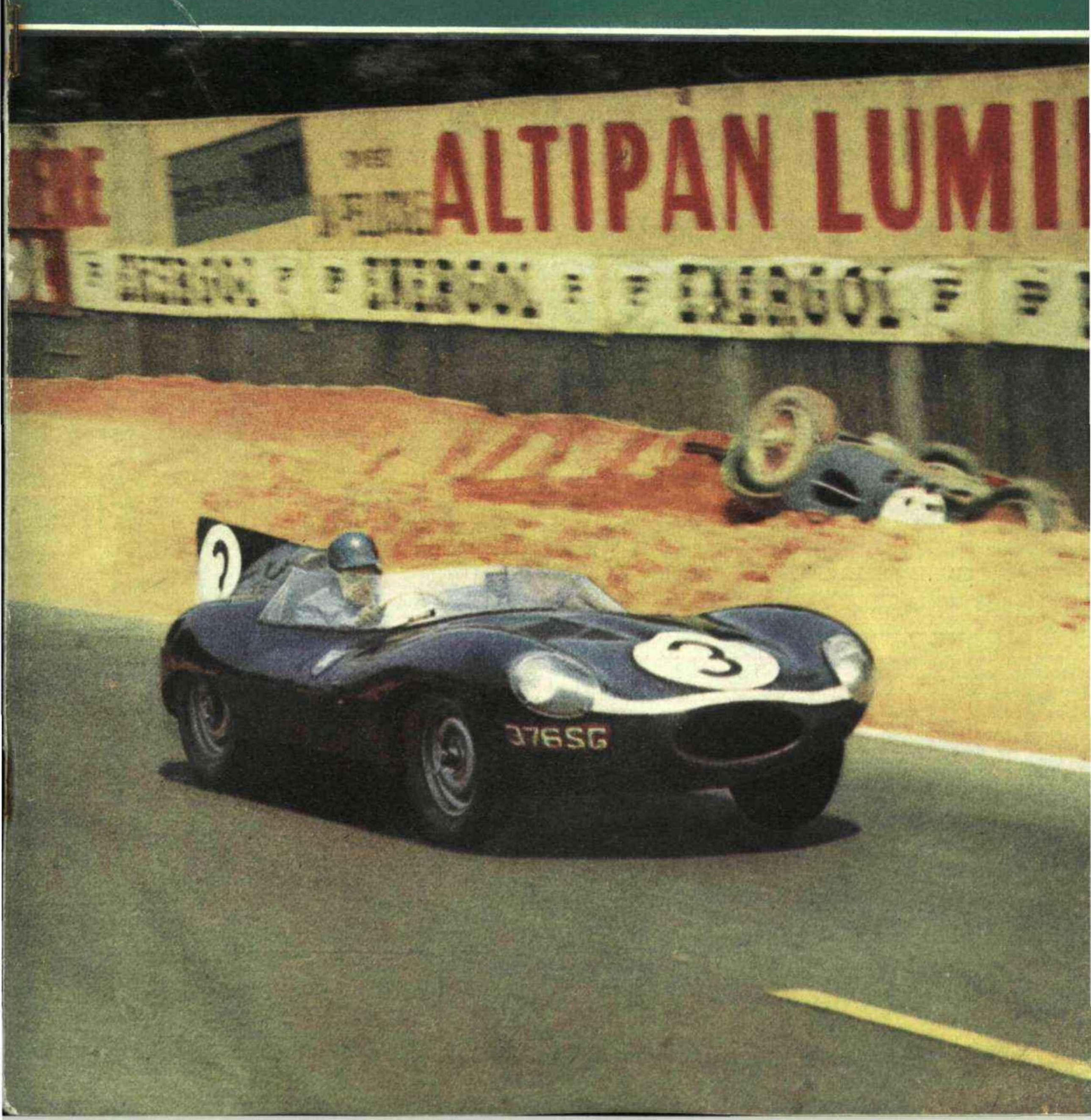
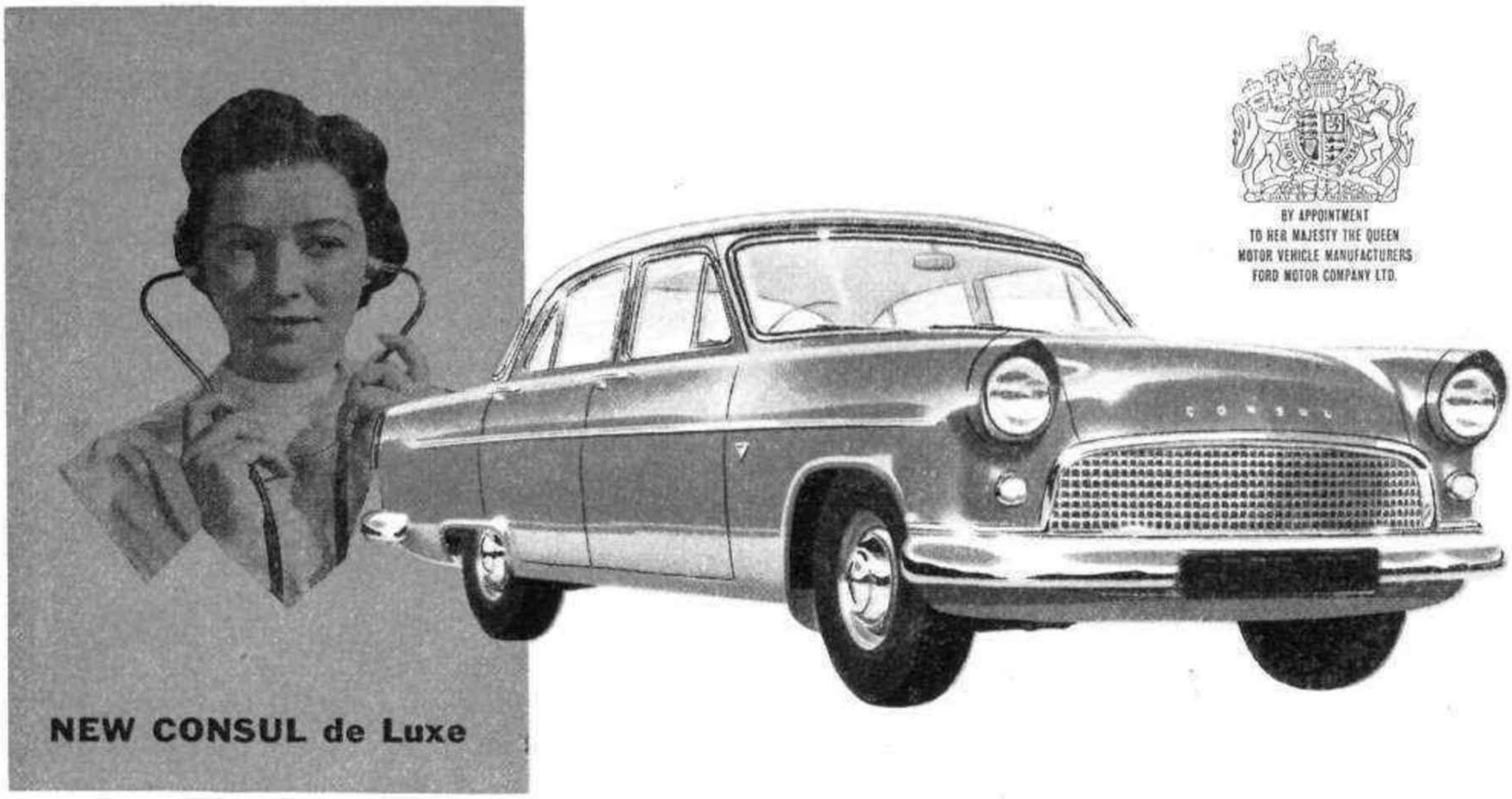
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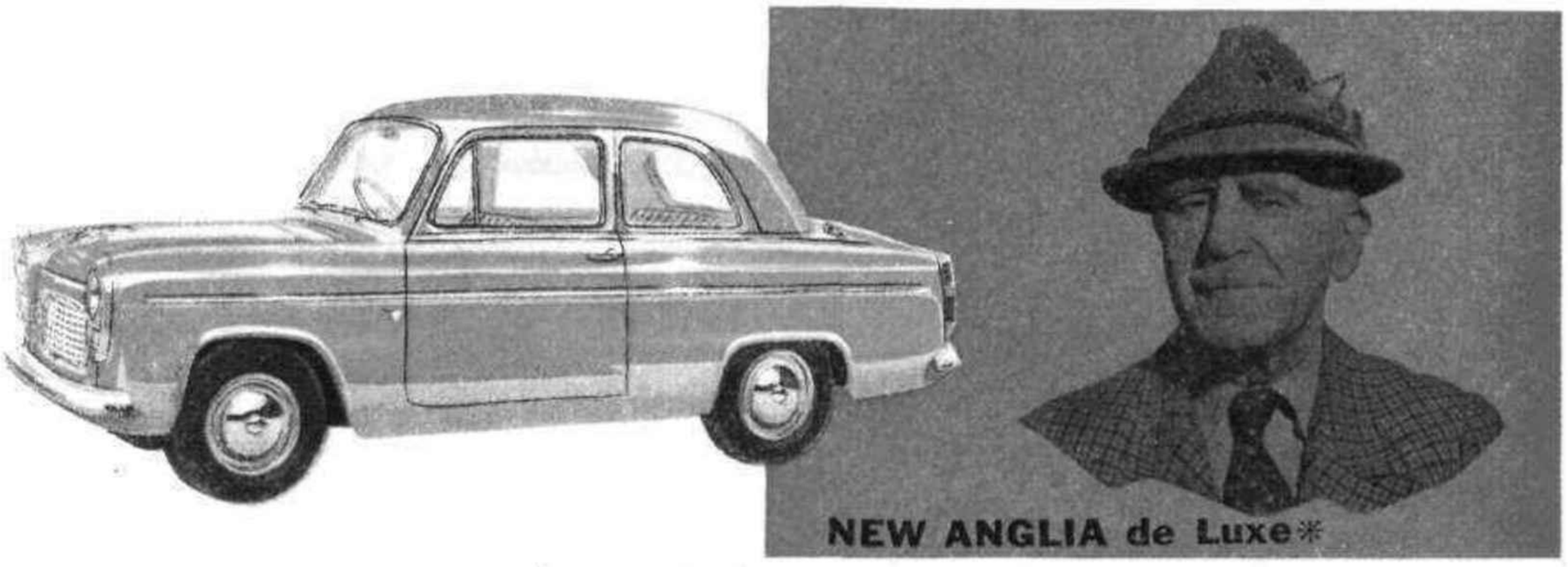
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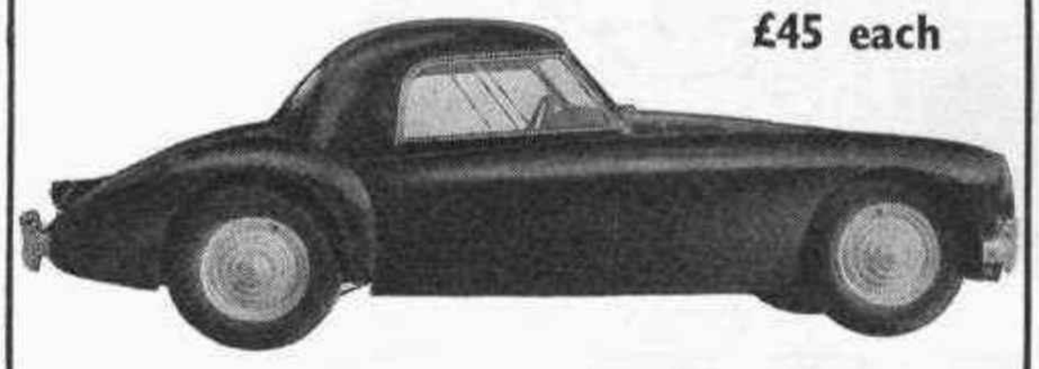
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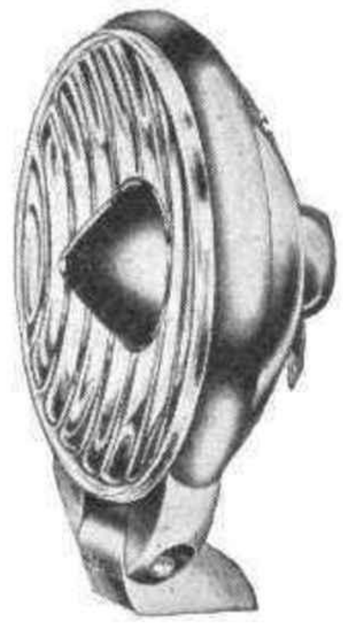
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Left, **THE "FARLITE" Long Range Auxiliary Headlamp.**

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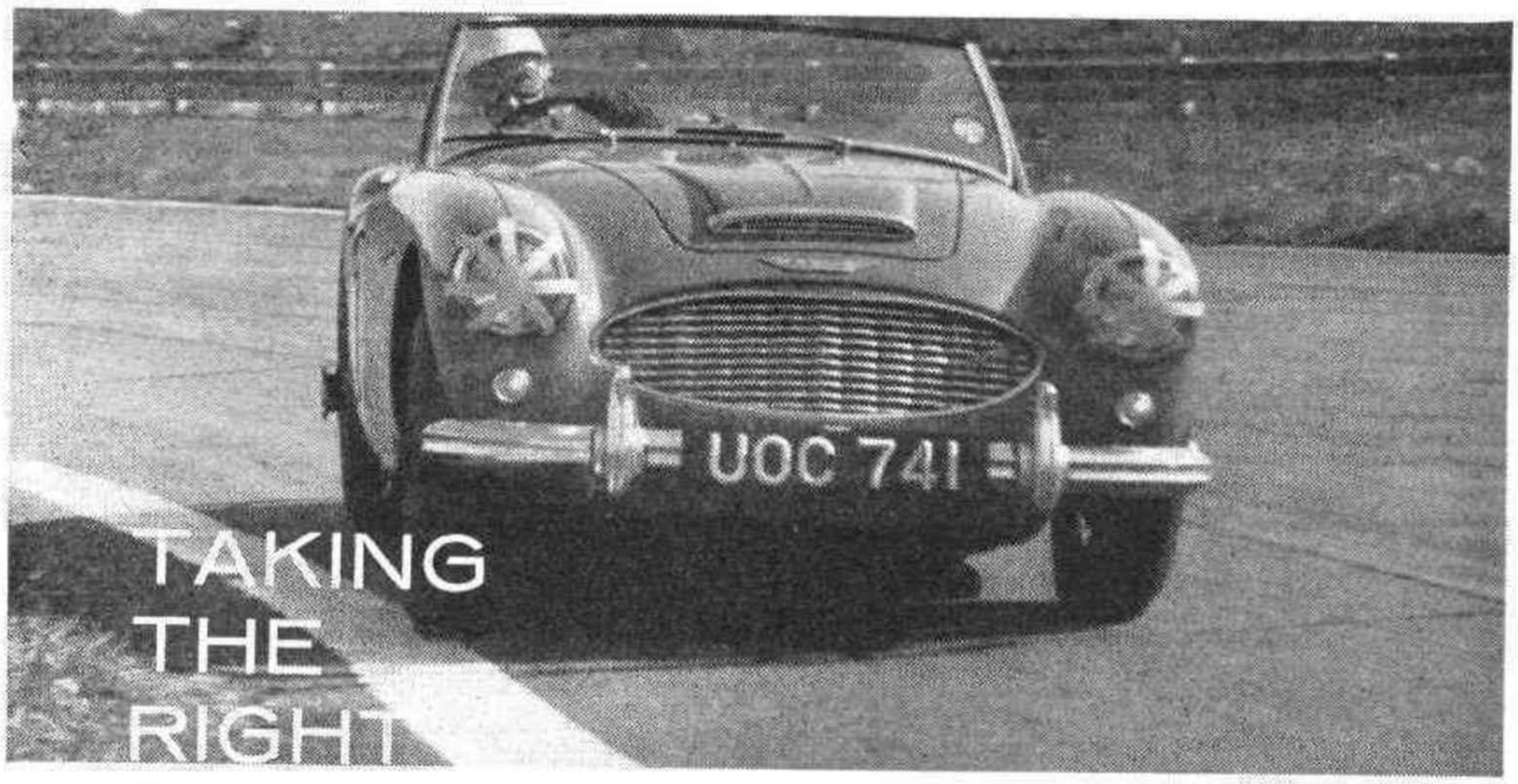


Photo Autosport

LINE ROY SALVADORI DISCUSSES THE AUSTIN HEALEY 100 SIX WITH JOHN BOLSTER

Scene: Goodwood, where British racing driver, Roy Salvadori was doing a few warming-up laps in an Austin Healey.

BOLSTER *You were having a bit of a go then, weren't you, Roy?*

SALVADORI Well, I was trying a bit, but this is just the sort of course for the 'six'. There's plenty of power throughout the range and, with dig like that, it would be disastrous if you couldn't stop. But, I must say, these brakes are spot on.

BOLSTER *You were obviously doing at least a hundred miles an hour on that last lap.*

SALVADORI Yes. I had well over the ton most of the way down the straight.

BOLSTER *How did she handle?*

SALVADORI I was quite happy however hard I pushed it. The car seems to be perfectly balanced.

BOLSTER *And I reckon there's not a lot of surplus weight, either.*

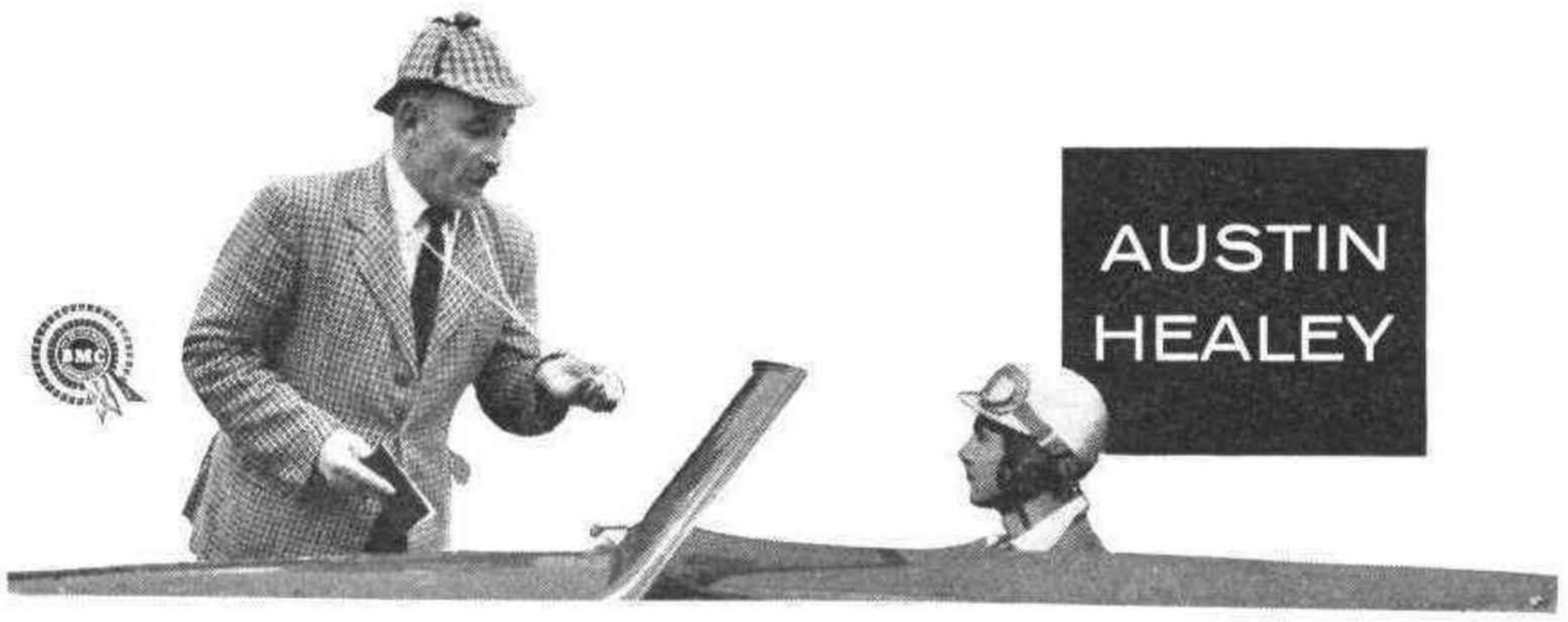
SALVADORI Oh, no, although the box-section frame is really massive for a sports car. The technical chaps say it's one of the best built cars on the road.

BOLSTER *And one of the best finished.*

SALVADORI Oh, yes. It's racing in style all right. You know, in the sports car business I run, on the Kingston By-pass, I find I sell Austin Healeys to people who'll probably never do much over eighty in their lives. What they go for is the smooth line, the attractive colours and the trimmings—leather upholstery, heater and so forth.

BOLSTER *In fact, a highly desirable motor car—all round.*

SALVADORI Yes. If you buy an Austin Healey, you're on the right line.



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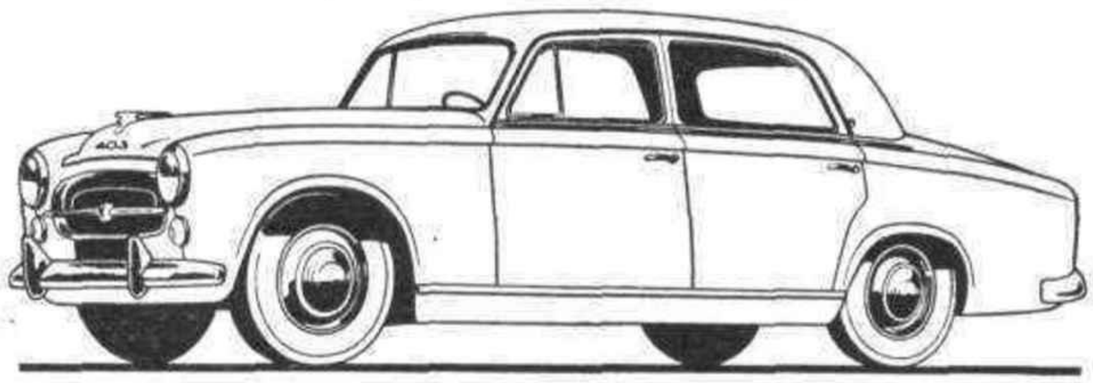
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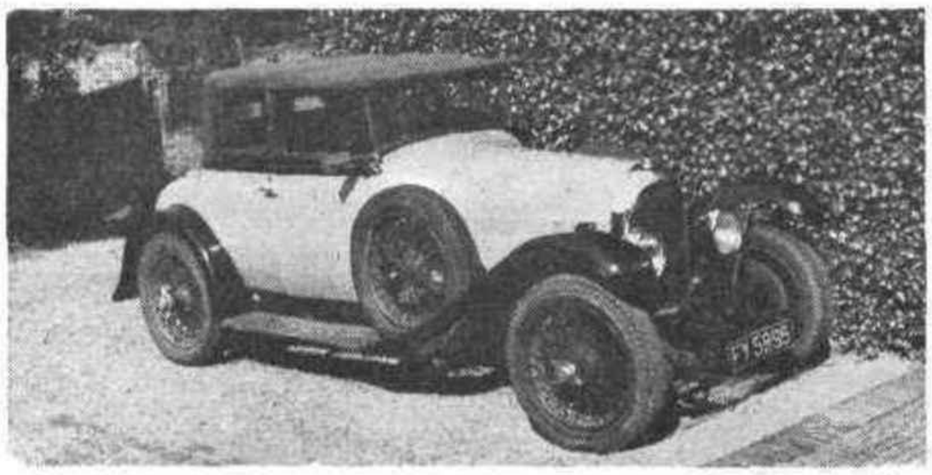
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1954 BUCKLER sports 2-seater, with very pretty all-enveloping fibreglass body by Rochdale Motor Panels. The power unit is a tuned Ford 10 engine fitted with twin S.U. carburetters, Aquaplane manifold, high-compression head water pump and 12-volt lighting and starting. Approximately 90 m.p.h. and 35-40 m.p.g. **£395.**

1954 TRIUMPH TR2, B.R.G., one careful owner, never raced, full service history and specially tuned engine. Fitted with overdrive, heater, screen-washers, spotlight, rad. blind, Michelin X, tonneau cover and special Perspex sliding window. Quite exceptional, and offered at the bargain price of **£625.**

1953 DELLOW 2/4-seater. Tuned works reconditioned Ford 10 engine, 3,000 miles. Fold-flat screen, twin wing mirrors, good tyres, overall tonneau and full weather equipment. A well-maintained car in excellent order. **£385.**

1950 MORRIS MINOR tourer, reconditioned engine 16,000 miles, fitted with Alta o.h.v. conversion, giving performance and economy equal to Minor 1000. Heater, good tyres. **£335.**

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54	**A.C. Ace,** green, tonneau cover	£929
55	**Fiat 1,100 TV,** blue, immaculate condition, many extras	£749
55	**Austin-Healey 100,** blue, one owner, 18,000 miles	£749
55	**Austin-Healey 100,** black, heater, tonneau	£739
54	**Austin-Healey 100,** red, radio, two owners, 24,000 miles	£729
54	**Jaguar XK120** drophead, green, heater, one owner	£849
54	**Jaguar XK120,** white, "C" mods., absolutely immaculate	£829
51	**Jaguar XK120,** with mods., replica of record breaker	£659
52	**Jaguar XK120,** black, in immaculate condition	£659
55	**Jaguar XK140** drophead, overdrive, r/h., turbo discs, etc.	£1,299
55	**Jaguar XK140** drophead, grey, "C" engine, overdrive	£1,299
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47	**Morgan 4/4,** red, well kept	£359
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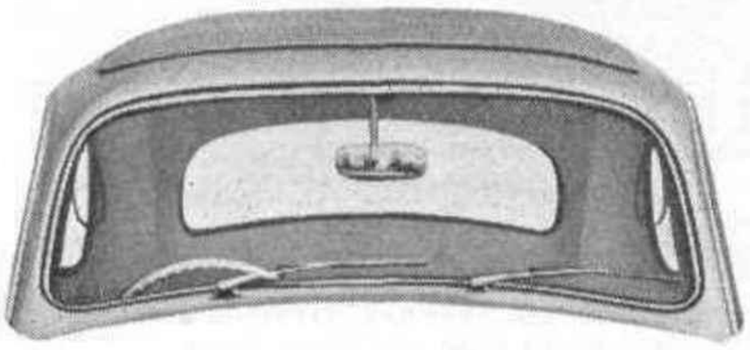
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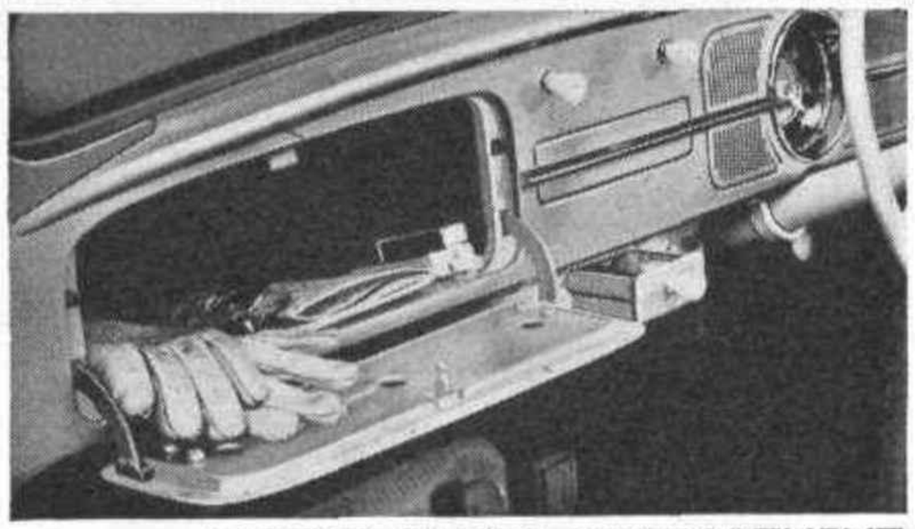
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VOL. XXXIII No. 11 SPECIAL MOTOR SHOW NUMBER NOVEMBER, 1957

MOTOR SPORT

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MATTERS OF MOMENT

THE LONDON MOTOR SHOW

On October 16th another great Motor Exhibition opened at Earls Court. The opening ceremony was performed by the Prime Minister, the Rt. Hon. Harold Macmillan, M.P.

In his speech Mr. Macmillan paid warm tribute to the British Motor Industry on its splendid export record. Such a record is indeed worthy of praise; but let us not be too complacent. The fact is that this is a disappointing Motor Show. Few of the innovations of which we heard forecasts last year have come about. British motor cars continue to rely on cart-springs, rigid back axles, propeller shafts, and water radiators, and they go up instead of down in price with the passage of time.

Did Mr. Macmillan pause to study the advanced design of most of the Continental cars as he made his tour of the exhibits and did he stop to consider the highly-competitive prices at which such vehicles will sell in his free European Market? From the viewpoint of new British cars to compete against and beat such designs, the 1957 Earls Court Exhibition is, we repeat, a disappointment. Where is the revolutionary Ferguson? Where can you find a single British car outside the minicar class with an air-cooled engine, in spite of the fact that every aeroplane, military and civil, has flown for many years now without the complication of coolant plumbing? Come to that, how many new applications of independent-rear-suspension have you discovered on British chassis? When cars go out from this little Island to provide transport in the mud, the heat, the cold and over the rough roads that prevail in various parts of the Globe, success or failure can depend on items of specification that may seem extravagant and unnecessary at home.

It is a sad reflection on our common sense that, as the world prepares to move into an era of space-travel—congratulations to Russia on her magnificent technical lead in getting up the first "moon"—the conservatism of directors, the calls of the shareholders and the continually rising cost of labour combine to retard the beneficial development of that earth-bound transport vehicle, the motor car, which, unless it is a Citroën DS19, has not advanced materially in the last decade.

The Earls Court Show emphasises that while the bright ideas come from the smaller manufacturers, the future—and our future—is increasingly in the hands of the Big Five. They, in turn, are governed more and more by the component and accessory suppliers whose manufacturing ability and "know-how" contribute very materially to the excellence of our dependable—if technically backward—cars. Their stands in the Gallery at Earls Court repay a visit, because the products you can examine thereon find a place in the structure of all the cars on display in the glittering hall below—which, in general, are assembled products rather than manufactured goods, with the exception of certain components, mainly engine parts. Some of the Gallery displays are refreshingly ingenious, compared with the artificiality of much of the presentation for which the car manufacturers are responsible.

Earls Court, 1957, may go down as the "Disc Brake Show." The use of such brakes is increasing, and anything which contributes to road safety is to be commended. Disc brakes are not yet universal, and they are not yet found on inexpensive cars. But, just as in 1923 front-wheel-brakes were adopted by the more wide-awake designers and by 1924 were virtually universal, it may be that the foresight of firms like A.C., Aston Martin, Bristol, Citroën, Fairthorpe, Jaguar, Jensen, Lotus, and Triumph may result in greater use of discs in place of drums in 1958.

Otherwise, apart from the advent of some new high-performance small-engined cars like the Wolseley 1,500 and a spate of miniature cars, good, bad and indifferent, Earls Court reveals nothing excitingly new.

Elsewhere the Editor reviews the exhibits to the best of his ability in a report which had to be written before the Show was officially opened—see page 636.

CONTENTS

	Page
MATTERS OF MOMENT	625
FIXTURES FOR NOVEMBER	626
BRITAIN AND GRAND PRIX RACING	627
AN AMERICAN'S OPINION ON AMERICAN RACING	630
OULTON PARK AND SNETTERTON	632
ON WITH THE SHOW	633
PARIS SHOW	635
CARS AT EARLS COURT	636
TO ITALY IN A ROVER	642
CONTRAST IN CARS	654
PICTORIAL REVIEW	657
RUMBLINGS	663
EARLS COURT IMPRESSIONS	664
GOODWOOD	670
VETERAN—EDWARDIAN—VINTAGE	671
VETERAN TYPES No. XXXVIII	674
VINTAGE POSTBAG	678
MEMORIES OF THE 1920s	682
LETTERS FROM READERS	684

Front cover picture : ON TO SUCCESS.—The Le Mans-winning Ecurie Ecosse Jaguar speeding on its way to winning the classic 24-hour sports-car race at an average speed of over 113 m.p.h. It was driven by Ivor Bueb, at the wheel in the picture, and Ron Flockhart.

RACING RULES FOR 1958

Changes in International rules for next year include a capacity limit of 3-litres in races counting towards the Manufacturers' Championship, a ban on changing drivers in Formula I races and compulsion to use hydrocarbon fuel of 95 to 100 octane (research rating method) as a fuel in Grand Prix races, the minimum distance of which is reduced from 500 to 300 kilometres.

MOTOR SPORT will be occupying Stand 74 at the Earls Court Motor Show. On the stand will be several sets of colour transparencies, taken during the year by our Photographer. These sets, which have printed descriptions and cost only 21s. each, have proved very popular during the past year.

Motor Sport Events for November

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
Nov. 2nd ...	B.A.R.C. (E. Sussex)	Trulls Hatch	Tunbridge Wells	Rally (*R.*)	6.30 p.m.
,, ...	Melton Mowbray C.C.	Knossington	Oakham	Social Evening	7.00 p.m.
,, ...	C.S.M.A. (Farnborough)	Farnborough	—	Night Trial (*C.*)	6.00 p.m.
,, ...	Old Merchant Taylors' M.C.	" The Green Manne "	Batchworth Heath	Firework Rally	5.30 p.m.
,, ...	Liverpool M.C.	Royal Hotel	Hoylake	(*C.*)	7.30 p.m.
Nov. 2nd/3rd	Morley C.C.	Cross Roads Garage	Tingley	Night Rally (*C.*)	10.00 p.m.
,, ...	Oxford M.C.	T.A. Centre	Headington	Rally	8.00 p.m.
,, ...	B.A.R.C. (S.W.)	Rex Neate's Garage	Botley	(*R.*)	8.00 p.m.
,, ...	M.G. (Midland)	John Bryant & Sons	Bromsgrove	(*R.*)	9.00 p.m.
Nov. 3rd ...	West Essex C.C.	Stapleford	Abridge	Rally (*C.*)	2.00 p.m.
,, ...	Lea-Francis O.C.	Lea-Francis Works	Coventry	Social	7.15 p.m.
,, ...	Hants & Berks M.C.	" Beach Arms "	Oakley	(*C.*)	2.00 p.m.
,, ...	Billericay M.C.	" The Duke's Head "	Billericay	Rally (*C.*)	2.30 p.m.
,, ...	Lincoln & Dist. M.C.	Dunholme Airfield	Lincoln	(*C.*)	10.00 a.m.
,, ...	Shenstone & Dist. C.C.	" Dog & Partridge "	Tutbury	Trial (*R.*)	10.00 a.m.
,, ...	Airedale & Pennine M.C.	"George & Dragon"	Bradford	(*C.*)	1.30 p.m.
,, ...	Harlow & Dist. C.C.	Edinburgh Way	Harlow	Treasure Hunt	2.30 p.m.
,, ...	VETERAN C.C.	HYDE PARK	LONDON	BRIGHTON RUN (*N.*)	7.30 a.m.
Nov. 6th ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Talk and Film	8.00 p.m.
Nov. 7th/9th	M.C.C.	—	—	NATIONAL RALLY (*N.*)	—
Nov. 10th ...	Vintage S.C.C.	Paper Mills	Wansford	(*C.*)	1.30 p.m.
,, ...	Harrow C.C.	Colne Park	Colchester	Autocross	1.00 p.m.
,, ...	Lancashire A.C.	Fielding Arms Hotel	Mellor	Rally	1.00 p.m.
,, ...	Chiltern C.C.	Warren's Sand Pit	Denham-Rickmansworth	Trial (*R.*)	11.00 a.m.
Nov. 13th ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Social	8.00 p.m.
Nov. 15th/16th	R.R.D.E./R.R.E. (N.)	Car Park	Malvern	(*C.*)	10.30 p.m.
Nov. 16th ...	East Anglian M.C.	Colchester	—	Night Trial (*C.*)	6.30 p.m.
Nov. 16th/17th	Northampton & Dist. C.C.	Fountain Hotel	Stoney Stratford	(*R.*)	8.30 p.m.
,, ...	Skegness M.C.	Pountneys Garage	Skegness	(*R.*)	9.00 p.m.
,, ...	Brent Vale M.C.	Byron Hotel	Greenford	(*C.*)	10.00 p.m.
,, ...	Swansea M.C.	Three-point start	—	Rally	7.30 p.m.
,, ...	750 M.C.	" The King's Arms "	Stokenchurch	Rally (*R.*)	10.00 p.m.
Nov. 17th ...	Mid-Thames C.C.	Denham	—	Driving Tests (*C.*)	10.30 a.m.
,, ...	Matlock & Dist. M.C.	Whitworth Hotel	Matlock	(*C.*)	10.30 a.m.
,, ...	Severn Valley M.C.	Shrewsbury	—	(*C.*)	1.00 p.m.
,, ...	Newquay M.C.	Three-point start	Newquay	Rally (*C.*)	2.00 p.m.
,, ...	Sussex C.C.	Shoreham	Brighton	Rally	9.30 p.m.
,, ...	Singer O.C.	Runnymede	Windsor	Rally (*C.*)	11.30 a.m.
,, ...	Melton Mowbray C.C.	Melton Mowbray Garage	Melton Mowbray	Rally (*C.*)	2.00 p.m.
Nov. 20th ...	West Essex C.C.	" Three Jolly Wheelers "	Woodford	Talk	8.00 p.m.
Nov. 23rd/24th	Herts County A. & A.C.	Watford	—	Rally (*R.*)	7.00 p.m.
,, ...	Herefordshire M.C.	Greenhouse Garage	Lyde	(*R.*)	8.00 p.m.
,, ...	Burnham & S. Bucks	Cippenham	Slough	(*R.*)	11.00 p.m.
,, ...	Healey D.C.	Three-point start	—	Rally (*R.*)	4.00 p.m.
,, ...	M.G. C.C. (S.E.)	Two-point start	—	Rally (*R.*)	7.30 p.m.
Nov. 24th ...	Malden & Dist. M.C.	Heston Aerodrome	Heston	Driving Tests (*R.*)	10.45 a.m.
,, ...	R.A.F.A. M.C.	White Barn Hotel	Cuddington	(*R.*)	10.30 a.m.
,, ...	Lucas M.C.	—	Birmingham	Welsh Rally (*C.*)	9.30 a.m.

MINIATURES NEWS

Those who enjoyed building the Merit plastic D-type Jaguar will welcome the latest Merit kit, from which a realistic and large-size 1955 G.P. Mercedes-Benz can be constructed. All the necessary parts, in great detail, are included, not forgetting a supply of glue and full working instructions. By the end of the year Merit intend to add kits covering Connaught, Maserati, Ferrari and Vanwall Grand Prix cars, Cooper Mk. IX, Aston Martin DB3S, and Lotus Mk. XI. Your toyshop or sports dealer will keep you informed. The makers are J. and L. Randall Ltd. of Potters Bar. Those interested in modelling historic aeroplanes and who regret the non-availability of suitable kits will welcome the news that Merit Aircraft Kits are available for making a realistic Sopwith Camel. The wing span is 7 $\frac{3}{16}$ in. and the kit is detailed even to rotary engine, bombs and instruments. Other kits, available shortly, will cover D.H. Tiger Moth, Fokker DR2 triplane, Avro 504K, Albatross, Nieuport Scout, Fokker D7, S.E. 5A and Bristol Bulldog. Wing spans will range from 6$\frac{3}{8}$ in. to 9 in. A notable modern aircraft in the Merit range is the 11$\frac{1}{4}$ in.-span Hawker Hunter.

Ulrich Model Kits of California list a metal assembly kit for making an articulated lorry to a scale of $\frac{5}{32}$ in. = 1 ft.—W. B.

LOTUS REGISTER

Michael Henderson has taken over compilation of the Lotus Register, and would be very pleased to hear from any owner, at home or abroad, who has not submitted details of Mark, Power Unit, Registration and Chassis Number. New owners of second-hand cars are also urged to contact him at "Newlands," Spinney Hill, Addlestone, Weybridge, Surrey.

WEST ESSEX C.C. NATIONAL HILL-CLIMB (Oct. 13th)

Held in sunny autumn weather on the climbing and winding perimeter track of Stapleford Tawney aerodrome, this event attracted an enormous entry and even larger crowds of spectators. Everyone had two runs and the last man just beat the failing light. Fastest time was hotly contested between W. F. Moss in his beautifully-maintained B-type E.R.A., Ashdown in his sports 1,100-c.c. Lotus-Climax and Greene in the Gilby Eng. Cooper-Climax, while the 1,000 Coopers of Rivers-Fletcher and Good were on the usual form. Park, with a rather scruffy Tojeiro with Aston Martin engine and plastic body, was remarkably quick and the two Mark VII Lotus of Lewis and Millbank were surprising.

Fastest Six Times :

1st :	W. F. Moss (E.R.A.)	46.59 sec.
2nd :	P. Ashdown (Lotus-Climax)	46.63 ,,
3rd :	K. G. Greene (Cooper-Climax)	47.29 ,,
4th :	A. M. Park (Tojeiro-Aston Martin)	47.77 ,,
5th :	D. Parker (Cooper-Norton)	47.82 ,,
6th :	A. F. Rivers-Fletcher (Cooper 1,000)	48.06 ,,

Britain and Grand Prix Racing

QUOTING passages from one's own articles of the past is something I do not like doing, and it can bounce back and strike one down in an embarrassing manner, but over the question of Britain and Grand Prix racing, which to me is the only true motor racing, I feel I must look back to previous articles. In the *Motor Show* issue of last year I wrote a long harangue about the miserable efforts made by British Grand Prix cars during the 1956 season of World Championship races, and slated all three of our Grand Prix teams, B.R.M., Connaught, and Vanwall for the mediocre performances they made and for the troubles they had allowed to happen to their cars and teams. I concluded with the words: "... the only gratification was that at least there were some green cars on the starting grid, but I sincerely hope that 1957 will produce something a bit better." In the January issue of this year, after having found out some of the reasons for the poor state of affairs of the 1956 season, I wrote again, trying to analyse why our efforts in Grand Prix racing were so hopeless, when our sports-car teams did so well, and I finished that article with the following paragraph.

"What I do sincerely hope is that I have now written the last of such harangues, for nothing will give me greater joy than to write an article full of praise for a sweeping success by a British car in a major Grand Prix race, and if 1957 is a British season then rest assured that MOTOR SPORT will be the first to cheer loudly." That was in January 1957. By July 1957 we were cheering loudly, in August we cheered again, and in September we cheered loudest of all. Nineteen fifty-seven has been the season we have all been waiting for; all my moans and groans of the past can be forgotten, for this year has seen Britain get right to the top of the tree. Not quite perfection, for the 1957 World Champion driver used a Maserati, but Italian racing-car supremacy was swept aside and the green Vanwalls forced their way to the head.

As a comparison with last year, let us review the activities of British Grand Prix cars in the World Championship events. No green cars went to the Argentine, the time and expense not being considered justified, but they were all ready for Monte Carlo, the first Grande Epreuve in Europe. In January I said I wanted to see a British car win at Monte Carlo; well, we very nearly did, and but for Stirling Moss making one of his very rare errors of judgment we might have seen a Vanwall victory. What we did see was the Vanwall team right up alongside the opposition during practice, Moss being on the front row with third best practice time, and Brooks being just behind with fourth best. When Moss crashed he was in the lead, and for me that is good enough, had he crashed when running in the middle of the field it would have been boring and intolerable. The other car, in which Brooks was having his first World Championship drive for Vanwall, ran perfectly, and this new driver finished a worthy second to World Champion Fangio, not a miserable second place many laps behind, but on the same lap only 25 sec. in arrears after more than three hours' racing. This was obviously the right sort of beginning. Of the other teams Connaught started two cars, one finished a rather slow fourth and the other retired, while B.R.M. entered two cars, but only one managed to qualify, and that retired with engine trouble. These two teams were showing no improvement over 1956, but the efforts of the two Vanwalls was so good that it could carry the other green cars along, in the way that the six-cylinder Maserati was covering up for the failings of the new 12-cylinder Maserati. As if three complete British Grand Prix teams was not enough, that hard-trier John Cooper joined in the fun by enlarging the Coventry-Climax engines of his Formula II cars to nearly 2-litres and putting yet more green cars on the starting grid. With Australian Jack Brabham "ear-'oling" round the tight little Monaco circuit a Cooper had worked its way into third place until a few minutes before the end of the race. Then a broken fuel-pump mounting delayed it and dropped it back to the end of the field, but until this happened it was doing a great job of work, adding more fuel to the fire of green that was menacing the red fire of Italy. Already the green cars had taken the places on the starting grid from France, for the Gordinis were now so much of a back number that they gave up Grand Prix racing.

The Belgian and Dutch Grand Prix events were not held this year, so that it was not until July that the next round took place, but in the meantime disaster had befallen all three British Grand Prix teams in various ways. During the lull between the middle of May and the beginning of July the time had been filled in by sports-car races and other events, and first Vanwall temporarily lost the services of Brooks. Driving for Aston Martin at Le Mans he had an accident that put him out of action for a long time, his injuries taking longer to heal than expected. The number one Vanwall driver, Moss, also suffered a health setback due to carelessness, for, eschewing a track race at Monza, he went water-ski-ing instead and as a result of too much salt-water submersion he contracted violent sinus trouble and had to miss two weeks of racing. This meant that the Vanwall team arrived at Rouen without their regular drivers, and this was a circuit that had every prospect of favouring the Vanwalls.

While Mr. Vandervell was having these troubles, Rodney Clarke had suffered the most serious set-back of all, for his financial backer, Kenneth MacAlpine, decided after Monte Carlo that he could no longer go on supporting the Connaught Racing Team. Finding no other monetary source to carry on the racing activities, Rodney Clarke had to make the bitter decision to withdraw from racing, and Connaught's as a racing team folded up. This unfortunate happening was a sad blow for Connaught Engineering, but it turned out to be a good one for Vanwall. With no more Connaught racing their drivers had to look elsewhere, and young Lewis-Evans, who had been showing a remarkable natural ability with Grand Prix cars, became involved with the Scuderia Ferrari. However, by the time the French Grand Prix arrived there was no sign of even being allowed to try a Grand Prix Lancia/Ferrari, and seeing Vanwalls with an acute driver shortage he offered his services and got a drive at Rouen. The other Vanwall car was driven by Salvadori, he having despaired of ever getting confidence in the B.R.M. having signed up with the Bourne team at the beginning of the season. With the Vanwalls being driven by two drivers new to the cars the showing at Rouen was mediocre and to add to this both cars gave trouble and had to retire from the race. After the Monte Carlo efforts this was depressing, but lacking their two first-line drivers it was slightly excusable. The B.R.M. cars had been showing improvement on test, some major changes being made to the chassis design with obvious benefit, and at Rouen they began to show a little promise. With Salvadori leaving the team, the ever-faithful Flockhart was left to carry the burden of driving until the American driver Mackay-Fraser was given a try-out and found to be suited to the car. In the race Flockhart crashed due to spinning on some oil dropped by another car (one should whisper this—it was a Vanwall), and suffered severe personal injuries, while Mackay-Fraser ran quite well for his first Grand Prix but retired with suspected drive-shaft trouble. After this promising beginning it was unfortunate that this American should be killed the following week in a sports-car race. Having got the cars greatly improved, B.R.M. now found themselves at a complete loss for drivers.

All the hopes for a successful British Grand Prix season now seemed to be dwindling away, and for none of the reasons that occurred in 1956. Driver shortage, financial shortage and sheer misfortune were now plaguing our teams, and it looked as though Britain just was not meant to succeed in Grand Prix racing.

The next Championship event was the British Grand Prix, held this year on the flat and twisty Aintree circuit, and prospects brightened when Moss was announced fit once more and Brooks fit enough to start, but carrying no guarantee that he could last out the whole race. Another ray of hope was Lewis-Evans, for since Rouen he had driven in a non-Championship race and was now getting the hang of the Vanwall and going very fast; so Aintree saw three cars from Acton on the starting grid. With the two leading Vanwall drivers back in the fray these cars now got back into their stride and carried on from where they had left off at Monte Carlo. Moss made fastest lap and Brooks was third fastest during practice, so that the starting line saw a lone red car sandwiched between two green ones on the front row, and this really was the beginning of the end. The next step was to get all three Vanwall cars on the front row and then stay in the lead until the finish. The Aintree race was what everyone had been waiting for. Moss rushed away into the lead and was completely uncatchable until his engine blew up; but, as I said last year, I am not going to complain about that. If it had blown up when lying fifth or sixth I should have groaned loudly, but the first Vanwall had gone out fighting, and if you must retire then there is no better way. At this point Lewis-Evans was lying a firm fifth and Brooks in sixth place, though slowing as he was not yet 100 per cent. fit, so he was called in and Moss took over the car. Right back on the top of his form, Moss took the green Vanwall through the field in an unforgettable manner, and just as he took third place the two leading red cars ran into trouble, so that Vanwall went into the lead again, with the other one now

second. For a brief and glorious moment Vanwall cars were first and second in the British Grand Prix, but then Lewis-Evans had mechanical trouble, inexcusable but possible to tolerate in view of the race positions. Moss swept on without a falter and gave Britain her first victory in a Grande Epreuve in modern motor-racing, not forgetting the efforts of Brooks who had kept the car on the boil in the early stages. Lewis-Evans managed to effect a repair and finally finished seventh. This had been a real team effort, all the other teams had had their share of troubles, just as Vanwall had, but the green cars had come out on top; not a clear decisive victory, but one mixed with misfortune and luck. But does it matter how you win in Grand Prix racing, as long as you win ? This was victory over the Italians, the reigning kings of Grand Prix racing, and that was all that mattered.

The B.R.M. team had entered with Leston and Fairman as drivers, but never showed any real promise throughout the meeting, both cars finally retiring with engine troubles. Bringing up the rear, and doing it very well in view of the material being used, were the little Coopers, not full-blooded Grand Prix cars, but green cars filling the results lists, one of them finishing fifth. In 1956 one British car out of nine starters finished in the British Grand Prix; in 1957 four finished out of eight starters, and one of them was undisputed winner. Not perfection, but no grumbles; to win is the thing.

The next race was the German Grand Prix on the Nurburgring and only Vanwall entered, the B.R.M. team being in mechanical disorder and not happy about the driver situation. This was the Vanwall team's first attempt on the Nurburgring and it is not a circuit to be taken lightly; in fact, it is true to say that competitors in the German Grand Prix race against the overwhelming odds of the circuit rather than against each other. After the victory at Aintree the Nurburgring was a complete and utter flop for the British, for the Vanwall suspensions were all wrong for the mountainous circuit and the drivers just could not stand the physical battering and mental strain of driving unmanageable cars. The Italians swept the board from start to finish, the best Vanwalls could do being fifth and ninth, the third car of the team retiring after a crash. While this was rather depressing there was no cause for despair, for it was quite obvious that the team had been caught out by unknown local conditions, though they were to blame for not investigating the situation more fully—the difficulties of the Nurburgring are not new. However, they quickly learnt their lesson and by the time the next big race was held, at Pescara, alterations had been made and they were more or less right for the Italian mountain circuit. The three cars were once more driven by Moss, Brooks and Lewis-Evans, and here they achieved a resounding win, Moss leading for most of the race and only being challenged by Ferrari. The red challenge was brief but fierce, and Vanwall had already vanquished the Maranello car before it blew up. Maserati were just not in the picture and this victory now proved that we could win by ability as well as luck. B.R.M. missed out on this one for the same reason as Nurburgring; they did not consider the available drivers were good enough, and Flockhart was still convalescent.

The final round of the Championship was the traditional Monza race, an end-of-season flat-out blind, with no holds barred, if ever there was one. This race was the climax of the season and it proved to be the climax of all Mr. Vandervell's and the Vanwall team's efforts. The happenings are so recent that they must still be fresh in the memory of all Grand Prix followers, so there is no point in dealing with detail, but suffice to say that Vanwall swept the board from start to finish of the meeting. Never at any time during practice nor in the race did the Italian cars show any signs of getting the better of the three green cars. They fought tooth and nail, but the Vanwalls fought back and gave better than they got, so that Moss recorded the greatest British victory of all time, and the whole, team put up the finest performance that any British team has ever done since Grand Prix racing began. With three Vanwalls entered and taking first, second and third fastest practice times, the Italians were fighting for survival. With a race result of first place, seventh place and the fastest lap of the race, the Vanwalls concluded the 1957 World Championship series and Moss (Vanwall) ranked second in the Drivers' Championship.

This is just the beginning, the beginning we have all waited for and for which so many people have worked so hard and suffered so many bitter disappointments. Now we must go on to greater things, to the sort of complete mastery that Mercedes-Benz achieved in 1955, where we can see three Vanwalls enter a race and know for sure that they will finish first, second and third. We must strive to achieve the position where the Italian teams openly admit that they are only racing to try and be the first Italian car to finish. Only by striving to achieve this aim can we be sure of meeting the challenge that might come from Stuttgart next year, the year after, who knows when, but come it surely will, and we must be in a position to fight them hard and beat them, for they are not infallible. Britain must get to the top. We have been laughed at and derided for too long. British engineering has lost its pride of position; " Made in Britain " no longer has any significance, but it is not too late, the efforts of the Vanwall team in 1957 can save the day. Already the smiles have gone from our competitors faces; they are wondering if perhaps Britain is on the up and up—maybe she is going to put the " Great " back in front of her name. We can and must, and Mr. Vandervell has forged a truly wonderful way back to recovery for us. Let us all now give him our support, not by collections, for he does not need money, not by material for his resources are sufficient, but by making sure that everything else that is British achieves the results that the Vanwall team have begun to achieve.

The year 1957 has been a memorable one in Grand Prix racing, but it is only the first, there must be many more. The B.R.M. cars have begun to show ability, admittedly only in minor races, but let us hope that next year they will be in all the Grande Epreuves battling it out with the Vanwalls, so that the Italian cars and any other competitors that appear have an even more difficult task to get near the front of the racing.

I cannot say how truly happy I am to be able to write an article of praise on Britain and Grand Prix racing. It was not a pleasant task to write the harangues of the past years, but I always felt it was necessary, for I believe in Grand Prix racing above all else, and unless voices like mine cry out in the wilderness no interest is aroused in unhappy situations. When there is success everyone can see it, but when there is merely hope the world in general overlooks it. I have seen rays of hope for Britain becoming a force in Grand Prix racing for a number of years now, not by any clever insight, but by the good fortune of being able to be present and on the inside. It always caused me great anguish, and still does, when I see opportunities lost or bungled, but, believe me, nothing like the anguish experienced by those people behind our Grand Prix projects. They are always too busy trying to improve things to cry out in pain, but I have felt for them and in giving vent to my feelings on the matter I have inwardly hoped that it would do some good, even if only to make an individual conscious of his shortcomings, or to make up for those who have worked hard and conscientiously. By continually battering away, invariably on a critical and harping note, I have hoped to maintain interest in a difficult and complex business, for if nothing is ever said things might slide into obscurity. The 1957 season has seen British Grand Prix cars really achieving results. There have been failures and there have been bungles, and those that committed them know full well who was to blame, but no longer do I feel it necessary to criticise these happenings, for our results this year have been good enough to carry the responsibility of the failures.

To end on a happy note let us recall the British victories : Vanwall finished first at Aintree, Pescara and Monza; second at Monte Carlo; third at Syracuse and Reims; fifth at Reims, Nurburgring and Pescara; seventh at Aintree and Monza; and ninth at Nurburgring. Connaught finished first and second at Goodwood; third at Pau; fourth at Monte Carlo; and fifth at Pau and Syracuse. B.R.M. finished first, second and third at Silverstone, first at Caen and third at Goodwood. Cooper finished second at Caen; fifth at Aintree; sixth at Syracuse and Monte Carlo; seventh at Syracuse, Rouen and Pescara; and 12th at Reims.

British cars are indeed making their mark in Grand Prix racing.

—D. S. J.



HOW THE BRITISH DO IT.—The Villiers-engined Friskysport miniature, which is an Earls Court eye-draw.

A.F.N. LIMITED

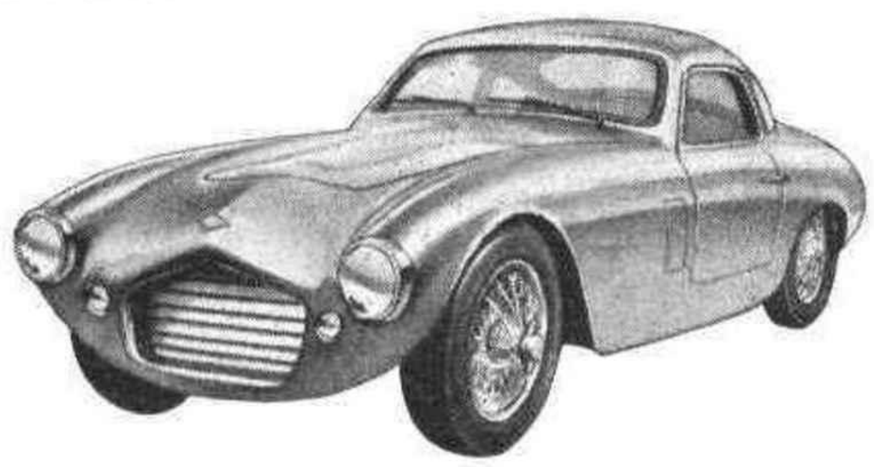
Talking Points of our 1958 Programme for Prospective Owners

EARLS COURT

FRAZER-NASH

STAND No. 133

A new chassis design, with Gran Turismo fixed-head Coupé* or open two-seater coach-built body-work, are features of the 1958 8-cylinder 2.6-litre "Continental" model. *The Autocar* said: "There are one or two great names in the world of competition cars . . . Frazer-Nash is one of such; the handling and performance of the products of this firm reflect the many years of experience that have been built into them."—*April 20th, 1956.*



* *Owing to publication date of "Motor Sport," it was not possible to illustrate the new fixed-head Gran Turismo model.*

EARLS COURT

PORSCHE

STAND No. 113



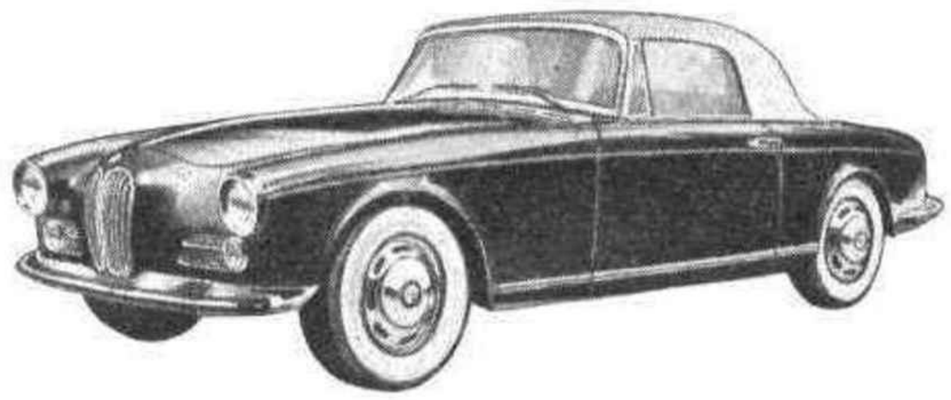
Two new body designs—one with a detachable Hard-top and the other a Cabriolet with detachable folding head. Although regarded in many quarters, certainly by its owners, as the perfect car, Porsche—never content to rest on their laurels—have introduced for 1958 many new design features and new ideas in finish and equipment. Quite apart from their amazing successes in the major International races and rallies, the Porsche is unquestionably the world's most successful production car in competition.

EARLS COURT

BMW

STAND No. 133

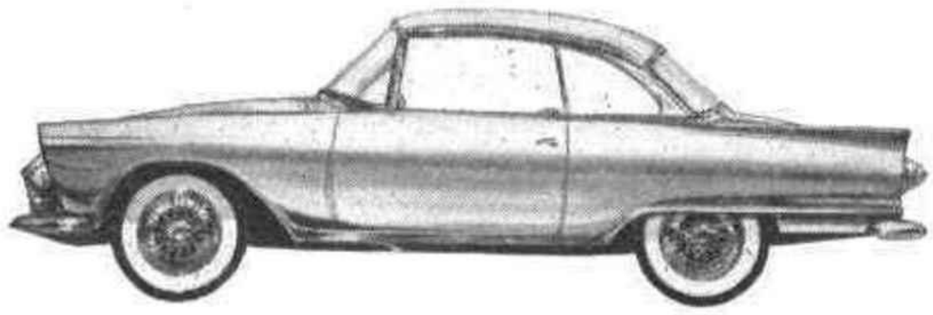
With a name and reputation second to none, the BMW Type 501 and 502 six-seater Limousine models, the Type 503 "foursome" fixed-head Coupé and Cabriolet, with the 140-m.p.h. Type 507 Sports-Touring two-seater, exemplify luxury motoring at its best. The magnificent V8-cylinder engine is, of course, the power unit for all BMW models—an interesting development for 1958 is the Type 502-S Limousine, with the 140-b.h.p. engine.



EARLS COURT

DKW

STAND No. 112



The astonishing DKW—sports car and family saloon in one—continues in production with existing models. The new "1000" 90-m.p.h. de luxe Coupé, most attractive in appearance and with handling characteristics matching its outstanding performance, was, with the "600" DKW, the sensation of the Frankfurt Show. There will also be an open two-seater version of the "1000" de luxe Coupé, and a "1000" de luxe five-seater fixed-head Coupé model in 1958.

Fuller details on request

FRAZER-NASH CARS

FALCON WORKS, LONDON ROAD, ISLEWORTH, MIDDX.

TELEPHONE: HOUNSLOW 0011 (3 LINES)

An American's Opinion on American Racing

ALTHOUGH I have not been fortunate enough to have seen a race outside the U.S., I have seen and helped with races here for over ten years. This includes many types of our track racing; if you don't mind, I'd like to give some features of the auto-racing picture here in the U.S.A.

First off, racing is either professional or amateur. The latter is confined to the road-racing group, with the vast majority of drivers and events under the control of the Sports Car Club of America. The professionals race almost exclusively on ovals, with many sanctioning bodies. Let's examine the " pro." setups.

Up until 1955, the American representative to the F.I.A. was the American Automobile Association, through its Contest Board. Many of this group formed the United States Auto Club on the demise of the A.A.A. Contest Board, but the U.S.A.C. has not the power to police of the old A.A.A., nor is it a F.I.A. affiliate.

The pattern of " who runs what ?, and where ? " is complicated; if we make a tabulation of data it may be simpler to comprehend :

What ?	*Formula*	*Sanctioned*	*Fuel*	*Track*
Indianapolis	4.2-litres non-s/c. 2.8-litres s/c.	U.S.A.C.	Any*	2½-mile, 4-turn, 4-straight oval.
Championships	4.5-litres non-s/c. 3.0-litres s/c.†	U.S.A.C.	Any	1-mile and up, dirt or asphalt ovals.
Sprints	220 cu. in. non-s/c., 105 cu. in. s/c.	U.S.A.C.‡	Any	½-mile and up, dirt or asphalt ovals.
Midgets	105 cu. in. non-s/c.	U.S.A.C., NASCAR	Any	½-mile and up, dirt or asphalt ovals.

This above group we may consider the " Racing-Car Group "—the second grouping would be the Stock-Car Group. Here things get involved; there's seemingly endless numbers of local groups, and one big complicating factor : what *is* a stock-car ? Begging the question for the moment, let's tabulate this group :

Late Models	1955 through 1957 model U.S. production cars	U.S.A.C., NASCAR	Pump gas	¼-mile for " short-track division " ½-mile and up, dirt or asphalt ovals.
Convertibles	Same, except limited to convertibles	Same	Same	½-mile and up, dirt or asphalt ovals.
Modified	Infinite !	Infinite !	Infinite !	½-mile and up, dirt or asphalt ovals.

The modified stocks (jalopies) run the gamut from nearly-stock, late model cars running on pump gasoline, through 1940 Fords modified considerably on pump gas, to 1932/3 Fords and Chevvies with full race, unlimited displacement Cadillac, Chryslers of 1957 vintage running on a fuel just able to withstand a bumpy, dusty dirt oval ½-mile around without spontaneously detonating !

Notice that U.S.A.C. has tight control only at Indianapolis (its " big stick " for policing) and the Championship trail. This year it lost what small control it had in the Mid-West when promoters, drivers, owners, etc., could not get together. Several regional " wildcat " outfits got some of the leavings and a new group has been formed to get the rest; this so far has affected only sprints and midgets. However, I.M.C.A. (the first two letters stand for " International Motor—had you heard of it ?) has traditionally sponsored some of the wildest racing seen here, based on championship cars. There is *no* fuel or displacement limits : would you like to see 300 plus cu. in., nitro-burning Offenhausers race 450 cu. in. Ranger aircraft-engined Specials on a dusty, 30-degree banked, ½-mile oval ? " There are old pilots, and there are bold pilots, but there are no old, bold pilots " is very apt—the accident rate is not favourable to longevity.

One distinguishing characteristic of all oval pilots : an over-developed right foot. It's very hard to pass on these tracks, where blocking, purposely ramming into a concrete wall, or putting a front wheel into a driver's lap is accepted. These tracks are bordered by concrete walls, timber fences, or steel poles and netting. No hay-bales or escape roads, blue flags for passing, etc., and the races are short : midgets 10-25 miles, sprints 10-25 miles, Championship 100 miles minimum, 200 miles usually maximum. The speeds ? Well, near here is the infamous Langhorne Speedway. One mile, dirt, slightly banked, steel and timber fences, *no* straights. Lap record is *circa* 109 m.p.h.; 100-mile record is 100.5 m.p.h., held by a U.S.A.C. Championship car. (Incidentally, a 750-c.c., " alky "-burning motor-cycle has lapped at 98 m.p.h. and a late stock car at 95 !) I refuse to watch this place; two drivers I met through a friend I crewed for have since been killed there.

What does all (and there is a lot of it) racing prove ? Not one blessed thing as far as a road-driving car owner can appreciate. Thrilling, yes. It has one function : to put on a show. This it does; providing it doesn't sprinkle or get dark (unless it has lights enough to turn the whole track into an arena). They *all* run to the left.

So what is the result ? My Jaguar coupé (55,000 plus miles, XK120) shows signs of designing by men who learned the lessons of road racing, and built for me a well handling, middling-braked, tractable, dependable machine. My Chevrolet sedan (1949, 107,000 miles) is dependable. Its handling, brakes, roadholding, are atrocious, but no worse than the current models. Chevrolet is the only American manufacturer who has really gotten into road racing; they are also the only American manufacturer to sell a four-speed gearbox, and have done some brake research that's shown up on production cars (optional Cerametallex brake pads on Chevvy, Alfin drums from Sebring car on new Buick 75). Coincidence ? I doubt it. But they have so far to go—our cars are sold by styling, advertising, an appeal to not only keep up with but beat the Joneses, and a snob appeal. They *are* dependable, will take a fearful beating with no owner attention and shoddy garage mechanics. Our racing cars follow suit; they are pretty, well-chromed (or cadmium plated), big-engined, thirsty, dependable (notice how few threw rods or broke cranks at Monza ?), slow revving, and archaic in chassis design. Coincidence ? I doubt it.

There are fundamental differences in the groups responsible for our racing cars. For one, they are without exception, mechanics and not engineers. They are " cut-and-try " in their approach, and " follow-the-successful leader " also. Their time costs a great deal of money. Your side of the Atlantic has cars designed by teams of engineers. Here there is *one* engine builder, Meyer and Drake, who build the Offenhausers. Or did you know that the three-main-bearing Novi engine is two " Offy " midget blocks on a common case, with much development ? There is *one* major chassis builder, Kurtis, with Kuzma and others building perhaps a dozen more, total, of all types, per year. Those in the business see no sense in squandering money on new designs and development, and who would venture capital to compete against them ? Even if you were to build a new design, who would buy an unknown quantity ? Obviously 4.2-litre Maserati and Ferrari engines should more than equally compete, or 91 inches of Porsche 1500RS should more than match the 105-in., 130-horsepower on alcohol Offy. But no one runs anything but Offy. I crewed a 210 cu. in., 16 : 1 c.r., alcohol-injected, Jaguar-engined sprint car—we had it on the others, except for handling, but no one else built a like car. " We know the Offy inside out, and we ain't changin'."

To an engineer like myself, our racing has no interest. The average fan doesn't know, or care, what the formula is. He and she want close, fast races, and root for their drivers just as baseball fans do for their players. I suspect you have the same situation in soccer. It is a personal exhibition, not a showcase of mechanical engineering skill. Some ideas have shown up here. Back in 1940 disc brakes made their appearance at Indianapolis, but not for the reason they did at Le Mans. At Indy they wanted less weight than drums; several cars have placed in Indy races in recent years *sans* brakes. Could this have happened at Nurburgring ? Four-wheel drive ran there in the late 'thirties; Miller couldn't get it working and although obviously the answer no one else has tried it there since. 85 b.h.p per litre for the Offy doesn't impress me, nor does 550 b.h.p. from the 2.8-litre Novi, which first ran in 1941 in 3-litre form and developed 450 b.h.p. Your V16 B.R.M. got over 500 b.h.p. from only 1.5 litres, and I couldn't say which is less than the other in dependability. Solid axles are used for two reasons : they are lighter, and lots easier to set up. With no braking, no wheel tramp.

And why cart a heavy four-speed transmission when a two-speed will do, and you run the race, except for pit stops, in one gear only ? Contrary to popular impression, the Offy hasn't torque, whatever that means. When people commonly use it, to differentiate between the acceleration ability of two cars from a turn, they are really saying that one car has a flatter b.h.p. curve. Gears take care of torque, but a transmission is needed to overcome the effects of a sharply-peaked b.h.p. curve. I believe this to be the trouble with the V12 Maserati; great gobs of power, but concentrated over too narrow a rev. range. Now the Offy suffers from the same ills. At Indy, the engines run a narrow rev. range, perhaps a maximum of 1.30 to 1.00. This lack of flexibility shows up every time someone tries to run an Offy in a road-racing machine, including Briggs Cunningham. For this off-the-track work, a five or more speed box is almost a necessity.

* Excepting nitro-based fuels.
† 336 cu. in. for non-o.h.c., production-based engines (Cadillac, Chrysler, Lincoln, Chevvie, etc.).
‡ Also I.M.C.A., U.R.D.C., A.R.D.C., etc.

As to our drivers. They are brave, and in their cars on ovals, amazingly skilled. But not too many have the finesse, or judgment needed for successful road racing. I've seen 'em at Sebring and a cruder driver than Troy Ruttman in a 4.9 Ferrari I have yet to see. Duane Carter is chiefly remembered for his hours in the sandbank at Le Mans with a Cunningham, although he was very good on the ½-mile dirt tracks. Exceptions there are: the late Bob Sweikert, for one, and currently Johnny Parsons and Jim Bryan. But by and large they are not conditioned for razor-sharp driving. I very much doubt whether any drivers in your racing will be pushed by one of our professionals for some time. Our road-racing amateurs present a different story, however. I think you will hear more from them as time goes on; already you know of Phill Hill and Masten Gregory, and I'm not sure at all that they wouldn't be beaten again by Carroll Shelby and others if they returned home.

The drivers as a group are in different classes. Most of the jalopy boys are mechanics, etc., by day. The big-name stock-car and racing-car drivers usually are ex-mechanics, truck drivers, farmers, etc., who don't make their living at racing, but who are far from wealthy either. They usually drive under contract, as a 30,000-dollar car is out of their reach. For this reason, money, they don't appear at Sebring unless someone like Jack Ensley lends them a car. They can't afford to come over to Europe, unless they place well in a race and have a car at their disposal. And who on your end would risk the car with an unknown? Our road-racing amateurs, however, are often wealthy and can afford to spend time on your circuits to gain a name.

I fear I have rambled quite a bit, but feel you might be interested in our racing.

Your journal is always interesting; I wouldn't have spent the few hours on this letter if I didn't feel you enjoy hearing from your readers. Best wishes for continued success.—JOHN W. BORNHOLDT.

An Italian's Opinion on G.P. Racing

AFTER reading in your September and October issues certain remarks regarding Italian sports-car and Grand Prix racing, I feel that I must take MOTOR SPORT up on the following points.

Looking back at the results of the past eight years, one realises that the red cars of Italy have won 57 per cent. of the major sports-car races*, held either on billiards-table circuits like Le Mans or on open roads like the Mille Miglia, Carrera-Panamericana, etc. The Le Coupe de la Commission Sportive Internationale has been won by the red cars three times out of four; the "Gold Cup,"† "Challenge Cup"‡ and the European Hill Championship for 1957 have also been won by Ferrari and Maserati. Now, if these achievements do not represent a serious attempt at sports-car racing, one wonders what Mr. D. S. Jenkinson considers by "serious attempts at such racing."

Out of nine 1957 Grands Prix, with works entries by Vanwall, B.R.M., Maserati and Ferrari, the red cars have recorded six wins and five lap records. These successes were achieved by cars four to five years old in terms of design, on different types of circuits, and driven not only by Fangio but also by Musso, Behra and Collins. I heartily agree with Mr. D. S. Jenkinson's view that there is nothing like Grand Prix cars. I think I was one of the first Italians to congratulate the Vanwall on its achievements (see letter in *Autosport* dated 23/8/1957), but without wishing to appear unnecessarily destructive in my comments, I find it technically very difficult to agree with the statement that "to the B.R.M. must go the honours for setting the seal on the downfall of Italian Grand Prix racing." Rushing into print a disputable statement of this type is unlike MOTOR SPORT. Eating one's own words can be a rather unpleasant experience.

I would now like to quote some past *Italian* statements on British prospects in Grand Prix racing:

"Look out for the Vanwall" (May 1956).

"It is now obvious that not only the Mercedes can challenge Ferrari and Maserati" (Monza, 1956).

"Alarm bell at Siracusa" (Siracusa, 1957).

"These English cars are ready, fast and reliable. Maserati and Ferrari will have to reckon on them" (Monaco, 1957).

"The Vanwall has proved to be equal if not superior to Maserati and Ferrari" (Reims, 1957).

I hope that these statements will kill once and for all the ridiculous charge that the Italian Grand Prix racing world has in the past under-rated performances by the green F. 1 cars.

I have no particular wish to start any controversy, but I venture to suggest:

(*a*) Italian Grand Prix racing has managed quite successfully to survive worse seasons than that of 1957.

(*b*) What really counts in the end is not how many "nails have been put in the coffin of Italian Grand Prix racing," but the ratio between "nails" and laurels. I do not think that in the case of Maserati§ and Ferrari¶ there is any need to quote this ratio, as it is so very obvious.—UMBERTO PERELLI.

* Results obtained from MOTOR SPORT and *The Motor*; races shorter than 75 miles have not been taken into consideration.
† For best results in the "Mille Miglia," "Nurburgring 100-km." and "Le Mans 24-Hours."
‡ For best results in the "Mille Miglia" and "Le Mans 24-Hours."
§ 250/F1. ¶ V8-D50.

MONT PARNES HILL-CLIMB—GREECE (Sept. 29th)

To conclude the 1957 European Hill-Climb Championship a meeting was held in Greece, a few kilometres from Athens, and most of the regular competitors in the series made the long journey to the ancient city. The trip itself was anything but easy, the Borgward works team electing to go all the way by road and having to spend a whole day at the frontier because the customs officials could not understand about a sports car being carried in a lorry! This was most unusual to them, so they immediately assumed there was something fishy about the whole business and shut the frontier gate until inquiries had been made. The Porsche team were little better off for they drove to Brindisi with their double-decker lorry and trailer, only to find that the entrance into the hold of the boat to Greece was too low for the lorry. The three works cars had to be unloaded, what spares and bits that would go into the passengers' seats loaded on the cars, and the mechanics had to drive them across Greece to the venue after the boat trip. In consequence of this the special 1,680-c.c. engine which von Trips should have used had to be left in its box on the quayside in Italy and the smaller engine that was installed in his car for practice had to be used in the event.

The course was not a long one, being only six kilometres, but it included many hairpin bends and called for a lot of driving skill. Borgward had to do without the driving of Cabianca for he was taken ill with 'flu during practice and went back to Italy, his place being taken at the last moment by the factory tester, Karl Juttner. The Hill-Climb Champion, Willy Daetwyler, did not compete, having made certain of the championship for this year after the Gran St. Bernard event in Italy.

It would be nice to see some of the British hill-climb exponents joining in this series next year, though there are two drawbacks. Firstly the European hills take minutes to cover rather than seconds, which might strain some of our sprint machinery, and, secondly, none of the Championship events provide starting-money; this being done deliberately to discourage professional money-making racing drivers, and to encourage the sporting amateur. As the first six places in all the events were invariably taken by works drivers, this idea should have been to encourage sporting manufacturers rather than owners.

The ex-A.W.E. driver Edgar Barth was fully recovered from his crash before the Austrian hill-climb, though his team-mate Maglioli still remains in hospital. The Porsche Carrera driven by Hanstein was a special works one with Spyder engine, a truly Grand Gran Turismo car, with 130 b.h.p. in a normal Porsche coupé.

Results:

1st:	W. von Trips (Porsche 1,585RS))	8 min. 22.3 sec.
2nd:	H. Herrmann (Borgward 1,500RS)	8 min. 25.2 sec.
3rd:	E. Barth (Porsche 1,585RS)	8 min. 26.5 sec.
4th:	R. von Frankenberg (Porsche 1,585RS) ...	8 min. 32.8 sec.
5th:	K. Juttner (Borgward 1,500RS)	8 min. 58.3 sec.
6th:	H. von Hanstein (Porsche Carrera)	9 min. 00.9 sec.

SUNBEAM REGISTER S.T.D. SANDHURST RALLY (Oct. 13th)

Driving Tests

1st:	V. Rawlings (1930 14/45 Talbot tourer)	883½ points
2nd:	H. Tennant (1933 Sunbeam Speed Twenty saloon) ...	879 ,,
3rd:	Sqd. Ldr. Miller (1927 Sunbeam twin-cam tourer) ...	868 ,,

Concours d'Elegance:

1st:	Sqd. Ldr. Miller (1927 Sunbeam twin-cam tourer) ...	67½ ,,
2nd:	M. Roderick (1925 Sunbeam 20/60 tourer)	65 ,,
3rd:	F. Joyce (1934 Sunbeam Speed Twenty saloon) ...	61½ ,,

COOPER WINS 140-MILE FII RACE AT OULTON PARK GOLD CUP MEETING

THIS year the International Gold Cup Meeting at Oulton Park, on October 5th, was a mixed car and motor-cycle meeting. If this gave the spectators who normally go only to car meetings an opportunity of enjoying the sight of Surtees' masterly handling of a Norton and that fantastic four-cylinder M.V. Augusta machine and of appreciating Cyril Smith's mastery of the spectacular sport of sidecar racing, there were no Formula I cars like the Lancia/Ferraris which made this a memorable meeting in 1955. Moreover, the International aspect, so far as the car drivers were concerned, was the usual farce, unless Australia *versus* the rest qualifies.

The field for the 140-mile Formula II race was composed entirely of Cooper and Lotus cars with the exception of a sports Willment driven by Stuart Lewis-Evans and Richards' H.A.R., the engine of which seemed to run longer in the paddock than on the course. The new FII Lister again non-started. All the cars had twin-cam Coventry-Climax engines with the exception of Rob Walker's second-string Cooper driven by Noel Cunningham-Reid and Stoop's 1,220-c.c. Cooper which has one of the comparatively rare Climax engines possessing the bore of the 1½-litre engine but the stroke of the 1,100-c.c. unit.

The works Coopers were driven by Brabham, Salvadori, Burgess and Russell and whereas Russell was on Dunlop tyres the others were Continental-shod. The works Lotus cars were handled by Hall, Allison and Hill. In practice fastest lap was attributed to Marsh (Cooper), who said he was sure he hadn't gone so fast, and Allison (Lotus); the latter car poked a rod out of its engine which had to be hastily replaced before race day. Both these drivers were credited with a lap time of 1 min. 50.4 sec., and they shared the front row of the starting-grid with Brooks in Rob Walker's twin-cam Cooper and the Australian Brabham's Cooper.

The anticipated clash between G.P. and F.II drivers and between Brabham and Salvadori did not materialise, because Brooks broke the Cooper's transmission in attempting to get away from the start and it wasn't long before Salvadori, who had opened by chasing Brabham, who was in the lead, with his customary fire, had his engine go sick—it became worse as the race proceeded and eventually quit altogether, Salvadori pushing the car in.

Allison did all he could to catch Brabham, backed up by Graham Hill, until Hill's Lotus overheated, necessitating a pit-stop after it had lapped at 87.81 m.p.h., a new record, which gained for Hill the Lookers' Challenge Trophy. Russell's works Cooper retired after an incident associated with a locking brake on a patch of oil and Hall's Lotus was delayed with gearbox trouble. Marsh circulated comfortably in third place as the others fell out, winning *The Autocar* Formula II Championship.

Wicken overdid things and suffered severe injury when his Cooper overturned, the H.A.R. broke an oil pipe, Ireland's Cooper its crown wheel, while the Naylor/Halford Cooper overheated. Taylor's Lotus retired with loss of lubricant, Leston shot up the escape road at the Cascades when a drive-shaft broke, after his Cooper had got the worst of a duel with Burgess and Stoop had an ignition lead come adrift.

The F.II Lotus cars had very soft rear suspension, their tails bottoming on the Oulton Park bumps but Brabham's Cooper looked and sounded at the top of its form and it led all the way, to win the £1,000 prize and the Gold Cup.

1st : J. Brabham (Cooper) ... 50 laps, 1 hr. 37 min. 29.4 sec., 84.96 m.p.h.
2nd : C. Allison (Lotus) ... 50 laps, 1 hr. 38 min. 06.6 sec.
3rd : A. E. Marsh (Cooper) ... 49 laps

Fastest lap (record) : G. Hill (Lotus), 87.81 m.p.h.
Team Prize : Lotus Team—Allison, Hill and Hall.

After the big race the 500-c.c. boys had a 15-lap (approx. 41-mile) race. The first lap was marred by a four-car prang at Cascades, Bueb's Cooper overturning in the mix-up, causing hospitalisation of this driver. Jim Russell and Stuart Lewis-Evans fought a race-long battle as if tied together. Russell's works Cooper, after taking the lead, retaining it and finally beat the Beart-Cooper by 0.2 sec., reversing the Goodwood result of a week earlier.—W. B.

1st : J. Russell (Cooper-Norton) ... 30 min. 43.2 sec., 80.89 m.p.h.
2nd : S. Lewis-Evans (Beart-Cooper) ... 30 min. 43.4 sec.
3rd : T. Bridger (Cooper-Norton) ... 31 min. 35.6 sec.

Fastest lap : S. Lewis-Evans, 82.42 m.p.h.

VEST POCKET LE MANS AT SNETTERTON

TO find this year's *Autosport* Series-Production Sports Car Champion, Snetterton circuit staged a Three-Hour Race on October 12th, between the hours of 5 and 8 p.m., necessitating some 2½ hours of night racing. With a fun fair, bands, barbecues and a firework display the Norfolk course was transformed into a vest-pocket Le Mans.

Fog caused practice to be curtailed but excellent weather prevailed on race-night. In spite of rather casual organisation—spectators with lighted cigarettes were able to get into the pits—no accidents happened, while the series-production sports cars proved notably reliable and "Mr. Lucas" well up to the job of lighting their way in the darkness.

With seven non-starters who didn't turn up for practice, eliminating some interesting cars, 23 cars remained. Six were Lotus-Fords, all having Buckler close-ratio gears, Coakley and Lawry using Ford heads, Prior an Aquaplane, Walker a Willment, Parkes and Barnard the Elva o.h. conversion. Parkes and Walker had tail-finned bodies. Dixon, MacKenzie, Randall and Fitzwilliam/Carnegie drove M.G.-MGAs, the last-named the 1956 winner of the Championship, with normal brakes. Dixon's had twin Marchal Majestic spot-lamps. Goddard-Watts had a 328-c.c. Berkeley with Lucas Le Mans lamps stuck up on stalks. Its compression-ratio was up to 8.5 to 1. Ford ran an Elva-Ford with two tiny headlamps.

In the over-1,500-c.c. class, Rudd was much fancied with the A.C. Ace-Bristol, with disc front brakes, Bekaert his C-type Jaguar, Dalton his disc-braked Austin-Healey 100S, Hanson a sister car, with dome extensions over its lamps, Cutler a Healey Silverstone, Wilcocks, North and Taylor Triumph TRs, Wilcocks' with an odd nose-cowl over the headlamps and central spot-lamp. Hassell drove an A.C. Ace-Bristol, Kellett an Austin-Healey and Bond the ex-Utley Le Mans Replica Frazer-Nash.

When the flag fell Walker's yellow Lotus was left stationary as the others performed a Le Mans start in the dusk, Barnard's Lotus leading Rudd and Hanson. Walker received a push start and was penalised one lap.

Rudd's A.C. led all the way, losing only a minute and not its lead when it paused for water. Dalton held second place until, in the last hour, Bekaert's Jaguar speeded up and passed him, the Austin-Healey then never quite able to retrieve its earlier advantage. Walker washed out his penalty to run up to fourth place, winning the 1½-litre class and the Championship, in which Rudd was runner-up.

The Fitzwilliam M.G. lost much time at its pit with suspected fuel starvation, a fresh set of plugs failing to effect a cure. Parkes drove his Lotus fast into second place but the gasket failed and after a gallant attempt to finish, a new gasket being fitted in 16 min. 40 sec., it was eventually retired with an exhaust valve failure. Prior's Lotus had already retired with big-end trouble and Kellett's Austin-Healey was thought to have enlarged big-ends, but after taking on oil it continued. The third retirement was Coakley's yellow Lotus, which had shed a wheel in practice, had no rear lamp, and in the race suffered from clutch slip.

Hassell's A.C. had a rear wheel disintegrate at Coram Corner; he drove in on the brake drum and another wheel was fitted, but the fuel tank was damaged, necessitating frequent refuelling stops.

The race concluded with only three retirements out of 23 starters—an excellent display of reliability. Night racing has considerable appeal and someone should find it worth while to set about organising a 12-hour race, say from 10 a.m. to 10 p.m., next year. Barnard's Lotus and Bond's Frazer-Nash enlivened the latter part of the evening with a duel, to the eventual advantage of the Lotus. The Berkeley not only finished but did so ahead of the sick Austin-Healey, which was pushed over the line, and three-wheeled A.C.—excellent publicity for this British key-ring sports car. The official results were not released until 1¾ hours after Rudd had crossed the finishing line.

W. B.

1st : K. Rudd (A.C. Ace-Bristol) ... ... 234.137 miles ... 78.05 m.p.h.
2nd : J. Bekaert (Jaguar C-type) ... ... 229.989 miles ... 76.36 ,,
3rd : T. Barnard (Lotus-Ford) ... ... 228.244 miles ... 76.08 ,,

Up to 1½-litres and *Autosport* Champion : I. Walker (Lotus-Ford).

ON WITH THE SHOW

The Editor's Annual Discourse on Miscellaneous Aspects of the Motoring Scene



FROM THE PAST.—The 1908 Motor Show in full swing, in the days of individual stand signs, many makes, and each one breathing character of its own.

A YOUNG theological student—he had just made a long winter journey down from Mirfield College in a primitive Grand Prix Salmson, wearing his cassock for protection and remarking on the difficulty of coming down to a Christian speed in towns after mile after mile of fast cruising—once told me that the well-balanced citizen does not dwell too deeply in the past. The future is of greater importance.

However, that was before the advent of the H-bomb, Asian 'flu, creeping inflation, and artificial earth-satellites; on the whole, I think now that it is more prudent to look backwards.

Certainly, as you wander through Earls Court Exhibition Hall on the occasion of yet another London Motor Show, it is hard not to recall many once-famous cars that have gone quietly out of production.

At the first post-Armistice Show luxury cars on the one hand and economy vehicles on the other fought for orders. A slump put paid to many of the illustrious designs in the former category, and the arrival of the Austin Seven sent most of the cyclecars and the cruder light cars packing. In a sense, each between-the-wars Motor Show emphasised a particular trend of mechanical fashion in the motoring firmament. For example, 1924 was undoubtedly "four-wheel-brake year" and uncomfortable was the salesman whose product was one of the very few still without this aid to rapid, skid-free stopping. Later there was a rash of the small six-cylinder cars, Armstrong-Siddeley and Wolseley Hornet pointing the way, and there was also a "straight-eight craze," when those seeking the acme of smooth-running disregarded an inconveniently long bonnet and technicians had a splendid time arguing about the merits and demerits of different crankshaft arrangements and inlet manifold layouts.

Perhaps you remember the days of the Weymann and Gordon England flexible fabric bodies? The underlying idea was to find a body which would stand up to the weaving of a vintage chassis on bad roads, but the convenience of a car you could wipe over with a rag instead of polishing no doubt helped the theme along—until another innovation, in the form of independent front suspension, called for a rigid frame and undermined the *reason d'etre* of M. Weymann.

The trend continues, because last year's Show saw the beginning of the abolition of clutch pedal or gear-lever, or both, and this Earls Court Exhibition is likely to go down as "disc brake year."

It is nostalgic to look back on some of the very famous cars which caused critics and public alike to flock to the stands they occupied. The old Austin Company, now merely part of a vast Corporation, scored three undoubted "bull's-eyes" with the famous Twenty, Twelve and Seven models. In the sports-car field announcement of the 3-litre Bentley, OE 30/98 Vauxhall and 3-litre Sunbeam created a storm of suspense and excitement, so that it is sad to realise that today's Bentley is just a Rolls-Royce with a different radiator, the Vauxhall has become a scaled-down American family outfit, and the Sunbeam a fast Minx.

Although famous *names* still remain, many of the great makes have lost their identity with the past. The Riley Nine took the world by storm when it appeared, in fashionable Monaco saloon form with that willing little high-camshaft, hemispherical-head engine, late in 1926. This year I shall not be surprised to encounter Riley fanatics wearing black armbands on Stand 160, since for the first time this fine car appears bereft of a Riley engine.

The British Motor Corporation has likewise removed some of the character from Austin, Wolseley, Morris and M.G. Apparently Big Business makes this pooling of engines, chassis components, and body pressings virtually inevitable; Hillman looks like a Rapier, a Ford Zephyr is outwardly similar to a Consul, and in America a whole range not just of models but of makes stems from a limited number of engines and body pressings, skilfully juggled and disguised.

Change is inevitable, and as the years roll by relentlessly you find the names of once-famous cars on 'buses and lorries, and motor-cycle makes distributed amongst the latest litter of miniature cars. Not all this is to the good, but at least the present-day motor car represents excellent value-for-money, engines of all sizes achieve remarkable fuel economy (which is just as well, considering the price of petrol!), and it won't be long before all cars obediently drive themselves with practically no intervention from their owners.

Inevitably prices tend to rise and will continue to do so while employees demand fatter and fatter pay packets. Incidentally, the profession to which I belong hasn't forced a wage-increase since time immemorial, perhaps because technical writers are mostly non-U (which in this case means non-Union). So the journalist's conscience is clear. And on this subject of the rising cost of living, all credit to Sir William Rootes, who has pegged the prices of his cars in spite of the increased cost of steel and labour. This is a courageous act, second only to that of Sir William Morris, who, with a slump in progress, slashed the price of his Morris-Cowley from £375 to under £300 on the eve of the 1921 Motor Show. Whether the rising cost of living will bring success to the new breed of miniature cars or whether Mr. P. W. Copelin, Managing Director of the Vauxhall Motor Company, will be proved correct in his assumption (Victor sales support his contention) that there is a minimum size of motor car for optimum value, time alone will tell. Just as it remains to be seen whether the Industry will take notice of a statement made recently in Los Angeles by Mr. George Walker of the Ford Motor Company, who said that more attention to American styling in foreign cars could play an important role in bringing about a sound and dynamic economy in Europe.

On the subject of more personal economy, I have driven the new Fiat 500 and award its designer full marks for the manner in which it handles and covers the ground—but I am not deaf or addicted to wearing ear-plugs when I go motoring, and if I am to put up with the noise and necessarily cramped accommodation seemingly inseparable from a true miniature car I want not 50 but a regular 60 m.p.g. of cheap petrol. You cannot scale-down the human frame

and I wonder, therefore, whether Citroën, with the 2 c.v., hasn't the better answer to peasant-transport?

On this matter of the most minimum of motor cars, I read recently with pleasure an article in a weekly contemporary about the miniature cars at the Frankfurt Show, by one who was fortunate in being allowed by his paper to get free of his desk and roam far afield to personally inspect all the new German models. It was over the initials "H.M.," who always commands my respect. On this occasion, however, I disagree mildly with certain of the opinions expressed. "H.M." holds the view, which I have heard expressed before, that if miniature cars appear on the road in great numbers they may become an embarrassment to other drivers. While cyclists are permitted to saunter along two and three abreast and until horse-drawn drays are abolished from our roads, it is unfair to even the less frisky miniature cars to suggest that they constitute any greater obstruction. If it is maintained that cyclists, the well-behaved ones, pull over to let faster traffic pass, what of the hordes of "heavies" which occupy our roads, many of which cannot get up slight gradients at more than 15 m.p.h., belching cancer-producing black fumes, or exceed 30 m.p.h. on the level? Or trailer-caravans proceeding, from conscience or necessity, at the legal 30 m.p.h.? The slowest miniature car is surely both quicker and less wasteful of road and parking space? Certainly the Fiat 500 in no way represents an obstruction of the kind "H.M." visualises. In his survey of the German miniatures he touches on the difficulty of endowing such vehicles with satisfactory suspension.

The 2 c.v. Citroën, apart from its advantages of passenger and freight accommodation and driver-visibility, seems to have most of the smaller specimens whacked, because, if its very supple, balanced springing does not "approximate to that of the larger cars to which we are accustomed," at all events it is damned comfortable! I see that "H.M." calls for 55 m.p.h. and 55 m.p.g. from tiny cars as the minimum target, but with the comfortable, conventional Standard Eight able to achieve 50 m.p.g. I would elevate the petrol consumption requirement of the miniature to a full 60 m.p.g.

When it comes to sports and high-performance cars the world dreams of Maseratis and Ferraris but, almost without exception, is forced to buy less-expensive cars. In this field Britain is able to supply some of the best, and such makes as Aston Martin, Frazer-Nash, Jaguar, M.G. and Triumph need no recommendation from MOTOR SPORT beyond that given to them previously in our road-test reports.

In the field of high-performance allied to luxury this country makes cars without equal. In this specialised category Armstrong-Siddeley, Bentley, Bristol, Daimler, Jaguar, Lagonda, Princess (*nee* Austin), Rover and Rolls-Royce carry on admirably the tradition of a dignified past, when a red carpet was synonymous with the haze of sleeve-valve smoke, the whir of Lanchester epicyclics or the unobtrusive arrival of a Silver Ghost. Some of the beautifully appointed cars of 1957 also represent excellent value for money, notably the Rover 105S and 3.4 Jaguar saloons priced at less than £1,700 inclusive of a savage purchase tax.

When it comes to popular cars the Morris Minor 1000 and Wolseley 1,500 have a great deal to commend them and, were it not for the fact that I wake up in the night screaming about evaporated anti-freeze and loose hose-joints, I might consider replacing my faithful air-cooled saloon with one or the other. However, this much-maligned little vehicle serves me as well now as it did when it was a shining new model nearly three years ago, handles better than before now that the back wheels are shod with Michelin "X" tyres, is only just beginning to consume a modest amount of Castrol, and has never boiled over or frozen-up. Admittedly I would like to see Wolfsburg lengthen the body by a few inches and put 1½-litre barrels on the astonishingly reliable engine, but, as with Citroën previously, they apparently don't intend to make other than minor changes until sales fall off from their present sustained high level.

Meanwhile, I suppose British firms will continue to tell me that air-cooling doesn't work, that independent rear suspension is unnecessary, and that the only conceivable place for the power unit is over the front wheels, with a water-radiator out in front of that. I had dared to hope that the British Motor Industry would introduce a host of advanced new cars at Earls Court this year. I can only hope they will do so in 1958 and that sales will be maintained meanwhile. Mercifully, our automobile exports have risen recently. But if European Free Trade is introduced have we cars that will be able to hold their own against such desirables as Alfa-Romeo Giulietta, Porsche, Renault Dauphine, Gordini, Borgward Isabella, D.K.W., Goggomobile, V8 B.M.W., Fiat 500 and other motor cars at which many readers of MOTOR SPORT look enviously, only the figures on the price-tags preventing them from buying?

This time last year I attended a demonstration by Harry Ferguson Research Ltd. of a vehicle which was to provide traction and braking far superior to that of any existing motor car. This remarkable project of a remarkable man—Harry Ferguson once drove his famous tractor down the steps of Claridge's to prove its adaptability to a doubting Russian reporter—has since hung fire, but just before the Show opened Mr. Ferguson told me that he is "working harder than ever and will be finished very shortly" and that his "is not a local project, but a whole world-wide project, compared with which our Ferguson System was a mere detail in commercial opportunity." So I await further news with intense interest and feel perhaps I should murmur this warning to Wolfsburg and Detroit, Coventry and Luton . . .

Vanwall won three Grands Prix this year. Jaguar's *Ecurie Ecosse* won at Le Mans. Let us follow up these triumphs with catalogue cars which will outsell foreign rivals in all categories. In particular, let the British Motor Industry listen without rancour to criticism of its products, the superiority of which it should prove in the world's races and rallies.

I had intended looking only backwards in this article, so I will conclude by recalling a car which provoked a storm of criticism when it was first introduced, but which survived to become one of our most successful models, after its manufacturers had taken heed and altered some of the shortcomings which had received much publicity. That car was the 20-h.p. Rolls-Royce. As soon as it was announced and for months thereafter it was the subject of correspondence in *The Autocar*, which condemned, amongst other things, its three-speed gearbox, central gear-change, unit construction, hand-operated radiator shutters, imitation Delco coil ignition, and lack of front-wheel brakes. Throughout the deluge Rolls-Royce remained silent. One by one the critics ceased to condemn and, after being endowed with the classic right-hand gear-lever, a four-speed gearbox and front-wheel brakes, the Rolls-Royce Twenty became respected equally with its elder brother, the great 40/50 Silver Ghost. Indeed it became virtually the first Rolls-Royce-built Bentley, after being given a suitably different radiator, just as, they tell me, this is the sole difference between the modern Bentley and Rolls-Royce; to have the latter radiator is apparently a piece of snobbery that costs £150.

Rolls-Royce Ltd. tend to be conservative and although their present use of an i.o.e. valve layout kills the old legend that these cars were a triumph of manufacture over design, when I drove a modern Bentley last year I felt that there must be some explanation for the high proportion of braking power which is applied through the back wheels. Remembering that it wasn't until 1925 that this company seriously introduced four-wheel braking of a kind which had been employed on the 1919 Hispano-Suiza and how, even then, they used smaller drums on the front than they did on the back wheels, the thought occurred that perhaps Rolls-Royce engineers have never really overcome their distrust of front-wheel brakes, which fashion forced them to provide, and that this may be the reason why I had to be careful not to use the full power of their mechanical servo system on slippery roads.

With this possible reminder that although the outward appearance of great cars has changed their character can remain deeply embedded in the past, I commend you to the great exhibition at Earls Court, where the cars of tomorrow make an impressive show in this brave old world.—W. B.

MAP OF THE CIRCUITS

Mobilgas have issued a map containing plans of 52 circuits—horse, not motor racing—with the best routes to them. We are intrigued to find that many of these circuits have a lap distance of over a mile, Cheltenham, where the 3¼-mile Gold Cup race is contested, being 1½ miles in circumference, while Kempton Park's inner course is 1¾ miles to a lap. Newcastle, we read, has a 1¾-mile circuit "with easy, banked turns" and the oblong Stockton course is 1¾ miles to the lap. Bath is the highest course in the country, 780 ft. above sea-level, and of Ascot it is said "the paddock is superb"—motor race organisers please copy. Lewes is "the oldest racecourse in Sussex" and has outlived the speed trial course there, and things must be exciting at Goodwood where "all the finishes are right-handed"! The map costs 2s. 6d. from Mobilgas garages.

R.A.C. HILL-CLIMB CHAMPION, 1957

This title has been won by A. E. March, for the third time. With his Coopers he gained 41 out of a possible 44 points. Runner-up is Michael Christie (38 points), C. S. Henderson taking third place with 35 points.

THE 44TH PARIS SALON

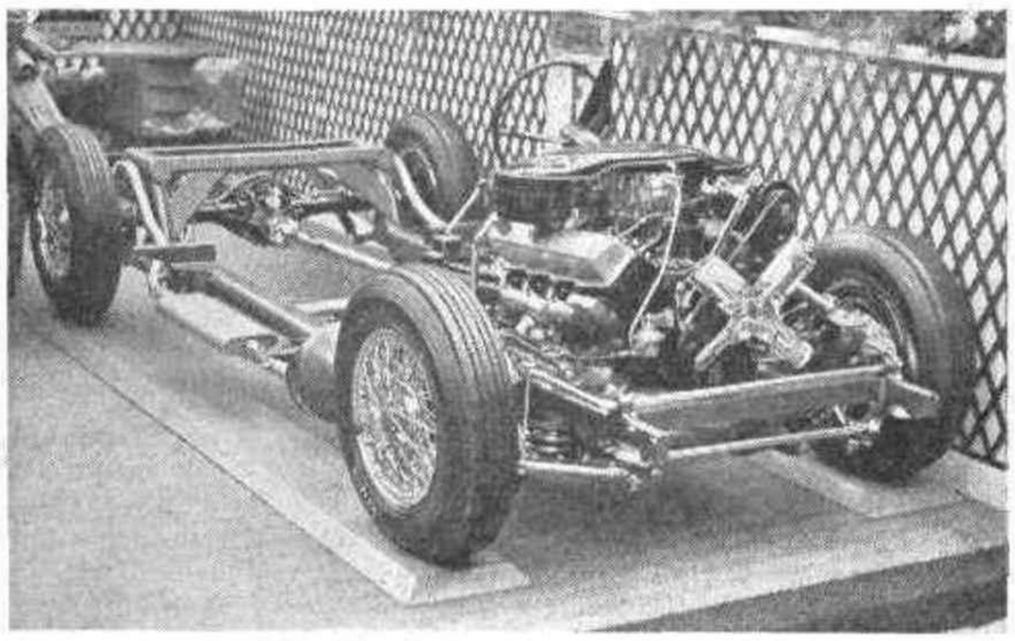
UNLIKE the Earls Court Motor Show, which is terribly tied up with the British Motor Industry and their trade union, the S.M.M.T., who only allow approved people who make the right sort of cars to exhibit, the Paris Salon is essentially a Motor Exhibition at which anything purporting to be a motor vehicle may be put on show, not necessarily to be purchased but for the public to see. Because of this the Paris Motor Exhibition always has a large collection of one-off machines, rare cars, small-production cars and oddities, as well, of course, as all the regular manufacturers. Also, being very free and open to the exhibitors, it is truly international, cars from Japan to America, by way of Europe, being on show.

It is this unusual atmosphere which makes the Paris Show worth a visit every year, especially for those who are interested in automobile developments and ideas, not necessarily controlled by industrial and economic limitations. Whether one is interested in vehicles built regardless of cost or conventions, or in home-made-like economy cars, they are all there in the Grand Palais. Among the rare and interesting one can list the Eisenacher, yet another name for the products of the firm that used to be known as E.M.W. and which later changed to A.W.E. The new Eisenacher, built in the old B.M.W. works a few kilometres inside the Eastern zone of Germany, is a new approach for the firm, for it is a three-cylinder, water-cooled two-stroke car with front-wheel drive, and its affinity, mechanically, to the well-known 3=6 D.K.W. can hardly be a coincidence. On the stand was a large but shapely two-seater hardtop coupé, the neat top being held on by four strong over-centre clamps, and this model had a sports engine with twin carburetters and a water pump, some 50 b.h.p. being claimed from its 900 c.c. The other model, with normal 37-b.h.p. engine, was an enormous saloon, painted a most vulgar orange and black, and anyone who wonders about the work a two-stroke engine will do should see an Eisenacher.

Just across the aisle from East Germany was the Czechoslovakian motor industry as displayed by Skoda and Tatra. The Skoda was a rather dull little four-cylinder conventional vehicle, if one accepts backbone chassis, and all-round independent suspension as conventional. The Tatra 603, on the other hand, was one of those cars that other manufacturers should copy but do not, for it was a large smooth six-seater limousine powered by a 2½-litre V8 air-cooled engine mounted at the rear. Each bank of cylinders has its own cooling fan sucking air across the ducted fins and the outlet under the tail has a thermostatically-operated flap. With twin carburetters and obvious light weight, the performance of this limousine should stand comparison with any of its rivals, while a tidier installation of rear engine and air cooling could not be found. With no openings being needed in the nose to take in air, what would normally be a horizontal radiator grille is actually a glass window, behind which are mounted three headlights in a row across the front of the car. The only drawback would appear to be the cost of a new glass after someone has backed into you. The colour of the car was most unfortunate, being two shades of mauve, rather like the Dunham Rovers.

From Japan was exhibited a fairly mundane family saloon, called a Skyline Prince, and Mr. Austin and Mr. Roote must be fuming over the origin of the Japanese car as regards its general looks, though the Japanese are probably smiling blandly, for their idea of how Birmingham and Coventry should build cars has a de Dion rear-axle layout. From Sweden were shown two examples of Saab, the front-wheel-drive three-cylinder two-stroke of only 750 c.c., one being the normal 93B saloon and the other an open sports two-seater of very spartan and sporting character. The saloon has an interesting feature in that the rear seats will fold flat, giving access to the luggage boot, and as the lid hinges upwards it is possible to carry long objects such as trees, telegraph poles or ladders. This sort of usefulness can never be overrated for there are many people who find the need to do practical things like carrying unwieldy objects in their cars. The Editor will recall using a 2 c.v. Citroën to bring home a vintage aeroplane propeller, the rear of the 2 c.v. being convertible like the Saab, though the Swedish firm has made a much better job of the arrangement. The sports Saab, called the Sonett, has an all-plastic bodywork, the whole front hinging forwards like an Aston Martin, while the gear-lever for the front-mounted gearbox is in an open gate on the right-hand door sill, right-hand drive being employed because the Swedes, like the British, drive on the wrong side of the road.

France will undoubtedly always have its experimental engineers in the automobile world, who build a few cars but never get into



The Facel Vega in chassis form.

production, and one of these is J. A. Gregoire. He was exhibiting a Gregoire Sport, which was actually a drophead coupé of very sleek appearance, having a platform chassis frame of Alpax, an aluminium alloy, and a body by Henri Chapron. This was a 2.2-litre flat-four engined car, with front-wheel drive and all-round independent suspension, and naturally using Tracta homo-kinetic joints in the transmission. Front brakes are disc, while those at the rear are by normal drum. Monsieur Gregoire still carries on his automobile activities in the old factory at Asnieres under the heading of Automobiles Tracta. Another old and dusty factory in Paris that still keeps struggling along is Talbot, under the direction of Anthony Lago, and his latest effort is to fit a 2½-litre V8 B.M.W. engine and gearbox into his rugged and vintage-like Lago-Talbot chassis, equipping it with the two-seater coupé body he has had for many years. On the Talbot stand were four examples of this Franco-German construction, the B.M.W. engine being equipped with two carburetters and filling the bonnet space in an impressive manner. This sort of small manufacturer is rather like our Frazer-Nash or H.R.G. concerns, trying to manufacture cars with very little equipment though having a basic idea of conventional manufacturing. In a rather despairing manner the latest Talbot is called the Lago-America.

Another activity prevalent in France is the building of strange devices around components from production strange devices, namely the 2 c.v. Citroën, 4 c.v. Renault and the VW. The Usine Moderne d'Application Plastiques, who operate at Bernon (Aube), were showing two quite sleek two-seater coupés made entirely of plastic, using 2 c.v. Citroën mechanical components, while the firm of de Pontiac displayed a true fantasy, also built on 2 c.v. parts. This had a wide flat body with a coupé top in Perspex, except for a small part behind the screen, which was metal; the interior was lined in mauve cloth but the object of the exercise was the exterior, which was covered in red-flowered dress material. It was exhibited together with a fashion model wearing a dress of the same material! Christian Kiener had a small stand containing a vast six-seater saloon and a bare chassis. This was a simple and not very rigid-looking box-section chassis frame with 11 c.v. Citroën wishbone and torsion-bar suspension at all four corners, and mounted out at the front, driving the front wheels was a Volkswagen engine and gearbox. Almost certainly a one-off.

On more serious notes were the Alpine and the Brissoneau, both built around 4 c.v. Renault components. The Alpine is in effect a Porsche-like Gran Turismo Renault, suitably modified and tuned, and is used effectively by French Rally exponents. The Brissoneau is an open two-seater special-bodied Renault 4 c.v. with the engine modified in a big way. It has a special 2-o.h.c. cylinder head, with a train of gears driving the camshafts, the main block casting being original Renault.

Tucked away in a corner at the last moment was the English Gran Turismo Peerless, about to go into production on the Slough Trading Estate, and using Triumph TR3 engine, gearbox and front suspension, but having a de Dion rear end hung and located on half-elliptic springs. Not yet being *bone-fide* manufacturers, the S.M.M.T. refused them admission to Earls Court, but the French, delighting in anything mechanical or automobile-like, gave them showing space.

The Italian Gran Turismo scene is truly impressive and was headed by Enzo Ferrari's trio of 12-cylinder cars, a 4.9-litre America model with conventional G.T. coupé body, an open two-seater touring-

Continued on page 681

The Cars at Earls Court

A.C. **Stand 140**

Several models will be exhibited. Examples of both the Ace and the Aceca with A.C. and Bristol engines will be on view. The A.C. has a tubular chassis with independent suspension front and rear. The 90-b.h.p. six-cylinder engine of A.C. fame or the 120-b.h.p. Bristol unit can be supplied to order.

A.C. Cars, Ltd., Thames Ditton, Surrey.

★

ALFA-ROMEO **Stand 123**

This classic Italian make is of great interest to the enthusiast because, both in 1,290-c.c. Giulietta and 2-litre form, it provides outstanding performance and roadholding. Besides the Sprint and Sprint Veloce coupés the Giulietta is available in four-door saloon and open Spider versions, while a recent development of this very fine little car is the T.I. saloon powered with the Sprint engine, so that over 90 m.p.h. should be possible. The 1,900 Super Sprint offers over 120 m.p.h. in extreme safety and all models have high-efficiency twin o.h.c. engines and achieve their exceptional road-holding with lightweight, rigidly located back-axles of normal appearance.

Thomson and Taylor (Brooklands) Ltd., Portsmouth Road, Cobham, Surrey.

★

ALLARD **Stand 122**

Two models are being shown, the Palm Beach Mk. II and a fixed-head Gran Turismo model on the same chassis as the Mk. II but fitted with a 20-gallon fuel tank. The chassis for these models is of tubular steel with i.f.s. by torsion bar and either Ford or Jaguar power-units are available for fitting to order.

Allard Motor Co., Ltd., 24-28, Clapham High Street, London, S.W.4.

★

ALVIS **Stand 135**

Here can be seen a standard 3-litre sports saloon basically unchanged from last year but with only minor changes in body styling. A new model, however, will be a drophead coupé on the same chassis. Designed by Graber, it will not be available on the home market at present, although as production increases a number will be released at a later date for sale in this country.

Alvis Motor Co., Ltd., Holyhead Road, Coventry.

★

ARMSTRONG-SIDDELEY **Stand 139**

The Sapphire programme is to continue with the model 346. Three cars will be shown, namely, the 346 saloon with automatic gearbox and power steering. A similar saloon will be on view fitted with conventional synchromesh box and a limousine also with the same gearbox. There are no mechanical changes.

Armstrong-Siddeley Motors, Ltd., Parkside, Coventry.

★

ASTON MARTIN **Stand 156**

David Brown have introduced a new Aston Martin, the DB Mk. III. Both saloon and drophead versions will be on view at this stand. The classic body lines of the original DB2 have been retained but the frontal aspect has been altered. New entirely, however, is the engine of 3-litres capacity incorporating valves and cylinder-head developed from the racing Aston Martins. It develops 202 b.h.p. at 5,500 r.p.m. when fitted with the twin exhaust system. Girling disc-brakes on the front wheels, David Brown gearbox with optional extra Laycock overdrive combine to make this an even faster car than it was previously.

Aston Martin, Ltd., Hanworth Park, Feltham, Middlesex.

★

AUSTIN **Stand 158**

On this stand will be a representative selection of all Austin models.

A collection of A35s can be seen together with A55s, A95s and A105s. A new model is now the Princess, formerly the Austin Princess which carried luxury saloon or limousine coachwork. This may be seen on the Austin Stand and on the coachwork stands.

Austin Motor Co. Ltd., Longbridge Works, Northfields, Birmingham.

★

AUSTIN-HEALEY **Stand 126**

On show will be several models both with open sports bodies and hard-tops. The mechanical specification of these cars remains unchanged as from last year.

Donald Healey Motor Co., Ltd., The Cape, Warwick.



LUXURIOUS DROPHEAD.—The silent, high-performance Bentley Continental Park Ward coupe.

BENTLEY **Stand 167**

This stand will be showing a Bentley series "S" saloon in sand and sable with beige leather, a Bentley Continental drophead coupé by Park Ward in mist green with white leather, a Continental two-door saloon by Mulliner in ivory with red leather and an "S" series saloon in midnight blue with blue leather.

Bentley Motors (1931) Ltd., 14-15, Conduit Street, London, W.1.

★

BERKELEY **Stand 116**

This little car took Earls Court by storm last year, as the first British miniature sports car, notable technical features being its glass-fibre construction, front-wheel drive and air-cooled engine. Since then it has had a change of power unit and you will see it in 328-c.c. standard and de luxe forms and in the latest 492-c.c. three-cylinder style with triple Amal 28/30-b.h.p. Excelsior power-unit, a speed of over 80 m.p.h. being claimed. All models are available in hard-top form and prices range from under £500 to nearly £674, inclusive of p.t.

Berkeley Cars Ltd., Biggleswade, Bedfordshire.

★

B.M.W. **Stand 133**

For 1958 the B.M.W. range remains basically unchanged. A 502, a 507, a 503 and a 502 limousine will be on view. The 502 is a saloon with a V8 engine, the 507 is a sports two-seater, with V8 engine developing 150 b.h.p. at 5,000 r.p.m. providing a maximum speed of 140 m.p.h. with high axle ratio, hard-top and undertray. The 503s have fixed-head coupé and drophead coupé body styles. The 502 limousine is a six-seater version with a top speed of 105 m.p.h.

A.F.N., Ltd., Falcon Works, London Road, Isleworth.

★

BORGWARD **Stand 172**

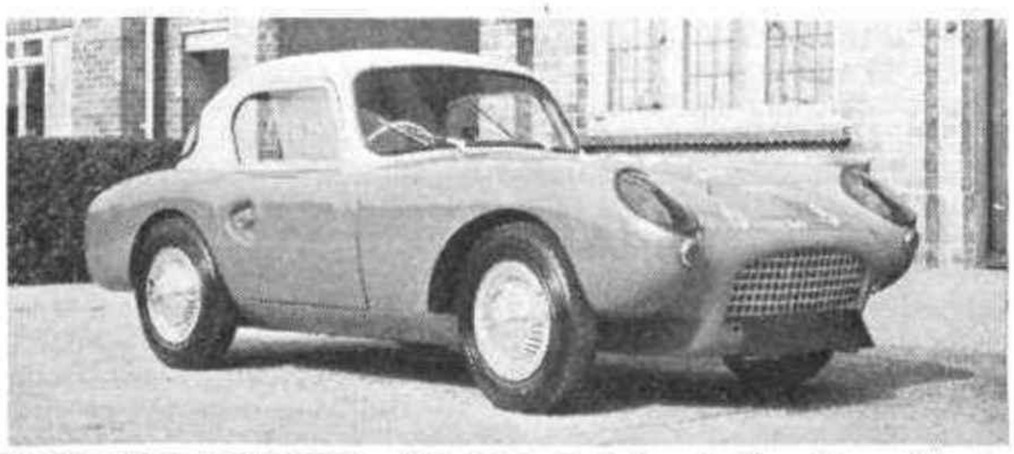
Three models are being shown, namely the Kombi station wagon, the sports coupé and the Isabella 75 De Luxe. These are all 1958 models.

Metcalfe and Mundy, Ltd., 280, Old Brompton Road, London, S.W.5.

★

BRISTOL **Stand 163**

The only new Bristol model to be introduced recently is the 2.2-litre-type 406 saloon with bodywork by Beutler, the Swiss



MINIATURE COUPE.—The little Berkeley, in fibre-glass with air-cooled power unit and chain-drive to the front wheels, is available as a hard-top in both two-cylinder 328-c.c. and three-cylinder 492-c.c. Excelsior-engined form.



THE BRISTOL 405.—Still a 2-litre for the enthusiast, obtaining its excellent speed and acceleration by frequent use of a pleasant gear-change.

coachbuilders. This is the only addition to the present Bristol range and is available only for export at present. Current Bristol models will also be on the stand.

Bristol Cars, Ltd., Filton House, Bristol.

★

BUICK AND CADILLAC **Stand 132**

Three cars are on view, namely, a Buick Century, a Cadillac Fleetwood and a Cadillac Sedan de Ville. All are 1957 models.

Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, London, N.W.10.

★

CHEVROLET **Stand 149**

Three 1957 models are on show, the 210 two-door handyman station wagon, the Belair two-door convertible coupé and the Belair four-door sedan.

General Motors, Ltd., 23, Buckingham Gate, London, S.W.1.

★

CHRYSLER **Stand 157**

Four models are on view. A Chrysler Imperial "Le Baron" four-door Southampton, a Plymouth Belvedere four-door saloon, a Plymouth Savoy nine-passenger Suburban and a Chrysler Saratoga four-door saloon.

Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey.



MOST ADVANCED CAR AT THE SHOW.—The Citroën DS19, retaining front-wheel-drive and four-cylinder engine but otherwise having little connection with the famous Light Fifteen which preceded it.

CITROEN **Stand 141**

No changes are evident in the Citroën car range for the coming year. The stand will be occupied by a selection of DS19s and 2 c.v. The ID19, however, is not being shown at Earls Court. The ID19 is similar to the DS19 but has the smaller engine.

Citroën Cars, Ltd., Trading Estate, Slough, Bucks.

★

DAIMLER **Stand 137**

There will be no major changes in the Daimler range for 1958 and the current models will be on view together with the recent DK400 limousines which have been designed for the high-class hire trade.

Daimler Cars, Ltd., Coventry, Warwicks.

★

D.K.W. **Stand 112**

Exhibits on this stand will comprise a fixed-head coupé, a four-door saloon and an estate car. Basically speaking the specification will remain unchanged for 1958 except in detail. The well-tried three-cylinder two-stroke engine of 896-c.c. capacity is renowned



YOUR CAR, SIR!—This luxurious 167-b.h.p. Daimler has been produced especially with the sleeker car-hire firms in mind.

for its smoothness and high torque giving vivid acceleration and this car should remain a firm favourite for the discerning motorist in the coming months.

A.F.N., Ltd., Falcon Works, London Road, Isleworth.

★

DODGE AND DE SOTO **Stand 159**

A Dodge Kingsway four-door saloon, a Dodge Custom Royal four-door saloon and a De Soto Diplomat Custom four-door special saloon will be on this stand.

Dodge Bros. (Britain), Ltd., Chrysler Works, Mortlake Road, Kew Gardens, Surrey.

★

EDSEL **Stand 130**

This exotic car is being exhibited—it is the latest model to come from the Ford Company of America. The Edsel has self-adjusting brakes, servo-operated transmission and many other luxurious appointments.

Lincoln Cars, Ltd., Great West Road, Brentford.

★

FACEL **Stand 170**

One of these interesting French cars will be on show. The car has a tubular chassis and uses the 5-litre V8 Chrysler engine. There are both two-door and four-door versions.

Facel S. A., 19, Avenue George V, Paris, France.

★

FAIRTHORPE **Stand 116A**

The "Electron Minor" sports car will be on view at the show. This is a 90-m.p.h. car, selling for £719. Fairthorpe make other economy cars such as the Electron and the new Atomata which is fitted with a 650-c.c. o.h.v. engine giving extreme economy.

Fairthorpe Ltd., Market Place, Chalfont St. Peter, Bucks.

★

FIAT **Stand 134**

No changes will be made in the Fiat cars on show although the 500 can be seen together with a 600, a Multipla, 1,100 and 1,900 saloons. The rear-engined vertical twin Fiat is being shown in Britain for the first time but the rear-engined 600 is well known here together with the more conventional 1,100 and 1,900.

Fiat (England), Ltd., Water Road, Wembley, Middlesex.

★

FORD **Stand 143**

No major changes will be apparent in the Ford programme but automatic transmission will be available as an optional extra on all models and there are changes to the radiator grilles, interior upholstery and rear windows. A de luxe Consul is being offered in two-tone colour schemes.

Ford Motor Co., Ltd., Victory House, 88, Regent Street, London, W.1.

★

FORD (AMERICAN) **Stand 130**

A Ford V8 Thunderbird sports car may be seen on this stand, which is also occupied by the Edsel Citation saloon.

Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

★

FRAZER-NASH **Stand 133**

A new chassis design and "Gran Turismo" fixed-head coupé bodywork are features of the 1958 V8 Continental Frazer-Nash. There will be in addition to the coupé an open two-seater to the same specification.

Frazer-Nash Cars, Falcon Works, Isleworth.

FRISKY **Stand 127**

Light car enthusiasts will be able to see two versions of the Meadows Frisky, the Friskysport and the Frisky saloon. A more powerful version is now being produced than previously and is fitted with a 325-c.c. two-stroke 17-b.h.p. Villiers engine.

H. Meadows, Ltd., Fallings Park, Wolverhampton.

★

GOGGOMOBIL **Stand 169**

A good selection of Goggomobils can be seen. There will be a TS300 or 400 coupé, a TS300 or 400 fixed-head coupé, two T300 or 400 saloons and one T300 sun-roof saloon. There will also be one model designed for disabled drivers, particularly those without legs.

Mansell and Fisher, 20, Cadogan Lane, London, S.W.1.

★

HEINKEL **Stand 114**

This diminutive car, which is well known in Britain as a three-wheeler, is being exhibited in four-wheeler form with added passenger space.

Hans Glas Isaria-Vertnieb-K.G., c/o Mansell and Fisher, 20, Cadogan Lane, London, S.W.1.

★

HILLMAN **Stand 161**

No major changes are being made in the Hillman range for 1958. De Luxe saloons and coupés will be on view together with the Husky, which also remains unchanged for next year. The new "Jubilee" models, however, have improved performance and the "Special" saloon has been reduced in price by £21.

Hillman Motor Car Co., Ltd., Ryton-on-Dunsmore, Coventry.

★

HUDSON **Stand 164**

Five Hudsons are being shown. There will be a Rambler saloon and station wagon, an Ambassador saloon, a Metropolitan hard-top and a Metropolitan convertible.

Hudson Motors Ltd., Great West Road, London, W.4.

★

HUMBER **Stand 152**

A new model is available with lower lines and a choice of automatic transmission; this is the Hawk Estate Car. It is available in standard form or with Laycock overdrive or Borg-Warner automatic transmission. There is a load-carrying space of 56 cu. ft. or seating for six and luggage. The price is £1,463 17s. with normal transmission, with £75 extra for overdrive or £172 with automatic transmission.

Humber, Ltd., Ryton-on-Dunsmore, Coventry.

★

ISETTA **Stand 171**

Four cars and a chassis will be on view. There will be the standard 300 saloon, the Luxury Plus 300, the two-pedal model with Smith sectroshift gearbox and the 4/5-seater 600 which is the most recent example.

Isetta of Great Britain, Ltd., Locomotive Works, New England Road, Brighton, 1.

★

JAGUAR **Stand 153**

One of Britain's outstanding high-performance cars, it is no exaggeration to state that on this Stand there is a model to suit a wide range of customers seeking a vehicle in this category. The luxurious 100-m.p.h.-plus Mk. VIII saloon provides for the business executive and is reviewed elsewhere in this issue. The 2.4- and 3.4-litre Jaguar saloons now have disc brakes and are extremely fast and comfortable cars. The XK150, also disc-braked, maintains the great reputation of the XK120 and 140 as coupés that motor like sports cars, while for the true enthusiast there is the 170-m.p.h. XKSS, which is a road-equipped version of the sports/racing D-type of Le Mans reputation. All Jaguars have the extremely powerful, smooth and reliable race-developed twin o.h.c. engine.

Jaguar Cars Ltd., Brown's Lane, Coventry.

★

JANUS **Stand 131**

This miniature car with central-mounted engine can be seen on this Stand.

Zundapp-Janus, U.S. Concessionaires Ltd., 5, Jubilee Place, London, S.W.3.

★

JENSEN **Stand 165**

Three cars can be seen on this stand, namely the De Luxe and standard saloons with a special equipment saloon. The new 541 "R" series is a 125-m.p.h. car for the connoisseur. Disc-brakes are fitted to the rear and the body, like other Jensen models, is of fibre-glass.

Jensen Motors, Ltd., Carters Green, West Bromwich, Staffs.

LAGONDA **Stand 156**

Lagondas remain unchanged for 1958, the 3-litre saloon remaining as the principal model. This is a genuine 100-m.p.h. saloon fitted with the 140-b.h.p. o.h.c. engine and carrying luxurious coachwork.

Lagonda Cars Ltd., Hanworth Park, Feltham, Middlesex.

★

LANCIA **Stand 120**

This renowned Italian car is now made mainly in Appia and Flaminia form, the Gran Turismo Aurelia being produced in relatively very small numbers. The Appia is a well-established economy model which is available with a variety of attractive sports-coupé bodies, while the Flaminia is a 2½-litre V6, with de Dion back axle, its styling designed to appeal to dollar customers and providing a good performance with a high degree of silence and comfort.

Lancia (England) Ltd., Lancia Works, 372, Ealing Road, Alperton, Middlesex.

★

LINCOLN **Stand 130**

On this stand will be a 1958 Edsel "Citation" four-door hard-top, one of America's newest models; there will also be a 1957 Ford V8 Fairlane "500" retractable hard-top. A Ford V8 "Thunderbird" sports car will also be exhibited.

Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

★

LOTUS **Stand 119**

Enthusiasts will be able to view several different models as last year. There will be two Mk. XIs, one a club model fitted with drum brakes, live axle and Ford engine and a Le Mans model differing slightly from last year, being fitted with a stronger chassis to take the twin-cam Climax engine as an optional extra. Provision is also being made to supply XIs with 750-c.c. engines. A new model, the Lotus VII is being introduced at a lower cost than the XI following the tremendous number of enquiries for the Mk. VI.

Lotus Engineering Co., Ltd., 7, Tottenham Lane, Hornsey, London, N.8.

★

MERCEDES-BENZ **Stand 117**

The new 300SL roadster will be on view together with a 220S fitted with the new hydro-automatic clutch.

Innovations on the 180 model being shown will be a new engine with overhead camshaft and downdraught carburetter designed for standard fuel on a compression-ratio of 6.8 to 1. The 180D will only have detailed interior alterations as will the 190 and the 190SL. The 220S has had its compressionratio raised to 8.7 to 1 and can be fitted, on request, with the "Hydrak" clutch. The 300 Automatic has the fuel-injection engine and a longer wheelbase.

Mercedes-Benz (Great Britain) Ltd., 58, Camberwell New Road, London, S.E.5.

★

M.G. **Stand 151**

There will be four M.G.s on show, two MGAs, one with a hard-top and one as standard and two Magnettes can be seen, these being a standard model and a varitone. A display chassis is also being shown.

M.G. Car Co., Ltd., Cowley, Oxford.

★

MORGAN **Stand 125**

Five cars can be seen on this stand and one chassis. The cars will be plus 4s with two- and four-seater bodies with wire- and disc-wheels. There will also be a coupé and a series II.

Morgan Motor Co., Ltd., Pickersleigh Road, Malvern Link, Worcs.

★

MORRIS **Stand 155**

Several Morris 1000s will be on the stand, together with a Cowley, a new Oxford "All-Steel" Traveller, an Oxford and an Isis saloon. The new Steel Traveller was announced in August this year and is the newest model to come from the Morris factory.

Morris Motors, Cowley, Oxford.

★

NASH **Stand 124**

Two 1958 models will be on view, a 1958 Nash Ambassador four-door saloon, a 1958 Rambler four-door saloon and a Nash Metropolitan hard-top.

Nash Concessionaires, Ltd., Albany Street, London, N.W.1.

★

OLDSMOBILE **Stand 121**

There will be two of these cars on the Stand, a Series 88 Super convertible coupé and an 88 four-door sedan.

General Motors, Ltd., 23, Buckingham Gate, London, S.W.1.



A VERY WELL-ESTABLISHED FRENCH FAMILY CAR.—The Peugeot 403, noted for excellent brakes, good roadholding and a worm-drive back axle.

PACKARD **Stand 142**

A Packard Hawk is on this stand together with other Studebaker models.

Studebaker-Packard Corporation, 385, *Euston Road*, *London*, *N.W.*1.

★

PANHARD **Stand 147**

As last year there will be two f.w.d. Panhard saloons and one DB, one of the first to come to this country.

Tarrant and Frazer, *Ltd.*, 10, *Winchester Mews*, *London*, *N.W.*3.

★

PEUGEOT **Stand 136**

A 203 will be shown together with two 403s and a 403 station wagon, which is one of the latest models to be introduced in this range of cars.

Distributors: *Peugeot*, *Ltd.*, 127, *High Street*, *Croydon*.

★

PLYMOUTH **Stand 157**

A Plymouth Belvedere will be on this Stand with Chrysler models.

Chrysler Motors Ltd., *Mortlake Road*, *Kew Gardens*.

★

PONTIAC **Stand 131**

Four cars are being exhibited including the Club de Mer sports car and the four-door Catalina sedan.

U.S. Concessionaires, *Ltd.*, 5, *Jubilee Place*, *London*, *S.W.*3.

★

PORSCHE **Stand 113**

Porsche models at the show will be supplemented by the new detachable hard-top and detachable cabriolet models. These are designed for the owner who wants an open car in the summer but a warm saloon when winter approaches. The present range includes the existing coupé, drophead and roadster models. Improvements include a re-designed exhaust system, improved clutch and steering, and modified crankcase lubrication system. The "Super" models now have a plainbearing crankshaft which means that the engine will still be as smooth as the standard ones but will have an additional 15 b.h.p. Models shown will be the "Standard" a "Super" and a "Carrera."

A.F.N., *Ltd.*, *Falcon Works*, *London Road*, *Isleworth*.

★

RENAULT **Stand 150**

Four models are being shown on this stand, the well-known 750, a Fr.gate and two Dauphines, one of which is fitted with Ferlec automatic clutch and also on display is a Dauphine chassis with luxury trimmings. The Gordini Dauphine, which is the special-equipment model available on the Continent, will not be at Earls Court.

Renault, *Ltd.*, *Western Avenue*, *London*, *W.*3.

★

RILEY **Stand 160**

Riley Motors will be showing examples of the 2.6-litre saloon which is a large luxury model with the smoother six-cylinder B.M.C. engine.

Riley Motors, *Ltd.*, *Cowley*, *Oxford*.

★

ROLLS-ROYCE **Stand 166**

The illustrious models on this stand will be the Rolls-Royce Silver Wraith seven-passenger limousine with coachwork by Park Ward, having an electrically-operated division and a host of pleasing interior fitments. A Silver Cloud long-wheelbase saloon with division can also be viewed. This model is a conversion of the Silver Cloud "S" series steel saloon lengthened to suit the longer wheelbase. Folding tables, electrically-operated windows and swivelling ventilating windows are but some of the embellishments.

Rolls-Royce, *Ltd.*, 14/15, *Conduit Street*, *London*, *W.*1.

★

ROVER **Stand 145**

No changes have been made except that the new duo-tone colours are now available. Four cars and a chassis will be on the stand, a 105R de luxe in fawn, a 105S in new pale green, a 90 in black and smoke and a 60 in dove-grey.

Rover Car Co., *Ltd.*, *Meteor Works*, *Solihull*, *Birmingham*.

★

SIMCA **Stand 118**

No changes are being made in the Simca range of models for the show and only 1957 models can be seen in the Simca Aronde and Grand Large series. They will constitute one Aronde Lysee, one Montlhéry and one Grand Large.

Fiat (*England*) *Ltd.*, *Water Road*, *Wembley*, *Middlesex*.

★

SIMCA VEDETTE **Stand 129**

There will be three models, all of which are new. There will be two Beauxlieux versions which replace the Versailles and one Chambord, which is the two-door model.

Fiat (*Wembley*) *Ltd.*, *Water Road*, *Wembley*, *Middlesex*.

★

SINGER **Stand 148**

The Singer Gazelle remains basically unchanged except that there is now an estate car available on this chassis and that all models are available with overdrive. The front of this Rootes group model has been slightly altered and there are new colour schemes.

Rootes Group, *Ltd.*, *Devonshire House*, *Piccadilly*, *London*, *W.*1.

★

SKODA **Stand 154**

An example of this rugged Czechoslovakian car may be examined on this stand.

L. C. Rawlence, *Ltd.*, *Queens Chambers*, *Queens Road*, *East Grinstead*, *Sussex*.

★

STANDARD **Stand 146**

The new Ten is powered by the Golden engine with 8-to-1 compression-ratio giving the car a top speed of 70 m.p.h. The Ensign is similar in styling to the Vanguard but has the 1,670-c.c. 14-h.p. engine and is priced at £899 17s. The Pennant is another new smaller model with added refinements and new colour schemes. The Pennant is priced at £728 17s.

Standard Motor Co., *Ltd.*, *Canley Works*, *Coventry*.

★

STUDEBAKER **Stand 142**

Four 1958 cars will be on this stand: three Studebakers and a Packard. The models will be a Studebaker President Classic, a Studebaker Economy four-door sedan, a President and one Packard Hawk.

Studebaker-Packard Corporation, 385, *Euston Road*, *N.W.*1.

★

SUNBEAM **Stand 138**

A choice of Sunbeam Rapiers may be seen on the Sunbeam stand this year but there will be no showing of the Sunbeam III.

Sunbeam-Talbot, *Ltd.*, *Ryton-on-Dunsmore*, *Coventry*.

★

TRIUMPH **Stand 168**

There will be no different Triumph sports cars on view at the show this year but a series of models in different colours and with hard-tops can be seen on this stand.

Triumph Motor Co., *Ltd.*, *Canley Works*, *Coventry*.

★

VAUXHALL **Stand 162**

The new Vauxhall Cresta and Velox models have recently been announced and these will be prominently displayed. The new models have improved and lengthened body styling with a larger and more powerful engine pulling the same weight of body as in the older Veloxes. Brake horse-power is now 82.5 at 4,400 r.p.m. on a 7.8-to-1 compression-ratio. The prices have been announced to the effect that the Velox will cost £983 17s. and the Cresta £1,073 17s. with tax included.

Vauxhall Motors, *Ltd.*, *Luton*, *Bedfordshire*.

VOLKSWAGEN **Stand 115**

No major changes have been announced in the universally-popular Volkswagen models for the London Motor Show with the exception of the improved appearance of the cars; larger rear window and other minor embellishments constitute the changes. A representative selection of all models will be on the stands.

VW Motors, Ltd., Byron House, 7-9, St. James' Street, London, S.W.1.

WOLSELEY **Stand 144**

The Wolseley range is not having any additions for the Motor Show. A representative model of each type is being exhibited, namely a 6/90, a 15/50 and three 1,500s. The last mentioned are the latest models to come from the Wolseley factory and are fitted with the series "B" B.M.C. engine and the M.G. gearbox.

Wolseley Motors, Ltd., Cowley, Oxford.

Some Accessories at Earls Court

JOSEPH LUCAS **Stands 252, 253, 316, 317**

General electrical equipment and accessories can be seen on this stand. More new mirrors are being made available, especially those for wing mounting! Lucas self-aligning wing mirrors models 406 and 407 are of interest. The new sports coils will also be available as announced in August this year. The new beamsetter is a recent item of equipment for garages but there will be a host of other items of equipment for the private motorist to see.

FERODO **Stand 298**

A display of the many different materials for brake linings is on view. The latest materials developed specially for cars are the disc brake qualities, VG98, DS3 and DS5. Ranges of Ferodo clutch linings may also be seen as well as the familiar fan belts, brake shoes and clutch plates sold as replacement units for popular cars.

GIRLING **Stand 318**

The present new developments concerning brakes for cars are centred on disc types. Girling discs are at present fitted only to high-speed cars such as the TR3, Aston-Martin, A.C. and other production models. A Girling vacuum servo unit is on view for trailer brakes or conventional drum brakes.

SMITHS **Stands 249, 337**

Famous for many years for car accessories, Smiths have a fine range for the perusal of motorists at Earls Court. As makers of jacking systems, car heaters, instruments, thermostats, anti-freeze, flexible pipes, batteries and, most recently introduced, complete air conditioning systems.

MARCHAL **Stand 393**

Motoring enthusiasts will find much to interest them on the Marchal stand. A comprehensive range of lamps and horns will be displayed in the gallery on an island site. The popular senior and junior "Fantastic" fog and road lamps will be on view.

DESMO **Stand 349**

Well-known for their many accessories, Desmo will have their usual comprehensive range of mascots, mirrors, licence-holders, tyre gauges, visors and many other items in the accessory section. New items are the reversing lamp, licence holder, grab handle and range of paraffin heaters. Also on show for the first time at the Motor Show is the now well established Car Baby Chair. The Desmo picnic chairs are also established favourites which can be seen and tried.

MICHELIN **Stand 204**

Motorists looking ahead to the winter months will be interested in the well-known Michelin "X" tyres and also the "Allgrip" range for greater grip and wear. Michelin tubeless tyres will also be on show.

LOCKHEED BRAKES **Stand 373**

It is not necessary to describe the many different types of brakes which are supplied by this company or to list those cars which fit them. Lockheed brakes have long been the yardstick by which other products in this field are measured. The latest improvements concern an improved leading and trailing shoe type with power operation.

DUNLOP WHEEL & RIM CO., LTD. **Stand 430**

A Jaguar disc brake used on the Le Mans cars can be inspected on this stand.

SERVAIS SILENCERS **Stand 394**

A collection of the Servais straight-through silencers may be viewed on this stand with some of the special installations for Morris and Ford cars.

WILMOT BREEDEN **Stand 328**

Most British cars utilise one or more Wilmot Breedon parts in their production. This firm makes many components such as door locks, bumpers, ashtrays and other items.

KAROBES **Stand 178**

Those interested in making the interiors of their cars look more attractive and at the same time, warmer, had better pay a visit to the Karobes stand where a great variety of materials for loose covers and rugs is being shown.

BOSCH **Stand 391**

This famous German firm is renowned for its production of reliable electrical equipment. Visitors to the stand can see heaters, lamps, plugs and other essential items for cars.

EXIDE **Stand 383**

The customary range of batteries will be on this stand and the new silver Exides in polystyrene cases can be seen.

BARNACLE **Stand 365**

Accessories which are applied to the windscreen by means of rubber suction pads constitute the bulk of the Barnacle products. The most noteworthy are licence holders and ash trays which are affixed by this principle.

DUNLOP TYRES **Stand 209**

A full range of Dunlop tyres with special examples for unusual purposes may be seen on this stand.

PIRELLI **Stand 205**

High-speed and special tyres for cars with independent front suspensions may be examined on this stand.

ANOTHER FAMOUS NAME ERASED

Berkeley Square House Garage Ltd. have taken over Fox and Nicholl Ltd., the well-known service station on the Kingston By-Pass, from which, under the patronage of Mr. Arthur Fox, successful racing Talbot, Lagonda and Singer cars emanated. Mr. Fox, in fact, used to enter the works-sponsored Roesch Talbots at the height of their success and he retains many trophies and hundreds of photographs from those days. The name of this famous garage has been changed to Bye-Pass Motors, Ltd.

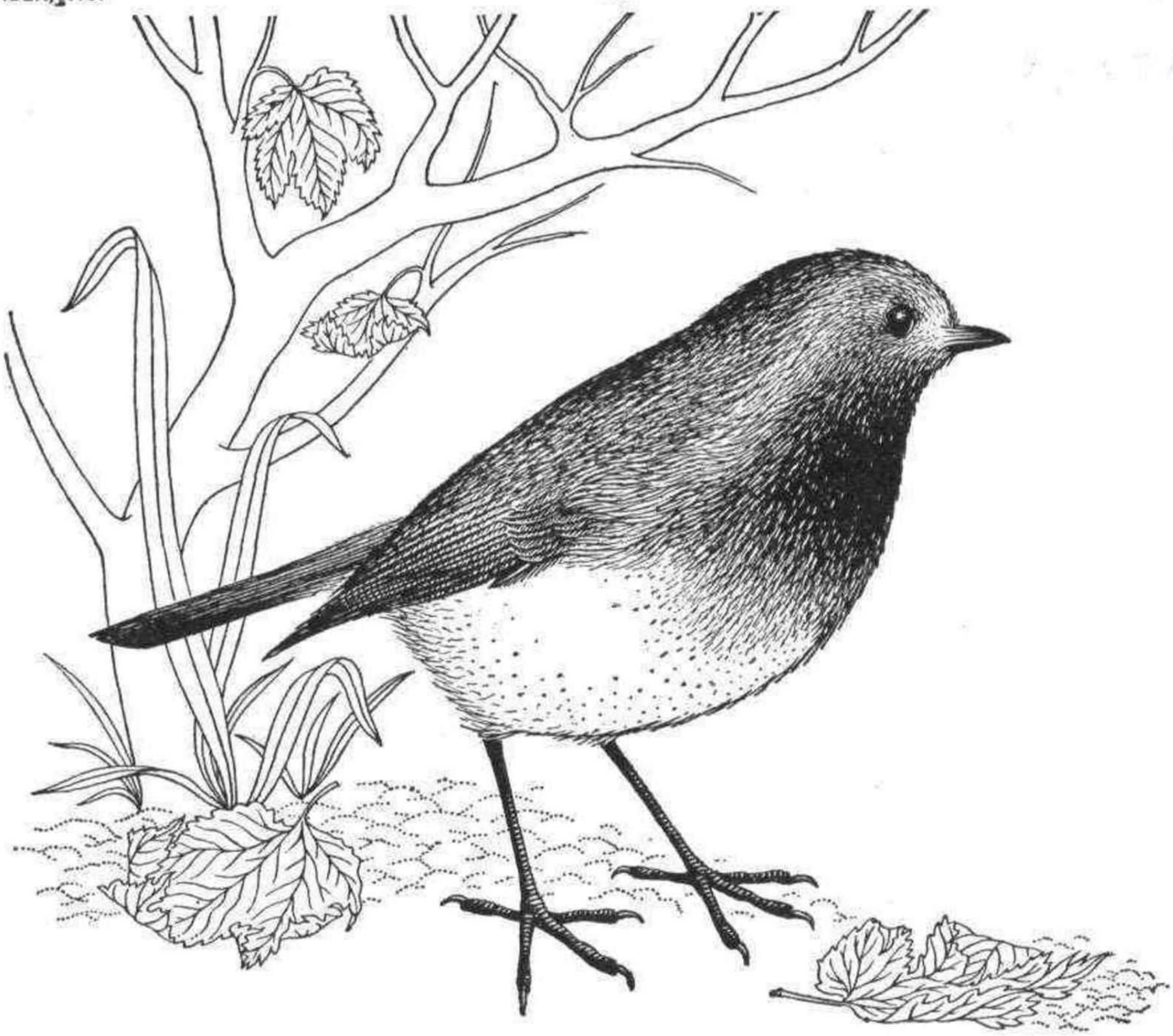
FOR ENGINEER ENTHUSIASTS

A tool of considerable interest to those engaged in car overhaul and repair, and particularly those building up racing-car engines and other precision machinery, is the M.H.H. Torque Meter wrench. This wrench, used in conjunction with appropriate sockets, indicates on a dial the torque applied in tightening a nut. It enables bolts, studs and nuts to be tightened to a pre-determined torsion, thus obviating stresses set up in castings, bearings, etc., due to casual tightening of securing nuts and bolts. It also enables torque in machinery to be measured, and provides a safe and reliable method of testing the yield-point of sample bolts. Its application in garage or racing-car workshop is obvious.

These torque wrenches are ratchet-operated and, functioning on the Hookes Law of spring deflection, are guaranteed accurate to within 3% throughout their range. Readings are obtained on a dial behind an unbreakable window, the recording mechanism of which is isolated from shock, a secondary pointer being fitted which is set to the torque required but which in the larger wrenches carries on with the recording pointer to indicate the overload applied. Special additions such as light signals in the handle for use in confined spaces are available, and the wrench is packed in a wooden or steel case.

Apart from applications that will be obvious to the skilled engineer, it should be explained that most car manufacturers state the correct torque to be applied to bolts throughout their engines—curiously, Rolls-Royce are the exception, specifying merely 6-in. or 9-in. tommy-bars! Repairers equipped with reliable torque wrenches can conscientiously work to these figures.

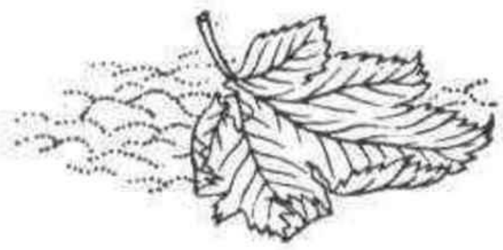
The 14-in.-long B60 wrench is suitable for most car engines, reading as it does from 5-60 lb./ft. It costs £9 7s. 6d. M.H.H. wrenches are available for recording to 1,500 lb./ft. Sets of Whitworth sockets for use with these wrenches, hot-forged from heat-treated alloy h.t. steel, zinc or cadmium plated, are available from 16s. 6d. a set. These Torque Meter tools sound a good investment. They were introduced 15 years ago for the Aircraft Industry and are used by the Ford Motor Company, etc., etc. The makers are M.H.H. Engineering Co., Ltd., of Bramley, Guildford, Surrey, from whom literature is available to MOTOR SPORT readers.—W. B.



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TO ITALY IN A ROVER

A 105S Performs Well on a Journey to the Alfa-Romeo Factory in Milan and the Lancia Works in Turin



ROVER ABROAD.—The 105S saloon which served us well on a 2,500-mile dash to Italy, taking in the Monza Grand Prix, here seen in impressive scenery on the Splugen Pass, Switzerland.

LAST Autumn MOTOR SPORT published an account of a visit to two German factories producing high-performance cars, last spring we visited a number of French companies, and during the summer we looked over several works where British sports cars are manufactured. Consequently, it seemed opportune to pay a visit to the makers of Italian fast cars and when a Rover 105S became due for road-test we realised that such an expedition could be made in comfort and luxury.

We road-tested the Rover 90 last year, a full report appearing in MOTOR SPORT dated September, 1956, and as the 105S, although providing increased performance, is virtually identical in specification and equipment, there seemed no point in publishing a road-test on it, whereas the long journey we had in mind would enable us to qualify the opinions previously formed about this make and discover how the fastest model of the Rover range stands up to a really gruelling journey.

Arrangements were duly completed and Air Charter conveyed the car and its five occupants as efficiently as usual from Rochford, Southend, to Calais Marck.

As we stepped onto French soil on this first Sunday in September a cold wind and dull skies greeted us and before long heavy rain was lashing down. Short work was made of the roads through the battlefield areas, Lillers being reached an hour after leaving Calais and this 45 m.p.h. average being maintained for the whole of the first evening's journey of 176 miles, which brought us to Reims for the night. The sport of water-jousting was in progress at Arras, that seemingly endless farm railway still flanked the road to Cambrai, where huge barges sailed the broad waterway and a full-size railway occupies the centre of the roads, and N 44, a typical *Route Nationale* where they haven't pulled out the roadside trees, took us to Laon. A stop was necessary for Esso in the fine town of St. Quentin, because the Rover tank holds only 11½ gallons, a total range of but 230 miles, although the reserve tap is reassuring. The youngest member of the party, on his first visit to the Continent, was on the alert for new and strange sights but I reflected that England has its share, too, for just before leaving had I not seen a 2-litre M.G. being driven along unconcernedly with one front wheel at 45 deg. to its fellow(!) and encountered two vintage Lea-Francis (I hope the blue two-seater broken down near Epping Forest eventually got home!)—whereas now we saw aged Citroëns and Renaults.

The Hotel d'Univers being full we stayed at the considerably less palatial but quite satisfactory Hotel Foch next door. After dinner we did a quiet lap of the Grand Prix Circuit and then, being in France, merely turned out the lamps, left the Rover in the main road, and went to bed. The next morning we left early and I drove to Basle at a 50 m.p.h. average. After crossing the frontier we lunched very adequately at the Hotel Schweizerhof, and then went in search of more Esso, a huge and very smart Saurer tanker reminding us that we were in Switzerland. The petrol pumps were automatic, cutting off when the quantity of petrol ordered had been pumped in, thus enabling the attendant to set about the universal screen-cleaning ritual, which they do unasked and with special sprays which result in an oil-film as soon as it rains.

A colleague now took the wheel and I was able to keep an eye open for interesting sights, which included vintage Berna and Saurer lorries on the outskirts of the town. The average speed dropped to English standards on the road to Zurich, due to heavy traffic with a generous scattering of enormous Saurer diesel lorries pulling equally large trailers. The Rhine came into sight before Brugg and Zurich greeted us with o.h. gantry trams. A mere 57 miles had taken 2¼ hours! At Zurich Airport we checked on means of getting some Monza Grand Prix "copy" to England and then set off at tea-time to climb over the St. Gotthard Pass into Italy. I was intrigued to see a Morgan three-wheeler and an old M.G. on local number plates as we set off.

The Pass was occupied by the Swiss Army on manoeuvres, their foot-slogging columns, unlit horses and sad-looking mules, some pulling gun-carriages, arousing our sympathy as they trudged upwards, ever upwards—particularly as the mountains were sheathed in cloud and a steady rain fell, the impression being that of doing an extended Welsh Rally in late November! Our hourly mileage read 31, 29, 19, 27 and 38, but those who know the St. Gotthard will appreciate that this was no fault of driver or car, especially as refuelling stops were necessary and there were various hold-ups. But everything ends eventually and at last we dropped down to the road that bisects Lake Lugano, put in more Esso at a garage in which reposed a pre-war Austin Sixteen saloon for all the world as if we were back in England, and got quickly across the frontier, arriving at the Hotel Miralago, Cernobbio, on the shores of Lake Como, in a tropical thunderstorm with vivid lightning, after miles and miles in a torrential downpour. The time was 10.20 p.m. and the day's mileage totalled 478.

The Rover had proved very satisfactory in all but one respect. The Girling brakes, very effective when they worked properly, were

unhappily erratic. Four times out of five they functioned properly, but at the fifth application the pedal would go down on the floor and all one's strength was necessary to obtain any retardation, although on lifting one's foot the brakes would come on suddenly. This trouble persisted throughout our ten days' tour and, for me, spoilt the drive across France. Clearly the defect was peculiar to this particular car, being accompanied by a puffing sound from the Girling vacuum-servo unit as the brake pedal was pumped, but it was a disconcerting defect in view of the nature of the roads we proposed to traverse and defied cure in countries where Rover agents do not exactly abound round every corner. Apart from this shortcoming, the arrival of torrential rain coincided with cessation of the screen washer. *This may have been caused by dirt but to attempt to cure* it was futile when the cap of the water container refused to screw home and this glass container was in such close proximity to the exhaust manifold that the water soon evaporated.

The thunderstorm died away in the night and we awoke to the full beauty of this quiet shore of Lake Como, where a fountain plays continually before the hotel, fishermen prepare their boats on the tiny beach for a day's fishing and you can take the steamer up the 40 miles of waterway as elsewhere you would catch the local 'bus. The sun shone from a cloudless sky, as it was to do for the whole of our stay, a seaplane flew below the tops of the surrounding hills seeking "joy-riders" and a barge disguised as an early galleon lay in the harbour waiting to defend Cernobbio in the coming Carnival invasion. This refuge, hidden down a narrow side street from the town of Como, has been discovered by English and German holiday-makers, but does not attract trippers and is free from locals and litter. It bade us stay and laze but there was work to be done and we were soon on our way to the Alfa-Romeo works in Milan.

THE ALFA-ROMEO FACTORY

The vast Alfa-Romeo factory is situated in an industrial but pleasant area on the North-West outskirts of Milan, close to where the autostrada to Brescia commences. You drive out along wide tree-lined avenues and turn from the Viale Certosa up the Via Traiano, on the right-hand side of which the factory buildings form an impressive reminder of the present importance of this great Italian concern. On one corner the name in faded script is discernible on the roof parapets but otherwise there is no indication that this vast factory, which covers most of two squares, bisected by the Via Renato Serra, is, indeed, the home of Alfa-Romeo. Behind one block of this factory Citroën has a large service plant. Originally the factory was a small garage, in a then-separate town called Portello, which Mon. A. Darracq had erected with the idea of manufacturing taxis for the Italian market from parts imported from his factory at Suresnes. This project met with difficulties and the garage became the factory of A.L.F.A. in 1909, ing Romeo taking over in 1911 and founding the Nicola Romeo Company. After the first World War the name of the company was changed to Alfa-Romeo S.P.A. From the original 300 sq. yds. the factory has expanded to cover an area of 115,200 sq. yds.! It employs 6,000 persons.

This factory at Milan is devoted to the production of Alfa-Romeo cars and the front-drive Romeo light commercial vehicles, and the huge diesel engines for the big commercial vehicles which are assembled at another factory in Naples.

On arrival you encounter gate-keepers in military-style uniforms who, in our case, directed us to Mr. Bernasconi, head of the propaganda department. This gentleman's office contains photographs of topical happenings in the Alfa-Romeo firmament, a clock with the famous badge incorporated in its face, elaborate charts of competition fixtures, model cars including a 159 G.P. Alfa-Romeo and, as if to make us feel at home, a miniature by Solido of France of a D-type Jaguar, also some amusing half-life-size lady dolls cunningly constructed of paper, *no doubt used as decoration at a motor show* stand—in fact, all the evidence of an efficient publicity service in operation. The only photograph with a vintage flavour was one in a gilt frame showing six open and one saloon 1,500-c.c. models after achieving something or other in some 1927 trial.

After recovering from the overpowering sight of literally scores of new Giuliettas we embarked on a tour of the factory, or of part of the factory, because to see everything at the Alfa-Romeo plant would occupy several days.

To those accustomed to seeing only an occasional example of the beautiful little Alfa-Romeo Giulietta on English roads it was quite an experience to see them in various stages of completion, to find some hundreds of the little twin overhead camshaft engines in store *and to come upon Sprint and Sprint Veloce coupés* darting about the factory roads.

The present Alfa-Romeo private-car range consists of the Giulietta four-door saloon, which develops 50 b.h.p. at 5,200 r.p.m. and does 85 m.p.h., the Giulietta Sprint, which has an engine giving 65 b.h.p. at 6,000 r.p.m. and is expected to do 100 m.p.h. and the Giulietta Sprint Veloce, of 90 b.h.p. (at 6,000 r.p.m.) for which a maximum speed of 113 m.p.h. is claimed, both the last-named being two-door coupés, of which the Sprint version has doors, bonnet and luggage-boot lid of aluminium, while the doors are not upholstered, side and back windows are of plexiglass and stronger but lighter seats are fitted.

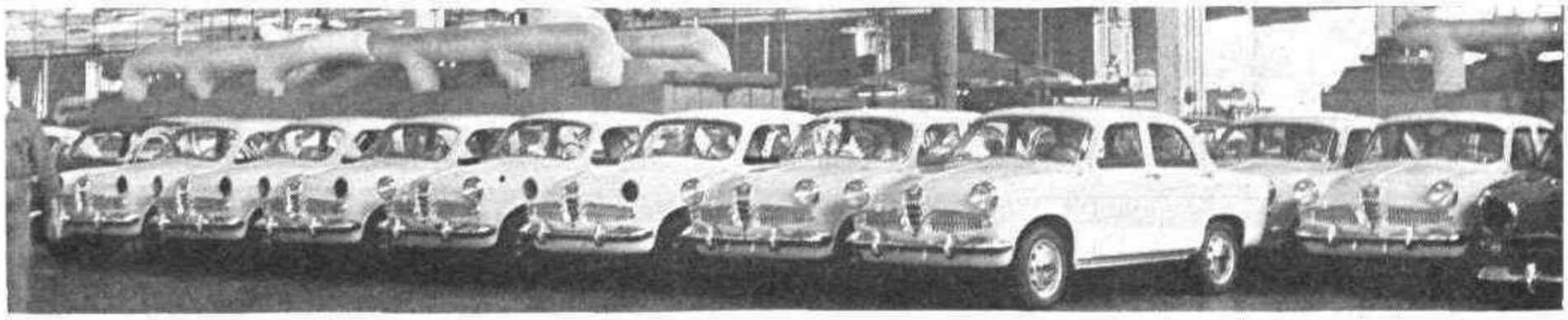
Besides these Giulietta versions there is the striking Pinin Farina-styled open two-seater Spider, in which the 65 b.h.p. Sprint engine is installed, giving a speed of 97 m.p.h. All these cars have basically the same four-cylinder 74 by 75 mm., 1,290-c.c. twin-cam engine, the Sprint Veloce version using twin Weber 40DCO3 horizontal carburetters, the other engine a single d.d. Solex. All have coil and wishbone i.f.s., coil sprung rigid but lightweight back axles located by a triangulated anti-roll member and long radius arms, and hydraulic brakes having finned rear drums and Sinistro turbo-finned front drums, the last-named an impressive feature of even the normal Giulietta model. The same engine, in 35 b.h.p. at 3,500 r.p.m. form, is used for the front-drive Romeo, which is available as a 10-seater 'bus, van, lorry or ambulance, and for which a 1,158-c.c. 30 b.h.p. diesel engine of the two-cylinder two-stroke pattern is also supplied.

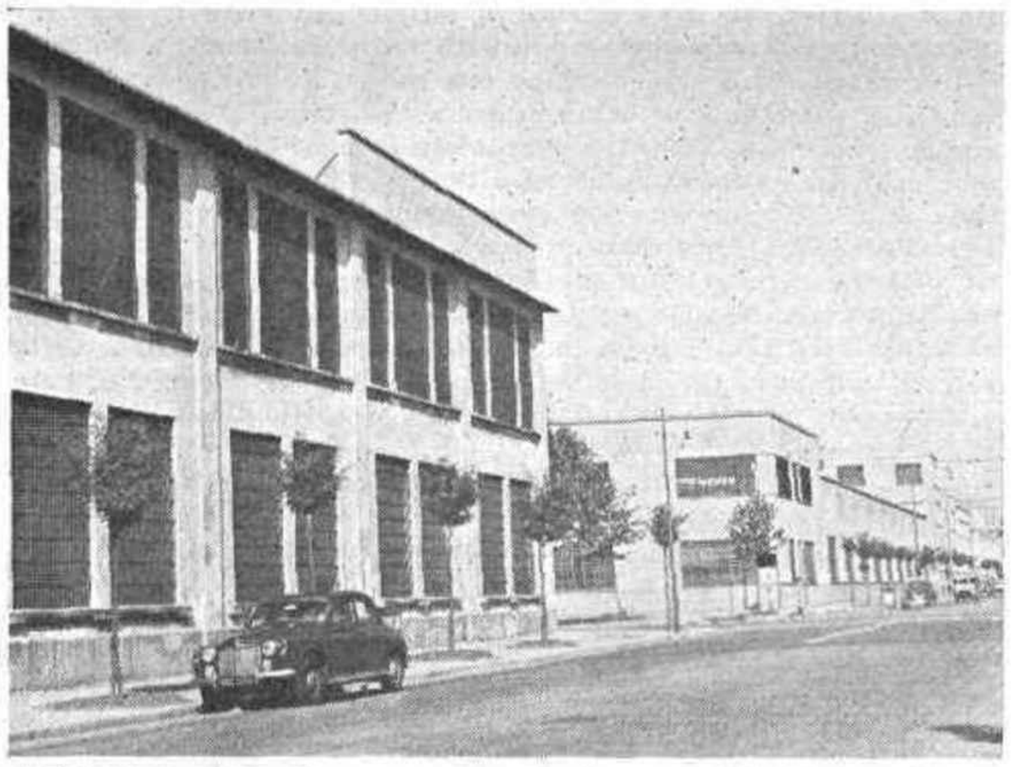
We *are not really concerned with the company's* commercial vehicle and omnibus chassis, although these range up to 9½-litre giants, of which vast two-tier transports and trailers are employed to carry completed Alfa-Romeo cars away from the factory. Alfa-Romeo 'buses are a strong export line, especially to Brazil.

To revert to the private cars, although the Giulietta is the mainstay of Milan, the 1900 Alfa-Romeo is still manufactured, in three forms, all with 4-cylinder 84.5 by 88 mm., 1,975-c.c. twin o.h.c. engine. The four-door 1,900 Super gives 90 b.h.p. at 4,800 r.p.m. and will reach 100 m.p.h. The 1,900 Primavera merely has a different body style but the 1,900C Super Sprint is a two-door coupé by Carrozzeria Touring, with an engine developing 115 b.h.p. at 5,000 r.p.m., set 2 in. lower in the chassis, this handsome car being capable of a maximum speed in the region of 120 m.p.h. (The foregoing speeds are those claimed by the manufacturers.) The chassis details of the 1,900 and 1,900C models follow those of the Giulietta's, dimensions being given in the table on the next page.

Having dealt with the types of cars in the Alfa-Romeo range we can go on to describe the factory. The Alfa-Romeo factory is one of the most satisfactory it is possible for the enthusiast to visit, because craftsmanship to racing-car standards is practised in spotlessly clean shops by men obviously proud of their accomplishments as they work in unhurried fashion. Giulietta engines are hand-assembled on jigs on which the unit can be rotated as required, these jigs travelling down the assembly line on rail-trolleys. Truck engines are assembled on one side of the vast engine assembly hall, car engines on the other side. The key-note is skilled assembly of

GIULIETTAS GALORE!—A breath-taking sight for English visitors are hordes of these splendid little saloons awaiting despatch in the Milan factory. Behind this row can be seen part of the paint shops.





ARRIVAL.—The Rover outside the famous Alfa-Romeo factory. The name appears only on the roof coping in the foreground but the buildings extend each side of the Via Renato Serra, which forms the crossing seen behind the Rover.

the components by hand. Bearings are fitted with non-automatic spanners. At one time Alfa-Romeo cast their own pistons but now they use Rosa pistons, the gudgeon-pins being fitted by women operatives. The twin-cam heads with hemispherical combustion chambers have the valves automatically ground-in on a special machine after grinding paste has been hand-brushed on the valve seats and valve springs are then assembled by hand. An early indication of the care employed in the construction of the little Giulietta engine came when we saw valves matched by weight before assembly and saw the care with which the tappets are set. This engine has the classic method of tappet-clearance adjustment by caps on the valve stems and the settings are corrected to ± 0.025 mm. by a Borletti gauge connected to a special tool which is inserted under each cam in turn. The valve stem caps are checked by another gauge and the required clearance made up, the caps being rubbed down if necessary.

The Fispa fuel pump is bolted on, the head fitted and the Marelli distributor added, girls fit the valve covers and the components are mounted, after which the complete engine is lifted by an overhead chain hoist and lowered onto a rubber-tyred trolley from which it hangs in a cradle, to be wheeled away to the engine store. To see many hundreds of these efficient little Giulietta power units stacked up for test is an impressive sight! It is interesting to find Solex carburetters, Vandervell thinwall bearings and certain Lucas electrical components used in the Alfa-Romeo works.

If great care is taken over the assembly of the Giulietta engine, as is essential if a unit capable of running up to 7,000 r.p.m. is to give satisfactory service in the hands of the customer, equal attention is devoted to engine testing. Even before assembly is completed each Giulietta engine is subjected to a test which ensures that there

THE ALFA-ROMEO RANGE

Model	*Wheelbase*	*Track*	*Price in England, including duty and p.t.*
Giulietta saloon	7 ft. 10 in.	4 ft. 2¾ in.	£1,981 7s.
Giulietta Sprint coupé	7 ft. 10 in.	4 ft. 2¾ in.	£2,453 17s.
Giulietta Sprint Veloce ...	7 ft. 10 in.	4 ft. 2¾ in.	£2,918 17s.
Giulietta Spyder	7 ft. 10 in.	4 ft. 2¾ in.	£2,348 17s.
1900 Super saloon	8 ft. 7½ in.	4 ft. 4 in.	£2,543 7s.
1900 Primavera	8 ft. 7½ in.	4 ft. 4 in.	£2,926 7s.
1900 Super Sprint coupé	8 ft. 2½ in.	4 ft. 4¼ in.	£3,676 7s.

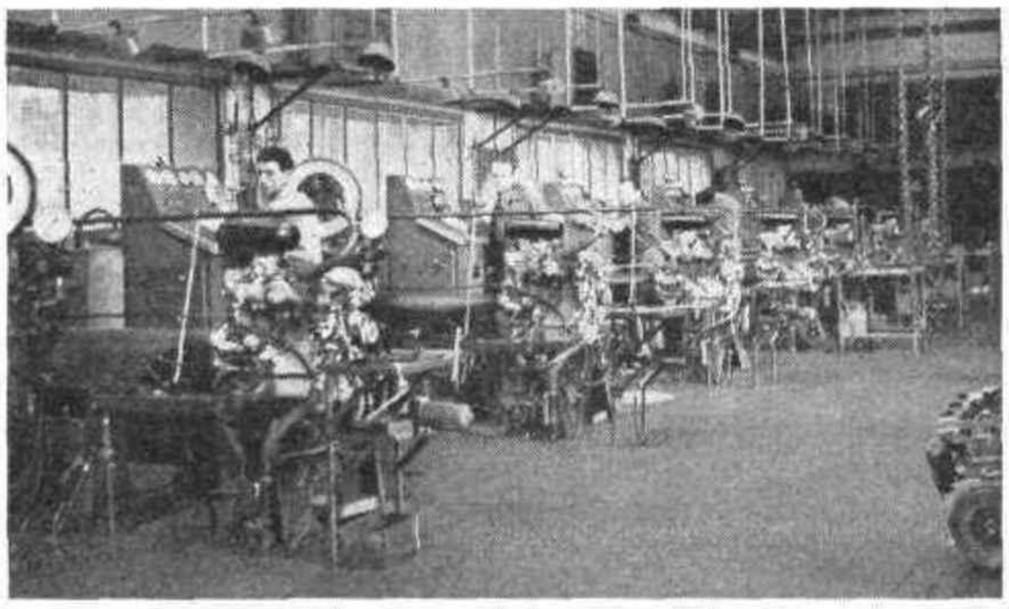
Concessionaires: Thomson and Taylor, Ltd., Cobham, Surrey.

are no oil leaks, oil being forced through the lubrication system at 60 at., two-thirds greater than the pressure at which the engine normally runs. Each engine is tested for eight hours on one of 16 Zollner test-beds in a big engine-test hall, entered through soundproof doors of imposing thickness. After carburation has been checked by running an engine with the exhaust manifold removed this is fitted and a service exhaust pipe clamped on, which exhausts through the floor. Horse-power readings are then taken every 1,000 r.p.m. up to 6,000 r.p.m. during the eight-hour test and a report card is filled in in considerable detail for each engine. Each Sprint engine has to achieve within ± 1½ h.p. of 74 b.h.p. and taking three sample cards for engines in test-bed rig we found recorded, respectively, 74.5, 75.3 and 73.7 b.h.p., at 6,000 r.p.m. These are, of course, bench readings, which are lowered somewhat when the engines are installed in the cars. A 1,900 Super engine had achieved 89 b.h.p. at 5,900 r.p.m. Not only are faulty engines rejected for inspection and correction and then re-tested for three hours, but *every* engine is stripped for examination of the bearings and oilways after it comes off the test-bed.

The bodies when completed are taken on four-wheel pneumatic-tyred tubular-chassis trailers to the first floor of a vast, splendidly-lit car assembly shop. Here the body shell is hung from an overhead gantry some five feet up in the air while operatives, who can stand up to the task, bolt on the suspension units, hubs, etc.

It is here that you see those efficient turbo-finned front brake drums being fitted to the front of even the "cooking" Giuliettas and realise that Alfa-Romeo not only make cars that *go* but intend that they shall also *stop*! When the wheels are in place the cars travel along raised chain conveyors, Sprint and Sprint Veloces on one conveyor, the other devoted to normal Giuliettas. Here the smaller parts, stored until needed under the conveyor lines, are fitted, each car moving one stage every 12 minutes on its long journey towards completion. Finally, it is greased, the engine is started, exhaust fumes being sucked away down service outlets, and the finished product is ready to roll down to ground level and be driven away for road test and final polishing and inspection.

Giulietta Sprint models go for an 80-kilometre road test but the other cars run the equivalent of 17-19 kilometres with all four wheels on rollers, air being blown into the radiator to simulate road driving conditions. The tester takes the engine up to the equivalent of 135 k.p.h., the car sliding laterally on its rollers as it tries to



ENDORSING CAREFUL ASSEMBLY.—Alfa-Romeo engines in the engine test shop, where they are extensively checked for power output and freedom from faults.



STATIC ROAD-TESTING.—A Giulietta saloon being run to the equivalent of full speed on rollers, while tethered to the workshop wall. Note the pipe blowing air onto the radiator.

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TOURING MODEL.—The Alfa-Romeo 1,900 Super, which is a roomy, draught-free saloon which cruises effortlessly at 5,000 r.p.m., or at well over 90 m.p.h. If you press it goes to well over the ton.

slip its tether, and at the same time he checks the brakes and, of course, uses every gear in the gearbox.

After this check it remains only to rectify any faults, give the car its last polish, and carry out any last-minute adjustments, a test road round the factory buildings, the corners guarded by wall-mirrors, being useful for the latter purpose. The cars are fuelled from the factory's own Shell pumps.

That is a brief account of what it takes to make a modern Alfa-Romeo. To tour the entire plant would occupy a week or so, but during our visit we were able to see the big building where a technical school is run for sons of employees, boys being taken in from the age of 14 and only those of sufficient aptitude being allowed to pass into the factory. There is a very modern canteen, a well-appointed surgery and a very fully-equipped metal-testing laboratory. Here, as elsewhere in the factory, use is made of Siemens electric motors. We saw a welded panel being subjected to a destruction test at 250 vibrations per sec. and Giulietta axle casings being hammered on an hydraulic ram, to discover the weaknesses which have resulted in the flanges breaking away. It has been found that electrically-welded flanges crack after 10,000 cycles of this treatment, whereas shrunk-on flanges do not fail until some 2,000,000 cycles. Two Schenck test plants are engaged in discovering the torsional strength, respectively, of car and enormous diesel-engine crankshafts and a 30-ton ram tests metals for fracture under extension, its readings taken on a big Amsler dial. There are all manner of samples, in glass cases, of parts and materials that have given up the ghost in various ways in the Alfa-Romeo laboratory, which is in the charge, not of a boffin in a long, white coat, but of a cheerful, obviously exceedingly keen and capable practical engineer.

Reverting for a moment to the assembly lines, the tyres used are either Michelin or Pirelli, the former earning warm praise but the latter sometimes preferable for the fast cars.

From this great Milanese plant, where the visitor is all the time impressed by the cleanliness, the extreme care taken over assembly and testing, and the skilled status of the workers, they work a five-day week, some operatives coming in on Saturday mornings if rectification work requires them to do so. Each day some 75 Alfa-Romeos leave the assembly lines, an output of approximately 375 per week. Of these, the emphasis is on the Giulietta models. Because of the extremely thorough engine testing this test shop is kept running on a 24-hour shift basis.

As a special treat we were allowed to inspect a Tipo 159 G.P. Alfa-Romeo, the Disco-Volante sports/racing model and a normal 2-litre sports/racing car and we saw two more Tipo 159 cars in another shop (there is a fourth in the splendid Turin Automobile Museum). We were told that the engines had been removed from two of these cars and used in a motor-boat which achieved notable speeds at Miami. In the Alfa-Romeo staff-car garage, which is a fine single-span concrete building, where we had to go to collect some test cars, we were shown a 1906 two-cylinder Darracq of the type from which the Alfa-Romeo stemmed, in a fine state of preservation, and a P3 *monoposto* Alfa-Romeo of the kind with beam-axle front suspension and divided propeller-shaft, bearing on its radiator a plate proudly proclaiming that it was driven by Nuvolari and other famous drivers of its era. Both these cars are destined for the new Turin Automobile Museum.

SOME ALFA-ROMEOS ON THE ROAD

On the day following our tour of the factory we were able to test three Alfa-Romeo models on the autostrada. The first was a beautiful little Giulietta Sprint Veloce two-door Bertone coupé, shod with 155 by 15 Pirelli " Cinturato " tyres. This had a man-sized very rigid central gear-lever, treadle accelerator, two-spoke steering wheel with horn-ring, a foot-lamps dipper button well clear of the clutch pedal, sliding windows and a " Giulietta Sprint Veloce " badge in the steering wheel boss. Before the driver a hooded panel carried, from l. to r. on this l.h.d. model, a combined oil and water temperature and fuel gauge, a tachometer recording to 8,000 r.p.m. and a speedometer, with trip and total distance recorders, going up to 220 k.p.h. After 20 years of road testing I can find no words which will adequately describe the road-holding, steering, braking and resultant high degree of controlability! The only way is to sample these things for yourself. The engine ran straight up to 7,000 r.p.m., equal to a speedometer 100 k.p.h. (62 m.p.h.) in second gear and just over 140 k.p.h. (87 m.p.h.) in third gear. On occasions it went to 7,500 r.p.m. A maximum speedometer reading of just better than 180 k.p.h. (112 m.p.h.) was seen. Oil temperature never exceeded 60 deg. C. and water temperature was steady at 75 deg. C. The following performance figures were recorded :—

Standing start kilo.	34 sec.
Flying start kilo.	21.1 sec. (= 105.8 m.p.h.
0-60 m.p.h. in	10.2 sec.
0-80 m.p.h. in	19.0 sec.

Figures were taken three-up in every case, it must be remembered, because for insurance purposes the very accomplished works demonstration driver had to be in the cars.

We next sampled a 1,900 Super four-door saloon, shod with 155 by 400 Michelin " X " tyres. This comfortable, nicely-appointed and roomy car had fine cloth upholstery. The front seat was bench-type, a nice touch being a grab handle on the roof for the passenger. Hooks are provided for coats, there are " pulls " on the back of the front-seat squab and swing-up roof " pulls," the doors trail, there is a big back window, and elastic-topped pockets lie flush with the doors. The instrumentation is much as on the Giulietta but with tachometer (reading to 6,000 r.p.m.) on the right, 180 k.p.h. speedometer (calibrated every 20 k.p.h. and with total and trip distance recorders) on the left, the oil pressure gauge and fuel gauge being between them. On the other side of the facia is a big, lockable lined cubby hole with " 1,900 Super " on its lid. The gear lever was on the right of the steering column in this l.h.d. car, the lower gear positions being above top and third.

This delightful touring saloon cruised at 5,000 r.p.m. along the autostrada with the speedometer-needle on 150 k.p.h. (93 m.p.h.) without a trace of wind-noise. With very sure brakes this is a delightful way of covering the ground, especially as each window has a shield which enables adequate ventilation to be obtained without inducing draughts. The engine would reach 5,600 r.p.m.



OUTSTANDING STABILITY AND BRAKING are coupled in the Alfa-Romeo Giulietta Sprint Veloce to a fantastic performance from the little twin-cam 1,290-c.c. engine. This example, photographed outside the stadium in Milan, was timed at nearly 106 m.p.h., three-up, on a traffic-infested road.



EMPHASIS ON SAFETY.—The five-speed Alfa-Romeo 1,900 Super Sprint here seen on the shores of Lake Como, is not only exceedingly fast but has brakes and roadholding that render it one of the safest and most "useable" sports cars in the world.

in top gear. In first gear 5,000 r.p.m. 31 m.p.h., in second gear 43½ m.p.h. and in third gear 62 m.p.h., the maximum in third gear being about 69 m.p.h. Equipment includes Tudor screen-washers and a Tudor "Superior" battery on a shelf behind the engine. The following performance figures were obtained, after we had been suitably impressed by the safety and comfort of the suspension :—

Standing start kilo.	...	...	37.4 sec. (speedo. 93 m.p.h. at end)
Flying start kilo.	...	...	21.6 sec. (= 103.25 m.p.h.)
0-60 m.p.h. in ...	...	...	16.0 sec.
0-80 m.p.h. in ...	...	...	29.0 sec.

After lunch with Mr. Bernasconi in the amusing La Tampa restaurant, Milanese equivalent of artists' haunts in Soho or Chelsea, we returned refreshed to sample one of the world's safest and most impressive fast cars, in the form of an Alfa-Romeo 1,900 Super Sprint two-door coupé. This one was shod with 165 by 400 Michelin "X" tyres. It had a steering-column gear-change which, however, enabled quick changes to be made, the lever protruding on the right of the steering column in this l.h.d. car. The instrumentation before the driver was more complete than on the 1,900 Super, comprising a speedometer recording up to 220 k.p.h., a tachometer reading to 7,000 r.p.m., with, between these big dials on the hooded panel, separate gauges for fuel contents, oil-pressure (which was normally 45 lb./sq. in.), water temperature (normally 85 deg. C.) and oil temperature (normally 68 deg. C.). The engine ran, with the accompaniment of a beautifully hard exhaust note, on occasion up to 6,500 r.p.m. and the gearbox provides five speeds, in which, at 6,000 r.p.m., the maxima on the speedometer were 60, 90, 128, 158 and 190 k.p.h., respectively, equal to approximately 37, 56, 79, 98 and 118 m.p.h.

The performance of the 1,900 Super Sprint again defies words, but its handling and the power of its brakes are superb. Yet there is ample leg room and a wide back seat in this elegant coupé, which runs at speed with very little aural irritation from wind pressure. Round corners it seems welded to the road and the front-seat passenger most certainly has recourse to the grab-handle thoughtfully provided for him. We were unlucky in never getting a completely clear run on the Milan-Como autostrada and the f.s. kilo. speed quoted below had to be taken after lifting off for the last few yards :—

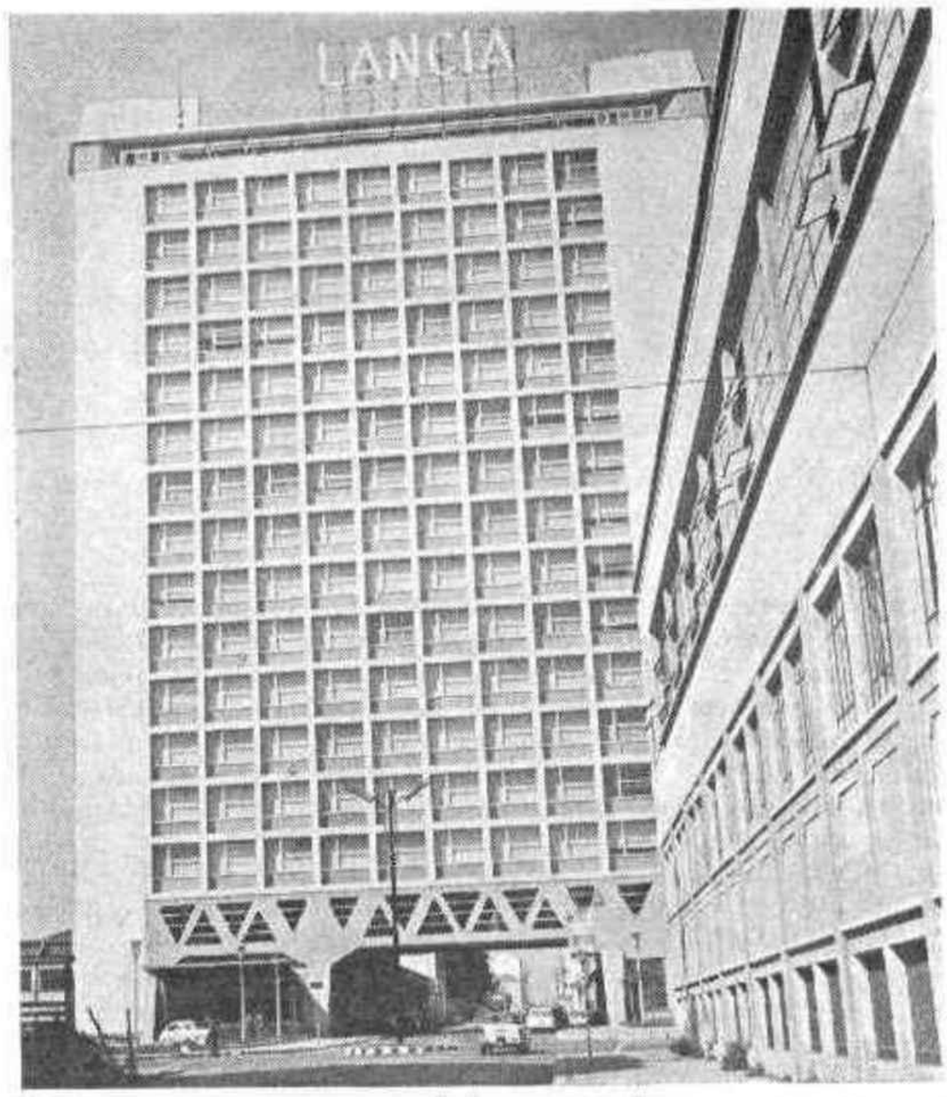
Standing start kilo.	...	...	...	33.2 sec.
Flying start kilo.	...	...	...	20.0 sec. (= 111.8 m.p.h.
0-60 m.p.h. in	...	...	...	11.8 sec.
0-80 m.p.h. in	...	...	...	18.2 sec.

After this memorable drive we said goodbye to Mr. Bernasconi, who emphasised that production in the Milan factory is concentrated on Giuliettas, largely for the home market and after that for America, where 2,000 have already been sold.

THE LANCIA RANGE

Model	*Wheelbase*	*Track*	*Price in England, including duty and p.t.*
Appia Series II saloon	8 ft. 2⅞ in.	3 ft. 10½ in.	£1,688 17s.
Flaminia saloon	9 ft. 5 in.	4 ft. 6¾ in.	£3,751 7s.
Aurelia Gran Turismo 2500 saloon	8 ft. 8¼ in.	4 ft. 3¼ in.	£3,346 7s.

Concessionaires : Lancia (England) Ltd., Lancia Works, Alperton, Wembley, Middlesex.



IMPRESSIVE.—Lancia celebrated their recent expansion by erecting this remarkable office-block straddling a main road in Turin. Part of the vast factory is seen on the right of the picture.

LOOKING IN ON LANCIA

The next morning we left Como reasonably early in the Rover to motor to Turin, home of Fiat and Lancia. It is some reflection on motoring conditions on the Continent, compared to those prevailing in England, that this 112-mile journey was accomplished in five minutes under two hours, although not all of it was along the autostrada, on which, once attained, there was an appreciable diversion along slow back lanes. All down the autostrada the distance is marked by standardised posts on which the petrol companies are permitted to put their symbol, Supercortemaggiore one side, Argent on the other, for instance, while the blue kilometre boards bore the name of Fiat. After passing the vast Fiat plant we drove through Turin to the imposing Lancia factory on the outskirts of the city. The factory can be identified from afar by the incredible office-block at the entrance. This rises 16 storeys and is built astride the Via Vincenzo Lancia main road! From the entrance hall, where an effigy of A. Vincenzo Lancia (1881-1937) surveys the visitors, three ultra-modern, all-automatic lifts elevate you to the floor required. Alas, we had arrived at 11 a.m. and as Italian factories close for lunch from noon until 3 p.m. we were asked to come again later. This gave us an opportunity to drive the Rover up the Swiss section of the Susa Mont Cenis Pass and then lunch in the village at the foot, where the local vino was really a shade too strong for a journalist about to undertake a high-speed factory tour.

High-speed it turned out to be, for our guide took us, at just less than a fast trot, which went on for over two hours, round a good deal of the great Lancia works. This is to anticipate, because before lunch they gave us a ride in a Lancia Aurelia Gran Turismo. However, this was a new, stiff car, direct from the assembly-line, which possessed the disturbing defect of a horn which blew automatically whenever the steering wheel was turned. We tested a similar car (see MOTOR SPORT dated February, 1956. So, apart from noticing that 4,000 r.p.m. equalled a speedometer 62 m.p.h. in third gear and 87 m.p.h. in top gear (the gear-lever was of the steering-column variety) there was nothing to report. Here I may digress to observe that old cars are almost non-existent in Italy, which is a pity, because to encounter 501 and 509 Fiats as you encounter aged Citroens and Peugeots in France would be fun indeed. They may *exist*, behind closed doors of ancient sheds, but the only one we *saw* was a 1925 Fiat lorry in a Turin suburb, with a radiator like that of a swollen 501.

As we all but galloped through the vast halls of the Turin plant



NEAT.—One of the little coupe Lancia Appias seen during our tour of the Turin plant.

I noticed a greater variety of machine tools than I have ever encountered before in one factory. Between them scuttle Yale Fork-Lift trucks. Crankshafts are heat-treated, Magnaflux crack-tested, and rejected if faulty. In the machine-shop devoted to back-axle manufacture batteries of Bickford and Laptointe drills were at work and in the main machine shops the machine tools extend in serried ranks as far as the eye can follow—Archdale, Lapointe, Bryant, Wanderer, Fortune, Roscher and Eichler, Loewe, Magdeburg and Lancia giants working in harmony in one vast hall. But the operatives did not seem the same proud men we had met at Alfa-Romeo and it was startling to find presses without safety guards or foolproof switchgear and minor welding being done without a face mask. Italy is a carefree land, in more ways than one!

Considerable care is taken to ensure quiet back axles in the de Dion layout now used for the Aurelia and Flaminia Lancias. The gears are cut on Gleason and Kogmann cutters, after which they are tempered and the teeth profiles carefully cleaned up on a Maag cutter made in Zurich. Parker hardening treatment is applied and it is noticeable that the initial gear-cutting operation is done slowly, with checks to ensure extreme accuracy. The Flaminia back-axle gearbox is assembled entirely by hand, axle construction progressing on trolley-jigs. Each Flaminia de Dion back axle is then run for 50 minutes at 2,000 r.p.m. on an electrically-driven bed, to check it for absolute silence. The special vertical pillar coil-spring suspension for the Appia and Aurelia cars is the subject of individual assembly methods, the Flaminia, of course, employing wishbone i.f.s.

In the engine assembly hall the narrow vee-type cylinder blocks have each bore drilled separately, not by the transfer-drilling method, Reinecker, Lumsden and Lancia being amongst the variety of drilling machines employed. Proprietary pistons are now used. Each crankshaft is balanced on a Westinghouse balancer, the flywheels are separately balanced, and every con.-rod is weighed on a pair of domestic-looking scales in order that they can be assembled in batches of the same weight. Cylinder heads are stacked with carburetter and manifolds in place, until required for assembly. Appia engines go off on rail trolleys when completed for installation in the cars.

The engine test-shop is impressive. It contains a total of 40 test-beds, of which 12 were in use. The engines are tested on Froude water-brakes, of which six are in noise-proof rooms. Appia engines are run up to 4,600 r.p.m., each one for a period of four hours. The V6 Flaminia engines are expected to give 98 b.h.p.

The body-presses are few in number, a deficiency made up by employing a large number of stamping dies, which are changed as required. An overhead gantry crane spans the press shop, where Weingarten, Bliss, Schuler, Clearing, Hamilton and many other presses were at work. As the finished panels are ejected they are conveyed to the assembly halls on overhead chain conveyors, which pass through a roof-high tunnel connecting one shop with another. Spot-welding of body parts is done on the top floor of a concrete building obviously erected since the war, and tubular space-frame trolleys support the body shells as they are jig-welded. This applies to Appia and Flaminia bodies, Aurelia bodies coming from the Pinin Farina factory. Completed body shells travel on wheeled trolleys to the final assembly line, where a hoist raises the de Dion back-axle assembly for fitting to the chassis and the Bosch electrics and wheels, shod either with Michelin (which were highly praised) or Pirelli tyres, are prepared. I was especially impressed with the care taken to prepare the cars for painting. Aurelias were few in number but those we saw were being assembled on the Flaminia line. The cars travel on man-high conveyors in course of assembly, small components stored conveniently in boxes and racks beneath them.

There are two final assembly lines, one devoted to Appia, the other to Flaminia cars. Operatives spend four hours on one line, changing over to four hours on the other, to maintain a regular flow without doubling-up on workers.

The Turin plant works 24-hours a day, six days a week, employing 4,000 workers, 200 technical and drawing-office staff and 800 office staff, a total of 5,000. The production rate is 25 Appias and five Flaminias a day, or a total of 180 cars a week, to which must be added 10 or 12 G.T. Aurelias a week. The G.T. Aurelia is now intended mainly for the American market, but three or four a week are still sold in Italy. We did not see a single Aurelia Spider and the American-styled Flaminia and Appia are the key-models, the ordinary Aurelia having been discontinued. An amusing feature of the Flaminia is screen-wipers for the back window. Very smart coupé bodies by Farina and Ghia are available on the Appia chassis, the chassis being taken away to these specialist coachbuilders for fitting.

Each completed Lancia goes out on a road-test, which may embrace two or three hours of mountain driving, after which final checks are made in the usual revision bays. The cars are then fuelled from an Erg pump and driven away.

Our guide proved quite invincible and was anxious to conduct us, at the same exhausting rate, round the cammion-shops, but we politely explained that lorries are more or less outside the scope of MOTOR SPORT. Incidentally, we had to give not only our own names but those of our fathers to the Lancia Company and photography was strictly forbidden! We escaped to pay a brief visit to the *Museo dell' Automobile* in Turin, about which I wrote a few words last month.

ROVER REFLECTIONS

On the way home we timed the Rover along the 100 miles of the autostrada we had to negotiate. Including paying toll, handing in the toll ticket and making a slow diversion of eight miles, this run took 1 hr. 35 min., although there was much traffic and it was soon dark. For 20 favourable minutes we averaged better than 81 m.p.h. and in the first hour, which included the toll-stop and diversion, 64 miles were disposed of, 69 being put into the second hour. This enables the business-man working in the heat of Milan for example, to be out in the hills in about 30 minutes. It was on this run that the Rover was overtaken by the second car since we left home. This was a Mercedes-Benz 300 coupé which we could just about hold but not re-pass—the other had been an ambitiously-driven Peugeot 403 which got away over some rough stuff in France.

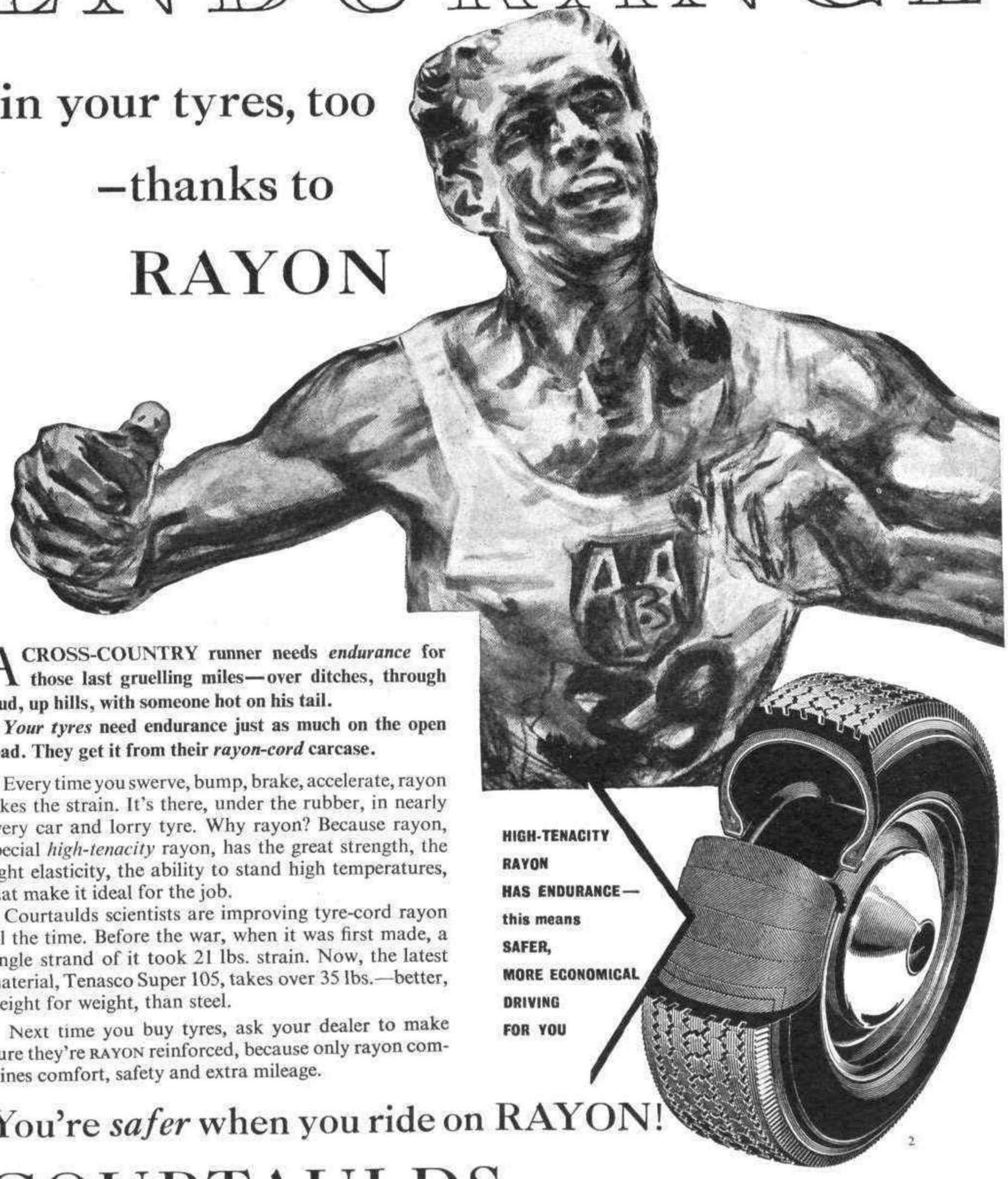
Having disposed of the main purpose of our journey, which was to discover how Alfa-Romeos and Lancias are made, we were able to return our attention to the Rover. As has been said, there is no point in describing the 105S in detail, because its appointments follow those of the 90 previously tested, being, let it be said, of a pleasingly individual character, from the unusual location of the engine valves down to small items of equipment. After tiring inspection of a factory, with the noise and bustle, in the heat of the Italian sun, it was pleasant to seek refuge in the Rover, with its comfortable leather seats, spacious interior and dignified instrument



MINOR INCONVENIENCE.—A pause to replace the off-side front hub grease cup, which had rattled loose after some fast pass-storming. The peasant on the left was hoping the Rover had broken down beyond repair so that he could sell us a room for the night, while in the foreground the Editor adopts his favourite attitude of giving advice while someone else does the dirty work!

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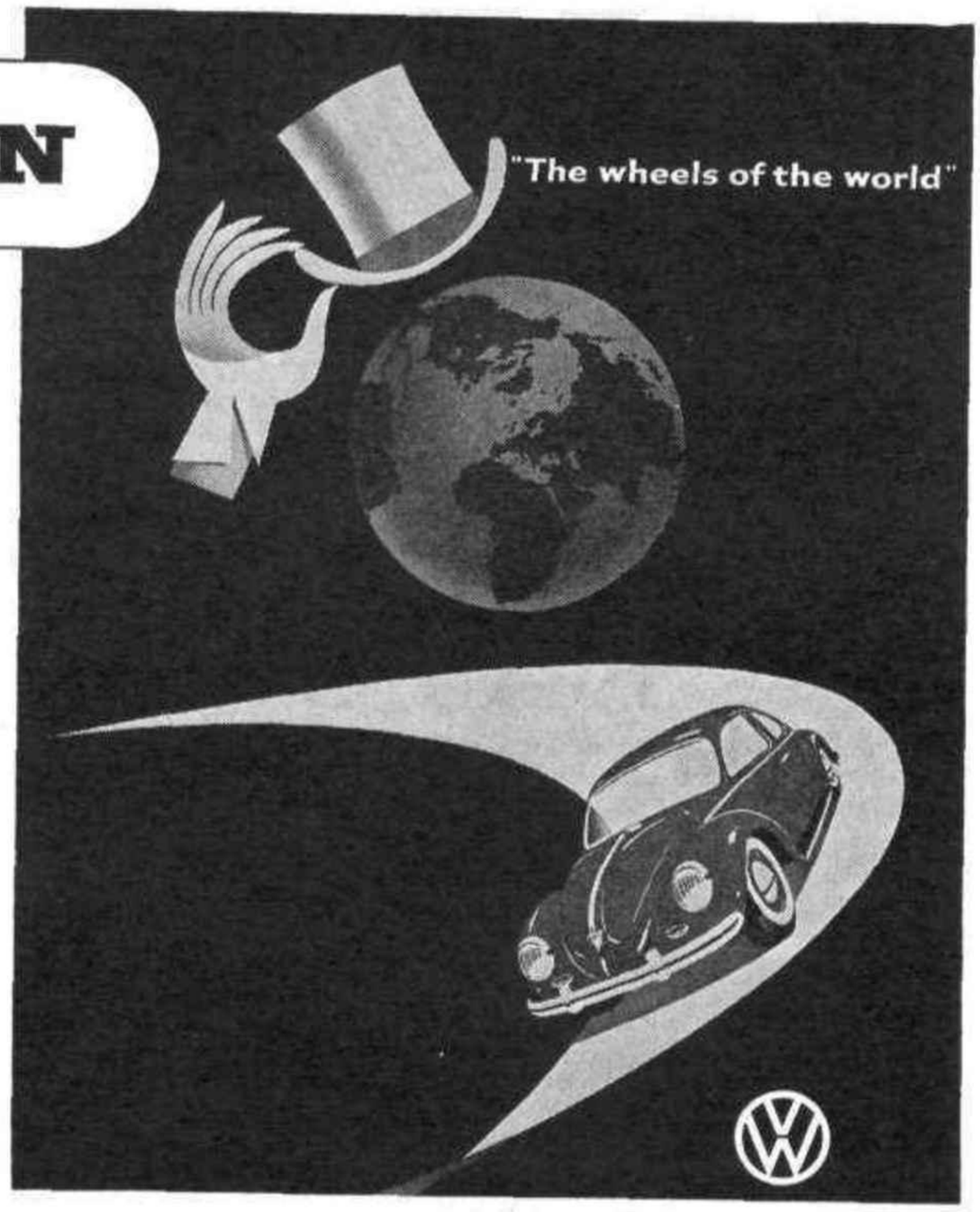
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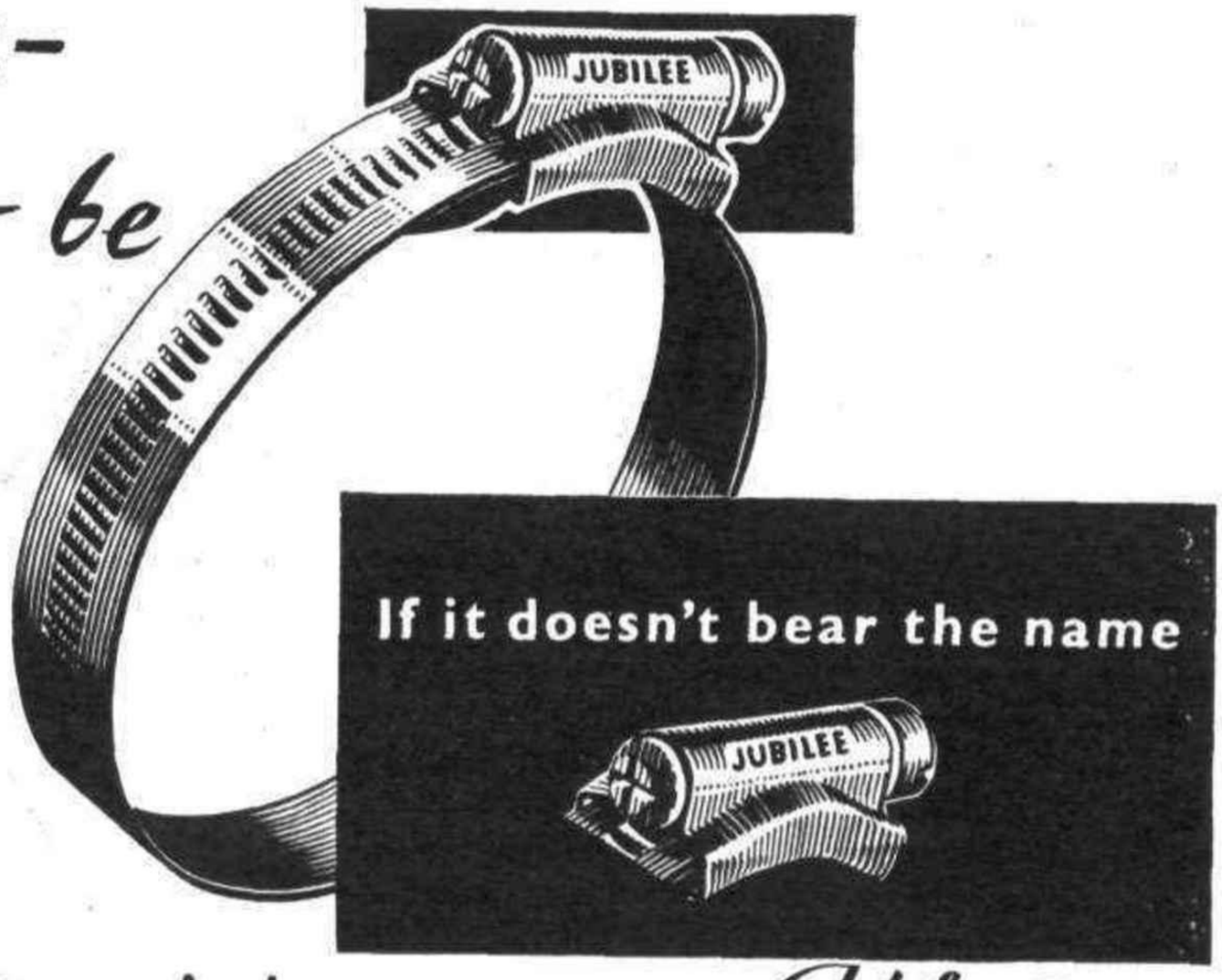
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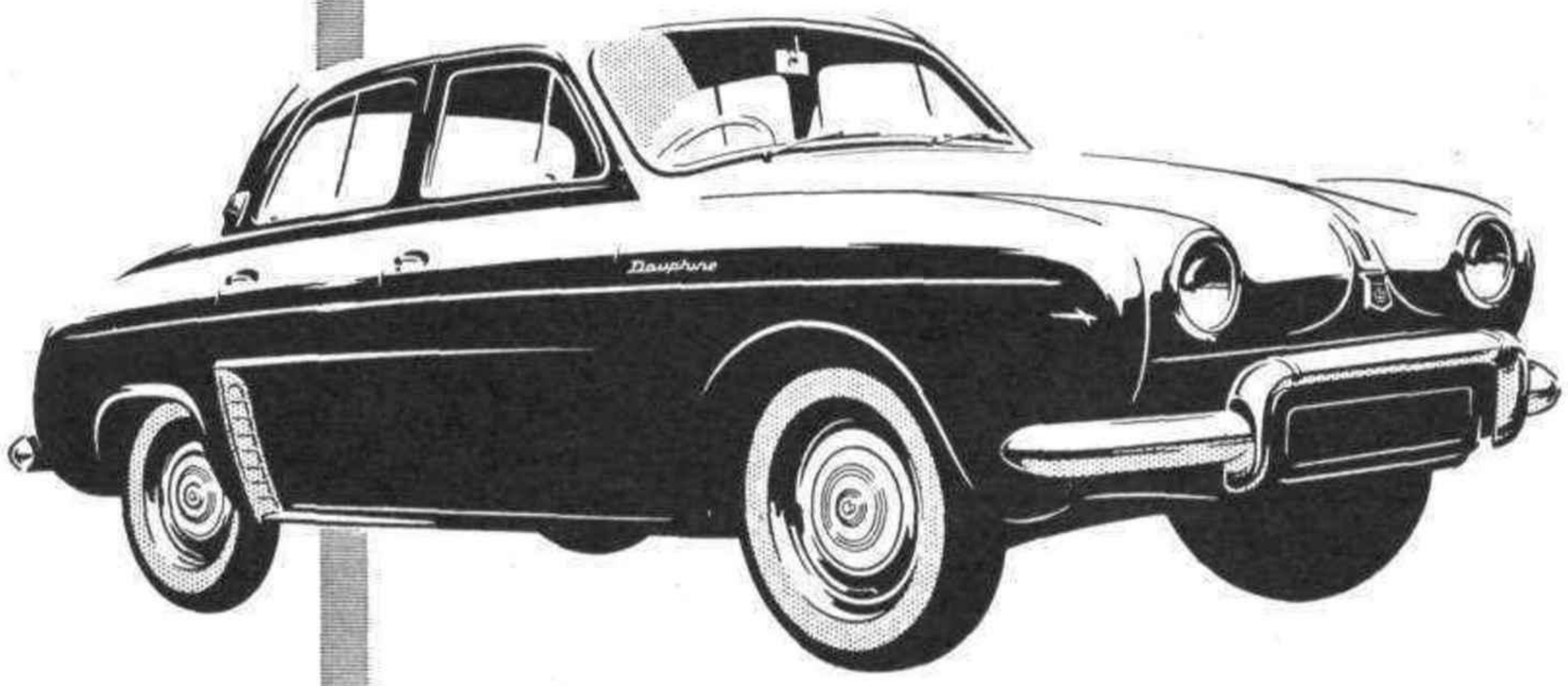
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(324)



AT THE ITALIAN/SWISS FRONTIER.—The Rover 105S about to enter Switzerland at the summit of the bleak Splugen Pass, 6,949 feet above sea-level.

panels contributing to the general air of luxury. We had found the luggage boot capable of accommodating baggage for five persons, the deep seats were comfortable except that the front ones didn't give enough support when hurling the car round hairpin corners, and if leg room was somewhat cramped in the back compartment, it was generous for those riding in front. The suspension proved comfortable yet not too supple, but over really bad surfaces some floor tremor was noticeable. At speed, wind noise was not excessive, although an air leak round the near-side front ¼-window set up an irritating whistle. On the autostrada we recorded the following figures :—

Standing start kilo.	...	...	...	39.8 sec.
Flying start kilo.	...	...	...	22.6 sec. (= 98.9 m.p.h.
0-60 m.p.h. in ...	...	...	...	16.8 sec.

Speedometer speeds in gears : first, 25 ; second, 43 ; third, 63 m.p.h. (speedometer virtually " spot on ").

On the Friday we drove over the Splugen and St. Bernadino Passes, a quite severe test, as no time was wasted on the ascents and descents, although we took time off to lunch adequately in one of those delightfully-clean Swiss chalet-type hotels, in Splugen itself. Coming down the St. Bernadino a rattle developed (after 1,523 miles) and it was found that the grease cup had come off the front off-side hub. A few minutes sufficed for its replacement. On this run through impressive scenery we had met several of the huge yellow Saurer 'buses blowing a warning on their post-horns as they roared round blind corners. A Karman Ghia VW was making light work of the descent with a caravan on tow but the Rover left it well behind. During our day's pass-storming the water temperature had never risen above its customary 75 deg. C.

The two following days were occupied with business associated with the magnificent Vanwall victory in the Italian G.P. A vintage aside here is that a wire-wheeled biplane towing an advertising banner flew over Monza Autodromo before the race and in the car park was a vintage Alfa-Romeo in which two enthusiasts had driven down from England. Then, on the Monday, it was time to return home. The sun still shone from a cloudless sky over Lake Como but as we ascended the St. Gotthard the weather changed. This time we branched off over the Susten Pass and as we approached Berne rain began to fall. Through the gloom another vintage Berna lorry loomed up. It was engaged in road repairs, reminder that the roads over the mountains are in the main well surfaced, although near the summit of the St. Gotthard some very rough stuff was encountered. At Andermatt, well-known winter sports centre, we had paused for fuel (after ignoring in Italy all manner of queer petrols such as Erg, Ozo, Ess, etc. !), for the first topping up of the Castrol oil, and to have grease packed into the front hub—which twice more shed its grease cup (at 1,890 and 1,982 miles) until, in Berne, we packed it with a strip of paper before replacing it. At the Felix Christen Garage they speak no English, yet a car-trolley had " Jeeper's Creepers " painted on it in large letters ! They gave us a useful plastic B.P. map of Switzerland ; on the walls of this garage hung hundreds of fan belts of all sizes—reminder that the cooling system is the Achilles heel of the car in this mountainous terrain !

In spite of a terrible hammering over some very rough roads the Rover shed nothing else, although a " pull " in the back compartment came loose (to be promptly tightened with the car in motion, after the back-seat passengers had been handed a screwdriver from the convenient tool-drawer that lives under the facia before the front-seat passenger). The rather unusual gear lever vibrated a good deal, causing it to jump out of top gear five times in all. And a valve worked loose on one of the Dunlop Tubeless tyres.

Otherwise the car was running splendidly as we drove through Berne, avoiding cyclists who ride one handed on wet days with an open umbrella in the other hand ! In Switzerland and Italy umbrellas are as much a part of a person's attire as shoes—every grown-up, every child, carries one and even the workers, male and female, in the fields seem to prefer a " gamp " to a coat and hat. Having experienced some of their weather, this is understandable !

For much of the journey over the mountains a Karman Ghia VW which had been at the Monza race tailed us—certainly much of the cool, clean Swiss air circulates these days over the finned cylinders of Karman Ghias, Porsches, Panhards and Volkswagens. Coming out our average over the St. Gotthard had been a mere 22 m.p.h. but now we managed about 30 m.p.h. for the four-hour run from Como to Meiringen. We passed comic little Rapid tractors like early cyclecars as we ran into the lowlands and shot apprehensively over the open Swiss level crossings. Before Interlaken there is an aerodrome on the left of the road precariously surrounded by mountains, in the town itself horse-carriages serve in lieu of taxis, and at Brienz we spotted the rack-and-pinion railway vanishing into the clouds and a derailed carriage at the lakeside station. The Rover's rather blatant but usefully commanding horns, actuated by a small-diameter horn-ring which you cannot depress inadvertently, were useful in Interlaken, where nearly every cyclist again carried an open umbrella. In Thun the Editor spotted an unusual Volkswagen with a lorry platform over its engine compartment and a canvas hood instead of a saloon top.

Feeling hungry, we stopped at a wayside inn where a tall blonde young lady announced simply " We have trouts." And fresh trout lubricated with brown butter we had, at a mere half-a-crown a time ! Basle produced more aged lorries, some fine trams, one used purely for trundling advertising hoardings around, full-size trains crossing the roads and running along the sidewalk, and the frontier. That night we slept again in Reims, the day's mileage a cool 500.

On the last morning in France we rose early in order to keep an appointment with Air Charter at Calais. The Rover cruised at 90 m.p.h. along the straight roads leading from the champagne city. In the first hour we disposed of 68 miles and to St. Quintin the average rose to over 70, or better than had been achieved along the special Italian motor roads. At these speeds the solenoid-operated over-drive, selected by a flick of that convenient lever on the left of the steering column, came into its own—incidentally, a change into normal top appreciably dropped the maximum speed. We breakfasted as we drove and the very capacious cubbyhole, with its polished wooden lid, proved an admirable store cupboard for raisins and biscuits without need to disturb the map books, notebooks, cameras and impedimenta already carried therein. At Cambrai the H.M.V. radio brought in the B.B.C. News at full strength. The first 100 miles occupied 94 minutes in spite of the level-crossing at Rumilly having been closed, and the 105S proved happy maintaining a 60 m.p.h. average for two hours inclusive of brief stops, a pause for Esso, negotiation of towns, avoiding early morning herds of cows—the lot ! The level crossings at Lillers and Pont d'Ardres were against us, but from a 6.30 a.m. start we rolled to a stop at Calais Airport at 9.46 a.m., 175 miles after leaving Reims.

Bad weather delayed our departure but after landing at Southend customs formalities took but a minute and at midday we drew up in Hornchurch, our mission completed. The total mileage since the test commenced was exactly 2,500. Apart from a few rattles and a tendency for the six-cylinder, twin-S.U. i.o.e. engine to " run-on," the Rover showed no signs of its exertions, although it had been driven in near-rally fashion most of the way. The engine " pinked " at times on Continental petrol, although we always specified Super, but the rarified air at the top of the passes effected a cure automatically. It had developed no defects other than those already recorded, and apart from the deficient brakes, these were all of a minor nature. The consumption of Esso and B.P., in spite of storming five passes and at the other extreme doing plenty of taxi-work, was 19½ m.p.g. ; oil consumption came out at the excellent figure of 5,000 m.p.g. The off-side front Dunlop tyre had very

little tread left, while the centre of the off-side back tyre was worn ; the Dunlops on the near-side looked as good as when we had set out, ten days before. This uneven wear is probably attributable to the fact that going up the passes it was found that the wheels could be spun when taking left-hand corners but not on right-hand hairpins. One outstanding aspect of the Rover is its lack of grease points ; only four nipples, on the propeller-shaft, require the attention of the grease-gun every 3,000 miles. Other points are lubricated by pre-packed bearings and oil reservoirs filled and sealed on assembly or requiring replenishment bi-annually. So we didn't have to grease the Rover, yet our conscience was clear ! This is an invaluable time-saver on a Continental tour.

The dignified and beautifully-equipped Rover 105S had proved a staunch companion and although the price has recently been the subject of a slight increase it represents extraordinarily good value at £1,633 7s. inclusive of p.t. On all counts this fine British product is deserving of praise ; it is a car for which we need offer—as Norman Garrad would say to that charming rally personality Sheila Van Damm—no excuses. Apart from the tasks we set it, this is an excellent car in which to drive to the Golf Club.—W. B.

THE ROVER 105S SALOON

Engine : Six cylinders, 73 by 105 mm. (2,638 c.c.). Push-rod-operated o.h. inlet valves ; side exhaust valves. 8.5 to 1 compression-ratio. 108 b.h.p. at 4,250 r.p.m.
Gear ratios : First, 14.506 to 1 ; second, 8.785 to 1 ; third, 5.923 to 1 ; top, 4.3 to 1 ; overdrive, 3.34 to 1.
Tyres : 6.00 by 15 Dunlop tubeless on bolt-on steel disc wheels.
Weight : 1 ton 10 cwt. (without occupants but ready for the road, with approximately 5 gallons of petrol).
Steering ratio : 4 turns, lock-to-lock.
Fuel capacity : 11½ gallons (including 1½ gallons in reserve). Range approximately 224 miles.
Wheelbase : 9 ft. 3 in.
Track : Front, 4 ft. 4 in. ; rear, 4 ft. 3½ in.
Dimensions : 14 ft. 10¼ in. by 5 ft. 5⅝ in. by 5 ft. 3¾ in. (high).
Price : £1,088 (£1,633 7s. inclusive of p.t.).
Makers : The Rover Company Limited, Meteor Works, Solihull, Warwickshire, England.

"Motor Sport" Trophy Final

AT PETERBOROUGH M.C. RACE MEETING (SEPT. 28th)

WINNER of this year's "Motor Sport" Silverstone Trophy Final, contested at Silverstone, was W. E. Wilks driving a Frazer-Nash. Second and third were Bradley ahd Prior driving Bentley and Lotus respectively. H. C. Spero in a Maserati won the 15-lap handicap race for vintage and historic cars.

Competitors of both the Peterborough M.C. and the Northampton A.C. were taking part at this meeting, one of the last race meetings of the season at Silverstone. A cold wind swirled over the open spaces but no rain came to spoil the long programme of events, mostly of five laps duration.

Race 1 was won by R. P. Bradley in his Bentley, a 3-litre chassis with 4½-litre engine, in which he romped round in fine style ; Sim's 1,300 Alfa-Romeo went quite rapidly but French's immortal Austin "Simplicity" was even faster although George Burton's Bentley took second place leaving Miss Cooke's nice Amilcar Surbaisse to plod round at a steady gait making queer tinkling noises *en route*.

Always a firm favourite is a production car race and in this event there were such exponents as Shepherd in his A35 Austin, Wright's Morris 1,000, Treadgold's Sunbeam Rapier, Wadsworth's Healey Elliot and Seigle-Morris' Borgward, all fighting for the lead. Shepherd was the lucky winner on handicap leaving some of the larger cars on corners such as Woodcote. Louis de Conti Manduca's Alfa-Romeo 1,900 gave a poor showing as it rolled excessively, this being due perhaps to the fact that it was a left-hand-drive model trying to turn right all the time ! The best cars to watch were the Borgwards which just turned corners as if they were doing 5 m.p.h.

M.G.s Austins and Berkeleys topped the polls at the next event, again a handicap race in which Mallock's Austin Seven crossed the line first, but the Berkeleys were fun to watch at the corners as their drivers pursued the " foot hard down and spin the wheel " tactics. Another inspiring character was Hacking in an M.G. TF, which was something to watch as it came steaming up to the corners braking at the last minute and tearing off again.

At the start of the second part of this race, scheduled to allow Qualifiers for the MOTOR SPORT events to sort themselves out, Arundell in an M.G. TC whipped off into the lead and was hardly seen again until the finishing line where he took first place at a speed of 66.17 m.p.h. average, which is not bad at all for a TC.

The over-1,500-c.c. sports-car handicap began with Bradley's Bentley in the lead and Cutler's Healey Silverstone hard in second place and by the final lap Saunders in another Healey Silverstone was in third place. In the first of the Formula III events Robinson in a Cooper stepped into first place at the start and meant to keep it. Pitcher in another Cooper put up a good effort in second place but never really challenged Robinson. In the second race for these cars the same two drivers were placed first and second again, which only goes to show that they must be more proficient than their rivals.

The up-to-1,250-c.c. sports-car event saw Brierley in the lead with his Victoria Climax until Brough in a Lotus XI came along to take first place. Anstice Brown had an awkward moment in this race and nearly came to grief at Beckett's when his Lotus spun.

The big race of the day was the 15-lap vintage racing-car event. Here McDonald was first round in his Bentley, followed by Goodhew's E.R.A.-Delage, but W. F. Moss soon came on the scene in " Remus " although he ran out of gears after Beckett's on lap seven, allowing Spero's Maserati into first place, where it finished at 76.07 m.p.h. Hall's B-type E.R.A. was second.

Race 8 for larger sports cars resulted in a dice between Brough in a Lotus XI, Brierley in his Victoria-Climax and Dickson's Lotus XI. Brough won the under-1,251-c.c. class but the 1,251-1,500-c.c. class went to Arundell, again with his M.G. TC.

The Peterborough M.C. Qualifying Race for the MOTOR SPORT Trophy was won by Hacking in an M.G. TF. Mallock was second in his Austin Seven and Wilks' Frazer-Nash was third. These three, with three others, went forward to take part in the Final race for the Trophy this year, the last event at this meeting. This was a most exciting race, for which first prize is now £75. Because it is a five-lap event the winner is never known until the very last moment, and it was so in this case, for Wilks brought his Frazer-Nash round Woodcote into the lead at the last instant, with Bradley and Prior second and third, respectively, in Bentley and Lotus cars, heading a big field of many different sporting machines. Treadgold in the Rapier and Shepherd in the A35 were first round on the opening laps, but by the fourth lap Bradley had crept into second place behind the Rapier, which was running on a 1 min. 35 sec. handicap and which had dropped back down the scale by the final lap.

The preceding races were the over-1,500-c.c. scratch race, which went to Brough's Lotus again, and the Formula races for 750 and 1,172-c.c. cars; the former went to Hockney's Austin and the latter to Broadley's Lola Ford.—I. G.

Results :

Race 1 (5-lap Handicap for Vintage Cars) : R. P. Bradley (Bentley) ...	69.61 m.p.h
Race 2 (5-lap Handicap for Production Saloons) : G. C. Shepherd (Austin A35)	59.26 m.p.h.
Race 3 (5-lap Handicap for Sports Cars up to 1,500 c.c.) : A. M. P. Mallock (Austin 7)	64.44 m.p.h.
Race 3a (5-lap Handicap for Sports Cars up to 1,500 c.c.) : V. Arundell (M.G. TC)	66.17 m.p.h.
Race 4 (5-lap Handicap for Sports Cars over 1,501 c.c.) : R. P. Bradley (Bentley)	69.18 m.p.h.
Race 5 (12-lap Scratch race for 500-c.c. Cars) : P. Robinson (Cooper)	76.15 m.p.h.
Race 6 (5-lap Scratch race for Sports Cars up to 1,250 c.c.) : D. J. Brough (Lotus XI)	76.33 m. .
Race 7 (15-lap Handicap for Vintage and Historic Racing Cars) : H. C. Spero (Maserati GP)	76.07 m.p.h.
Race 8 (5-lap Scratch race for Sports Cars) :	
Under 1,251 c.c. : D. J. Brough (Lotus XI)	76.69 m.p.h.
1,251-1,500 c.c. : P. J. Arundell (M.G. TC)	66.52 m.p.h.
Race 9 (12-lap Scratch race for Formula III "Sweepstake") : P. Robinson (Cooper)	76.15 m.p.h.
Race 10 (5-lap Qualifying Handicap for the "Motor Sport" Trophy) : J. Hacking (M.G. TC)	66.26 m.p.h.
Race 11 (5-lap Scratch race for Cars over 1,501 c.c.) : D. J. Brough (Lotus XI)	76.57 m.p.h.
Race 12 (5-lap Scratch Races) :	
750 Formula Cars : L. G. Hockney (Austin)	60.30 m.p.h.
1,172-c.c. Formula Cars : E. H. Broadley (Lola Ford)	72.69 m.p.h.
Race 13 ("Motor Sport" Trophy Final) : W. E. Wilks (Frazer-Nash)	76.57 m.p.h.

CONTRAST IN CARS—continued from page 668

harder it will be to compete—already the Fiat 500 represents a 55 m.p.h./50 m.p.g. 2/3-seater in which every part has been designed with extreme skill and the prototypes exhaustively tested. The result is a fascinating if frugal little vehicle which feels as if it will stand full-throttle for ever and which handles impeccably. I normally object to Press cars which carry publicity stickers. The 500 came to me with " Fiat Leads the Way " on its near-side rear window, and this I found amusing as I shot past car after car of twice the size and four times the engine capacity.

If MOTOR SPORT does not " salute the Victor " it does lift its hat (Company Director's homburg, Barnet bowler, or peasant's soiled beret) to Dr. Dante Giacosa on having designed a miniature car in every way worthy of the great Turin plant that produces it.—W. B.

CONTRAST IN CARS

In a Series of Pre-Show Tests the Editor Experiences—

The Excellence of the Jaguar

The Chic of the Vauxhall Victor

The Frugality of the Fiat 500



IN order to remind myself, before being confined to Earls Court and confronted with the artificiality of glittering cars on show stands, that a motor car's correct *habitat* is out on the road, negotiating heavy traffic, hitting it up along arterial highways or storming the high passes, I was able, on my return from Monza, to lay on road-tests of three strikingly contrasting cars.

THE JAGUAR MK. VIII

First there arrived at the office in all its bulk and splendour a Mk. VIII Jaguar Automatic. Not the most appropriate Jaguar for a MOTOR SPORT test, you might think. But I made the best of it, metaphorically turning myself into a moderately-affluent Company Director, not quite able to encompass a chauffeur-driven Bentley or Rolls-Royce (it's a question of the *radiator*, Snodgrass !) but requiring an impressive, comfortable car capable of virtually driving itself.

Having—again metaphorically—donned black coat and striped trousers and dictated the last cable to a slim ash-blonde secretary, I ascended into the broad driving seat of the Mk. VIII and set out to discover what Sir William Lyons' most opulent model is like. The external impression of a very large, startlingly wide car of commendable dignity persists for some miles, but it isn't long before you discover that the handling qualities are such that driving the Mk. VIII in heavy traffic and along narrow streets isn't the nightmare you expected it to be. The steering is a bit spongy and requires no less than 4½ turns lock-to-lock but the lock is good and the task of getting the car straight after a corner is facilitated by exceedingly powerful castor return action. Decidedly heavy to park, so that automation applied to the steering as well as to the transmission would make sense, the action is pleasantly smooth and light in ordinary use, nor are road shocks transmitted. Moreover, the Jaguar corners with precision and there is no disconcerting roll-oversteer to spoil one's judgment in swinging back into the traffic stream after a piece of rapid overtaking.

The brakes, too, vacuum-servo assisted, call for praise, because a mere caress of the pedal stops the big car very easily from high cruising speeds. The action is vice-free and gently progressive, only emergency anchorage resulting in mild judder and some squeal.

To a gentleman used to dominating the Board Room and perfunctorily sending juniors about their business, a few near-misses due to restricted visibility, until the driving seat has been raised or a cushion inserted under the striped pants, is not likely to be a matter of great concern, but the fact remains that the screen pillars *are* rather thick and the driving position low—Mk. VIIIs encountered coming towards me seemed invariably to be driven by a bald dome bisected by the rim of the steering wheel. Presumably the average Jaguar owner has attained a position in life where he is immune to the embarrassment of attracting attention, because as handed over the tyres squealed loudly at every change of direction. More air in the Dunlop " Road Speeds " effected a cure and improved stability at the expense of a rather harsher ride. The suspension is not unduly soft, although heavy braking dips the bonnet, to the detriment of caviar and champagne attempting to avoid too intimate acquaintance within the ample Directorial stomach.

There is no question but that the Jaguar Automatic is profoundly easy to drive. It has but two pedals, a broad brake pedal and a treadle-type accelerator. All gear-changing is automatic, a lever behind the steering wheel selecting P, N, D, L or R, after which it is left severely alone. These symbols, gently illuminated after dark, stand for Park (to hold the car safely at rest), Neutral (without which you cannot operate the starter), Drive (which is obvious), Low (required only when the timid descend an Alp) and Reverse. Otherwise, all is done for you by the well-trained Borg-Warner slave-gremlins beneath the floor. In London traffic very attractive; elsewhere a lazy way of enjoying motoring. But I cannot altogether agree with Stirling Moss that such transmission is the ideal. Approaching a corner there is the frustration of not being able to change-down manually, and although the Jaguar is arranged so that kick-down on the accelerator selects a lower ratio, there is a delay factor in thus obtaining maximum acceleration which could be lethal when overtaking slower vehicles with superfine judgment. Moreover, although normally the Borg-Warner transmission works very smoothly, enthusiastic tramping on the gas does stir matters to the point of jerkiness. But stay, I am a Company Director who doesn't want the trouble of changing cogs for himself, and if the drag of the automatic gearbox, coupled to the very real performance available from the 3½-litre Jaguar engine spells fuel consumption in the region of 17½ m.p.g., falling to around 14 m.p.g. if you hurry, what is that to one motoring on an Expenses Account ?

In fact, there is provision for the enthusiast to quell the Borg-Warner gremlins in the pursuit of greater performance. If I find myself in a gear-leverless automobile I prefer to resign myself to it and have little use for an overriding appendage that requires to be used like a gear-lever. Yet to have Mr.B.-W. change-up early and ignore power that should be there for acceleration is exasperating. Jaguar neatly provide for this with a little flick lever on the screen sill which enables you to hold in middle speed without automatic interference. Using this it is desirable to cast an eye at the tachometer, because the 190-b.h.p. twin-cam, twin S.U., six-cylinder engine goes smoothly to its normal rev.-limit of 5,500 r.p.m. and beyond, providing a maximum of over 80 m.p.h. in this gear, which disposes of long columns of perambulating tin-ware. Normally, automatic upward changes occur at 39 and 68 m.p.h.

That the Jaguar possesses remarkable performance for its size is evident from its maximum of well over 100 m.p.h. and acceleration in the order of 0-50 m.p.h. in 9 sec., 0-80 m.p.h. in 20 sec., and a s.s. ¼-mile in 18½ sec. It is essentially the modern equivalent of the old royal Daimlers and regal Rolls-Royces—a car which builds business prestige and provides first-class travel away from the anxiety of bulls and bears and inflationary spirals ! The engine, inaudible when idling or cruising the car at 80, a little intrusive if acceleration is the requirement, has won many Le Mans races, and the car itself handles sufficiently well to win a Monte Carlo Rally—in the hands of a certain Mr. Adams; to whom, however, renewed congratulations !

Apart altogether from its road performance, the Jaguar will in no way disappoint those whose companies have spent £1,997 on one. The appointments blend in completeness and practicability to

a point where surely there is nothing more, or greater luxury, to crave—in this respect the Mk. VIII is the equal of motor vehicles priced at more than twice its figure. Only the few minor rattles which intrude—there was, too, a trace of petrol fumes with full tanks—remind you that this sumptuous saloon hails not from Crewe—and can be bought for so much less than £5,700.

To endorse this, let us go over the interior appointments. The instrument panel, screen and window sills and the lining of the roof and pillars are in restrained polished wood. The deep seats have sensible armrests and are upholstered in soft leather, and on the floor are thick pile carpets. Extendable ash-trays are exactly to hand, the rigid pockets provide ideal stowage for the day's *Times*, the inside door handles incorporate the neatest of trigger releases, and there is a clock—not functioning on the test car—in the rear compartment. There are cubbyholes both sides of the facia, with polished-wood lids, the passenger's lockable, and the action of the catches, and the smooth movement of the lamps-switch, denotes more than words can convey the dignified luxury underlying the purpose of the Jaguar.

The steering-column is adjustable, the instruments are recessed in the panel, and lit by non-dazzle violet lighting. The foot headlamps dipper is a big rubber-covered knob working, again, with a pleasantly light action. The heater has a simple knob and fan-switch control, the push-button H.M.V. radio works admirably, cigar lighters flank the door pillars in addition to one on the facia, and separate fuel contents gauge, small ammeter and combined oil pressure and water-temperature gauge are provided. Oil pressure is normally 60 lb./sq. in. and water temperature stays at 70 deg. C. with an odd tendency for the gauge needle to surge. The Smiths speedometer and tachometer read, respectively, to 120 m.p.h. and 6,000 r.p.m. (the "red" is from 5,500-6,000 r.p.m.). About the only details over which Sir William's minnions have nodded are the masking of the total mileage reading when the speedometer needle is at its customary 80/90 m.p.h. and interference with vision of the central rear-view mirror—which is of the excellent flick-for-anti-dazzle variety. A very useful passenger's map pocket under the facia, turn-button locks for all doors, fresh-air ducts opened by two wire handles beneath the scuttle, an air-vent in the scuttle quickly openable by giving a tiny control a half-turn, recessed interior lamps in the rear compartment, very high seat backs, opening quarter-lights for the back windows, two-speed screen wipers, map lamp, screen squirts, a little under-facia handle which winds out the radio aerial in 6½ turns, swing-up "pulls" for the rear-seat occupants, anti-dazzle vizors, with mirror in the passenger's, which clip onto the roof (but they don't swivel sideways), and a grab-handle for the front-seat passenger are some of the Mk. VIII's "showroom" features.

Even now the list isn't exhausted. There are picnic tables on the back of the front-seat squab and a useful magazine container, hidden compartments conceal, respectively, a tool-kit in the off-side and a grease-gun in the near-side front doors, the full-beam indicator lamp is sensibly subdued, a window illuminates "TRF" when the direction flashers are in use (these didn't always self-cancel efficiently), the heavy doors have strong spring-loaded cam-and-roller "keeps," and lockable flaps incorporating the caps comprise the petrol fillers in each rear wing. The Jaguar has two separate petrol tanks, one holding eight, the other nine gallons, providing an automatic reserve from a facia change-over control, and a fast-touring range of nearly 300 miles. The front-door windows call for only two turns of the handles to open them fully; the rear windows 2¼ turns. The front passenger's quarter-window was very stiff to open; with these open wind noise is appreciable.

THE JAGUAR AUTOMATIC MK. VIII SALOON

Engine : Six cylinders, 83 by 106 mm. (3,442 c.c.). Overhead valves operated by two o.h. camshafts. 8.0-to-1 compression-ratio. 190 b.h.p. at 5,500 r.p.m.
Gear ratios : Low, 9.86-21.2 to 1; intermediate, 614-13.2 to 1; direct, 4.27 to 1. Borg-Warner automatic, with kick-down control and over-ride switch.
Tyres : 6.70–16 Dunlop "Road Speed" on bolt-on steel disc wheels.
Weight : 1 ton 16 cwt. 1 qtr. 14 lb. (without occupants but ready for the road, with approximately 11 gallons of petrol).
Steering ratio : 4½ turns, lock-to-lock.
Fuel capacity : 17 gallons. Range approximately 298 miles.
Wheelbase : 10 ft. 0 in.
Track : Front, 4 ft. 8½ in.; rear, 4 ft. 10 in.
Dimensions : 16 ft. 4½ in. by 6 ft. 1 in. by 5 ft. 3 in. (high).
Price : £1,331 (£1,997 17s. inclusive of p.t.).
Makers : Jaguar Cars Ltd., Coventry, England.



AGAINST AN APPROPRIATE BACKGROUND.—In spite of being able to exceed 100 m.p.h. very comfortably and to accelerate like a sports-car, the essence of the Jaguar Mk. VIII Automatic saloon is dignified luxury. At a price of under £2,000 it represents sterling value.

Splendid, indeed, the Jaguar Mk. VIII has a sun roof. Under the bonnet reposes that beautifully-finished twin-cam engine. The luggage boot lid is easily released by unlocking and turning the left-hand handle, and the lid is automatically held open, or released, by the aid of an enormous internal strut. The capacity of the luggage boot is ample for the biggest collection of golf-bags, fishing tacke and seal-skin suitcases it is possible to conceive, although the spare wheel is also accommodated therein, vertically mounted.

To conclude, this is not a car for the Toads of this world but it represents fast, safe transport for all save morons. In company with the Dunlop disc-braked 2.4 and 3.4-litre Jaguars, it is a very fast, very luxurious saloon, the like of which isn't made in America or on the Continent of Europe, so that the Coventry firm is likely to continue to obtain valuable export orders. Whether the Company Director owner would have appreciated the brake squeal and blown exhaust gasket the test car developed I don't know, because this happened after I had disposed of it to the photographer. But I really wouldn't mind a Mk. VIII myself. *Mon Dieu*, I must be ageing.

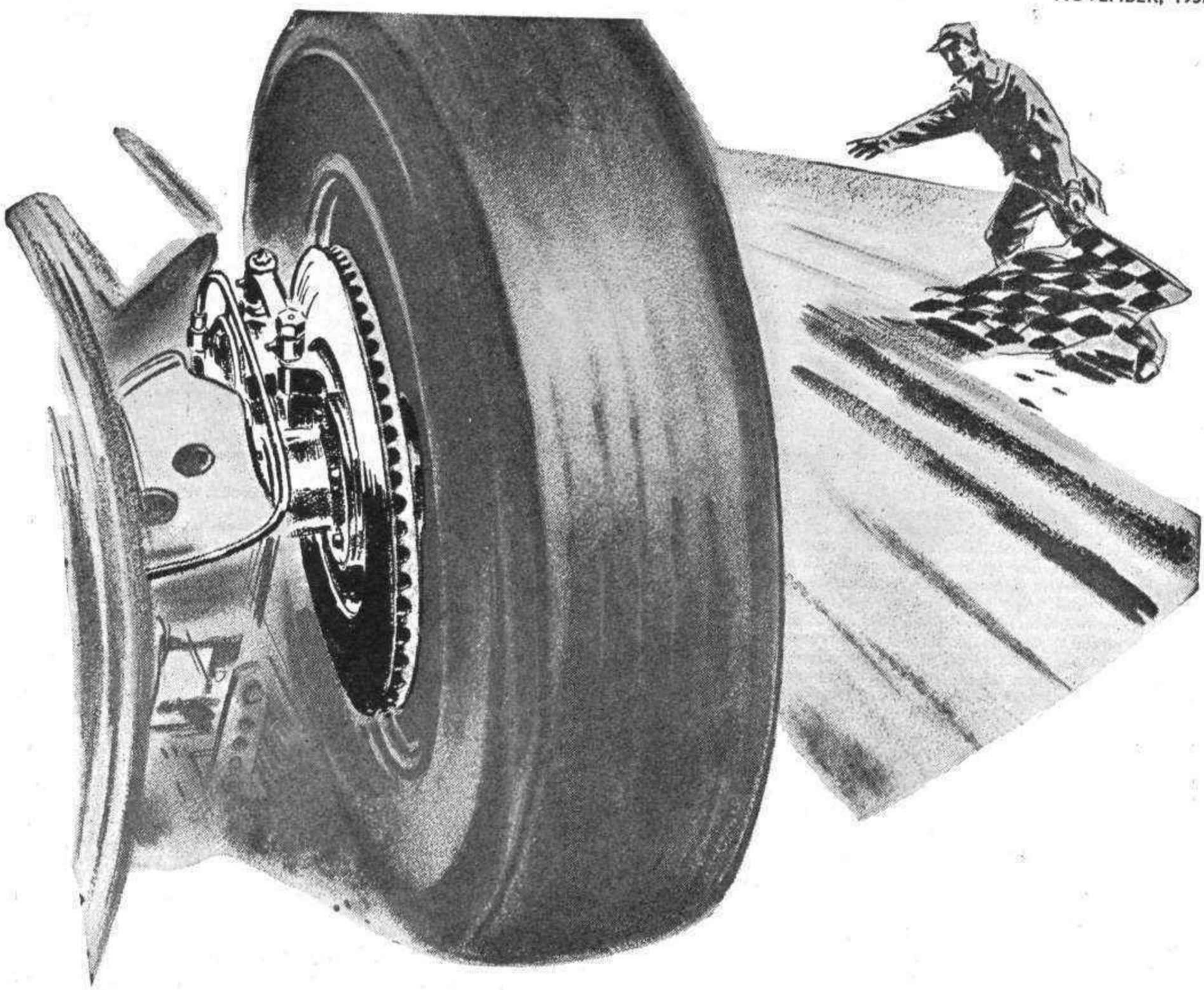
THE VAUXHALL VICTOR

The next car which came along for trial was the much-discussed Vauxhall Victor. I was loath to depart from my metaphorical Company Director status and wondered whether if I directed a quite small company, or if the Sharebolders had been difficult over Dividends, a Vauxhall couldn't justifiably replace the Jaguar. However, Luton sent along a normal Victor and I felt sure that if I were able to write-off a vehicle against Income Tax I should have specified a Victor Super. So I decided to take on the guise of a modern young man living, no doubt in Barnet, in a modern house with conspicuous sun-trap roof and white paint, with a wife, slim and stylish—but not, I hope, addicted to "the sack" as a fashion trend. Accordingly I metaphorically put on my best suit and suede shoes, picked up my bowler and tightly-rolled umbrella, tapped the barometer (if you have a sun-roof you presumably have a barometer), and set off to congested Wardour Street. Here, Shaw and Kilburn extracted the Press Victor from their garage after much complicated shuffling round of other people's Victors, which gives their drivers excellent practice in manoeuvring in confined spaces but must give their fire-insurance brokers grey hairs.

At last I was away and the immediate impression was how easy the latest Vauxhall is to drive. In the press of rush-hour Oxford Street traffic I found it easy to combat the taxis, visibility through the panoramic windscreen and rear window being a great feature of the Victor, while the steering is light and quick and the gear-change easy, enhanced by synchromesh on the lowest ratio. There is less roll than I had anticipated from brief acquaintance of an early model.

I began to understand the success of the Victor—there is visible evidence on our roads that it is already selling strongly. On paper there is nothing advanced or particularly attractive about its specifi-

Continued on page 666



GOODYEAR

pioneered the single disc brake
for aircraft and industry.
Goodyear designed brakes have
again been proved by the success
of the all-conquering **Vanwall**

Well done Vanwall

PICTORIAL REVIEW

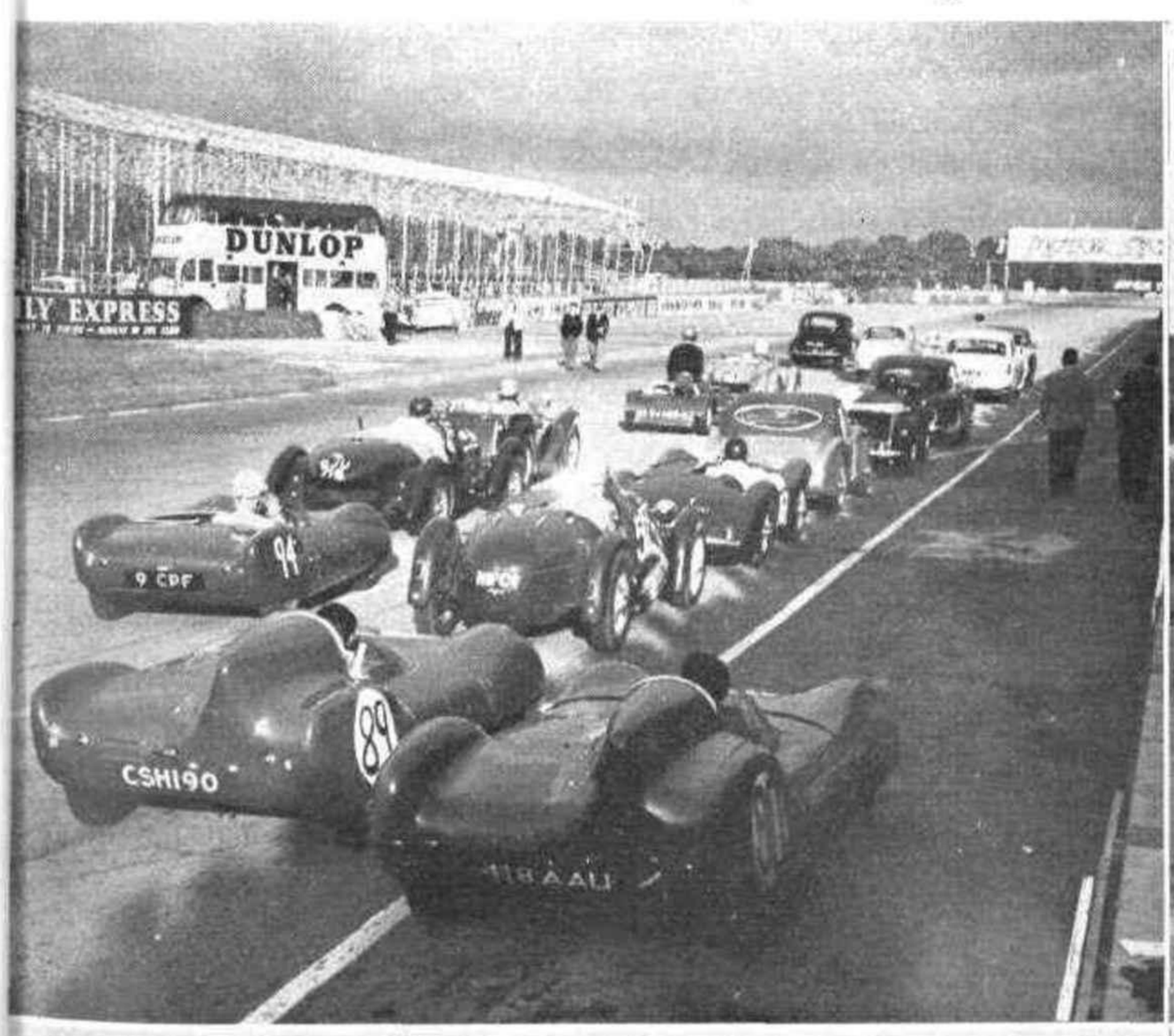
Mid-Cheshire M.C. Oulton Park
B.A.R.C. Goodwood
Peterborough M.C. Silverstone

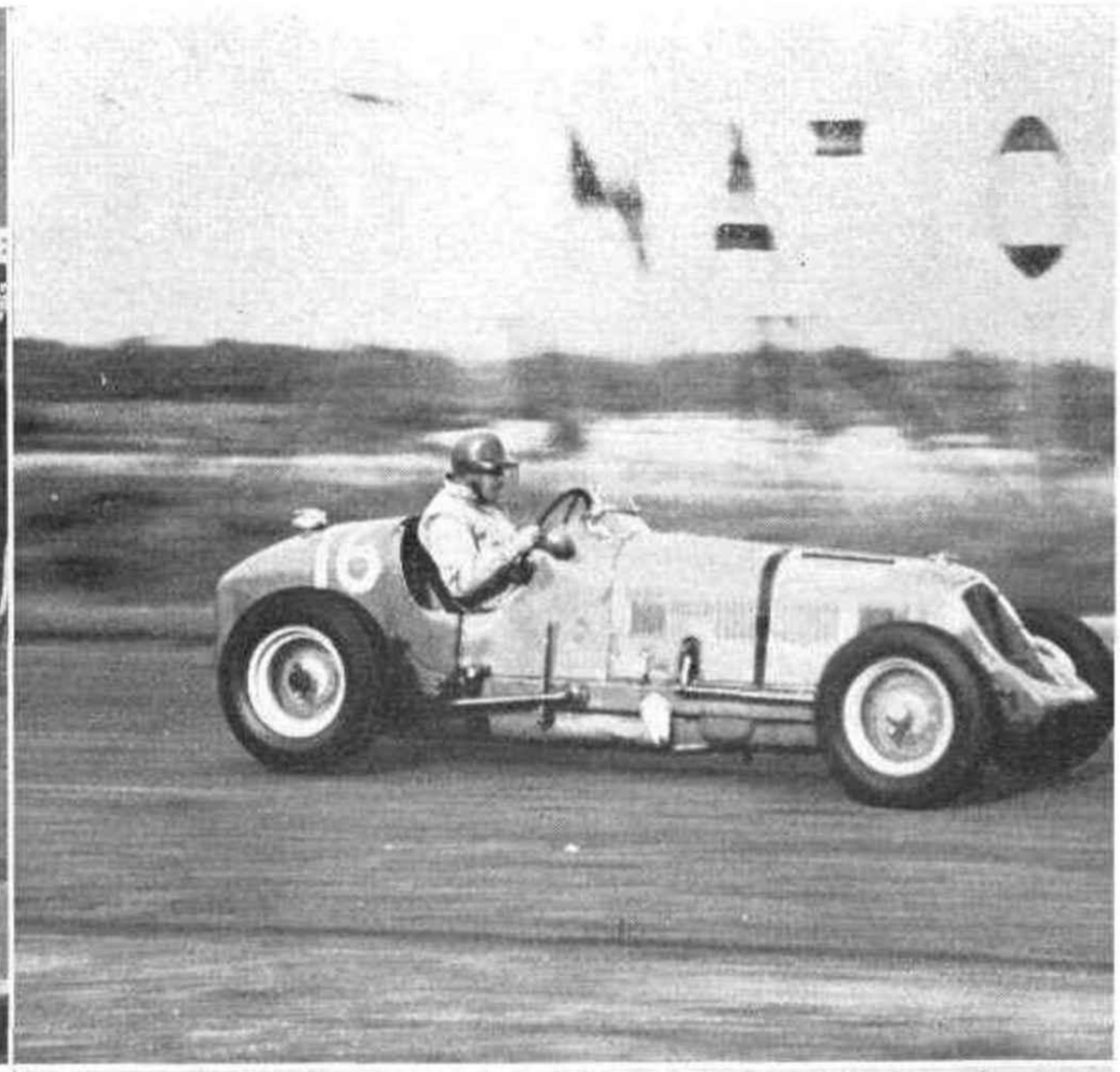
Top left : BEFORE THE START.—A few moments before the start of the " Motor Sport " Final the cars are seen assembling on the grid at Silverstone during the Peterborough M.C. race meeting on September 28th.

Top right : ANOTHER WIN.—H. C. Spero in his well-known Maserati whittled away at the leaders of the 15-lap handicap race for vintage and historic racing cars until they blew up or otherwise retired, leaving him as the winner.

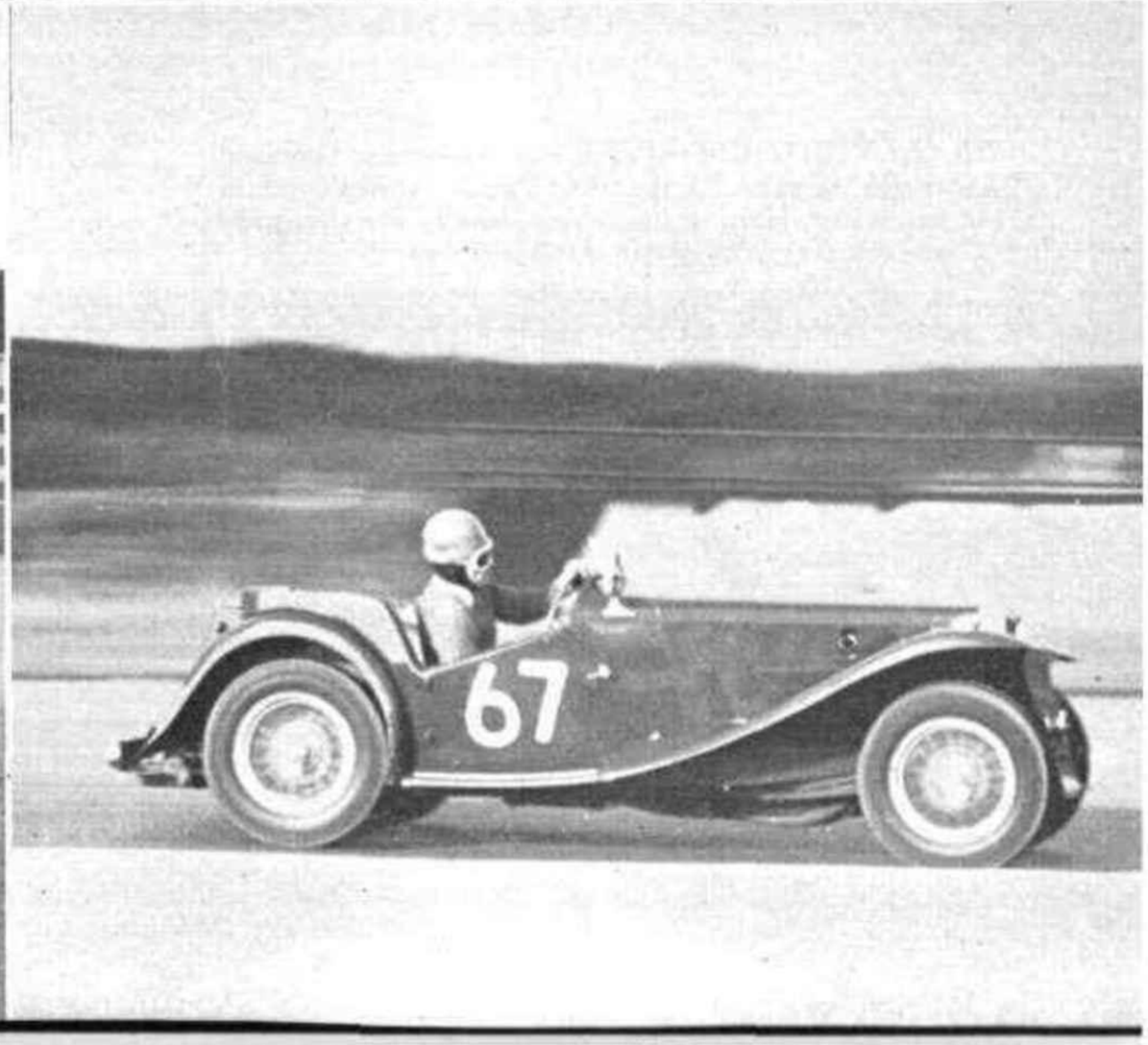
Bottom left : NIPPY SEVEN.—The well-known A35 of Dr. G. Shepherd, who regularly competes in races and is here seen winning the production saloon handicap event.

Bottom right : SUPER TC.—Arundell's very fast M.G. TC cornered well at Copse but kept well out from the brick wall in the foreground during one of the Peterborough M.C. events at Silverstone on September 28th.











OUT IN FRONT.—Archie Scott-Brown leads easily in the Goodwood Trophy Race in the remarkable Lister-Jaguar, which won at 88.84 m.p.h.



SPINNER.—Duncan Hamilton was over-ambitious at Goodwood and spun his tail-finned D-type round amongst the excitement of the Goodwood Trophy Le Mans start. He recovered, to finish fifth.



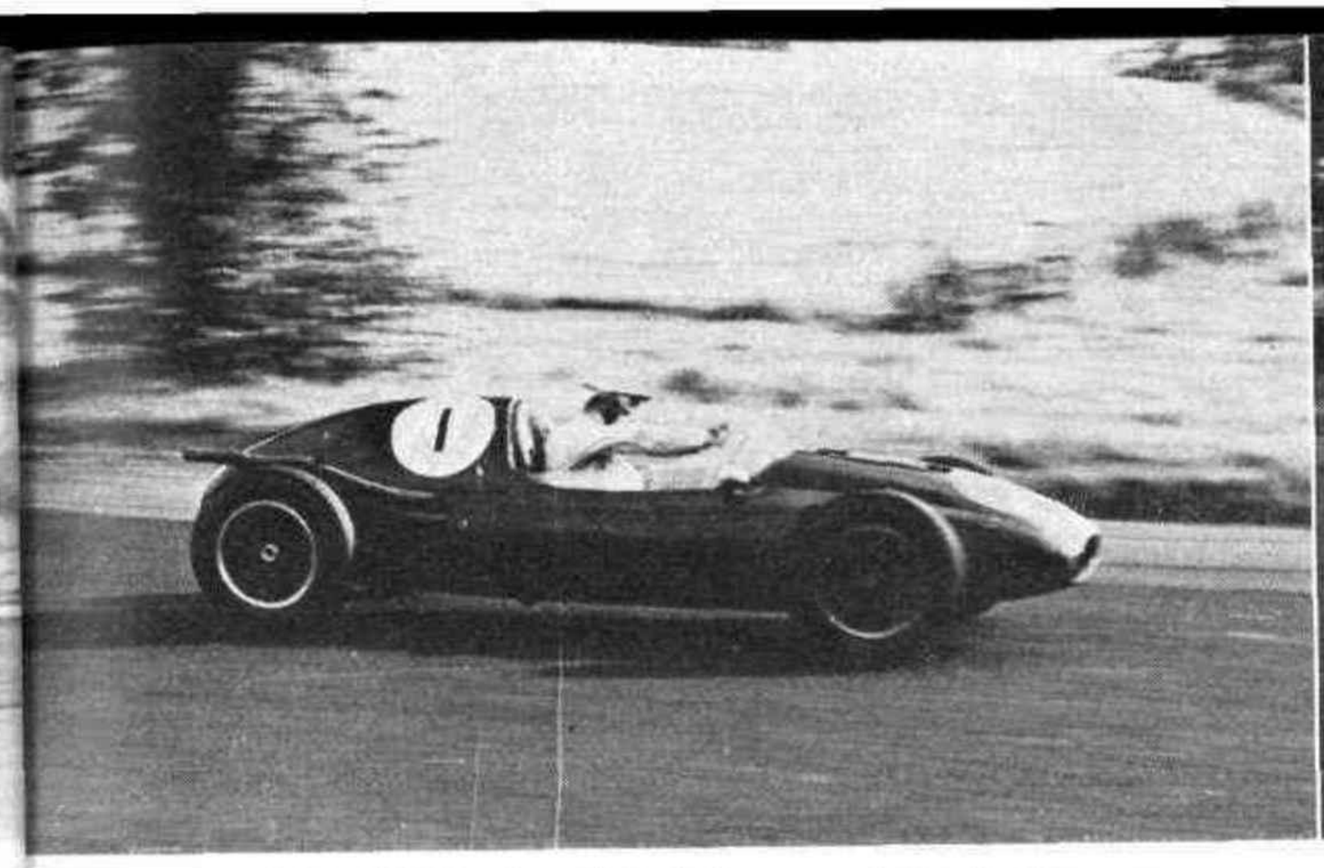
LE MANS START of the Goodwood Trophy Race at Goodwood. Scott-Brown (Lister-Jaguar) is making a quick getaway, luckily getting clear before Duncan Hamilton (D-type Jaguar) experienced his classic spin.

REALLY MOTOR RACING.—Salvadori has Coombes' Lotus-Climax at an "impossible" angle at Goodwood, in the process of winning the 2-litre class of the Goodwood Trophy Race in this 1½-litre car.



TEAM LOTUS cars in close company at Goodwood. Ashdown (No. 32) was later passed by Hall (No. 31), these drivers finishing second and third in the Madgwick Cup Race.

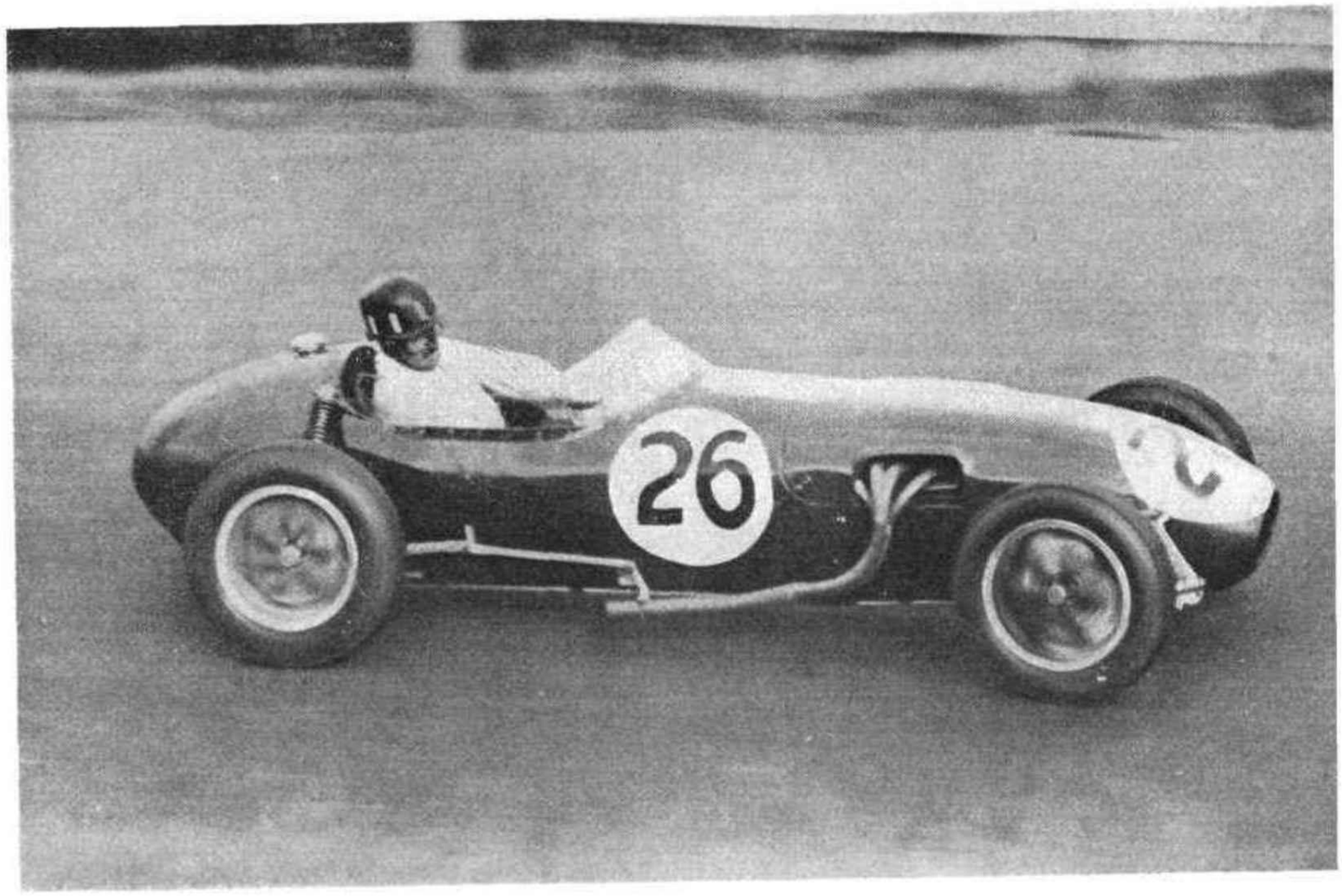




BAD LUCK.—Roy Salvadori was unlucky in the Oulton Park Gold Cup Race, for he had to retire when his Cooper engine failed ten laps before the finish.

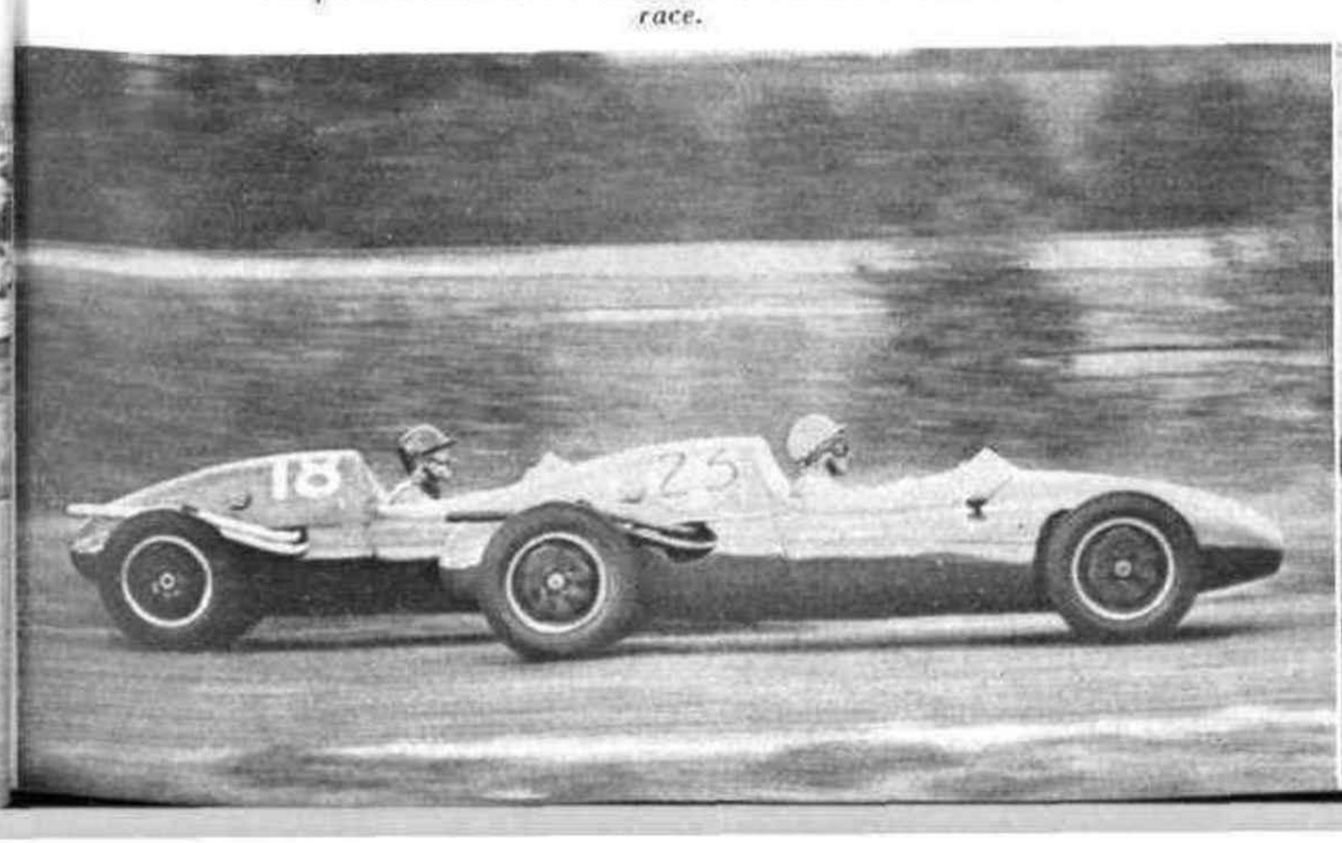


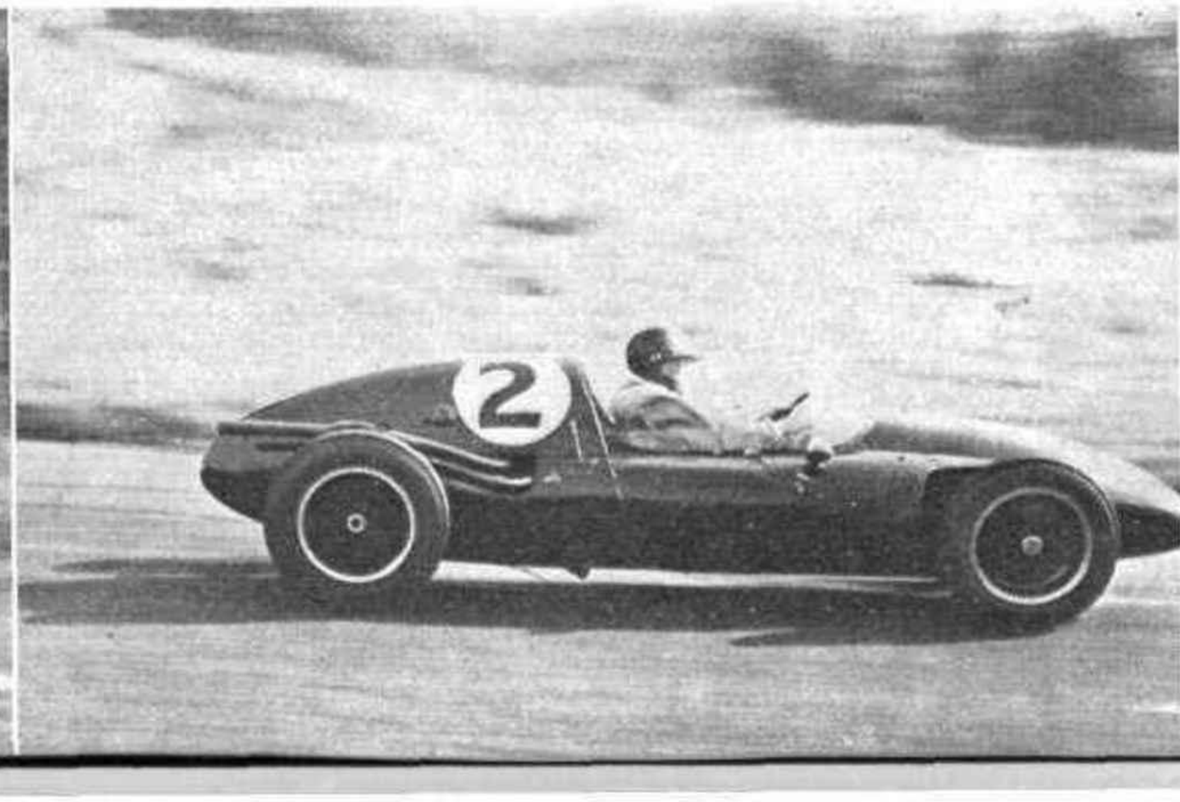
LOTUS BY THE LAKE.—Keith Hall takes his Lotus up to Island Bend in the Formula II race. He finished twelfth.



ROUND THE BEND.—Graham Hill, who made fastest lap, takes his Lotus round Esso Bend during the Oulton Park Gold Cup Race Meeting organised by the Mid-Cheshire M.C. on October 5th.

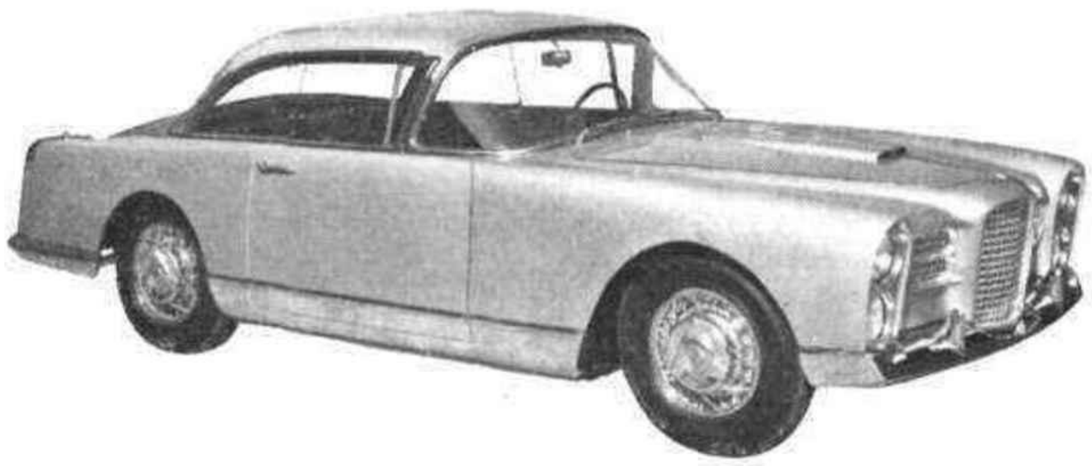
ROOM TO PASS.—Tony Marsh overtakes Nixon's Cooper at Island Bend towards the end of the Formula II race.



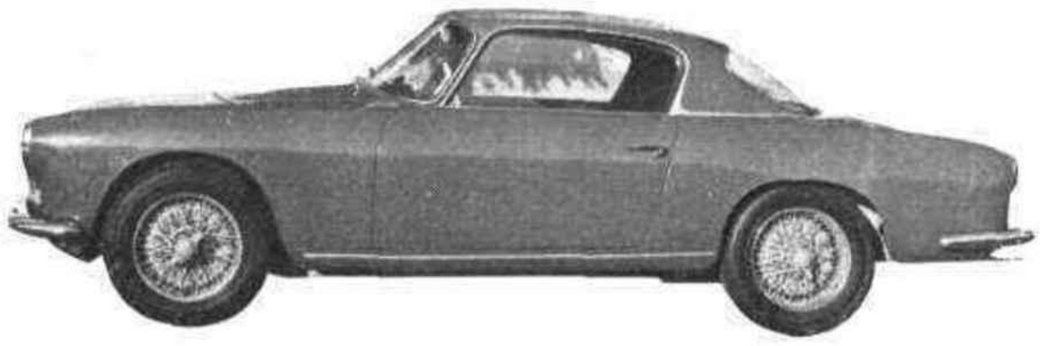


VICTORIOUS JACK.—Driving very steadily, Jack Brabham crossed the finishing line in the Gold Cup Race in first place.

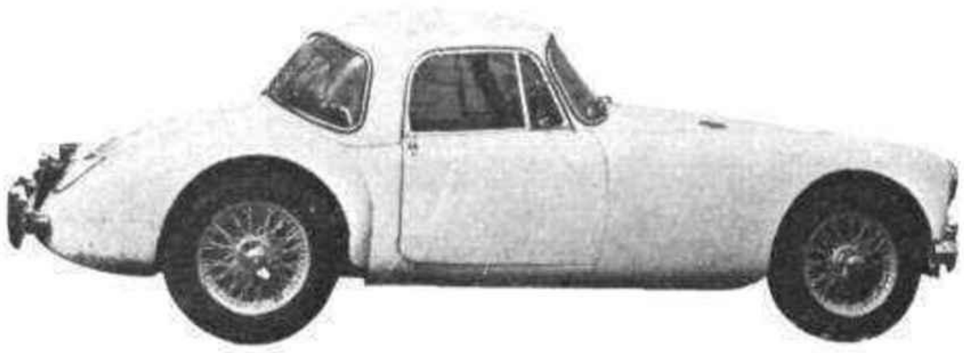
A Selection of HIGH-PERFORMANCE CLOSED CARS



Ford Vega



Alfa-Romeo 1,900 Super Sprint



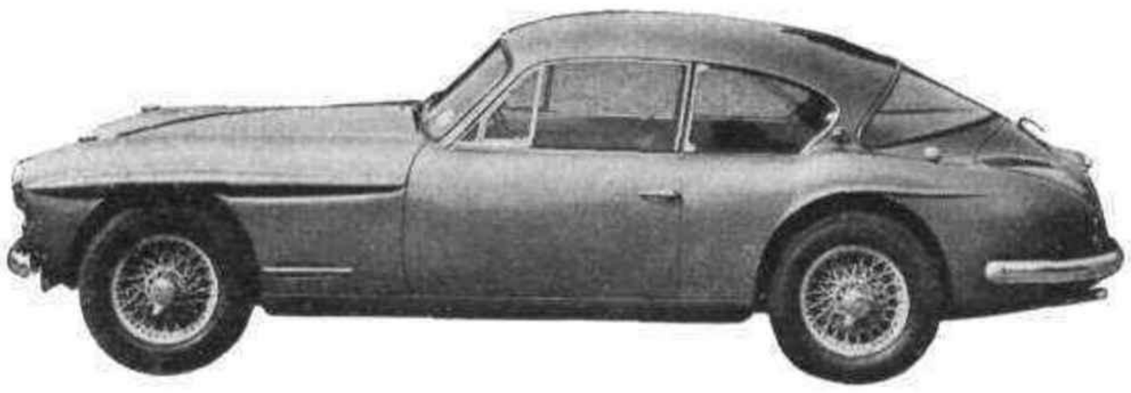
M.G. MGA



Porsche 1,600



Aston Martin DB III



Jensen 541



Bristol 406



BRITAIN'S GREATEST

LE MANS

1957





Individual Achievements 1957

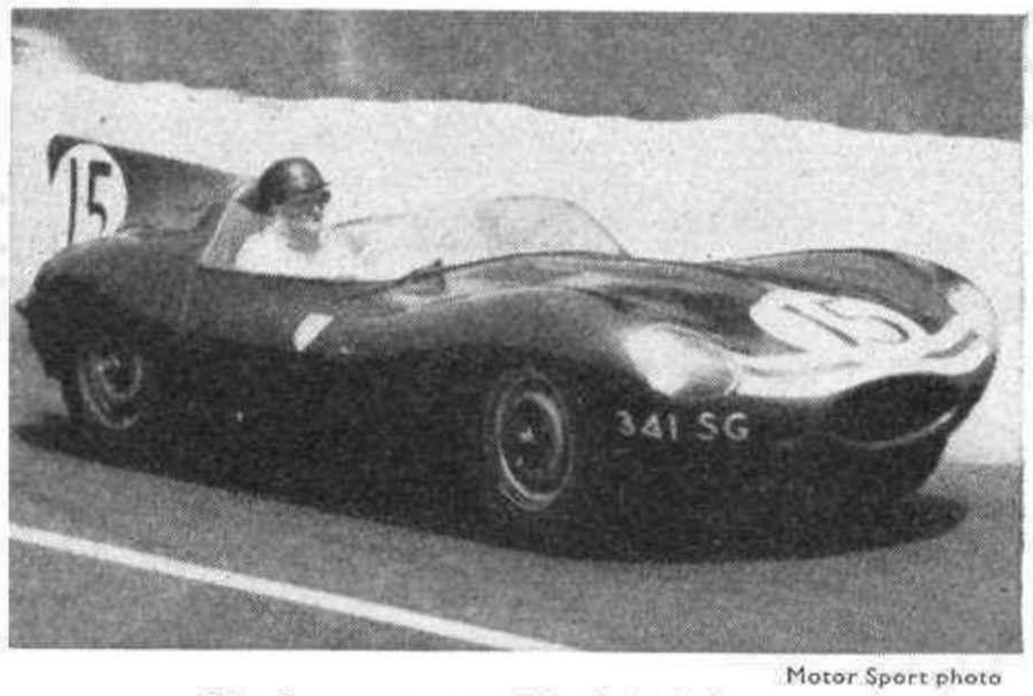
—*A tribute to Ecurie Ecosse and Lotus Engineering*

by Denis Jenkinson

A great deal is heard about personal triumphs, but probably the most outstanding achievements by individuals during 1957 were the efforts of David Murray and Colin Chapman at Le Mans. I use the term individual loosely, for both gentlemen are the first to point out that their successes at Le Mans were entirely due to the work of a team, and the only possible credit they can take is in having brought together the groups of people to form these teams.

The name of David Murray, a 47-year-old director of a wine importing business in Edinburgh, is familiar to those of us who follow the sport of motor racing, for it is synonymous with the Ecurie Ecosse, the racing team which he formed and runs as a hobby, even though it tends to take up more time than his real work. Similarly, 28-year-old Colin Chapman is at heart a motor racing enthusiast who started out just like the many clubmen who race at Silverstone and such tracks every weekend, but now his name means to us Lotus Engineering and Team Lotus, the name given to the small racing sports cars that his firm build, race and sell.

While this story is by way of a tribute to the successes gained by these two concerns, and is instigated by the Esso Petroleum Company, whose products both teams use for their cars, there is little point in going through the details of the 24 hour race, for that has been done many times already and has now gone down in history. Suffice to say that Ecurie Ecosse won 1st and 2nd places in the General Classification for the Grand Prix d'Endurance, setting up new records for the distance covered in 24 hours on the Circuit of the Sarthe, outside the French town of Le Mans, and that Team Lotus won the 750 c.c. class, the 1,100 c.c. class and for the first time in the history of the race won the Index of Performance, or general handicap, with a British 750 c.c. car; not content with this, the 1,100 c.c. Lotus took 2nd place in the handicap, so that the two teams between them achieved the maximum possible success with the four cars they entered. Ecurie Ecosse started two cars and finished 1st and 2nd, Team Lotus started two cars and finished 1st and 2nd on handicap. All these successes were achieved against strong opposition, not only from other private teams, but from many of the great racing manufacturers from Britain, France, Germany and Italy. It was a fine achievement for British built cars, but an even finer achievement for the two small groups of people that comprise Ecurie Ecosse and Team Lotus.



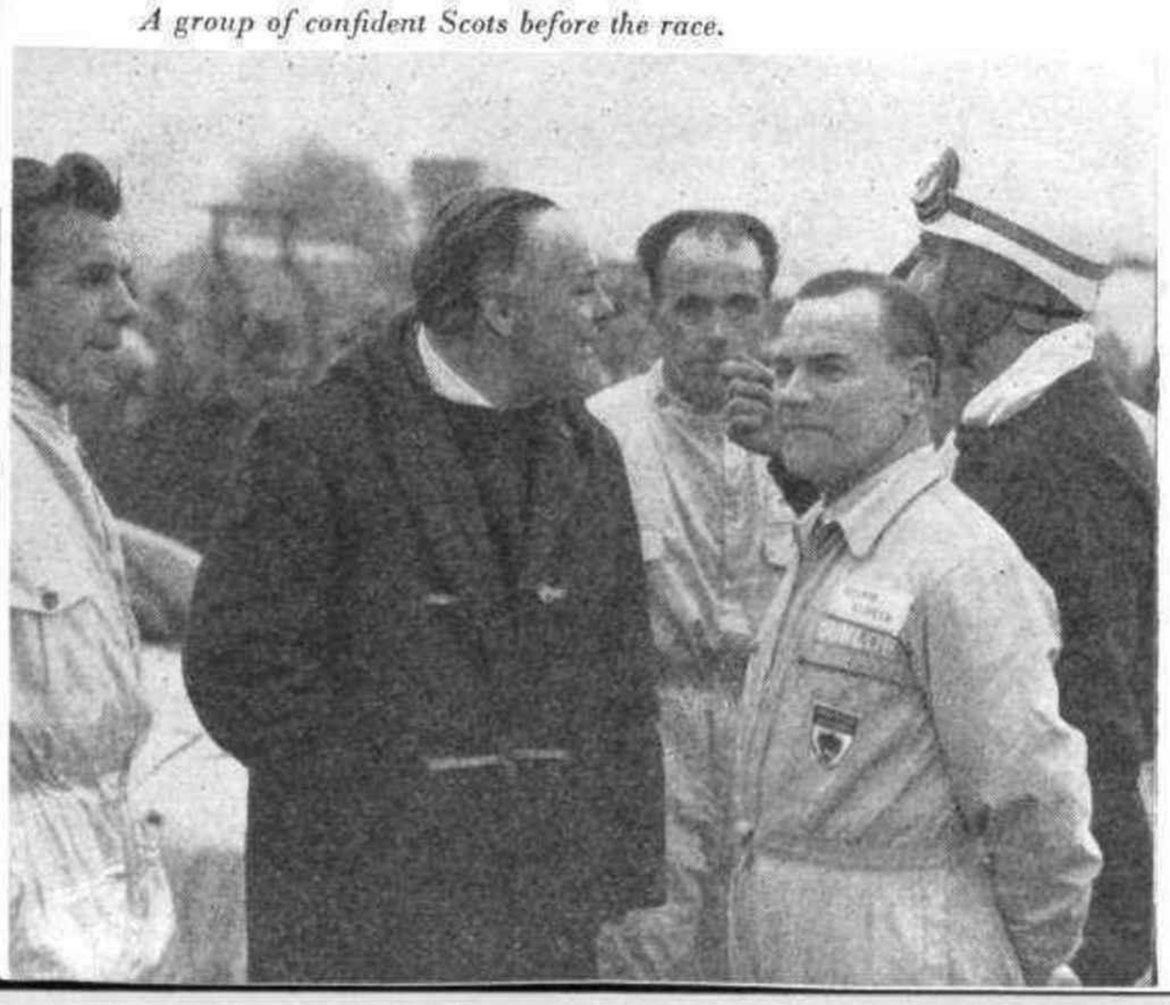
Motor Sport photo

John Lawrence at speed in the 2nd place car.

As is well known, the Petrol and Oil companies who are interested in racing like to support certain individuals or groups who show promise of achieving some success, and it has long been the principle of the Esso Petroleum Company, and particularly their competition manager Reg Tanner, to give a helping hand to the small up-and-coming teams, and it is not surprising, in view of the many years of experience that Esso have in racing matters, that they can often pick winners from a very early date. In giving support, both financial and in the way of supplies of fuel and oil, to Ecurie Ecosse and Team Lotus over the past few years, 1957 saw them reap their reward in a manner that few would have dared to prophesy.

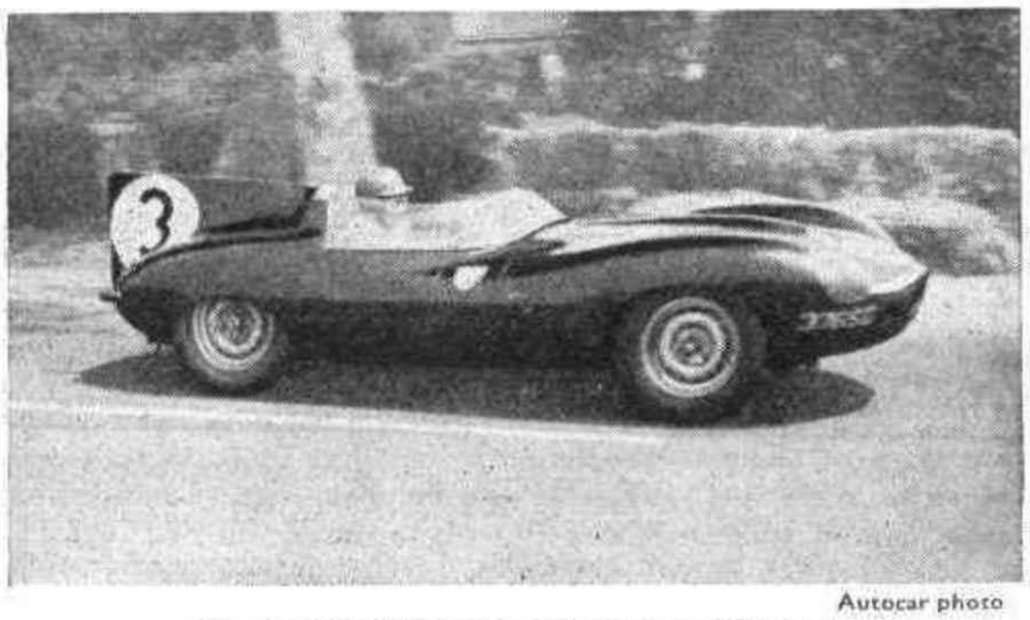
I have mentioned the leaders or moving spirits behind these two successful teams, but there is much more to it than that. Before a driver or drivers can receive the chequered flag and the winner's laurels there must be weeks of work and preparation going into the cars, the organisation, the planning and the actual control of the race. No one individual can take the credit for a 1st place in an event like Le Mans, though for practical purposes the head of the team often has to receive the credit on behalf of his fellow workers. Considering first of all the Ecurie Ecosse, when David Murray started the idea of the Scottish team, to be operated from Merchiston Motors in Edinburgh, of which he is the owner, he began by employing full time W. E. (Wilkie) Wilkinson to attend to the tuning and maintenance of the racing cars. This was back in 1951 when Murray decided to give up active racing after a rather lurid crash in a Grand Prix Maserati, and when he and Reg Parnell were racing a team of Grand Prix cars with Wilkie as their chief mechanic. Over the years he has gathered together a loyal and hard-working little group of people and from the start decided that the only way to go into racing as an entrant instead of a driver, was with a team of cars and to run the whole thing on strict business lines. After racing their cars in minor events the team gradually spread as it became stronger and more experienced and in 1956 they tackled Le Mans for the first time with a single car as an experiment, this being their first venture into such long distance racing. Due mainly to their competitors having trouble, the lone Ecurie Ecosse car achieved a surprise win and this encouraged them to return in 1957 with two cars and make a win their objective. Both cars were D-type Jaguars, prepared and tuned by Wilkie and his three mechanics, Stan Sproat, Ron Gaudion and Pat Meehan, for surprisingly enough there are only these four behind the tuning of the Ecurie Ecosse cars. Stan and Pat are true Scots, while Ron is an Australian who joined the team after working at Jaguars. The Coventry firm of Jaguar has always supplied the sports-racing cars for this team, though Wilkie and his boys always take them apart and re-assemble them themselves, making many small but important modifications to their own ideas, some of which even the Jaguar firm know nothing about. Jaguars having stopped building D-types the only cars left at the Coventry firm for David Murray to buy were last year's factory team cars and this he did,

A group of confident Scots before the race.



Motor Racing photo

being supplied with a new enlarged engine for one of the cars a week before the Le Mans race, giving it 3.8 litres against the normal 3.5 litres; this larger engine was also fitted with a special Lucas system of fuel injection in place of the normal Weber carburetters. Although Wilkie has only the three skilled racing mechanics to help him prepare the cars, in time of crisis he can draw from the normal garage and service mechanics of Merchiston Motors, but once away from the Edinburgh headquarters he has no reserves. There is, however, a fifth member of the team who is as important as anyone and that is Sandy Arthur, another Scot who has been with the team since the beginning. It is all very well having cars ready to race, and all the equipment for a 24 hours event, or any other event, but they must be taken to the circuit and for this purpose the Ecurie Ecosse use two Leyland single decker buses, suitably modified to carry two cars each if necessary. It is Sandy's job to look after these transports and also any other road cars needed for the transporting of members of the team or equipment. Appreciating the importance of getting to meetings on time if you are to race successfully David Murray decided right from the start of his project that one man should be put in charge of transport and be kept solely for that purpose and Sandy Arthur was given that responsibility, though of course, he is always ready and willing to help the mechanics when they are in trouble, especially if the transporters are not in need of attention. These diesel coaches must always be ready to set off on a trip of a 1,000 miles or more, non-stop if needs be, and Le Mans was just one of the races during the season that the Ecurie Ecosse had on their calendar. It is interesting in passing to recall that these two Leylands date back to 1929 when one was on a local Glasgow bus service and the other was on a long-distance coach run, though never as long as some of the runs it did during 1957, such as to Sweden or Italy.



Autocar photo

No. 3 going well in the early stages of the race.

Having got the cars and preparation in hand the next problem is drivers to race the cars, and always aiming to keep the team essentially Scottish if possible, the four drivers concerned with the 24 hours race were Ron Flockhart, Ninian Sanderson, John Lawrence and Ivor Rueb, the first three being as Scottish as bagpipes or haggis and the fourth joining the team just for this event, at the suggestion of the Jaguar Car Company. For an event of this length there has to be strict race control, for it cannot be left entirely to the drivers as can a short sprint-type race, and to increase the staff of administration David Murray co-opted his ever-willing wife Jenny, and her friend Kay Bryant to keep a lap chart throughout the 24 hours, working in shifts, and Bob Gibson-Jarvie and Hugh Langrishe taking shifts on time-keeping, while on the far side of the circuit, connected to the pits by telephone, Pat Meehan and Sandy Arthur were taking turns with the signalling boards, letting the drivers know exactly what was needed and how they were doing. Naturally, in covering nearly 3,000 miles in 24 hours the cars needed to be refilled with petrol (they were running on Esso Extra) and to have the oil level topped up with normal 40/50 Esso Extra Motor Oil, while tyres would need changing and possibly repairs made should anything go wrong. To look after this part of the work Wilkie, Stan Sproat and Ron Gaudion remained on duty at the pits for the whole 24 hours, the two mechanics taking turns to snatch a quick meal or 15 minutes sleep, though Wilkie stayed in the pit the whole time. Anyone who watched the pit work of these three, even if it was only a routine refuel and oil and water check, while drivers changed over, must have realised that the smooth way in which they worked together was born of much practice and careful planning. While Wilkie filled the tank with the refuelling hose, the other two went quickly through a series of routine movements, never at any time getting in each other's way, and making the absolute minimum of movement to achieve the maximum amount of work. Long before the event, routine pit stops were practised by the three of them, working out between themselves and David Murray, who always watched over the proceedings, the quickest and most efficient way of doing the various jobs. The result was that fuel, oil and water could be added, and the rear wheels changed in a little over 60 seconds. David Murray pointed out that timing all the movements with a stop-watch during practices was most enlightening and it was possible to observe faults that neither Wilkie nor his two boys were conscious of, so that they could be put right and speed up operations, for it need hardly be mentioned that every second that the car remains stationary at the pits is valuable time during which distance could be covered in order to raise the total for the 24 hours. Many times Murray would not be satisfied with the practice pit stop and would call for modification and a re-run, not realising how much energy was being expended by the trio of workers, until after three runs in a row they were unable to tackle a fourth without a slight breather. Standing aside studying a stop watch made you forget just how much was being accomplished in a few seconds. Another interesting observation during these pit stop trials, was that a driver who was slow in getting in the car, starting it up, putting it into gear and moving off, could waste 15 seconds or more, so drivers also came under the team chief for practice runs at getting in and out of the car.

This overall control of the team by David Murray was exercised throughout the whole of the 24 hours, there never being time off for sleeping or rest, a watchful eye being kept on every aspect of the team; as Murray expressed it, "when your cars are 1st and 2nd, you could 'na sleep if you wanted to." Although he was acting as director of this little band, he had to have the full co-operation of everyone of them, for a mistake by one individual would have put the whole working of the team out of gear. That nobody made mistakes, especially the drivers, is shown by the results, while the efficiency of the preparation of the cars was proved by the complete freedom from trouble throughout the 24 hours, and equally there could not have been anything wrong with the petrol and lubricating oil supplied by the Esso Company, for even the most carefully prepared engine can fail if the oil is not up to its job, while inconsisteney in petrol can cause engine failure at racing speeds in a very short space of time.

Flockhart prepares to take over for the final spell.

Autosport photo



Remembering that the Ecurie Ecosse used Esso Extra petrol and Esso Extra Motor Oil, as sold in any Esso garage, their results at Le Mans, and elsewhere for that matter, pay silent tribute to the satisfaction given by the products of the Esso Petroleum Company Ltd., for racing will find fault in any product that is not 100 per cent. If a petrol or oil proves itself capable of giving satisfaction under racing conditions, especially for 24 hours, it is surely a guarantee that it will give adequate satisfaction for everyday use by the normal motorist.

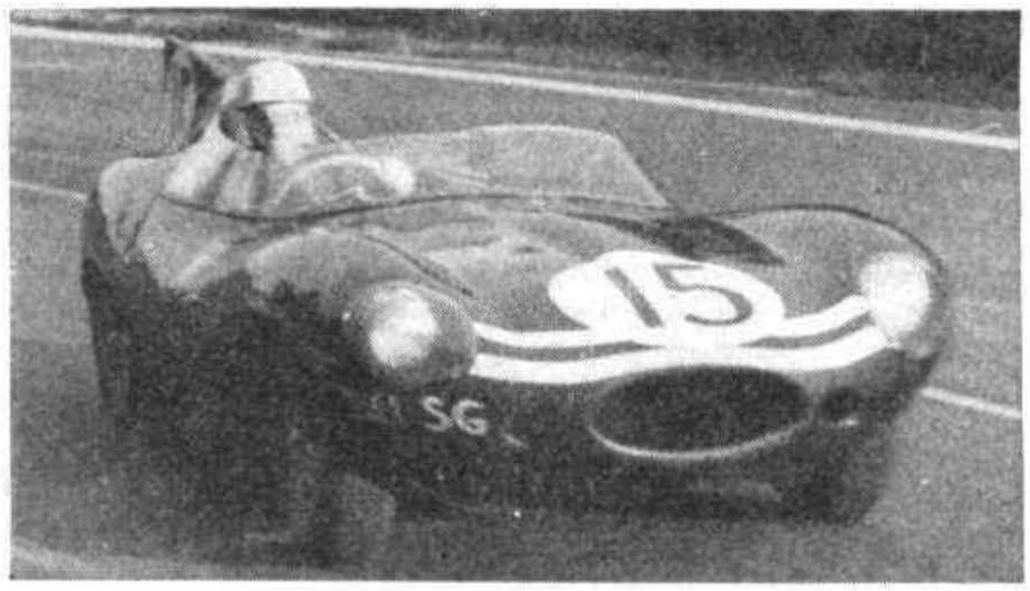
A very similar story can be told of Lotus Engineering, the small North London firm run by Colin Chapman, where he builds small sports cars for sale to the public and for racing purposes. Having tackled Le Mans in the past with a 1,100 c.c. sports car he this year ventured into two further classes, the 750 c.c. and 1,500 c.c. As is well known the Lotus car uses a Coventry-Climax engine and B.M.C. transmission and gearbox, and after much discussion with the Coventry engineers Chapman at last extracted a special 4 cylinder 1,100 c.c. engine fitted with a short-stroke crankshaft to reduce the swept volume down to 745 c.c., but only on the agreement to accept full responsibility for this unit as it was very new and untried in racing. He also bought two further engines, a normal 1,100 c.c. one and a new 1,500 c.c. twin overhead camshaft one, on which much store was placed by the Coventry firm of engine manufacturers. As so often happens when preparing cars for racing, time ran short and even though the mechanics who were building the cars worked day and night, with only two or three hours off for sleeping, leaving the factory at 5 a.m. and returning to work again at 8 a.m., it was not until the last moment before scrutineering that the team arrived at Le Mans, and even then the cars were not wholly complete.



Motor photo

Only a few laps to go . . . the 24 hours is nearly over.

Only the 750 and the 1,500 were entered for the 24 hours race, the 1,100 being first reserve, but during practice the engine on the 1,500 suffered valve damage and could not be repaired so it was withdrawn and the 1,100 took its place, which was unfortunate for the two drivers nominated to the car for it meant that the drivers of the damaged 1,500 c.c. car took over their job. The original pair for the 1,100 car, Alan Stacy and Peter Ashdown had to spend the whole 24 hours standing by as reserves, for the two American drivers Jay Chamberlain and the late Mackay-Fraser did a first-class job of driving during the race. The little 750 was running perfectly and the drivers Keith Hall and Cliff Allison were both capable of lapping faster than any of their rivals in the class, while there was every possibility of leading the handicap class which favoured the small engined cars. Having worked almost continuously since arriving at Le Mans the Lotus team had to start the serious business of work at 4 p.m. on Saturday, June 22nd, for the whole team was needed to



Motor photo

No. 15 takes over second position.

ensure that the two cars were kept running on their schedules. Mike Costin and Bill Griffiths (better known as Willy) did the job of attending to the cars at the routine pit stops, checking oil, water and tyres, aided by Phil Butler and Dave Warwick, while Graham Hill looked after the refuelling and these five played as important a part in the Lotus success story as did the drivers, for any mistakes at the pits would have upset the even tempo of the race, which would have spoilt all hopes of winning anything. Ian Smith and David Yorke, together with two friends attended to time keeping, knowing throughout the 24 hours exactly where the cars lay in the race and at what speed they were running, while on the far side of the circuit, on the end of the telephone system sat two friends of Team Lotus, roped in for the occasion, ready to communicate to the passing Lotus drivers any instructions that Colin Chapman decided were necessary, for he, like David Murray in the Ecurie Ecosse pits, was keeping a watching eye on the whole scene, including the opposition, and deciding whether to speed up the cars or slow them down, in order to stay ahead on the ever changing handicap calculations.

One cannot stress too strongly the importance of the efforts at Le Mans being directed as a complete team, which includes drivers, mechanics, time-keepers, signallers and others behind the scenes who ensure that such things as food and drink for the workers is not forgotten, for 24 hours is a long time. In the case of the Lotus team this was being looked after by Colin Chapman's wife Hazel. By careful planning before the race and each man, or woman, doing his or her job quietly, quickly and efficiently, a few people can achieve a great deal, and pit stops as carried out by the Lotus team were every bit as efficient as those of their more experienced competitors.

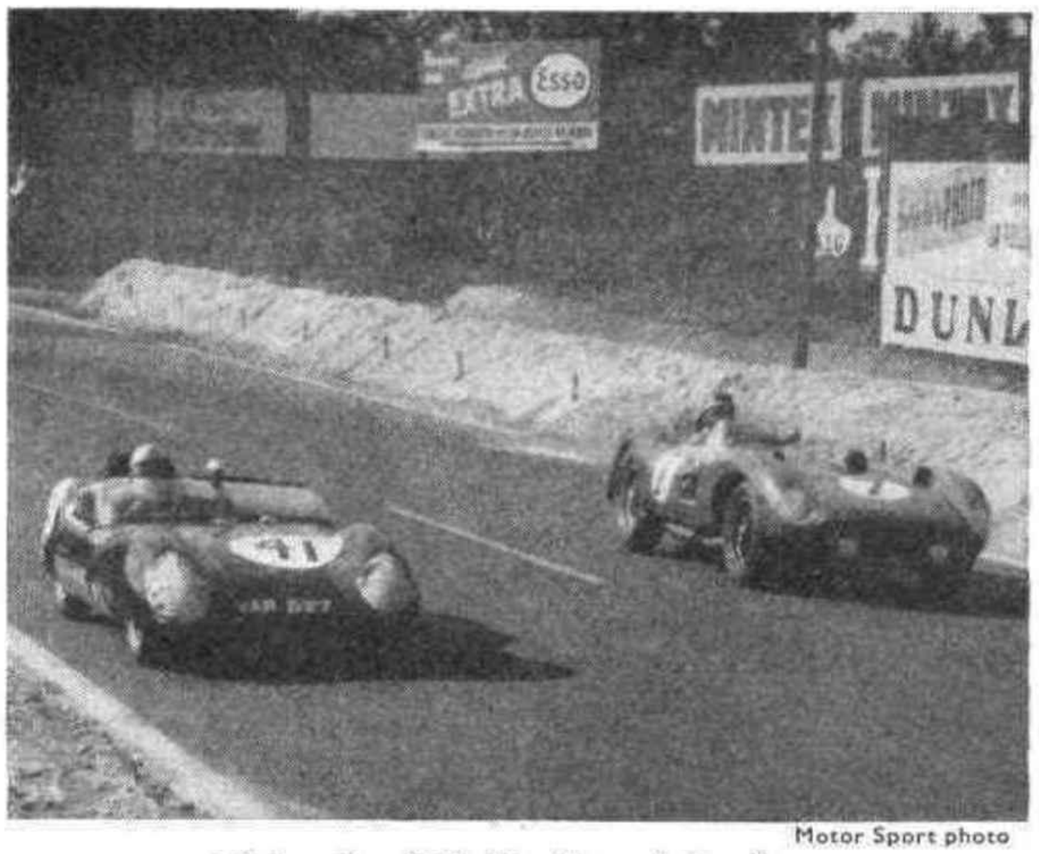
In spite of being new and untried, the little 750 c.c. Coventry-Climax engine ran perfectly throughout the 24 hours, never being



Motor photo

Well, we did it again! The winning team after the race.

headed in its class and it won the Index of Performance by a large margin. Not content with this effort the Lotus team really clinched matters by bringing the 1,100 c.c. car into 2nd place in the Index of Performance, as well as winning the 1,100 c.c. class. While at the lower end of the Le Mans pits David Murray and his tired, unwashed, unshaven team of willing workers watched Flockhart and Bueb finish 1st and Sanderson and Lawrence 2nd in the overall classification of the 1957 Le Mans 24 hours race, at the top end of the pits Colin Chapman surrounded by a similar happy band of people achieved equal success with 1st and 2nd in the overall handicap category, and up on top of the pits the Competition Manager of the Esso Company, Reg Tanner, and Pierre Boudin, Competition Manager of Esso France, felt justifiably satisfied, knowing that not only had Esso once more backed some winners, but also that the large team of scientists and chemists who work behind the scenes to produce Esso petrol and oil, were still doing a first-class job of work. Neither the Jaguars of Ecurie Ecosse nor the Lotuses of Team Lotus could have run virtually non-stop for 24 hours had the Esso products been lacking in quality or ability to do their jobs.



Motor Sport photo

A Lotus gives Mike Hawthorn plenty of room.

A more complete British victory at Le Mans has not been seen for many years and anyone who had helped with either team during the preparation of the race, deserves the highest praise, and to Ecurie Ecosse and Lotus Engineering everyone should pay tribute for showing fine examples of team work and individual effort, for though a team can be viewed as a complete entity it can only be as strong as its weakest member. One need hardly add that the Esso Company appreciate the efforts of these two teams, for that is shown by their continued support and encouragement which materially assists both Ecurie Ecosse and Lotus Engineering to go on to bigger and better achievements.

While the Lotus team returned home to prepare for further races, the Ecurie Ecosse went on to another big race the Saturday after Le Mans, June 29th. This was the 500 miles race round the banked track at the Monza Autodrome in Italy, and ever since the idea of a full throttle high-speed race was mooted, David Murray had thought it would be an interesting event in which to run his team of very fast D-type Jaguars. Immediately after the Le Mans race the team set off for Italy, but this in itself was no easy task for just at that time heavy storms in the Alps had closed many of the passes into Italy, so David

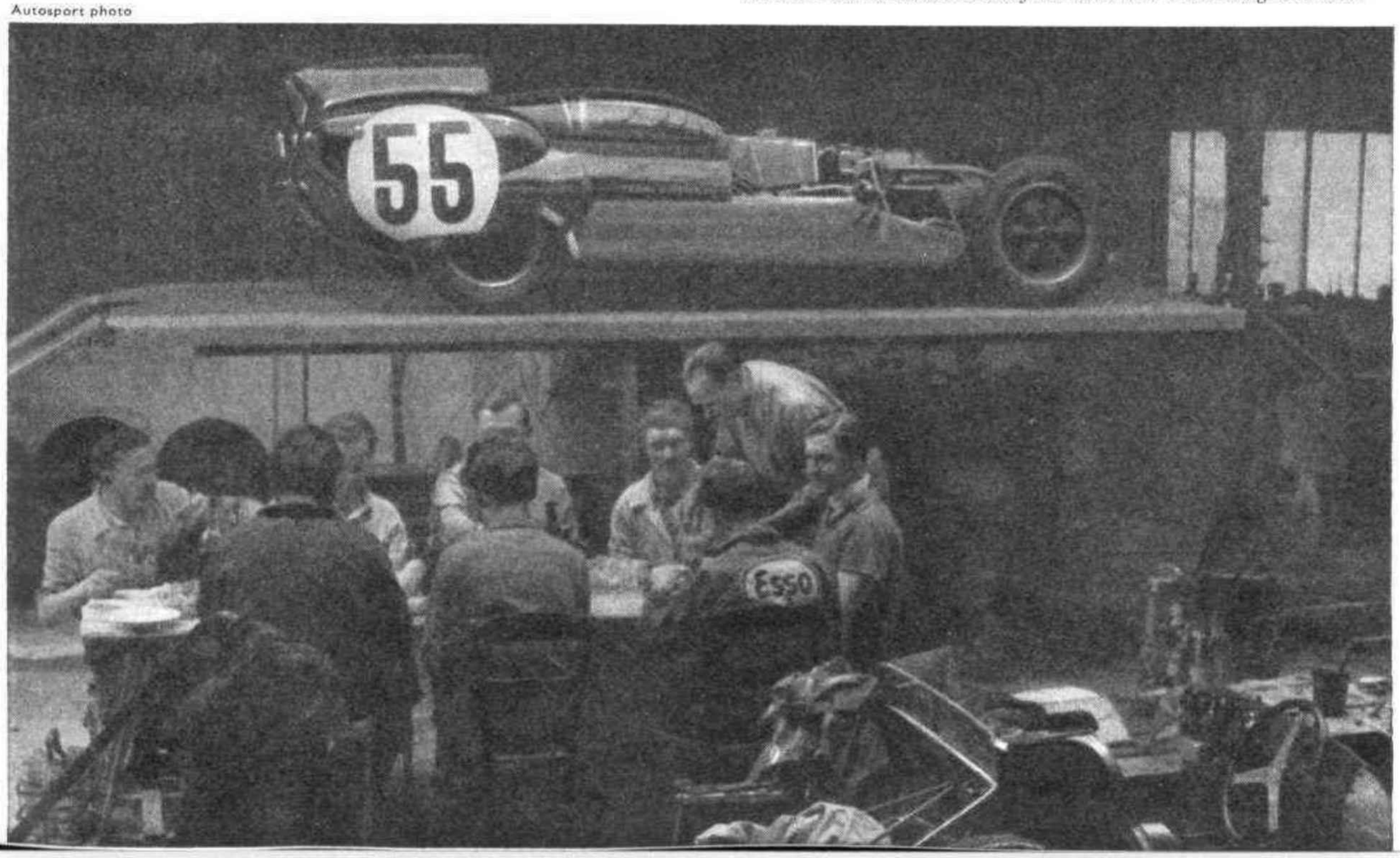


Autosport photo

Cliff Allison takes over during the race.

Evidence that mechanics literally live with their cars during race week.

Autosport photo



Murray and his wife, in their 3.4 litre Jaguar saloon and Wilkie and John Lawrence in an XK140 went on ahead to seek out the best route for the transporters which Sandy, Stan, Ron and Pat were taking turns to drive. It was arranged that the transport team should call at the Automobile Club in Lyons to receive a message telling them which way the advance party had gone. This message was never delivered and local information said the only way into Italy with a lorry was round the foot of the mountains, through Nice and Menton, so this the transport team had to do. It meant driving continuously throughout Monday, Tuesday and Wednesday in order to arrive at Monza Wednesday night, taking brief stops for meals, but no time for sleeping, and added to this general strain was the necessity to replace a broken spring on one of the buses. It was a very tired set of lads who arrived at Monza, but still there was no time for rest, for the two Jaguars that had completed the Le Mans race and a third car already at the track, had to have a routine service check, there was no time for more, and have any surplus weight such as starters, dynamos, lights and windscreens removed, ready for this track race. While Wilkie and the mechanics prepared the cars, David Murray had to deal with the formalities of entries, insurance, drivers, team plans, race strategy and so on, and all this while, and even at Le Mans, he was undergoing severe opposition from various quarters, trying to prevent him from running his cars in this event. A certain section of the European racing element did not approve of this race, to which 10 Indianapolis cars and drivers had been invited, and David Murray's decision to compete did not meet with general approval from many people, even the Jaguar company themselves.

All these difficulties made the hard bitten Scot more determined than ever to succeed in this race, and when one of his drivers said he would not be able to drive, Murray sent a telegram to Ninian Sanderson, who had returned home to Glasgow after Le Mans, saying "come at once," which he did. Still in Le Mans tune, the Jaguars seemed hopeless opposition for the American cars, but Ecurie Ecosse were prepared to do their best and all those present admired their determination and spirit. The Jaguar engines were untouched since the Le Mans race the previous weekend, still being tuned to run on Esso Extra petrol, and in fact, they were filled up from the public Esso garage in the grounds of the Monza track, while their rivals were running on alcohol fuels. In spite of tyre limitations, for they had to run on ordinary road-racing tyres, all three cars, driven by John Lawrence, Ninian Sanderson and Jack Fairman were able to lap at well over 155 m.p.h. and though this was not fast enough to challenge the Indianapolis cars it was creditably fast for a production sports-racing car. The race was run in three heats of 167 miles each with the final placings decided by adding the total times for the three heats. The Jaguars could not hope to keep up with the very



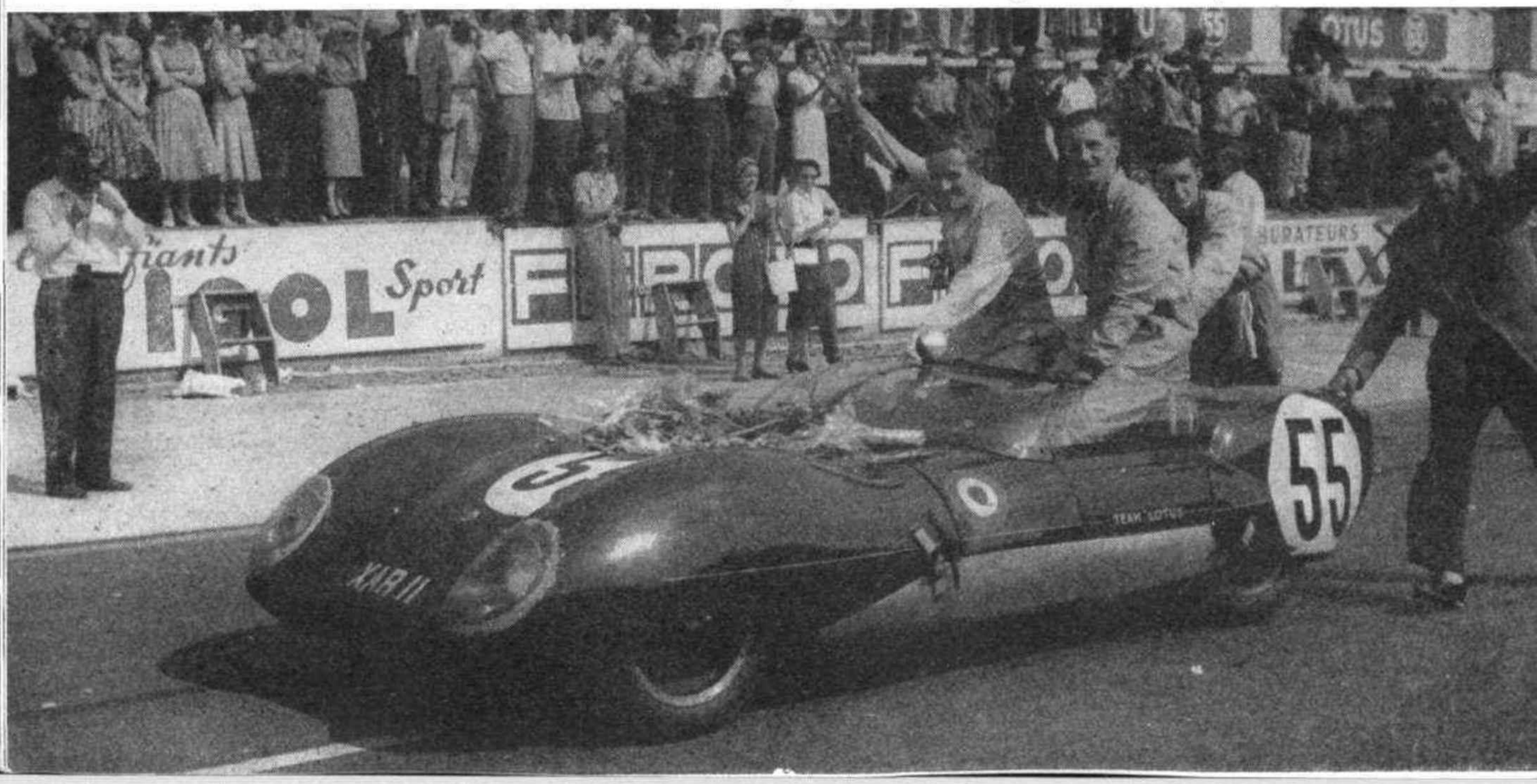
Autocar photo

The eye of Chapman, 'Le Patron', misses nothing.

fast pace of the leading American cars, but they ran to a pre-arranged schedule of as near to one minute per lap as possible, and this kept them in the picture at the tail end of the field. The great thing about the Ecurie Ecosse team was that all three cars completed all three races without the slightest trouble, lapping consistently at well over 155 m.p.h., and this after two of the cars had raced successfully for 24 hours the previous weekend. One by one the fast American cars ran into trouble, until at the end of the third heat only three were left, yet still the three dark blue Jaguars were running as regularly as clockwork, nothing needed to be done between the heats in the way of maintenance, for so well had Wilkie and his boys put the cars together that nothing came adrift. In the final results the three Jaguars finished 4th, 5th and 6th and while unable to compete on terms of sheer speed, they had more than proved their remarkable reliability, for never before had a Jaguar engine been run for so long on full throttle, the average for the 500 miles being substantially higher than any single lap average on any other circuit in recent years, and higher than the maximum speed of many racing cars.

Once more Esso Extra Motor Oil looked after the lubrication of the Jaguar engines, gearboxes and rear axles, and as if the Le Mans epic had not been sufficient test of the worthiness of the properties of the oil, this 500 miles race, held under terrific conditions of heat and with sustained loads on the bearings, was yet another proof that Esso products can stand up to abnormal conditions without causing the slightest anxiety to drivers or mechanics.

Who said the British couldn't win the Index? Cliff Allison and Keith Hall give the camera a victory smile.

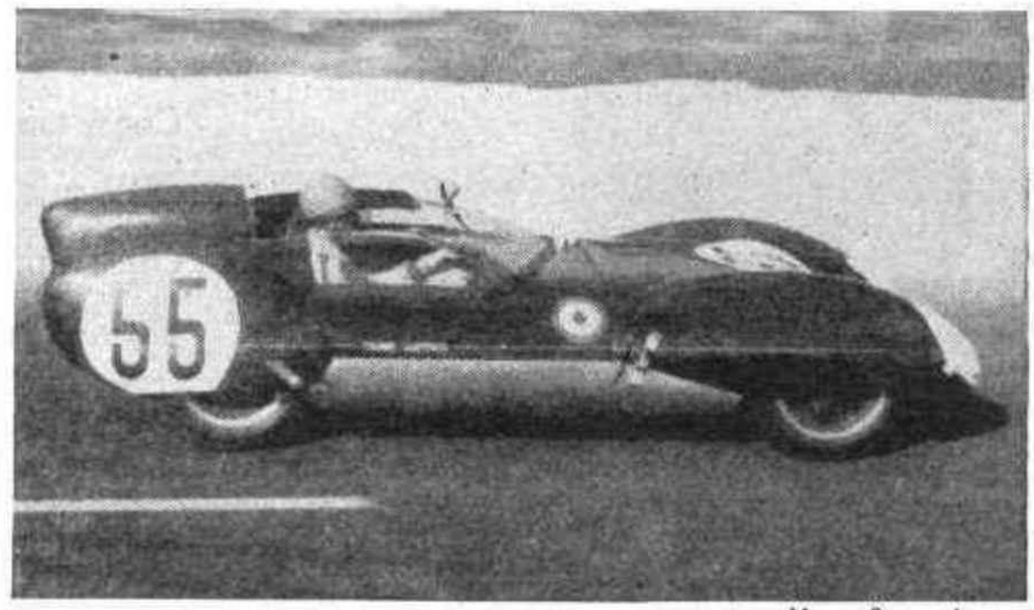




There were no weak links in this team, the smiles tell the story of success.

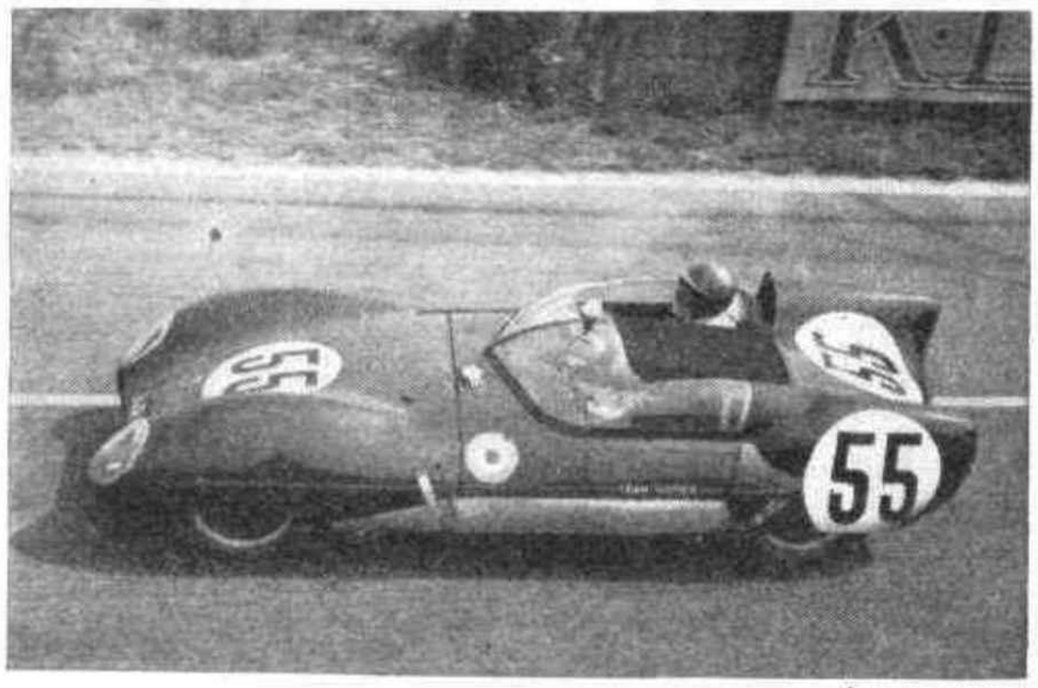
After the Monza race the Ecurie Ecosse prepared to return home, having to retrace their wheeltracks down to the Mediterranean and round the foot of the mountains, for the passes were still blocked. However, the mechanics life, is not an easy one, for just as they were turning one of the Leylands round to head southwards a pin in the steering box sheared and it being Sunday, with all the garages closed, there was nothing to do but push the bus back into the side of the road and set to and effect a repair. While the Italian weekenders returned from the mountains and lakes back to Milan, the cheery lads of the Scottish team removed the radiator, took out the broken steering box of the stricken Leyland, dismantled it, and within a few hours had it repaired and back in place again. Then after a quick wash and a meal they set off for the English Channel, where they arrived many days later. Even after they had crossed on the ferry-boat and disembarked at Dover their journey was not over, for their destination was Edinburgh, and whereas to many people the sight of Dover is like setting foot on the doorstep, to the Ecurie Ecosse it was merely another phase in the journey back to Scotland. Not until many hours later when they passed Scotch Corner, did they really feel they were in sight of home and a return to their families, but not for long, however, for after giving the Jaguars a thorough and well-deserved overhaul they were to point the Leylands southwards from Edinburgh once more and start a journey to Sweden, to take part in more races, but that is another story.

While the Esso Petroleum Company Ltd. wish to take this opportunity of showing their appreciation of the efforts and successes of the Ecurie Ecosse and Team Lotus, I know that this appreciation is reciprocal, for the Esso Racing Service, under the able direction of Reg Tanner has played no small part in the 1957 successes of these two teams. That Esso feel their support has been justified by the results, and that Ecurie Ecosse and Team Lotus have been satisfied with the petrol and oils they have used, is one of those happy endings to a mutual benefit arrangement, that is not easy to achieve. However, when such a thing does happen, as we have seen during the 1957 racing season, then the results are all the more convincing and everyone is happy and contented and there is no better way of bringing a racing season to a close, or for that matter, of ending this brief recap of two successful team ventures. D.S.J.



Motor Sport photo

A high-speed study in aerodynamics.



Autocar photo

It's quicker by Lotus than D.B.

A winning team in any event!

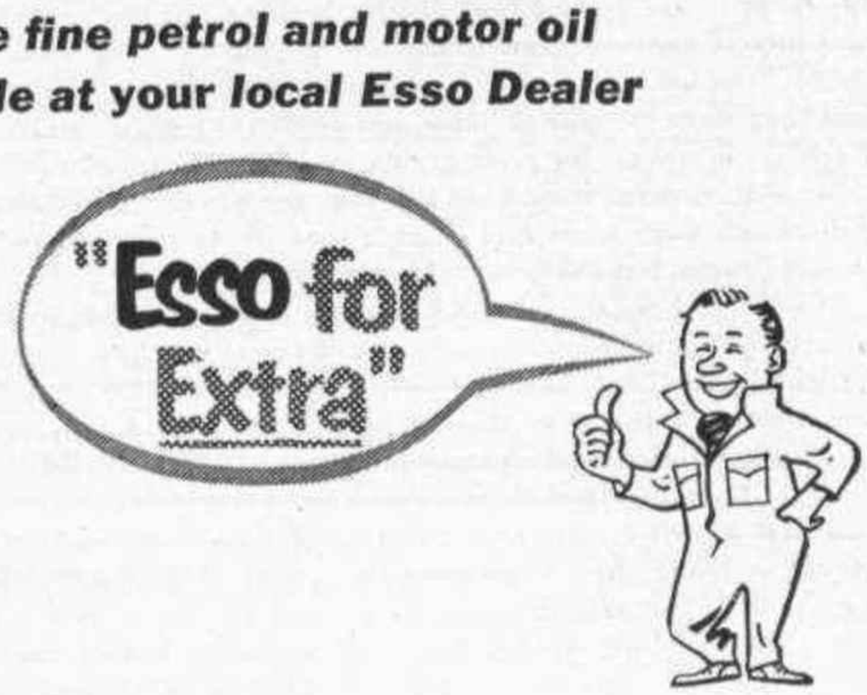






Consistent winners in Sports car races on every kind of circuit, always use Golden Esso Extra and Esso Extra Motor Oil. In the Le Mans 24 hours race the winning cars of Ecurie Ecosse and Team Lotus used Esso Extra Motor Oil.

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A Selection of OPEN SPORTS CARS



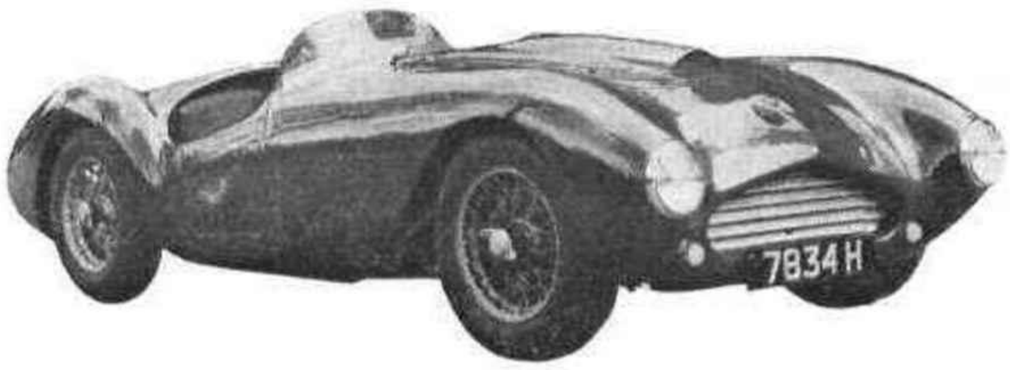
B.M.W. 507



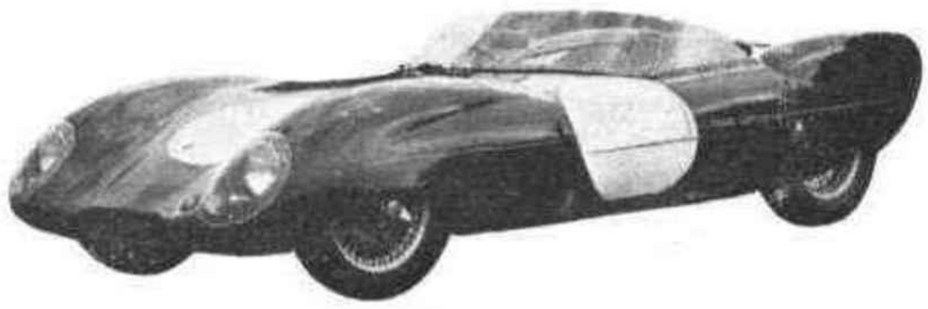
Maserati 450S



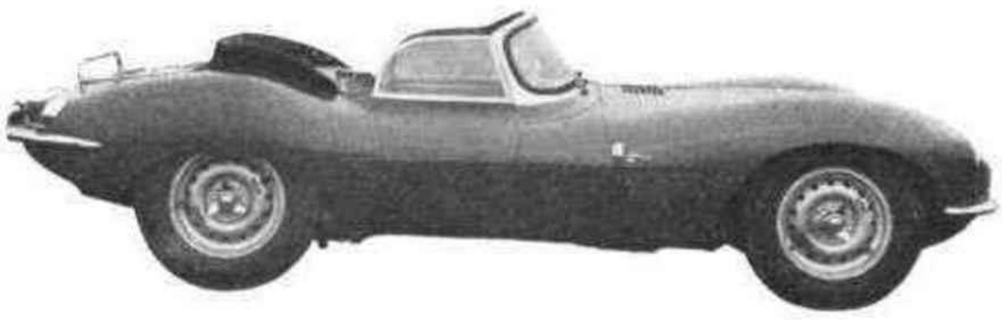
Austin-Healey 100-Six



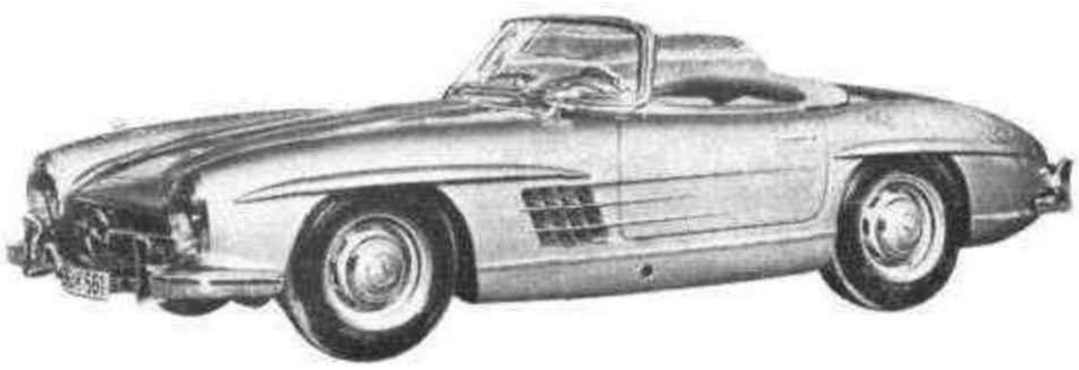
Frazer-Nash Sebring



Lotus Le Mans



Jaguar XKSS



Mercedes-Benz 300SL

Castrol RESEARCH always leads

1ST in 1935 with additive to reduce cylinder wear.
British Patent No. 423441. Also National Physical Laboratory Report 12/1/35.

1ST in 1935 with a mild detergent to clean the engine itself.
Carbon and sludge are flushed away in the oil, keeping oilways clean. British Patent No. 431066.

1ST in 1938 to announce lighter oils for easy starting, quick getaway and petrol economy.
National Physical Laboratory Report 2/9/38.

1ST in 1949 with improved inhibitors to protect the oil itself.
These prevent the oil from oxidising in use when hot. British Patent Nos. 658243-658183.

1ST in 1951 with hypoid axle oils containing the anti-scuffing additive and rust and corrosion inhibitors —
comprising Di (3-carbomethoxy-4-hydroxyphenyl) polysulphide (British Patent No. 561898), Mercapto-benzothiazole (British Patent No. 561941) and N N N 'N' tetra-substituted methylene diamines (British Patent No. 588864).

1ST in 1953 to introduce at normal price a balanced multi-grade oil — Castrolite.

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Always ask for Castrol *by name*

RUMBLINGS

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We are following with great interest the swarm of miniature cars from European factories, but to take a realistic view of this development is to ask oneself whether their time is yet. If a slump comes, which Heaven forbid, although it sometimes seems inevitable, probably yes. But at present in this country the baby car, as distinct from the miniature car, seems assured of a secure future, particularly because so far the best miniature automobiles come from the Continent and consequently sell here at unrealistic, duty-inflated prices.

THE STANDARD EIGHT—OR WHAT PRICE THE MINIATURE CAR?

This view has been strengthened because we have recently been sampling the latest in Standard Eights, a very useful "minimum" motor car which offers four doors, four comfortable seats, normal *luggage space, conventional controls and visibility*, and which cruises effortlessly at a speedometer 60 m.p.h., all for £616 7s., p.t. included. Against which, a Fiat 500 saves you £60 and a Goggomobile £121 10s.

As enthusiasts for unconventional and jolly means of transport we quite see the purpose of the little fellows from Turin and Dingolfing, especially allowing for their somewhat superior petrol economy, but we are not at all sure that Mr. Everyman is ready to make the sacrifice. After thoroughly testing the smallest Standard we do not blame him. This willing little 803-c.c. saloon, endowed with the latest Gold Star Powerplus engine, is far quieter at 50 and 60 m.p.h. than a miniature vehicle. It is endowed with Laycock de Normanville overdrive on the three upper ratios of its four-speed gearbox, and while on paper this may seem an unnecessary refinement with so small an engine, in fact the car benefits considerably from a choice of seven forward ratios and will pull overdrive-top comfortably from about 20 m.p.h. These high ratios and the high-compression engine contribute towards the Standard Eight's notable economy. Making no attempt to economise, apart from sensible use of the little lever which flicks overdrive in and out, we recorded over 40 m.p.g. driving hard on long journeys and pottering round, with many cold starts in the interim. This was obtained without recourse to the special economy jets which are available, and later, driving as the average owner would drive, 50 m.p.g. of Esso Extra was achieved. It is this sort of baby-car economy that shows up most of the present run of miniatures. This figure was obtained when covering 800 miles in five days, during which the Standard called for no oil or water; it came from Cheshire to Hampshire in Sunday traffic, inclusive of refuelling and map-reading pauses, in a matter of five hours, and was generally driven hard throughout.

The roadholding isn't exactly precise and the suspension is on the hard side, but rally drivers will know that this rugged Eight goes round corners fast, that the wide choice of ratios assists acceleration, that the brakes are entirely adequate and that the bucket seats are comfortable over long distances. The steering is also fairly light, and a speedometer 57 m.p.h. comes up in overdrive third gear. The aforesaid overdrive selector lever and the similar stalk for the self-cancelling direction indicators are extremely convenient, and the conventional central gear-lever permits very easy rapid changes to be made. The car we tried was a hard-used Press car due for retirement, so that Standards asked us not to take any performance figures; therefore, the low fuel consumption was all the more meritorious. The only shortcoming, moreover, concerned the direction-flashers indicator, the bulb of which stayed alight permanently until removed, while once or twice the horn-button tried to stick down.

The arrangement of luggage boot on this little four-door saloon, which is accessible either by tilting forward the back-seat squabs or by opening the normal, lockable boot lid, is convenient (and allows for the accommodation of abnormal loads), very capacious cubby-holes are provided on the facia and, equipped with heater and Radiomobile radio, this latest Standard Eight, if somewhat "tinnily" constructed, provided quite luxurious economical transport. Those families who feel they are not quite planned for the very smallest new cars should make for Stand 146 at Earls Court and contemplate investing in one of these excellent Eights from Coventry.—W. B.

THE STANDARD EIGHT GOLD STAR POWERPLUS FOUR-DOOR SALOON

Engine: Four cylinders, 58 by 76 mm. (803 c.c.). Push-rod-operated overhead valves. 8.25-to-1 compression-ratio. 33 b.h.p. at 5,000 r.p.m.
Gear ratios: First, 20.8 to 1; second, 11.9 to 1; overdrive second, 9.1 to 1; third, 7.1 to 1; overdrive third, 5.4 to 1; top, 4.9 to 1; overdrive top, 3.7 to 1.
Tyres: 5.20 by 13 Dunlop G.T. tubeless, on bolt-on steel disc wheels.
Weight: 14 cwt. 3 qtr. (without occupants but ready for the road, with approximately half-a-gallon of petrol).
Steering ratio: 2⅛ turns, lock-to-lock.
Fuel capacity: Seven gallons. Range approximately 315 miles.
Wheelbase: 7 ft. 0 in.
Track: 4 ft. 0½ in.
Dimensions: 12 ft. 0 in. by 5 ft. 0 in. by 5 ft. 0 in.
Price: £425 (£638 17s., inclusive of p.t.). With extras as tested £750 12s. inclusive of p.t.
Makers: The Standard Motor Company Ltd., Banner Lane, Coventry, Warwickshire, England.
** These prices apply to the slightly modified 1958 model.*

* * *

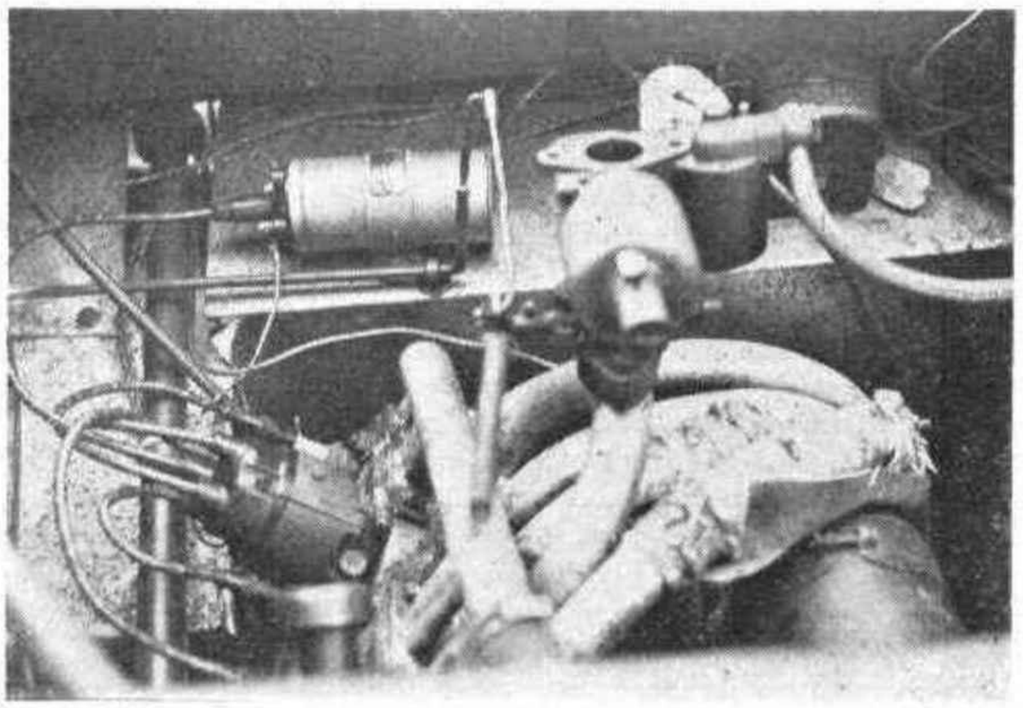
Peter Davenport, of Macclesfield, son of the Basil Davenport of G.N. Spider fame, has recently completed an interesting Ford Special. Made from components of a 1939 Ford van, this car uses a Ford Ten engine in a unique way. The power unit is mounted at an angle of 45 degrees,

AN INTERESTING FORD SPECIAL

continued on page 681



ONE OF BRITAIN'S BETTER SMALL CARS.—The 803-c.c. Standard Eight.



INGENIOUS.—A picture showing the inclined mounting of the Ford engine in Peter Davenport's "special."

EARLS COURT IMPRESSIONS



THE CAR THAT STOLE THE SHOW.—The 1.2-litre Climax-engined, chassisless, disc-braked, fibreglass Lotus Mk. XIV coupe.

THERE are very few truly new cars on show this year. Colin Chapman, however, maintains his reputation with the Lotus Elite Mk. XIV coupé, which is not only a very pretty car to look at, but is a technical innovation, for it has no chassis, being of glass-reinforced epoxide and polyester resin. This two-seater coupé with spare wheel flat behind the seats has all-round independent suspension, that at the rear by Chapman struts, disc brakes, rack-and-pinion steering, a 1,220-c.c. Climax engine and a choice of six final-drive ratios. Its dual tanks in the front wings hold 18 gallons of petrol and the radiator is fully ducted. The price, with purchase tax, is £1,951 7s. This is a Lotus which looks as suitable for fast touring as the Club, Sports and Le Mans Lotus models have proved themselves to be for racing and fast road work. How nice to see a car that looks right and is technically significant, come from this small British factory!

Jensen show the new 541R, which follows the style of the well-established 541 but has a new, lower chassis, the Austin DS7 4-litre engine, revised rear suspension, special bonnet ducting to reduce the temperature of the air reaching the carburetters, disc brakes, rack-and-pinion steering, and a claimed maximum speed of 125 m.p.h. The body is slightly altered, with streamlined moulding above the back wheels.

Frazer-Nash have an exciting new Porsche-styled G.T. Continental coupé with V8 140-b.h.p. B.M.W. engine, and Borgward exhibit the TS75 two-door coupé. Two exhibits occupy the Alvis stand, one being the new drophead coupé on the TC 108/G chassis. The Alfa-Romeos in Italian red draw all who like fast efficient cars; the Giulietta saloon is now available in T.I. form with 65-b.h.p. Sprint engine and the open Spider can be had in Veloce 90-b.h.p. form and with an attractive hard-top if required.

Besides an Appia and Flaminia, Lancia show an Aurelia Spyder two-seater. The Porsche 1,600 Super now has Thin Wall plain bearings in place of roller bearings. The Morgan has adopted centre-lock wire wheels on one version, the Berkeley is present in promising new three-cylinder 492-c.c. Excelsior-engined form, as a coupé, this model having a four-speed Albion gearbox bolted to the engine and all versions having quadrant-change central gear-levers on the floor.

Allard have a new G.T. 2/4-seater coupé with space-frame, C-type Jaguar power unit, large brakes and a man-size hand-brake lever. Its pretty body has very slender cast-alloy screen pillars and the neat bumpers adopted last year.

Delightfully miniature in every respect is the Goggomobil TS300 coupé, even to the size of its cubbyhole and the minute lever controlling the electro-magnetic gear-change, yet an incredible number of large fitted suitcases, alternately labelled "his" and "hers," are carried behind the seats. Isetta have made a special display of the new four-seater 600 saloon, which with its flat-twin 585-c.c. B.M.W. engine should be the high-performance model amongst the minicars. It will make Fiat think—especially as it costs £76 10s. less here than the two-seater Fiat 500 and £169 10s. less than the Fiat 600, and looks to have lots of room inside.

Skoda have an elaborate display of their 1,089-c.c. sports convertible, the new fan-cooled flat-twin engine of the remarkably rapid 850-c.c. Panhard is new to London, and the Singer engine survives for another year in o.h. camshaft form, in a Minx shell, albeit with but one carburetter.

For those with bulky wallets there is the rather nice Facel-Vega, with all manner of restrained "gimmicks," such as lamp switches on the prop.-shaft tunnel, armrests individual to each front seat, the biggest lidded ash-tray yet, a delightful smell of good-quality leather and very tasteful interior appointments. The panoramic screen is like those on the new Vauxhalls—mind your knees! The engine is American, the back axle British, the conception French.

Stunt exhibits reveal little ingenuity this time. B.M.C. made much use of transparent bonnets, which would be amusing on one's own car, the M.G. MGA rolls over as if having a horrid accident in slow motion, there is a Standard engine apparently made of gold inside a transparent globe, and on Stand 161 a ghost car of 1907, made of bent wire and some parts that would be useful to veteran-car rebuilders, intrudes to try to mark the jubilee of the Minx—or is it Hillman?

Pontiac attracted the T.V. cameras with the fenced-off Club de Mer, a sort of Indianapolis dream car, only this "Strato-Streak"-powered 300-h.p. cerulean-blue model is a futuristic sports two-seater. We heard there were interesting models on the Lotus stand but when we got there they turned out to be not the sort of models we had first thought of—and much more interesting!

The D.K.W. coupé was an absentee, nor did Simca show an open car, nor their Plein Ciel coupé. The Simca Montlhéry 58 saloon with "Special Flash" 57-h.p. engine was partial compensation. Renault declined to draw enthusiasts with a Gordini Dauphine.

The new Aston Martin DB Mk. III saloon is a race-bred car if ever there was one, but David Brown showed it on a rather modest stand, where it was accompanied by a Lagonda saloon and appeared to have left the track and come to rest on a beach. Sir William Lyons was present for the Press preview on the Jaguar stand, where an XK150 coupé was shown and the Mk. VIII exhibited very prominently, but where the XKSS was not to be found.

Bristol had the new 406 saloon, flanked by two 405s. The 406 has a 2.2-litre engine but, for one who always admired the Bristol as a very fast 2-litre keeping its best performance for those drivers who enjoy changing gear, this seems a retrograde development. If more performance is wanted why not put the capacity up to 3-litres? This car has an uninspired wire radiator grille and Bentley body.

Various minicars like the Heinkel, Janus, Fairthorpe Atomota and Frisky can be examined, the distinctly-odd Janus dwarfed by vast Pontiacs on the same stand.

Citroën show a couple of the exceedingly advanced DS19 saloons and a quite unchanged 2 c.v.—perhaps the best peasant's car there is. Ford make you feel your age by still exhibiting a Popular.

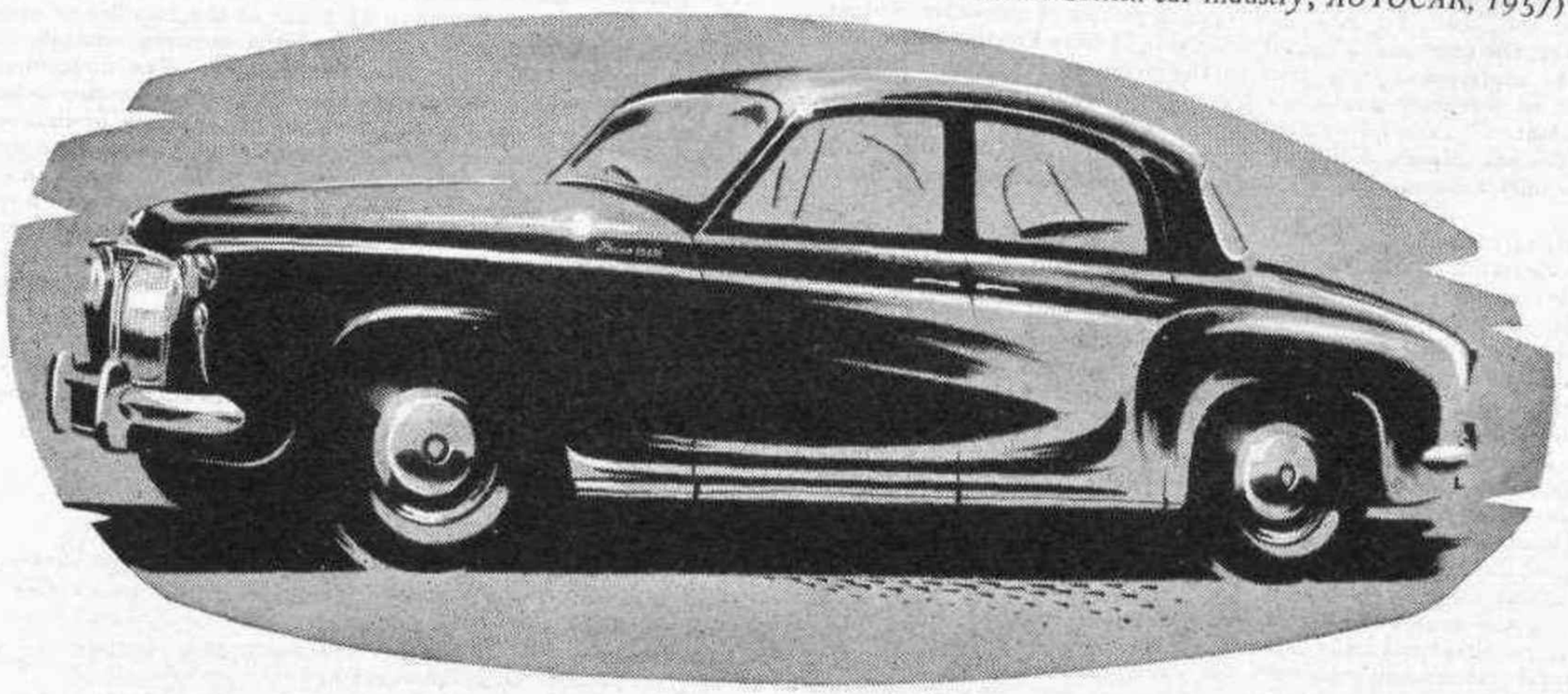
The nearest Earls Court gets to motor racing is the stand occupied by the B.A.R.C. How disgraceful that the centre of the Hall isn't occupied by a G.P. Vanwall. The British Motor Press is well represented, and, let's face it, the Press sells or discards more cars in a year than all the salesmen at the Show.

It is purely coincidence that a Volkswagen chassis can be seen right opposite the MOTOR SPORT stand!—W. B.

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(*from a review of the Rover range in an article on the British car industry, AUTOCAR, 1957*)



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THE ROVER COMPANY LIMITED, SOLIHULL, WARWICKSHIRE AND DEVONSHIRE HOUSE, LONDON, W.1



LIKE WARM CAKES describes how the recently-introduced Vauxhall Victor is selling. Its appeal is based on modern styling, excellent visibility, ease of control, economy of running and competitive price. It seems to represent the smallest car at present acceptable to English family motorists.

THE VAUXHALL VICTOR SALOON

Engine : Four cylinders, 79.4 by 76.2 mm. (1,507 c.c.). Push-rod-operated overhead valves. 7.8-to-1 compression-ratio. 54.8 b.h.p. at 4,200 r.p.m.
Gear ratios : First, 13.14 to 1; second, 6.74 to 1; top, 4.125 to 1.
Tyres : 5.60–13 Goodyear Tubeless on bolt-on steel disc wheels.
Weight : 19 cwt. 2 qtr. 7 lb. (without occupants, but ready for the road, with approximately 1½ gallons of petrol).
Steering ratio : 3½ turns, lock-to-lock.
Fuel capacity : Eight gallons. Range approximately 240 miles.
Wheelbase : 8 ft. 2 in.
Track : 4 ft. 2 in.
Dimensions : 13 ft. 10½ in. by 5 ft. 2⅛ in. by 4 ft. 11¼ in. (high).
Price : £498 (£748 7s. inclusive of p.t.).
Makers : Vauxhall Motors Ltd., Luton, England.

CONTRAST IN CARS—continued from page 655

cation, which embraces non-independent " cart-spring " rear suspension, a three-speed gearbox which is never attractive on a small-engined car, and Americanised styling which I consider vulgar. However, the more miles I piled up in this 1½-litre Pontiac the more I began to understand its appeal to the ordinary motorist. It looks modern in a trans-Atlantic way, is commendably easy to drive, is " sure-footed " even on wet roads, and it undercuts the Austin A55, Ford Consul, Morris Cowley and Wolseley 1,500 in price, while Rootes only compete on this score by simplification of the Hillman Minx.

That, of course, is not the whole story. The Victor hasn't quite the acceleration or speed of the A55 or Minx in spite of a rather more powerful engine, it is thirstier, yet interior space is about comparable—and the more compact Wolseley 1,500 will leave it well behind. Yet at the price undoubtedly it fulfills a demand, not only here but in Export markets. There is room for four persons in comfort, five if need be, on comfortable seats. " My " Victor had gold-flecked upholstery. The flat-floored luggage boot, the lid of which is spring-loaded and locks automatically, is of very generous dimensions, somewhat to the detriment of leg-room in the rear compartment. The spare wheel is upright in the boot, but a neat wheel cover is available as an extra. The dash panel is a scaled-down replica of the bumper motif, and the minor controls rather horrid in a loose-fitting, flamboyant way. The glove locker is unnecessarily deep for the easy removal of objects entrusted to it. The doors possess excellent sill-locks, there is but a trace of distortion in the panoramic screen and then only when driving in shadows, the hand-brake, which you twist to secure, is clumsy, but the steering-stalk gear-lever, to the left of the column, is one of the best of its kind. Two-speed screen-wipers are provided.

Fuel and temperature gauges do not mean very much, being vaguely calibrated, the small road wheels patter on uneven surfaces, and bad roads emphasise the desirability of replacing a beam rear axle with i.r.s., while the engine is fairly noisy when accelerating. It will run to 55 m.p.h. in middle gear, although normally the change-up is made at around 41. A top speed of 76 m.p.h. and 30 m.p.g. are not outstanding, but the ride is good, apart from some irritating judder of the body/chassis shell on bad roads. There were some rattles, one probably attributable to a loose exhaust pipe, and the throttle action was a bit snatchy when driving at a crawl. The test car hesitated occasionally, suggesting a fuel blockage or faulty ignition circuit. Top gear suffices down to less than 20 m.p.h.

The wrap-round screen necessitates a curious undercut scuttle—sooner or later you bang a knee on this scuttle projection; perhaps the idea is that, crippled on a demonstration run, you will be obliged to buy a Victor . . .

The view of the wide, flat bonnet, relieved only by two curved chrome strips, is singularly uninspiring and I am sorry to see that the proud Vauxhall flutes have fallen from the bonnet altogether, having got caught up, however, on the sides of the body. The uncovered steering-wheel is unpleasant to the hands, although provided with useful finger serrations. The seats are comfortable, but their cushions could be of more generous width. Although, from without, the Victor seems a large car for its capacity, from within it appears quite compact, the good view of front and back wings making for easy parking.

The brakes are light to use and effective, excessive roll when cornering is absent, yet the car doesn't feel quite as stable as many of the small Continental saloons I drove before the war. But it can be steered with reasonable precision. The horn note is unpleasant but at last I have found another car besides the Volkswagen in which the quarter-window catches are secure against car thieves! The front windows need less than 1¾ turns of the handles to open them fully, the back ones 2½ turns, and the steering combines a good lock with just under 3½ turns, lock-to-lock. The direction-flashers are actuated by a little lever to the right of the steering-column but its action is too light, so that the wrong flasher can be inadvertently selected. The roof lamp, too, remains " on " unless the doors are completely shut, whereas usually a door-lock that has caught will extinguish the light. There is rheostat-controlled instrument lighting. On the car tested twin fog-lamps, an optional extra, were fitted. The Victor did not encourage me to take it on a long drive, yet it provided useful, foolproof transportation, its outstanding merit being that it is effortless to control. At the basic price of £428 you get a very modern car for a modest outlay.

This is apparently the sort of car the people want and the Vauxhall branch of General Motors certainly provides them in ample quantity and in a great variety of colours.

THE FIAT 500

Just before the Victor was due to go back to the vaults of Shaw and Kilburn I drove it over to Wembley to collect a Fiat 500 for test. Forerunner of a host of miniatures from factories all over Europe, the smallest Fiat represents the same jolly proposition that the original 500 did some 30 years ago.

Miniature cars are going to be very much a topic of discussion in the immediate future, so I was glad of an opportunity to become well acquainted with the example from a factory where some 900 baby vehicles are now produced daily. I needed no metaphorical role, for this is the car of the Italian—or English—peasant, so I merely wore the clothes in which I am most comfortable and behaved normally!

Leaving home after breakfast, I found it easy to average 37 m.p.h. to Poole, in Dorset, and rather better to my chosen destination at Bridport. The little car had been baulked by lorry traffic in the lanes initially and on the main roads thereafter, so I am confident that on clear roads of this kind 40 miles could be put into each hour—which, from 479 c.c., should satisfy everyone. Driven hard like this and used after arrival for much pottering and restarting, I obtained 54 m.p.g. of Esso Mixture.

On this journey and subsequent motoring which brought the day's mileage up to 300 between breakfast and early dinner, with several stops *en route*, this diminutive Fiat hummed along cheekily and felt indestructible. It cruises at a speedometer 50 m.p.h. and down-grades send the needle to 60, the best timed speed being 53 m.p.h. The speedometer is marked for maxima of 16, 25 and 38 m.p.h. on the indirect gears and the engine does not wish to exceed these limits by more than a few m.p.h. However, with liberal use of the gearbox there is unexpectedly good pick-up and the gear-lever, short, rigid and right to hand, is a delight to use. Very rapid changes are possible, though as the lever is strongly spring-loaded towards third and top-gear positions a light touch can give rise to mistakes. Reverse is rather difficult to locate and the lever tended to unscrew.

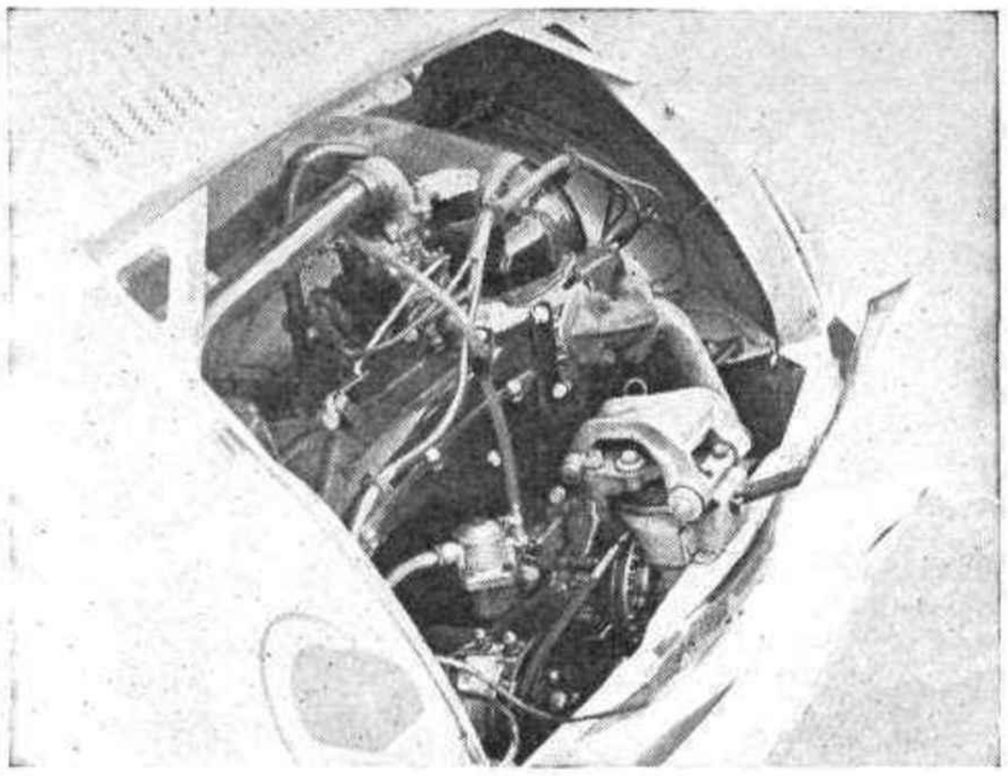
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MINIATURE POWER UNIT.—This air-cooled four-stroke vertical twin 479-c.c. rear-mounted engine propels the new Fiat 500 at over 50 m.p.h. on the level. It is mounted on a hinge which serves as anchorage for the entire power/suspension assembly.

Apart from a gear-change which helps to row it along, like the 2 c.v. Citroën the Fiat 500 possesses outstanding brakes and road-holding to offset deficiency in speed. On dry or wet roads alike the little car goes round corners safely without the driver having to back off much, if at all, from cruising speed and the brakes are entirely adequate, even to locking the wheels when powerfully applied. The ride is firm, so devoid of roll, yet apart from mild pitching over certain surfaces this tiny car is outstandingly comfortable and stable over atrocious roads. The steering is geared three turns lock-to-lock, the Fiat turns inside a London cab, and the steering is outstandingly light and accurate, adding greatly to the joy of motoring the 500 at its limit.

All this adds up to pleasurable driving merely for the sake of driving, yet this is a car intended for utilitarian transport. Up to 40 m.p.h. the vertical-twin four-stroke o.h.v. engine is smooth and not too noisy—pressed hard all manner of noises intrude, the level of engine noise being very high and rather reminiscent of a two-stroke. This was tiring on a long day's drive, even to one who likes cyclecars!

Seating is comfortable for driver and one adult passenger, each in a small bucket seat. As the wheel arches intrude the pedals are offset to the left, but it doesn't take long to get used to this. The little engine runs smoothly, and only if in gear with the clutch out does the car rock like a tree-top cradle. Trim and equipment are limited to that which ensures a selling price of £300 in Italy and a weight in keeping with 13 b.h.p. Behind the seats an unupholstered cavity, access to which is by tilting the front seats, does very well for accommodation of infants or a sideways-on grown-up—like a 'bus-driver, they bring their own cushions. If vacant, this space will accommodate all the luggage that a couple of peasants would have, and more. A strap is provided. There are no door pockets, but a useful rigid parcels container is fitted below the facia. A typically Italian ignition key also operates the lamps. Tiny levers on the floor—an idea borrowed from Renault—actuate starter and choke. There is a full-size pull-up hand-brake lever between them. A hand-throttle like a thin wire skewer is useful, another loop of wire releases the front bonnet catch, little handles on each side of the dash open fresh-air vents, a diminutive lever behind the seat brings in so much hot air you cannot bear to touch the base of the hand-brake, and to work the direction-flashers you reach out for a lever in the centre of the facia, which incorporates a winking warning light. The horn has a delightfully penetrating note redolent of Italian motorways! The flashers are important, because the window glass is fixed, only the decently-large quarter-lights opening. These turn over-centre to send a gale of air through the car, but opened thus the driver's traps the knuckles at the first left-hand corner! All windows are of Sekurit plate safety-glass and the plastic rear window provides good visibility. But if you need fresh air that badly you can roll back the top—and refix it from within the car when it rains as it can in England and Italy. The wide doors make entry and egress a dignified procedure; there are rubber door "keeps," one of which severed, and small handles which act as convenient pulls.

THE FIAT TIPO 110 CONVERTIBLE

Engine : Two cylinders, 66 by 70 mm. (479 c.c.). Push-rod-operated overhead valves. 6.55-to-1 compression-ratio. 13 b.h.p. at 4,000 r.p.m.
Gear ratios : First, 16.77 to 1; second, 10.59 to 1; third, 6.66 to 1; top, 4.48 to 1.
Tyres : 125-12 Pirelli two-ply "Rolle" on bolt-on steel disc wheels.
Weight : 9 cwt. 0 qtr. 7 lb. (without occupants, but ready for the road, with approximately half a gallon of petrol).
Steering ratio : Three turns, lock-to-lock.
Fuel capacity : 4½ gallons. Range approximately 234 miles
Wheelbase : 6 ft. 0½ in.
Track : Front, 3 ft. 8⅛ in.; rear, 3 ft. 8⅜ in.
Dimensions : 9 ft. 8 in. by 4 ft. 4½ in. by 4 ft. 4 in. (wide).
Price : £370 (£556 7s. inclusive of import duty and p.t.).
Concessionaires : Fiat (England) Ltd., Water Road, Wembley, Middlesex.

The only dial is a 60-m.p.h. speedometer with total mileage recorder (devoid of decimals), warning lights within this covering lack of dynamo charge, lack of oil pressure, side-lamps "on" and shortage of petrol. It is not all utility, however, for there are twin screen-wipers that really do clean the glass and which self-park if their tiny switch is momentarily pressed down, a matching switch operating the speedometer lamp, twin vizors, and a rear-view mirror incorporating an interior lamp. This mirror tends to blank forward vision. The doors, which trail, lock. Reverting to the wipers, they function independently of the ignition, which I like. The fuel tank, strapped down spare wheel, tool roll, and shallow Marelli Magnet battery live under the front bonnet, but there is room for a one-gallon can on top of these.

The engine is in the right place for a miniature car—at the rear—and is air-cooled. It runs rather hot, the bonnet handle getting almost too hot to touch, but the rear "seat" is reasonably insulated. The engine itself comes to no harm and its oil filter requires cleaning only once in a blue moon.

There is nothing unduly cramped about the Fiat 500, either in accommodation (unless you are abnormally tall) or performance. It represents adequate everyday motoring and enthusiasts will delight in driving it long distances. Novice drivers will be able to amble at 20 m.p.h. or so in top gear without snuffing out the game little engine. The body rattles only over disgracefully rough roads. I used the Fiat for exploring various relaxing places along the famous Chesil Bank—it seems that this has had it as a holiday spot, because notices proclaim that the Portuguese Man of War, a jelly-fish which looks like a blue plastic bag and whose sting can prove fatal, has arrived there to discomfort and alarm bathers. However, the pleasure of listening to the thunder of the surf on the bank from a vantage point up on Portland Bill remains . . .

Having refuelled with the cheapest grade of Cleveland in Bridport, I was interested to discover what consumption the Fiat would return under truly exacting conditions. I drove it home at full throttle, the speedometer frequently at 60 m.p.h. and never below 50 on that fast road from Dorchester to Basingstoke. The compact size of the 500 not only enables you to park expeditiously on a peasant's sixpence but allows the driver to edge up beside lorries to facilitate overtaking, the pick-up from 30 to 40 m.p.h. in third gear contributing to these time-saving tactics. After the fast run home the car was used to take the children to school, for which no vehicle is more appropriate, necessitating a cold start (which needs a fair amount of choke), and for local fast-pottering. This time the figure was exactly 50 m.p.g. It seems certain that the *Fiat 500 will never do less. Yet, with larger cars returning upwards* of 40 m.p.g., I could wish it would do more and I should be very interested in any miniature able to add either 10 m.p.h. or 10 m.p.g. to its performance. I was also disappointed that it "pinked" on cheap petrol.

Experience with the new Fiat 500 suggests that these tiny motor cars have a future, however. Apart from fuel economy their dimensions render them highly acceptable under modern traffic and housing conditions. At its English price of £556 7s. the Fiat is only for enthusiasts but under European Free Trade it should sell here in thousands. Why our big manufacturers do not follow the lead of Astra and Unicar in producing a model of similar capacity and dimensions I cannot understand. The longer they leave it the

Continued on page 653



Your engine's best friend stops starting troubles

WINTER WEATHER can mean your car gets off to a bad start time after time. Change to Shell X-100 Motor Oil Multigrade and you will soon feel the difference.

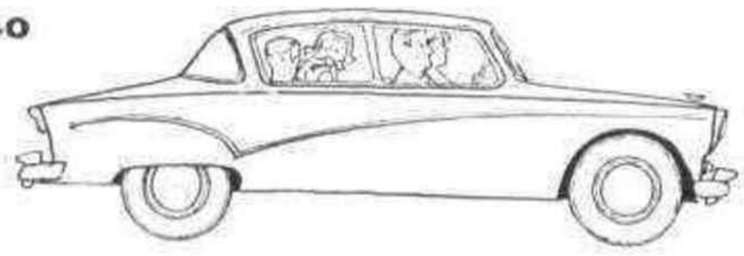
Shell X-100 Multigrade lubricates, protects engine parts and keeps the inside of the engine clean. But it does more than all this. Starting from low winter temperatures, Shell X-100 Multigrade flows freely from the word go. But when it reaches engine operating temperature it acts just like a heavier grade oil. This special property means your engine, even in the bitterest weather, gets first class protection from start to finish.

WHAT YOU GAIN

Because Shell X-100 Multigrade flows freely from the moment you push the starter, you enjoy many advantages denied to you with ordinary oils. You do not place a heavy strain on your battery for you start quickly and easily. Your engine does not undergo excessive wear for it is fully lubricated from the very moment it starts running. And also—because oil drag is considerably reduced—you save petrol. To sum up, Shell X-100 Motor Oil Multigrade means economy through best protection. To round off the job, ask your dealer for the Shellubrication Service to take care of the rest of your car.

Available in 10W/30 and 20W/40

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THE B.A.R.C. AUTUMN MEETING

Salvadori Wins F. II Race for Cooper. Vanwall Demonstration Ends in Distress

IT used to be traditional for the B.A.R.C. to hold its closing race meeting of the season at Brooklands during an October Motor Show Saturday. These days the B.A.R.C. racing season ends rather earlier but at Goodwood on September 28th something of the old atmosphere prevailed, as the cars and drivers assembled in crisp air and autumnal sunshine.

This year this National Meeting was improved by the inclusion of a Formula II race and also by the surprise appearance of Stirling Moss in the Italian G.P.-winning Vanwall, the B.A.R.C. thereby stealing a march on the B.R.D.C., who had failed to attract a Vanwall to Silverstone. Moss equalled, unofficially, Brooks' race-lap record of 96.43 m.p.h. but the Vanwall, deliberately uncleaned since its great Monza victory, and with that race and much Silverstone testing behind it, suffered severe engine trouble on its fifth lap.

Practice produced a remarkable number of mechanical derangements and many very rapid laps. Tony Brooks was credited with unofficially setting a new lap record of 96.64 m.p.h. in Rob Walker's 1½-litre Cooper-Climax, but Tony thought the timekeepers might have been in error and that he made this speed in the oversize F. I Cooper, which, however, carried a "T" instead of a number. Brabham beat (all this unofficially, of course, as lap records have to be established during a race these days) Salvadori's F. II record of 91.52 m.p.h., his Cooper doing 94.53 m.p.h. and Salvadori's 93.71 m.p.h. Russell bettered his F. III speed of 84.87 m.p.h. with 85.54 m.p.h. and Lewis-Evans did 85.21 m.p.h. Scott-Brown equalled his sports-car record of 91.33 m.p.h. in the Lister-Jaguar. Looker had the bottom fall out of his Morgan Plus Four and, although he worked prodigiously to install a "cooking" Vanguard substitute rushed from Worcestershire for the purpose, he non-started.

* * *

500-c.c. 10-lap Scratch Race

Stuart Lewis-Evans, returning as it were to the kindergarten, led all the way in the Beart-Cooper, demonstrating that neither he nor Francis Beart have lost their touch when it comes to 500-c.c. racing. Russell's Cooper-Norton could make no impression but a rare battle for third place was waged by Don Parker (Cooper) and Boshier-Jones (Cooper). The latter repeatedly tried to take Parker at Lavant Corner but an excursion on to the grass dropped him back. Lewis-Evans set the F. III lap record to 86.92 m.p.h.

1st :	S. Lewis-Evans (Beart-Cooper)	... 16 min. 48.2 sec.	... 85.7 m.p.h.
2nd :	J. Russell (Cooper-Norton)	... 17 min. 4.4 sec.	
3rd :	D. Parker (Cooper-Norton) ...	... 17 min. 26.8 sec.	

Madgwick Cup—Sports Cars up to 1,100 c.c.—10 laps—Scratch

Contested between a magnificent traffic-jam of Climax-powered cars, Innes Ireland showed "Brooklands Memorial Trophy" form, catching and passing Stacey's Team Lotus after four laps. However, he made a mistake and spun off sensationally at St. Mary's, damaging his Lotus too badly to continue, on the ninth lap. Stacey now had a clear lead and the other Team Lotus cars of Hall, who hit the *chicane* fence, and Ashdown, filled second and third places, followed by Bueb's Lotus. Scott-Brown spent the early part of the race thrusting through the field in the Elva, but he spun at the *chicane* and fell back, Mackenzie-Low's Elva taking fifth place ahead of Westcott's Lotus. Ireland and Stacey set the 1,100-c.c. sports-car lap record to 88.71 m.p.h.

1st :	A. Stacey (Lotus-Climax) ...	... 16 min. 32.8 sec.	... 87.01 m.p.h
2nd :	J. K. Hall (Lotus-Climax)	... 16 min. 38.6 sec.	
3rd :	P. Ashdown (Lotus-Climax)	... 16 min. 46.6 sec.	

Woodcote Cup—Formula II Racing Cars—10 laps—Scratch

This race, in which the largest field ever gathered together under the present Formula—19 cars—started, developed into an exciting duel between Salvadori and Brabham in the works twin-cam Coopers. On lap eight, after a battle in which both drivers drove on the limit, only a length separated Brabham from Salvadori at Lavant and the Australian made a great effort to pass, without avail. Salvadori won the fastest race ever run at Goodwood by 0.6 sec. but Brabham was timed to lap faster, setting a new 1½-litre and F. II record of 96.0 m.p.h.—only 0.43 m.p.h. slower than the Vanwall absolute lap record! Brooks seemed unhappy in Walker's twin-cam Cooper but eventually got going and worked up to fourth place, unable to pass Allison's works twin-cam Lotus. Hill in another works twin-cam Lotus held third place for seven laps, chased by Ireland's twin-cam Cooper until Innes had an argument with the *chicane* hurdles. Wicken removed almost all that was left of these hurdles and carried a large portion under his Cooper until flagged off. The only single-cam cars in the race were Stoop's 1,220-c.c. Cooper and Fairman in Walker's Cooper-Climax. The Smith-Climax had "blown-up" its single-cam engine in practice. The new Lister-Climax made its debut in Scott-Brown's charge but retired at Woodcote on lap six with engine trouble, oil sluicing the cockpit. Gibson's Cooper stopped with a stuck-open throttle on lap four.

1st :	R. Salvadori (Cooper-Climax)	... 15 min. 15.0 sec.	... 94.43 m.p.h.
2nd :	J. Brabham (Cooper-Climax)	... 15 min. 15.6 sec.	
3rd :	C. Allison (Lotus-Climax).		

Goodwood Trophy—Unlimited Sports Cars—21 laps—Scratch

This exciting race got away to a Le Mans start. Scott-Brown executed this well and led all the way in the Lister-Jaguar, which, defeated only once this season, at Silverstone by a 3.7-litre Aston Martin, built up an unassailable lead almost at once. Brabham shook off all pursuers in the works Tojeiro-Jaguar, but the interest was fully sustained by Salvadori, who put up a stupendous drive in Coombs' twin-cam Lotus-Climax, taking on Naylor's Lotus-Maserati, which is probably the fastest 2-litre sports car in the country. Roy is a driver whom all who like to see racing at the limit and thrusting through regardless admire. Now he closed with and disposed of Taylor's D-type Jaguar(!) and went after Naylor. But one would wish that Salvadori would show a *little* restraint. He took Naylor at Lavant on lap 15—coming through on the inside at an impossible speed and braking hard as soon as he had passed Naylor—but he slid wide and consequently fell well back, Taylor re-passing. Undaunted, Salvadori wound the Lotus up again but failed to catch Taylor. He had put up a prodigious performance in a 1½-litre car. He set a class sports-car lap record of 90.0 m.p.h. Naylor had the 2-litre race easily but left the road at Woodcote a lap from the finish, when a front suspension member broke. Shale's Cooper-Jaguar retired with a broken water-hose connection, Kyffin's Lister-Jaguar, outclassed, ran out of road at St. Mary's and called it a day, and Hill spun his Team Lotus at the *chicane*. Archie won by 34.2 sec. and lapped at 90.38 m.p.h.

1st :	W. A. Scott-Brown (Lister-Jaguar)	... 34 min. 03.0 sec.	... 88.84 m.p.h.
2nd :	J. Brabham (Tojeiro-Jaguar)	... 34 min. 37.2 sec.	
3rd :	H. C. Taylor (Jaguar D-type)	... 34 min. 46.2 sec.	
2,000 c.c. Winner :	R. Salvadori (Lotus-Climax)	... 34 min. 55 secs.	... 86.60 m.p.h.

Marque Scratch Race—10 laps

This resolved itself into a duel between two cars you and I cannot buy—Dalton's disc-braked Austin-Healey 100-Six and Carnegie's Le Mans, disc-braked M.G. MGA. Carnegie failed to catch the larger car by a mere 1.2 sec. on a drive rendered uncomfortable because oil-smoke obscured the cockpit at the corners. Foster followed in third place in Jacobs' more normal M.G. MGA. In spite of going slowly, Atkins spun his M.G. MGA coupé at Madgwick. Dalton lapped at 77.70 m.p.h.

1st :	J. F. Dalton (Austin-Healey 100-six)	18 min. 46-0 sec.	... 76.72 m.p.h
2nd :	R. Carnegie (M.G. MGA Le Mans)	... 18 min. 47.2 sec.	
3rd :	A. T. Foster (M.G. MGA) ...	... 18 min. 56.0 sec.	

September Handicap—Sports Cars—5 laps

The day's racing concluded with a handicap in which Jean Bloxham's Aston Martin DB2 and Patsy Burt's smart Cooper-Climax 1,100 were chased by 17 male dicers. Jean was swamped but Patsy won her race, reward for a season of hard trying. The Elva-Climax came in second only 0.4 sec. behind but Scott-Brown's Elva-A.J.B dropped the customary exhaust valve. Bueb shared fastest lap (86.92 m.p.h.) with Heal before his Lotus retired.

1st :	Miss Patsy Burt (Cooper-Climax)	... 9 min. 19.6 sec.	... 79.33 m.p.h.
2nd :	R. Mackenzie-Low (Elva-Climax)	... 9 min. 20.0 sec.	
3rd :	K. A. Greene (Cooper-Climax)	... 9 min. 24.4 sec.	

* * *

Between the fourth and fifth races Moss failed to break the lap record, but broke the Vanwall. Nevertheless, the small crowd present no doubt welcomed this opportunity of seeing Britain's most successful Grand Prix car.—W. B.

VETERAN — EDWARDIAN — VINTAGE

A Section Devoted to Old-Car Matters



FULL CIRCLE.—The picture, taken recently in the West End of London, indicates that whatever has happened to the appearance of the motor-car, women's fashions have reverted to the ideas of the nineteen-twenties. These girls' "sacks" look as if they are contemporary with the vintage Rolls-Royce tourer in the background.

[*Photo by J. Cook.*]

VETERAN C.C. HOG'S BACK—BOX HILL RALLY (September 21st)

ORGANISED by the S.E. Centre of the V.C.C. this was an excellent event, inasmuch as it was not just a rally, with the cars static on arrival, but a proper competition, consisting of a mileage contest to the Hog's Back (judged on distance covered, age of car and modifications made to it) and a trial covering 46.4 miles for veterans and 74.8 miles for the Edwardians to set average-speed schedules. An excellent entry of 68, 19 veterans and 49 Edwardians, was watched over by the Clerk of the Course, Bill Cook, who could outpace all of them in his Mercedes-Benz 300SL as they negotiated the pleasant roads of Surrey and Sussex.

Our first thought was whether a Vauxhall Victor was a suitable vehicle in which to attend a V.C.C. rally but we reflected that veteran car events are popular in America where cars of similar vulgarity and considerably greater acreage are seen cheek by jowl with historic cars. So we set off to the Hog's Back, where we observed the tall radiator cap of W. F. Watson's 1913 Rolls-Royce tourer, the crossed-guns motif on the radiator of A. T. Osborne's 1913 B.S.A., the pointed tail sported by M. G. Jackson's 1913 Swift cyclecar, and the fact that J. V. Scottorn's modified 1910 Ford is called "Victoria" and Major Miller's 1908 Swift "Emmy" before going to Lythe Hill to see the fun.

Mawer's 1904 Oldsmobile arrived well ahead of the others, climbing slowly and turf-turfing round the bend. Ward's 1902 de Dion Bouton, with canopy, crunched its cogs and you could hear the "plop" of the automatic inlet valve between changes, while the gradient pulled Parkinson's 1900 Peugeot to a crawl.

Lots happened at once when Reece's 1905 Spyker overtook the Inchley/Williamson 1904 Riley tricar, while Tulley left the driving seat to sprint vigorously beside his 1904 Speedwell, a passenger leapt from Wilde's 1904 Tony Huber to assist it upwards, Bennett's 1904 Panhard-Levassor climbed serenely behind the melée, and then a vast fairground lorry-cum-trailer pulled out and baulked Gregory's famous Darracq, which restarted easily. Gilbert's 1907 de Dion Bouton came up well, steering-column shivering, the remarkable Robinson climbed splendidly and Stephens ascended on his own in his 1898 Stephens, its i.f.s. flexing in sympathy with the firing strokes of its 8-h.p. two-cylinder engine. Goddard's racing 1911 Cottin et Desgouttes, sounding beautiful, came up behind Grossmark's handsome 1909 30-h.p. Napier, Rowden's 1908 de Dion nearly stopped, Hames's little 1910 Renault was slow but very sure, like Wills's 1911 Ford. Miss Cole's 1908 Renault baulked Shakspeare's 1911 Swift. Woolley's 1897 Daimler was magnificent—its driver even contrived not to catch its protruding hub-caps on passing moderns!—but Eric Thompson and passenger did a lot of pushing of their 1904 Garrard tricar.

In the afternoon we watched the Edwardians tackle the long hill out of Rudgwick. The Cottin et Desgouttes was magnificent, Hampton's Bugatti "Black Bess" really fast, while Paget's 1911 Austin thought nothing of the gradient. This was an interesting hill, tempting some drivers to change up, only to find a return to a lower ratio advisable. Wills' T-Ford was unexpectedly smooth, Cass' little Delage, with giant Ducellier lamps, slow, and Hames' Renault was overtaken by Watson's Rolls-Royce, from which an almost imperceptible click told of a higher gear being engaged. Gilbert's 1907 de Dion climbed well, Scottorn's T-Ford was rapid, the big Napier passed a little Renault, as did Wilcock's Clement-Talbot, but the belt-driven 1908 O.T.A.V. cyclecar was very slow. Mrs. Oakden's 1911 Rover 12 was noticeably sure, Habgood's 1914 Star imposing, Lloyd's 1914 Rover 12 smart and Twallin's 1915 Sunbeam emitted a typical Sunbeam "wuffle." Tulley was unconcernedly smoking his pipe as his T-Ford brought him safely up and Cole's 1915 Bedford-Buick sported typically-American side *curtains* and spare *rim*. *Footnote:* In darkest Sussex children still call them "old crocks!"

Rally Results:

Class A: 1st: H. O. S. Briduitt (1904 de Dion Bouton) and E. J. Wilde (1904 Tony Huber), tie. 2nd: C. W. Ward (1902 de Dion Bouton).
Class B: 1st: Mrs. C. A. Oakden (1911 Rover). 2nd: T. J. Farrington (1913 Argyll).
Timed Run: Class I: R. J. Stevens (1898 Stephens).
Class II: P. J. Wellingham (1902 de Dion Bouton).
Class III: M. W. Boller (1908 Renault).
Class IV: S. F. Coudle (1911 Swift).

NOSTALGIC

At this time of the year, when most of us are in spirit if not in fact, at the London Motor Show it is appropriate to scan the broad pages of a copy of *Country Life* dated November 8th, 1919, kindly sent to us by Mr. Keart of London, W.12. Appropriate because this was a special Motor Number of this well-known journal, which, as usual, we find to be far thicker then than today and priced at 1s. 6d.

The Motor Show supplement opens, after an article, "My Enemy—a Great Trout," with a colour advertisement for the new 29.5-h.p. Armstrong Siddeley six-cylinder, of which it was claimed "you cannot buy a better car." Certainly at £1,000 for a saloon double-phaeton (a curious description, as late as 1919) it was good value. The makers claimed that this post-Armistice model embodied experience gained during four years of aircraft engine production "aggregating over 2,000,000 horse-power." Backing this advertisement is one for Barker & Co. (Coach Builders) Ltd., who claimed that in 1710, when Queen Anne reigned over England, they were the Royal Coachbuilders and illustrated a 40/50 Rolls-Royce Barker enclosed cabriolet to depict their modern achievements.

A leading article, clumsily entitled "The Hub of the Automobile

Continued on page 678

THE OWEN ORGANISATION

Daily Express

INTERNATIONAL TROPHY

Silverstone, Sept. 14th 1957

B.R.M.

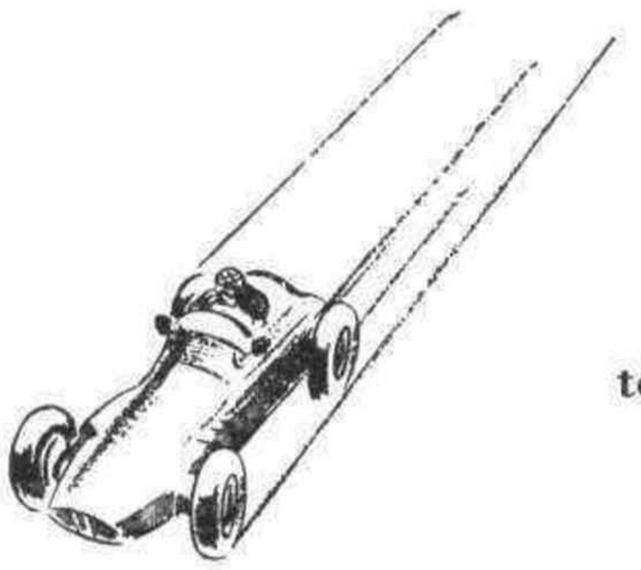
(ENTRANT A. G. B. OWEN)

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THIRD DRIVER RON FLOCKHART

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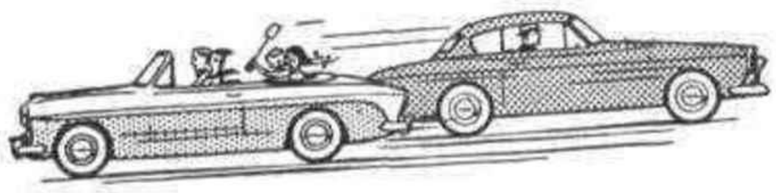
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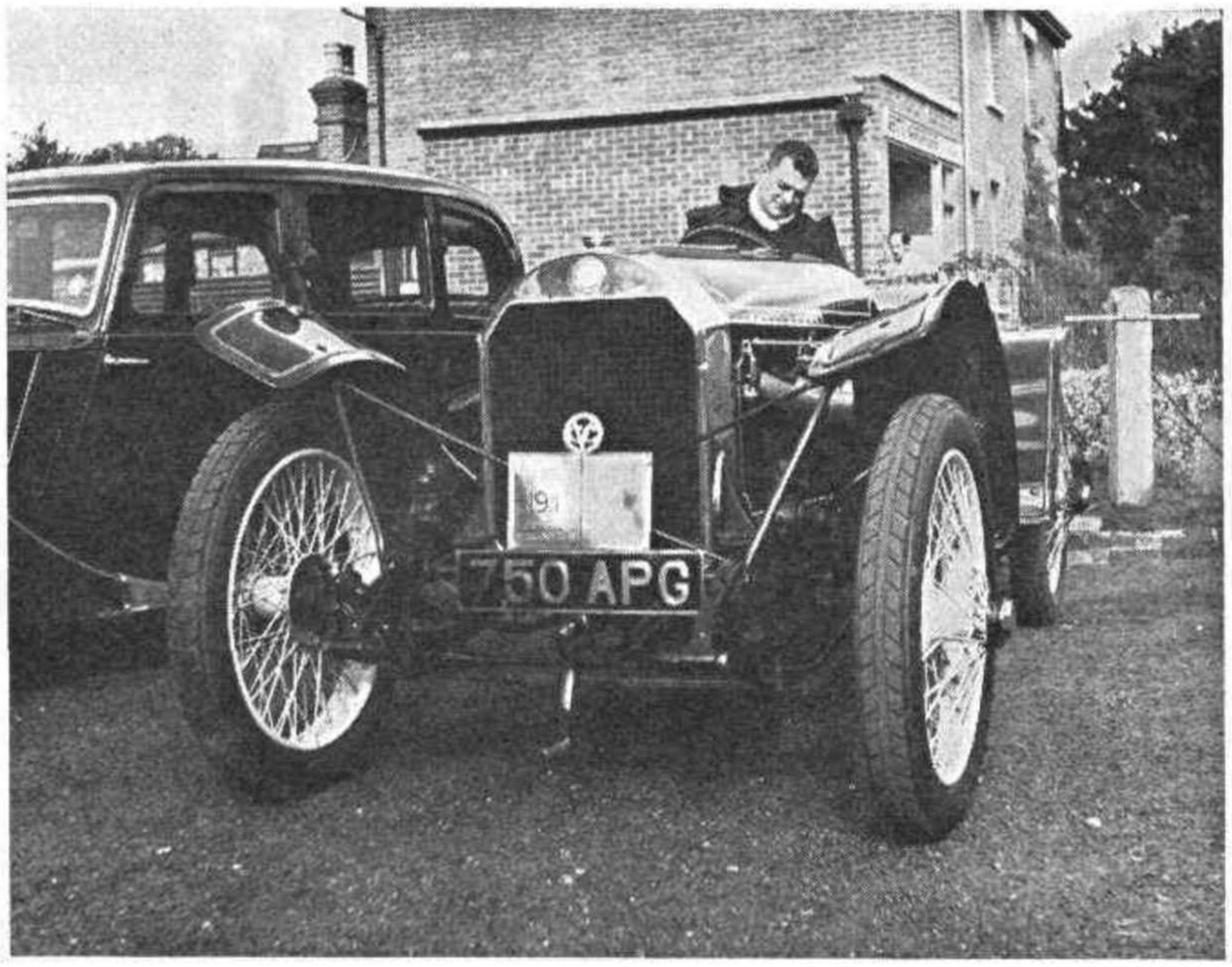
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VETERAN TYPES

No. XXXVIII

A 1911 60-h.p. Cottin et Desgouttes



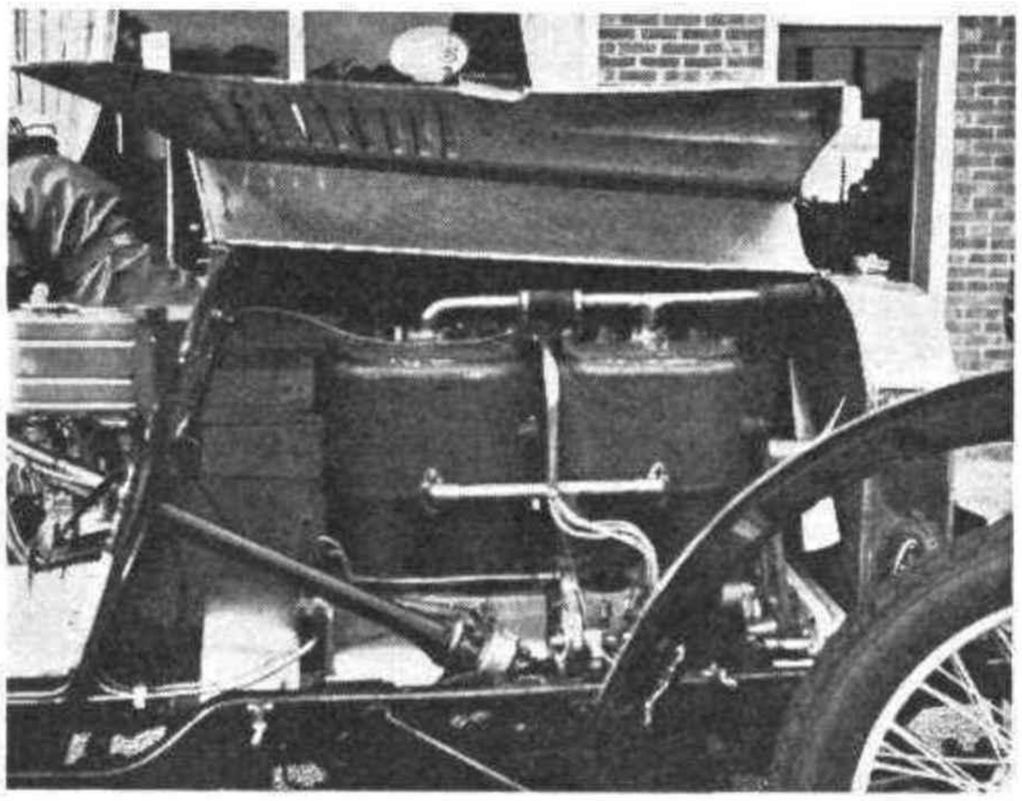
FASCINATING EDWARDIAN. — Mr. Goddard at the wheel of his 1911 *60-h.p. Cottin et Desgouttes, a car once owned by Lord Carbery, the pioneer aviator.*

BIG Edwardian racing cars are comparatively few and far between and "new" ones have not appeared for some appreciable time.

Perhaps the most recent to attract favourable attention in V.C.C. and V.S.C.C. circles is J. L. Goddard's beautifully rebuilt 1911 Cottin et Desgouttes. This fine example of chain-driven giant racing two-seater ran in the recent V.C.C. Dorking Trial and was raced at Brands Hatch on August Bank Holiday. I felt the time had come to learn rather more about this car and accordingly drove over one morning in October to the big shed at Bracknell in which Mr. Goddard keeps an impressive stable of motor cars. The Cottin et Desgouttes was standing with its owner awaiting us, in company with a 300SL Mercedes-Benz which had brought its enthusiastic owner to watch the enthralling dispatch of the Edwardian racing car on a trip up the road.

The firm which manufactured the car began motor-car construction at Lyons in 1904. They proceeded to build a wide range of models, and by 1911 were listing 10/12, 15, 22, 40 and 50-h.p. four-cylinder and 20 and 45-h.p. six-cylinder models.

The origin of Mr. Goddard's car is lost in the mists of antiquity but the following year the old-established French company decided to introduce a "Sixty," no doubt to appeal to the young road-burners of that Edwardian age. This car appears to have been acceptable, because it was continued up to the outbreak of war. It was a four-cylinder car, rated at 41.9-h.p. and its cylinder dimensions were 130 by 200 mm. Now Mr. Goddard tells me his engine measures 130 by 203 mm. so it seems likely that this car was either a prototype Sixty or one of a number of special racers, perhaps built to compete in the hill-climbs then prevalent in France, on which the largest production model was subsequently based.

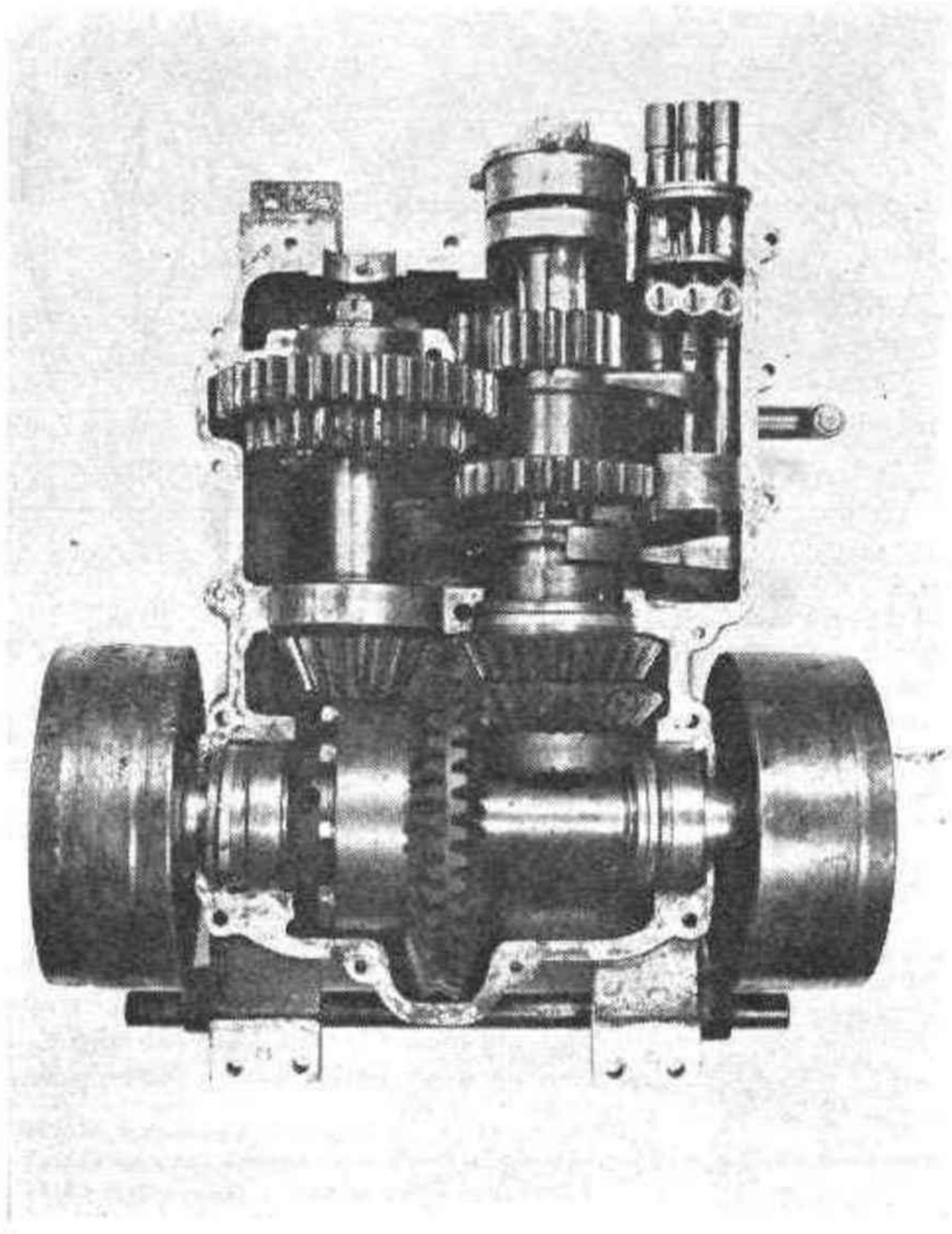


A MAN-SIZED ENGINE is found on lifting the bonnet of the 1911 *Cottin et Desgouttes.*

It seems that the car was used in England by Lord Carbery, the pioneer sporting aviator, and as Lord Carbery took his pilot's ticket at Villacoublay in 1912 and flew a Morane-Saulnier monoplane back to England before becoming a successful racing and record-breaking pilot at the controls of the Bristol Scout, it is logical to conclude that he had shipped across the Channel the suitably impressive French automobile he had probably used while learning to fly. (If I tell you that Lord Carbery raced a 40-h.p. Cottin et Desgouttes at Brooklands in 1911 and entered a 20/30-h.p. car of this make in 1913 you may consider it confuses the issue or you may decide that this confirms his addiction for this *marque*.) This Cottin et Desgouttes was apparently rebuilt in 1920 but eventually fell into disuse and was discovered by a Mr. Grace in poor condition at Woodbridge, Sussex, during the second World War. Anthony Heal took it under his wing and from Denham it passed into the care of its present owner, who towed it to Bracknell, where it was stripped and restored.

The engine is a most impos'ng power unit. The massive cylinders are in two pairs of two, a sma.. brass plate on the front pair giving the engine number as G534. By my calculations the capacity is 10.6 litres. The valves are set along the near-side, being of normal side-valve layout, enclosed beneath neat covers. The timing gears are at the front and from them, on the off-side, a big period Bosch magneto is driven from the end of the gear train and between this drive and the crankcase is another drive for the fan pulley, which is set behind the timing case, an extension beyond it driving a big brass water-pump located along the middle of the engine, so that a water manifold can be taken conveniently to each of the great water jackets. The water pipes are of modest diameter; a two-branch off-take pipe takes the coolant back to the radiator. This radiator is a particularly handsome part of this handsome car. It is not massive, its size enabling the bonnet to be blended neatly with it. It has a wide-spaced, deep honeycomb, rebuilt by Serck, possessing a pleasing pattern effect when viewed head-on, the casing is highly polished and the blue-and-white circular badge incorporates, below the maker's name, the words "Paris-Lyons," which conjures up visions of the car making short work of the long journey along N.7 between the Gay City and the factory!

The connecting rods within the great cylinders are of H-section, some 21 in. long. The original pistons were cast-iron but these have been replaced by a set in aluminium-alloy intended for a Perkins diesel engine, saving some 3½ lb. on each one over the original and



INGENIOUS.—The remarkable gearbox of the 1911 Cottin et Desgouttes laid bare, showing how three pinions, engaging as required a two-sided crown wheel with a smaller crown wheel within it, provide direct drives on the three upper ratios. Chains outside the brake-drums transmit the drive to the back wheels.

raising the compression-ratio. On the near-side a Zenith carburetter with three separate air intakes feeds into a big-bore two-branch copper inlet manifold. Above this a most impressive four-branch exhaust manifold is coupled by means of a circular flange of battleship proportions to an enormous external exhaust pipe which follows the curve of the original cast-iron pipe away to the back of the car. This exhaust system was presented to Mr. Goddard by Castons of London and is of copper throughout, 10 g. for the manifold and 14 g. for the tail pipe.

The chassis has fairly shallow side-members and ½-elliptic suspension front and back, the back springs being flat and rigged outside the chassis. The shock-absorbers are of Houdaille hydraulic pattern. The drive from the engine goes through a small Hele-Shaw clutch fitted behind a comparatively small flywheel over which there is a metal guard. The wheels on the car as it was found were beyond restoration and the body virtually scrap. Luckily someone was located who had four ex-Vauxhall Rudge-Whitworth splined wheels intended for a trailer and these were rebuilt, painted yellow, and shod with new Dunlop 880 by 120 tyres.

The body now consists of two shallow bucket seats set in front of a fine copper fuel tank. The latter came from one of Mr. Goddard's boats but, somewhat modified by Serck, is absolutely in keeping with the character of the Cottin et Desgouttes, and holds some 30 gallons. Fuel is fed by air pressure supplied either by a pump on the steering column or another air pump conveniently located for the passenger to operate. Originally it was by exhaust pressure. As the engine sump holds only about ¾-of-a-gallon of oil a spare supply of lubricant is carried in a neat copper tank under the steering column, with a glass tube oil-level sight.

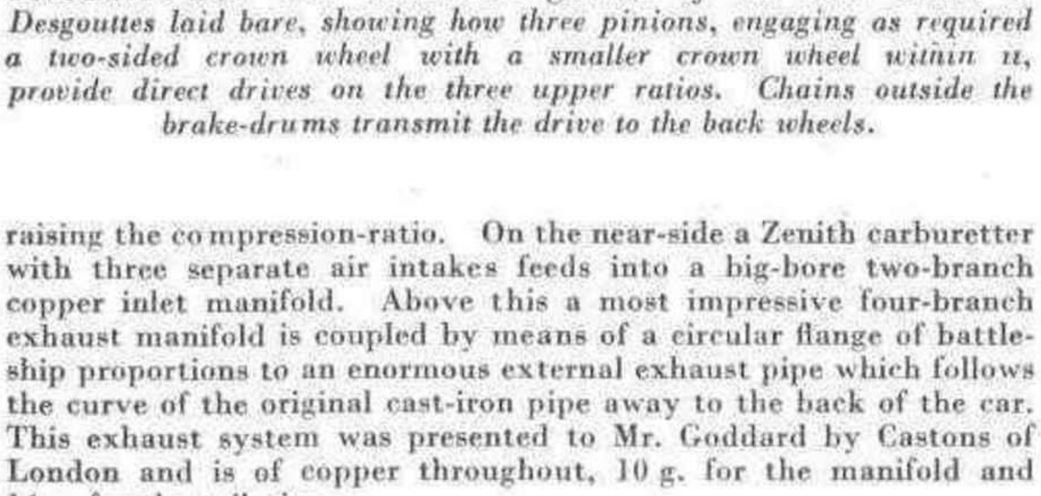
The present body gives the car the starkest effect imaginable. There are no body sides of any kind and no scuttle behind the bonnet. Substantial flaired mudguards, a bulb horn and the spare wheel up behind complete the *ensemble*.

The dash slopes down to merge into a footboard, on which are mounted four period gauges. The two smaller ones indicate water pressure and air pressure and they are augmented by a fine Watford tachometer reading to 1,600 r.p.m., driven by belt from the clutch shaft, and a big oil-gauge showing 10-15 lb./sq. in. pressure. The only controls are a rotary magneto switch flanked by the name "Cottin et Desgouttes" and a ½-compression handle. The eye, however, is caught by four foot-pedals. There is a piano-type accelerator, two brake pedals of differing size, and the clutch pedal. One brake pedal operates in one countershaft brake-drum, the other in the drum on the opposite side of the shaft; it is usual to apply both together. The hand-brake lever works brakes on the back wheels.

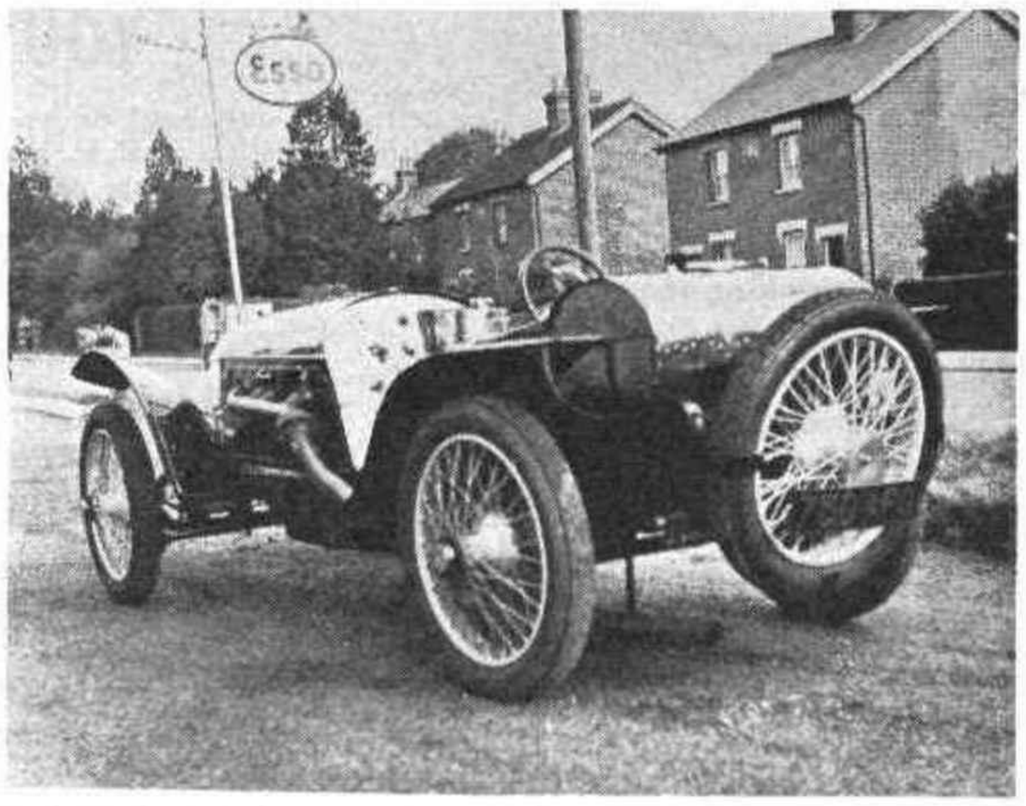
From the foregoing it is evident that the car has final drive by the classic side chains. What is not apparent, until the accompanying picture is studied, is the remarkable gear-change arrangements, The gearbox itself provides only bottom and reverse speeds. The remaining three forward speeds are selected by meshing one of three sets of crown wheels and pinions. The final-drive is in unit with the gearbox, the chain countershafts emerging at right angles. The main crown wheel has teeth on each side and thus, depending on which bevel pinion is driving it, two different speeds are obtained, as the bevels are of differing diameters. The pinion not driving merely idles. Inside the large crown wheel is a smaller crown wheel, which can be driven from a pinion on a shaft inside the shaft carrying the pinion behind it, providing, on engagement, a third variation in speed. This ingenious final-drive arrangement provides a quiet, efficient direct drive in the three upper ratios.

After a short drive to Blackbushe Airfield in Mr. Goddard's Michelin "X"-shod disc-braked D-type Jaguar (the car in which Hamilton and Rolt finished second at Le Mans in 1954 at a speed of 105½ m.p.h., but now converted, with full-width screen and different axle ratio, into a 140 m.p.h. road car) to fetch some parts for the Edwardian racer, we set about starting-up the latter. This

Continued on page 678

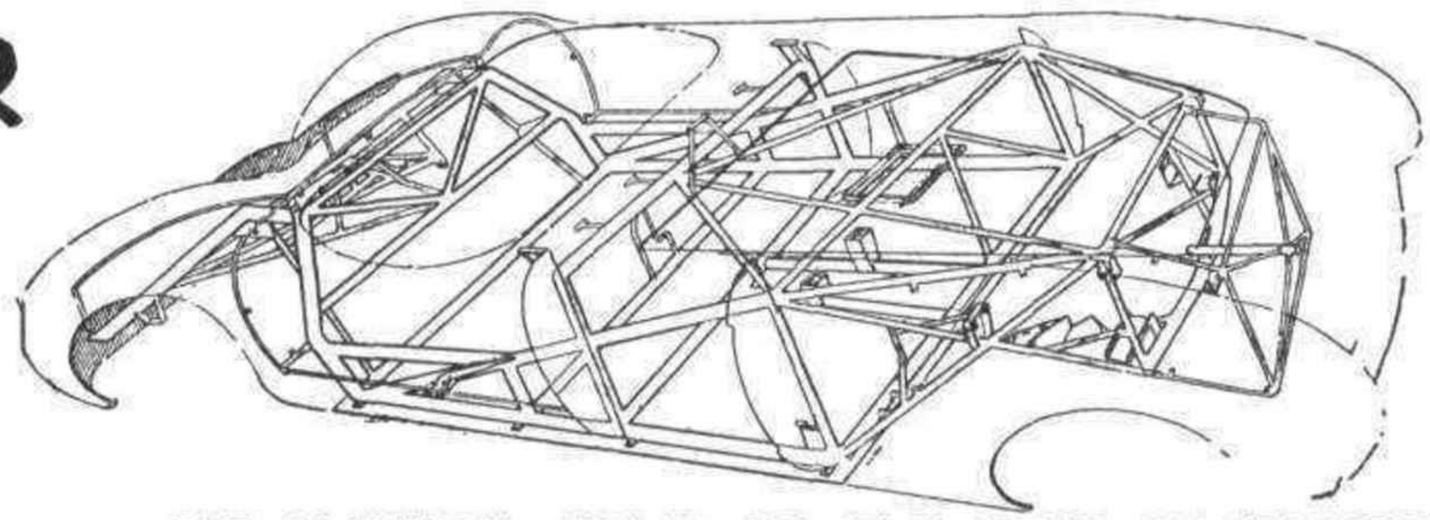


ANOTHER CONTRAST IN CARS.—The Cottin et Desgouttes with Mr. Goddard's D-type Jaguar which finished second at Le Mans in 1954, driven by Duncan Hamilton and Tony Rolt.



FROM BEHIND.—A picture which shows the fine new copper exhaust system and adapted boat petrol tank of the Cottin et Desgouttes. Note the period gauges on the floorboard and long unsupported steering column.

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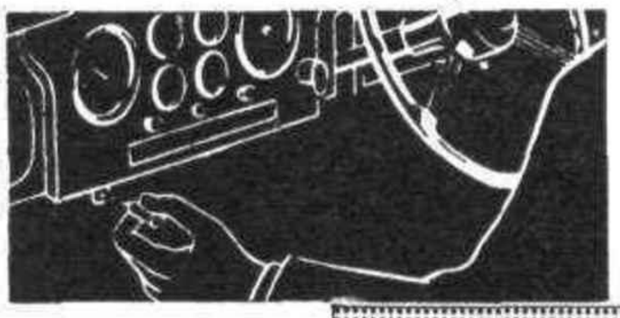
Why not call and see us—we are open all day Saturday.
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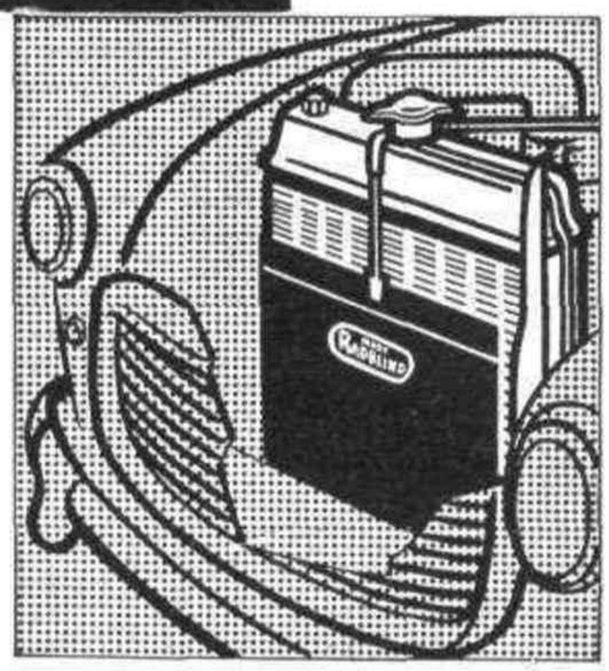
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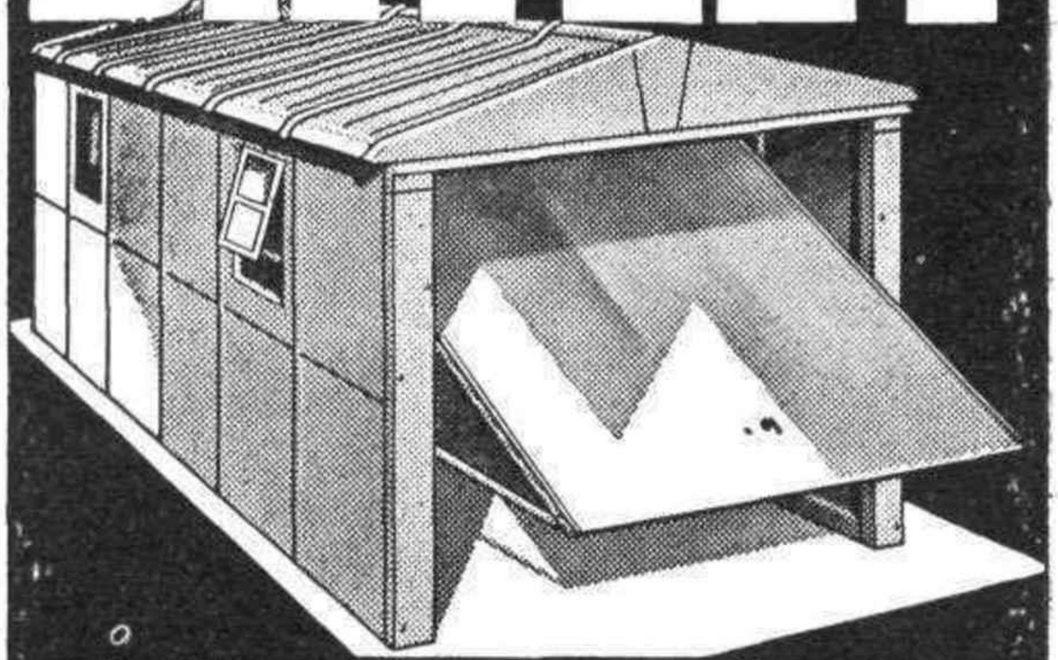
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VETERAN TYPES—continued from page 675.

is not a drudge, for after priming the compression-taps with a small can of petrol normally carried near the passenger's feet, the big engine springs quickly to life when the starting-handle is briskly pulled up.

There breaks out that deep exhaust burble peculiar to big low-speed long-stroke engines. The clutch takes up the drive with notable smoothness, the faint rattle of the driving chains mingles with the rush of air, and you are motoring at a spirited 60 m.p.h. at exactly 1,000 r.p.m. in top gear. When he is not in a hurry Mr. Goddard frequently jogs along at 40 m.p.h., or a mere 300 r.p.m. above the engine's idling speed! The gear lever, outside the brake lever on the right, in an imposing brass gate, carries a button which you depress to unlock each gear. The changes go in with extreme silkiness and facility and it is necessary only to remember to unlock and that third speed is obtained by going "round the corner" from second, first and top lying forward in the gate, and that a guard has to be lifted to obtain reverse.

The Cottin et Desgouttes bunched itself up and accelerated purposefully, while the hand-brake inspired confidence. The steering, however, is startlingly high-geared as well as very light; the control quadant turns somewhat disconcertingly with the small, thin-rimmed wheel on its long, brightly-polished, unsupported column. I had no opportunity to record any performance figures but Mr. Goddard told me he has had over 95 m.p.h., paced by a Jaguar with an accurate speedometer, along the Wrotham-Maidstone highway. The weight of the car is 24 cwt. (wet).

Altogether, the 60-h.p. Cottin et Desgouttes is a highly desirable property. We can expect to hear a lot more of it when its owner can spare time from his other delectable vehicles. These, apart from the D-type and an XK120 Jaguar, include a Type 57 Bugatti two-door saloon, one of the last built with cable brakes, now neatly endowed with four Morris Minor-size S.U. carburetters, a Rolls-Royce Phantom II coupé de ville ("bought," explained Mr. Goddard, "because I have many God-children") and a Burrell steam traction-engine. The Cottin et Desgouttes' owner has motor cars in his blood, in spite of having crewed the "Mayflower" on its recent expedition. Before I left he showed me the 3-litre Bentley engine which, as an apprentice, he equipped with a Cozette vane-type compressor and Cozette carburetter, mounted on the valve cover and, with a 3-to-1 drive, blowing at 4 lb./sq. in., which transformed the Vanden Plas tourer it occupied and put its maximum up to some 95 m.p.h.—W. B.

◆◆◆

Sir,

In reply to Mr. Johnston's letter (September MOTOR SPORT) regarding the Argyll car, I can give some information about those made between 1925 and 1931.

For 1925 one model was listed. Known as the 12, it had a 1,496-c.c. four-cylinder engine and a single-plate Ferodo clutch. The cost was £375 for the chassis and £495 for the complete car. This model was continued in 1926 when a high-tension magneto and disc-clutch were provided.

A new model, the 12/40 was introduced in 1927. This had a 1,630-c.c. engine, being manufactured in two forms, touring and sports. The former cost £475 and the latter £610; chassis price was £360.

Both models were continued in 1928/9/30/1 with some variations in prices but not in mechanical specifications.

In 1931, an entirely different model was introduced, the 18/50. Equipped with a six-cylinder, 2,390-c.c. engine, it had coil ignition, pump-cooling and a three-speed gearbox. The wheelbase was lengthened from 9 ft. 3 in. to 10 ft. 1 in. and prices were £395 for the chassis, £495 for the tourer and £550 for the sports. All previous models had thermo-syphon cooling, H.T. magneto ignition and four forward speeds.

The address of the company was the Argyll Motor Co. Ltd., Bridgeton, Glasgow, and as far as I know production ceased in 1931.

I am, Yours, etc.,

Chellaston. N. H. B.

* * *

Sir,

Your August number contained a photo of a G.N. Tourer captioned "Pleasant Discovery." It gave me pleasure also because I rebuilt it. In the autumn of 1952 I saw an advertisement in MOTOR SPORT for a G.N. at Northampton. With Mr. R. H. Mitchell of Harpenden I drove to Northampton in my Vauxhall Twelve to see it. I found it. It had four wheels and a frame, radiator dummy, the wreck of an engine, two original front wings, bonnet and headlamp and apparently a complete transmission. An old car bucket seat lay on it and that was the lot. I bought it, wheeled it behind the Vauxhall, tied it on and it started to rain. We brought it home to my place at Wheathampstead, a saga in itself. No foot brake, hand brake locked everything up solid. Mr. Mitchell sat on it in a Sidcot suit, two blankets draped round him, soaked to the skin but we got it home.

We pulled it to pieces and found the original pistons and bores in remarkably good shape, almost round, valves bad but amenable to discipline, big-end gone and when I say gone I mean all gone but the steel bush and that wafer-thin. The crankpin was a beautiful blue and had been doing far more than its normal duties. We made new parts for male and female conrod bushes, a new steel bush, built up the crankpin, ground it down, hand-chromed it and ground it down to size again. The camshaft was good but the cam tracks were badly pitted. These were carefully ground to eradicate the deeper potholes. We winked at a cracked valve seat (a common trouble) and promised attention later on. The transmission was in very good shape after some adjustments were made and the brakes were well up to standard with a little attention. The magneto, an original Fellows, was remagnetised and the dynamo, Lucas, Whittle belt-driven from the prop-shaft was also still producing. The starting-handle bracket gave me some trouble. I could not remember exactly what it looked like and as it had completely gone another had to be made. I wrote to G.N. Motors of Balham and Mr. Hayman very kindly racked his memory and sent me a sketch, undimensioned of course, as all their records were destroyed in the bombing of London. That solved that problem. The original bonnet was a mess but good 22-gauge cold-rolled sheet. It made two good silencers (since replaced by chrome-plated ones). New exhaust pipes were made and bolted up to the frame and steel undershields fitted front and rear completely enclosing engine and transmission as the original.

The body differs from standard in that it has a sloping flap at the rear instead of the canoe point. We hoped to find a spare wheel to mount on a post, some day.

Running, and at that quite well, for the standard tourer that exceeded 50 was a good one. Mr. Mitchell set about some simple trimming for seats and squabs and gave the job a coat or two of British green. He drove it fairly regularly until his unfortunate death when his widow sold it to a Mr. Stephenson. I spent many happy hours working on this car so you may believe your photo was a pleasant discovery for me.

I worked in the fitting shop at G.N. Motors at East Hill, Wandsworth (now Clayton Mineral Waters) in 1921, 1922, 1923 and part of 1924, and then went to Kingston with Captain Frazer-Nash, at the garage opposite the Celestion Works until just after the 1924 200 miles race.

In 1924-5 I had a small garage in Watford specialising in G.N. repairs and overhauls.

I am, Yours, etc.,

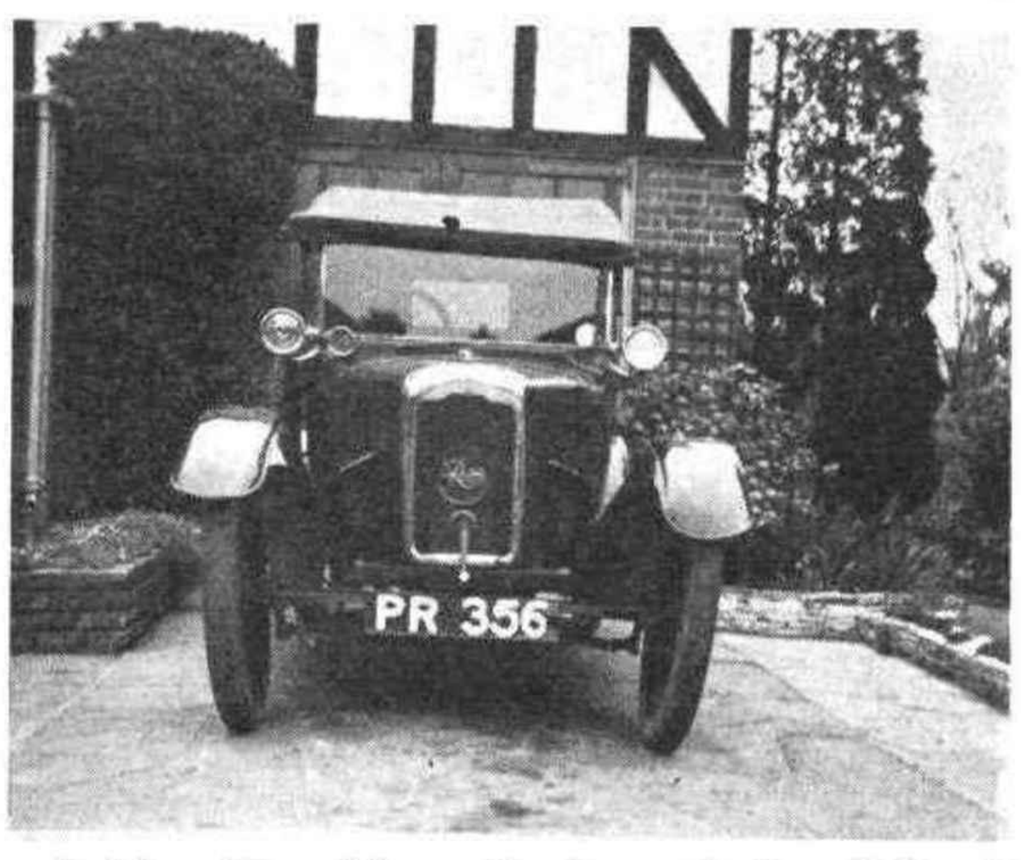
Wheathampstead. ROBERT E. M. RAYNS.

* * *

Sir,

Being the joint-owner of a 1923 Rover 8.9, I found the letters about Rover cars in your September edition very interesting. Perhaps these correspondents will be interested to see the enclosed photograph.

The car is powered with a two-cylinder air-cooled engine, rated at 8.96 h.p. with 85 mm. by 100 mm. bore and stroke. Although



nearly 9 h.p., this model was referred to as the Rover Eight. No self-starter is fitted to this particular model, but space has been left for one. Braking is only on the two back wheels, which tends to make skidding very easy.

We are proud that absolutely no replacements have been made, except for the tyres, so that the car is exactly as it was when originally purchased.

I am, Yours, etc.,

Mill Hill. C. V. STERN.

* * *

Sir,

Could any of your readers supply me with any information about a make of car believed to be a Mosley, the outstanding feature I have been able to unearth being the huge brass bands round the bonnet and radiator. This car was known to have been owned by the late Sir Hehawke Kekewick, Bart., of Peamore Hall, Exeter, Devon in 1925 and was considered a relic even than, being used only twice a year to drive to the estate.

I am, Yours, etc.,

Thundersley. R. H. L. CARPENTER.

* * *

Sir,

During a short holiday in France recently, I unearthed under a pile of raincoats and tarpaulins a two-seater, 5-h.p. Peugeot. Upon making enquiries of the friend with whom I was staying, he disclosed that this vehicle was his first car, he having bought it new in 1922 or 23, and using it until 1953 since 1947 in conjunction with a light 15 Citroën. All that was required to put it on the road he said was a battery, petrol, air in the tyres and a turn of the handle.

The bodywork and chassis were most solid, although in need of a coat of paint and as far as I could see all the components, including lights, horn and hood were present.

However, as he has recently purchased a 2-c.v. Citroën, the Peugeot is in danger of being turned out of its garage and probably broken up.

When I told him that this would be a pity, and criminal in the eyes of the veteran-vintage cult in England he seemed most surprised and promptly gave the Peugeot to me.

Hence I should be most grateful if you could suggest how one would set about bringing this car to England.

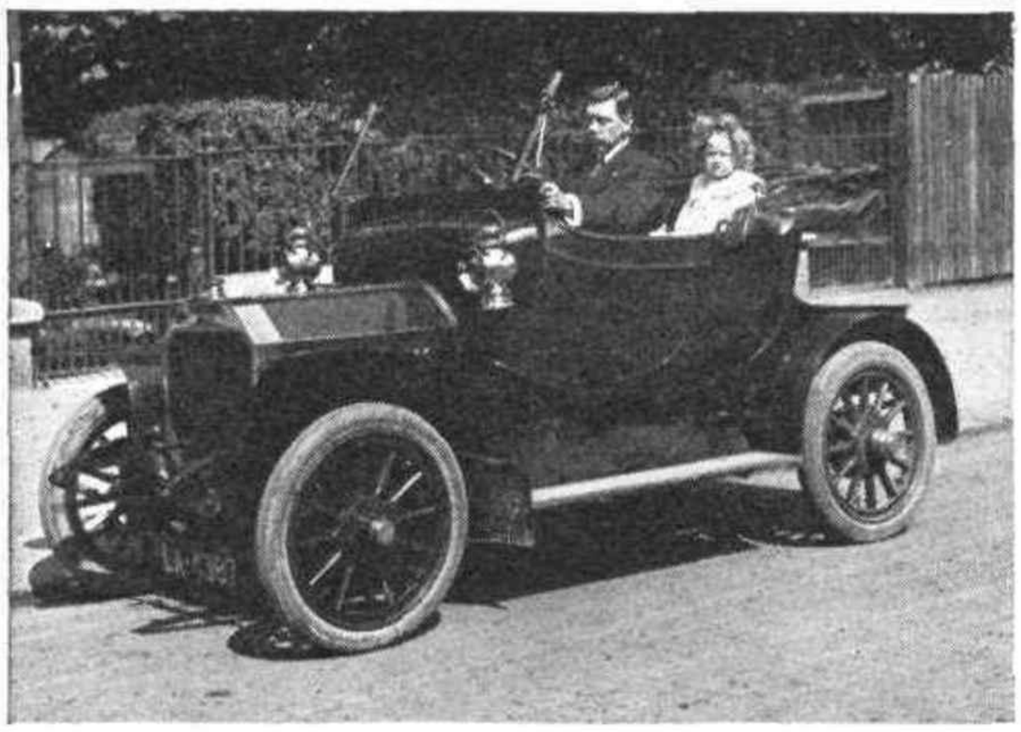
I am, Yours, etc.,

R. B. LESLIE.

[Can any reader offer advice ?—ED.]

Sir,

I venture to send for your Vintage Postbag the enclosed photo of a Swift, bought about 1908 by my father. The body was " made to measure " with the wide front seat set especially far back to suit his long legs. There was a two-cylinder engine (sometimes the devil to start), oil side-lamps, and a big acetylene headlamp (that was removed when the car was used in town).



I seem to remember an oil tank on the dashboard with a series of brass pipes running to the bearings. Punctures were dealt with by a " Stepney wheel "—a spare wheel that was attached to the affected road wheel by leather straps !

My father, who was a doctor, used the car daily for his work (and for taking his five children out) for some six years.

With its well-varnished, green bodywork, polished brass radiator and side-lamps it looked a " splendid equipage."

I am, Yours, etc.,

Moor Park. ROBERT C. TAYLOR.

* * *

Sir,

It was of great interest to me to see the various Rover models *circa* 1928 which appeared in the September issue as I have just completed a 2,000-mile tour of France and Spain with my 1928 Rover 9.8-h.p. four-seater tourer.

Over this distance, covered in nine days, the only trouble I experienced was two plugs ceasing to function (both these were new ones replaced before going abroad). Carrying four people, luggage and camping gear I averaged 30 m.p.h. and 28 m.p.g. and although the temperature was 95-100 deg. F. and no fan is fitted, only a small quantity of water was consumed.

In spite of the rather primitive " clock spring " shock-absorbers on the rear and complete absence of front ones, the suspension stood up to the shocking pavé found on some of the Continental roads and gave a better ride than many modern saloons would have done (excluding of course " peculiar foreign motor cars " with independent suspension at each corner !)

The only difficulty was keeping out of the gutter on the severely cambered roads due to the high-geared steering and the heavy load carried.

I am, Yours, etc.,

Heywood. K. R. WILLIAMS.

* * *

Sir,

I should be very grateful if you could help me over a problem of restoration of a 13-h.p. Swift tourer (1925).

Most of the nickel has come off the brass radiator, and I sent it away to be re-nickeled. The firm concerned say that they cannot do this because the case is not removable and would be damaged during the nickeling process. Do you think this difficulty could be overcome ? If it cannot, would a brass radiator look incorrect on this car, if the existing nickel was removed ?

I am, Yours, etc.,

Brettenham. C. BUCKMASTER.

[Letters can be forwarded.—ED.]

* * *

Sir,

I uncovered, about a month ago, a 1920 model-T Ford, much mutilated, and nestling beneath such a heap of farming implements, etc., as to render this car completely indistinguishable until one had removed a few oil drums and implements. Then one beheld a car, devoid of its former glories, which had obviously been rusting away for years; nearly eight as I learned later.

Needless to say, I purchased and towed away this historic relic (much to the amusement of everyone we passed and to the horror of my parents).

Upon viewing my purchase I found to my horror that some unmentionable person had cut away the rear part of the body to make it into a farm truck, the remainder of the body had been attacked by rust and woodworm (not the wheels, I am glad to say), and that the radiator was missing, having been sold, no doubt.

I then decided that this car was worthier of a better fate so I have decided to restore it to its original form. There is a snag, however, bigger than all these mentioned. I have no information of any kind on this model and I would be eternally grateful if any of your readers could oblige me with some and, if possible, any spares or brass lamps, etc., they may have lying about.

I am, Yours, etc.,

Hoveringham. KEITH A. ROSE.

[Letters can be forwarded.—ED.]

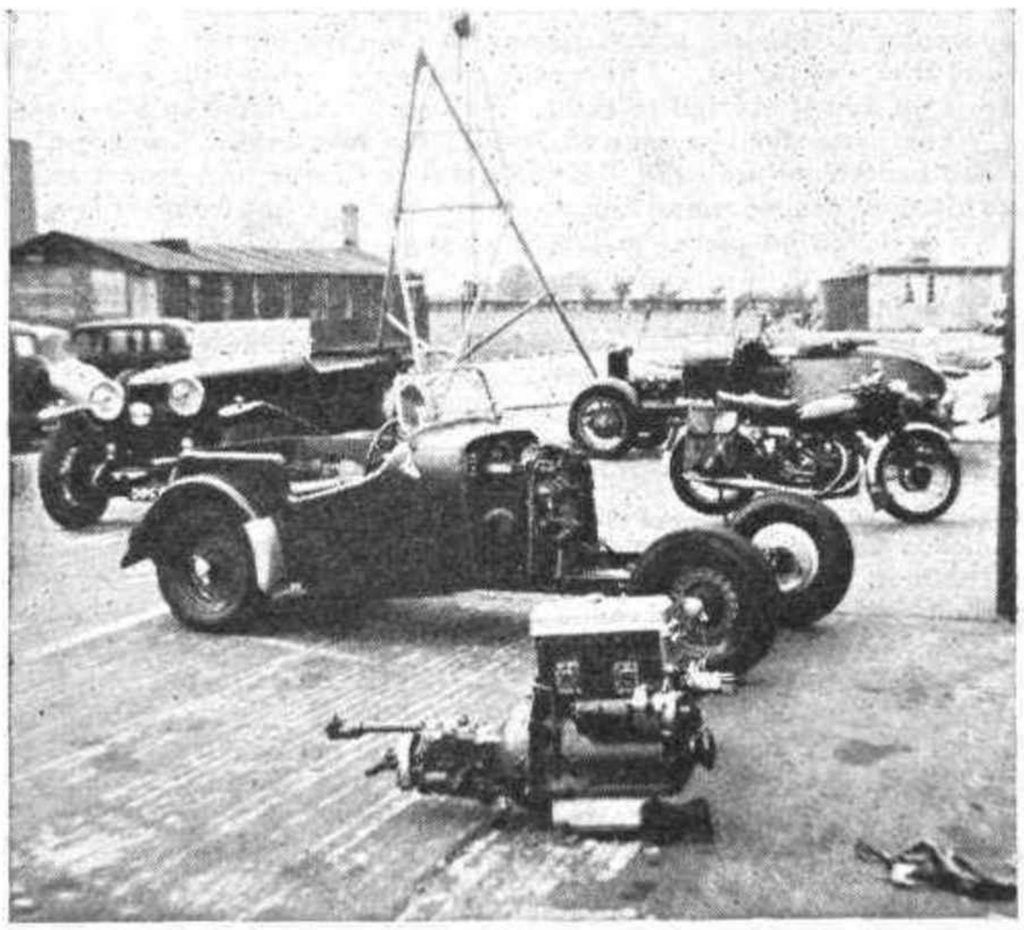
* * *

Sir,

I thought you might be interested in the enclosed photograph of Sunday afternoon activity at R.A.F. Oakington. All the machines shown belong to flying instructors and students at this station. The H.R.G. in the foreground belongs to me, and is the car which won a Coupe des Alpes in the 1951 Alpine Rally, driven by John Gatt.

The beetle-back Alvis belongs to Pilot Officer Lisle who has just fitted a three-carburetter Silver Eagle engine in place of the former 12/50 unit.

The crane has just been towed here by the 22/90 Alfa-Romeo to assist in replacing the H.R.G. engine. The Alfa and the Black Shadow Vincent both belong to Flt.-Lt. Hull.



Also on the station, but unfortunately not in the picture, is Flt.-Lt. Blanford's 1,750 supercharged Alfa-Romeo, which is an old team car driven by Campari in the 1930 T.T., and by Boris Ivanowski at Phoenix Park.

Even at Oakington, of course, there are one or two eccentrics who drive around in saloon cars like those seen in the background. A recent arrival on the station was a Victor—not a bomber, but a descendant of the 30/98 on the wrong side of the blanket.

I am, Yours, etc.,

Oakington. D. H. ELLIS (Flt.-Lt.).

RAPIER REGISTER

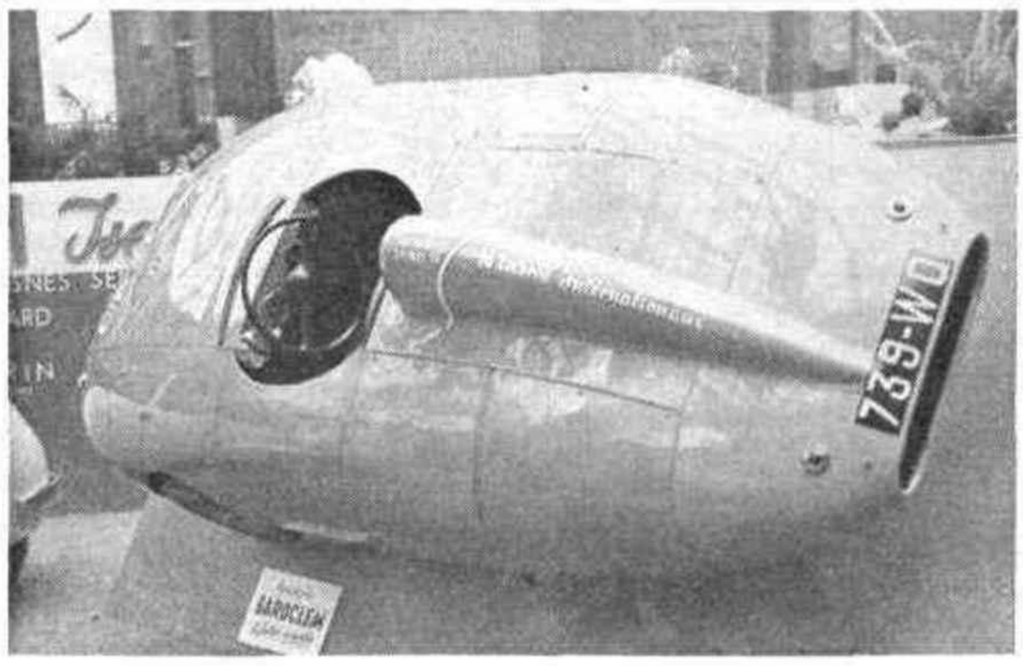
At the annual general meeting, held at Overstone, Northants, on September 22nd, it was announced by the Hon. Sec. that since the Register had been started in January, 1953, 244 members had been registered. It was, however, decided not to enter the competitive field at present but rather to assist those members who were interested to prepare their cars for events promoted by the larger clubs. Full particulars are available from the Hon. Secretary, G. D. Speight, 158, Sandygate Road, Sheffield 10, Yorks.

THE 44th PARIS SALON—continued from page 635

type body by Farina on a Europa chassis, and a Scaglietti-bodied Europa coupé, of the type which swept the board in the Tour de France. The Europa has a V12 engine, of 3 litres, with single camshaft to each bank, a gearbox mounted in unit with the engine, and open prop.-shaft to a rigid rear axle hung on half-elliptic springs and located by radius-rods. The front suspension is by wishbones and coil-springs and the chassis frame is built from elliptical tubing and is very rigid. In its true Gran Turismo form, with aluminium body by Scaglietti, it is certainly the most potent production car of this type and one of the prettiest. In more sober form, with Farina body, weighing far too much, but being very luxurious, it is a luscious motor car for the promenades but not to be used for competition.

Trying to get in on the Ferrari market is Maserati with their six-cylinder 3½-litre Gran Turismo model, and they had two coupés on show, both with body by Carrozzeria-Touring. Pretty cars with a good potential, but they have yet to prove themselves, either in competition or users' hands. Still one of the nicest little motor cars is the Abarth-Fiat with engine enlarged to 750 c.c. and fitted with the very sporting Zagato coupé body. This was shown alongside an open two-seater version, also bodied by Zagato, but rather spoilt by an ugly air scoop on the tail to gather air for the radiator of the rear engine. Siata were also exhibiting, their two cars being built around Fiat 600 components, but being rather "boulevard-like" models, one an open 2/4-seater and the other a saloon. On the Pinin-Farina stand was the Abarth record breaker, with 750-c.c. Abarth-Fiat engine and special chassis. As an example of the art of tin-bashing and Perspex moulding it is truly remarkable, and, unlike lots of Pinin-Farina show models, this one really goes, as witnessed by the long-distance class records it took at Monza back in the summer. Another record breaker, but crude by comparison, is the single-seater Velam, or French-built Isetta. This tear-drop-shaped device has an open cockpit and large headrest, but ran well at Montlhéry in setting up records in the "fizzer-category."

Two real Paris Salon "specials" were the Raymond Loewy-designed tiny two-seater coupé on a B.M.W. 507 chassis and the Oldsmobile Golden Rocket 88. The Loewy creation, in cream colour, is smooth in the extreme, though shaped more to blend with household components such as sewing machines, smoothing irons, radio sets or cocktail cabinets, rather than other motor cars. As Loewy runs an industrial design centre this is not surprising, but nevertheless the French firm of Pichon-Parat have made an excellent job of the body-building from the aesthetic viewpoint. Like the Loewy Jaguar of last year, the B.M.W. has the body fitted so tightly round the chassis components that the only place left for the spare wheel is inside the body, behind the seats. Getting this out through the doors and putting the punctured and muddy one back in again would be great fun. The Oldsmobile Golden Rocket should really be classed among the American Dream Cars, but this one is so good that it could almost stand amongst usable fast coupés like Ferrari Europa, 300SL, B.M.W. 507 and XK150. The all-golden finish was obviously motor-show stuff, but the size and general shape and conception were very good. There were no external frills or gimmicks, not too many impractical plastic areas, and a sleek simplicity of modern line, rather than a different shape simply for the hell of it. The steering-column continued in two diverging stalks to meet the wheel rim, and in the end of the column was mounted the speedometer, but some two feet forward of the actual steering wheel rim. Powered by an Oldsmobile Rocket 88 engine this tiny two-seater coupé would really go, but no doubt it will remain a Dream Car, for the body was not one that could be stamped out on a press very easily.



The record-breaking Velam-Isetta on display.



A Ferrari always attracts attention!

The galleries, like Earls Court, are full of mechanical interest and reveal the naked components that help the French industry to build cars, though, unlike Earls Court, these specialist manufacturers seem to be confined more to trimmings and details, rather than making everything for the industry, so that a manufacturer becomes merely an assembler. Hidden behind some books on a stand in the gallery was a complete power unit from a C.T.A.-Arsenal Grand Prix car, that ill-fated French racing car of the 1½-litre supercharged period of racing. Even on its motor-show stand it looked rather crude in its construction, though the general design by Monsieur Lory was intriguing. On the other side of the stand was the 1,500-c.c. four-cylinder Gordini engine, shown last year by Gordini and destined for his Formula II car which has never materialised. Coachbuilders in the Salon are muddled in with manufacturers and one of the funniest was Henri Chapron, who exhibited an enormous Rolls-Royce limousine which took up so much space that the rest of his cars were packed tightly together, making the stand look like a secondhand dealer's bomb-site used-car lot.

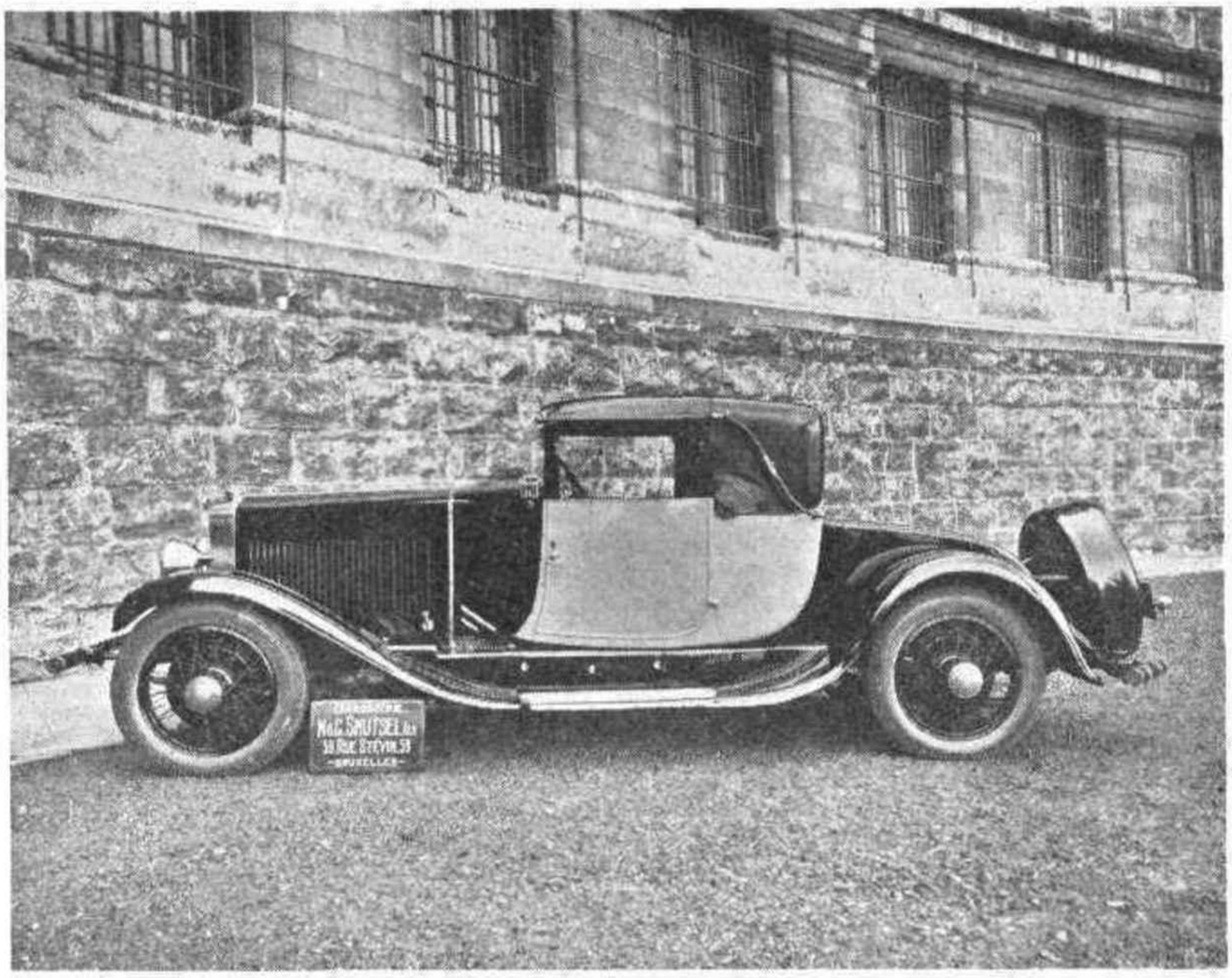
There seems little point in going to the Paris Salon to look at the everyday products of the regular manufacturer, like going to Paris to eat roast beef and two veg. and drink beer, but all the regular car builders were on show, some, like Vauxhall and Bristol, with new designs, others with the same old stuff; they were all there, Jaguar, Aston Martin, B.M.C., Rootes, Alfa-Romeo, Lancia, Fiat, Renault, Simca, Citroën, Peugeot, Borgward, Mercedes-Benz, D.K.W., VW, and all the Americans, but these everyday cars are not of the true character of the Paris Salon and can be seen at Earls Court. However, I did find pleasing the XK150, the Mark III Aston Martin, the Coupé Borgward Isabella TS, the new D.K.W. Gran Turismo coupé, rather like a Ford Thunderbird, the Lancia Spyder and the new Alfa-Romeo Giulietta T.I. saloon, an obvious replacement for the 1,900 saloon for the high-speed Italian family.

While the Grand Palais remains old and venerable, with a musty appearance and an atmosphere of "horseless carriages," the exhibitors still try and put on a gay show. Compared with the rest of France, which has subsided into a lethargic decay, the Salon was a bright spot, and, as always, worth a visit.—D. S. J.

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MEMORIES OF THE NINETEEN - TWENTIES

[F. H. Hayward, General Sales Manager of Romac Industries Ltd., recalls some Continental *marques* with which he was intimately associated in the vintage era.]



ELEGANT.—The 35-h.p. Excelsior with carrosserie by M. & C. Snutsel Fils of Brussels, which was owned by Mr. Hayward. It was road tested by MOTOR SPORT *at the time. Before that it caused a sensation when its owner took it to a Southport sand-race meeting, correspondence relating to a "mysterious black-and-yellow coupe" appearing in the motor papers for some weeks afterwards. It eventually experienced an unusual adventure, as the accompanying article reveals. Two more views of this highly individual vintage car appear on the next page.*

I SUPPOSE there never was a car that demanded more careful gear-changing than the first one I ever drove. It was a 1916 six-cylinder Studebaker with a Salmon body. When you crashed a gear in that you couldn't just press on, you had to get out and replace the back axle spline—which you had just broken—with the spare that you always carried with you.

The reason for this rather vicious reaction on the part of the car was that its gearbox was mounted directly in front of the back axle.

Of course, by then I was an experienced motorist. I was 16 years of age and had been driving for 2½ years. I'd learned to drive in Exmoor and Dunster (where I spent a great deal of my childhood) on a French two-seater, a La Licorne.

This 10-h.p. (I think) job was owned by an easy-going friend of the family's who had no qualms whatsoever about letting an eager 13-year-old chug about the moors in it. The local policemen also got quite used to the sight of me driving with steadily increasing skill around the district and, far from objecting, they would usually greet me with a cheery wave of the hand—which goes to show how much the Law, as well as the motor car, has changed with the years!

After the French car, another family friend who used to stay with us for long periods kindly furthered my education by putting at my disposal his 1909 horizontally opposed two-cylinder Riley. The only way you could start it was to turn on the petrol and then set fire to the carburetter in order to heat up the induction system.

But to get back to that Studebaker: that particular model, which had a top speed of about 55-60, was known as the Flanders. Father didn't like cars at all, but everyone kept telling him that as a petroleum engineer he really ought to have one, and, eventually, he yielded to the pressure. That's how we got the Studebaker. With the first World War not long over, cars were regarded in much the same way as unfurnished flats are today, so although the Flanders' price was really about £300, it cost father more than £600. As I was the only person in the family able to drive, the car gradually came to be regarded as my property.

That Studebaker has a special place in my memory also because of an incident that occurred one Sunday morning in Hampstead, where we were then living. I was taking my mother to church in it, as usual, when I cornered rather sharply and hit a lamp-post. The top of the lamp-post crashed to the pavement but we didn't loiter because in those days getting one's mother to church on time was far more important than a motoring mishap. Not, apparently, a very noteworthy incident, but it happened to be my first and last accident in 41 years of driving.

Nineteen twenty-two found me in the United States, the proud owner of a Stanley steamer. During my nine months' stay in America I did 3-4,000 miles driving in the Catskill Mountains, the home of the legendary Rip Van Winkle. If the old gentleman had still been sleeping there my Stanley steamer wouldn't have disturbed him because it was absolutely silent.

I've always maintained that the steam car could have had a really great future if someone had bothered to develop it. Apart from the absence of noise, it required no gear-changing, no clutch, and it was always very easy to start. Moreover, if the tyres of those days had permitted, it would have been capable of some impressive speeds.

True, it was best to know something about the working of the Stanley steamer if you didn't want to land in trouble. There was always the danger of the tubes burning out. But these snags could have been overcome without much difficulty in time.

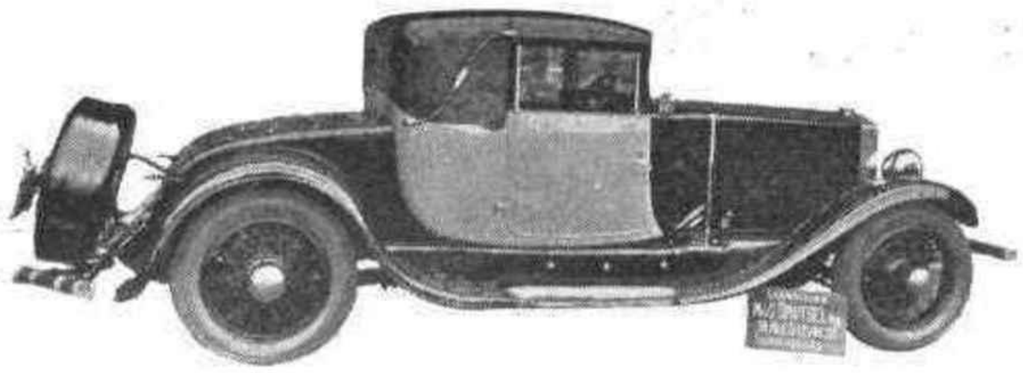
Back in Britain the idea of earning any kind of a living that was unconnected with cars was quite unthinkable to me—I was then 20—and I managed to acquire the agency of the French firm of Delahaye, who at that time made a 10-h.p. four-seater. I established myself in a small showroom in Pall Mall and shortly after opening added to my business the agency of the Fabrique Nationale D'Armes de Guerre—better known as F.N. Ltd. They manufactured a saloon and an open four-seater, too.

Motor cars and the Continent have always been two great loves of mine and in 1924 I combined them very nicely by going to France and Belgium to sell cars for Hispano, George Irat and Voisin (who built a car with a small four-cylinder 8-h.p. sleeve-valve engine, and a big one whose engine was a powerful four-cylinder 25-h.p. sleeve-valve). For the next four years I lived on and off in one or other of the two countries.

In those days if you wanted a really high-class car you didn't go to a motor dealer to choose one. Instead, you first obtained your chassis and engine and then took them to a coach-builder who made you a car to measure. In France, there was a particularly big demand for high-quality coachwork. There was no cellulose spraying; everything was hand-painted and some customers even insisted upon fittings of real gold.

Meanwhile, I was enjoying myself with roving commissions, selling cars to all sorts of people, many of them celebrities of the day. Two of my first customers were Douglas Fairbanks, senior, and Mary Pickford. Eventually, I felt that I had done sufficiently well to merit a "tailor-made" for myself, so I went to M. & C. Snutsel Fils, a Brussels firm who built about 10 bodies a year and boasted that they never made two bodies alike.

Long before the arrival of the internal combustion engine, the Snutsel family had become famous throughout Europe as builders of carriages, one of their earliest customers having been Marie Antoinette. The twentieth-century Snutsels had inherited the family craftsmanship in full measure and the 85-year-old head of the



house personally supervised the construction to my own design of my car's body.

The car was a 35-h.p. Excelsior, the model being known as the Albert Premier. Designed by the great Belgian motor engineer, De Conick, it was, to the best of my knowledge, the only car ever to have a royal crest on its radiator (it bore the crest of the Belgian king). It was also probably the first car ever to be fitted with an anti-roll torsion device. Attached to the back axle, the device operated on the principle of a pair of scissors. It was both very ingenious and extremely effective, but it did put a terrific strain on the tyres.

As was to be expected, the coachwork was a near masterpiece. The body could be completely detached from the chassis merely by undoing about eight bolts and then just as easily be replaced by a racing body. All the fittings—door-handles, lamps, etc.—were made with infinite care and skill in the Snutsel workshops.

Quite soon, the " mysterious yellow-and-black coupé " became a well-known participant in the many races in which I drove her. These included the Coupe des Alpes and the Route Pavée at Lille, in both of which the Excelsior came first in her class.

This was the car in which a friend and I decided, just for the heck of it, to drive from Calais to Constantinople. The trip created something of a sensation and we thoroughly enjoyed ourselves even though it could hardly be described as a successful international goodwill tour. Antagonism towards motor cars in the remoter parts of Europe was considerable and we found that the natives were hostile for much of the 1,200 miles of roads, which were, incidentally, mostly rough tracks.

Our route from France lay through Germany, Austria and the Balkans, then back home *via* Rumania, Poland and Germany. We had plenty of time so we chugged happily along for about eight weeks. Being summer, the nights were mild and we slept in the car, feeling snug and secure behind the Excelsior's bullet-proof windows.

From the mechanical point of view we did not have a moment's trouble. Our tyres naturally took heavy punishment but we changed all of them in Austria, where we had arranged to have a brand new set awaiting us. It was the Balkan peasantry who provided the only real difficulties. Very few cars indeed must have come their way but, obviously, from the peasants' point of view that was already far too many. They made no attempt to get themselves, or their goats, out of our way.

At first we tried sounding the hooter but we soon discovered that if there was one thing that made a Balkan peasant angrier than the sight of a motor car it was the sight of a motor car accompanied by the sound of a motor car hooter. At the first blast they would rush at us waving enormous sticks and we would then produce the revolver with which we had thoughtfully provided ourselves and fire it into the air. This always gave us a clear road but it did not help to create a friendly atmosphere and I was especially thankful on those occasions that I had such a reliable car. I would also have hated to have been in any revolverless car that might have followed in our tracks.

My cars have included at least one Rolls-Royce. I bought it in 1925 or thereabouts from Lady Seaforth, who had used it for visiting her friend the Czaritsa in Russia. I believe the Rolls was a 1906 model; it had a Roi de Belge touring body and, although it had done about 250,000 miles when I acquired it, it was still running magnificently.

I had the Rolls converted into a landaulette for my mother, who had fallen in love with its stately lines at first sight. She used it a great deal for about a year, and I then sold it to a dealer who, in turn, sold it in 1930 to a man who ran a care-hire business in Bournemouth. I last heard of it in 1938. It was still going strong, and for all I know it is somewhere in the world today continuing its majestic, trouble-free career.

Not long before I disposed of the Rolls, I bought another Excelsior—again an Albert Premier model. If all the people who had ever been shipwrecked in a car ever decided to form a club it would be a distinctly select affair. Nevertheless, I would be eligible for membership.

I was bringing the Excelsior back home from the Continent one very wintry day (it developed into Dover's coldest night for half-a-century) on the Belgian cross-Channel steamer *Ville de Liege*. I've never been a very good sailor and my usual mode of travel on the many similar trips I had made with cars of all shapes and sizes was to get into the back of the car, which was secured to the open deck, curl up on the seat and sleep my way to the White Cliffs.

Even when we left Ostend well behind schedule at 3 o'clock that afternoon, the weather was already exceptionally bad—freezing gales, thick driving snow and all the rest of it. I lost no time in snuggling down on the back seat.

I was awakened by the ship's violent lurching, a hefty jolting as if a giant battering ram was hitting the deck, and a loud booming sound. It was pitch black outside and I thought I had better get out of the car and investigate.

There was one small snag. I couldn't get the door open!

I discovered later that the seas had been coming right over the car and had sealed the doors by freezing on them. I shoved madly away and between shoves I shouted, but no one came to my assistance.

Because she had sailed late, the ship had arrived off Dover at low tide and had run aground just outside the harbour entrance. Everyone—everyone, that is, except me—had been taken off as the heavy seas pounded the vessel and she looked as if she might soon break up. Nobody had thought that anyone might be in the back of the car.

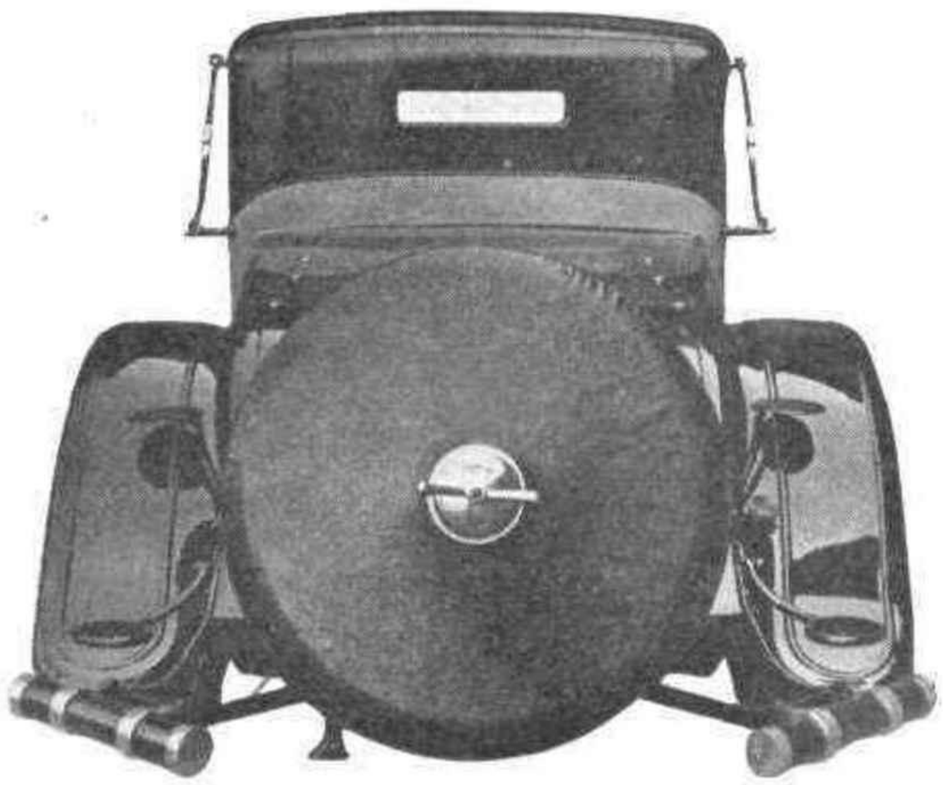
After several of the most unpleasant minutes of my life, one of the doors yielded. I staggered out on to the deserted, heaving deck and managed to get to the rail just as a boat was circling the vessel on a last check. Soaked and freezing I was taken off. If I had been only a few minutes longer escaping from the car I would certainly have been drowned when the water closed over the vessel a few hours later. However, it was not long before I was asleep again—in a warm bed at a Dover hotel.

But my peaceful slumber was soon interrupted. The Press had got on to the story, and at about 3 a.m. there was a loud knocking on my bedroom door. Two reporters wanted me to make a statement then and there. I made several statements, but none of them were printable.

For about the next five days the ship stayed fast aground and back in London I mournfully pictured it and my car constantly appearing from and disappearing below the waves. When some 10 tides had washed completely over her she was successfully salvaged and my car was returned to me.

And the damage to the Excelsior? Absolutely none at all. The ice had sealed the whole of the car's interior so that it was bone dry. I was a little worried about the crankcase, which was made of aluminium and which salt water might be expected to damage. Nevertheless, there seemed to be nothing wrong, and after I sold the car 15 months later I never heard of the new owners having any trouble.

My present car is an ordinary reliable product of the modern Motor Industry. As General Sales Manager of one of the world's best-known firms of motor accessory manufacturers, Romac Industries Ltd., my daily life is still very much concerned with the world of motoring. It is a world that has changed almost out of recognition since I first entered it, but I find it as fascinating as ever.



LETTERS from READERS

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

THE EXPORT BUSINESS IN HISTORIC CARS

Sir,

For several years now there has been a steady trickle of fine vintage and thoroughbred motor-cars departing from this country to new owners on the other side of the Atlantic. This has, I imagine, peeved other enthusiasts as well as myself, but they have at least been private transactions.

Now, however, I am really riled—if other dealers follow the example of one of your advertisers and deliberately export these choice cars we shall very soon find ourselves with little of any worth left. As is well known there is the money available in the States to pay prices which are far in excess of those realised in this country. Consequently once lost to us these cars will never return, and of course thay can equally never be replaced.

A glance at the list of cars shipped to New York reveals a selection calculated to reduce any connoisseur to a gibbering wreck at the thought that such beautiful machinery should be taken away from the country which fashioned it.

I suppose that there is nothing which can be done about this—or can the V.S.C.C. take any action to prevent such cars falling into this danger? If so, then I sincerely hope that they will do so before it is too late.

I am, Yours, etc.,

St. Albans. R. G. B. Webb.

[The cure seems to be partly in the hands of the enthusiast, who can boycott those firms which openly advertise an export service in historic vehicles. To do so might even be wise, because the odds are that the better cars will be sold for dollars and the left-overs kept for the home-market customers.—Ed.]

* * *

I.T.C.A.

Sir,

Allow me to reply to Mr. T. S. Moore of Gt. Witley and his implied accusation of unfair trading by an English car-maker by saying: others do it—only more so!

During the summer of 1950 I had to call on the main Renault service station in Nancy (France), which also held the main Austin agency for the district. The agent, like Mr. Moore and yourselves, fancied Volkswagens even in those early days and had written to Wolfsburg asking for an agency. Imagine his surprise and anger on being told by them that before being granted that privilege he was required to relinquish his English agency! And this, please note, a short four years after this factory had been "put on its feet" by British tax-payers' money with the help of R.E.M.E.

I have no connection at all with the motor trade, British or otherwise, and am just an enthusiastic reader of Motor Sport. But in fairness, all restrictive practices have not been started by and are not confined to one side only . . .

I am, Yours, etc.,

London, N.W.9. F. Burnell.

* * *

THE FUTURE OF SPORTS-CAR RACING

Sir,

The last paragraph of your leader in the October issue revives a very vexed question. Can motor racing survive if the present ridiculous position of sports-cars relative to Grand Prix cars remains unaltered?

As you will gather from what follows, I am a very firm believer in Grand Prix racing as the pure essence of motor sport. There are many reasons for this belief—comparative safety, spectator appeal, and above all the idea that one form of racing, and one only, must represent the pinnacle of development and driving skill, with the others, important though they may be, playing no more than supporting parts.

In my opinion, Grand Prix racing is better fitted to fill that position than sports-car racing. There are so many sports-car races now which have little tradition or personality. The great events, such as Le Mans, the Mille Miglia, the T.T., the Targa Florio, and the Pan-American excite popular opinion purely because they are unique—but others, such as Nurburg, Rheims, etc., are just another race on circuits where the Grands Prix are the big attraction. And sad though it may be, the paying gate nowadays just cannot be ignored.

Let us assess the present position. Grand Prix cars are limited in capacity, and will soon be still further restricted by having to use "pump" fuel (which I suppose will be of a higher octane rating anyway than is commercially available). Sports-cars are unrestricted in engine size, probably for that reason more costly, more powerful, very much less controllable, and disliked by many of the top drivers, including the maestro himself. Yet the trend is, unless I am much mistaken, towards sports-cars and away from Grands Prix proper.

What can be done to correct this state of affairs? The answer seems to me to lie very plainly in the clamping down on sports-car racing. (When one considers it, all the accidents which in recent years have jeopardised the sport have emanated from this, and I cannot offhand recall a single fatality to driver or spectator since Marimon was killed at Nurburg in 1954, in Grand Prix racing.) The big problem is whether prototypes should be allowed in sports-car races. I think that prototypes are necessary to proper development; after all, there is not much point in finding out your faults *after* going into series production; but there seems to me to be no good and valid reason against limiting engine size. Firms such as Mercedes and Aston-Martin have shown that it is not necessary to have big capacities in touring cars in order to provide ample performance for any roads.

I would like to see sports-car engine size restricted to the same limit as G.P. engines, so that the technical lessons learnt in the one may be embodied in the other, and so a direct link established between the G.P. car and the production model which results from the sports prototype. Together with this should go really stringent regulations about equipment. What we want is proper development of things like hoods, silencers, etc.; not demonstrations of the ingenuity of designers in getting round the regulations. Why not phon-meters for exhaust systems, and hoods-up till half-way? And let's have no more perspex screens, but proper safety-glass; ones of a decent size. (I can visualise some nice Gran Turismo models!)

Let us not forget that in the eyes of many people the main justification for motor racing is technical development, and that the main drawback is the danger element. Adoption of these changes would bolster up the former, and by reducing to a certain extent the speed differential between the fastest and slowest cars, would proportionately reduce the element of risk. The outcome would be on the one hand pure Grand Prix racing as the ultimate form of the sport, with the top drivers and the fastest cars: on the other, sports-cars with a similar limit, but being a direct link between that ultimate development and the cars sold to the public—an excellent test-bed for prototype production models embodying the technical lessons learnt in the Grands Prix.

It is my earnest conviction that this, or a similar arrangement, would lead to a much more secure future for the sport, and would perhaps even encourage more of our manufacturers to regard the race-track as the invaluable test-bed which it undoubtedly is. I am sure that I am not alone in taking this attitude.

I am, Yours, etc.,

Belfast. Anthony R. W. McMillan.

* * *

PRAISE FOR THE PORSCHE

Sir,

You published a most interesting article in the December 1955, issue by "D.S.J." entitled "Porsche Motoring," and having had 19,000 miles motoring experience since of a similar car (model 1,600 coupé), I would like to add my observations.

I can fully endorse all that "D.S.J." said about this most excellent motor car, which, even after 30-odd years of motoring, gives a pleasure in driving, which I doubt could be found in any other car.

My Porsche does a genuine 105 miles per hour by rev.-counter, gives 38 miles per gallon, driven as hard as I can drive it, and, most surprisingly, the rear tyres have given 19,000 miles, and the front, not half worn, at the same mileage. Whereas "D.S.J." claimed an average of approximately 6,000 miles for rear covers, but admitted to constant cornering by the "Wischen" (wiping) method.

Needless to say, the entire car has scarcely required the use of a single spanner in 19,000 miles of motoring, and the Porsche is certainly the safest and the most enjoyable car I have ever driven, having a personality which has to be experienced to be appreciated.

I am, Yours, etc.,

Mytholmroyd. N. R. Culpan.

RAILTON ENTHUSIASTS

Sir,

May I, as Hon. Secretary of the Railton Owners' Club, be permitted to answer Mr. Donald Monro's remarks, at least those relating to the Club.

On August 28th, 1956, Mr. Monro wrote to wish the new club the greatest possible success, and continued : " Would you mind letting me know whether, with the Skinner, I apply for full or associate membership, as I am not quite clear on what to put down." The club wrote on the 29th to say : " With regard to your query reference Club membership, it was decided by the Committee that as a ' one-make ' Club, full membership should apply to actual Railton owners, associate membership therefore being reserved for past and intending owners, and for owners of Hudsons, Hudson-based Specials and Brough Superiors." He subsequently applied for and was elected to, associate membership.

The second " chip " on Mr. Monro's shoulder appears to be that Club members have so far not entered the field of competitive sport. As a young Club, we are still " feeling our way," but after two very successful rallies at Heston Aerodrome—both advised to MOTOR SPORT, but blithely ignored in your columns!—and several other activities now being planned, we expect to deliver some fireworks in due course. In this connection, the Committee deeply regret Mr. Monro's resignation, since obviously his knowledge and guidance would have ensured that Railtons were in the right place at the right event despite the entry restrictions—I have this year's Brighton Speed Trials in mind!

While I agree that the Railton is primarily a fast touring car, it possesses no small degree of acceleration : the standard unsupercharged model could go from zero to 50 m.p.h. in just over seven seconds, and using only top gear could advance from 10 m.p.h. to 90 m.p.h. in less than a minute.

May I, therefore, make an appeal to all Railton owners, throughout the country, to join with us in our attempt to preserve the name of Railton alongside those other thoroughbreds of the pre-war era.

Our Club headquarters, the Manor Hotel at Datchet, is barely an hour's drive from London, and here the last Friday of every month finds our members assembled for their " Noggin and Natter." I accordingly extend to Mr. Monro an invitation to come along any of these evenings, and " cool his header-tank " at the expense of those " odd " characters, the Railton Owners' Club.

I am, Yours, etc.,

Datchet. R. LANDALL-SMITH.

Sir,

We have in the family a standard 1939 16.9 (76-b.h.p.) Railton Fairmile coupé, which lives up to all Mr. Hyde-East had to say about it in his letter, and I would gladly become the 61st member of the Club.

Though the top speed is only about 70 m.p.h., with an easy cruising speed of a little over 65 m.p.h., the acceleration puts many current cars to shame and the crash gearbox is a joy to use—if used properly.

Roadholding is excellent, due in part, no doubt, to the front beam axle location by means of two pivoted radius arms, the after ends of which are attached by means of rubber-bushed " shackles " to a chassis cross-member. These arms relieve the springs of torque during braking, acceleration and cornering, and thereby avoid upsetting the steering geometry.

I feel that a four-speed gearbox would be a great improvement, as at present, in hilly country, top gear is frequently too high and middle too low, though for main-road cruising the ratios are very well chosen.

I saw in London, a few years ago, a car that I thought was a R.-R. but upon its radiator (still Railton-like) was the Railton name-plate. Its owner, who came along, said that it was a 1947 model, one of the few built after the war, before import restrictions prevented the import of the necessary parts from the U.S.

Fuel consumption of our Railton has been a steady 22 m.p.g. under all conditions, using Commercial grade petrol. Premium juice makes no difference to the performance, which is not surprising considering the low c.r. and s.v.s.

The body is beautifully designed and made, and would appear to be dateless, many people ask if the car is a very recent model and are surprised when told its real age. After 18 years of use, the doors still close with a dull thud and will probably continue to do so for another 18 years.

I am, Yours, etc.,

Tunbridge Wells. STEPHEN MARSH.

THE WORTH OF THE RENAULT

Sir,

From the other side of the Globe comes a reply to a letter, in your September issue, from G. W. Taylor of Australia. Mr. Taylor states that he and most owners he has talked to agree that the Renault 750 is awful.

My first Renault, a 760, was bought in March 1949 for £330. This car I traded-in for a 750 in April 1955, being allowed £177 for the '49 car, which I think was a very fair " trade-in " price. The cost of the 1955 750 being £487. Some facts about the 1949 760 : The speedo-reading was 48,299 when the thousandth gallon of petrol was used. The car, up to the time it was traded-in, had never been decarbonised. At 44,000 miles the engine was overhauled and, according to the sub-agents for Renault, did not need rings, sleeves, etc. A new set of exhaust valves, inlet valves and connecting-rods being the only mechanical parts renewed. This, incidentaly, being the first time the head had been removed since the car was bought.

On taking the cost of the car, plus the cost of all repairs, tyres, oil, petrol, polish, respraying, plugs, points, etc., less the trade-in, the cost of running the 760 worked out to 2.4 pennies per mile.

The 1955 750 has so far done just under 24,000 miles. The only part which has been overhauled and repaired is the generator, at a cost of £5 11s. 2d. A set of plugs and a pair of points have also been bought. The tyres are still showing plenty of original tread. The speedo. reading was 22,003 after the five-hundredth gallon of petrol was used.

Here in Cape Town we have " Factory Reject " shops which sell shirts, suits, etc., very cheaply, these articles having failed to pass certain factory inspections and specifications. I am still wondering what happens to motor cars when they fail to pass factory tests. Perhaps our friend in Australia got one of these? Judging by the number of letters in our evening newspaper about defects of new cars, it seems that Cape Town is now the dumping ground for these factory rejects.

Are the roads in Australia worse than those here in South Africa? I do not think so. Our National Roads are as good as any in the world. Our main roads are fair to good. Our town and city roads are tenth-rate, and our secondary roads, well they have to be seen.

For cheap motoring, for reliable motoring, and for comfortable motoring, give me a 750. I am, Yours, etc.,

Cape Town. J. H. MAYTHAM.

Sir,

I feel that I must protest at the letter from Mr. Taylor, of Canberra, in your September issue, regarding the awful flimsiness of the 750-c.c. Renault. I do not question his word or his right to state his opinions as he sees fit, but I can hardly credit that his comments are based on much experience. I own a 1956 4 c.v. Renault and have done 11,000 miles in it with no work being done other than plug changes every 3,000 miles, and from my own past knowledge of the car I should be astonished to find anything different. When I moved to Canada from London I bought an old 4 c.v. with about 30,000 miles on it and slogged it in the most brutal fashion, owing to lack of funds, without any work whatsoever, for over 35,000 extra miles, and never experienced any trouble. We treated the car shamefully throughout our period of ownership, sometimes to the most unbelievable degree—on one disgraceful occasion we left Southern Ontario for the North with seven people in the car, four large adults and three children, and with a heavy roof-rack containing over 300 lb. of baggage—a gross load of 1,000 lb. on a car weighing 1,300 lb. When we set off we found we could only reach 25 m.p.h., and investigation revealed that the rear wheels were cambered in so far under the strain that the hand-brake was locked on, and we had to disconnect it to make any progress. Mr. Taylor may not believe me, but the rear bearings did *not* collapse and have not, to date, given any trouble; and, in fact, I only know of one Renault that ever has, and that was in the hands of an idiot who found that he could cause wheel-spin and demonstrated his new-found technique to all his friends!

I have always found 4 c.v.s to be as reliable as any British small car, and with a much more reliable engine than any other light car I know—and I say this willingly, although I am addicted to my second car, a 1956 Dyna-Panhard saloon—and, personally, I can think of no more suitable car for England, with the sole exception of a Dauphine, which, after all, for all its great beauty and superb design, is only a development of the 4 c.v. The Dyna-Panhard to me is a wonderful " specialist " car, made for a few enthusiasts who like an unusual design of real genius, but the 4 c.v. will one day take its place with the all-time great " people's cars "—the " A " Fords, the VWs and the Austin Sevens—regardless of Mr. Taylor's limited experience and wholesale condemnation.

I am, Yours, etc.,

San Francisco. A. C. ROLFE.

WOT, NO DS19?

Sir,

After your labours on Bwlch-y-Groes I thought Citroën would have presented you with an S19; instead they haven't even lent you one to test yet. How much longer have we all got to wait?

I am, Yours, etc.,

Godmanston. W. STUART BEST.

[Quite; but we keep trying. Latest offer is "after the Glasgow Show."—ED.]

* * *

ANY NEWS?

Sir,

You may recall that earlier this year you commented in MOTOR SPORT on the forthcoming opening of The Mallory Park Racing Drivers' School. This was supposed to open in June or July.

I understand from Mr. Wormleighton, the owner of Mallory Park, that a Mr. Hett of Nottingham is the instigator of this scheme.

Since filling in the application form (including a cheque for 8 gns.), receiving a prospectus, and later a letter to the effect that due to the difficulty of obtaining cars the opening was delayed till August/September I have heard nothing.

I wrote to Mr. Hett on September 13th at his Nottingham address and am not surprised that I have received no reply.

As, apparently some 200 people sent Mr. Hett cheques for 8 gns. (and he has therefore had the use of this money for about six months), I would be most grateful if you would let me know whether you have heard any talk or rumours of this project during the last month or so.

It would seem on the face of it that we have been had by Mr. Hett, and I don't like being had by anyone.

Possibly you may have been approached by other people on this matter?

Any information you may have would be most welcome.

I am, Yours, etc.,

Chatham. J. W. HERBERT, Capt.

[In view of the fact that Capt. J. W. Herbert heard of the Mallory Park Racing Drivers' School through publicity which MOTOR SPORT gave to the scheme, we are sorry to learn of the complaint he raises. Can Mr. Hett offer an explanation and have others any comments?—ED.]

* * *

MERCEDES-BENZ RACED ON CASTROL

Sir,

I have read with interest the comments of Mr. R. I. Willis in the September edition regarding the advertising associations of products relative to motor racing.

Mr. Willis's comments seem to be rather contradictory in that he first asserts that it pays a company to associate products with standards of success, and immediately goes on to say that the final choice is, however, usually based on trial and error as to their suitability for a particular machine.

The purpose of this letter is, however, not to comment on the intricacies of racing patronage, but to point out to Mr. Willis that during the years 1954 and 1955 the highly-successful Mercedes-Benz organisation used Castrol lubricants in the vehicles of their Grand Prix and sports-car teams and, therefore, if he has been mistakenly using some other oil because of his misinformation he should immediately drain and refill with the lubrication choice of the highly critical motor manufacturer mentioned above.

I am, Yours, etc.,

London, W.1. G. J. B. WILLIAMS.

V.S.C.C. PRESTEIGNE WEEK-END (October 5-6th)

A record entry of 62 was received for this popular Vintage-S.C.C. Welsh fixture.

Results:

Regularity Run: Vintage Cars:—*1st Class Awards:* J. B. B. Hall (1924 30/98 Vauxhall), J. D. Rogers (1923 7/17 Jowett). *2nd Class Awards:* Mrs. S. Clarke (1925 Austin Seven), J. H. Humphreys (1927 12/50 Alvis). *3rd Class Awards:* R. O. Barnett (1927 14/40 Delage), J. K. Milner (1926 A.C.).

Edwardian Cars:—*1st Class Award:* L. Pomeroy (1914 "Prince Henry" Vauxhall). *2nd Class Award:* B. M. Clarke (1913 25-h.p. Talbot).

Trial: *Special Award:* Major V. Hawkins (1930 Riley Rocbil). *1st Class Awards:* N. Arnold-Forster (1925 Frazer-Nash Anzani), Dr. Harris (1926 Frazer-Nash), C. W. Morgan (1930 Austin Seven). *2nd Class Awards:* H. Spence (1930 Lea-Francis), H. P. Bowler (1929 4½-litre Bentley), W. S. May (1927 14/40 Vauxhall), G. G. McDonald (1928 4½-litre Bentley). *3rd Class Awards:* B. B. Whitehouse (1926 2-litre Ballot), J. Gray (1925 30/98 Vauxhall), F. E. Day (1929 4½-litre Bentley).

BOOK REVIEWS

"The Restoration of Vintage and Thoroughbred Cars," by Richard C. Wheatley and Brian Morgan. 192 pp. 9 in. by 6 in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W.1.* 30*s.*)

Here is a practical book of interest to those embarking on the task of restoring a vintage or pre-war thoroughbred car, yet produced in a quality in keeping with Batsford's other motoring books. The authors, who include photographic reproductions of the 1931 Rolls-Royce Barker-bodied Phantom II and vintage 4½-litre Bentley on which they gained their experience of restorative work, deal with their subject in great detail. Indeed, they give advice on finding a suitable subject for restoration and then take the reader stage by stage through the processes of dismantling, cleaning, inspecting and rebuilding the chassis, axles, steering gear, shock-absorbers, gearbox, transmission, radiator, fuel system, controls, electrical equipment, and body, with asides on all manner of detail work. Finally, there are chapters on painting, coach trimming, special processes and workshop equipment. This useful book concludes with a list of suppliers of equipment and appropriate clubs and registers. It is copiously illustrated and has a nice dust jacket featuring 22/90 Alfa-Romeo and Rolls-Royce cars.—W.B.

"Model Maker Annual," compiled by Vic Smeed. 120 pp., 10 in. by 7½ in. (*Model Aeronautical Press Ltd., 38, Clarendon Road, Watford, Herts.* 10*s.*)

This annual, with hosts of drawings and photographic reproductions, not forgetting plans, covers every aspect of model making and is exceptionally good value for 10s. The model car builder, whether scale non-working or of competition persuasion, is adequately catered for.—W. B.

* * *

The Dunlop Rubber Company has issued an attractive book dealing with race winners at Le Mans from the inception of the great 24-Hour Race. It contains rather poor drawings of all the winning cars. Copies are available free, on application to Fort Dunlop, Birmingham, mentioning MOTOR SPORT.

* * *

Those who wish to obtain a proper understanding of glass-fibre and its application to the construction of car bodies, boats and items of domestic equipment, should find interesting the Bondaglass Handbook, by G. M. Lewis. Bondaglass Ltd., 55, South End, Croydon, Surrey, supply it, for 2s. post free.

THE THINGS THEY SAY . . .

"To me, its grinning, short-beer grille looks like a horse that has eaten too many green apples."—Tom McCahill, testing the M.G. MGA for *Mechanix Illustrated.*

PITY THE UNHAPPY HISTORIAN

All the reports of the Modena Grand Prix we have seen credit Jean Behra with winning this race at the wheel of a new V12 Maserati. It seems that only "D.S.J." of MOTOR SPORT got it right—Behra won in a *six-cylinder* Maserati.

TAILPIECE



A Giulietta with its young?

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FOR SALE

A VERY SPECIAL 4½ BENTLEY J.U. 9950. 9ft. 9½in. open 4-seater (body 1932), extensively rebuilt and incorporating all the most sought-after parts, special crank and rods, B. and B. clutch, Hardy Spicers high axle, gear box, etc. in superb mechanical condition and very good looking. A real connoisseur's car. Suitable for either competition or touring. For sale at £375 o.n.o., which is much less than cost of special parts alone. John Grice, Burton Hall, Burton Salmon, Yorks. [4983

AUSTIN 7, 29 tourer, reconditioned modified engine 56. Many spares. £14. Imperial 2511. [4984

£65. A.C. 2 litre, 4-seater d.h. coupé, 1935. 14 Illingworth Avenue, Stalybridge, Cheshire. [4985

AUSTIN NIPPY, 1937. Smart, light blue, reconditioned engine. £55. Codicote 308, Herts. [4986

LAGONDA RAPIER F/H Coupé, 1934, sound condition. £163. Toms, Senior Cadets' Mess, R.A.F. Henlow, Beds. [4988

TALBOT 105, 1933 d.h.c. Hood and sidescreens seen one winter, rewired, fully instrumented, ousted by pram. Hanstead, 21, Court Way, N.W.9. Colindale 8301. [4989

" STILETTO " fibreglass body, trimmed, unused, £50; 4 West London 15in. Austin wheels, £12; 4 4.50 x 15 part-worn tyres, £4; factory reconditioned, unused Ford 8 engine, gearbox, £15; new 6-volt battery. £2; Ford 8 dynamo, starter, water pump. Offers McIntosh. Hatfield 2163. [4990

A.C. SPORTS, 1935, aluminium body excellent, tyres good, engine recently overhauled, uses no oil, 28 m.p.g. £105 o.n.o. Bayswater 2753. [4991

1936 LAGONDA RAPIER. Black and cream. Ranelagh drophead, chrome-linered 1104 c.c. 2-o.h.c. engine, twin S.U.s, 4-branch manifold, telecontrol dampers. £160 o.n.o Must sell. 57 The Avenue, West Wickham, Kent. SPRingpark 7432. [4993

ARMSTRONG HURRICANE, immaculate, air-conditioned, radio, heater. £275. " Oakbrook," Senna, Comberbach, Cheshire. [4995

BENTLEY 3½ Saloon, Oct, 1935, unusual coachwork, front end renewed March, engine overhauled July, heater, radio, must sell, posted South Africa. £495. Captain Roos, R.A. Mess, Larkhill, Wilts. Durrington Walls 205. [4996

ALVIS SPEED 20, d.h.c., Dec., 1934, good condition. £80 o.n.o. 27, Mudeford Lane, Christchurch, Hants. [4998

LANCIA AUGUSTA Tourer, one owner, insured. £170. Smart, Strawberry Cottage, Kerridge, nr. Macclesfield. [4999

D.K.W., 1938, r.h.d., genuine 45 m.p.g., sound condition, gear box, steering, front suspension, recently overhauled by specialists. £90. Murray, 122, Birkbeck Avenue, Greenford, Middlesex. [5000

LEA-FRANCIS and MEADOWS Spares. Valves, gaskets, axle shafts, bearings, relined clutches brake shoes. Good supply of second-hand spares. Riley, 46, Foxgrove Road, Beckenham, Kent. BEC 0565. [5001

VINTAGE 1928 ROVER 10, 4-seater tourer, excellent condition, genuine 37,000 miles, engine overhauled. £100 o.n.o. 14a, Peel Street, Heywood, Lancs. Tel. 6167 [5002

S.S. 1 JAGUAR, 2½, 1936. Mechanically perfect, new hood, screens, tonneau, windhorns, etc., reconditioned gearbox, most immaculate example in country. £180 o.n.o. Little Oakley, The Park, Cheltenham. Phone 4993 [5003

RILEY 9, LYNX, 1934. Excellent condition, helical box, windtones, cruise at 50 m.p.h. £110 o.n.o. Crawhall, 4, Woodstock Close, Bexley, or tel. Clerkenwell 0061. [5004

FOR SALE—*continued*

1936 RILEY 9 Merlin, excellent mechanically, body reasonably good, seen Sussex. £90. [5005

AUSTIN-FORD 8 SPECIAL. Professional aluminium body, dished wheels. £65. 26 Silversea Drive, Westcliff, Essex. [5006

VETERAN CARS. 1908/9 Phanomobile and 1913 Swift Cyclecar for sale. Four-seater veteran tourer wanted. Jackson, Tixover, Stamford. [5007

RILEY LYNX, fine original example in grey/green. £275, or offer, to selected purchaser only. Heard, Emberbrook (Surrey) 1356. [5008

RENAULT 9, 1940, body irrepairable, reconditioned engine, back axle, etc. Att, 11, Gerosa Avenue, Hermitage Green, nr. Warrington, Lancs. [5009

SUPER TRIUMPH ROADSTER, 1948, 1800. Fibreglass body. £250. 24, Leamington Road, St. Annes-on-Sea, Lancs. Tel. 1837. [5011

FIAT 1100. Fitted with Fiat 500 convertible body, rebuilt 1946 with headlamps recessed. Engine, front suspension, rear axle recently reconditioned and bodywork resprayed. £175. Greener, 15, Norfolk Street, Manchester. [5012

MUCH BRASS, terrific character, vintage 1927, Rolls 20, Barker landaulette. Exchange smaller " classic " sports as owner posted London, or sell, £100. Hamblin, 168, Barry Road, Dulwich, S.E.22. [5013

RILEY LYNX 9 Tourer, recent respray, mechanically good. £160 o.n.o. Exchange A.C., Alvis, etc. R. A. Morpeth, PRI 4366 evenings, weekends. [5014

SUPERB ASTON MARTIN, 1938, 2 litre, short chassis, completely overhauled, everything as new. £300. Can be seen London. Baker, Little Critt, Benenden, Kent. Benenden 2187. [5015

BLACK, RED, 1932, ALVIS Speed 20. Excellent condition. £375 spent over six years, all bills, hood and tonneau recovered, last overhaul April. Must sell to make room for new car, offers, please, about £120 to ORP 22481 after 7 p.m. [5016

DAIMLER SCOUT CAR, rear-engined, four-wheel drive, independent suspension each wheel, will make good special; taxed private to year end. Price £35. 367, Padiham Road, Burnley, Lancashire. Tel. 5982. [5017

1937 AUSTIN 10, two-seater. No flyer but reliable. Paintwork, hood and tyres first-class and everything works. No oil and 28 m.p.g. in London. £125. Ramsden, 8 Eldon Road, W.8. Western 5301 after 7. [5018

SPORTS CAR SPARES: Dismantled Singer Le Mans, Triumph Dolomite and Gloria, also M.G. J.2 type engine spares. M type gearbox. 2½ litre Jaguar head, differential, steering, etc. Tel. Sevenoaks, 3769 evenings. Paris, 6, Fort Road, Halstead, Kent. [5019

1937 MORRIS 8 drophead. New hood, comfortable four seater, excellent bodywork, original chrome. £95. Stevenage 1249 after 6 p.m. [5020

LE MANS JUPITER, works model, fitted R4 pistons, racing heads, 10in. competition brakes, u/s rear tyres, 17-gallon tank. With luggage rack, two spare wheels, tonneau cover, new hood, racing screen. £345. Humphreys, 63, Onslow Gardens, S.W.7. Kensington 5691 [5021

M.G. T.A. 1½in. S.U.s, half-shafts, hubs, rear springs, trunnions, sidescreens all new, bills, many extras, garaged, enthusiastically maintained, excellent condition throughout. £280 cash. Edwards, 76, Beulah Hill, S.E.19. [5022

1951 MERCEDES BENZ 170V (registered 1957). I.F.S., I.R.S., give excellent road-holding. About £335. HAR 6303. [5023

COLOUR TRANSPARENCIES

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FOR SALE—*continued*

RILEY MENTONE, 1934. General condition good. New clutch, brake cable, battery, two tyres. £110. Paterson, 80, Park Road, Worthing, or 4, Carisbrooke Road, Westcliff, Essex. [5024

RILEY-M.G. 4-cylinder Riley 1½ litre engine and axles, single and twin carburettor layouts, Brooklands frame, T.C. body. £200. Clark, 35, Lawn Meads Avenue, Littleover, Derby. [5026

1932 ALVIS 12/60, beetle-back. Excellent condition, £150 has been spent on engine and body reconditioning. £225 o.n.o. Phone Bidford-on-Avon 112 weekends, or write Manor House, Ardens Grafton, Alcester, Warwickshire. [5027

1948 MORGAN 4/4. Excellent condition. Full details B. G. Brown, 26, Ennerdale Road, Northampton. [5028

1938 TRIUMPH ROADSTER. Sleek occasional 5-seater, good performer. £40. 48, Valley Road, Heeley, Sheffield. [5030

SPECIAL BUILDERS. Twin 1¼in. S.U.s; B.O.C. welding torch; 2 heavy tubular shock absorbers; spray gun and piping; two speedometers; ¼in. electric drill, metal sander-polisher, extension speaker for garage, must clear, all as new. £25 lot. 82 Brook Street, Wymeswold, Leicestershire. [5031

MERCURY SPECIAL, de-dion rear, I.F.S., Offenhauser heads, Lockheed hydraulic, full weather protection, solid body, and small mileage. Best offers around £100; and Lagonda 4½, 1934, a little rough but basically a fine car. Best offer around £50 to a poor man who wants a character wagon. Phone Tunbridge Wells 798, office hours. [5032

LAGONDA LG45 RAPIDE, drophead coupé. Over 20 m.p.g. Dual ignition, heater, radio, P.100s, new hood, etc. 65,000 miles only. First general overhaul at over £250. Negligible mileage since. Unused this year, as owner now incapacitated. Genuine opportunity. £250, no offers. Leppard, Salisbury House, St. Aubyns, Hove, Sussex. [5052

RILEY FALCON, 1934/5, very good mechanical condition, h/c pistons, sound body, but needs painting, new headlights, spot. £45. Guildford 61851. [5053

APRILIA GEARBOX, as new. £25. Augusta engine complete, dismantled, many new parts. £30. 1939 Citroen engine complete, excellent condition. £20. 1949 Austin 16 h.p. (A70) engine, some accessories, £18. Ford V8.30, 1952, engine. £5. Singer 9 h.p. Le Mans engine (less head). £10. Pistons, valves, gaskets, etc., for Fiat, Lancia and many other continentals, all types of piston rings stocked. Sutton Rebore Service, 38, Lind Road, Sutton, Surrey. VIG 5685. [5055

RILEY 9, Monaco, 1934. Manual box, rebored, crank ground, decent tyres and batteries, reasonable body. £70 o.n.o. Riley, Merlin, 1936, breaking for spares, also 1934-35 all-helical gearbox. Scintilla 4-cyl., anti-clock. mag., suitable for Ford, etc., late type, reconditioned. £6. Dudney, Fay Cottages, Faygate, Horsham, Sussex. [5056

ALVIS FIREBIRD, 1935, saloon. Economy with elegance for family enthusiast. Good condition. All synchromesh box. Inadequate car access forces sale. £95. 71, Fleet Crescent, Rugby. [5057

SUNBEAM 23.8, d.h.c., 1931. Handsome, good condition. Rewired, new battery. £75. Northwood 1757. [5059

RARE M.G. T.A. Airline Coupé Body complete, including radiator, chrome grill, headlamps, etc. Good condition, offers. Wanted T.A. Cylinder head. 17, Hawarden Grove, Herne Hill, S.E.24. [5061

PAIR LUCAS P.100 D.B. LAMPS, one spider missing. £8. Phone Balham 6436. [5063

1932 ALVIS 12/50 saloon. Most faithful once mastered. £45. Booth, Southfield House, Hessle, Hull. [5064

AUSTIN NIPPY, 1935. Bowden i.f.s. Recent new bearings, pistons, hood; clutch and brakes relined; repaint. £120. Phone MACauley 3805. [5065

FIAT, 1938, 1100 c.c. Saloon. New radio, spares, include heater, Fram, tools, etc. All in good condition. £155. 28, Buxton Road, Chingford, E.4. Phone Silverthorn 2277. [5066

S.S.1, 1935, cream, open tourer, v.g. condition, full tonneau, hood. £130 o.n.o. Baker, 65, Longhurst Road, Lewisham, S.E.13. [5067

STAR, 1925, 12 h.p., sporty, yellow two-seater. Perfect runner. Really looks vintage. £55. Box V.068. [5068

TALBOT 10, pillarless sports saloon, June, 1938. Over £100 recently spent: engine overhauled, new battery, roof linings. Now being resprayed metallic blue. Reluctant sale. £175. WANstead 0967 (evenings). [5069

TALBOT, 12 volt, 15 amp. Rotax dynastarter, unused since specialist overhaul, perfect, £18. Watford 5907, evenings. [5072

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

FOR SALE—*continued*

THE COMPLETE THREE VOLUMES of "The Book of The Motor Car." Rankin Kennedy. Published around 1910. Hundreds illustrations. Information Stanley steam car, Darracq, De Dion, Napier, Argyll, Vox, Crossley, etc. WANstead 0967 (evenings). [5070

BENTLEY, 1928. 4½ Vanden Plus drophead coupé. D. Box. £275 o.n.o. FLAxman 3221. [5071

RILEY 9, Kestrel saloon. Twin carburettors, manual box, sound car at £105. Kings Langley 2412. [5073

FORD 10, tourer, 1936. Recent reconditioned engine, gearbox, new crown wheel and pinion, hood, steering box. Good tyres, brakes relined. £55. Goodburn, 22, Fitzroy Drive, Leeds. 658137. [5076

TALBOT 75, practically all spares, chassis and body. Would prefer to sell lot. £25. Treharne, 1, Wyver Crescent, Coventry. [5077

SPEEDY-BODIED 750 SPECIAL, reconditioned engine not yet run in, lower suspension, well shod, four gears remote controlled, taxed, insured. £110 o.n.o. P. Hudson, 183, Cricklewood Broadway (rear), N.W.2. [5078

M.G. J.2 (cycle-type wings). Professionally fitted, reconditioned Ford 8. 40 m.p.g. 75 m.p.h. Four new tyres, tubes. New hood, sidescreens. Repainted, rewired, re-upholstered, P.A. brakes. New wheel bearings, crown wheel and pinion. £150. Berry, 178, Thorne Road, Doncaster. [5079

MAGNIFICENT AND UNUSUAL Lea-Francis 14 h.p. sports, 1948-9, perfect mechanically, very smart, cream body, new hood, wife's orders, must sell, cost £1,276, accept £385 or near. Baker, 92, Albany Road, Sittingbourne. Phone 170. [5080

£25 BUYS my 1932 Alvis 12/50. Parents force sale of pride and joy. 33, Northumberland Avenue, Hornchurch. [5081

AUTOSPORTS, 1954-7; 38in. screen; aeroscreens; Ford 10 twin choke, Stromberg; manifold; exmanifold, clutch, springs, etc. A7 springs, steering wedge, gearbox spares, carbs., Ruby towbar, etc. S.A.E. for details: 165, Melton Road, West Bridgford, Nottingham. [5085

£5 REWARD (or donation to your favourite charity) gladly given ANYONE for news leading to purchase of Vintage/Edwardian Cars, Steamers and Brass Age Veterans. Prefer good condition/history, but restorable examples considered. Owners offers; tips from garage, estate staffs, etc., also invited. Inform even if buying prospects unknown, confidence respected, discretion guaranteed. Help family relics to good homes. All models R.R.s (1939-1904), Mercedes, Bentley, and sporting British/Continental classics wanted, particularly tourers/dropheads. Mr. Langley—(Napier)—please write. Box. V.046. [5046

VAUXHALL 12-6. Engine, gearbox, clutch, and all accessories, springs, shock absorbers, axles rear and front, c/w brakes (all reconditioned. Bills available). Prices on application. Riley 9, 1933. Rear and front axles, torque tube, rear springs, safety glass windows, £5 lot. Weare, 89, Casewick Road, S.E.27. GIP 3769, evenings. [5048

FRAZER-NASH, SHELSLEY, 1935. 1½ litre Gough, twin S.U.s, block cracked internally, bores linered standard. Apart from crack car immaculate, recently resprayed b.r.g., new Vynide hood, tonneau, stripped and re-built with all parts renovated as necessary, spare block, head (both cracked), crankshaft and con-rods. Also both Centric superchargers reconditioned, with carburettors and manifolding available. Car—try £250. Buyer collects. Superchargers, carburettors, manifolding. £40. Alternatively consider buying Gough block, engine. For photographs and description write E. S. Baille, 37, Beltane Street, Glasgow, C.3. [5086

AUSTIN 7. Ruby chassis, with axles, 17in. wheels, engine (dismantled), 4-speed gearbox, log book, etc. £12 10s. o.n.o. Moore, Holden End, Ashdon, Essex. [5087

1939 MORGAN 4/4. £190 o.n.o. Gorst, 13, Market Square, Potton, Beds. [5088

ALVIS 12/50 saloon, 1932. Crankshaft, dynamo recently overhauled. Sound, reliable. Kneller, 65, Candlemas Lane, Beaconsfield. 1767. WHI 1182 9.30—6.0. [5089

1950 LAGONDA 2.6 sports sun-saloon, radio, extras, excellent condition. £700 o.n.o. Box V.090. [5090

1925 MORRIS OXFORD. Bull nose, in good running order. Hood rear passengers, windscreen, etc. £115 o.n.o. R. Gee, The Forge, Stoke Lyne, Bicester, Oxon. [5091

A VINTAGE 1927 1½ litre Brooklands Bond. Meadows 4ed engine, new hood, tonneau, brakes, battery, Windtones, etc. Ex well-known titled racing driver and the only car of its make left. £175 or offers. Paul Alvin, 24, Street Lane, Leeds. Phone 663508 between 6 and 7 p.m. [5092

1946 HILLMAN 10 UTILITY w.d. £65 o.n.o. Moore, Rose Cottage, Outhill, Studley, Warks. [5093

ALVIS Silver Crest saloon, 1938, 16.95 h.p. £195 o.n.o. Backhouse, 10, Huntings Road, Dagenham, Essex. [5096

FOR SALE—*continued*

VOLKSWAGEN. Twin S.U. conversion, all fittings, pipes, etc. £9. Nunn, 20, Tiverton Drive, New Eltham, S.E.9. [5097

HORNET SPECIAL engine, 14 h.p., complete, dismantled, twin S.U.s. Thorp, 293, Bramhall Lane, Davenport, Stockport. [5098

VINTAGE PERFECTION! Bugatti, Brecia, superb specimen, immaculate throughout. £180. Lea Francis, Hyper, two-door sportsman's coupé, Brooklands Meadows, servo brakes, also immaculate. £110. I would like a Railton 1936 onwards, drophead preferred. Keeling, Newcombe Bungalow, Woodyates, Salisbury. Handley 334. [5099

MAGNA "F" TYPE, reconditioned engine. £15 o.n.o. Also "F" gearbox and other spares. Rhodes, 1, Kelso Gardens, Leeds, 2. [5100

1934 ALVIS "Silver Eagle" Special. Stark, but sound, open 4-seater body. 80 m.p.h., 20 m.p.g. Good brakes. Excellent steering. £80. Wilby, 56s, Kenilworth Road, Ashford, Middlesex. [5101

M.G., T.A., 1939. Black. Mechanically good. Hood new three months, body needs little attention. Many spares. Photos. New battery. Sacrifice for wife. £145 o.n.o. L. Spence, 16, Sefton Street, Leeds, 11. [5102

1946 T.C., M.G. Coachwork and all mechanical parts in excellent condition. Offers over £375. Box V.103. 5103

TROJAN, 1927. Mechanically and bodily excellent, new battery, springs, radiator, screens, used daily. £55. Nutfield Ridge (Redhill) 2334. [5105

1933 ALVIS SP20 ENGINE, good condition. £15. Gearbox £7 10s. Rear axle £10. Front axle £5. Four good wings £5. Rest of chassis available. Also breaking 1934 Alvis 14, chassis, engine, standard bore. Mr. Anderson, 91, Old Highway, Rye House, Hoddesdon, Herts. [5105

D.K.W., DECEMBER, 1937. Meisterklasse. Two new tyres, battery, good condition. £120 o.n.o. Campbell, 18, Culverden Court, Oatlands Drive, Weybridge, Surrey. [5107

DISMANTLING 1936 RILEY Merlin. Drop around evenings or week-ends for that spare. Beer, 11, Rosemary Avenue, Halfway, Sheerness. [5109

MORGAN 3-wheeler, 1934. T/I Matchless engine, body good, brakes relined, new chain and sprocket, double-ended coil, carburettor, tyres, upholstery, suspension, bills. £100 o.n.o. 16, Clauson Avenue, Northolt Park, Greenford, Middlesex. [5111

5.50 x 19 RETREAD, unused, and two tubes. £4. Sturrock, Netherby, Castle Douglas. [5114

WOLSELEY HORNET SPECIAL, 1932. Engine, inlet and exhaust manifold, twin S.U.s, starter, water pump, and distributor. £20 o.n.o. Clode, 12, Cambria Road, Ely, Cardiff, S. Wales. [5115

RAILTON 16.9, overhauled, Marchals, Solex carburettor, 25 m.p.g. £150 o.n.o. Gt. Baddow (Essex) 2487. [5116

WOLSELEY HORNET SPECIAL, Tickford aluminium coupé, new hood, paint, battery, excellent tyres, spare engine. £60. Wood, 44 Bodwyn Park, Gresford (385), Wrexham. [5117

AUSTIN 7 SPECIAL. Fibreglass body, new c.w.p. Crankshaft, battery, tyres. Needs screen and hood to complete, four spare engines. £190. Wood, 44, Bodwyn Park, Gresford (385), Wrexham. [5118

500 c.c. LLOYD-TRIUMPH SPECIAL. Two-seater, 4-wheeler. £30 o.n.o. Phone Tugby 226 (Leics). [5119

WOLSELEY HORNET, 1932. £60. Morgan, 1937. Matchless S.V., 2,000 miles since rebore and reconditioned. New tyres. £95. Matrimony forces sale. Sayers, 124, Headley Drive, New Addington, Surrey. [5120

VINTAGE RILEY 9. Biarritz fabric body saloon. Excellent condition. £65 o.n.o. Wheaton. MOUntview 8980. [5121

VINTAGE CHUMMY AND 12/4 SPARES. Most parts available. Four Bullnose Morris Cowley 19in. wheels. £1 each. 1925 Bullnose Morris. Good all-round condition. Edward Alcock, 568, Dunstable Road, Luton. [5122

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LANCIA AUGUSTA Saloon. £50. Or send offers for spare parts. 73, Lavernock Road, Penarth. [5124

RILEY FALCON, 12/4, 1935. Pre-selector. In daily use. Good mechanical order. Owner committed to Alta Minor. £50 o.n.o. for quick sale. Doyle, 162, Broomwood Road, Clapham, London, S.W.11. [5125

1934 M.G. MAGNA CONTINENTAL COUPE. Haggle from £80. Details, photograph from Hobbin, 24, Rochford Crescent, Boston. [5126

BENTLEY, 8 litre limousine, by Thrubb & Mabberley, in sound condition. Good tyres. Sanderson, 1 Hoyle Street, Facit, Rochdale, Lancs. Phone Whitworth 52241. [5127

LAGONDA RAPIER F.H.C. 4-seater, but too small for family. £165. 19, The Highway, Orpington. Phone 27119. [5131

FOR SALE—*continued*

BENTLEY, 4 litre engine, Laystall reconditioned, Several Speed Six parts also available. Sanderson, 1 Hoyle Street, Facit, Rochdale, Lancs. Phone Whitworth 52241. [5128

COLLECTOR'S PIECE? Austin Seven Swallow two-seater, outstanding original condition, although 1931 looks two years old. Used regularly. £110 delivered G.B. Henderson, 20, Great King Street, Edinburgh, 3. [5129

HORNET SPECIAL, 1932. Complete engine. £15. Gear box £5. Back axle £5. Other spares, all good. 87, Burton Road, Derby. [5132

ALVIS, DECEMBER, 1937. Silver Crest 16.95 saloon. Reasonable condition generally. Need money. £80 or offer. 144, Harwood Hill, Welwyn Garden City, Herts. [5133

ALVIS 16/95, 4-door saloon, 1934. Excellent all-round condition, taxed and insured. £55. Randall, Limbrick Hall, Harpenden, Herts. Phone 4341. [5134

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4½ LITRE BENTLEY, tourer, 1928, mint condition. £1,200 spent since 1948. £450 o.n.o. Crabtree, 14, Brierley Road, Doncaster. Phone Don 55585. [5156

HEALEY SILVERSTONE. Red. 115 m.p.h., 25 m.p.g. £455 o.n.o. Exchanges considered. 194, Liverpool Road, Cross Heath, Newcastle, Staffs. [5159

1930 MORRIS COWLEY 2-seater. New hood and battery, five excellent tyres. Nearest £65. Any trial. Sheppard, 14, Owls Road, Bournemouth. [5160

GOGGOMOBIL Saloon. 4,000 miles. Taxed Dec., insured comprehensive till May. Genuine reason for sale. H.P. arranged. W.H.Y. in part exchange. £360 o.n.o. Greenwood, 26, Welford Road, Blaby, Leicester. [5161

ROVER: Engine with gearbox, freewheel. All accessories. Ex 1938 "20." £25 or offer. 39, Mitchley Hill, Sanderstead, Surrey. [5162

V.8 ENGINE, 12V. accessories. Large radiator. Various Morris 8 spares. 6V. oil coil. 5.00/5.50 x 16 tubes. 6.00 x 18 tyres, tubes. Bennington, The Twitten, Crowborough. [5165

M.G. 1939 T.A. Tickford Coupé, black/red. Excellent, scrupulously maintained. Extras. Rear seat, oversize tyres, T.C. absorbers. Engine, starter, brakes, dynamo overhauled. £275 o.n.o. Hirons, 4, Cripley Road, Oxford (47320). [5166

AUTO-UNION-HORCH, 1939, 3.8 litres. I.F.S. De Dion rear. L.H.D. Z.F. overdrive to fit. £120. Write for appt. to view. 166, Penda's Way, Crossgates, Leeds 15. [5167

ALVIS 12.50 Sports Saloon. Clean, reliable car. Crash box, manual. £85. Turner, 826, Forest Road, Walthamstow, E.17. [5168

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1172 ENGINE, gearbox, 1⅛in. S.U.s, Austin Seven chassis, axles, pair 16in., 17in. wheels, tyres, tubes. £30. Price, 32, Northumberland Road, Redland, Bristol. [5173

1939 JAGUAR S.S.100 2½ litre. Really first class throughout. New mohair hood and side curtains. £325. Terms possible, exchange considered. Box No. X.174. [5174

1939 FRAZER-NASH B.M.W. Type 320, 2 litre saloon. Respray, new tyres, 30 m.p.g. £195, Terms or exchange. Sefton Park 2571. [5175

ROLLS 20/25 Sports Saloon, 1932. Swept wings, rear boot, new tyres and battery, spare, unused. Magnificent appearance. £235. 154, Lancing Road, Orpington. Phone 22433. [5177

FOR SALE: 1935 Austin Ruby. Sound throughout. *Extremely comfortable and reliable car.* Must sell due completion of Special. £70 o.n.o. Apply R. F. Young, Quaker Farm, Bunwell, Norwich. Phone: Bunwell 313. [5178

1928 ROLLS ROYCE 20 Shooting Brake in first class condition and mechanically sound. £175. Also Humber 9/20 tourer, mechanicly sound but needs tidying up. £30. Begbie, Dicconson's Farm, Halsall, Ormskirk, Lancs. [5179

ALVIS 1935 SILVER EAGLE Saloon. Excellent mechanical order. Very reliable. 3,000 miles since July. Reconditioned S.U.s 20 m.p.g. £90. Falcon, 548, Princes Road, Dartford, Kent. [5180

DAIMLER SPARES: Still some left. Your requirements, S.A.E. Downs, Woodbury Salterton. [5181

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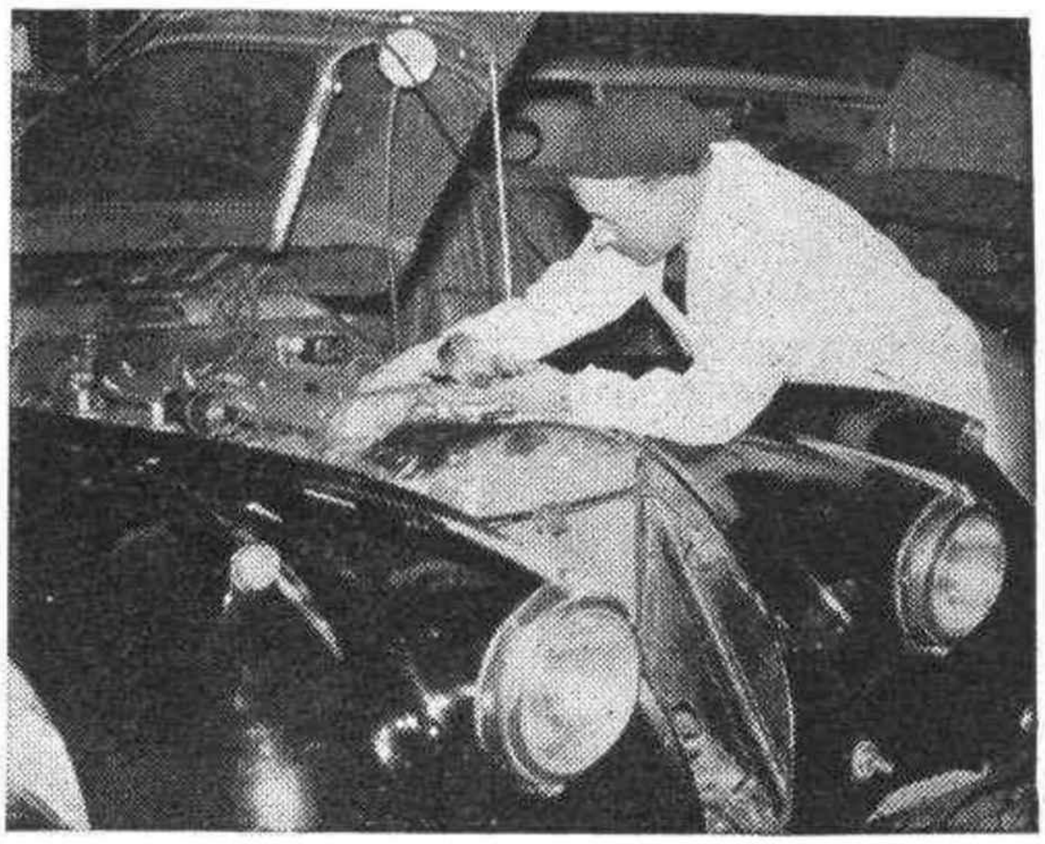
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RILEY 9, 1934, Preselector. Most parts available. Cheap. All enquiries answered. Willcocks, "The Warren," Warfield Park, Bracknell, Berks. [5184

WOLSELEY HORNET Special, 1934. For spares. Sell complete. Buyer collects. Sensible offers. Shimwell, 95, Banner Cross Road, Sheffield. [5185

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CITROEN 12.8 h.p., f.w.d. Metallic grey. In first class condition. Recent overhaul included brakes relined, new drive shaft, si'encer, valves, etc. £175. Phone: Rippleway 2084 evenings. [5188

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JAGUAR 1938 2½ litre sports. 18-22 m.p.g. 90 m.p.h. Needs some attention. Offers? Box No. X.199. [5199

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A.C. 4-seater Coupé, 1938. Sound condition. Good classical appearance. £190. Phone: WEM 2943 evenings. [5222

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T.C. M.G., 1947. Excellent condition. New weather equipment. Radio, spots, extras. £330. Hogg, Naburn, York. [5226

TALBOT 1935 14/65 Darraque Saloon. Generally good condition. Selection spares. £95. Also two 20in. wheels, 1934 model. Offers. 81, Tolgate Road, Colney Heath, Herts. [5227

ALVIS 12/60 D.H.C., 1931. Good, original condition. Reconditioned S.U.s, nice tyres, recent hood, starter and starter ring. Weatherproof. £110. Taylor. 80, Beaufort Mansions, London, S.W.3. FLA 1304. [5230

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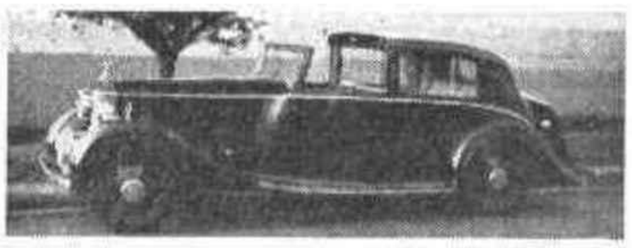
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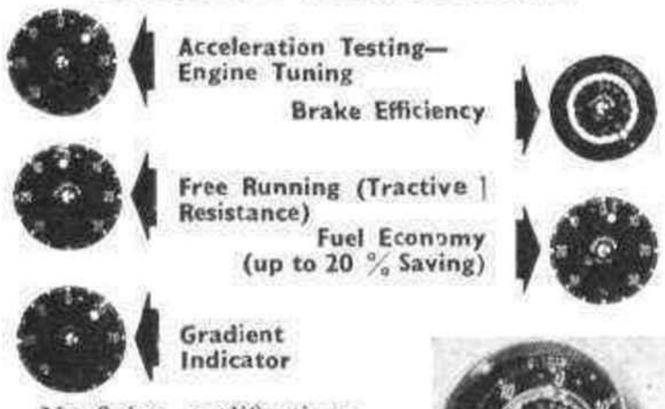
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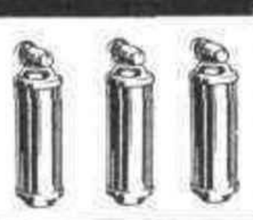
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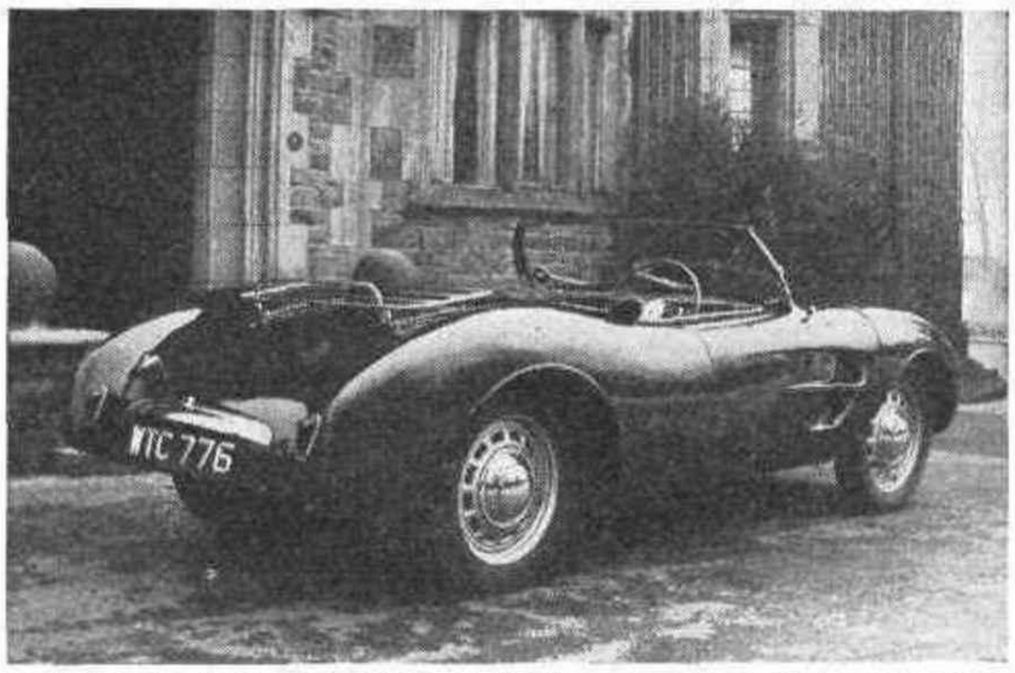
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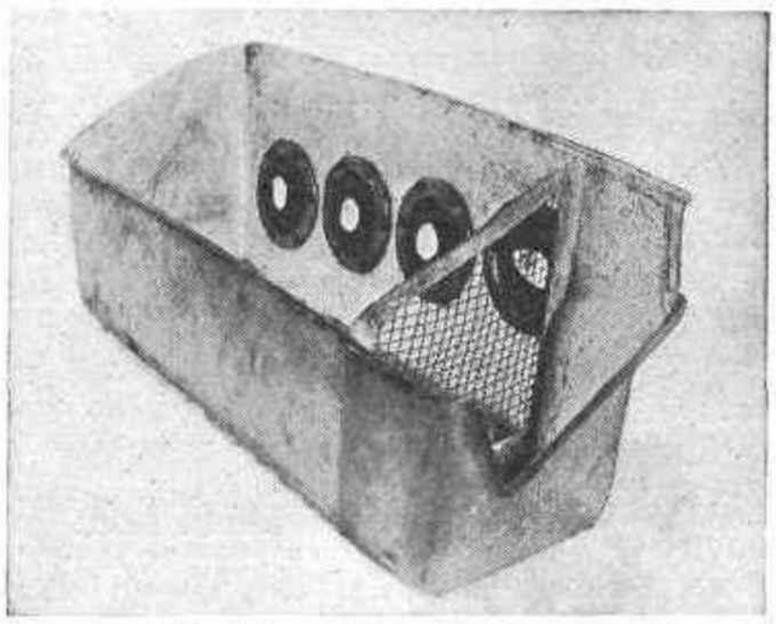
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BULLNOSE MORRIS COWLEY, 1924, 4-seater Tourer. New magneto, hood and side screens. Two new tyres. £175. Ledbrook, Snitterfield, Stratford-on-Avon. [5237

BULLNOSE MORRIS OXFORD, 1926, 2-seater Tourer. New magneto, hood and side screens. Engine overhauled. Lovely brasswork. £150. Ledbrook, Snitterfield, Stratford-on-Avon. [5238

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M.G. J.2. Sports body, perfect running order, excellent engine. £60. POP 9283. [5240

1924 TROJAN " CHUMMY," unused 1929-1956. New hood, screens, paint etc. Solids and pneumatics. £45. B. C. Peerless, 127, Marshalswick Lane, St. Albans (55032), Herts. [5241

1931 M.G. Recon. engine, new tyres. Bags of spares. Body needs attention. £50. Anderson, 8, Leybourne Road, Strood, Kent. [5242

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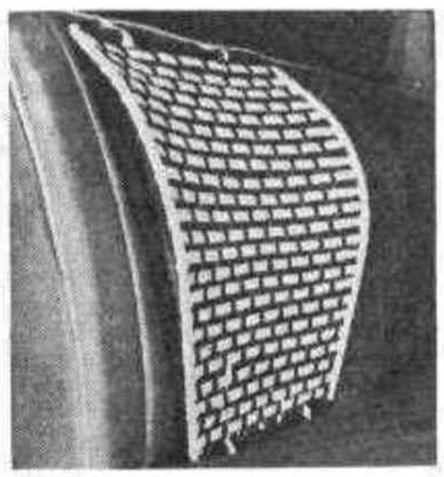
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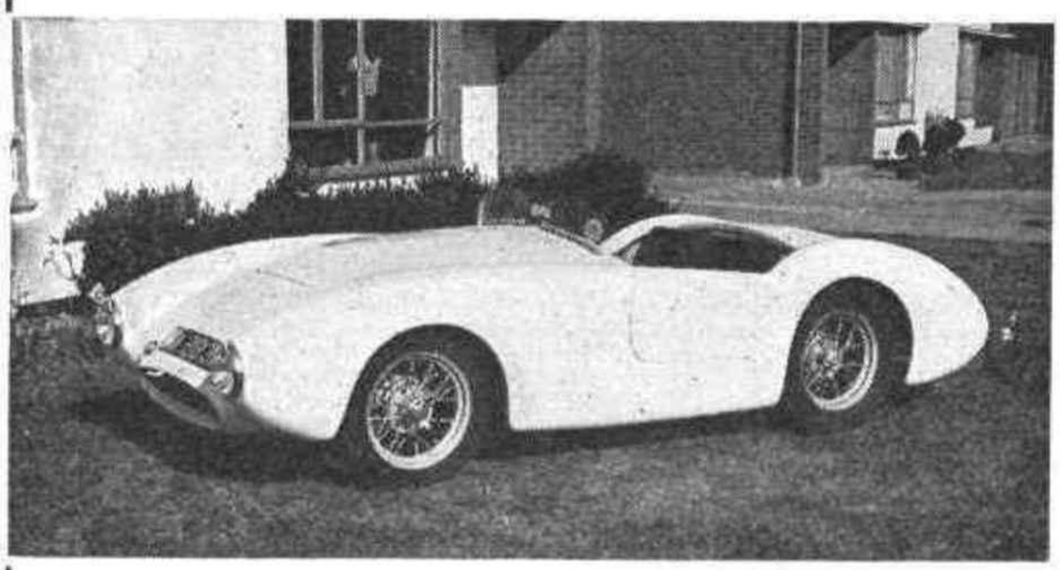
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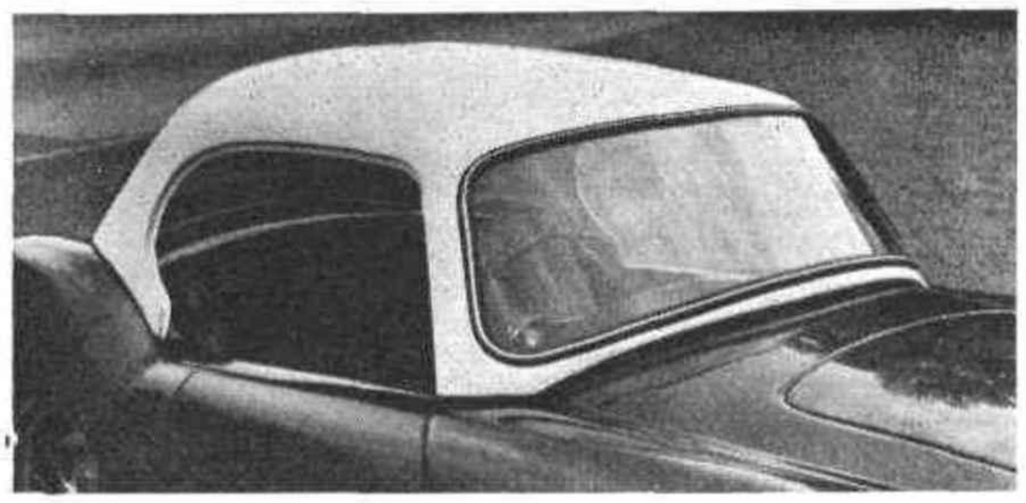
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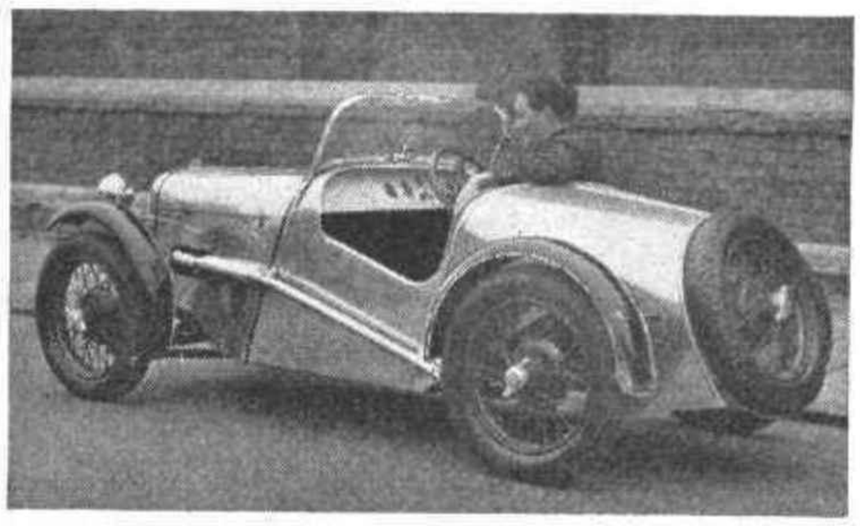
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FOR SALE—*continued*

RILEY KESTREL 1936. 14 h.p., 6-cylinder, grey saloon. New battery. Excellent bodywork, spray-painted 1956. Leather upholstery good. £95 o.n.o. Box No. 263. [5263

ASTON MARTIN International, in superb condition. Complete engine re-build, new con-rods, pistons, re-sleeved, etc. Re-sprayed, re-spoked, new tyres, hood, etc. No expense spared during last three months to make 100%. Bills shown. £265 o.n.o. 104, Littleheath Road, Selsdon, Surrey. Sanderstead 1855. [5270

WORKSHOP CLEARANCE. Solex carbs.: One DD.30 PAAI, £7. Pair 30 AHD & G horizontals, £3. Scintillas: Two NV4, one NV6, 25s. per spark. " Speedy " Austin high lift camshaft, £5. Bosch starter, reconditioned for Alfa, £15. Pair Bosch deep-note horns, £5. Or offers, to A. Bever, 13, Moorland Drive, Thornbury, Bradford 3, Yorks. [5271

BLACK HARDTOP for Austin Healey, 1955. Sliding sidescreens, roof light, practically unused, cost new £60. Offered at £33. Cabbiani, 1, Bedford Gardens, W.8. [5272

1933 AUSTIN 16 h.p. saloon. Good runner; sound throughout. Excellent chrome, very clean. £35. Howard 3998. [5273

BUILD A SPECIAL. 1936 Jowett shooting brake; good tyres and engine. Following spares: Two engines and gearboxes, front and rear axles, four wheels and tyres. The lot £25. Burns, 97, High Sands Avenue, Rufford, near Ormskirk, Lancs. [5274

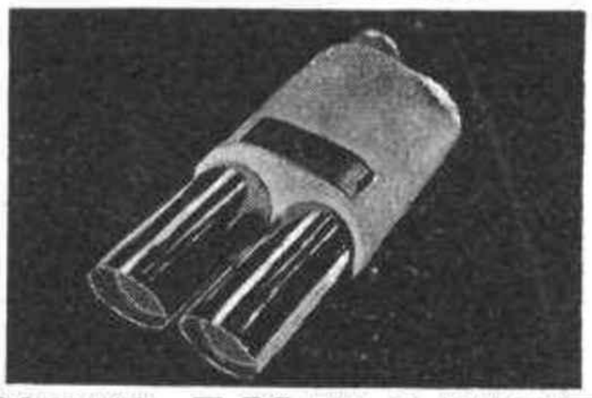
AGEING ROLLS ENTHUSIAST has for sale 1927 Hooper drop-back landaulette. Wonderful specimen. Also 1927 tourer, excellent order. £400 the two, or would separate. Box No. X.275. [5275

1939 FORD 8 Saloon. Good running condition. Ideal for hack transport while you're building the Special. £85. Flat 1, 18, Waterden Road, Guildford. [5276

M.G. 8 H.P. P.A. 2-seater, 1935. Radio, heater, twin tones, twin spares. Red. Near £150. Twin carbs. 17, The Dock, Lye, Stourbridge, Worcs. [5277

BODY PARTS from M.G. T.C. Screen, tank, scuttle, O.S. wings missing. Rollinson, 15, Macfarren Street, Liverpool 13. [5278

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FOR SALE—*continued*

WOLSELEY HORNET Special, 1933, 12 h.p. 2/4-seater. Rebuilt engine, wire wheels, twin S.U.s. New clutch, brakes, bearings, side-screens, re-spray and re-chrome. Photo. £115 o.n.o. 12, Stanway Gardens, Edgware, Middx. STO 8765. [5279

GENUINE BROOKLANDS Special, one of six built and raced in 1939. First on the road 1948. Now fitted with A.70 engine. £250. 92, By-pass Road, East Ham, London, E.6. [5281

A.C. 16 Saloon. Engine wrecked. Body, tyres, battery and everything else in superb condition. Exchange for Austin Seven, Riley Nine, B.S.A. Threeler, or £30. 13, St. Lawrence Way, Hurstpierpoint, Sussex. [5282

RAILTON FAIRMILE. 28 h.p., close-coupled 4-seater saloon. Excellent mechanically. Sound, presentable, well shod. £125 o.n.o. or exchange. Jones, 456, Hatfield Road, St. Albans. Phone 56538 after 6 p.m. [5283

£135 OR HAGGLE. 1936 Sunbeam Talbot Sports. Fitted 11.5 Fiat engine. Recently resprayed, good hood and side-screens. 16in. k.o. wheels, new clutch, steering box, battery and distributor. Original chrome. Very genuine reason for sale. Would take half down and balance over a period. 29, High Street, Wheathampstead, Herts. Telephone Wheathampstead 3158. [5284

M.G. 1934 " L "-MAGNA. £85, or part exchange your P.B., P.A., J.2. New hood, battery, tyres. Needs attention. Hugill, 6, Sunnymede Avenue, Ewell, Surrey. [5285

A WOLF IN SHEEP'S CLOTHING. The finest, fastest and most fabulous Cowley in England. Roomy family saloon car plus performance at 41 m.p.g. Professionally modified, tuned and maintained in perfect, repeat perfect, condition. 24,000. Extras. £650. Until 12 noon ABBey 5836. 1 p.m. to 11 p.m. WEStern 3661. [5286

1933 ALVIS Speed Twenty. Excellent condition. Best offer. 22, Sanders Street, Warwick. [5294

ENTHUSIAST'S BARGAIN! Riley 9 Special, built late 56. Two-seater. B.R.G. 70-80 m.p.h. on 30 m.p.g. Mechanically perfect. With spares. A snip. £140. Box No. X.295. [5295

ZEPHYR CONVERTIBLE. Power hood, overdrive all gears, radio, heater, underseal, spot lights. Forced sale, immigration. 580 gns. 30 m.p.g. Derwent 4926. 6, Lawrence Avenue, New Malden, Surrey. [5296

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I am always interested in adding to my collection all types of vintage and contempory sports and racing cars which are in first-class condition. Also any of the above which are suitable for reconditioning, rebuilding, or the salvage of spares. To the racing fraternity this includes machinery minus a rod or with structural disorders, etc.

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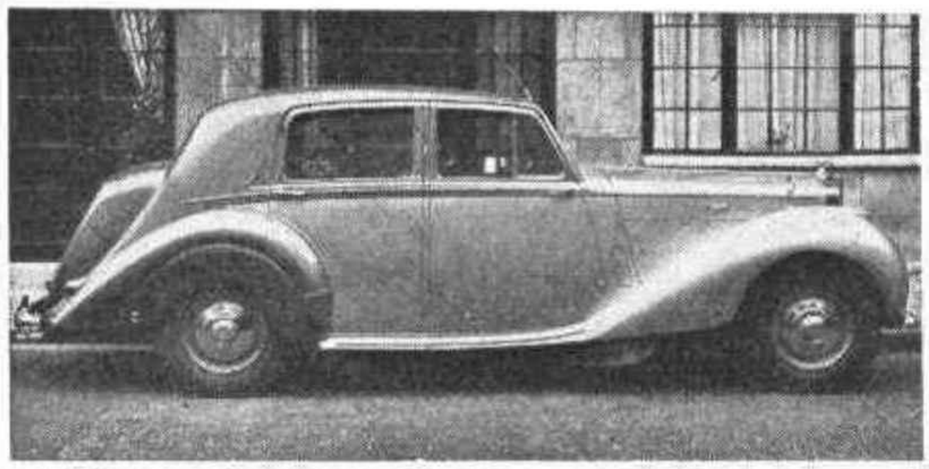
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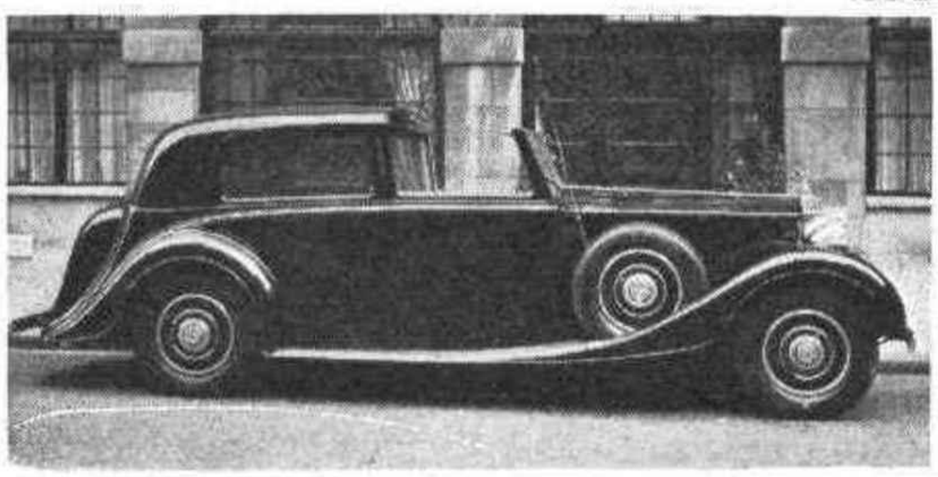
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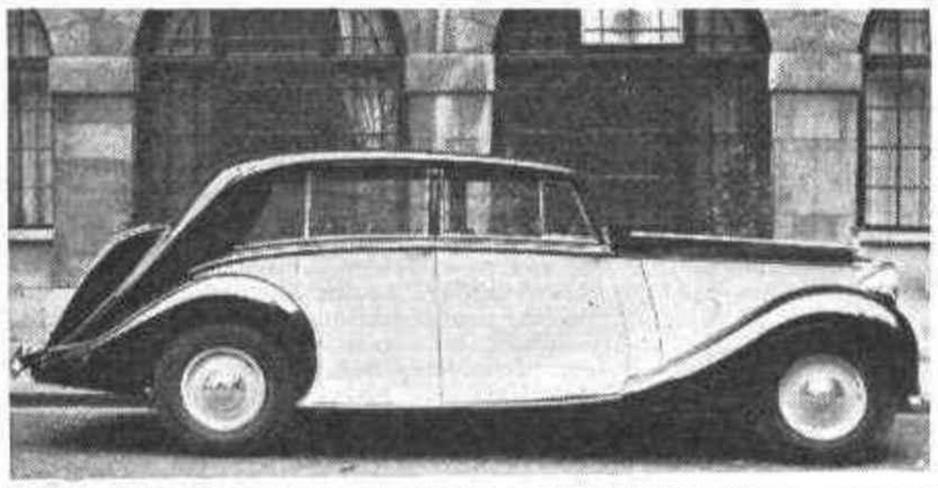
BENTLEY (1949) Mk. VI 4¼ S.S. Special Equipment saloon. Pearl grey and black with grey trim. One owner. 42,000 miles. Detail R.-R. history. **£1,125**

BENTLEY (1947) Standard Steel saloon. Black with brown trim. Radio, heater, etc. An unusually fine example of the early Mark VI, impeccably maintained and very considerably above average. Extremely good value. **£875**



ROLLS-ROYCE Phantom III (1937) solid sliding-head sedanca de ville by Park Ward. Black with beige trim. Reputed 44,000 miles from delivery. Most lavishly appointed, and in extraordinarily fine condition throughout. Fitted radio, heater, cocktail cabinet, etc. **£575**

We have also acquired a 1939 D.L. series Ph. III engine. Details on request.



ROLLS-ROYCE Silver Wraith (1950). Chassis series WME. Swept-door coachwork by Hooper. Mist blue and black with powder blue trim. 41,000 miles. Concessionaire history. Fitted cocktail cabinet, power-operated windows. Schedule serviced to our order this month. **£2,275**

ROLLS-ROYCE (1938) 25/30 semi-razor-edged sports saloon by Park Ward in black with natural hide interior. The immediate past property of a very distinguished personage. Detailed R.-R. history from delivery. Chauffeur-driven and maintained. **£600**

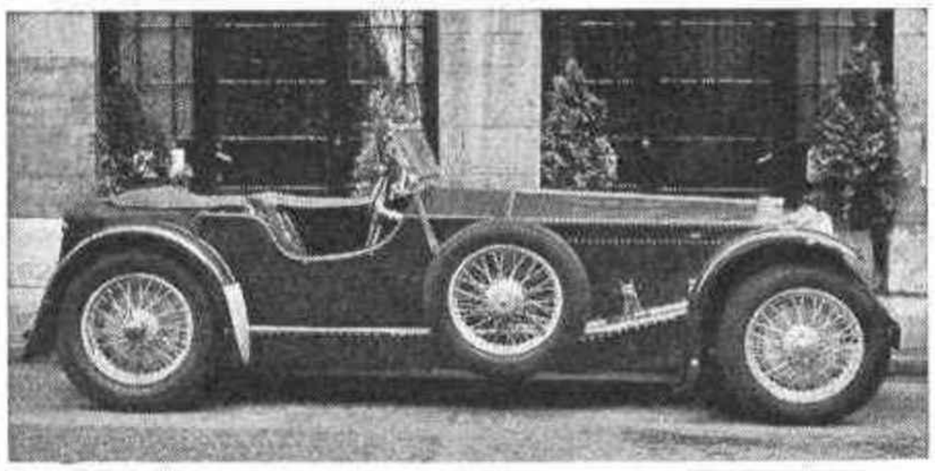
ROLLS-ROYCE (1929) 21.6-h.p. 2-door fixed-head coupe. Affectionately known amongst the cognoscenti as the "Doctor's coupe." This particular little specimen is in very fine order and has a wealth of history. **£285**

ROLLS-ROYCE (1935) 2-door saloon by James Young. Two-tone grey with red trim. R.-R. history from delivery. A sound example with most attractive coachwork. Schedule serviced to our order. **£575**

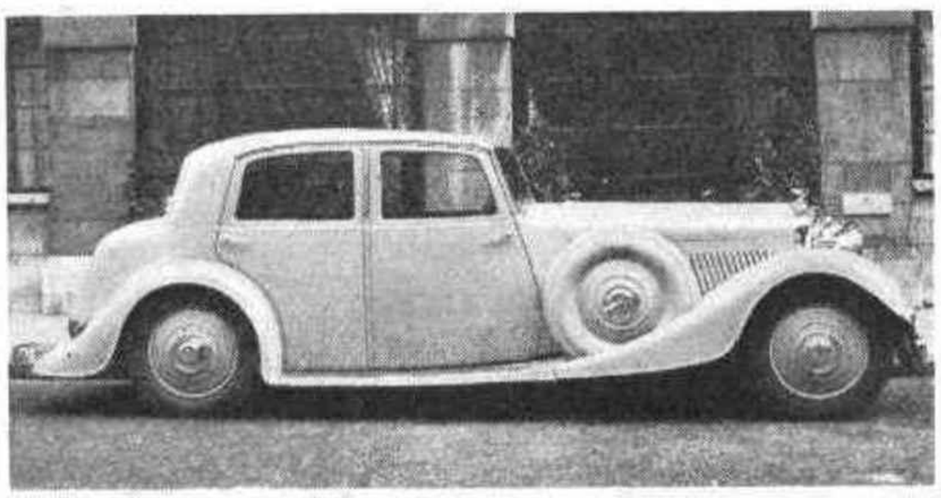
At the time of going to press we are negotiating the purchase of a further 1947 **Bentley Mk. VI S.S.** saloon, a 1937 **R.-R. 25/30-h.p.** sports saloon by Hooper, a 1952 **Daimler** coupe with Barker Special Sports 2/3-seater coachwork, and a 1934 **R.-R. 20/25** with very attractive Town and Country brake coachwork of post-war construction.

A workshop test and report sheet is available on all vehicles advertised.

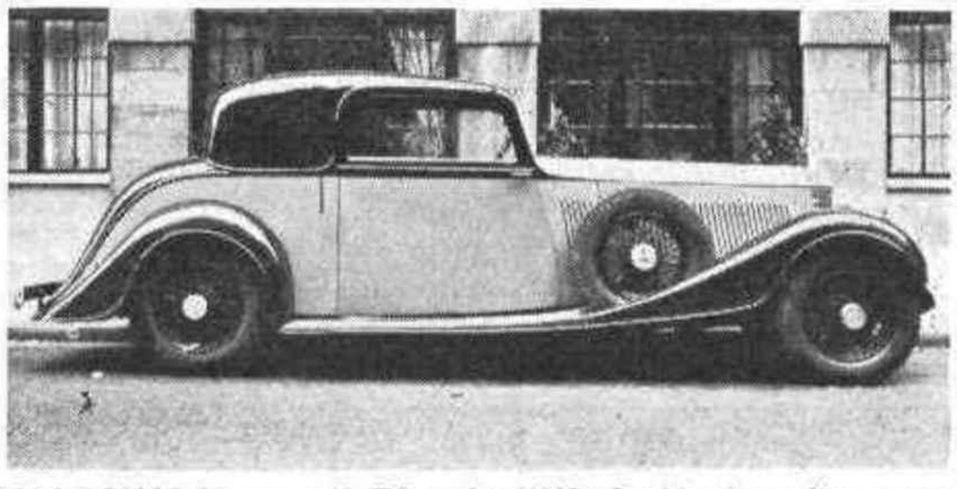
LEAVE REPURCHASE. For the convenience of those on leave from overseas, who require something other than the mundane we have been running this scheme for some years. Details will be forwarded upon notification of individual requirements.



INVICTA (1932) 4½-litre, 100-m.p.h. low-chassis model. Blood-red with red hide trim. Approximately £1,000, of which the majority of the accounts are to hand, has been spent in the last few years perfecting this most outstanding specimen. It has run less than 1,000 miles since completion. With malice toward none, we claim this vehicle to be one of the three finest specimens now existing, either here or in the U.S.A. **£725**



ROLLS-BENTLEY (1936) 4¼-litre semi-razor-edged sun-roof sports saloon by Thrupp & Maberley. French grey with red trim. Fastidiously maintained and a really outstanding example. Detailed overhaul '56. **£575**



ROLLS-ROYCE Phantom II, TA series (1935), fixed-head two-door coupe by H. J. Mulliner. Fawn and black. Two owners. Recent detail of R.-R. overhaul at Crewe. A very sound example of the Continental 12-ft. chassis in pristine condition. **£385**

BENTLEY (1949) Mark VI with special town and country brake coachwork. Radio, heater, etc. Grey with grey trim. A sound and very functional vehicle at a sensible figure. History. **£875**

ROLLS-BENTLEY (1936) 4¼-litre, GA series, sports saloon by Park Ward. Black with grey trim. Extensive overhaul '57. Fitted radio. In excellent fettle throughout. **£485**

BENTLEY (1930) 4½-litre 4-seater drophead coupe by Corsica. Blue with natural hide trim. In faultless mechanical order and original in every way. **£350**

WE WOULD PARTICULARLY LIKE TO PURCHASE ANY ROLLS-ROYCE OR ROLLS-BENTLEY MODELS, OR OTHER INDIVIDUALLY-PRODUCED VEHICLES, IN FIRST-CLASS CONDITION, AND PREFERABLY WITH A KNOWN HISTORY, WHICH ARE AT PRESENT ON OFFER. A MEMBER OF OUR FIRM WILL BE PLEASED TO ATTEND ANYWHERE IN GREAT BRITAIN BY APPOINTMENT.

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All vehicles and accessories are offered subject to being unsold unless otherwise stated. E. & O.E.

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A.C. 2/4-seater sports, 1936, 16/80. Terrific condition. £195 o.n.o. "Rosslyn," Woodford Road, Bramhall, Cheshire. Bramhall 772. [5387

M.G. T.C., 1949 (December). £360. Blue sports 2-seater. Immaculate. Good tyres. Taxed. 53, Galpins Road, Thornton Heath 4945. [5388

1949 MINOR Saloon. Well shod, mechanically perfect. Near £325. Wilson, 48, Tudor Road, Barnet (2941), Herts. [5389

RILEY NINE. 1933, engine and "crash" box, £12 10s. Buyer collects. 561, Nottingham Road, Chaddesden, Derby. [5390

POWERDRIVE, July 1956. Must sell, family growing. Excellent condition. Extras. £295. Harrow 5631. [5391

LAGONDA, 1939, V.12 Long Saloon. Excellent original condition throughout. Engine 100%. Five v.g. tyres. Owner requires cash quickly, so only £265. 3, Elmshaw Road, S.W.15. [5392

RILEY 12/4 ADELPHI, 1936. Sound throughout. Good tyres, no oil. £150 o.n.o. Todd, 3, Hale Road, Altrincham 1816. [5393

8/18 TALBOT 2-SEATER, 1923, V.S.C.C. awards winner. Mechanically excellent, just re-upholstered Dunlopillo and new hood, side curtains. 40 m.p.g., 60 m.p.h. £120. V. C. H. Wrigley, 77, Waterloo Road, Wokingham, Berks. [5394

LANCIA LAMBDA SALOON, 1927. Mechanically excellent and in daily use. Body and interior good. £90. Both for sale to allow more ambitious vintage purchase. V. C. H. Wrigley, 77, Waterloo Road, Wokingham, Berks. [5394

MERCEDES ENTHUSIASTS: Very rare example of the 15 h.p. rear-engined Merc, with independent all round, the forerunner of the Volkswagen, but with a tatty hood. What offers? 145, Kirkdale, S.E.26. [5395

SINGLE CYLINDER water-cooled "Humber" engine. 3½in. bore, 4in stroke; automatic inlet valve. About 1905/7 vintage. Good order. Less carb and magneto. What offers? 79, Derby Road, Bootle, Liverpool. [5396

TWO OUTSTANDING VINTAGE CARS IN MANCHESTER!

1923 Rolls Twenty open 4-seater tourer; immaculate original condition; repainted and re-upholstered with good hood. Recent engine overhaul.

1925 Humber 16-h.p. open tourer; original and unaltered; complete with Auster screen.

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FOR SALE—*continued*

RILEY 9 MERLIN, 1936 model. Good tyres and in good running order. £100. Apply 36, Uxbridge Road, Hampton Hill, Middx. Molesey 2708. [5397

FORD SPECIAL, 1172 c.c. engine, fibreglass body, 3-seater. Write C. B. Morley, The Hall, Hargrave, Bury St. Edmunds. Tel.: Chevington 280. [5398

1934 RILEY LYNX 9. Manual box, recent respray. £130 or offers. Anderson, 19, Folly Hill, Farnham. [5399

1936 ALVIS CRESTED EAGLE. Meticulously maintained by managing director, Alvis enthusiast. 6-light Charlesworth saloon, Tickford conversion. Exceptional condition throughout. £200 o.n.o. Douglas, 24, Wool Road, S.W.20. Wimbledon 0887. [5400

ALVIS FIREFLY Saloon, 1935. Good tyres, mechanically, bodily. E.N.V. box. £95 o.n.o. 47, Evelyn Avenue, Ruislip 5710. [5401

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FOR SALE—*continued*

ROVER TOURER, 1934, 12 h.p. New hood and screens, good tyres. Going well. £95. 11, The Island, Anthorn, Carlisle. [5402

1924 BENTLEY Blue Label, 3 litre Park Ward close-coupled 4-seater coupé, in mint condition throughout. All letters answered. Nearest to £325. Mr. Wass, 72, St. Matthew Street, Burnley. Tel. 2985 after 7 p.m. [5403

ALVIS SPEED TWENTY Charlesworth Saloon. A lovely looker in fair condition. £125 o.n.o. 54, Devon Crescent, Holly Hall, Dudley, Worcs. [5404

SINGER LE MANS 2-seater, "Speed" model. Slab tank, twin spares, swept wings. Very nice condition throughout. Performs well; impressive exhaust note. About £140. North London. Box No. X.405. [5405

NOT THE ONE-EYED VARIETY: 1937 1¼ litre Riley touring saloon. Grey. Very good. £150. T. Rose, 231, River Mill, Harlow, Essex. [5406

M.G. 1932 4-seater. Rebored, relined hydraulics, new hood. £80 o.n.o. 25, Bakers End, Merton Park, London, S.W.20. [5407

1949 REGD. 3 litre Invicta tourer. Vintage enthusiast's car. 20 m.p.g. Good condition. £75 o.n.o. Astbury, 5, New Married Qrts., Norton Barracks, Worcester. [5408

£15. 1931 RILEY MONACO. Chassis excellent, body damaged in accident. Special? Offer? John Townsend, Redcroft, Longfield Drive, Amersham 1087, Bucks. [5409

BENTLEY 3½ litre 4-seater open tourer. Excellent condition. 21 m.p.g. £475. Moat Cottage, Otford, Sevenoaks. Tel.: Otford 454 week-ends. [5410

M.G. 1½ LITRE V.A. 1938 Tourer. New hood, sidescreens. Mechanically sound, body good, paint shabby. £150 o.n.o. 20, Roschill Close, Hoddesdon, Herts. [5411

1927 20/70 DAIMLER Tourer, R.A.C. Jubilee Cavalcade entrant. 22 m.p.g. £95. Houghton, 7, Dukes Avenue, London, N.10. [5412

1929 STUDEBAKER PRESIDENT TOURER Primrose and black. 34,000 miles. One owner 27 years. Immaculate. **Offers.**

1934 BERTELLI ASTON MARTIN TOURER. Professionally-fitted A70 engine and Austin gearbox. Very good condition. **Offers or Exchange.**

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THE STONEHAM SPECIAL, extremely fast 750-c.c. Formula car. (Read "Building and Racing My 750," by P. J. Stephens). Overhauled throughout and ready for immediate use. **£160.**

1935 AUSTIN Seven 2-seater tourer, in really good original condition. Mechanically and bodily excellent. No known faults. Spotless black cellulose. Good tyres. Hood and screens shabby. **£65.**

1935 AUSTIN Nippy sports 2-seater. Fitted tuned 750 Formula engine. This sports Austin is in 100% condition, having just undergone complete reconditioning throughout, and has not yet done 100 miles since work completed. **£185.**

Full particulars and photographs of this and other two cars can be forwarded upon receipt of s.a.e.

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THE CONVAIR CHASSIS. A multi-tube frame of Italian design, built to take 993-c.c. or 1,172-c.c. engine and Ford components. Wheelbase 7 ft. 6 in., ground clearance 6½ in., weight 65 lbs. £45-0-0

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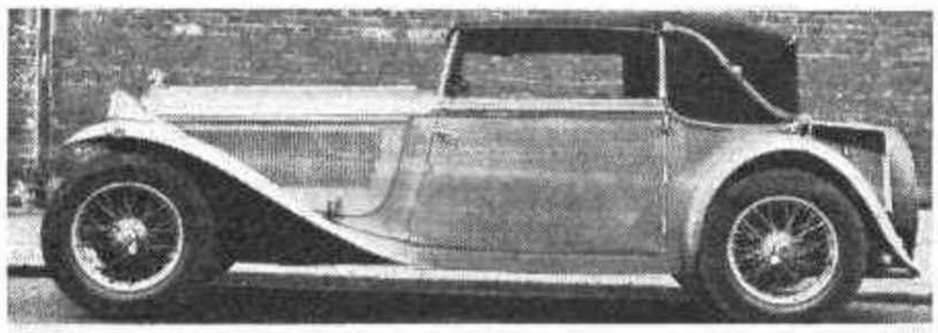
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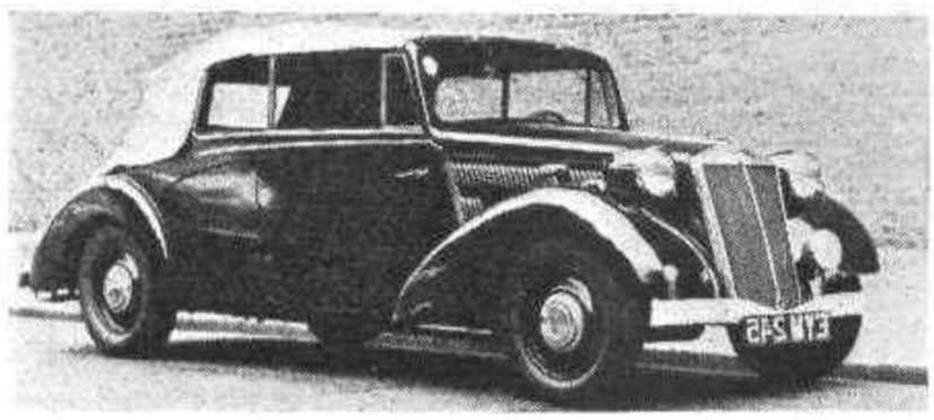
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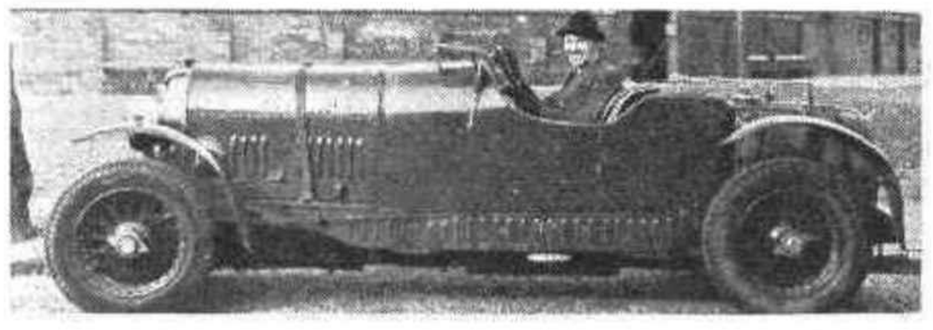
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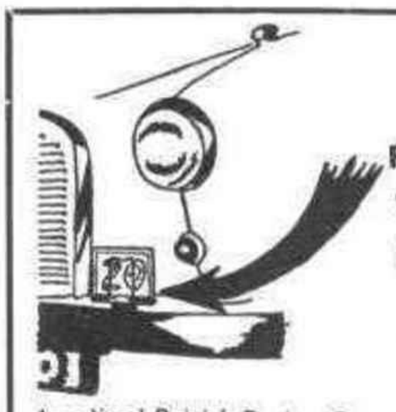
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ALVIS SPEED 20 V.D.P. SP. Tourer. Circumstances compel original doting owner reluctantly and posthumously to negotiate disposal. Everything there, including tonneau, hood covers, side screens. Engine recently overhauled by alvisophile. Proxy haggling to start around £90. A. G. Kay, 47, Woodcote Road, West Timperley, Cheshire. SALe 4840 (evenings). [5458

RILEY 9, 1933 Falcon-Kestrel saloon. Good example of this rare model, in sound condition throughout. £100 o.n.o. Manuel, 84, Watford Road, Sudbury, Middlesex. [5459

A.C. 1936, 2-seater. D.H.C. 70 b.h.p. Resleeved, re-bearinged, new raidiator. Magnificent. £125. 18, East Lane Wembley Park, Middlesex. ARN. 5276. [5460

AVAILABLE: copies "Motor", "Autocar", similar, 1895-1942. Lambert, 347, Gertrude Road, Norwich. [5461

WANTED

SINGER SM.1500: Two-carb. cylinder head, wheels. Other parts considered. 5.75 x 16 tyres. Benington, The Twitten, Crowborough. [5164

HEALEY. Immaculate. Preferably Elliot. Jaguar 120 D.H.C. considered. Box No. X.176. [5176

BENTLEY 1926 Red Label parts, wheels, tyres wanted. L. W. Lindberg, 723, Nell Gwynn House, Sloan Avenue, S.W.3. [5190

HANDBOOK and other relevant literature for 8 litre Hispano-Suiza Boulogne. Milligan, 129, Thorne Road, Doncaster. Doncaster 3539. [5191

ROLLS ROYCE Phantom II with Sedanca drophead coachwork by G.N.O., Hooper, Barker, Mulliner or others. Prefer Continental chassis. Must stand works inspection. Data and photos to L. L. Little, 976, Summer Place, Pittsburgh, 16, Penna., U.S.A. [5196

CRASHED or damaged T.R.2. Condition immaterial. Kirby, 13, Queen's Road, Kingston Hill, Surrey. [5203

FOUR-SEATER glassfibre saloon or hardtop Special. Rapid, comfortable, economical. Required Dec./Jan. Modified 1172 preferred. All details and photograph (returned) by air mail please. Box No. X.207. [5207

PRE-WAR ALFA 2.3 2-seater, or similar. Gliksten, Fairbrook, Dropmore Road, Burnham, Bucks. [5215

PRIVATE BUYER, professional man. Pre-war 2-door fixed head coupé or other small Rolls. View Southern England or Wales. Box No. X.223. [5223

£1,000 OFFERED for 540K "V" windscreen roadster—CAB "A" considered. Any information welcomed. Amey, "Sherwood," Frilford Heath, Nr. Abingdon, Berks. [5247

WANTED by elderly enthusiast: First class sporting saloon, drop-head or open car with all-weather equipment. Horse-power secondary to condition and price. No hire purchase or part exchange required. Consider fast Utility on good modern chassis. Box No. X.248. [5248

1939-40 LANCIA APRILLIA Saloon. High cash price offered for a specimen car that will bear close scrutiny. Full particulars. Or would consider X.K.120 drop-head. Monty, 1, Norman Court, Hampton, Middlesex. [5249

WANTED: Lancia, Alfa, Nash, Bentley, Rolls, Lagonda, W.H.Y. Must be original immaculate genuine example. Photos please to J. H. Calvert, 112, Westgate, Bradford. [5264

VISITOR requires interesting carriage. Anything considered, but specimen will be subject to microscopic examination and should be doyen of breed and faultless. No vulgar tin. Reply Flat "B," "The Haie," Newnham, Glos., for 20th November, with photographs if possible. [5265

ADVERTISER must secure "Motor Sport," November, 1951. All letters answered. Box No. X.266. [5266

M.G. P.A. or P.B. sports 2-seater required. Immaculate condition. Pass R.A.C. inspection. £145 max. Send details. Millar, 55, Aldenham Avenue, Radlet, Herts. [5267

AUSTIN "NIPPY" (34/5 pref.). Must be good condition. H.P. required, but good price for right vehicle. Cook, 516, Hanworth Road, Hounslow, Middx. HOU 5837. [5268

MEADOWS or Blackburne Frazer-Nash. T.T. replica or similar preferred. Write or phone: R. Macdonald Smith, 46, Mount Park Road, Ealing, W.5. PERivale 4687 (6.30-7.30 p.m. week-days). [5287

WANTED—*continued*

SMASHED or delapidated M.G. or similar, Triumph Roadster, etc. Will pay fair price for post- or pre-war car. 2, Eynham Road, W.12. SHE 6126. [5288

WANTED: All spares for building Ford 10 Special. Must be reasonable. Box No. X.289. [5289

LANCIA ENTHUSIAST restoring 8th Series short chassis Lambda requires set original flared wings, also instrument panel and dished steering wheel. Any other Lambda parts welcome. Will collect London or Home Counties. Borthwick, Send Lodge, Send, Surrey. Woking 2213. [5290

P.B. OR T.A. M.G. chassis, engine, transmission, wheels, etc., required. Will take parts separately. MacCallum, 114, Lennard Road, Beckenham, Kent. [5291

WANTED: H.R.G. 2/4-seats, Alvis T.A.14 Coupé, Jupiter, Sunbeam Talbot Coupé. Private. Manchester area. Full details. Box No. X.292. [5292

WANTED: Open sports car, any age acceptable, reasonable condition, good road holding and performance. £100 cash, balance £12 per month. SHE 7723, KNI 7915. Pemberton, 14, Queen's Gate Terrace, Kensington. [5311

ROLLS GHOST wanted, running order. Collect 100 miles. Swait, Kinsham, Tewkesbury, Glos. [5312

QUADRUPED Morgan, Ford Special, preferably fibreglass. Photographs. Galloway, 55, The Grove, West Wickham, Kent. SPR 1783. [5313

WANTED: Twin S.U. Conversion, for Ford 100E. Details, Rose, 10, Gladstone View, Siddal, Halifax. [5314

T.R.3. Private buyer will give above dealer's price for model in good condition; small mileage. Soft top, dark blue/green preferred. Box No. A.32, Smith Library, Camborne, Cornwall. [5317

1948/50 HEALEY, Drophead preferred. Details and price, 19, Eric Avenue, Emmer Green, Reading. [5318

RILEY KESTREL 9 Special Series. Excellent body condition essential. Manual box preferred. Box No. X.353. [5353

MORGAN 3-WHEELER. Could collect. Reasonable price essential. Jackson, Hague Lane, Wentworth, nr. Rotherham. [5363

T.D. chrome luggage carrier, water thermometer, Union Jack plaques. 7, Tope Road, Arborfield, Berks. [5364

STEERING BOX and rocker shaft for 16 h.p. 1939 Series 49S Riley. Minns, Quillot Corner, Burwood Park, Walton-on-Thames. [5365

"NIPPY" WANTED, about £100 cash. Good condition essential. Box No. X.366. [5366

WANTED: Pair good front wings for Riley Lynx 12, 1935. State price. Box No. X.367. [5367

COOPER CHASSIS or incomplete Special. Good price. Details. Nichols, 170, Henrietta Street, Ashton-under-Lyne. [5368

CHRYSLER 1925 to 1934. Good condition essential. 6, Hereford Drive, Bury, Lancashire. [5369

BUGATTI cast aluminium wheels for Type 35 or 51, intact or damaged. Also Type 35 engine spares, blocks, etc. Send full details and price. Bayliss, 19, Hamelin Road, Gordon Barracks, Gillingham, Kent. [5370

WANTED: Vintage 4-seat tourer, Sunbeam or Vauxhall preferred, but any other considered. Lynch, 15, Shackledell, Stevenage, Herts. [5371

FORD 10, post 1939. Require the works or stark special. Real money, from 14, Syon Park Gardens, Osterley, Middlesex. [5419

FINAL APPEAL. If you have a thoroughbred sports-tourer near concours condition and mechanically exceptional, perhaps with dickey, please send details and photo. Maximum statistics: 2 litres, £250, 5ft. 2in. wide. All offers acknowledged. 30, Pelham Road, Wimbledon, S.W.19. [5420

WANTED: Complete carburettor for 1933 11.9 Alvis Firefly. Must be in good working order. Full partics. to W. E. Hutchinson, Stanwick, Aldbro' St. John, Richmond, Yorks. Phone: Piercebridge 372. [5421

AUSTIN 7 Swallow Saloon, 1929/30. Condition of tyres/battery immaterial if price about £35. Early upright saloon considered. V.S.C.C. member. Bullett, 19, Naseby Road, Solihull, Warwickshire. [5422

WANTED: 1172 Ford Special. Details to Pilot Officer Stevens, R.A.F. Hullavington, Wiltshire. [5423

HARDTOP, preferably with sliding sidescreens, wanted for M.G.A. Farnborough (Kent) 3820. [5424

WANTED—*continued*

LAYSTALL, Brooklands or Merlin crankshaft and rods for Riley Nine, 1930. Reasonable price paid. Kennion, Greenways, Hertford, Herts. [5424

LOVING HOME offered to 1934 Austin Seven, vintage condition. Hutchings, 166, Woodrow, Melksham, Wilts. [5425

LAGONDA RAPIER Sports. Leeves, The Cottage, Elstree Hill, Bromley, Kent. Ravensbourne 6434. [5426

HARDTOP AND SIDESCREENS required for Austin Healey, 1954. Lyndhurst, 789, Great Cambridge Road, Enfield, Middx. [5427

HARDTOP Jaguar X.K.140, colour match B.R.G. Also special sidescreens. Wray, "Lessenden," Frinton-on-Sea 990. [5428

HIGH COMPRESSION cylinder head, twin S.U.s and 4-branch manifold, for Ford 10. Blunden, 30, Southcliffe Road, New Milton, Hampshire. [5450

WANTED: 4 E.D. MEADOWS 11.9 engine, or block with pistons. Brotherton, Badsey Lane, Evesham, Worcs. [5451

VETERAN CAR, 1900/10, British preferred. State price required, condition. Rose Cottage, Cockington, Torquay, Devon. [5452

WANTED: Pair of musical horns, good price given, T model Ford. 168, Utting Avenue, Liverpool. [5463

MISCELLANEOUS

I CAN HELP YOU and find that spare part. State enquiry. S.A.E., please. Will Starter, 37, Inglis Road, London, W.5. [5200

"THE OVERSEAS DRIVERS CLUB," which has a fast growing international membership, is always pleased to receive enquiries from prospective members throughout the world who can qualify. Write for details from Head Office, 309, Neasden Lane, London, N.W.10. [5224

OVERHAUL. Aston Martin, Mk. II, rebuilt 1950, needs precision overhaul. Would small firm of first class engineers, or mechanic, experience in maintenance of fine pre-war cars, write Box No. X.293. [5293

PASSENGER LIABILITY. "Persons riding in this vehicle do so at their own risk. In event of any loss or injury, they cannot claim against the owner or his insurance company." Attractive labels as above, black letters engraved on white plastic. Send 3s. and S.A.E. to: Clarke & Co., Rosehill Avenue, Sutton, Surrey. [5316

MOTOMAC tailored car cover, with zips. M.G. T.C. £15 new. £7 10s. or offer. Chiswick 8530. 22, Churchdale Court, Harvard Road, W.4. [5373

TO CLEAR to first applicants: 250 streamlined rear view mirrors ex-Spitfire. 4-1/5in. diam. 2s. 6d., p.p. 1s. 6d.. 100 bucket seat rear squabs, 26in. x 15in. x 1½in. thick. Real leather. Dark green only. 5s. each, p.p. 1s. 6d. M. A. Lewis-Price, 37, Marlborough Road, Oxford. [5372

EXCHANGES

REQUIRED: 1½ Kestrel, S.S., or similar, for professional fibreglass bodied Riley 9. Box No. X.250. [5250

APRILLIA, 38. Two previous owners. Unmarked. Absolutely no rust. Small mileage. Exchange equally good latest type drophead Allard, Riley Roadster, similar. Box No. X.269. [5269

HUMBER STAFF CAR, reg. 57. Fitted Perkins P.6 diesel and "Moss" 5-speed over-drive gearbox. New 900 x 13 tyres and two new spares. Command radio. For Rolls Replica or W.H.Y. Fifield, 219, White Horse Lane, London, S.E.25. [5280

GRUNDIG T.K.5 tape recorder, hardly used, cost £55 new; exchange for Austin or Ford Special, or something sporty. Offers to: W. Hubbard, "Waters Edge," The Meads, Chertsey, Surrey. [5374

EXCHANGE 1948 STANDARD 14 Saloon, for 4-seater tourer or sports. Radlett 6409 or St. Albans 54366. [5453

M.G. MAGNA. Perfect coachwork. Tyres, hood, screens, battery, etc., as new. For nice saloon. Box No. X.464. [5464

SITUATION WANTED

EMIGRATING CANADA 1958. West coast. Experienced motor trade. Enthusiast. Employment required. Wilson, 6, Neatherd Road, Dereham. [5375

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

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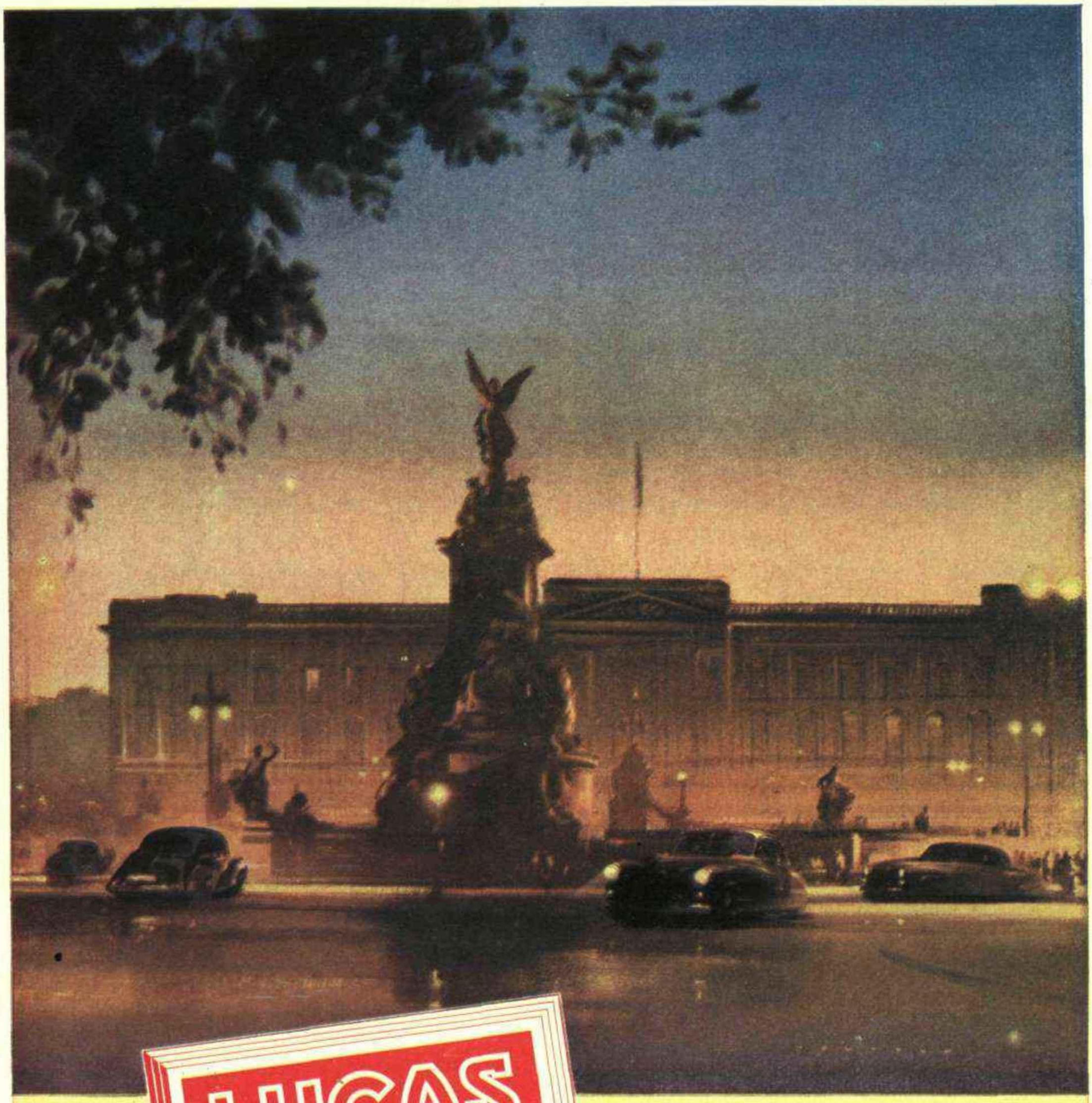
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