Warwick or London. Offers? Box No. D725, MOTOR SPORT, 15, City Road, London, E.C.1. [4725]  
**A.C. 16/80, 1936**, 4-seater competition tourer. New hood and screens, body original, £140. H. Furness, 24, Hallam Gardens, Hatch End, Middlesex. Hatch End 1181. [4631]  
**RILEY 9 KESTREL** sports saloon, 1935. Rebores, new mains, big ends, timing wheels. Many accessories, £95. Maffett, 20d, Freeland Road, Bromley. RAV. 4735. [4708]  
**1938 FORD TEN TOURER**. Unfinished rebuild by experienced enthusiast. Reluctant sale to person of feeling who will complete. Malton, Storrs Mill, Cudworth, Barnsley. [4734]  
**RED LABEL BENTLEY, S.C.** speed model. 'A' type box, 3.7 axle ratio. Weather equipment, outstanding condition, £235 o.n.o. 58, Foxhollies Road, Acocks Green, Birmingham. [4735]  
**1935 AUSTIN Nippy** in good original condition throughout for M.G. J2 or P type 1933 onwards, mechanically reasonable, cash adjustment. Price, Shelton, Huntingdon. [4736]  
**M.G. ACCESSORIES**. Pair 600 x 16 wheels, tyres, tubes, £10. 12v. Master-radio, £10. Blue-mels steering wheel, cream T.A. fixing, £2. 2 M.G. Manuals, £1. H.C. Minx head, £5. Fisher, 27, Queensway, West Wickham, Kent. [4737]  
**1928 LEA-FRANCIS 12/40** saloon. Excellent condition. 5 good tyres. 28 m.p.g., £65. Hankey, Tel.: SLOane 2996 evenings. [4738]  
**BMW**. Type 34 saloon. Winner of BMW 1954 rally. £225. Tate, Blakedown, Kidderminster. [4740]  
**MORRIS OXFORD** saloon, 1926. 13.9 h.p., £35 o.n.o. Ashby, Manse, Fleet, Spalding, Lincs. [4741]

### FOR SALE—continued

**FALBOT 65** saloon. Excellent condition throughout, nearest £150. Joyce, Woodfield Farm, Renhold, Beds. Tel.: Gt. Barford 349. [4742]  
**RILEY 9** tourer. Very good condition. Recent mechanical overhaul, £65. Reading 71671. [4743]  
**RARE CITROEN**, 1924. 11.4 h.p. tourer. 30 m.p.g. Good condition all round. Good hood tonneau. All spares. £60. Simmons, 192 Otford Road, Sevenoaks—5006. [4744]  
**1933 ALVIS FIREFLY**. Open 4-seater. Engine recently overhauled. Good condition throughout. £195. Mullacott Cross Garage, Ilfracombe. 212. [4747]  
**RILEY 16/4 "Nuffield"** sports saloon, 1939, good order throughout, a rare model for only £175. Terms arranged, MAIDA VALE 0371 day. [4748]  
**£190**, Lagonda 4½ drop-head coupé. Grey with fawn hide; wide modern appearance with long sweeping wings with built-in wheel covers; twin Vertex magnetos; built-in jacking system; good tyres; "Silver Exides." Photograph on request. Consider exchange with smaller car. C. Lee, 2, River Court, Taplow, Bucks. Maidenhead 2713. [4749]  
**1936 SINGER LE MANS** 2-seater, 9 h.p. specimen. Tel.: Avenue 4321, ext. 737. [4752]  
**ESSEX CHALLENGER, 1929**. Interior and exterior excellent. In daily use, really sound. 2nd complete car as spares, £42. Carlisle, Coxley Pound, Wells. [4753]  
**MORGAN** super sports, 1100 c.c. J.A.P. 3-speed reverse. Completely overhauled 5,000 miles ago at cost of £140. Accept £120 o.n.o. Tel.: Birmingham SEL 0848. [4754]  
**ASTON MARTIN 1½** litre standard saloon. Reliable car in good condition, £150 o.n.o. Full details and photograph. A. Archer, 16 Westrow Gardens, Ilford, Essex. Seven Kings 1895. [4759]  
**ALVIS SILVER EAGLE** saloon, 1936. Well maintained, in good condition, £115 o.n.o. Holmes, 57, Drum Brae, South Edinburgh, 12. [4760]  
**LAGONDA 14/60** 2 litre O.H.V. tourer, 1927. All original equipment, stored 15 years. Body, hood, etc., and mechanically perfect. Used daily. Could be put in showroom condition at little cost. Best offer. Harris, 12, Great House Road St John's Worcester. [4767]  
**LAGONDA 3-LITRE** pillarless saloon, 1934; 10,000 miles since reconditioned by Laystalls; good condition all round, £120 or near offer. F. Morley, Bay Farm, Ridgeway, Enfield, Middlesex. [4780]

### FOR SALE—continued

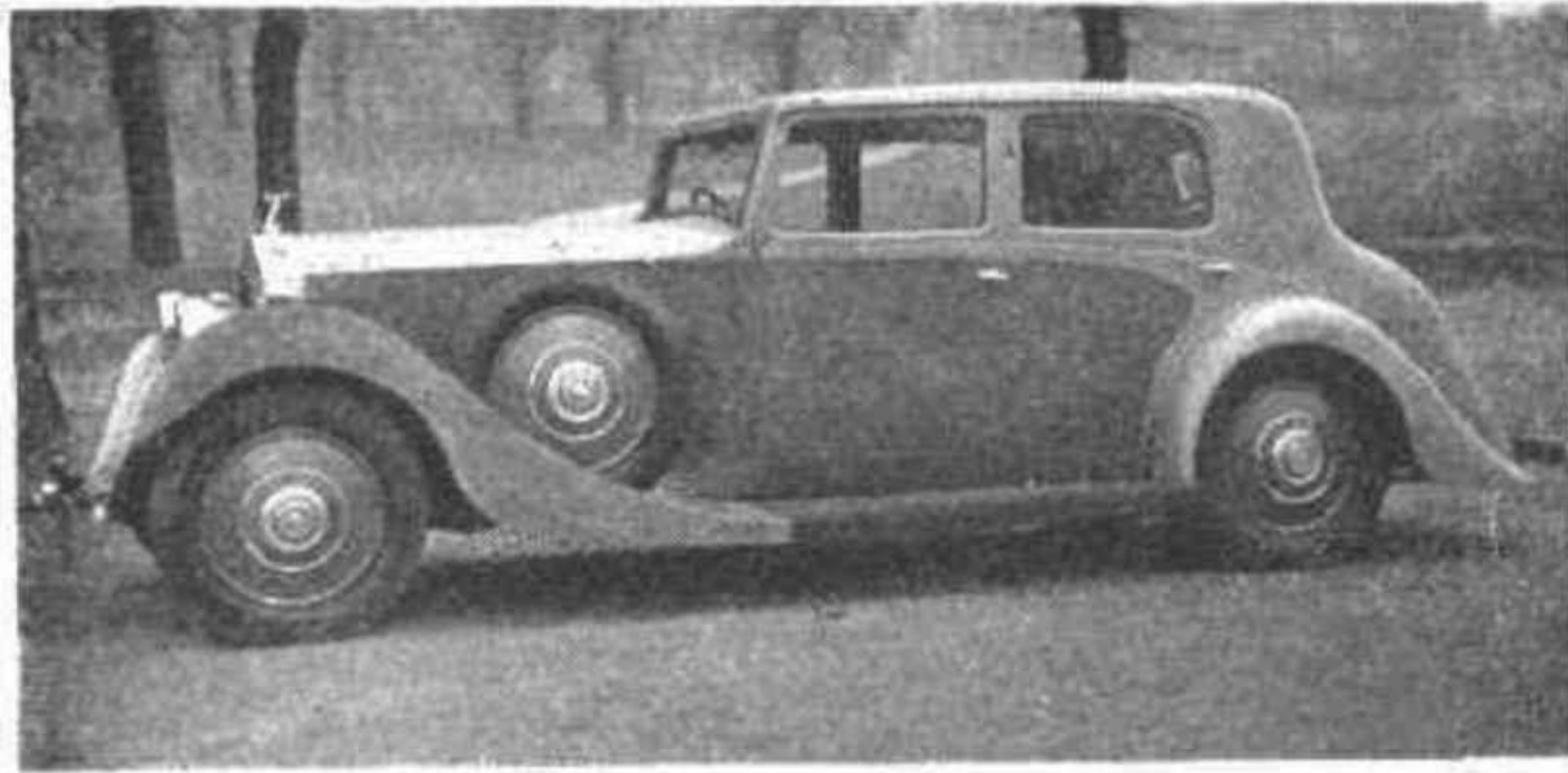
**TREAN RILEY**—first registered 1948, engine rebuilt by Laystalls. Capable 90 m.p.h., 28 m.p.g. Crash box, outside exhaust, twin aeras, four new tyres. £180. Apply Chamberlain, 21, Abington Park Crescent, Northampton. Tel.: 31523. [4774]  
**COOPER SPARES**. Mark IV tanks and bodywork. 4-stud J.A.P., needs new barrel, piston and big-end. C. R. Burman gearbox and many sprockets. Host of Riley spares. Pair of 16" 42 hub wheels, £7 10s. Pair 17" 42 hub with 5.25 tyres, £8. Pair 19" 42 hub reconditioned wheels and new 5.50 Pirellis, £12. Magnette block and pistons, £15. All spares for 1938 Dolomite, except bodywork. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [4766]  
**RAILTON** (with girl friend, optional extra). Carrington drop-head foursome, long wheel-base, vast boot. Resprayed, ideal fast touring, 0-50 m.p.h. in 9.5 secs. and 22 m.p.g. on run. Reconditioned engine within living memory. New "Carterburettor" tyres; (hydraulic) brakes relined; springs reset last 15 months. Andre telecontrols, radio, heater, covers, spot. Photograph to genuine buyers at £175. Going Australia. Eaton, 19, Kensington Gore, S.W.7. Kensington 9924. [4762]  
**CITROEN LIGHT 15**, May, 1940. 54,500 Sliding roof, heater, radio, new bumpers, springs, front bumper supports, head lining, mats, rewired, recellulosed Dec. 52. 8,000 since front torsion bars, silent blocks, wish-bone bushes, all shockers, petrol pump, battery renewed, 5,000 since drive shafts, yoke ends, wheel bearings renewed. Under 2,000 since reground, mains, big and small ends, barrels, pistons, crank sprocket, timing chain, rocker shaft, starter ring, radiator. All gears, races, mainshaft, dynamo, new windtones. £325 o.n.o. Box No. D764, MOTOR SPORT, 15, City Road, London, E.C.1. [4764]  
**LAGONDA RAPIER** 1104 c.c. in excellent condition having been completely rebuilt 1954. Laystall crank, new timing chains, etc., twin S.U. manifolds. Chassis perfect. Mintex brakes, clutch, etc. Coachwork new, steel and aluminium super styled open tourer 2/4-seater. Fully undersealed. New tyres all round. Built with loving care for wife who is now afraid of scratching it. H.P. could be arranged. Price £300. Churchley, 5, Westfield Road, Edgbaston, Birmingham, 16. EDG 1734. [4766]  
**£75, O.N.O.**—1932 Hornet sports. Nice car. Photos. Would exchange Singer Le Mans "Goodthought." Chappel, Colchester. [4775]

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**ROLLS-ROYCE Replica (1940).** Three position drophead by Coachcraft, Ltd., on the later-type 21.6 chassis. Beige with chocolate wings and cream calf interior. Excellent history and exceptionally well maintained by R/R specialists. Recellulosed and decarbonised this month. Radio, etc. A very sound and completely outstanding example of the marque.

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All vehicles held in stock, with certain nominated exceptions, have undergone a thorough and complete checkover in our own workshop. Tyres and batteries have been replaced where necessary and brakes relined. Since, however, it is an inordinately, and often unnecessarily, expensive process to recondition a Rolls-Royce or Bentley completely, all existing faults which it is not deemed expedient to rectify will be fully disclosed to potential purchasers. APART FROM THESE DISCLOSED FAULTS ANY, AND EVERY, VEHICLE ADVERTISED WILL BE FULLY GUARANTEED

WE HAVE A CONSTANT AND UNVARYING DEMAND FOR OWNER-DRIVER ROLLS AND BENTLEY MODELS, AND WOULD BE PLEASED TO RECEIVE DETAILS OF ANY WELL-CONDITIONED MODELS OF EITHER MARQUE. MR. SIMMONS WILL ATTEND, PERSONALLY, ANYWHERE IN GREAT BRITAIN BY PRIOR ARRANGEMENT. A COMMUNICATION OR TELEPHONE CALL TO THE OFFICE WILL ELICIT AN IMMEDIATE REPLY.

GROSVENOR 1188

12, REX PLACE, PARK LANE, W.1

GROSVENOR 2635

## FOR SALE—continued

- BUCKLER, 1953—£225.** Westwoods, Bashley, New Milton, Hants. [4779]
- RILEY ADELPHI 12.4, 1936.** Engine 14,000. Excellent throughout. Snip, £175. Tel.: Derwent 6553. [4776]
- SINGER LE MANS 9-H.P., o.h.c. 2-seater.** New items recently fitted: special cylinder head and valves complete, crankshaft, bearings, rods, h.c. pistons, liners, oil-pump, carburettors, battery, tyres, springs, shockers, brakes, instruments, wind-screen, etc. Coachwork immaculate, enthusiast maintained. 35 m.p.g. Stead, Staindrop Road, West Auckland, Co. Durham. [4781]
- AUTO UNION 1937.** Cabriolet straight eight. Extraordinary value in terms of mechanical magnificence, integral heating, fitted suitcases, £160, £32 deposit. Searle, "Fairlight" Church Street, Hampton. Molesey 4614. [4726]
- CITROEN long chassis 15, 1937.** Heater and radio, for the "enthusiast—family man," £180, £36 deposit. Searle, "Fairlight," Church Street, Hampton. Molesey 4614. [4728]
- BENTLEY 1924.** 3 litre Vanden Plas tourer, a specimen example, £145, £30 deposit. Searle, "Fairlight," Church Street, Hampton. Molesey 4614. [4729]
- SPARES AVAILABLE** for Sunbeams 18.2 and 23.8, Jaguar 2½, Bentley 4½, Rover 14, Vauxhall 10, also Austin, Morris, Ford, A.J.S., Daimler, Standard, Hillman, etc. A. Fielding, Lerry Garage, Talybont, Cards. Tel.: 79. [4722]
- £1 ONLY!** If you want to learn all about Vintage Bentleys for only 20s, here's your chance! Bargain 20s. offer comprising three instruction books—3 litre (6s.); 4½ litre (10s.); and 6½ litre (5s.)—includes Free 7/6 copy of unique Bentley Recognition and Technical Data Tables (incorporating Buyers' Guide). Send £1 or write for details. Vintage Bentley Service, Box No. D692, MOTOR SPORT, 15, City Road, London, E.C.1. [4692]

## WANTED

- WANTED.** Riley 1½ litre 12/4 engine. Type 22T. Any condition. Oswald, 97, Green Dragon Lane, N.21. Tel.: Laburnam 3133. [4706]
- ENTHUSIAST** returning to U.K. (this month) requires a 2-seater 750-1100 c.c. Special. £130 cash or £200 by terms, paid for a potent specimen. Particulars and photographs to R. Davey, 65, Port Tennant Road, Danyceraig, Swansea. [4479]
- WANTED FOR M.G. MIDGET "M" series.** Wheel hub caps, low ratio crown and pinion, twin carb., manifold gearbox. Bruce-White, Winterbourne, Gunner, Salisbury. [4480]
- RILEY SPRITE.** Full details. Also require Sprite engine. Box No. D487, MOTOR SPORT, 15, City Road, London, E.C.1. [4487]

## WANTED—continued

- SUPERCHARGER** for "Minor" Series MM. Price/particulars to The Blacksmiths Arms, Adversane, Sussex. Tel.: Billingshurst 193. [4490]
- ALVIS FIREBIRD.** Firefly or Silver Eagle drop-head foursome; mint condition. Tel.: Speedwell 1987 evenings. [4498]
- ASTON MARTIN ENTHUSIAST** returning U.K. early 1955 seeks Peerless Example 1934/36, preferably short chassis four-seater for further nurture. Cash of course. Photographs (returnable) are solicited and fullest particulars. All replies answered promptly. Please Air Mail. Habard, Kanoo, Bahrain, P. Gulf. [4508]
- FOR J.I. M.G.** Hood, sidescreens (or frames), offside door. Honniball, 16, Queen Street, Colchester. [4509]
- 1932 RILEY 9 cylinder block.** Berry, 23, Beech Grove, Ipswich, Suffolk. [4510]
- SPORTS CAR.** 2- or 4-seater. Mechanically sound, weatherproof. Fast but economical. Any make considered. Full details, photo. Up to £150 cash. E.G.L., 36 Avon Road, Upminster, Essex. [4705]
- ALVIS FIREBIRD—**or Firefly—in excellent condition. End of January. Reasonable price. Have 3.7 Lanchester Roadrider, open to any trial or inspection for sale. Box No. D513, MOTOR SPORT, 15, City Road, London, E.C.1. [4513]
- CITROEN.** Crashed or burnt out. Late model preferred. Tel.: Chiswick 0952, or S.A.C. Thomas, P.S., M.T. Section, 16 M.U., Stafford. [4521]
- 5 INCH JAEGER SPEEDOMETERS** or R.C.'s, preferably u/s. J. Bradshaw, 62, Kenmore Drive, Bristol, 7. [4529]
- 10 OR 12 H.P.** Triumph Gloria D.H. Coupé or S.S. Box No. D536, MOTOR SPORT, 15 City Road, London, E.C.1. [4536]
- SPORTS CAR/SPECIAL.** Reasonable. Full details, price, photo to 8, Balmoral Terrace, York. [4538]
- EXILED CONSUL** owner wants increased performance on cooking petrol. Reasonable price paid for second-hand conversion set or equivalent manufacturing information. Cdr. (E.) Pakeman, Lascaris, Malta. [4549]
- ASTURA 1932 HANDBOOK WANTED.** Buy, hire or borrow. Buxton, 7, Brunswick Gardens, London, W.8. [4558]
- AUSTIN 7 SPECIAL** (East Midland area). Details, photos please. Good condition. Price reasonable. Goodrick, High Street, Spilsby, Lincs. [4562]
- MORGAN PLUS FOUR** four-seater wanted. Worrall, 1, Waverley Avenue, Beeston, Nottingham. [4568]
- ALFA-ROMEO MONZA.** Body only or complete car. Other short chassis 2.3 considered. Crowther, Spring Cottage, Lindley, Huddersfield. [4573]

## WANTED—continued

- WOLSELEY HORNET** slab petrol tank. 26, Downs Side, Belmont, Surrey. Tel.: Vig 7795. [4583]
- UTILITY AND DROPHEAD** wanted, 45, Shirehall Park, N.W.4. Hendon 1648. [4630]
- J2. M.G. cycle wing type.** Must be in good condition. C. Smith. Tel.: Potters Bar 2578. [4591]
- GEARBOX** to fit 1934 P.A. M.G. 40, New Road, Water Orton, nr. Birmingham. Cas. 2638. [4593]
- 1936 ROVER 6-light saloon** offside doors wanted. Ratcliffe, 39, Clerkenwell Crescent, Malvern, Worcs. [4596]
- BUCKLER FRAME** or similar, Ford 10 axles and five wheels. Box No. D603, MOTOR SPORT, 15, City Road, London, E.C.1. [4603]
- ANY MODEL OLD SCHOOL** or pre-war Rolls-Bentley. Box No. D584, MOTOR SPORT, 15, City Road, London, E.C.1. [4584]
- "INSTRUCTBOOK"** require following handbooks: Wasp; Hornet; Morris 12 III; Rolls; Daimler 15; Lagonda; Talbots; Wolseley 14/56, etc., etc. Exchanges welcome. "Instructbook," 29, Blackfriars Street, Manchester, 3. [4618]
- PRIVATE BUYER** requires Lancia Aprilla in sound order for cash. Lockett, Claverdon, Warwickshire. Phone: 367. [4619]
- AUSTIN 7 3-bearing engine** and 4-speed gearbox. Preferably southern England. Write stating condition, etc. Wood, 61 Victoria Rise, London, S.W.4. [4594]
- RILEY 9 4-seater open tourer** wanted, cheap. Good home offered by enthusiast. Send particulars: D. B. Crowder, 2, Marlborough Avenue, Reading. Letters answered. [4624]
- SUPERCHARGER** and fittings for Fiat 500. Hartley, 50, Finkle Street, Cottingham, E. Yorks. [4627]
- BIG TWIN J.A.P. O.H.V.** front starter for Morgan. Air cooled preferred; all considered. Your price for good engine. Also B.M.W. twin. Box No. D639, MOTOR SPORT, 15, City Road, London, E.C.1. [4639]
- TWO-SEATER SPORTS CAR** body and chassis frame, J.2 M.G. preferred, Singer, Wolseley Hornet, Morgan or similar considered. Price and condition (reasonable). Hindle, 37, Manor Road, Blackburn, Lanes. [4641]
- VOLKSWAGEN, 1947-48,** for cash, or would exchange for T.A. M.G. In excellent condition. Box No. D642, MOTOR SPORT, 15, City Road, London, E.C.1. [4642]
- ALLARD, 1948, 71K.** Offside radius rod—half axle casing. 34, Coultate Street, Burnley. [4647]
- DENTAL STUDENT** wants Austin Nippy or Special with a good m.p.g. Must be in good condition. Price reasonable. Send very full particulars and price. Box No. D650, MOTOR SPORT, 15, City Road, London, E.C.1. [4650]

**WANTED—continued**

- 1931 "M" TYPE M.G.** Body and chassis excellent. All new tyres, R/C dynamo, new bearings, good gearbox, flywheel assembly cracked. Offers, Box No. D707, MOTOR SPORT, 15, City Road, London, E.C.1. [4707]
- REAR MAIN BEARING SLEEVE** and flywheel flange, flywheel bellhousing and rear main bearing for 1931 "M" type M.G., or would consider complete engine. Box No. D663, MOTOR SPORT, 15, City Road, London, E.C.1. [4663]
- M.G. J.4** or Montlhery counterbalanced crankshaft. Box No. D668, MOTOR SPORT, 15, City Road, London, E.C.1. [4668]
- A90 COUPE**, seats, hood and irons, etc.; any condition. Charles, 63, Croydon Road, Penge, [4672]
- ALLOY CYLINDER HEADS** for Mercury V8. 3 Chapel Cottages, Oaks Road, Stanwell, Staines, Middlesex. Tel.: Ashford 2996. [4679]
- 1172 c.c. FORD ENGINE.** Any condition, will collect. Bland, 84, Dudley Street, Coventry. [4697]
- LANCIA APRILIA**, Augusta or Astura. Searle, "Fairlight," Church Street, Hampton, Molesey 4614. [4727]
- RILEY NINE MONACO SALOON.** Complete details, price and photograph if possible. All replies answered. Box No. D702 MOTOR SPORT, 15, City Road, London, E.C.1. [4702]
- TWIN CARBURETTERS** with manifold for 1950 Morris Minor; or other parts to increase speed. Supercharger? Box No. D704, MOTOR SPORT, 15, City Road, London, E.C.1. [4704]
- RILEY IMP, P/TA/TB Tickford M.G.** or Ford Base Special. Enthusiast offers cash for best example. One owner car preferred. Baker, "Valkyrie," Burns Road, Hessel Road, Ealing, W.13. [4705]
- £200 OFFERED** privately for good M.G. T.A. Hill, 3, Sherwood Way, West Wickham, Kent, Springpark 6634. [4731]
- DELLOW WANTED**, will consider M.G. Must be in good condition. Cash available. Write: 54, Great Bushey Drive, Totteridge, N.20. [4732]
- RILEY REQUIRED** pre-1939. Prefer Kestrel. Must be in excellent condition. Full particulars Box No. D751, MOTOR SPORT, 15, City Road, London, E.C.1. [4751]
- DIESEL SALOON** or sports saloon for conversion. Good body, chassis and high axle ratio essential. Rolls PII or Bentley preferred. Sqdn.-Ldr. Mann, R.A.F. Colerne, Wilts. [4750]
- AUSTIN 7 ENGINE** (about 1930) in sound condition. Owen, Pleasance Farm, Kenilworth. [4755]
- BENTLEY SHOP MANUAL**, 4½ litre circa 1939. Good price paid, no questions asked, Leopold M. Kay, 845 Riverside Drive, New York 32, N.Y., U.S. [4758]
- LAGONDA V.12 SALOON.** Coachwork, gearbox and back axle must be perfect. Apply Box No. D772, MOTOR SPORT, 15, City Road, London, E.C.1. [4772]
- £300.** Sound Ford based car, e.g., Dellow. Weatherproof, must carry skis somehow. Required mid-January. Any post-war sports car considered. Limit £400. Captain H. G. Robertson, 50 Field Squadron, M.E.L.F. 26. [4768]
- 1½-LITRE ENGINE** wanted, suitable for racing. Preferably with gearbox. 164, Heaton Moor Road, Stockport. [4778]
- CRASHED AND WRECKED** cars bought for cash. Let us have your write-off. Overstrand Motors Ltd., 62, Cottage Grove, London, S.W. Tel.: Brixton 2330. [4693]

**WANTED—continued**

- TWIN S.U.**, 1½in. bore carburetters, suitable Citroen 15. Crawley, 6, Ringinglow Road, Sheffield. Tel.: 61982. [4554]
- BUGATTI** wanted, Type 35 or 37, complete or chassis only. Any condition. 164, Heaton Moor Road Stockport. [4777]

**MISCELLANEOUS**

- FIBREGLASS TECHNIQUE** for car body and boat hull construction. Brochure on how to do, where to get, and prices. 5/- post free. Atlantic Garage, Mullion, Cornwall. [4496]
- FORD 10 SPARES.** Twin S.U.s by Dellow, 100 miles only. 2 new 6.00 x 16 wheels. Best offer. American magazines, 4s. 6d. for six assorted, post paid. Rawstron, 36, Turnpike, Newchurch, Rossendale, Lancs. [4565]
- MAGNIFICENT** double garage, integral with fairly large house in unique position. Forest view, Chingford, overlooking golf course and Epping Forest. Freehold, now three self-contained flats or reconversion to original house. Nearest £3,950. Details from Wallace, 27, Thaxted Way, Waltham Abbey. [4523]
- "INSTRUCTBOOK."** Normally unobtainable original genuine manufacturers' instruction manuals available from "Instructbook," 29, Blackfriars Street, Manchester, 3. All makes, years stocked including veteran vintage and foreign. Send details, enclose s.a.e. Exchanges welcome. [4618a]
- WHERE CAN I HAVE THIS MADE?** Consult F. W. Wheeler & Son, Wilton Road, Ilford, ILF 3988, for vintage and special spares to pattern. Centrifugal clutch hubs, wheel hubs, axleshafts, sprockets. Engine reconditioning, tuning. Best materials only. 1935 Vauxhall D/H coupé, very good, £165. [4615]
- GEORGE** bought an Austin Seven, That all but took him up to heaven; Daily with the controls he fought Until he landed up in court. The magistrate read the charge and looked so sad, Defendants car oversteers, his brakes are bad Really sir, this is too much, "Give your car the Bowden touch." Now superintendent, be a good fairy, Make this man write to Ottery St. Mary. Lowered suspension £3 10s.; I.F.S. £8. Bowden Engineering Co., Ottery St. Mary. [4608]
- TYRES, TUBES.** We carry large comprehensive stocks of new, remoulds, used. Also obsolete and beaded edge specially selected for vintage and veteran cars. Tyres are our business. We can supply most sizes for all vehicles, 1904 to 1954. Express service to anywhere in U.K. Hamiltons (M.S.), 22/4, Vicarage Street, Yeovil. Tel.: 927. [4655]
- REPLACEMENT HOODS BY POST.** Black or fawn, double duck. Vyback flexible rear window. All M.G. two-seaters, £6; Morris Eight two-seaters, Series 1/2, £6 15s.; four-seaters, Series 1/2/E, £7 5s. All over zip centre Tonneau covers for "J" and "P" models, £4 15s.; "T" models, £5 5s.; "T" model screens ready for you to bolt to your frames front £1 10s., rear £1 5s. per screen. All items above are complete, there is nothing more to buy. A. C. Winmill, 37, Tonstall Road, Mitcham. [4658]
- YOUR SPEEDOMETER.** R.C. Reconditioned. 16s. to 30s. Guaranteed six months. Bradshaw, 62, Kenmore Drive, Bristol, 7. [4773]
- HISPANO-SUIZA SPARES** and repairs. G. Briand, 47 Tamworth Road, Croydon. Tel. Croydon 1742. [4657]

**MISCELLANEOUS—continued**

- YOUR HOOD FITTED** with new "Vybac" flexible celluloid rear window from 25s. Side-screens recovered and fitted, new celluloid front 30s., rear 25s. each. "Vybac" 5s. extra per screen. We have a few hoods to clear stocks this month, including Morris, Austin, M.G. T.C., some in P.V.C. hooding; prices from £5 10s. Please state wants. The Croydon Trimming Co., 101, Southbridge Road, Croydon, Surrey. Tel.: Croydon 3954. [4686]
- A.C. DISTRIBUTORS.** S.W. Lancs., Cheshire and North Wales, Brown & Peacock (Wirral) Ltd., Three Ways Garage, Clatterbridge, Thornton Hough 325. [4730]
- SPECIAL SPECIALISTS.** Brown & Peacock (Wirral) Ltd., Three Ways Garage, Clatterbridge, Thornton Hough 325. Buyers of Specials and One Offs. [4730a]
- GENUINE BROOKLANDS** pattern cans, fit cars up to 10 h.p. Give your car that Brooklands tone. 25/- State exhaust pipe size when ordering. Write today to: Bailey, "The Nook," Branksome Avenue, Stanford le Hope, Essex. [4739]

**EXCHANGES**

- "HUMBER VOGUE"** 1936/7 12 h.p. offered in exchange for something larger—Sunbeam, Alvis, etc., anything considered. Tel.: Loughton 6007. [4482]
- 1931 MORRIS MINOR** McEvoy Special, Type 2/4 seater sports. Similar Hornet Special. Remote change. Good condition, economical. Exchange saloon, sell £50. Sage, Bromeswell, Woodbridge, Suffolk. [4581]
- "VINTAGE" (1925) ASTON MARTIN "Speed."** Supercharged, 600 miles since complete rebuild. Now in sound and immaculate condition—used daily. Circumstances demand 4-seater "Vintage" in exchange, or sell £165. Gregory, Front Street, Corridge, Northumberland. Phone: 65. [4590]
- RENAULT 750** exchange four-seater sports/tourer, 23, Woodhall Crescent, Copley, Halifax. [4664]
- AUSTIN "10" CAMBRIDGE**, 1937/8. Good condition, for good "M.G.," etc. Tel.: Beckenham 2862. [4666]
- JOWETT JAVELIN**, Sept. 1952. Really immaculate, with every extra, outstanding car, exchange for Jowett Jupiter or sell. 67, Beaconsfield Road, W.4, Chiswick 3848. [4713]
- E.N.V. TYPE 75** pre-selector close-ratio wanted in exchange for close-ratio Riley Brooklands crash box. Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel.: Leighton Buzzard 2060. [4757]
- TRIUMPH GLORIA**, 10 h.p. sports saloon. November 1936. Well cared for, attractive and reliable little car. Good tyres, new batteries. Exchange for open car "T.A." M.G. or similar. Box No. D746, MOTOR SPORT, 15, City Road, London, E.C.1. [4746]

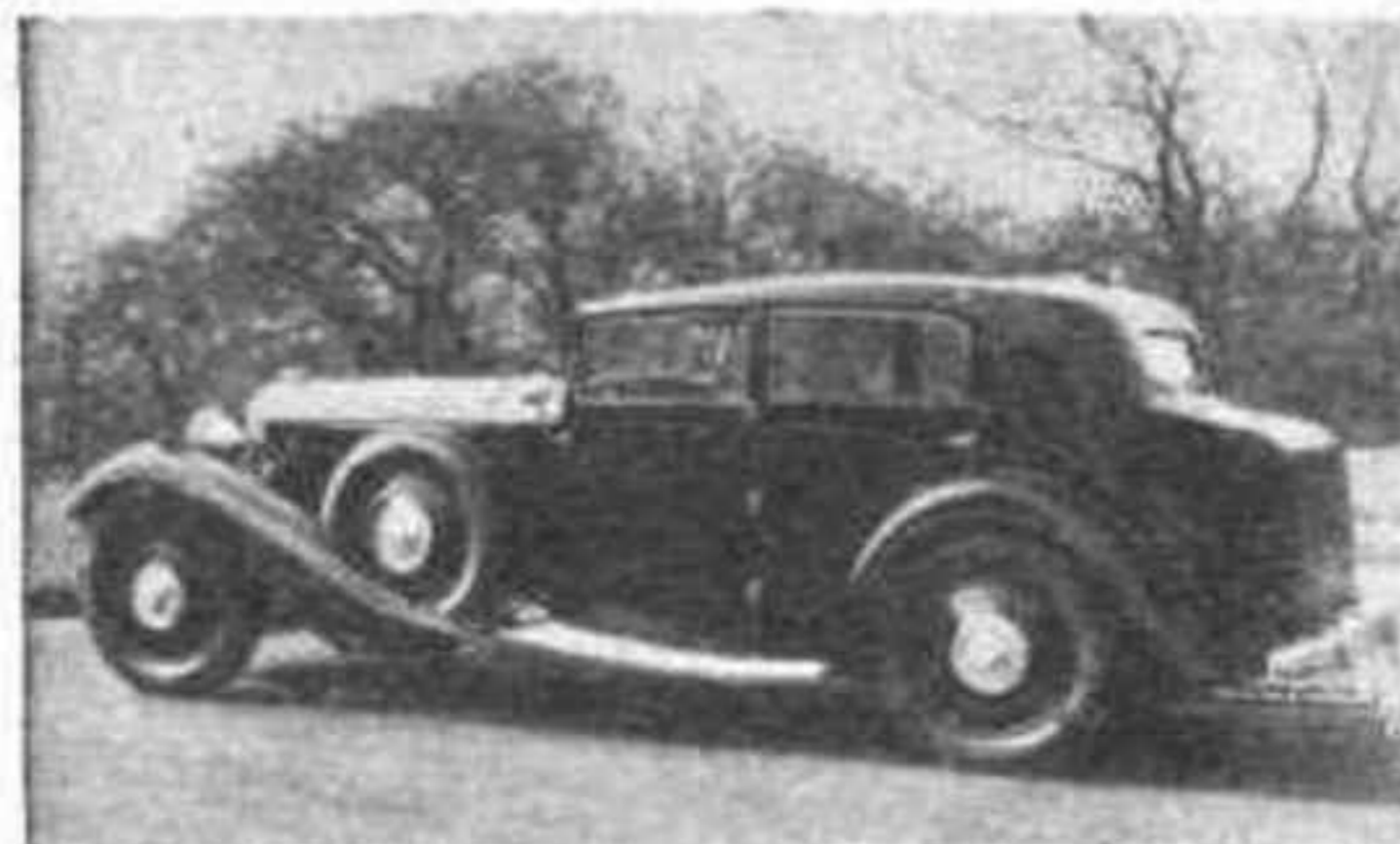
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**SKILLED MOTOR MECHANIC** required; also working foreman. Good class work and conditions. Accommodation available shortly. H. Lester (Cars 1951) Ltd., Bath Road, Thatcham, Berks. [4504]

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**SYDNEY, AUSTRALIA.** Enthusiast going for year. Anyone want part-time agent, rally or competition driver? Profession advertising artist. Age 28, 6' 4". Need comfortable car there so forced sell my Railton here (advertised this issue). Any ideas or addresses I can try? Eaton, 19, Kensington Gore, London, S.W.7. [4761]

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1931 Freestone & Webb semi-razor-edge sports saloon on the short chassis.

A superb example of the most fabulous of all Bentleys. The two owners of this car have spared no effort or expense during the past six years in bringing this car up to near perfect condition, and believe it to be the finest example of an original 8-litre in existence. The performance is quite staggering (100 m.p.h.—13 m.p.g.). This m.p.g. is quite genuine. Standing on four brand new Indias, new battery. Mechanically 100 per cent. **£675** o.n.o.

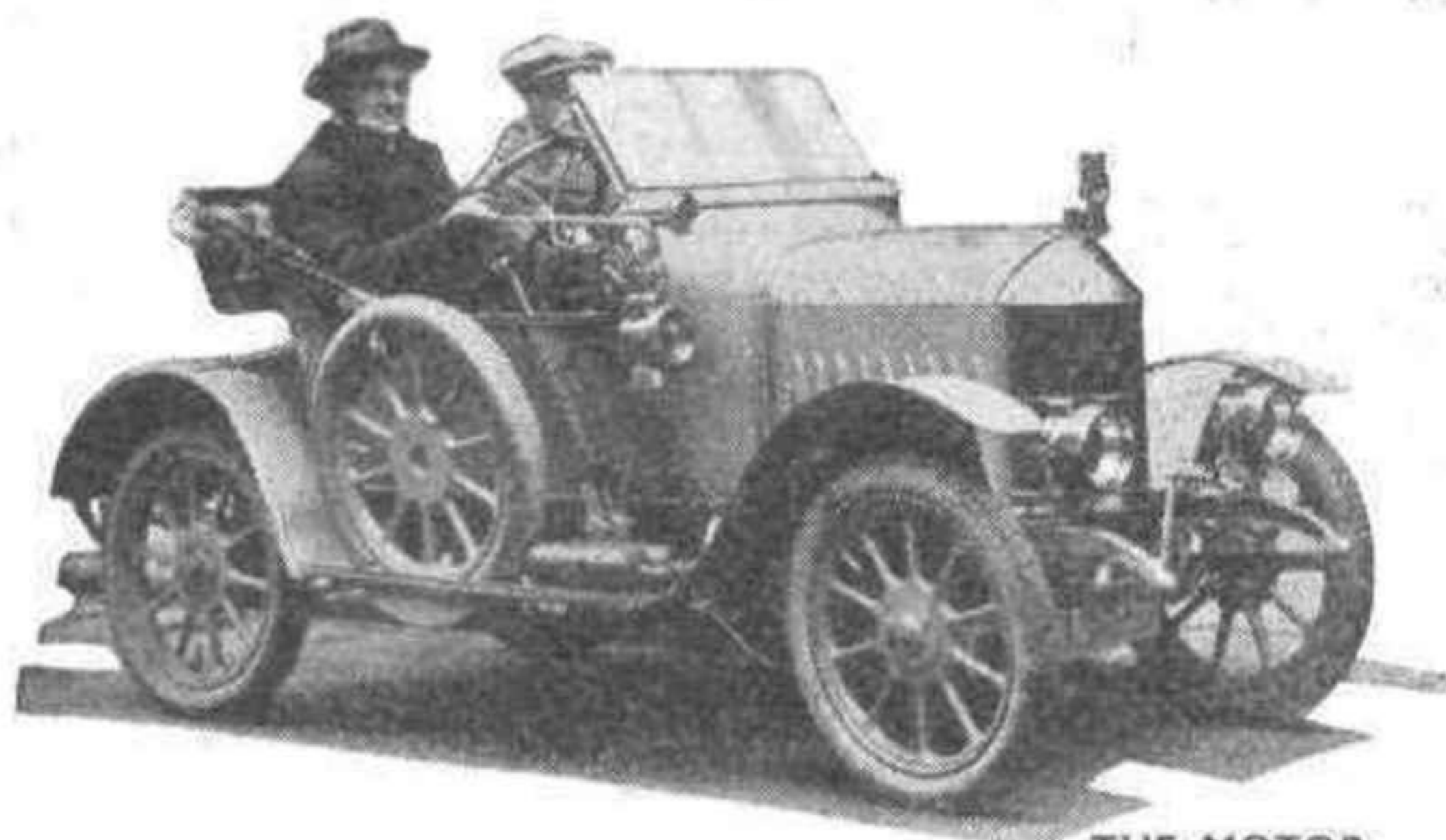


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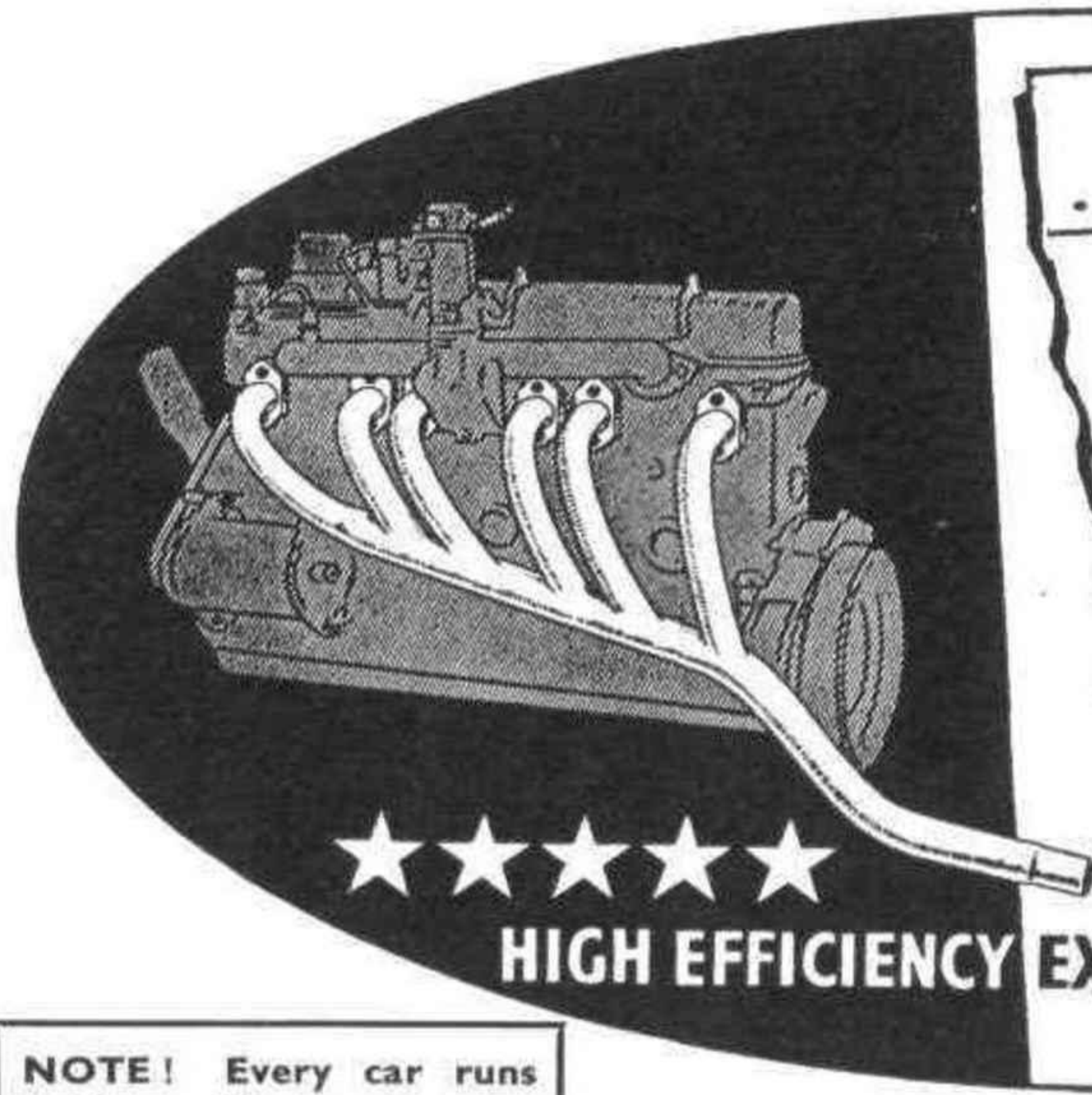
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*Extract from The Motor June 9th 1954*

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