

Vol. XXX No. 2

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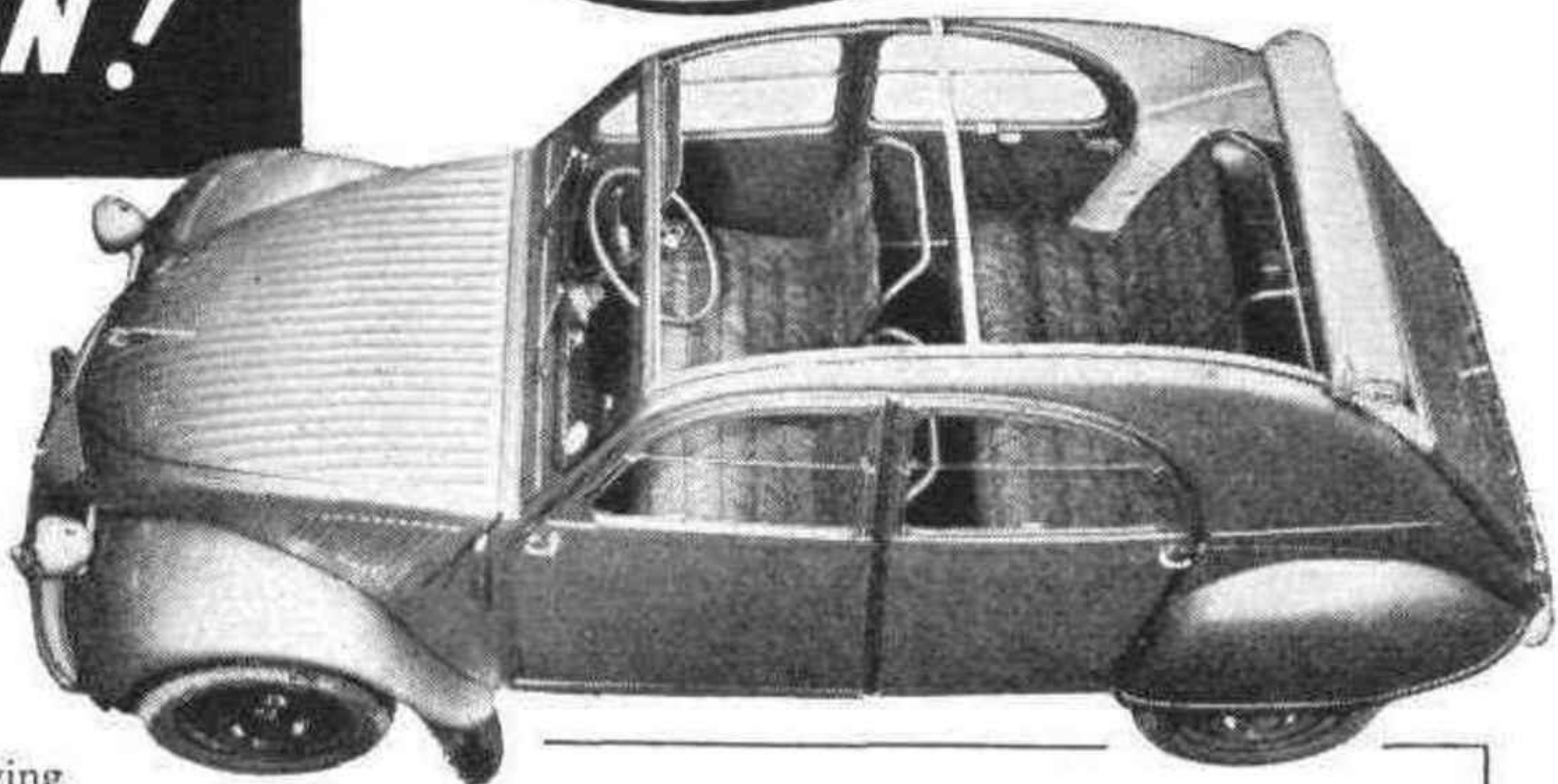
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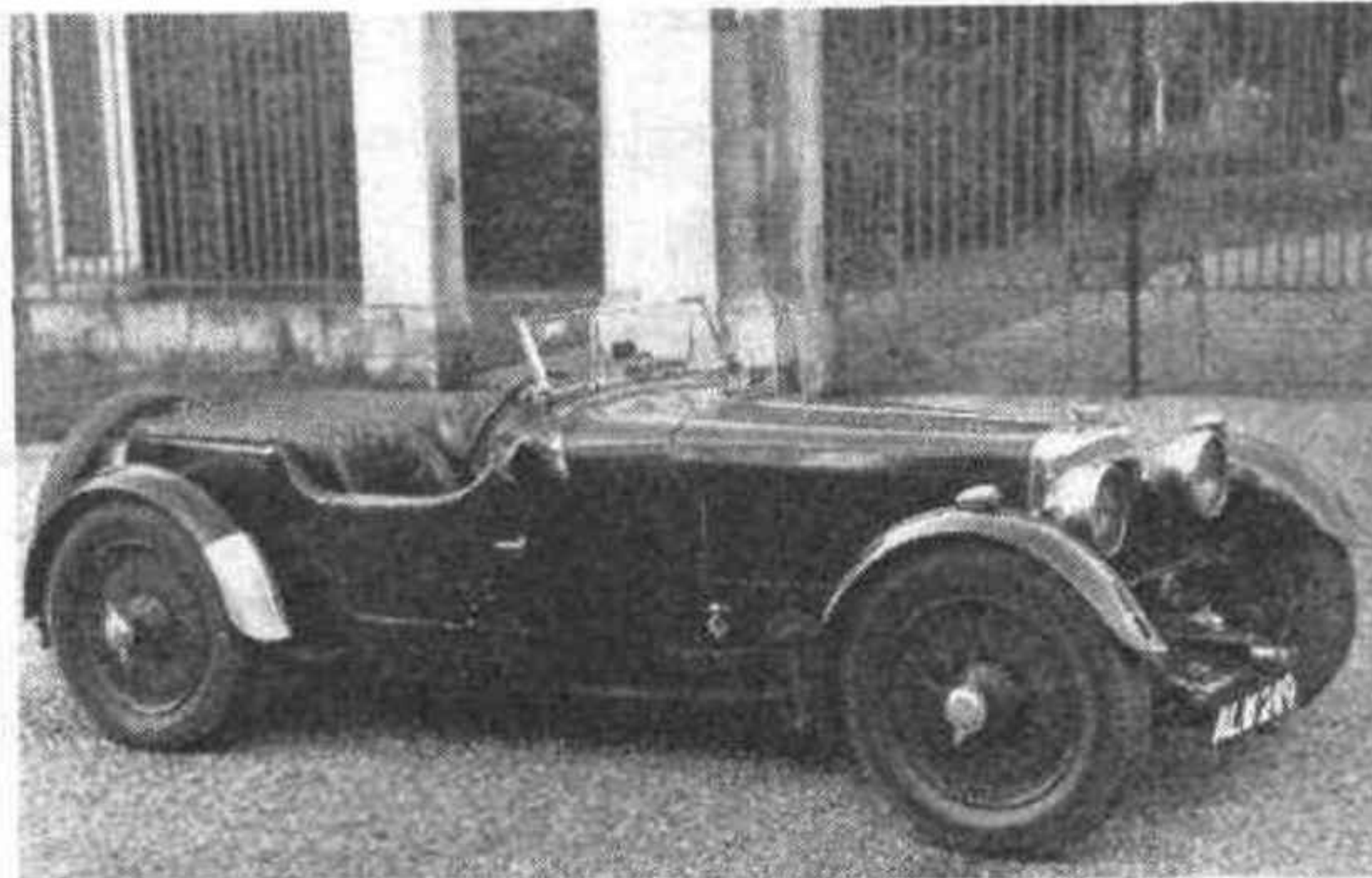
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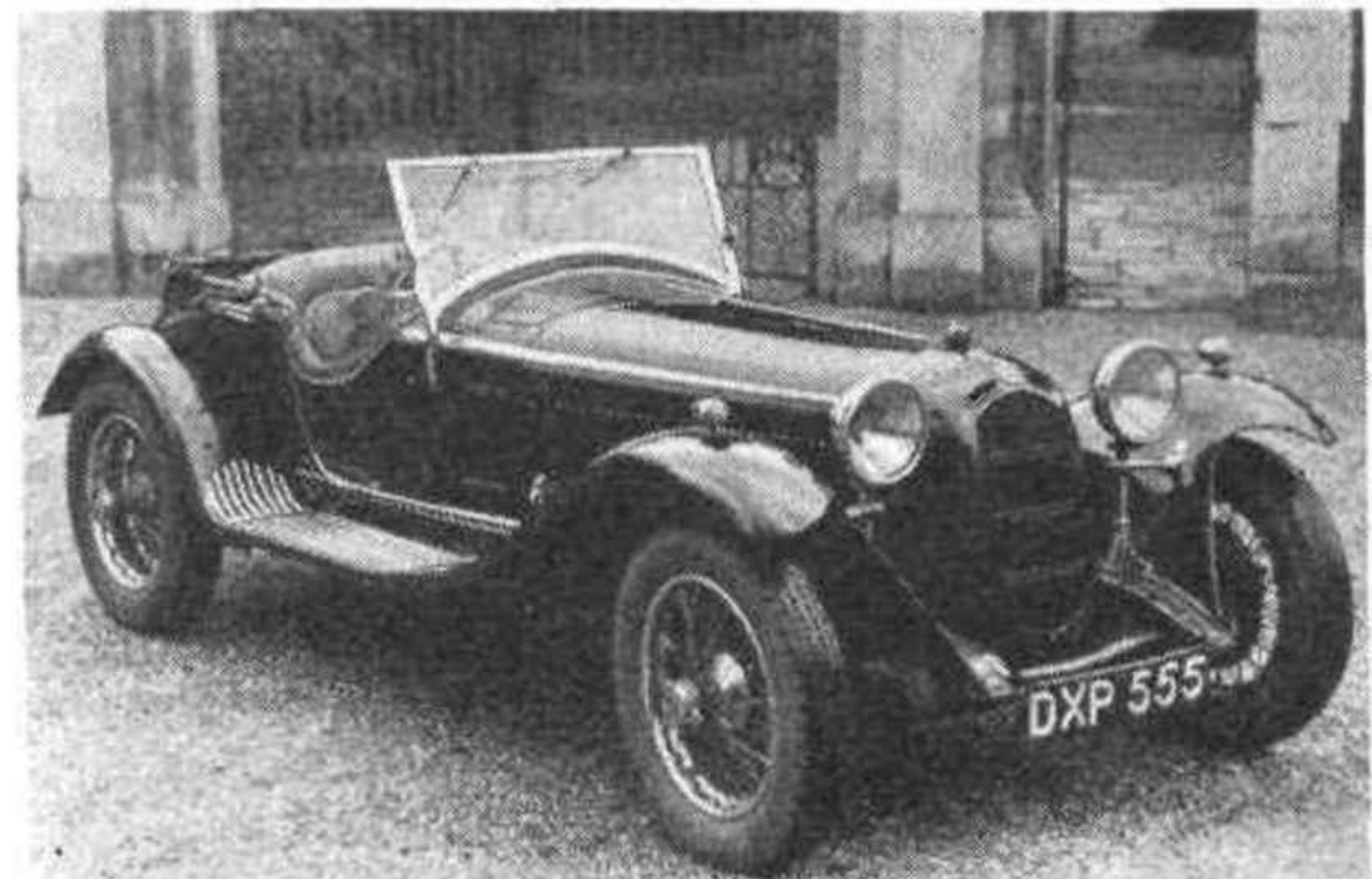
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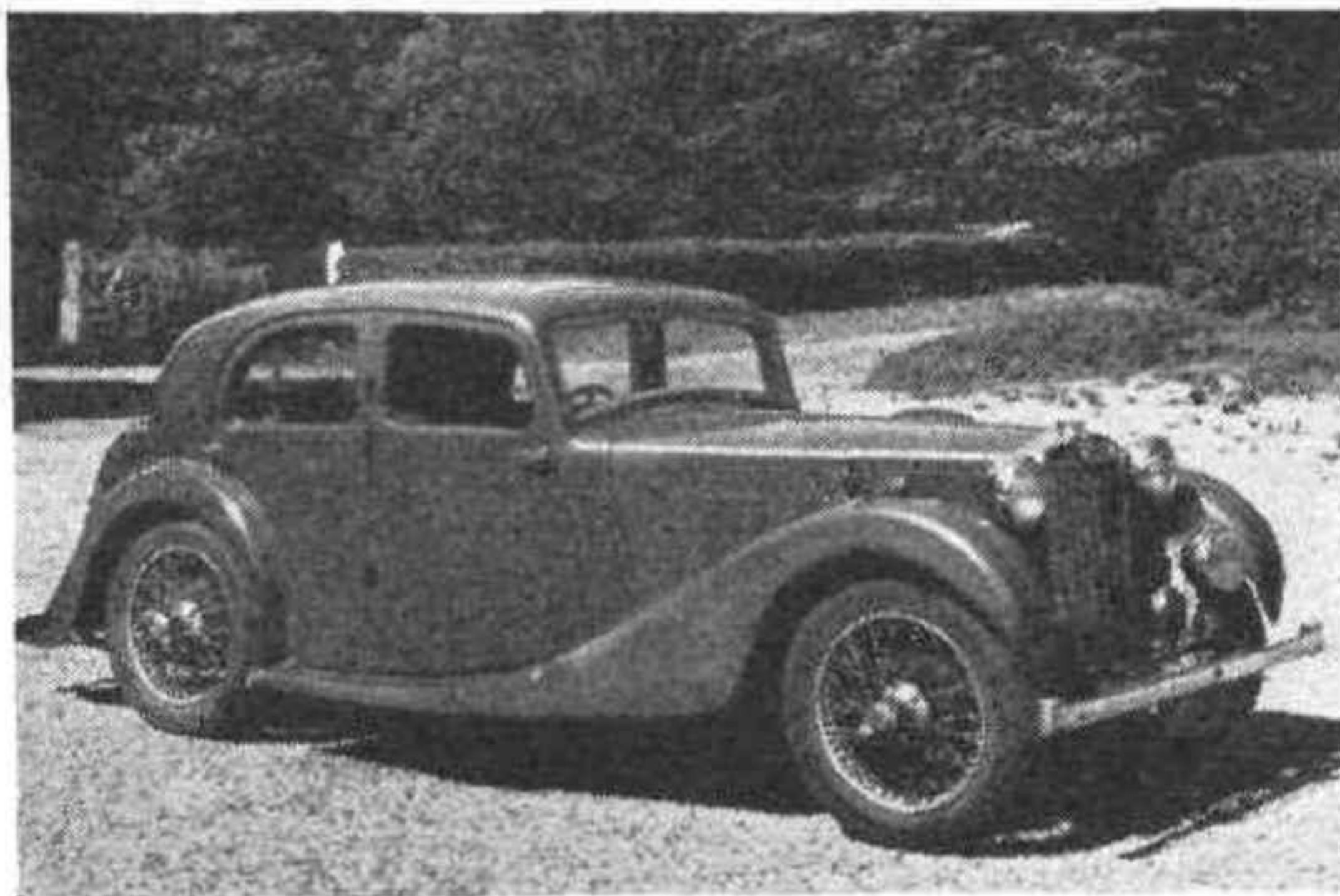


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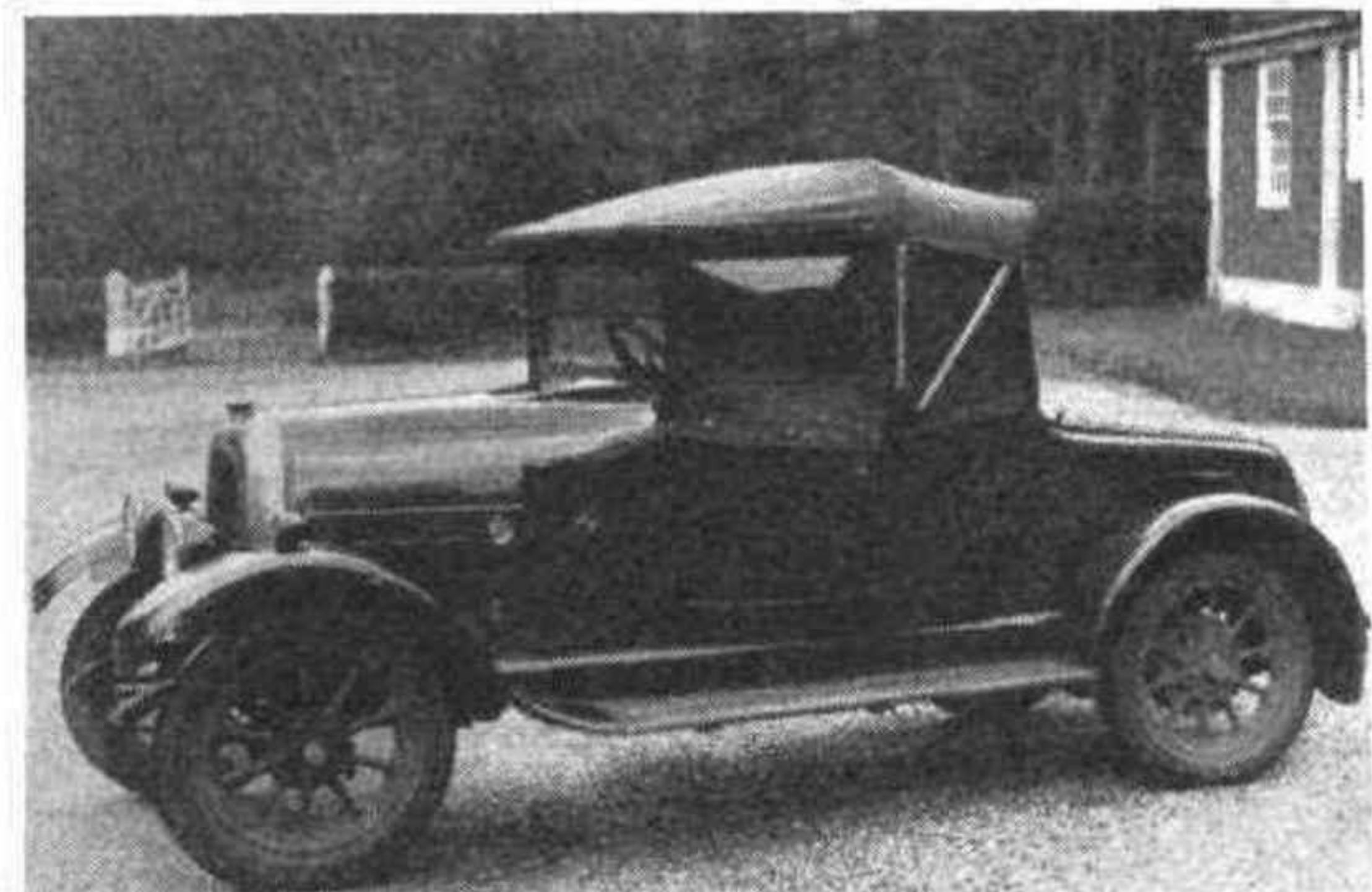
(And another similar model in Concours condition.)



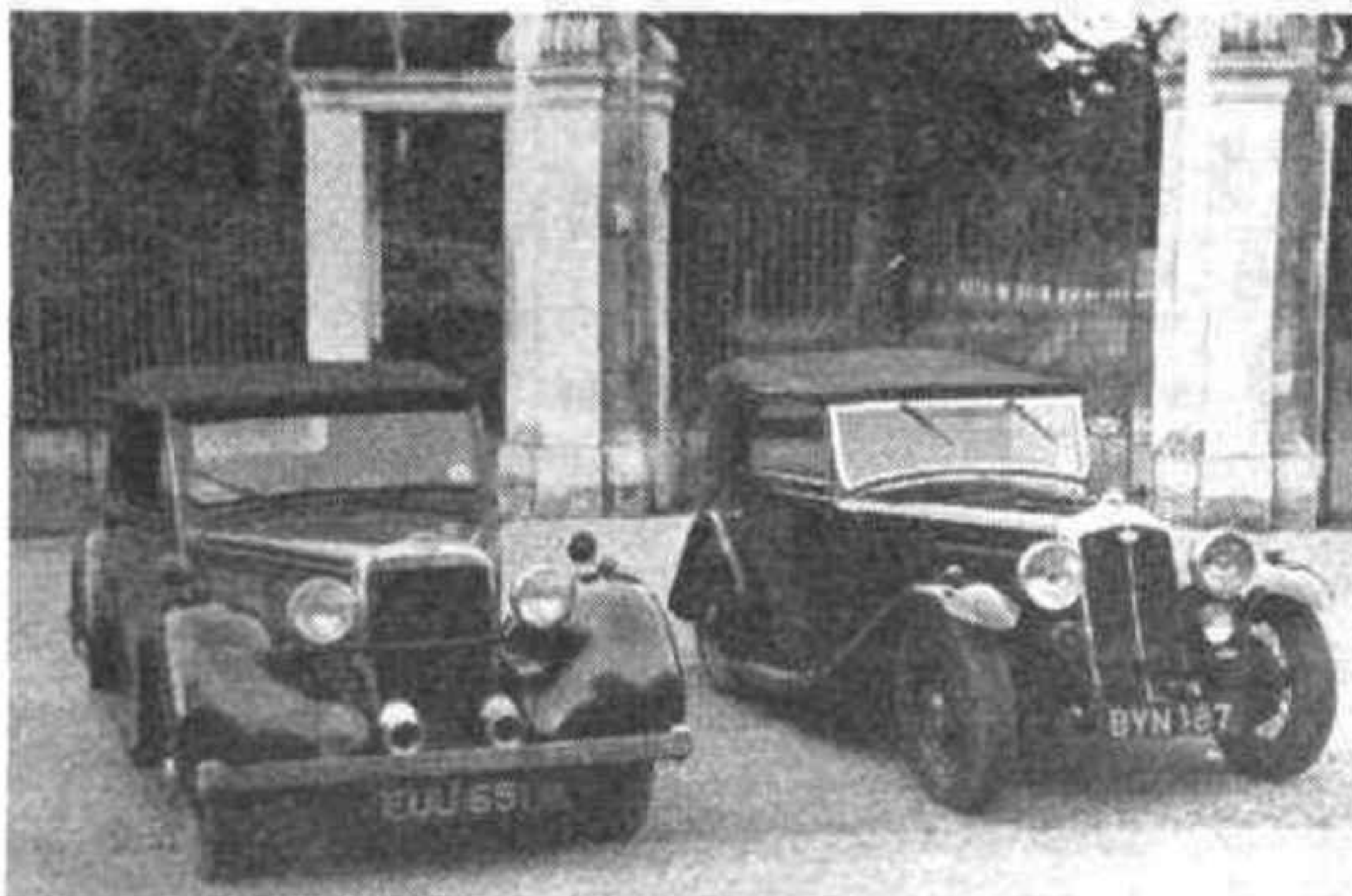
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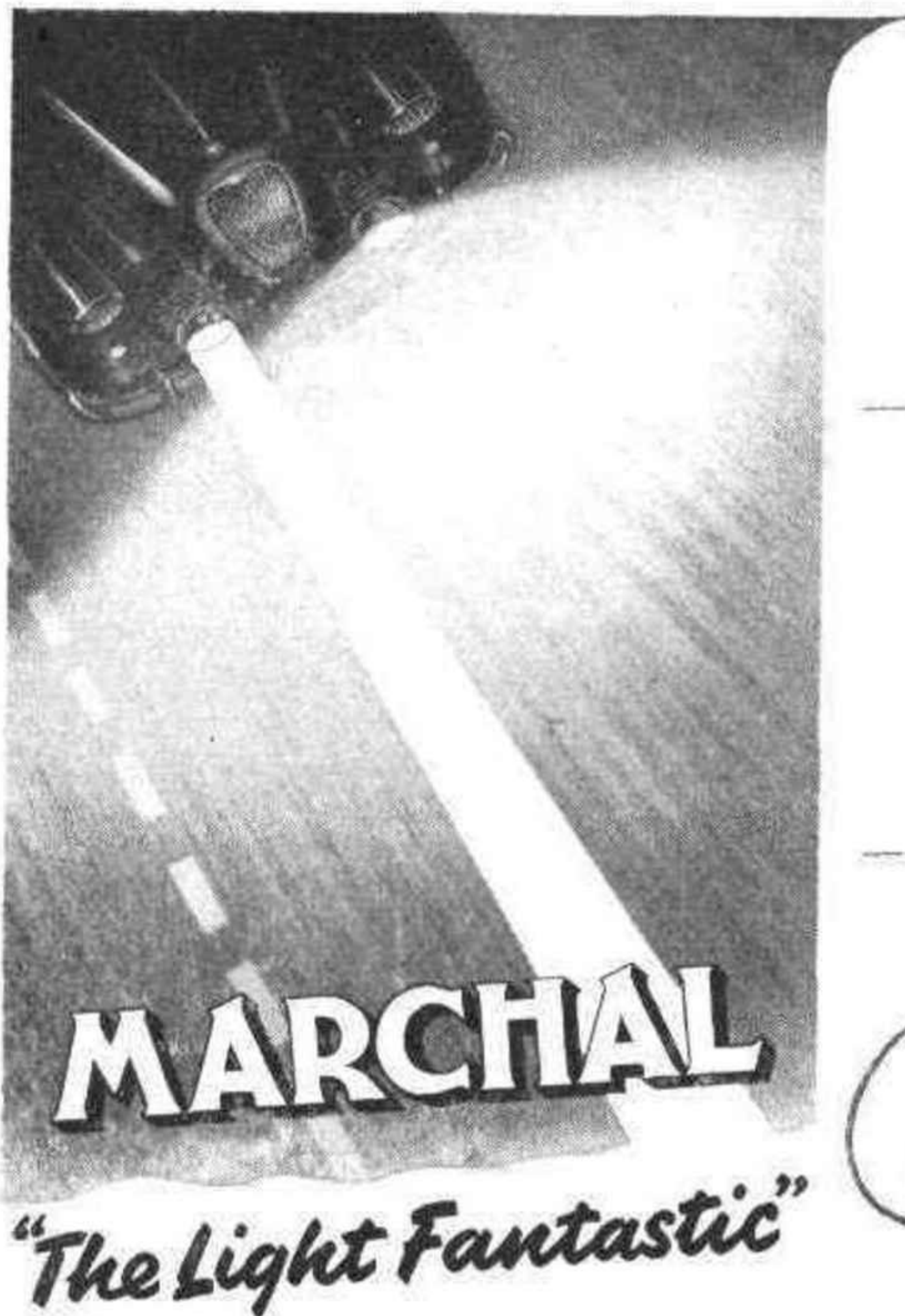


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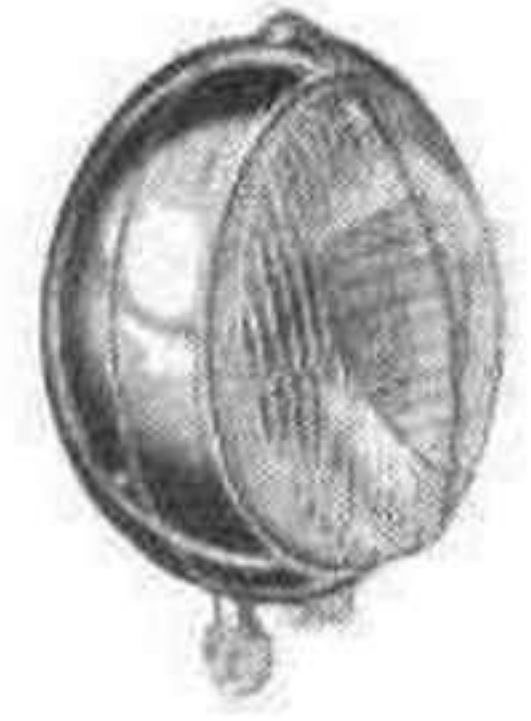
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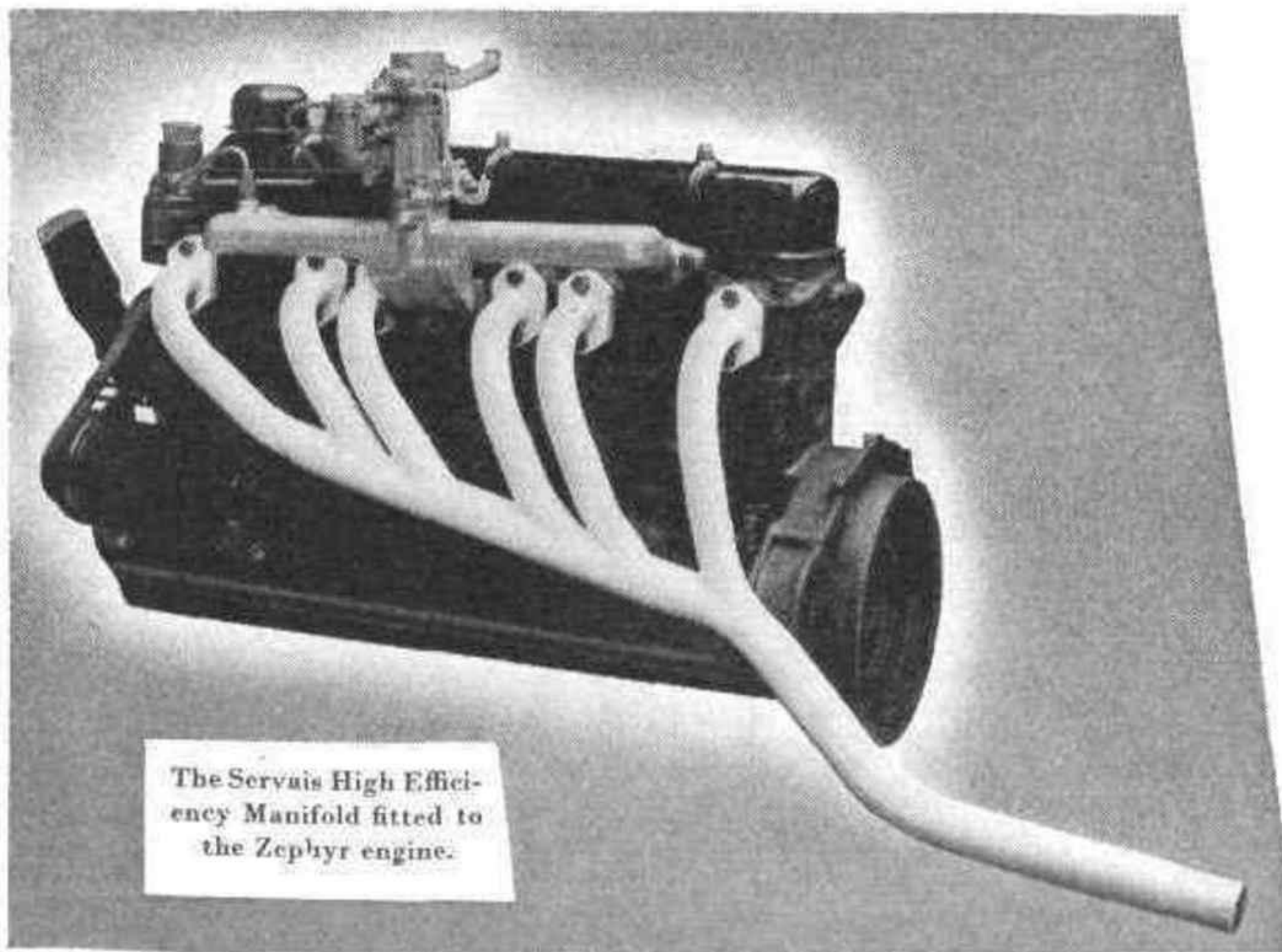
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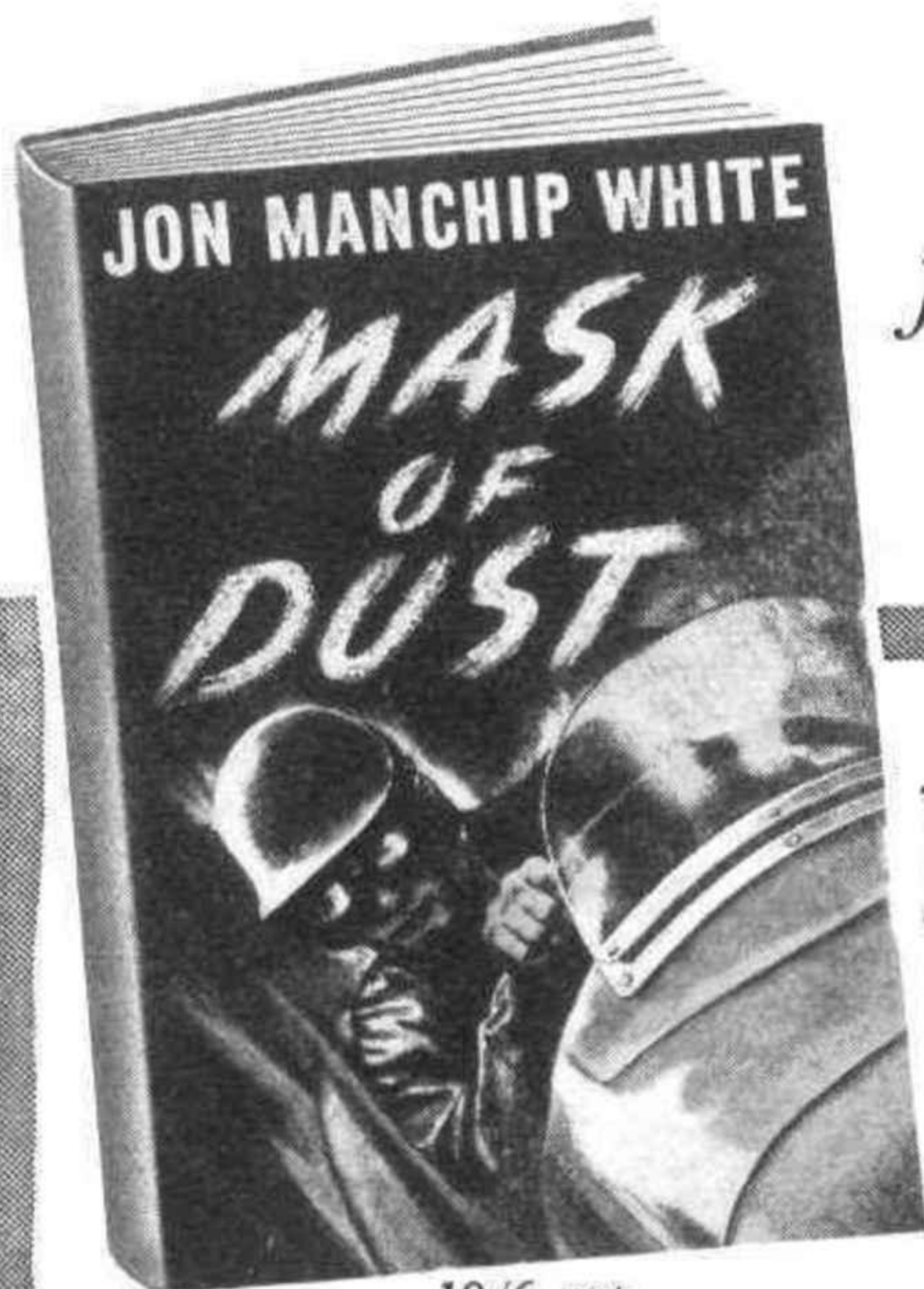
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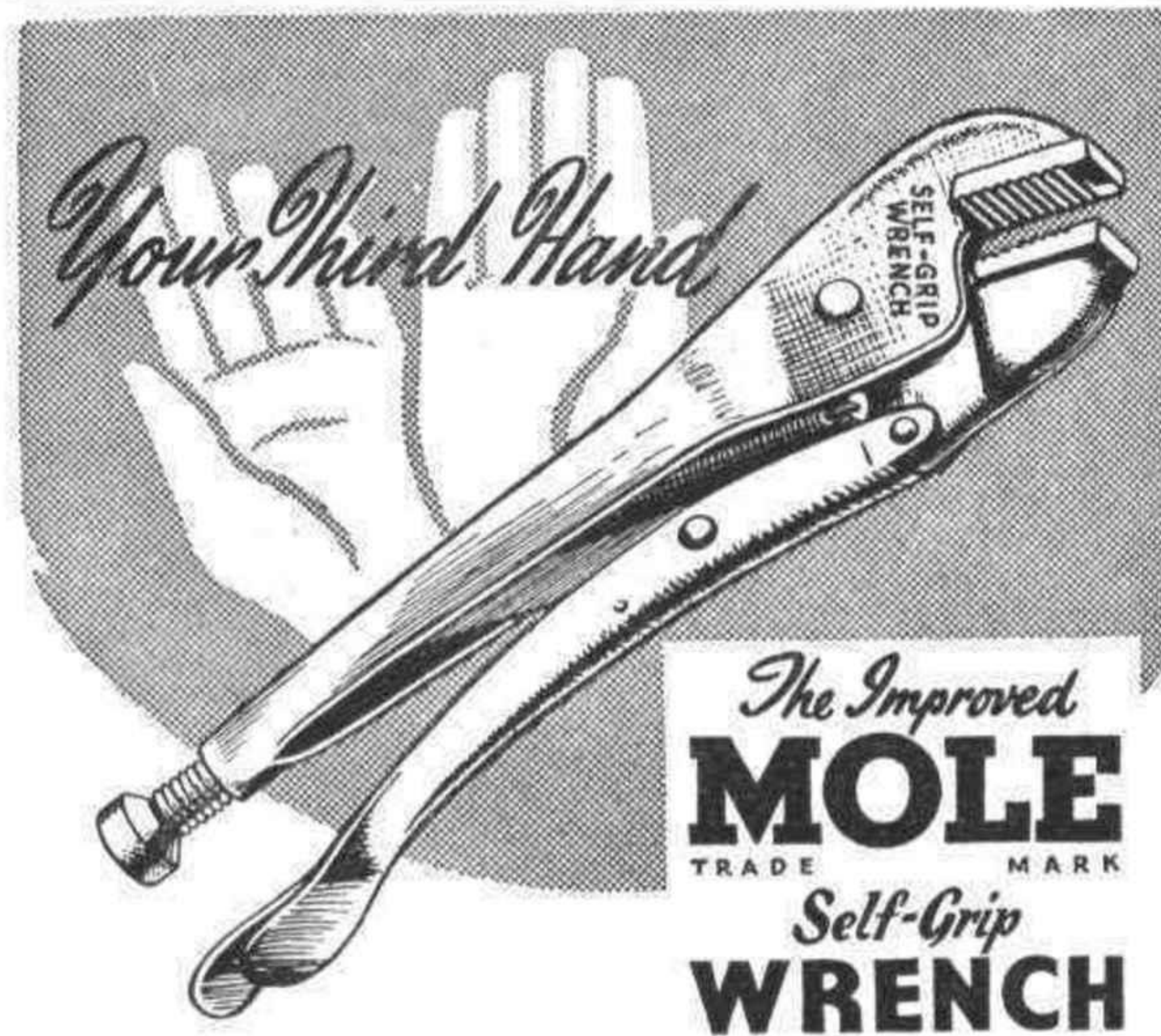
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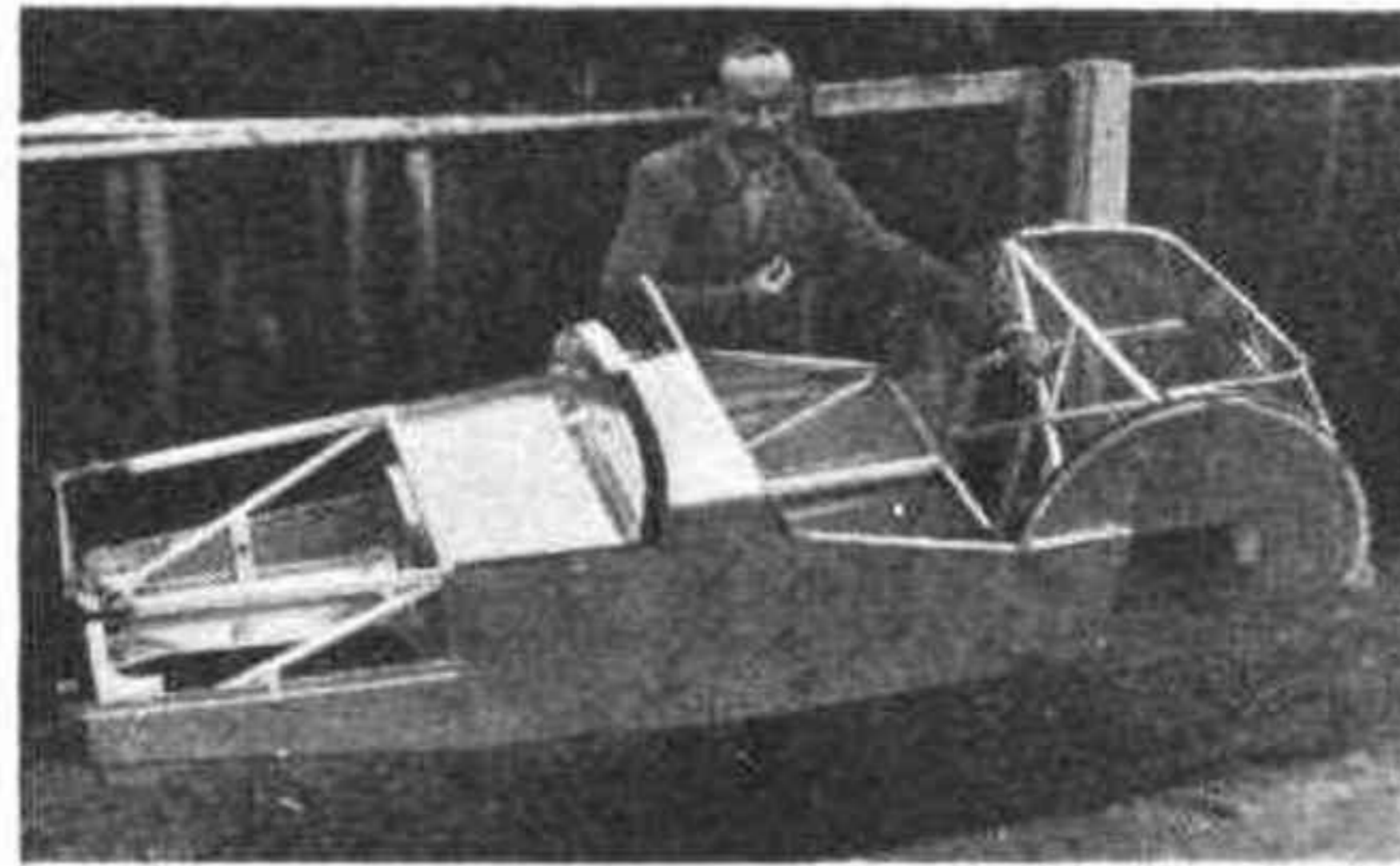


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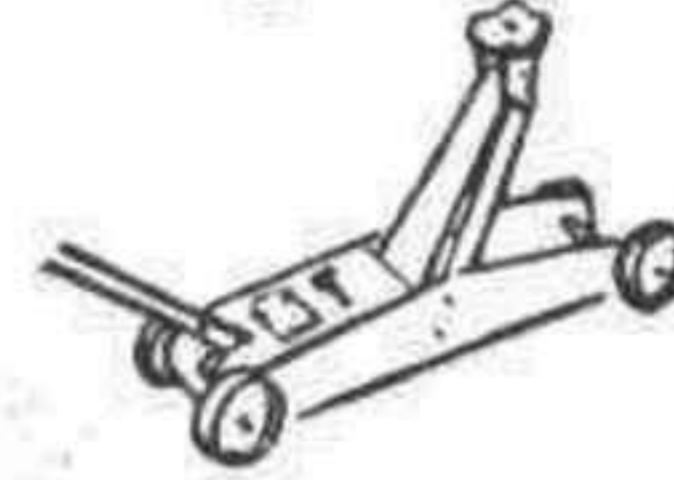
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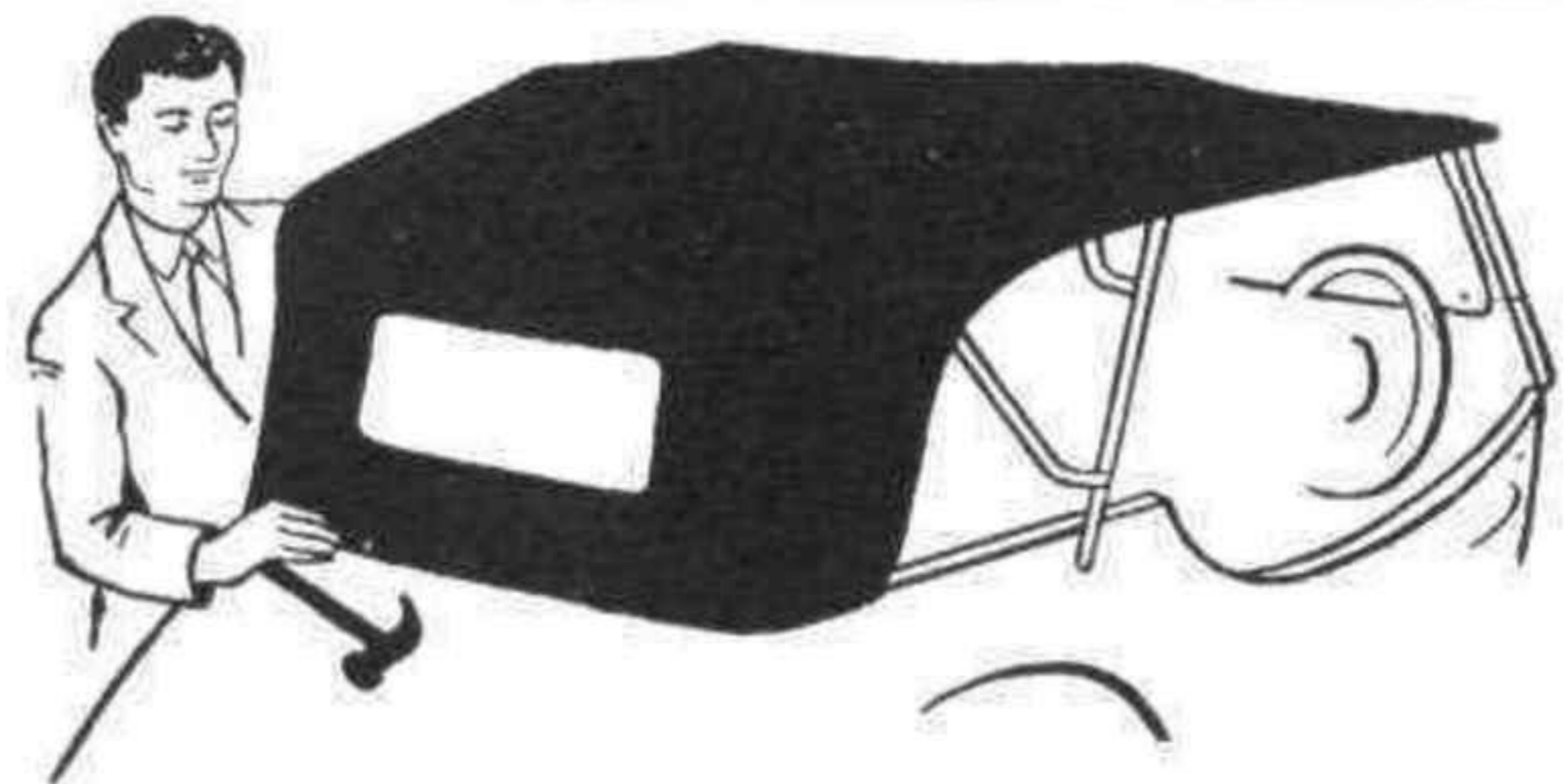
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MATTERS OF MOMENT

THE COMING SEASON

A whole issue of MOTOR SPORT could be devoted to discussion of the prospects and possibilities of the coming racing season, so popular and well supported is present-day motor-racing.

Confining ourselves to a few random observations, it seems that many excitingly fresh Grand Prix racing cars built to the new 1954 Formula will emerge from the chrysalis stage, although how many will have proved themselves by the end of the year, and whether the oft-spoken-of marques of Mercedes-Benz, Alfa-Romeo, Lancia, E.R.A., B.R.M. and Vandervell will be seen all on a starting grid at any one race, in company with the expected teams of Ferrari, Maserati, Osca, Gordini, Talbot, H.W.M., Cooper, Kieft and Connaught, remains to be seen. Perhaps by 1955? If a rumour that Enzo Ferrari is paying less this year for drivers is true, so that World Champion Alberto Ascari will drive for Lancia, a levelling-up between the leading teams will result.

We are glad to see that Stirling Moss has taken heed of our advice and bought himself a real racing car, in the form of a Maserati. Now we shall see how he shapes in real Grand Prix racing and watch with interest how he compares with No. 1 English Grand Prix driver, Hawthorn.

Speculation revolves round the rumoured return of Bugatti to Formula I racing with a 2½-litre Grand Prix car designed by the renowned Colombo. This is another famous name to add to those listed in the second paragraph, but at this stage your guess is as good as ours.

It may be that English race-organisers are wise in stating that races for existing 2-litre Formula II cars will be provided if insufficient support is received from sponsors of new 2½-litre machines. Whether a blown 750-c.c. car will appear, a minnow amongst the salmon, in the field of the new Formula I is another matter for intriguing speculation. B.R.M. has been mentioned in this connection and the old-established J.A.P. concern has increased the possibilities of such cars by introducing a neat, air-cooled, four-cylinders-in-line 500-c.c. power unit for the Formula III boys who wish to graduate from their trusty, powerful, but rough, "single-bangers."

Sports-car racing will be an intense business this year indeed, especially with the revised 300SL Mercedes-Benz joining in and a strong possibility of Auto-Union and B.M.W. as well.

A new class of racing, ranking perhaps as a circus stunt but seeming to have possibilities, is due to break out at its own ¼-mile

track in London next Easter. In other words, Stock-Car Racing, run to American Stock-Car Racing regulations. This, we think, may be more exciting by far than the one-time midget-car racing, if equally far removed from the "classic." At least it should rid the used-car lots of many rusty American sedans that otherwise look like gradually disintegrating into oblivion.

Auto-cross, "wet or dry," as Wilson McComb has sagely subdivided it, may well overwhelm trials this winter and next. And then, apart from the Sport, there will be plenty of ordinary motoring,

in which connection the less affluent enthusiasts can take heart from the continued fall in used-car prices—they are reaching new low levels and even then it seems doubtful whether the vendors get as much as two-thirds of the advertised prices in many instances.

Coming back to motor-racing, the B.R.D.C. has always been commendably adaptable and not afraid to try out fresh ideas; it is to be congratulated on giving the new Oulton Park road circuit, perhaps our first genuine road circuit since the demise of Donington, a decided uplift by taking their National Empire Trophy Race there on April 11th, their I.O.M. course having become impractical.

The B.A.R.C. has our sympathy over the fact that work on the Aintree circuit is held up over the matter of a public footpath which crosses the terrain, just as, 47 years ago, the late Mr. H. F. Locke-King had to face the same problem while building Brooklands Motor Course.

We note, too, that the B.A.R.C. has abandoned the Nine-Hour Sports-Car Race at Goodwood, but knowing John Morgan's organising ability we have every reason to expect that whatever he substitutes will be very good indeed—a revival of the 200-Mile Race perhaps, which, if for Grand Prix cars, would rank as Goodwood's first long-distance racing-car fixture.

Whichever way you look at it, 1954 should be a first-rate season, and we wish the greatest luck and enjoyment to all—competitors, officials and spectators—who participate in it.—W. B.

A SUGGESTION, MR. BUTLER!

It is high time purchase tax on new cars was reduced or abolished. This would stimulate home sales and thus help to prevent over-production in our factories. This, in turn, would bring down the prices of used cars, and that would increase safety by removing from our roads worn-out, mass-produced monstrosities, because then no one would need to buy such cars. Logic, Mr. Butler?

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Front cover picture: AT MEASHAM.—A vintage Bentley in action during the final tests of the V.S.C.C.'s popular winter rally.

"SAFETY" GLASS

A recent episode in which the Managing Director of MOTOR SPORT was involved again directs our attention to the criminal danger of allowing manufacturers to use toughened safety glass in the windscreens of their cars. He was motoring with three passengers in his Jowett Javelin along the Southend Arterial Road when he drew in to let a Ford Zephyr, whose driver was travelling by himself, pass. Pulling out again to tail the Ford, he was watching the road ahead through the back window and windscreen of the Zephyr when suddenly the Ford's screen went completely opaque. This resulted in the Ford's driver, being taken completely by surprise, blindly swerving from side to side of the, luckily, one-way highway, striking both kerbs before coming to rest, a very shaken man.

Had our Managing Director not seen the Ford's screen go opaque he would have had no warning of the Zephyr's subsequent antics and would almost certainly have crashed into it.

It is easy to imagine then where blame for the accident would have been placed! As it was, when the excitement had died down somewhat it was easy to convince the Ford's driver and the intrigued bystanders that a stone had hit his windscreen and had caused the toughened glass to go opaque.

It will be recalled by regular readers that the Editor experienced a similar alarming happening when driving a Citroën Six in 1952.

How many accidents which come in the mystery or "driver lost control" or "had a heart-attack" category are really attributable to this failing of toughened safety glass no one can safely say. What the effect of a screen going opaque is on a twisting road when a car is being driven fast does not bear contemplation.

Stones thrown up from approaching as well as preceding vehicles can cause this startling result, nor are we satisfied that those "mystery breakages" on certain roads are due to human intervention—a surfeit of loose stones or sun shining from the brow of a hill could cause the glass to lose its transparency.

Recently in Kenya Sir Anthony Stamer, Bt., formerly a well-known motoring enthusiast in this country, was driving his XK120 Jaguar when a Mau Mau bullet struck its windscreen. Luckily this was of laminated safety glass, which neither shattered nor went opaque, so that the episode ended happily.

Toughened glass should be banned from all car windscreens, just as it is from the race-track. Our Managing Director tells us that he would not tolerate toughened glass in his Bristol 403 or Jupiter; nor in any car he drives. You should follow suit and refuse to drive unless it is behind laminated safety glass.

If those manufacturers who fit laminated glass as standard to their cars care to notify us we will gladly give them well-deserved prominence in these pages.

STOCK CAR SHUNT

We have previously referred to the likely arrival in London at Easter of American-style stock-car racing over $\frac{1}{4}$ -mile tracks. The spectacle will no doubt be exciting, entertaining to the enthusiast, and enthralling for the general public.

We are, however, surprised that the names of well-known racing drivers such as Stirling Moss, Reg Parnell and Sir James Scott Douglas have become associated with this form of racing, which, contested on dirt-tracks between old American sedans and involving numerous lurid "shunts," is really in the "circus" category.

Their skill and reputation should place them above participation in this form of racing, however much pleasure unknown drivers may derive from stock-car dicing and no matter how exciting it may prove as public entertainment.

The R.A.C. will be wise to warn those who take part that they may automatically endanger their Competition Licences unless this new form of racing receives official sanction. We confess that our primitive instincts cause us to hope that Stock Car Shunting will not be halted by absence of "big names."

NORTHAMPTON AND DISTRICT C.C.

Following the outstanding success of the Grose Trophy Sporting Trial last November, the Northampton and D.C.C. announces a Spring Sporting Trial, to take place on February 21st. The start will be from the Market Square, Northampton, at 10 a.m., and the trials ground will be about seven miles from the town. Entry forms and regulations may be obtained from E. Holt, 41, Barrack Road, Northampton (Northampton 4418).

NUMBER, PLEASE!

In our last month's feature "Light Engineering Facilities" the telephone number of Weldangrind should have been given as Renown 1121 and that of Precision Bearings, Ltd., as Perivale 6206.

GRAN TURISMO

A few additions and corrections bearing on last month's leading article on *Gran Turismo* cars are:—

We are informed by our Continental Correspondent that the 1900 Alfa-Romeo which lapped Montlhéry at 114 m.p.h. and afterwards idled unconcernedly in the Paddock was a 1900 TI not a 1900C, so its speed is all the more creditable. An Alfa-Romeo catalogue since to hand gives the compression ratio of the 1900C as 7.75 to 1, against 7.5 to 1 for the normal 1900, the respective power outputs being 100 b.h.p. at 5,500 r.p.m., against 80 b.h.p. at 4,800 r.p.m. The 1900C has a wheelbase of 8 ft. 2½ in., or ½ in. more than was given in our tabulated data. Alfa-Romeo claim 96 m.p.h. for the 1900C, 101 m.p.h. for the 1900 TI and 112 m.p.h. for the 1900C, in closed form.

Due to an error the description of the Jensen 541 and Lancia Aurelia front suspension systems was jumbled. It is, of course, the Lancia which has "the age-old Lancia sliding members, now inclined slightly to provide centre-point steering," the Jensen having wish-bone suspension. The Lancia Aurelia has stud-attached wheels, not centre-lock as stated, and the Ferrari engine shown on page 27 is a dual-carburettor unit, not one with triple Webers as the caption, written in the absence of the illustration, states.—W. B.

Book Reviews

"The Motor' Electrical Manual." 218 pp., 6 in. by 7½ in. 5s. (Temple Press, Ltd., Bowling Green Lane, E.C.1.)

The electrical system causes more roadside breakdowns than any other part of a car, according to R.A.C. statistics, and it is very true that the least understood components are the most vulnerable. Consequently a book which explains in simple text and clear illustration the complex construction of electrical installations as found in the modern car will repay careful study and most certainly should be retained for reference purposes.

This *Motor* publication, while it does not pretend to be unduly detailed or even fully comprehensive, is just the book for quick introduction to the mysteries of "elektrickery." It is fully revised, in its 12th edition.

"Motor Sport Racing Car Review—1954," by D. S. Jenkinson. 144 pages, 7½ in. by 5 in. 8s. 6d. (Grenville Publishing Co., Ltd., 15-17, City Road, E.C.1.)

This attractive landscape reference work makes its eagerly-awaited annual appearance and is fully up to former standards. Indeed, it contains more material than formerly, printed on art paper. The author is MOTOR SPORT's Continental Correspondent and consequently his technical descriptions and race accounts of the fifteen 1953 Grand Prix racing cars with which he deals are searching, authentic and "on the spot."

The cars which he covers this year are the B.R.M., Connaught, Cooper-Alta, Cooper-Bristol, Formula II Ferrari, 1954 Ferrari in prototype form, 2½-litre Ferrari, 4½-litre Ferrari, Ferrari Thin Wall Special, Formula II Gordini, 1954 Gordini, H.W.M., Formula II Maserati and Formula II Osca. In fact, all the cars which were prominent during the 1953 season and will form the nucleus of the coming struggle.

Each description is terminated by a tabulated specification and most are illustrated by one or more full-page MOTOR SPORT photographs, making a total of 25 in all.

It is interesting that the author expects to see "the bulbous, efficient-looking Connaughts" racing as much as ever this season, but he hints of Gordini that "it is possible that he may have to withdraw from racing" (for financial reasons). Of the Formula II Ferrari he is naturally full of praise, writing: "Such a record for two full seasons' racing will stand for evermore as one of the landmarks in Grand Prix racing." He expects great things from Maserati but reminds us that "the handling is still impaired by the rigid one-piece rear axle, and it is to be hoped that something new will be designed for the forthcoming Formula."

Of the B.R.M.'s failures Jenkinson says: "The same set of people who had muddled through past seasons were still concerned and it was only the source of money that had altered," but he describes the Thin Wall Ferrari as "one of the highlights of the season" from the British racing point of view.

This is an excellent work of reference which, collected annually, gives a complete record of Grand Prix and road-racing cars from 1948 to the present day. The foreword is by W. Boddy, Editor of MOTOR SPORT, who originally suggested that an annual work of this nature should be undertaken.

VINTAGE-CLASS CAR WINS V.S.C.C. MEASHAM RALLY

Big Entry. Victory Goes to Twin-Cam Sunbeam

THIS year's Vintage Sports Car Club's Measham Rally attracted the excellent entry of 83 cars, of which 29 were vintage vehicles, seven were "post-vintage thoroughbreds," and 47 were visitors' cars. The visitors' cars included a Standard Vanguard, a Sunbeam-Talbot, a Morgan Plus Four, lots of M.G.s, a Ford Prefect, Austin A90, a large Humber saloon, an XK120 coupé with knock-off wire wheels and extra louvres in its bonnet, but a single exhaust pipe, Sunbeam Alpine, and even a Dellow. The club defies superstition, for D. A. Thirlby's Frazer-Nash bore No. 13!

At that hotel on the remarkable hill-crest, the "Longmynd" at Church Stretton, Salop, weirdly-garbed men and women contrasted sharply with the feminine charm of the lady officials on duty there, as competitors and marshals assembled for "briefing." The vintage cars assembled made a brave array. There was R. W. Fitzwilliam's beautiful blue 2.3 Le Mans Alfa-Romeo, he and his passenger with their heads encased in strange bags the better to combat the furies of nature. Sinclair had a 1930 1½-litre Alfa-Romeo coupé, two open O.M.s were present, and 12/50 "Alvi" were there in numbers, from staid touring versions to throaty sports models.

At 9 p.m. the first competitor moved off down the steep, rough road onto A49. We followed M. Vaughan's 1925 14/40 Delage boat-bodied tourer for some miles and were intrigued to find that it held an easy 60 m.p.h. and went round corners rather faster than we, in the warmth and comfort of a Standard Vanguard, cared to go.

To digress for a moment. On the journey to the start we had made a mild detour in Hereford to visit an early Standard light car which in 1931 retired from the active life to the spacious barn it now occupies, after which we had hurried on to Ludlow to dine very satisfyingly, if rather expensively, at the Feathers Hotel, which dates back to 1521 and the dining-room of which is spotless and bright with gleaming brass.

From there, we estimated, it was but half-an-hour's run to the start. Alas, we had ahead of us the father and mother of all road detours, which about doubled the mileage. Coming back we found one turn of this detour either not marked at all, or badly marked, so that we became temporarily lost. Consequently the Vanguard arrived at the hill-test, where cars had to re-start on a 1-in-4 gradient and were timed round a left-hand bend and up a long haul to the summit, with the event well in progress. We could not get sufficient wheel-grip to reverse uphill and the lane ahead of us was blocked by about 60 vehicles. Fortunately the Vanguard obligingly ran up the grass verge, leaving ample room for the rally to proceed, and as the scoring-marshal found its bright rear illuminations useful in his work we were soon forgiven.

Considering the nature of the gradient most of the cars, vintage and modern alike, performed very well indeed. Certainly Arthur Jeddere Fisher's Lancia Lambda saloon had to be pushed all the way up, and he was fearful for the temperature of its clutch lining, while C. J. C. Larkin's 1935 Aston Martin saloon just wouldn't look at the gradient. One 4½-litre Bentley elected not to attempt the re-start and a Ford Consul came to rest, while a modern Riley saloon had a second go at re-starting. But on the whole the cars made light work of what looked a formidable task, and M. W. Blackburn even re-appeared for a second ascent, his open 1930 Alvis Silver Eagle climbing impeccably on both occasions. The Italian cars mostly climbed slowly on high-ratio axles and one 12/50 Alvis got up, but was only just perceptibly moving at the summit. An old Rolls-Royce Twenty had no trouble at all, and an old Ford Prefect got up splendidly. The Dellow driver got rather excited. A Ford Zodiac with ballast in its boot had no trouble.

From here the competitors took a difficult and lengthy route to a strict time schedule along roads described by one driver as "interesting." We made for the compulsory one-hour stop at Ternhill, which involved crossing a deserted Wolverhampton at 1.30 a.m. Never at our best at this hour, we found zebra-crossing lights which blinked, not in unison but in sequence, a thought disturbing. At the café at Ternhill John Vessey arrived in his immaculate Lancia Lambda tourer to take efficient charge of the control, and G. G. McDonald, on whose capable shoulders much responsibility rested due to the unavoidable absence of the clerk of the course J. W. Rowley, came in his Bentley to see that all was well, before setting off to look at the remaining check-points on the 80 miles of route still to be covered.

It was soon evident that the event was proving difficult, for competitors generally were very overdue, although the night, save for occasional dampness, was fine, if cold, and the threat of snow, ice, fog and torrential rain had not, fortunately, materialised.

First to arrive was Peter Binns in his O.M., but he was not optimistic about his chances. Second to arrive, at high speed, sliding sideways to a standstill, was P. W. McNaughton in his 1926 twin-cam 3-litre Sunbeam disguised as a modern "special." D. H. Wilson-Spratt retired his beautiful little 1939 aerodynamic Fiat 1,100 saloon (FLY 1, re-registered) with a blown gasket, although he appeared later at the finish. T. H. Hesketh also decided to retire his 1928 12/50 Alvis saloon, and some cars didn't get as far as this.

Stories began to circulate in the warm café. Unfortunately R. H. Stretton's beautiful 1926 12/50 Alvis had failed to take a corner and, jumping a bridge, had overturned in a field, suffering considerable damage and its driver a broken collar-bone. A. J. Fisher, already late, stopped to help and J. R. F. Boulton's competing Triumph Renown saloon was pressed into service as an ambulance, to the detriment of his schedule. While all the excitement was at its height M. W. Bendall dropped his Ford Ten Special over the same bridge, but without injury. We heard, too, of how another rally altogether became mixed with the Measham one, so that a "pirate" competitor drove up to a V.S.C.C. check-point and rendered a route-book none of the marshals could understand. A V.S.C.C. competitor also paused at a cross-roads to check his position when another car drew up alongside. "I'm lost, too, can we compare notes?" inquired its driver. But when route cards were compared they were found to be entirely different—an unnerving happening for both parties at 3 a.m.! The R.A.C. seems justified in saying that the National Fixture List is very full!! There was also the young lady who threw herself from a Frazer-Nash during the hill-test, convinced, from the smoking clutch, that the car was on fire.

Non-competitor Murray-Austin arrived at the check in a very handsome Bentley two-seater ere McNaughton, with an exhaust song like that of a Formula G.P. car, resumed his night drive.

At Measham, where Mr. G. A. Hill, of the Measham Motor Sales Organisation, kindly allows the cars to check in and undertake the final frolics, Felix Day, secretary of the meeting, dispensed hospitality and the Measham Motor Sales' restaurant a very good breakfast, courteously served.

On arrival—and only about 40 of the 83 entrants *did* arrive!—cars were checked for condition and first undertook an acceleration and braking test, which, we think to the V.S.C.C.'s discredit, included, halfway along the course, that potential transmission breaker, a quick dart backwards before resuming forward progression. However, nothing broke!

B. Day's Austin A40 squealed its brakes but was well driven. H. M. Sinclair took it gently in the Alfa-Romeo coupé, R. C. Bathos' Riley Nine tourer exuded much exhaust crackle, while Dr. W. G. Toole handled his oddly-bodied Bristol neatly, his lady passenger obviously very keen. H. W. Whitehouse's Austin A40, watched critically by vintage fanatics, was noticed to dip its nose on braking and to judder its back axle on acceleration, and J. T. Bedson lost time fumbling for reverse cog in his Triumph Special, the sidelamps of which were still alight. H. E. Hardman and his passenger quickly furled the hood of their M.G., which performed well, and J. L. Shaw in a well-known 1½-litre M.G. rally saloon, treated us to a fireworks display. An Alvis Silver Eagle "beetle-back" two-seater came in with the near-side front and off-side rear wings roped on! After G. N. S. Davies had parked his 1925 Alvis tourer the bonnet, radiator and mascot were neatly shrouded in a cover bearing a big hare mascot.

After breakfast the competitors took two more tests. One was a matter of driving against the watch in an arc between a lane of slender pylons without knocking them down, and in the other the cars were driven as fast as possible round a sales-room, stopping after the first circuit astride a line (which, naturally, some overshot), whereupon driver and passenger had to make a circuit of the vehicle before resuming the timed circuit. In the former test Jeddere Fisher's excellent drive brought forth claps and McNaughton and Binns did splendidly, while many of the open cars hit many pylons, M.G.s and the Dellow included. The second test wasn't as amusing

as we expected, the cars' occupants mostly tripping blithely round them like ballet dancers, although there were girls in winter sports attire who didn't run like athletes and men who collided with one another and the cars' doors. J. L. Shaw had small respect for his M.G.'s gearbox.

On a dais from which £3,000 Rolls-Royces have no doubt been knocked down, Cecil Clutton, in the absence of President Kent Karslake, thanked Mr. Hill, of the Measham Motor Sales Organisation, for his hospitality and paid warm tribute to the competitors. He was glad, he said, to see that the Measham Rally had this year been won by a vintage car, for McNaughton assured him his car was a 1926 Sunbeam, although he (Clutton) had sometimes mistaken it for the B.R.M. Although so large a proportion of competitors had failed to finish, Clutton felt sure this would in no way deter them next year. He said he had learned a good deal about Standard suspension from watching H. L. Hall's Vanguard in the tests. Mr. Hill concluded with a few words and Mr. Day expeditiously issued us with the provisional results, Secretary Tim Carson taking the handsome Measham Cup away in his Citroën until final results were issued. Clutton departed in his well-wrapped-up Citroën Six, and non-competing vintage cars such as Woodcock's smart 14/40 Humber, a San Sebastian Salmson and a Brescia Bugatti joined the mud-stained rally cars for the journey home. We likewise, finding food at last at the Bon Café in Banbury.

The Measham Rally ranks as an important event amongst club winter fixtures, and, very well organised by the Midland Region of the V.S.C.C., enables this influential club to return some of the invitations extended to it by non-vintage organisations (hence the visitors' class) besides providing an excellent long-distance rally for the older machines.—W. B.

Results :

- 1st : P. W. McNaughton (1926 Sunbeam), 490 points.—Measham Challenge Trophy; 1st, Vintage.
 - 2nd : A. L. Yarranton (1952 Morgan Plus Four), 489 points.—Silver Cup; 1st, All-comers.
 - 3rd : P. J. Binns (1927 O.M.), 473½ points.—Jeddere Fisher Trophy; 2nd, Vintage.
 - 4th : H. L. Hall (1952 Standard Vanguard), 466½ points; 1st, Visitors.
 - 5th : J. L. Shaw (1953 1½-litre M.G.), 466 points; 2nd, Visitors.
 - 6th : B. Day (1952 Austin A40), 453 points; 3rd, Visitors.
 - 7th : K. J. Whitehead (1925 Bentley), 430 points; 3rd, Vintage.
 - 8th : D. P. Harris (1934 Frazer-Nash), 348 points; 1st, Post-Vintage Thoroughbred.
 - 9th : H. M. Sinclair (1930 Alfa-Romeo), 135 points; 4th, Vintage.
- Best non-award winner in tests : H. E. Hardman (M.G.).*
Best Frazer-Nash : D. P. Harris.

1954 FIXTURES

The 1954 National Fixture List contains the enormous total of 857 separate events, or 21 more than last year. This is an admirable indication that motor sport continues to flourish, but at the same time the load imposed on organisers, competitors, officials, spectators and—if we may—reporters, is clearly very heavy, while the R.A.C. has the invidious task of trying to avoid too severe clashing of dates.

This immense proclamation of the desire to motor sportingly embraces 660 trials and/or rallies and 197 speed events, including race meetings. Of the former, 452 are closed, 199 are closed invitation, seven are national and two are international fixtures. Of the speed events, 76 are closed, 73 closed invitation, 28 national and 20 international fixtures.

As the list is still provisional at the time of going to press we will content ourselves with giving the international speed events at this stage (some further fixtures are detailed in "Club News" elsewhere in this issue) :—

- April 19th : B.A.R.C. RACE MEETING, GOODWOOD.
- May 1st : HALF-LITRE C.C. RACE MEETING, BRANDS HATCH.
- " 15th : B.R.D.C. "DAILY EXPRESS" RACE MEETING, SILVERSTONE.
- " 22nd : ULSTER TROPHY RACE, DUNDROD.
- " 29th : B.A.R.C. RACE MEETING, AINTREE.
- June 26th : SCOTTISH S.C.C. SPEED HILL-CLIMB, BO'NESS.
- July 3rd : R.S.A.C. SPEED HILL-CLIMB, REST-AND-BE-THANKFUL.
- " 8th : JERSEY M.C. & L.C.C. RACE MEETING, ST. HELIER.
- " 10th : HALF-LITRE C.C. RACE MEETING, CRYSTAL PALACE.
- " 17th : R.A.C. BRITISH GRAND PRIX, SILVERSTONE.
- " 22nd : JERSEY M.C. & L.C.C. SPEED HILL-CLIMB, BOULEY BAY.
- Aug. 2nd : HALF-LITRE C.C. RACE MEETING, BRANDS HATCH.

- Aug. 7th : MID-CHESHIRE M.C. RACE MEETING, OULTON PARK.
- " 14th : WEST ESSEX C.C. RACE MEETING, SNETTERTON.
- " 29th : MIDLAND A.C. SPEED HILL-CLIMB, SHELSLEY WALSH.
- Sept. 4th : BRIGHTON & HOVE M.C. SPEED TRIAL, BRIGHTON.
- " 11th : R.A.C. T.T. SPORTS-CAR RACE,
- " 19th : BUGATTI OWNERS' CLUB, PRESCOTT.
- " 25th : B.A.R.C. RACE MEETING, GOODWOOD.
- Oct. 2nd : WINFIELD J.C. RACE MEETING, CHARTER-HALL.

Let us hope these fixtures will have true international entries to justify their inclusion in the Calendar as international fixtures.

SILVERSTONE CLUB MEETINGS, 1954

The following Silverstone club fixtures (provisional) have been announced for 1954 :—

- Mar. 27th/28th : V.S.C.C. (Speed Trial). C.
- May 1st : V.S.C.C. C.
- " 22nd : Maidstone & Mid-Kent. C.I.
- " 29th : Eight Clubs. C.
- June 12th : Midland M.E.C. C.I.
- " 19th : V.S.C.C. C.I.
- " 26th : Midland M.E.C. C.I.
- July 3rd : 750 M.C. (Members' Four-Hour Relay Races). C.
- " 24th : Aston Martin O.C. R.
- " 31st : Bentley Drivers' Club. C.I.
- Aug. 7th : Nottingham S.C.C. C.I.
- " 21st : Half-Litre C.C. N.
- " 28th : 750 M.C. (Six-Hour Relay Race). N.
- Sept. 4th : S.U.N.B.A.C. C.I.
- " 11th : Peterborough M.C. C.I.
- Oct. 9th : N. Staffs M.C. C.I.

GOODWOOD—1954

The B.A.R.C. announces the following Goodwood fixtures for 1954 :—

- Mar. 27th : Club Meeting. C.
- April 19th : INTERNATIONAL EASTER MEETING. I.
- May 1st : Club Meeting. C.
- June 7th : NATIONAL MEETING. N.
- Aug. 21st : Club Meeting. C.
- Sept. 25th : AUTUMN INTERNATIONAL MEETING. I.
- Oct. 2nd : S.W. Centre Speed Trials. C.I.

In addition, the following dates are reserved for meetings at the virgin Aintree circuit : April 10th, Club Meeting, C.; May 29th, INTERNATIONAL MEETING, I.; July 10th, Club Meeting, C.; and September 4th, NATIONAL MEETING, N. In addition, there are National fixtures at the Crystal Palace circuit on June 19th, August 2nd and Sept. 18th. It looks like a case of Mr. Morgan, you'll have some busy days.

AUTOCROSS HAS ARRIVED!

The remaining Autocross fixtures for 1954, even if provisional, prove that this new sport for trials-type cars has definitely arrived :—

- Mar. 14th : { E. Anglian M.C. Earls Colne.
Chiltern C.C. Fingest.
- " 28th : { Cambridge 50 C.C. Cambridge.
Lothians C.C. Lothians.
- April 11th : S.O.D.C. Dunstable.
- " 18th : Northampton & Dist. C.C. Northants.
- May 16th : Bedford A.E.C. Bucks.
- " 30th : { Nottingham S.C.C. Grove Park.
S.O.D.C. Dunstable.
- June 20th : Morecambe C.C.
- July 4th : Chiltern C.C. Henley-on-Thames.
- " 24th : Newry & Dist. M.C. Newry.
- Aug. 15th : { London M.C. Dunstable.
S.O.D.C. Dunstable.
- " 21st : Riley M.C.
- Sept. 5th : Bedford A.E.C. Bucks.
- " 26th : S.O.D.C. Dunstable.
- Oct. 9th : M.G. C.C. Edinburgh.
- " 17th : { Lothian C.C. Edinburgh.
Caerns. & Anglesey M.C. N. Wales.
- " 31st : E. Anglian M.C. Earls Colne.
- Dec. 5th : Thames Estuary A.C. Essex.
- " 11th : Falkirk & Dist M.C.
- " 12th : Thames Estuary A.C. Essex.

750 M.C. ALL-COMERS' TRIAL (Jan. 17th)

The 750 M.C. and W. Hants & Dorset C.C. combined to hold their All-Comers' Trial on Army ground near Christchurch on January 17th. The organisation fell on the broad shoulders of Arthur Mallock, himself a keen builder of 750 Formula cars. An excellent entry of 55 cars was obtained, divided into seven "specials," 20 sports or special cars, 15 normal cars driven by experts and 13 normal cars driven by novices. Incidentally, superstition seems to be less evident these days, for once again a No. 13 ran, Tokely's M.C. Magnette carrying this number.

The hills were steep and, after a dry winter, sandy of surface. Many of the normal cars found them virtually impossible and would have fared better with a run at the "sections," as we proved by entering a Ford Popular, but certainly the hills were hardly of a damaging nature. Finding one's way about the ground was quite difficult but the terrain lends itself admirably to this form of competition and some complicated and amusing special tests were staged in the quarry, normal cars being diverted to easier routes than those taken by the "specials," simply by moving portable barriers.

At first, delays on "sections" caused hold-ups and it was an hour from starting-time before we attempted the first hill. Later things improved, and as dusk fell the finishers began to come into Hurn Airport for an excellent M. of C.A. tea.

A team of Volkswagens made an impressive array in the normal/experts category and they certainly showed up the English cars on this severe "cross-country" motoring. Michael Burn's elderly example did very well indeed. Another impressive car was A. J. Horne's 1940 Standard Eight drophead coupé, its head dropped to reveal a charming girl passenger. Collins drove his doorless 1931 Austin Seven saloon with verve, A. Partridge handled a 1927 Austin Seven Chummy and E. Carter seemed to find his 1927 Austin Seven

coupé better suited to level going. Where Javelin failed the VWs ascended strongly and a very fine show was put up by H. G. W. Kendrick's 1953 Ford Popular, aided by snowgrip-type back tyres. Of the "specials," David Small's went well in spite of being sans cooling fan, and Walters, driving the ex-Onslow-Bartlett car with Vauxhall engine inclined on its side and a new radiator layout, was another effective performer.

Three-speed gearboxes were at a distinct disadvantage and in the thick sand of the special tests only the trials specials progressed efficiently, although one M.G. Midget was outstanding.

Surprise of the trial was the vast 6½-litre Bentley fabric saloon, with enormous tank, driven by W. Nicholson. Not only did it ascend seemingly impossible sections, it accelerated up many of them! Jesty was finding his open Morris Minor apt to jib at seemingly easy sections and our Ford Popular did nothing to distinguish itself beyond gaining three out of four marks at the fourth hill. A. Baker's Land Rover performed as his Land Rover generally does—most commendably.

Specials :	Results :
1st : H. White (1,172-c.c. Cooper Special)	55 marks
2nd : D. Small (1,172-c.c. D.H.S. III Special)	51 "
3rd : W. A. Walters (1,496-c.c. Vauxford Special)	37 "
Sports Cars :	
1st : J. Hargraves (747-c.c. Austin Seven Special)	59 marks
2nd : A. Baker (1,997-c.c. Land Rover)	57 "
3rd : W. E. Wilks (747-c.c. A.7 Formula Special)	53 "
Normal Cars (Experts) :	
1st : F. Downs (2,267-c.c. Sunbeam-Talbot saloon)	40 marks
2nd : H. G. W. Kendrick (1,172-c.c. Ford Popular saloon)	38 "
3rd : J. M. Burn (1,131-c.c. Volkswagen saloon)	35 "
Normal Cars (Novices) :	
1st : A. J. Horne (1,009-c.c. Standard)	34 marks
2nd : J. B. Jesty (803-c.c. Morris Minor)	25 "
3rd : D. Langdon (747-c.c. Austin Saloon)	24 "

CLUB AFFAIRS

NORTH DEVON M.C.

The North Devon M.C. will run their annual Houlford Memorial Trophy Trial on February 14th. The clubs invited are : Taunton M.C., Bristol M.C. & L.C.C., Plymouth M.C., London M.C., and S.U.N.B.A.C. Awards are the Houlford Memorial Silver Challenge Bowl and souvenir for the best performance, North Devon trophy and souvenir for second best performance, the Haslam trophy and souvenir for best performance by a North Devon member, first-class awards for the next best 10 per cent., and a team award providing there is a minimum of three teams.

The trial is open to cars conforming to the 1953 R.A.C. regulations. There will also be an award for pre-1953 cars, providing there is a minimum of three entries. Regulations are available from the club secretary, S. J. Guard, 32, Vicarage Lawn, Barnstaple.

ALLARD O.C.

Short and witty speeches characterised the annual dinner and dance held on January 12th by the Allard O.C. at Frascati's Restaurant. Almost 100 enthusiasts and their guests were present. The speeches were contributed by Major-General Griswold, U.S.A.F., Sydney Allard, A. G. Imhof and Raymond Baxter, who replied to Imhof's toast to the guests in his usual manner. Mr. Sydney Allard, subsequent to the speeches, denied that he had personally drafted them all, so many were the tributes paid to our cheerful president and the cars that bear his name.

After dinner the cups and awards for 1953's events were graciously presented by the charming Mrs. Griswold, amid much applause for the various winners.

The next club meeting will be by invitation of Shell-Mex, Ltd., on February 9th at 7 p.m., at Shell-Mex House, Strand, W.C.2, to see the latest Shell films, including the "1953 Mille Miglia," "Log-book, 1953" and "The Moving Spirit."

THE OLD MERCHANT TAYLORS' M.C.

It has been brought to the attention of the committee of the Old Merchant Taylors' M.C. that unauthorised car badges are being manufactured and have been supplied to certain shops in the country. They state that the official car badge is only obtainable from the secretary and no responsibility can be accepted for any imitations which are in existence.

MID-SURREY A.C.

The annual dinner-dance and prize distribution of the Mid-Surrey A.C. was held on January 15th, at the Bull Hotel, Sheen. Over 80 members and their friends wined, dined and danced, and shared

remembrances of a successful past season. A handsome collection of club silverware adorned the top table and was duly presented to the award winners by Mrs. Bunty Bird, the club's assistant organiser-in-chief. The main award was the handsome Glickstein Trophy for the M.S.A.C. "200" Rally, and Mr. E. N. London, of the Brighton & Hove M.C., was able to collect this before leaving, with the club's best wishes, to start in the Monte Carlo Rally.

Preceding the prize distribution there had been some commendably brief but witty speeches. The hon. secretary, Mr. V. H. Tuson, proposed the health of the guests, regretting the absence, through illness, of Mr. Kensington Moir, and welcoming Mr. and Mrs. Curtis (alias Antone). Michael May, of Alvis fame, replied, and Captain C. B. Phillips then proposed the health of the club, to which Professor A. M. Low, the president, replied in a typically delightful manner. An enjoyable three hours of dancing brought the evening to an all too early conclusion.

HEREFORDSHIRE M.C. JANUARY JAUNT (Jan. 16th)

On the brightly moonlit evening of January 16th a novel and light-hearted event described as the "January Jaunt" was held by the Herefordshire M.C. and organised by P. M. Appleton. About a dozen cars and their crews assembled at the starting point, a quiet junction of by-roads in the Bodenham-Marden area, from which point they were sent in various directions.

Code words had to be located at certain points and it was necessary to collect such items as a Sunday paper (1954), a packet of potato crisps, a clean jam jar and a bottle of a certain brand of ale rarely found on sale hereabouts. In fact, only one inn in the district retails this brand and a little local knowledge saved much time. Several facts such as the names of a village postmaster and of the licensee of a named inn had to be found also. The high spot of the route was, however, a "haunted" house at Wellington which had to be visited. Here such devices were used as an electric fence, trip wires, bells and a faintly illuminated skull and cross-bones, which perils even the lady competitors managed to withstand.

All routes converged on Messrs. James Fryer's Garage in Hereford, where drivers and navigators were obliged to perform a novel test without their cars. They were placed standing in a box, had to get out, the driver convey his navigator in a wheelbarrow on a given course, re-enter the box, pour the previously obtained beer into the jam jar and drink it, eat the packet of crisps and at the same time read a passage from the Sunday paper, all of which was performed against the stop-watch.

At the conclusion of this entertainment all adjourned to the conventional supper rendezvous and finish at the Kerry Arms Hotel, where the results were announced as follows :—

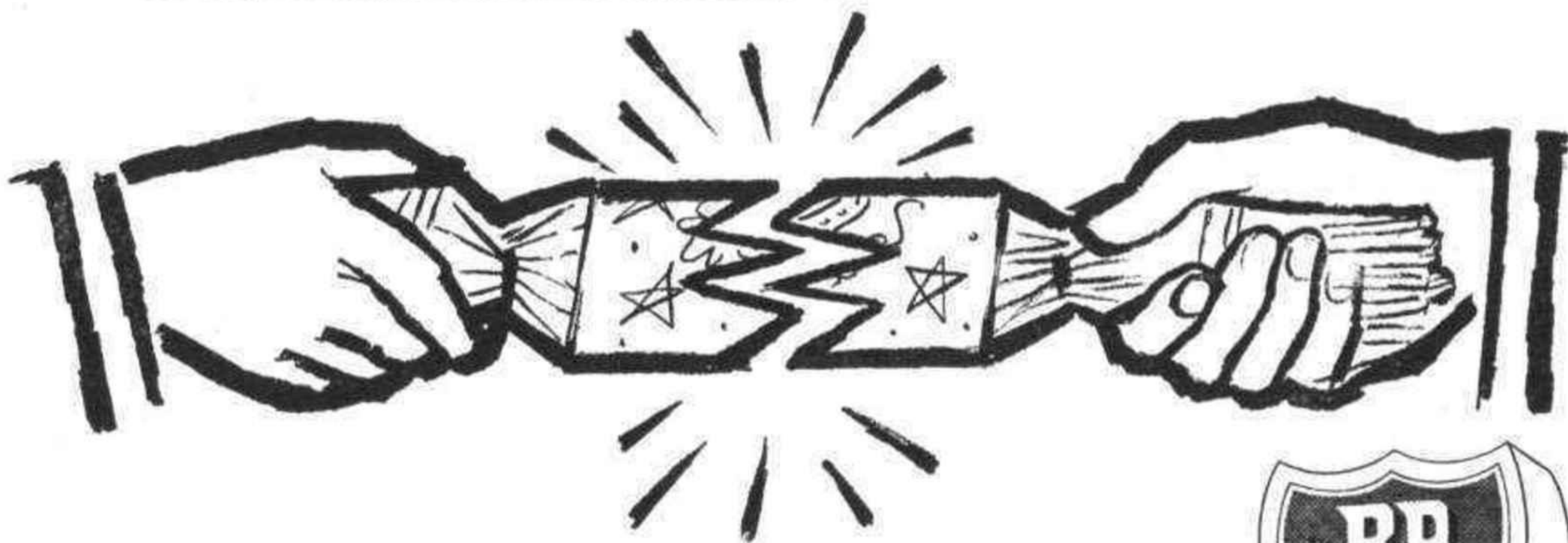
1st : A. E. Bengry (Fiat 1,100).
2nd : J. E. Bott (Riley 2½).
3rd : R. M. E. Mayall (M.G. TD).



Happy Birthday to BP Supermen!

BP Supermen have something to celebrate. Ever since brands returned a year ago, performance on BP Super has been outstanding—and over the last twelve months this smooth-burning petrol has gone from strength to strength.

To-day, BP Super gives an even smoother surge of power as you accelerate—takes you still further in top—makes your engine life much longer. You get noticeably more miles per shilling, too. No wonder it's 'Once a BP Superman, always a BP Superman'!



Join the BP Supermen!

The BP Shield is the trade-mark of
ANGLO-IRANIAN OIL COMPANY, LTD.



RUMBLINGS

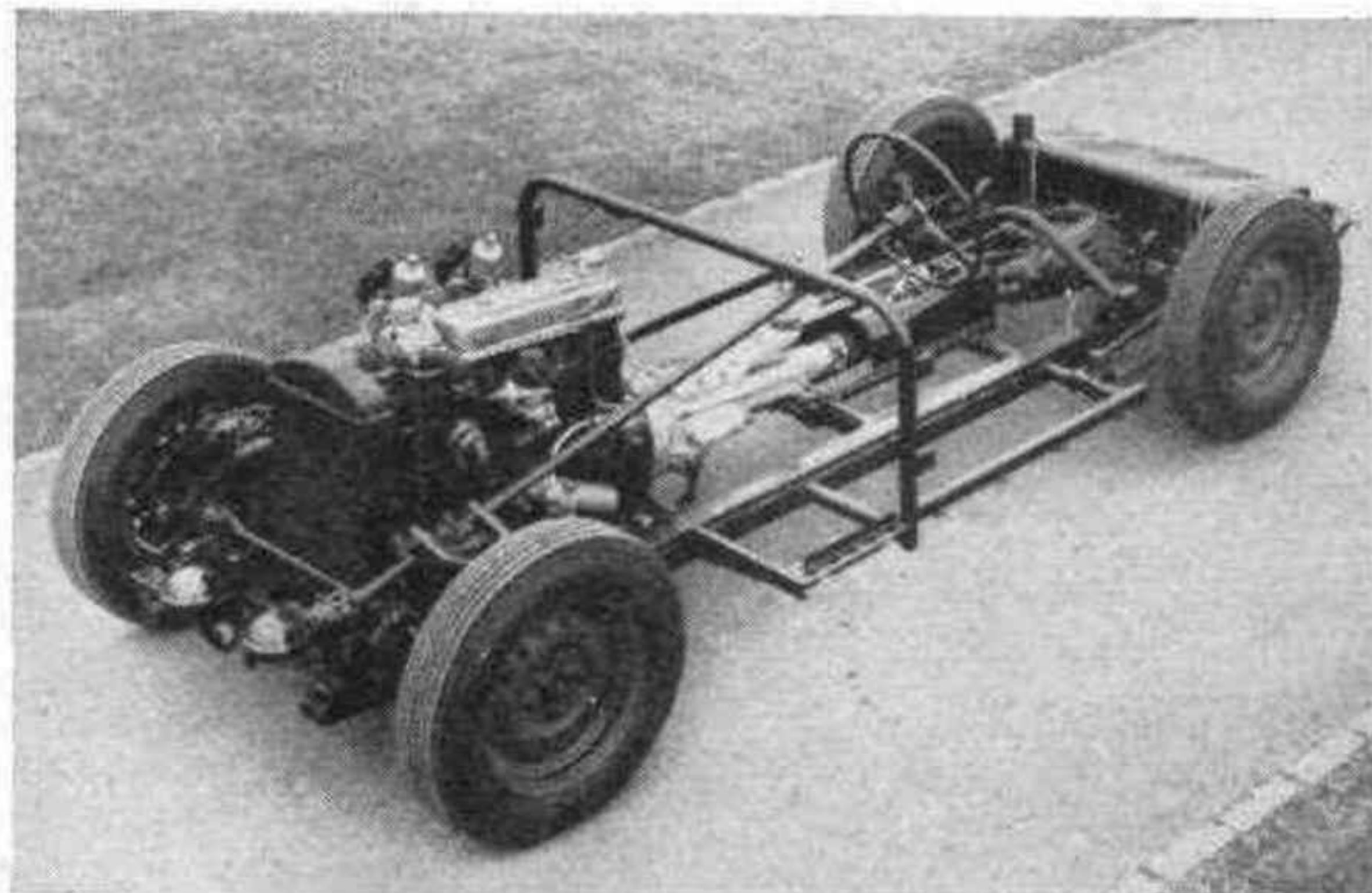
The Swallow Coachbuilding Co., Ltd., has announced a new 100-m.p.h. sports two-seater called the Doretta, which sounds like a Continental but is actually built at Walsall.

A NEW SPORTS CAR Many Triumph TR2 components feature in the Doretta design, which is that of R. G. Rainbow. Thus the engine is a 2-litre, two-carburettor version of the Standard Vanguard, as evolved for the sports Triumph, and from the same source come gearbox, back axle and suspension units.

The chassis frame is special to this new Swallow and consists of a structure of 50-ton steel tubing. Weight distribution is 50/50 and the Swallow Doretta has a wheelbase of 7 ft. 11 in., which is seven inches longer than that of the Triumph TR2, while the track is wider, namely 4 ft. at the front and half an inch less at the back. The car is claimed to have a dry weight of 16½ cwt. in spite of possessing a very smart sports body built on aircraft lines with a double-skin formed from 22 gauge/16 gauge steel/light alloy sheet.

It is planned to export the Swallow Doretta in appreciable numbers to America and to make available for it such extras as aero-screens, cockpit covers, undershield, semi spats for the back wheels, and centre-lock wire in place of bolt-on disc wheels.

A rev.-counter, water thermometer and oil gauge are amongst the normal complement of instruments.



ABOVE.—The new Swallow Doretta sports car.
BELOW.—Chassis of the Doretta, with two-carburettor Standard Vanguard engine.

The Swallow Doretta is an interesting newcomer, which we shall hope to have the pleasure of road-testing at an early date. Whatever the future holds for it the Doretta will go down in history as the car which crashed while Ken Richardson was demonstrating it, injured Sir John Black, chief of Standards, and resulted in his retirement from the Board—which might well be described as “putting up a considerable black!” The Doretta wasn't to blame for this unfortunate episode, and the “ill-wind” proverb has come into play in setting up young Alick Dick as head of the Standard empire.

It is interesting that the Swallow Coachbuilding Co. are again building sports cars of Standard components, for more years ago

than we care to remember they made sports cars on this basis in the form of Bill Lyons' Avon Standards.

It is interesting, too, that three sports cars are now on the market which use the Standard Vanguard engine, of which the Triumph TR2 and the Doretta use it in special 2-litre two-carburettor form giving 90 b.h.p. at 4,800 r.p.m. :—

Morgan Plus Four	Basic price ...	£565
Triumph TR2	“ “ ...	£595
Swallow Doretta	Export only

* * *

This coming season will be the 21st year since English Racing Automobiles, Ltd., was started at Bourne by Humphrey Cook and Raymond Mays.

THE E.R.A. ANNI-VERSARY TROPHY Humphrey Cook, an ex-works driver for Aston Martin in the old Le Mans days as well as sponsor and team driver of the E.R.A. racing stable, has very generously put up a trophy to commemorate this anniversary and the Aston Martin O.C. has accepted the trophy and the responsibility of staging a suitable annual competition for these racing cars, built up to 1939.

For 1954 it has been decided to stage a special race of 20 to 30 miles at the following meetings organised by the A.M.O.C. at Snetterton: April 24th, July 24th and September 11th, the American Air Force Meeting, July 4th (Independence Day) at Wethersfield and the W.E.C.C. Meeting at Snetterton on June 5th.

Points will be accumulative throughout the season on a basis of two points per start, two per finish and five for first to one for fifth places. It has also been agreed to provide financial assistance in all cases as well as reasonable cash prizes for each race in which placed.

Should other organisers of suitable circuit or hill-climb competitions consider marking this anniversary by making an opportunity for drivers of the grand old racing cars to “have a go” will they contact Ernest Stapleton of the A.M.O.C. with a view to having their event included in the competition for this trophy.

* * *

Nearly thirty thousand members of the R.A.C. took advantage of the Club's “Get-You-Home Service” during 1953—over 3 per cent. more than in the previous year.

EN PANNE—OR, NO AMPS Figures published today show that 29,019 members secured assistance through the scheme: 25,837 being car drivers and 3,182 motor-cyclists.

The various causes of the breakdowns dealt with each year under this scheme are carefully analysed by the R.A.C. These analyses, which have been published annually by the Club for over thirty years, afford a valuable indication of the comparative frequency of the different causes. It should be emphasised, however, that in the main breakdowns can be attributed to lack of maintenance or misuse.

In 1953, the most numerous breakdowns were attributed to electrical faults, embracing batteries, starting, ignition, lighting and plugs. These represent 27.56 per cent. of the total in the case of cars and 21.76 per cent. for motor-cyclists.

Carburation faults, which figure second on the car list, caused 11.45 per cent. of all recorded failures, closely followed by back axle shafts with 11.27 per cent.

The second most common cause of trouble for motor-cyclists were punctures, which accounted for 13.96 per cent. of the total, compared with 10.09 per cent. for unspecified engine trouble.

* * *

Minimodels Ltd. have introduced to their range of Scalex clockwork models a 4½-litre works Ferrari, which is a nice souvenir of what was undoubtedly the most exciting

A 6-in. FERRARI and one of the most effective Grand Prix cars of the Formula which has just terminated.

These Scalex cars are, perhaps, more toys than models, but they are correctly dimensioned and portray very well the appearance and characteristics of the famous cars they represent. The others of the range are an open XK120 Jaguar and DB2 Aston Martin. All have keyless clockwork propulsion and the Ferrari's front wheels steer and, incidentally, also drive. The Ferrari costs 4s. 9d.

We are able to reveal, as the journalists say, that soon two new models will be added to the Minimodel range, a 4½-in. TF M.G. Midget and a Sunbeam Alpine with Startex self-starter.

LANCIA RACING— A NEW POWER IN THE LAND

EVER since the introduction of the Aurelia series the Lancia firm have showed a noticeable interest in competitions, supporting private owners and entering factory cars for rallies and open-road timed events. When the Gran Turismo Aurelia was evolved this interest increased enormously, special works versions were soon built and the touring category of the Mille Miglia, Tour of Sicily and such races saw official entries. Specially prepared Aurelia G.T.s competed in Italian hill-climbs and even at Le Mans, but at no time did the Lancia firm show any inclination to compete with anything but special versions of their production cars. In the 1952 Pan-American-Mexico race the first signs of non-production Lancias appeared, and when Umberto Maglioli finished fourth with a supercharged version of the already fast Aurelia G.T. it was time to look to Turin for more serious things.

The competition department of the Lancia factory kept a rigid silence throughout the winter of 1952-53, no news leaking out at all, but when a test-day was held on the Ospadaletti circuit at San Remo, at which such drivers as Taruffi, the late Bonetto, Chiron, Manzon and Maglioli took part, using Aurelias, it was pretty obvious that Lancias were getting together a serious race organisation. With barely any warning a team of brand new sports/racing coupés appeared for the Mille Miglia in 1953 and, apart from following Aurelia layout in the disposition of the various components, these cars bristled with new ideas. The engines were wide-angle vee six-cylinders of 2.9-litre capacity with two o.h.c. to each bank of three cylinders and two sparking plugs per cylinder. The clutch, gearbox and differential were in one unit mounted on the rear of a triangulated multi-tube chassis frame using small-diameter tubing. The front suspension was a breakaway from the Lancia tradition of vertical sliders and coil springs, being by trailing arms and transverse leaf-spring, with long, thin, telescopic shock-absorbers. At the rear the wheels were also independently sprung on a system of splayed tubular arms similar to the Aurelia with a transverse leaf-spring in place of coils. All four brakes, of nearly 6 in. width, were mounted inboard and fully sprung, those at the rear being on each side of the differential, while the front ones were on each side of the radiator and coupled to the wire-spoke k.o. wheels by universally-jointed shafts, rather like a f.w.d. Citroën layout. Inside the front brake drums was a sun and planet gear arrangement that drove the drums at a slightly higher speed than the wheels, thus increasing the peripheral speed of the brake drum. A very stark coupé body with right-hand steering was built on the tubular framework and a long air intake surmounted the bonnet and ran forward to the extremity of the nose, supplying air for the downdraught Weber

carburetters. Clearly these coupés were works racing models and had been designed from scratch, and with the lower part of the body painted dark blue and the upper part cream they looked formidable opponents to the long-established Ferraris and Alfa-Romeos. The shrouds on the Lancia competition department were now well and truly removed and without doubt Scuderia Lancia were going in for racing in a big way.

Presided over by the young Gianni Lancia, who was in control of the Turin firm since the death of his renowned father, the Scuderia were gathering about them a vast organisation that appeared to know what racing was all about, and the racing coupés began to figure prominently in sports-car racing of the "blood-and-thunder" type. After Bonetto had finished a brilliant third in the Mille Miglia, the first event for the new cars, Maglioli set up a new record for the Palermo to M. Pellegrino mountain hill-climb and then capped this by winning the formidable Targa Florio.

The Scuderia Lancia were now in the thick of the sports-car racing and though they were having successes they were also having failures, and at Le Mans they entered four cars. The engines were reduced to 2.6 litres and fitted with superchargers but the result was disappointing; they were not fast enough and all four retired before the end of the race. Now that the organisation of the Scuderia was in full swing they learnt rapidly from their mistakes, profited by them, and designed and built modifications faster than the racing programme called for. At Monza, in June, an open two-seater version of the cars appeared, painted Italian red, being lighter and using a de Dion rear axle layout, still with a transverse leaf-spring; the de Dion tube running behind the differential and located by a sliding guide and having twin radius tubes on each side of the frame. One of these cars, driven by Bonetto, finished second in the Autodromo G.P., using the unblown 2.9-litre engine. After this the same driver won the G.P. of Portugal, for sports cars, beating Stirling Moss in an XK120C Jaguar. It was at this meeting that the fabulous Lancia diesel transport van, as shown in the January MOTOR SPORT, first appeared outside Italy, and to anyone watching the Lancia organisation in action it was clearly rather lavish for sports cars, but would be fully justified by a Grand Prix team, though no mention was ever made of such an idea. After the German Grand Prix, on the Nurburgring, the Scuderia Lancia hired the circuit for testing purposes and Taruffi, Bonetto, Castellotti and Manzon put the two-seater de Dion cars through their paces. By the end of August they had achieved a 1-2-3 in a national race in Italy and Taruffi had finished second in the Dolomite Cup, and on August 30th three

Continued on page 79



WORKS CAR.—The 3.3-litre B24 Lancia works car as used at Nurburgring. In the body side behind the front wheel can be seen the air-scoop for the oil cooler, while above it, shut in this case, is the adjustable scoop. The bonnet top intake is for the three double-choke d.d. Weber carburetters and in the headrest behind the driving seat is the fuel filler for the tail tank.

EXPERIENCES OF A NOVICE

K. J. Williams, B.Sc., Tells How a Singer Nine Le Mans Provided Instruction in the Art and Adventure of Personal Transportation

IT was Easter, 1950. The drizzle had continued all day. I was feeling rather fed up and at a loose end. The local paper had arrived and I was reading the adverts, when my eye caught sight of a 1934 9-h.p. Singer Le Mans for sale. (Lesson No. 1, when a car is called a 1934 model it is usually a 1933 car!) The price seemed reasonable for 1950, when you remember prices were at their absolute peak, so I resolved to go and inspect the afore-mentioned Singer the following day.

I was living in South Wales then, and the inspection involved a trip "up the valleys" in an uncomfortable 'bus past the black slag tips. What "green and pleasant hills" they must have been before coal-mining! After about an hour's shaking in the 'bus I arrived at my destination and was soon inspecting an ancient Singer. It was the four-seater sports. The hood was tattered, the aluminium body was cracked and the tyres rather bald. However, the instruments looked good and impressive, the remote-control gear-lever was a joy, and the engine sounded good; so, to cut a long story short, a bargain was struck and I found myself on the way home. (Lesson No. 2, if you know little or nothing about cars and you are contemplating buying, take someone with you who does!)

The first shock was soon to come. On the way home I suddenly realised that my foot was on the floorboards while the engine was only ticking over. I stopped and found that one end of the throttle linkage had come adrift. This was the first of many such occurrences; in fact, once or twice the linkage fell off altogether and I had to walk back along the road and look for it!

The next day, of course, the car refused to start. The Singer was duly pushed down a hill, which persuaded the engine to cough and splutter, and the car managed to stagger to the nearest garage. Here they pretended to do all manner of things, although all they really did was to put a new gasket under the carburetter. This cured the cough, and enabled me to return to London the following day without a hitch. A previous owner, in his wisdom, had replaced the original twin Solex carburetters with a Heath Robinson arrangement that consisted of a tube joining the carburetter platforms, and sitting on top of the tube was a single large Zenith. This arrangement actually worked and, while probably not as conducive to "poke" as twins, certainly was good for "m.p.g." I averaged over 30 m.p.h. on this run and obtained 35 m.p.g. Later, with some tuning, I was able to average 40 m.p.h. and get up to 38 m.p.g.

The next weekend the Singer took myself and girl friend to Birmingham and back without trouble, and I was convinced that I had a car that was going to give me "years of trouble-free service." Little did I know what was in store!

Flat tyres began to appear with monotonous regularity. There was nothing for it but to "invest" in a set of retreads. (Lesson No. 3, if the covers look worn out you can bet that the inner tubes need replacing as well!)

I think summer must have been on a Saturday afternoon that year, because with the sun beating down mercilessly I commenced to change my first tyre. The girl friend helped. (I remember, too,

that it was shortly after this that she began to lose interest in cars!) It took the whole afternoon to change one cover and tube—true I pinched the tube in the process and had to mend my first puncture—but the mental strain of trying not to swear and the physical strain of pulling on tyre levers left me in a bad state for weeks. Strange to reflect I can now change a cover in a few minutes; it must be practice!

I have a friend who is for some unaccountable reason a motor-cycle fanatic, and, of course, I wanted to impress him with the advantages of a car. So one fine evening the Singer, with full complement of girl friend and the motor-cycle fanatic and his wife, set off for a trip to Windsor. Just past Amersham on a good stretch of road I put my foot down to accelerate past a van. The speed mounted to 50 m.p.h., and I could feel that the passengers in the back were beginning to be impressed, when the engine cut dead. We fiddled spasmodically for about an hour, tried all the usual things to no avail, got oily and dirty and finally decided to abandon the car. We walked the odd mile back to Amersham and caught various 'buses home. I fancied that the motor-cycle fanatic had a rather smug self-righteous look on his face which seemed to say, "I thought this would happen in an old car."

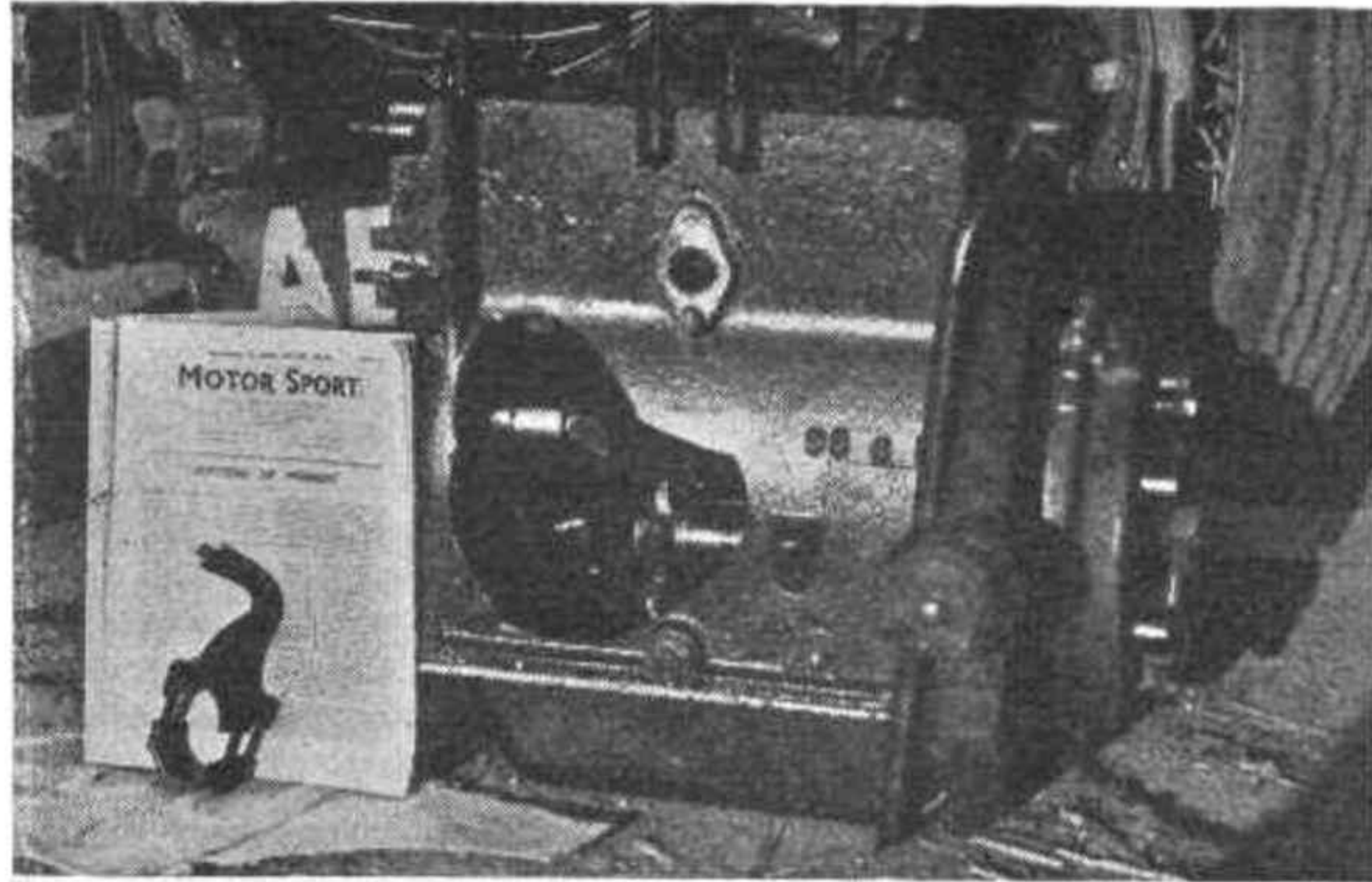
In two days' time my landlady had the shock of finding a policeman at the door, asking for me. He wanted to know if the car had been stolen, because we had abandoned it where it had broken down.

The correct diagnosis of slipped ignition timing was finally made by a friend in the "Chain Gang." The ignition continued to slip about every 100 yards on the way home, which became rather tedious. However, I was learning. Previously I had not the faintest idea on ignition timing. On stripping the engine down I learned many more weird and wonderful things—overhead camshafts, valves and valve springs, timing chains; and an ignition and dynamo sprocket devoid of teeth! It had been friction drive for the last few hundred miles! A new sprocket and some new chains, together with a "decoke," worked wonders for the engine. There followed about 3,500 miles of trouble-free motoring, with the Singer regularly returning 37-38 m.p.g.

I was to spend Christmas in South Wales. The morning that I was to set off I discovered to my horror that one cylinder had lost all compression and that there wasn't much left in the others. The next day was Christmas and I was determined to make South Wales in the Singer. Needless to say, after putting oil in each of the cylinders to improve the compression, the engine refused to start. The plugs were cleaned many times, carburetter dismantled, etc., all to no avail. In the end the engine was persuaded to fire on a few cylinders by a tow behind the local milk float. Cases were hastily thrown in the back with the engine left running, and the journey commenced. Apart from filling up with oil several times, and practically wearing my left arm away with the frequency of gear changes, my destination was reached without incident. I diagnosed the trouble as worn valves as oil had not improved the compression and I sometimes obtained flames shooting up the carburetter venturi. The head was duly removed and four badly burnt exhaust valves replaced by new ones. The head was carefully decoked and the valves religiously ground-in. Imagine my horror, after replacing the head, to find no improvement in the compression. There was nothing for it but to "whip" the head off again. In a flash of inspiration I prodded down the side of the pistons with a feeler gauge, and discovered it could pass easily down the side of the second piston. The next morning the sump was removed and I spent some hours with dirty black oil running down my sleeves, dripping into my eyes and trickling in my ears, while I thought up various fiendish tortures for the man who invented split-pins. Number two piston had three broken rings out of four, the top ring being in a thousand pieces. Other pistons also had broken rings, so I invested in new rings all round and one new piston. The parts were reassembled and the big-ends bolted to the two-bearing "bent wire" crankshaft: but more of the crank later. After this the Singer again gave about three thousand miles of trouble-free motoring



HOW IT BEGAN.—The author in his open Singer Nine Le Mans.



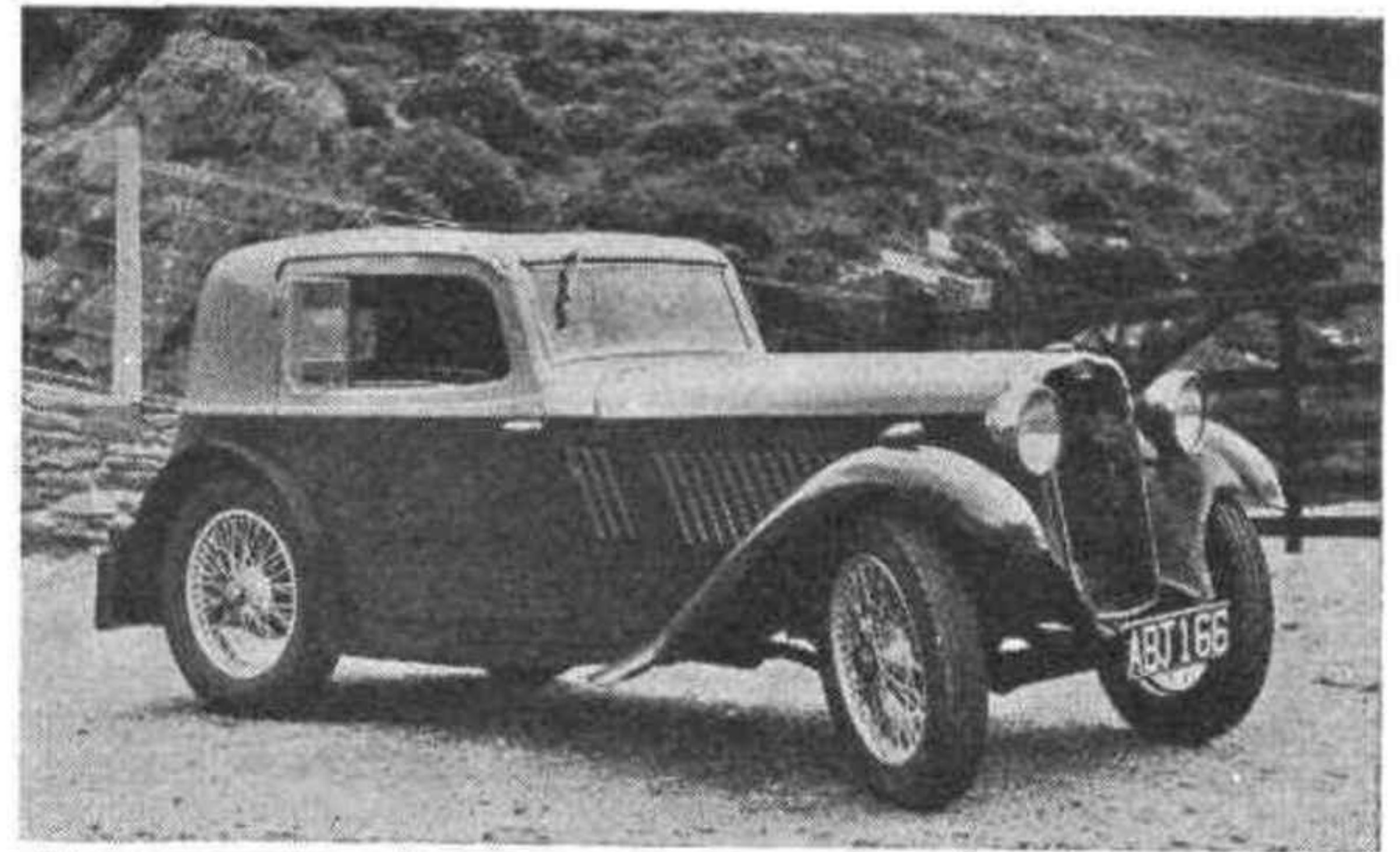
BIG BANG.—The Singer crankcase after it had vomited a con.-rod.

After arranging for the girl friend [The same one?—Ed.] to be in the Singer during some heavy rain, she was induced to help in making a new hood. This was a great success and it was a nice change not to get wet in the rain. As a reward she was allowed to "have a go" at driving. Now the Singer with its "crash" gearbox was, perhaps, not the easiest of cars on which to learn. Perhaps I was not the best of teachers and maybe the girl friend didn't have any aptitude anyway, but the punishment the engine, gearbox and transmission took was nobody's business. I have a feeling that the Singer wasn't designed to pull away in top from about 2 m.p.h.! However, the lessons were brought to a premature close for, a few weeks after they commenced, with myself at the wheel, the engine burst. On removing the sump it was found that the "bent wire" had snapped, just at the end of number one journal. Fatigue, worn mains, or misuse? I don't know.

After removing the engine from the chassis the search began for a crank. All the motoring journals were carefully studied, Singer Motors were unable to help, a small fortune was spent in 'phone calls to all likely places, and all I was able to find was a Jewish gentleman who desired to sell me one ready-ground for 20 gns.! Finally, I found a counterbalanced crank which had the same dimensions as the "bent wire" one except for the balance weights. I was convinced it would fit and be a superior job to the previous one. After it had been ground and the main bearings line-bored the engineering firm doing the job discovered that it *wouldn't* fit! Luckily I was able to sell it and eventually found a genuine "bent wire" one, which, by the way, will fit in place of a balanced one. A squad of five helpers with the aid of bars and ropes lifted the engine back in, and we were soon ready for the road again, after two months' enforced retirement. Six months of motoring without serious trouble ensued. A new Lucas battery made for easy starting, even after the Singer had spent its usual night out in rain, hail and snow. A reconditioned S.U. petrol pump was fitted and new rear-axle oil seals installed.

By this time the body was literally falling off the chassis. It had cracks everywhere, so I decided to scrap it. A friend and I, equipped with large hammers, one night got rid of lots of depressions, and a scrap dealer was pleased to come and remove some gratis aluminium. A fixed-head Singer coupé had been discovered and, with the assurance from Singer Motors that it would fit my chassis (a straight one, by the way, not the bent one introduced about 1934), this was purchased for a modest sum. My chassis was suitably covered with felt stuck on with Bostic, and the saloon body fitted on. It was a good fit! The whole car was painted in a dual colour scheme of Nile green and bright green, with Valspar lacquer. Using only two 4s. 9d. tins a very satisfactory finish was obtained in a short time.

The licence had arrived, and I was ready to drive away in the Singer saloon. But when the engine was started the "little man with the hammer" could be heard. A loss of compression was also noticed in one cylinder. A stuck valve was diagnosed. The head was removed and one valve was found to be sticking. This was unstuck and the head given a decoke and valve-grind. After reassembling, the "little man" was still there. The next thought was for bearings. The oil pressure was normal, and all the bearings, including little-ends, proved to be in good shape. Eventually the "little man" was located as a loose flywheel. I had not bolted it up tight enough six months previously! While the gearbox was



REBUILT.—A picture to give hope to amateur enthusiasts—the Singer rebuilt, with a coupé body from another car.

off the opportunity was taken to renew the roller bearings and brass bushes in it. This has greatly reduced the tendency for third gear to slip out on the over-run. After getting rid of the "little man," or at least his hammer (for, as you will read later, he soon got to work with a hack saw), it was impossible to make the engine run at a constant speed. This was traced to the balance tubes working loose from where the two carburettors used to be.

Apart from the two doors having a tendency to fly open at once, which entailed steering with the chin while grabbing the two doors quickly, things went well for a month. Then one fine day, from the point of view of the weather, an aunt and a cousin were taken for a trip to Herne Bay. On the way home a sickening "clunk" was heard from under the bonnet, which was opened to reveal a hole in the side of the cylinder block large enough to take your head, from which water and oil ran in vast quantities. The Singer was parked at a nearby garage. Fortunately, a kind motorist gave my passengers and myself a lift home. A week later I was towed home by a friend in a similar Singer. The broken con.-rod was found to be shaped like a question mark—the "little man" and his hacksaw! I trust that he has now quitted my Singer for good, as I soon found a new block and some secondhand con.-rods, and the Singer, touch aluminium, has been going like a bomb ever since.

New roller bearings in the rear-axle hubs have cured recurring oil-seal trouble. The steering is now the only item which requires serious attention. I own a 1933 Singer Le Mans which is in as good condition as age and previous neglect by former owners will allow. What a fine little car it must have been in 1933! It must have been the best in the cheap-sports-car class, with its hydraulic brakes, o.h.c. engine, clutchless freewheel gear-change, and low c.g. How I would like a hard-top version of the present Singer Roadster. With a little more room in the rear seats and increased luggage space it would be an ideal car for the man with "sporting" tendencies, but who must have the convenience of a four-seater saloon. What about it, Singer Motors?

COST OF SPARES

Sir,

I venture to question Mr. B. W. Rivett's conclusion that elderly, quality cars are not an economic proposition, compared presumably with the post-war car costing the same money. At any rate, this has not been my experience; over the last fifteen years I have owned three Bentleys, a Speed Six, an 8-litre, and now a 1934 3½-litre. The latter cost me less than a recent mass-produced affair, bought secondhand, on which I had to spend over £100 in about 18 months. Many thousands of Bentley miles (30,000 in the Speed Six alone) haven't cost me a fifth of that sum, and, of course, depreciation will be, and has been, infinitely less. I wonder if Mr. Rivett has ever worked out depreciation on the post-war stuff; if he hasn't, I suggest he does, and I think he will be surprised and shocked.

Obviously, with the old, quality machines, one takes a chance of a major mechanical failure, to repair which may cost more than the car: but the superb workmanship and material put into these machines are a pretty good insurance against this happening, and the cars react well to careful maintenance.

I am, Yours, etc.,

Plaxtol.

H. B. SAYER.

Re-Acquaintance with the Standard Vanguard

A Spacious, Comfortable, Competitively-Priced, 2-Litre Family Car of Good Performance

As mentioned in another part of this issue, we used a Standard Vanguard as a warm, comfortable and by no means lethargic means of seeing something of the V.S.C.C. Measham Rally. This was the first occasion on which we had driven or ridden in a Vanguard since sampling the original version in 1949.

The car we had for test last month was a Phase II saloon with overdrive top gear and a somewhat different appearance and detail appointments from that of the original model. Under Sir John Black, but recently retired, the Standard Motor Company instituted its well-known one-model policy (since broken to include the new Eight), the Vanguard being designed as a rugged, go-anywhere saloon of spacious interior and reasonable economy. On renewing acquaintance with this car one cannot but admire the simple 2-litre o.h.v. four-cylinder engine, for it gives this bulky saloon, of which the air drag factor must be considerable, the ability to cruise at an indicated 75 m.p.h. in overdrive top gear, and it has proved equally efficient in the Triumph Renown, Morgan Plus Four, Triumph TR2 sports two-seater, as well as in agricultural tractors; it also powers the newly-introduced Swallow Doretto sports car.

Under the conditions of our test the engine started easily with a minimum of choke, did not "pink" or run-on, and gave about 22½ m.p.g. of National Benzole in a hurried 469 miles, although for half the journey the overdrive ratio was ignored. Had it been used more frequently, or the throttle foot been more lenient, we should have expected a still lower consumption of fuel.

Incidentally, before setting down our opinions of the Standard Vanguard, it might be remarked that, although it is by no manner of reasoning a sports saloon, it is a car which figures largely in modern rallies, including the Monte Carlo Rally. Indeed, did not an earlier Vanguard come first in the visitors' class at Measham and a Vanguard-engined Morgan gain first place in the all-comers' category?

Having thus defended a report on a spacious family carriage, let us say that this Vanguard starts off with the advantage of selling at a competitive price, for at its purchase-tax-paid cost of £787 (plus that ridiculous 7s. 6d.) it is less costly than all but two other cars of the seven British saloons which come in the same category.

For the type of person for whom it was designed the Vanguard offers spaciousness for up to six occupants on deep, comfortable Vynide-upholstered seats, a useful performance, a mileage per gallon of well above 20, a big luggage boot with sensible lid and the spare wheel in a separate compartment below it, good interior appointments and a brisk performance.

For the enthusiast the very wide bonnet, which in our case cut off the view of both front wings, can be a little disconcerting (neither is its mascot very inspiring), and it must be admitted that on British roads a four-speed gearbox would be more useful than a comparatively wide-ratio three-speed box with an overdrive top. This latter point, emphasised because overdrive in any case costs extra, has, however, been looked after by Standard's engineers by the recent introduction of double-overdrive, which has the effect of raising the indirect ratios instead of merely that of top gear. But your enthusiast will not be slow to appreciate that the Vanguard goes round corners and through hends satisfactorily for a car of this type, being a good deal less "sloppy," in respect of both steering and suspension, than many family saloons. It also possesses good performance, expressed not only in terms of figures but in the no less important, if more abstract, aspect of covering the miles effortlessly, so that the not inconsiderable distance from Hampshire, where the test commenced, to the, to us, remote Shropshire hotel where the Measham Rally started seemed to have been comfortably abbreviated.

The handling qualities require some qualifications. Only on really tight turns does the steering seem low-g geared (the three-spoke semi-sprung wheel asks three turns lock-to-lock) and it is rather heavy steering, pulling against considerable castor action, which prevents it from being "soggy." It is rather "dead" steering in the modern manner but transmits no wheel motion, although the wheel transmits some judder at times. On fast corners the Vanguard really behaves very well, for what roll there is is well controlled and the tendency is to understeer. I would summarise the cornering by saying that the Vanguard is essentially safe but, due to its width and high

centre of gravity, it is not quite so enjoyable as, for example, the average Continental saloon, under conditions the enthusiast regards as joyous. The steering becomes pleasantly light at speed and tyre howl is absent.

The 9-in. Lockheed 2LS brakes, although adequate, never entirely reassured us, because considerable pressure was called for on the pedal and the retardation wasn't progressive, so that the "treading on a block of wood" sensation tended towards locked wheels in circumstances of emergency. It must be realised, when considering the foregoing observations, that the Standard Vanguard's primary appeal is as a comparatively small-engined, large, family car and, regarded thus, is an outstanding car from the safe-handling point of view.

The hydraulically-operated clutch is smooth, if a little heavy, and the steering column (left-hand) gear-lever, nicely slender, is good of its kind, although with no positive reverse stop. To engage overdrive top gear the lever is pulled upwards. The action is smooth, prompt and positive, but a sensitive driver will try to synchronise engine speed so as to ease or obviate the load otherwise imposed on the transmission. This aspect of the gear-change is only awkward if third gear is called for when in overdrive top, for to go there direct is impossible, and to drop first into normal top takes time, and the double movement is distinctly awkward if hurried, particularly as the forward movement into third (lower ratios are at the bottom of the gate) is a lengthy one. Engagement of overdrive top noticeably reduces engine noise and enables a cruising speed (indicated) of 75 m.p.h. to be attained. In third gear the speedometer will show 55 m.p.h. The synchromesh is good, although the gears can be crunched if snatched. Sixty-five to 70 m.p.h. is a very easy pace for the Vanguard to maintain.

Visibility is good, in spite of a central division on the inclined windscreen, and rear-seat passengers benefit from the windows of the rear doors extending well back—they, like the front-door windows, possess ventilatory half-windows with easily worked catches. The rear window, too, is very wide, allowing a useful view for reversing, and, at night, reversing lights come into action when the gear-lever selects reverse gear.

The ride is comfortable generally but with a good deal of up and down movement over bad roads. The noise level is rather high, mainly from engine and transmission, but the body was free from rattles, which was especially commendable because the car was a demonstration rather than a Press car and had not been checked over before we borrowed it. Indeed, in over 500 miles' driving it called for no attention, no fluid other than petrol, and had no deficiencies or failings in its mechanism. The oil gauge registered 50 lb./sq. in., the water temperature held 75 deg. C. and the petrol gauge was reasonably accurate, reading in litres as well as in gallons.

This provision of dial-type oil gauge, thermometer and ammeter is truly commendable. The speedometer, reading to 100 m.p.h., is less so, because its divisions and figures are too closely spaced for quick reference; it has total and trip mileage readings. There is no clock and no "full beam" lamps indicator. The fuel filler is under a flap in the near-side rear wing and has a catch which renders it tamper-proof by a control within the lockable luggage boot. The minor controls take the form of "frozen milk" knobs and it is unfortunate that they are in two rows and that the push-in starter button resembles them, because it is not easy to memorise their positions—thus a front-seat passenger can easily extinguish the lamps when searching for the interior lamp switch and the driver can switch off the heater thinking he has stopped the wipers. We did not like a wiring system in which the facia and side and rear lamps remain alight while the (very bright) interior lamp is "on," merely to save one extra switch. We prefer a horn button to a horn ring which could be too often depressed inadvertently, nor is the horn note very pleasing. The facia illumination makes the white figures and dials very easy to see but is rather too bright. The headlamps gave a good beam, set for straight rather than twisting roads, and the dim position gave adequate light. There are twin rear lamps and twin reflectors as well, in addition to a number-plate lamp, so we felt that our broad stern was well protected. In heavy rain no water entered the Vanguard's interior.

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Historical Notes: The Water Cooling System

IF we accept the edict of Sadi Carnot regarding the efficiency of the prime mover in a motor car, we cannot go far in power production without being brought face to face, as it were, with "heat rejected."

In a previous article we saw that a lot of this went down the exhaust pipe, but an approximately equal amount would "heat up the ironmongery" to a dangerous degree if something were not done to keep the temperature down, and this necessitates what we know as a cooling system.

This may range from the "bare nothing" of Pennington to the modern pressurised liquid system. Of course, in the early days you were expected to descend from your motor car so often during the course of a 50-mile journey that once more to put in a gallon or so of cooling water made no appreciable difference, especially as steam cars had made the practice popular. In consequence, the first expedient resorted to was a water tank, pure and simple, in conjunction with a water pump, and very surprising quantities of water some of the early cars carried in this simple container. Anything up to 20 gallons, in fact. Even as late as 1904, light cars were averaging six or seven gallons of water capacity. This was, of course, a natural legacy from the internal combustion engine before the motor-car people got hold of it, nearly all stationary versions at that date relying upon a large static tank, topped up, if need be, by pump from the factory plumbing or a nearby pond or river. One wonders if some of the early versions did not rely on this for their successful operation, but that is another story. Indeed, the same basic idea is frequently used today for test-bed work, as it gives a good and simple method of controlling the water temperature and "upping the output" if need be! Necessarily all this threw a great responsibility on the water pump, usually driven by friction from the flywheel, very conveniently exposed in those days. It is astonishing how difficult it proved to be to make a trouble-free pump, too, especially as the principle was, even then, very old, and stuffing boxes and suitable greases were both readily available. Probably it was the unskilled driver who caused much of the actual trouble, but the real root of the matter appears so absurdly simple that, even at this date, one still marvels that no one realised that the poor wretched pump was grossly overworked, although this did not become quite so apparent until radiators took their great step forward in 1900. Before going on to radiators, however, it is perhaps illuminating to see what the water consumption of some of the earlier cars was.

The Automobile Club ran some trials over 50 miles in 1899, an average horse-power of the entrants, equipped with water tanks and pumps, being about 4 h.p. (declared), and the average water evaporated about 1.5 gallons, or 15 lb. per hour. Not allowing for what heat was lost by radiation, this appears to represent some 4½ h.p. and probably meant about 6 h.p. in actual fact. Thus we have an interesting idea of the thermal efficiency of the engines of those days (in fact, about 18 per cent. in 1906).

Among those fitted with primitive radiators during the same trials (of a mean declared horse-power of 5), the average water evaporated was about 4 lb. per hour, adequate testimony to the added heat-carrying capacity that even the earliest radiators allowed. The coming of the "gilled tube" radiator was therefore the first real step forward in the development of the cooling system, but, astonishingly, they were always arranged "in series," and up to 1900, never in parallel. Considering the amount of general knowledge that existed at the time concerning industrial heat exchange problems, to say nothing of steam-engine boilers, one may correctly describe this fact as astonishing. But the only remedy that seemed to suggest itself to the early technical folk was to ask the poor old water pump to supply a greater and greater flow at higher and higher speeds, to cope with the inevitably increasing heat rejection as the horse-power at the shaft went up. An early parallel radiator system was made by Mr. Escourt, rather complicated, but interesting as one of the earliest examples of the "thermo syphon" system that dispensed with the water pump.

Very little water was lost from this system in 160 miles of motoring and it is to be hoped that Mr. Escourt reaped the due reward of his pioneering effort. Of the many different types of tubing used in these early radiators it is not possible to write fully, as everyone seemed to have his own pet idea. Some had "crinkled" gills, some round, some square, and some with little bits of curly wire sprouting out of the main tube, rather like those frilly bits of paper on the ends

of chicken legs in "high class" restaurants! Pathetic to think that even plain tubes, properly applied, would have solved the problem and halved the number required! The appearance of the first Mercédès car has already been adequately documented, the honeycomb radiator being, of course, the most prominent feature, and at once the gilled tube and the water tank started to die a natural death. Nevertheless, there were still a number of cars so equipped in 1906, and it is odd to read the following description of the 1903 Napier of 15 nominal horse-power: "The flywheel drives a rotary water pump, the water tank holding a supply for about 200 miles..."

There were some motor-car trials held at Hereford in August, 1905, and the following details are quoted from Beaumont's second volume. The area of tube surface in gilled-tube types ranged from 1.84 sq. ft. for the 8-h.p. Rover up to 5.38 sq. ft. for the 14-h.p. Belsize, whereas similar figures for the honeycomb-radiated types went from the 54.5 sq. ft. of the 8-h.p. Rochet Schneider up to the 119 sq. ft. of the 30-h.p. Humber, adequate testimony to the improvement wrought by the Mercédès example, it not being difficult to see why the water tank rapidly became redundant, and shrank to the now common proportions of the "header tank."

The tubes were not small at first, the average figure at the Hereford trials being about 0.38 in. diameter, the smallest being the Humber with 0.25 in., these figures comparing with the 0.5 to 0.75 in. of the older tube-type radiators. It is interesting to note that some motor-car people were early attracted to the idea of flat tubes, but the 1911 Prince Henry Cup was the event which proved the fallacy of that one, which was that if the water boiled, the steam pressure distended the tubes slightly, thus reducing the "air-passing capacity" as if by magic, the mountains being needed to bring the mysterious trouble out.

The next step in the story of the radiator, once experience had dictated the sizes and flows necessary for the varying sizes of motor car, was that of overcoming the problem of making them in quantities. "... the radiator is a complex affair, and soldering it used to be a matter of skill. There are 95 tubes in a radiator. Fitting and soldering these tubes in place by hand is a long operation, requiring both skill and patience. Now it is all done by a machine which will make 1,200 radiator cores in eight hours..." writes Mr. Ford; just like that!—but his mathematics were somewhat astray.

But this sort of production and the "crinkled strip" method do remind us all of how much we owe to the production people. One wonders what Mercédès paid for a radiator in 1902? Passing on to the "vintage" era, we find the tube and corrugated-strip tyres competing for the honours, but to describe in detail what was, after all, the first thing you saw in a motor car in those days, would be merely boring. The writer has purposely avoided reference to this component being the trade mark of the manufacturer concerned, but, of course, this practice reached its zenith in the 'twenties, but we approach the time when pride of possession in motor cars waned, and they started to become mere commonplace things and had to be counted on to serve commercial travellers for day to day journeys, or ladies on shopping trips, and this meant that in an increasing number of cases the engine stood no chance of warming up properly, so that thermostats and radiator shutters began to make their appearance. They are certainly better now, but there was a tendency for the earlier thermostats to cause trouble, gradually reducing themselves to rusty bits of tin that some people were only too pleased to throw away. But perhaps that is a bit unfair on a mass-produced article that must have saved a few worn cylinder bores in its time. It is hardly necessary to write that the thermostat's main job was to isolate the engine from the rest of the cooling system during the warming-up period, and the first proprietary models had a nice knurled knob that you could turn to cut the device out if you so desired. Later, presumably, even knurled knobs became too expensive and the whole thing ceased to become optional and disappeared out of sight right inside the water system. In essence the idea comprised a metal bellows, charged with some suitable volatile liquid which, as it boiled, expanded the bellows and opened a valve which permitted the full circulation to take place. In many cases, especially where expense was not so important, a similar device was used to operate "venetian blind" shutters ahead of the radiator. The writer has purposely avoided reference to the artistic aspects of the radiator, but it is impossible to recall the beautiful

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MY YEAR'S MOTORING

The Editor Looks Back on the Cars He Drove During 1953

ANOTHER year over, a few more grey hairs, several thousand more miles of enjoyable motoring completed, in a variety of motor cars. When I came to sum up my year's motoring on New Year's Eve I was discomfited to discover that the score, so far as proper road-test cars were concerned, was merely—nine. Yet on reflection perhaps this isn't so bad, compared with the three-times-as-many tests which our weekly contemporaries—with 52 issues to fill to *MOTOR SPORT*'s twelve, and a complete staff of road-testers—manage to encompass in the course of twelve months.

These nine different cars ranged in engine size from the 750 c.c. of a rear-engined Renault to the 2½ litres of a Vauxhall Velox and in price from the £355 of the Austin A30 to the £829 of the Renault Frégate.

If some of the very quick, very exciting, entirely intriguing sports cars and high-performance vehicles have eluded me, I can only remark that it wasn't for want of trying.

Some manufacturers may not take kindly to outspoken, completely unbiased testing, while many have post-war difficulties which limit their "generosity" in respect of placing test cars at the motoring writer's disposal. For instance, where once there were fleets of Press cars—as manufacturer's road-test vehicles are termed—often only one car is available today and, particularly in the higher price categories, this has to be shared between eager Pressmen and dealers who clamour loudly for a sight of the new model they are supposed to be selling. Then some scribes keep the cars longer than they are expected to, others thrash them so soundly that several days are required for servicing before the manufacturer dares to let them go out again in the hands of the critics. Moreover, there can be crashes. It looked as if I was at last about to get the Bentley Continental, when it was driven into a suburban milk-float by a motoring journalist of high repute and put out of action. I am waiting at the moment for the Type 300 Mercedes-Benz for a similar reason.

So you see, it isn't quite all honey and roses, this acquiring for oneself a nice, shiny all-but-brand-new car for test. Normally, such tests are arranged at the beginning of each year and after the agreed date has arrived and departed there is the somewhat tedious task of compiling the test report itself. On occasion the scribe has a bright idea, thinks up a special stunt, or merely feels a sudden desire to drive something other than his own vehicle on a long journey, perhaps to a motor-racing venue. Then a series of optimistic telephone calls will be made in the course of which the hopeful scribe tries to sound quite non-committal as he enquires casually whether the publicity tycoons would like the undoubted benefit of a "mention" of their products in his all-powerful journal. It is truly surprising the prompt excuses which the just-aforsaid p.t.s. think up on these occasions. The regular Press car is booked up, it is being repaired, it has had a small incident or the entire Press fleet has been sold pending the arrival of next year's models. "Otherwise, we'd have been absolutely delighted, old boy . . ."

Joking apart, the manufacturers' representatives are normally extremely generous and co-operative, but is it my imagination that concessionaires for Continental makes are more co-operative than their English counterparts?

It would be stupid to pretend that road-testing is not a very enjoyable undertaking, for the proffered car, usually in pretty well perfect condition, can be driven as far as the driver wishes during the time at his disposal, route and crew to taste. Against that there is a measure of responsibility, to return the car intact and, more exhausting, to set down accurately one's findings, *sans* impartiality or bias. Of recent years, somewhat influenced, it can be admitted, by the sad demise of Brooklands Track, I have placed less emphasis on figures and more on analysing the performance and handling characteristics of the car being tested—*MOTOR SPORT* perhaps introduced the detailed analysis of the many aspects and characteristics of a car in modern road-testing technique.

After which ponderous explanation let us touch on some humour in road-testing. It has been said, unkindly, that those who keep Press cars longest drive them least, but I recall only one journalist who found the park gates locked and had to climb the railings, leaving car and lady passenger within. Getting out of the works is sometimes a bit of a problem. I recall being asked on more than one

occasion for my pass-out ticket on arriving at the gates of the works and once, when I had braved a blizzard to keep a rendezvous with a Coventry Press car, the publicity staff (who had left their cars at home and journeyed to the factory by train, thinking the roads impassable) only handed over the car after dire warnings, after which they reached for their homburgs and rolled umbrellas, donned their spats and goloshes and left for the station. I got into the car and drove through the swirling snowflakes to the exit, there to be greeted with a gruff "Can't yer give yer works number? Where yer going to?" "The North Pole" I yelled through the lowered window, as the back wheels spun and we took to the London road.

One choice story concerns a concessionaire for a famous British car who so muddled things when handing over a Press car to a paper's representative that they gave him, instead, a customer's car. Shortly after they frantically telephoned the Editor to explain the dreadful error, requesting urgently that his scribe be contacted at once and told to return. The Editor, sensing their panic and realising that the car was probably in as good hands as those of its owner, couldn't resist retorting, "My dear fellow, how can I find him? At this very moment he is probably engaged in our test of the vehicle's prolonged high-speed durability." "What," came the faint reply, "but our customer will be here in half an hour. HE WANTS TO DRIVE DOWN TO BRIGHTON." This is a true story and the wily editor went round and collected the Press car himself before telephoning his colleague to tell him he had better return the mistaken vehicle.

However, road-tests usually go off smoothly and during 1953 not once has a Press car let me down, if you discount occasions when I have run out of fuel, with a view to checking the fuel consumption, and have only then realised that the spare can is either empty or has been left behind! Under such circumstances, whatever they did in 1913, 1923, and possibly will do in 1954, one's fellow motorists of 1953 seemed quite content to let one walk.

The first car I drove in 1953, as distinct from well-worn examples of Frazer-Nash-B.M.W., Fiat 500 and Standard 14/6 in which I rode because of an incident which had laid-up my normal transport, was a rear-engined Renault 750. It proved fun to drive, safe to corner, obviously it was very pleasantly economical, and I returned it to Renault's Acton factory with real reluctance—even if we did fail to get any warmth into the interior and consequently nearly froze during a "small hours" start to see a January trial in the Bournemouth area. Fortunately, perhaps, "we" consisted of two well-clad sportsmen and a tough, betrousered sportsgirl, and not monkeys of a notable metallic brand.

The baby Renault is small, yet was sufficiently roomy for us, on the day preceding this trial, to pack all the family in and go off on a "Godmother Saturday," which is simply a series of visits to the Godmothers of each of our three young daughters. I remember, too, that the Renault went through continuous torrential rain without letting a drop come inside, although its lights made the long drive from Bournemouth to London in the darkness and rain a pretty trying experience.

Two more tests followed in quick succession, those of a Series YB 1½-litre M.G. saloon and a Vauxhall Velox. The M.G., collected from a Reading Nuffield agent who made us pay garage on the car that had been waiting there but an hour or two, appealed to us as a blend of vintage-characteristics with all "mod. cons." and a dapper appearance. It took corners in its stride, was pleasant to drive, the M.G. gear-lever being particularly pleasant. This model has been replaced by the new M.G. Magnette which has a high reputation to maintain. This 1½-litre was a comfortable, sensible, compact little saloon, with luxury appointments, such as a walnut facia, Pytchley sliding roof and a very high-class finish.

We took the M.G. on a carefree "tourlet" of Sussex and in the course of it something rather wonderful and "out of this world" took place. We were motoring aimlessly along when a Ford Zephyr came up behind, hooted at us, and indicated that we were to pull in. The occupant proved to be Peter Hampton, Bugatti fancier and great connoisseur of good motor cars.

We followed Peter's Zephyr to his house and went into his spacious garage. There, each in its place, spotlessly clean, faultlessly upholstered and on new tyres, were the motor cars of his remarkable



A SURPRISINGLY WILLING BABY.—The Austin A30, a "well-appointed, well-equipped big-car-in-miniature."

collection. Bugattis from the pre-1914 eight-valve model to his exotic Type 57SC Corsica coupé, a big Hispano-Suiza saloon with unpainted aluminium bonnet, the Emmett-like Baby Peugeot coupé and a veteran de Dion Bouton. On the bench which runs the length of this astonishing, neon-lit motor-house were several tiny model c.i. engines, the reason for their presence later becoming obvious when Hampton took us to see his fantastic nearly-completed rail-track for model-car racing, with its steep bankings and long cross-over straights. If I have besprinkled the preceding sentences with superlatives, the unexpected glimpse of this private "stable" in the heart of Sussex was quite "out-of-this-world." I do not think the young enthusiast who happened to be with us will ever forget that visit, the more impressive because it was unpremeditated.

Very soon after the M.G. had been returned to its rightful owners, a six-cylinder "over-square" 2½-litre Vauxhall Velox came along for trial. It was, obviously, not outwardly a car to inspire those accustomed and favourable to sports cars, yet serve this rather trans-Atlantic-style saloon most certainly did. We used it for purely "domestic" journeys, making a number of calls both in and out of the Metropolis, and it proved comfortable and incapable of putting a "foot" wrong. Indeed, the faster it went the more comfortable this Velox became, although its overall suspension characteristics prompted me to head this particular test report "Afloat in a Velox." Even so, this very roomy seven-seater-in-an-emergency saloon cornered not at all badly, and it had the merit of doing a very decent mileage per gallon, from 24-27 according to how it was motored, which I consider excellent for a 2½-litre six. I think it is to the credit of the Velox that, besides offering the writer easy, anxiety-free transport, he was able to coax the Continental Correspondent, who normally looks down his beard at any car not made abroad, to travel an appreciable mileage in it, and "Baladeur" also condescended to accept a ride home, although perhaps he had anticipated a 30/98 when he accepted.

Austins were so cross with me in 1952 because we published what I thought was a true and unbiased account of their A70 and A90 models that I expected never to set hands on the wheel of an Austin Press car again! But—whether because their Mr. Harriman has forgiven me or due to an oversight I never discovered—during March an Austin A30 came along for test. I remember that I had to collect it from Austin's Westbourne Park depot on foot because my personal transport was constructed further west than Longbridge and only cars of Austin manufacture are allowed to be kept there. But, once collected, the A30 proved to be a surprisingly willing baby, its speedometer indicating "sixty" far more frequently than I had expected from an 800-c.c. saloon. This very vivid performance in relation to its capacity was the outstanding impression I gained of the new Seven, because although it is a well-appointed, well-equipped "big car in miniature" it is not so roomy as some other small cars, and while its fuel consumption is not in any way excessive, it does not approach the 50 m.p.g.—at all events as we drove it—that I would like to experience from present-day baby vehicles.

The A30 covered nearly 600 miles in my hands, quite trouble-free (if you do not count a knob from the radio which "came away in me 'and'"), and in that mileage went down to Goodwood for the R.A.C. Rally, up to Silverstone, and down to Firlie on the Sunday for a very wet B.D.C. Speed Hill-Climb.

In that distance I decided that although the little car felt soggy in the modern manner it really clung to the road and went round

corners very well, although obviously not up to the standard of its incredible brother, the modern Morris Minor, in this respect. It was interesting to discover a distinct "family likeness" to the old Seven in respect of the circular pedals, gear-lever and characteristics of the gear-change. Yes, the Austin A30 was returned with regret that we couldn't keep it, for it is a very good all-rounder (I write as one who does not stand 6 ft. 2 in. in his socks), although not, I thought, a car which quite justified the publicity boys' slogan for it: "The greatest achievement in post-war motoring."—I imagine that in this I shall at least have the support of the other "Big Four"!

From the well-thumbed pages of my *Autocar* diary I see that the next bit of other-than-Plus Four motoring that I did was in a Type R1100 Renault Frégate. This shapely saloon, with its white-walled tyres and independent suspension front and back, interested me very much because a fleet of them had not long before been used to take luckier-than-I representatives of the Press for decidedly hurried tours round Europe in the grip of winter, and the ensuing accounts suggested that here was my ideal amongst 2-litre family saloons.

Whether it was the magic of those journalists' pens or whether, as I suspect, the Frégate is better suited to Continental than to English conditions, the fact is that I was somewhat disappointed. The handling qualities and controls were suggestive of American rather than French practice and the gear-change, with its over-drive, was unduly awkward when needed frequently on congested English roads.

Nevertheless, as with other cars before and since, the more I drove the Frégate the more I came to realise that these items were not particularly distressing and that this four-cylinder 2-litre Renault went very well, was notably comfortable, even for six persons, and gave 24 m.p.g., with the added attractions of the aforementioned independent suspension (by coil spring and universally-jointed drive-shafts at the rear) and over-drive top gear. And it is a more handsome car, to my eyes, than its Coventry and Dagenham equivalents.

We used the Frégate to marshal at a Hants & Berks M.C. Versatility Trial, took it fast to Southampton that evening, and arrived stylishly in it for an Alvis/Humber Rally at Esso House, near Abingdon on the Sunday, where Esso are such hospitable hosts to club members and journalists.

The very next weekend I was let loose in a Series III Jowett Javelin, so that I could experience on the road those advantages of the latest Series III engine, the technical aspects of which I had written about at some length the previous winter. The roomy, suave, light-to-control Javelin saloon has been discussed too frequently in these pages to require embellishment in this article. I must say the test-car got along very effectively; so well, indeed, that I wondered if it was in Jupiter-trim, especially as the fuel consumption was so high as 24½/25 m.p.g. and it would exceed 60 m.p.h. in third gear, cruising unconcernedly at seventy. This 1½-litre car was a very comfortable vehicle but it "blotted its copybook" slightly by blowing an exhaust-pipe gasket and sounding like a pre-1914 Grand Prix car.

Incidentally, it was while coming home from Silverstone in this Javelin that we came upon the then unusual sight of a 2-c.v. Citroën with English registration plates. Moreover, the little car was sans sparks due to the demise of its experimental English ignition coil (a rather special object with, if I remember correctly, a lead coming out



RENAULT 2-LITRE.—The Frégate, "a more handsome car than its Coventry and Dagenham equivalents."

of each end), so we were able to play "good Samaritan" and take the driver to fetch a French replacement.

Not long after this I went up in the Morgan Plus Four to collect a Jensen Interceptor for test, getting lost even more effectively on the outskirts of Birmingham than I have done on other occasions in the city itself.

I was allowed to depart from Jensen's after I had been given a driving lesson, and a fast run home showed that here was an imposing-looking car of real performance, the gear-lever-operated overdrive top gear being very pleasant to engage or dismiss as road or traffic conditions dictated.

I handed the Jensen over to the office, with keen anticipation of putting it through its paces later and set off with my wife in her 1927 Sunbeam Sixteen to attend a Sunbeam Register Wolverhampton Weekend. In this six-cylinder Coatalen-designed touring car, original in all respects except that it had been resprayed, we progressed steadily at 40 m.p.h., via Bicester and Banbury, towards the Midlands, the Sunbeam making that intriguing sound from the intake of its Claudel-Hobson carburetter which Barry Dove has likened to froth being sucked off a glass of beer. It refused to be hurried, yet gave that comforting feeling, well known to vintage-car enthusiasts, of being capable of going on for ever. We had not left the turmoil of the Edgware Road until after 1 p.m., yet we took tea at Birmingham Airport (having, happily, avoided the city itself, and arrived in ample time for dinner at the Castlecroft Hotel at Wolverhampton. The next day, leaving my wife to conduct the first part of her rally, I undertook the long journey to Silverstone from Wolverhampton in the Morgan, where I received the sad news that the Jensen, in the hands of a colleague, had swallowed a rubber washer and lost its engine bearings during subsequent digestive ailments which assailed its lubrication system. So on the Sunday evening my wife and I had a fast run home in the Morgan and a friend was entrusted to bring the Sunbeam back for us. For some reason or other a test Jensen has eluded us since but I enjoyed my brief experience of the Interceptor so much that I hope another will come along for test this year—and may it be the Type 541.

Prior to the Wolverhampton weekend I did my only piece of aerial travel of the year, when I used the B.E.A. Northolt—Le Bourget "motor-bus" (a Viking in this instance) for a visit to France. At Paris the Continental Correspondent was awaiting us with his heavily-laden Fiat 1500, the interior of which was a cross between a lending library and a lumber-room, so that skilled re-loading was necessary before the photographer could be stored away. In this outwardly well-worn Italian saloon, with its smooth six-cylinder engine and notably level ride, we Britishers saw the French 24-Hour Race at Le Mans. It was a pleasant week indeed and truly memorable was our host's greeting as we returned to his hotel after those weary but enthralling hours at the course, he and Madame and the entire kitchen staff lining up on the pavement to wring our hands in honour of a British victory, almost as if we alone had in some way made the Jaguar win possible.

On the way home we drove round the course (they all do!), looked at that historic stretch of road just outside Arpajon where Ernest Eldridge and his fabulous F.I.A.T. broke the Land Speed Record in 1924 at 145.9 m.p.h., and called in at the always-open and hospitable Monthlèry.



PRACTICAL TRANSPORT.—The Volkswagen, which has served the Editor so well and given him so much satisfaction over a big mileage.



FRENCH FIAT.—The Simca Aronde, "an entirely admirable family car."

Arriving back at Northolt late on a raw English summer evening we were charged a stiff fee for having left the Morgan in their open parking space, got lost attempting to follow the signposts to that other airport at Heath Row (which was on our route), and, remarking to a pump boy at the garage where we stopped for petrol that we had just come back from Le Mans, received in answer: "Oh yes, sir. I go to the Speedway quite often myself." There were no illusions. We were home.

Subsequent motoring experiences have been confined to a brief spell driving a 2-c.v. Citroën round beautiful Burnham Beeches and long journeys, west and north, in Volkswagen, Citroën Big Fifteen and Simca Aronde cars. These last three are each entirely admirable family cars, although the Aronde, in common with the Frégate mentioned earlier, had something of the supple suspension and ornate interior of a scaled-down American wheeled-drawing-room. I could, however, make very good use of any of these cars for everyday business and domestic journeys (pleasure motoring is something different again, demanding, in my view, two seats close to the fresh air). The respective road-test reports have been published so recently that I need write no more here about these willing Continental-design vehicles, each of which served me so very well for a modest expenditure of fuel.

Two more cars remain for inclusion. One is my 1922 8/18 Talbot-Darracq light-car. It is due for overhaul to restore the lost compression when hot, which proved my undoing when, on a very damp Boxing Night, I attempted to drive it over the route of the 1922 M.C.C. London-Exeter-London Trial, Boxing Night being the traditional starting time of this trial when "men were men and women were proud of them"—now your enthusiast presumably prefers his fireside television! I am in honour bound to try again this year; may I leave it at that for the present, merely adding that even in its existing condition (last rebore 70,000 miles and a pre-war R.A.C. Rally ago!) this little Coatalen-designed companion to my wife's Sunbeam runs very willingly and its solid back axle renders it "interesting" not only technically but in fact!

The other vehicle is scarcely worth discussing, except to remark that it, a Series E Morris Eight saloon, went about its work sufficiently briskly that, at the first stop, I went round to the front half expecting to see "Ten" instead of "Eight" inscribed on its radiator badge. It had been hastily hired for a journey when the Morgan, 11,200 miles after a complete overhaul, sheared the shaft connecting Vanguard engine to Moss gearbox. I really refer to this Morris because enthusiasts can often be stranded on the eve of a race meeting or other fixture they do not wish to miss, and it is on such occasions, when their own car is either not ready or is proving temperamental, that the facilities offered by "suburban" hire firms may be worth considering. Whereas the well-known hirers have, since the war, imposed a 6d. a mile charge above a mileage which most enthusiasts regard as nominal, the smaller concerns usually charge a flat-rate of about £2 a day, mileage unlimited. If a pre-race-day breakdown has stranded four or five enthusiasts they should consider hiring a vehicle from such a concern—it may not be too presentable but it is unlikely to present vagaries with which they cannot cope and it can make all the difference between seeing Ascari win another Silverstone or the football on T.V.

Reverting to less morbid thoughts, my mileage on the nine road-test cars tried during 1953 totalled over 5,000, without accident, breakdown or brush with the police. I hope to do considerably better than that this year.—W. B.

CLUB NEWS

N. LONDON M.C.

For the first event of 1954 there will be a film show at the White Lion Hotel, High Street, Edgware, Middlesex, at 7.30 p.m. on Wednesday, February 10th. At the last film show held by this club there were over 250 people present, and so that they can ensure that all persons present have proper seating accommodation it has been decided that admittance can be by ticket only. Tickets are available from the Hon. Secretary—G. F. Luck, 27, Ferney Road, East Barnet, Herts, or from G. J. Waple (Barnet 2919).

SHELSLEY ON SUNDAYS

It has now been decided, after numerous requests from competitors and the public, to hold both meetings on Sundays, the dates being: National meeting, Sunday, June 20th, and International meeting, Sunday, August 29th. These dates have been approved by the R.A.C. and F.I.A. and both meetings are officially approved by the S.M.M. & T. for trade participation and support and the advertising of results. Practising will take place on the Saturday before each meeting.

All communications in connection with Shelsley and the Midland A.C. generally should now be sent to the new address of the Midland A.C.'s office: Temple House, 184, Bath Row, Birmingham 15.

RACING AT SOUTHPORT

Southport, once famed for its sand-racing, is aiming to bring its name to the fore in the world of motor sport again. About 150 enthusiasts attended the inaugural meeting of the Southport Auto-sports Club, held in the Prince of Wales Hotel on January 4th.

One of the main projects of this new club, as may be expected, is the revival of sand-racing, which before the war attracted crowds of 30,000 to the Lancashire holiday resort. The members—already they number nearly 200—intend to organise other sporting events. Trials, hill-climbs, rallies and a *concours d'elegance* are planned.

Co-founders of the club are Mr. G. L. McLean and Mr. F. T. Duffy, and at the inaugural meeting they were elected chairman and secretary respectively.

Mr. Duffy outlined the aims of the club and recalled those pre-war days when world-famous motorists like Malcolm Campbell made use of Southport's seven-mile straight. "We have the best beach in the country," he claimed. Several world record attempts were made at Southport and speeds approaching 300 m.p.h. were reached. The new club, said Mr. Duffy, anticipated the full support of the Corporation in providing labour and flagging the courses. They had been promised, too, that the first major event held on the beach would be televised.

There were some critics of the sand-racing scheme. Mr. George Leigh questioned the practicability of racing on sand in view of the speeds reached by the machines of today. He was not sure that Southport's sand now was as suitable for racing as it had been before 1939. He was, however, quite prepared to support the scheme, although he felt it was being started too late. He did not think it would ever regain its pre-war popularity and gave as his reason the construction of the new road-racing circuit at Oulton Park, only 50 miles away, and the possibility of a new circuit at Aintree in Liverpool. Young enthusiasts, he thought, would not risk ruining their machines on sand, when they could enter for road-races near by. Before the war there had been no racing circuits in the vicinity.

Mr. Duffy replied that Stirling Moss and Mike Hawthorn had both expressed their keen interest in the scheme, and he was confident that there would be plenty of entrants. The speeds reached in pre-war record attempts were higher than any attained by modern racing cars.

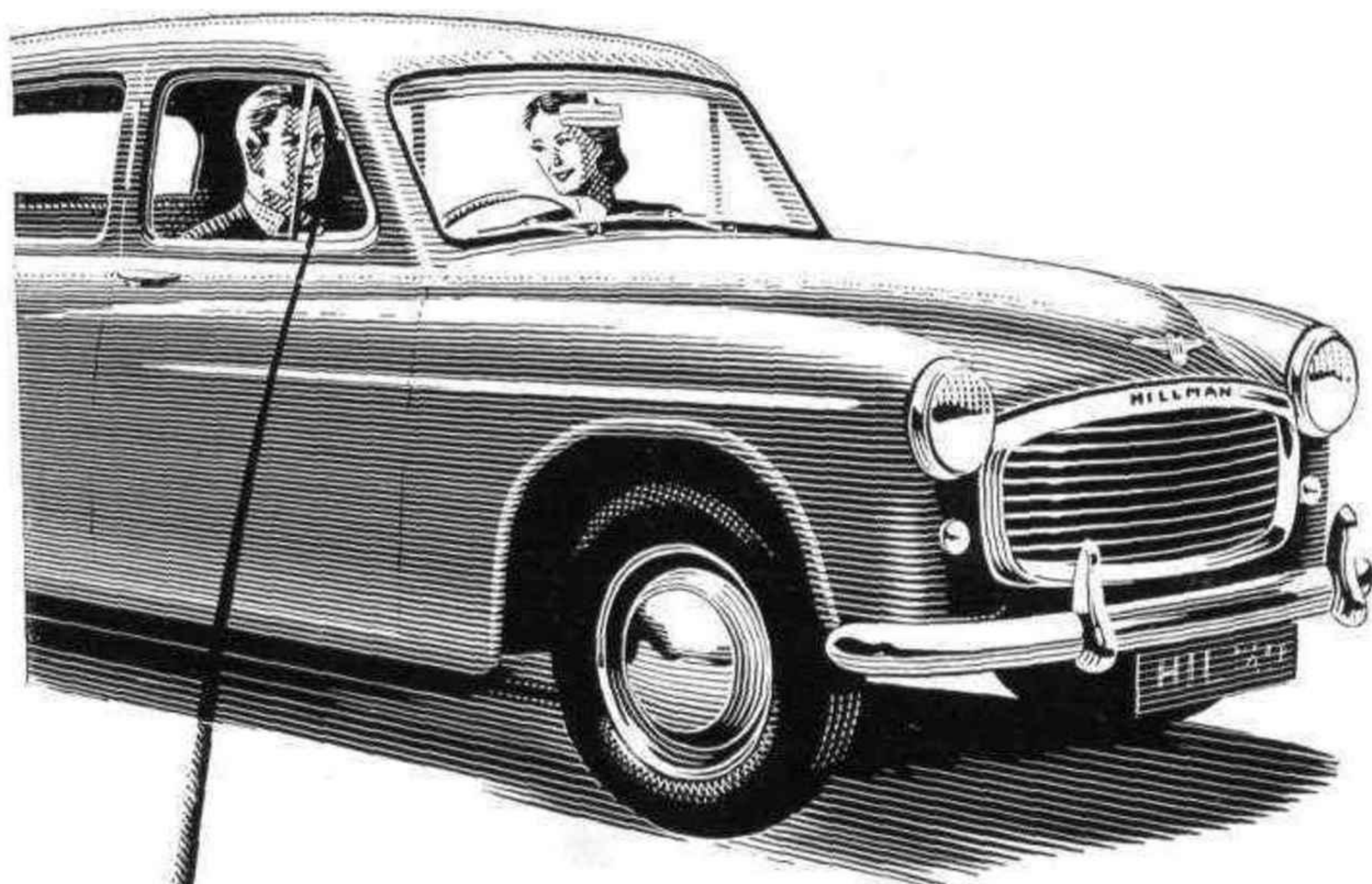
Mr. McLean said motor-cycle racing on the beach and an international hydroplane event on the Marine Lake were also planned. Sunday hydroplane races in 1953 had been watched by 25,000 people.

The representative of the R.A.C. at the meeting was county manager Mr. W. C. Hosegood, of Liverpool. Reg Parnell and Geoff Duke, who lives in Southport, had both promised to attend but were unable to get to the meeting. It was reported that Parnell had left Derby for Southport but seemed to be making poor time.

Officials elected were: Mr. G. McLean, chairman; Mr. R. A. Levers, vice-chairman; Mr. F. T. Duffy, secretary; Mr. L. E. Harris, treasurer; Messrs. J. Charnley, K. Bridge, J. Watts, V. Kilner, R. A. J. Holding, T. Taylor, R. McKillop and Miss Pam Tirrell, committee.

FIXTURES FOR FEBRUARY

R. — Restricted Event.	C. — Closed Event.	C.I. — Closed Invitation Event.	N. — National Event.	I. — International Event.
6th/7th.—Thames Estuary A.C. Rally, E. Counties. C.I.				
7th.—Herefordshire M.C. Trial. C.				
Loughborough College M.C. Rally, Leics. C.				
Southsea M.C. Trial, Hants. R.				
Hagley & Dist. L.C.C. Trial, Salop. C.I.				
12th/13th.—Yorkshire Sports C.C. Rally, Yorks. C.I.				
13th.—Eastern Counties M.C. Trial, E. Counties. C.				
Univ. Hosp. & Univ. L.M.C. Rally, Hants/Oxon. C.I.				
Newry & Dist. M.C. Trial, Newry. C.				
14th.—Sheffield & Hallamshire M.C. Trial, Derbys. C.				
Windsor C.C. Trial. C.				
Maidstone & Mid-Kent M.C. Trial. C.				
Oxford M.C. Point-to-Point, Berks. C.				
Coventry & Warwicks. M.C. Trial, Warwicks. C.				
Cemian M.C. Rally, Chilterns. C.				
N. Devon M.C. Rally. C.I.				
Morgan 4/4 Club. Rally, E. Midlands. C.				
Charnwood C.C. Rally, Leics./Notts. C.				
Welsh Counties C.C. Trial, Cardiff. C.				
17th.—Lothian C.C. Gymkhana, Edinburgh. C.				
19th.—Scottish Sporting C.C. Rally, Glasgow. C.				
20th.—Edinburgh Univ. M.C. Driving tests, Edinburgh. C.				
21st.—Cheltenham M.C. Rally, Forest of Dean. C.				
Nottingham S.C.C. Trial, Nottingham. C.				
N. Midland M.C. Trial, Derbys. R.				
21st.—M.G. C.C. (N.E.). Rally, Yorks. C.I.				
Margate & Dist. C.C. Trial. C.				
Sporting C.C. of Norfolk. Rally. C.I.				
N. London E.C.C. Trial, Herts. C.I.				
Morecambe C.C. Hill-climb, Warton. C.				
Southsea M.C. Trial. R.				
Newcastle & Dist. M.C. Trial, Newcastle. C.				
Leicestershire C.C. Trial, Leics. C.				
27th.—Bristol M.C. & L.C.C. Trial. C.				
27th/28th.—Peterborough M.C. Trial, Peterborough. C.I.				
West Essex C.C. Rally, E. Counties. C.I.				
Liverpool M.C. Rally, Lincs. C.I.				
Rhyl & Dist. M.C. Rally, Wales. C.				
Falkirk & Dist. M.C. Rally, C. Scotland. C.I.				
28th.—Yorkshire S.C.C. Trial, Skipton. C.				
M.G. C.C. (N.W.). Rally. C.				
Manchester Univ. M.C. Rally, Yorks. C.				
C.S.M.A. Trial, Essex/Herts. C.I.				
Chiltern C.C. Trial. C.				
Cemian M.C. Rally. C.				
V.S.C.C. Rally, Bisley. C.				
Chiltern C.C. Trial, Amersham. C.				
Fylde Motor Sports Committee. Trial. C.				
Burnhope & Dist. M.C. Trial, Co. Durham. C.				
Swanage C.C. Trial, Hants/Berks. C.I.				
Furness & Dist. M.C. Trial, Lake District. C.				



"In my
HILLMAN
I always use
CASTROL"



THE MASTERPIECE IN OILS

The Least-Expensive Car on the Market

The £275 Ford Popular Proves its Worth

I HAVE just driven 140 miles in a Ford Popular, Dagenham's strategic model in the low-price field, and before returning it I shall drive it many more miles. For the Popular, in spite of its competitive basic selling price of £275, which makes it the least-expensive car on the British market at the present time, is a willing, solid, and satisfactory means of motoring.

There are two distinct lines of approach to the provision of "motoring for the masses." You can either build a technically-specialised vehicle such as the 2-c.v. Citroën or you can mass-produce a more conventional vehicle, keeping its price down by eliminating luxury accessories.

Ford, with the Popular, have chosen the latter course and, by incorporating a water-cooled four-cylinder engine of 1,172 c.c., they avoid criticism on the grounds that their cheapest model is so lacking in acceleration and speed as to contribute to the congestion on Britain's out-dated roads.

All the components of the Popular are well known, having proved themselves over a number of years and in all parts of the globe in the former Anglia 8-h.p., Prefect 10-h.p. and Export-Anglia 10-h.p. cars. Consequently, the purchaser has nothing of which to be suspicious, and nothing new to learn when it comes to driving and servicing the Popular.

What Ford have done is to offer a simple, substantial two-door, four-seater saloon capable of cruising all day long at a speedometer 50 m.p.h., of reaching 60 m.p.h. if occasion merits, giving acceleration of quite brilliant quality in relation to its engine size, given full use of the synchromesh three-speed gearbox, of giving seldom less than 32 m.p.g. with the cheapest grade of petrol and 35 or more m.p.g. if purposely driven to obtain it, all for a basic price of £275, or under £400 in this country, purchase tax paid.

To do this they have skimped nothing in the specification and quality of materials in this somewhat out-dated car but they have been courageous enough to eliminate direction indicators, door pockets, armrests, cubby-holes, anti-dazzle vizors, second screen-wiper, and all instruments except for a good speedometer (with the 30-m.p.h. mark clearly indicated), ammeter and petrol gauge. They have even eschewed constant-voltage dynamo charge in favour of the three-brush system, so that the battery on the test car seemed to be receiving rather a generous flow of amps. during the daylight hours. The bumpers are unplated, and the tool kit consists merely of a screwdriver, box-spanner and "shifter" in a roll of sackcloth.

What is left is not only sheer sound value as basic all-weather transport, but a very enjoyable little car withal. There is something extremely reassuring, particularly to those for whom this is likely to be their first car, in the prompt manner in which the simple side-valve engine starts on a frosty morning, given a little choke, in the positive action of clutch and gear-change (the former calling for some care, the latter having a particularly nice action and lever location), and in the healthy power-roar from under the bonnet as the Popular cruises at 40-50 m.p.h. The Girling mechanical brakes, too, are first class, killing speed surely under light pedal pressure, while the central pull-out hand-brake holds the car securely and is not difficult to use.

The small combined head and side lamps, which are not sunk into the wings, give an excellent light in both full and foot-dimmed positions. The body, if a thought "tinny," is essentially substantial, very nicely finished and free from all but superficial rattles. The seats, bucket-style at the front, are comfortable without being luxurious, and visibility is good, although the normal driver cannot see the front wings. The rear windows extend right back for full visibility, the rear window is large and there are scuttle ventilators. The marked speedometer and large rear-view mirror should obviate an increase in running expenses due to fines for speeding! An excellent instruction book (replacement, 2s.) is provided and the bonnet sides open to give generous access to major components. Only the passenger's seat hinges to give access to the back compartment and luggage has to lie on the spare wheel in the boot, which calls for a carriage key to unlock it. But the lid, held by webbing straps, can be let down horizontally, when, at the expense of considerable overhang, a mountain of suitcases can be accommodated. The lack of door pockets and fascia cubby-hole is not adequately met by a shallow rear-seat parcels-shelf and the absence of any form



[MOTOR SPORT copyright.]

BRISK!—The Ford Popular is quite capable of leading other cars away from traffic signals and it cheerfully puts 33 miles into the hour on cross-country journeys, at better than 30 m.p.g. of grade-two petrol.

of interior illumination can be a nuisance. When the sidelamps are "on" the instruments are lit and cannot be separately extinguished but the glow does not really trouble the driver.

No one would pretend that the Popular boasts outstanding steering and roadholding, but our impression was that this latest version of small Ford is an improvement on its forebears, particularly in respect of directional control, and experience of this latter aspect of controllability included driving the car in the gale-force gusts of mid-January. The steering is positive and high-g geared and there is distinct pleasure to be derived by a skilled driver in taking the Popular through traffic gaps and round corners at speed, in spite of, rather than with the aid of, a centre of gravity perched high on transverse springs. Driving thus, middle gear will be held to 35 m.p.h. or beyond, when very useful acceleration results. Such a driver will soon acquire the knack of revving-up just sufficiently to drop into bottom gear for a smart getaway from rest, of remembering that reverse is opposite first with no safety-stop, and of avoiding catching the reverse cogs in whipping the rigid lever, with its pleasantly businesslike knob, from first to second-gear position.

Ford display religious faith in the dependability of their engine in not providing any indication at all as to whether the oil is circulating. We can but remark that in a mileage of 753 no oil or water was called for. Tested over 623 miles of a 750-mile week's motoring consumption of fuel, both grade-one and grade-two, came out at 31.2 m.p.g., including taking part in a trial and much winter-starting and "pottering about." Tests with separate gallons, under conditions not at all favourable to the car, gave 34.6 m.p.g. on National Benzole and 32.1 m.p.g. on grade-two Esso. Mechanical noise was confined to the aforesaid power-roar and a low-speed metallic rattle from the region of the clutch.

One aspect of the Popular which has to be faced is a high-pitched up-and-down motion imparted by certain road surfaces, particularly at low speed, with the form of suspension employed. This, worse in the back than in the front seats, is not so serious that those approaching basic motoring in the right spirit would not be prepared to tolerate it, and no doubt it is as good for the liver as horseback riding. We can only say that the Editorial liver could not have been in very good condition when our test was made!

Yet, what are the alternatives? Let us resort to "Popular mathematics." To woo a more modern specification and higher cruising speed offered by, for example, the Austin A30, will cost £85 more in purchase price, equivalent to paying the Popular's tax for 6.8 years or buying it petrol sufficient for 14,000 miles. To purchase superior comfort and roadholding such as, for instance, the Morris Minor provides, entails a layout £139 greater, equal to taxing the Popular for 11.12 years or fuelling it for more than 23,000 miles.

Such economics count for a lot these days and add up to the Popular's reason for existence and its ready sale since its sensational introduction at Earls Court last year.

The impecunious enthusiast limited to one car may prefer to put

Continued on page 79

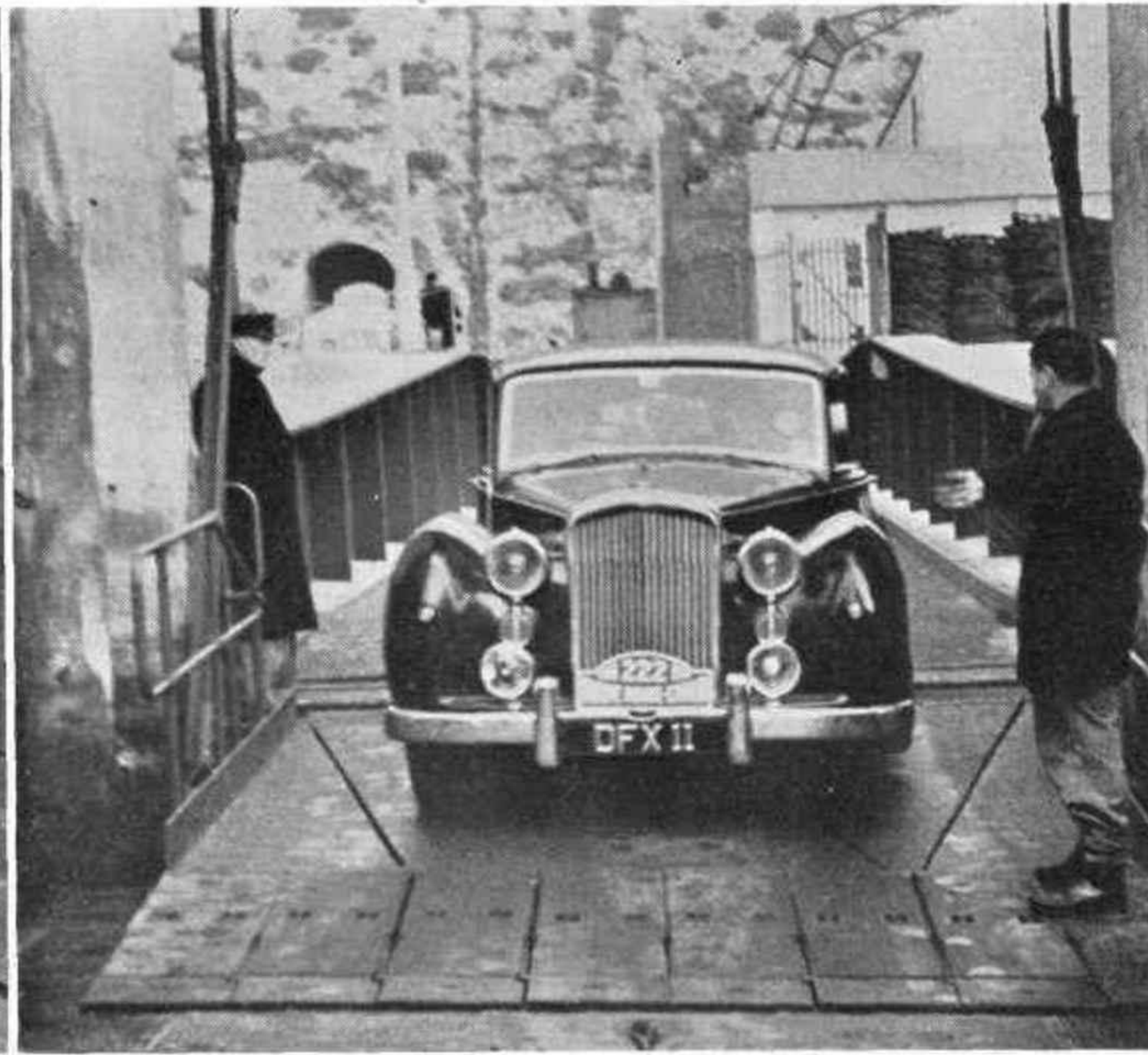
PICTORIAL REVIEW

Monte Carlo Rally—750 M.C. and West Hants & Dorset Trial — V.S.C.C. Measham Rally — M.C.C. Exeter Trial

Top, left : *CONCOURS CONTENDER.*—W. H. Couper is checked aboard the "Lord Warden." The Armstrong-Siddeley Sapphire is equipped with every aid to comfort. Note the headlamp snow-wipers.

Top, right : *DOWN THE RAMP* rolls the Bentley of D. R. L. Wallace on the second phase of the long route to Monte Carlo. The new loading arrangements proved highly successful.

Bottom : *B.R.D.C. MEMBER.*—J. Eason Gibson's Daimler arrives in the bright lights of the Dover Control en route for Monte Carlo.





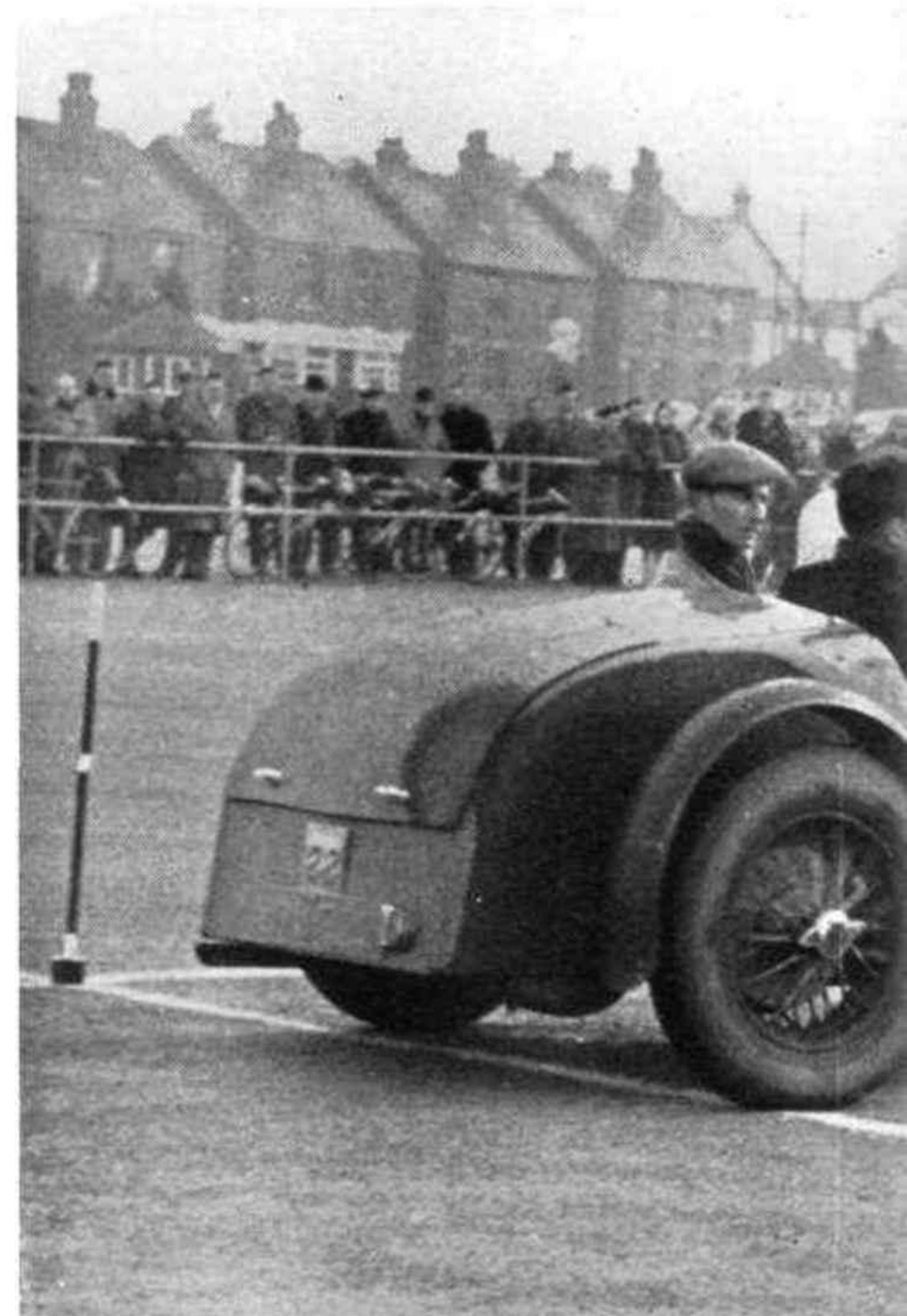
ZERO HOUR.—A. E. Cleghorn and passenger in their 1,172 Dellow watch the starter for the signal to begin their trek from Virginia Water in the Exeter Trial of the M.C.C.

CONCENTRATION.—As expressed by L. G. Bennett and passenger as they will their car around one of Fingle's bends, during the Exeter Trial.

NICELY TAKEN.—M. Hazelwood places his Dellow neatly and cleanly around one of the bends on the Fingle Bridge section of the M.C.C. Exeter Trial.

THE ONE-EYED MONSTER of L. Gutteridge, otherwise the Bartlett Special (1,442 c.c.). Driver and passenger view the prospects of Fingle rather apprehensively as they round one of the bends.

LASHINGS OF LIGHT seems to be available on H. Tucker-Peake's Tucker M.G. as he lines up at the start of the Exeter Trial, while the spectator on the left depends on the doubtful aid of the hurricane lamp.



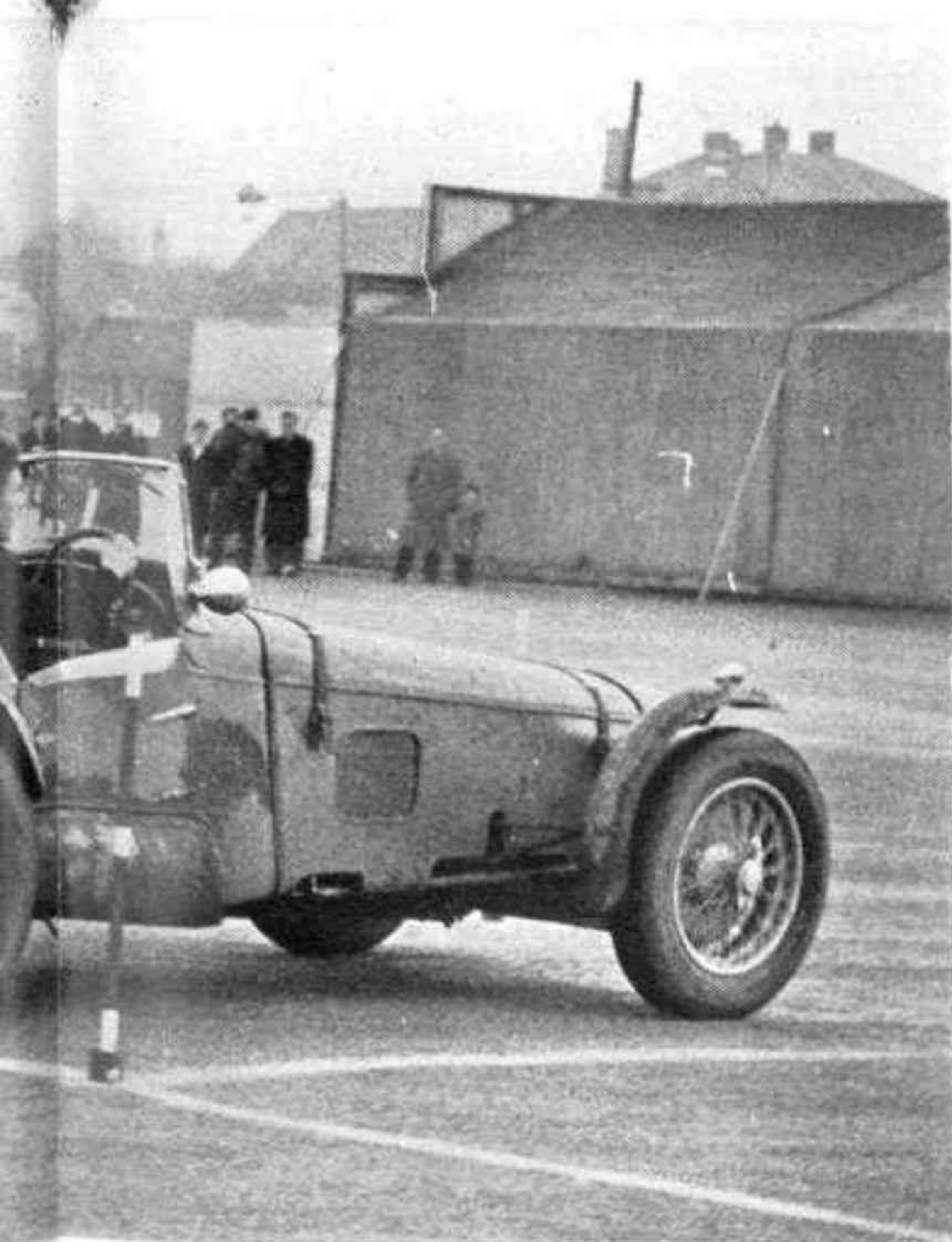
RALLY WINNER.—P. W. McNaughton, in his 1926 3-Rally Challenge Trophy. For the first time in the

LIST TO PORT as H.M.S. "Vanguard" steams through the driving test at Measham. N. L. Hall won the visitors' class, in the V.S.C.C. Rally, with a total of 466½ points.





A BUMPY RIDE in store for E. G. Walsh (Dellow) as he tackles the loose surface on Fingle Bridge, watched by a small gallery of hardy enthusiasts.



A 1.5-litre Sunbeam, with a total of 490 points, won the V.S.C.C. Measham Rally a vintage car scored the highest total of points.

ARRIVAL.—F. A. Denning reports to the control at Measham, where marshals check lights, horn, screen wiper, and other details of his Humber, prior to the driving tests.

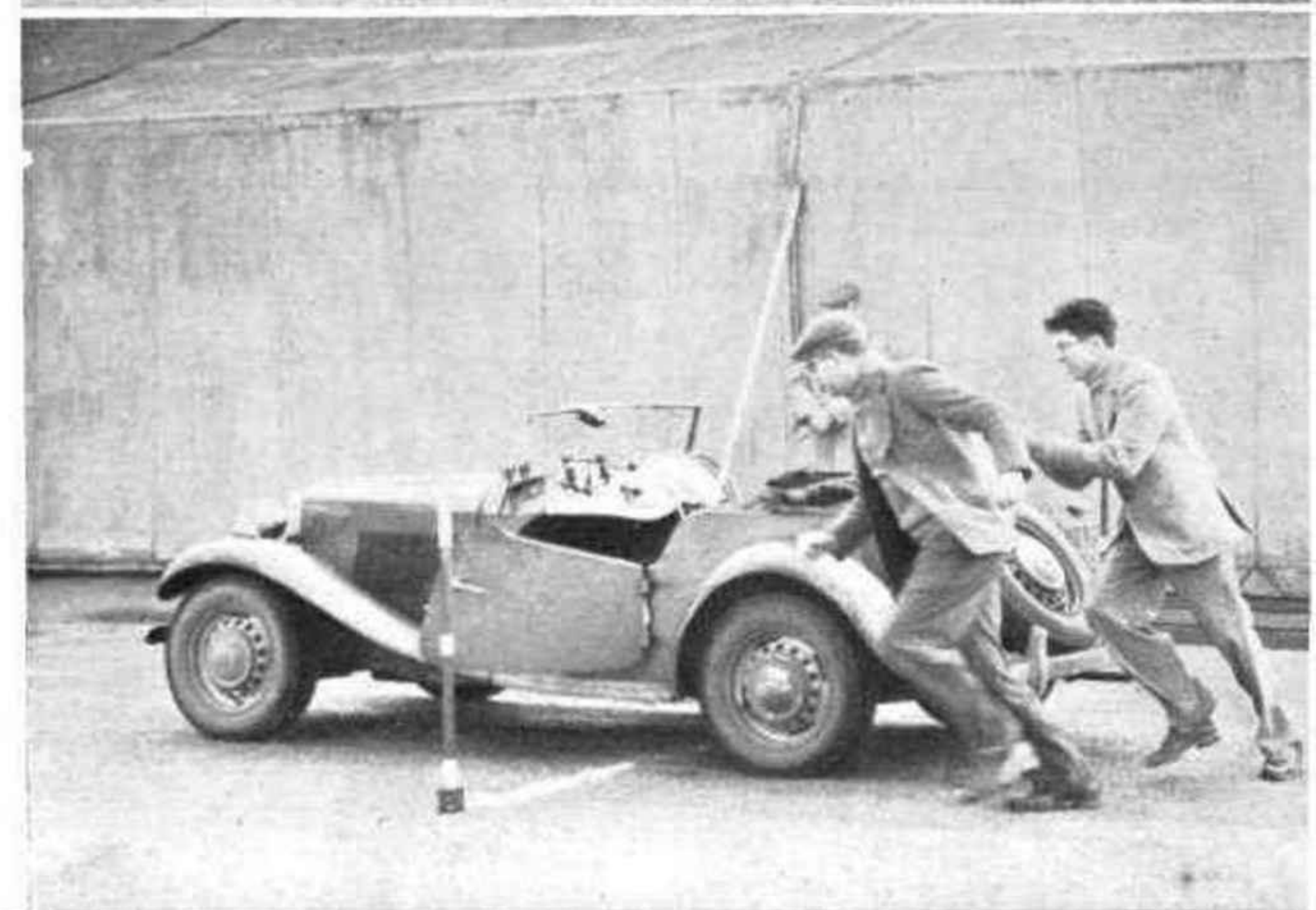
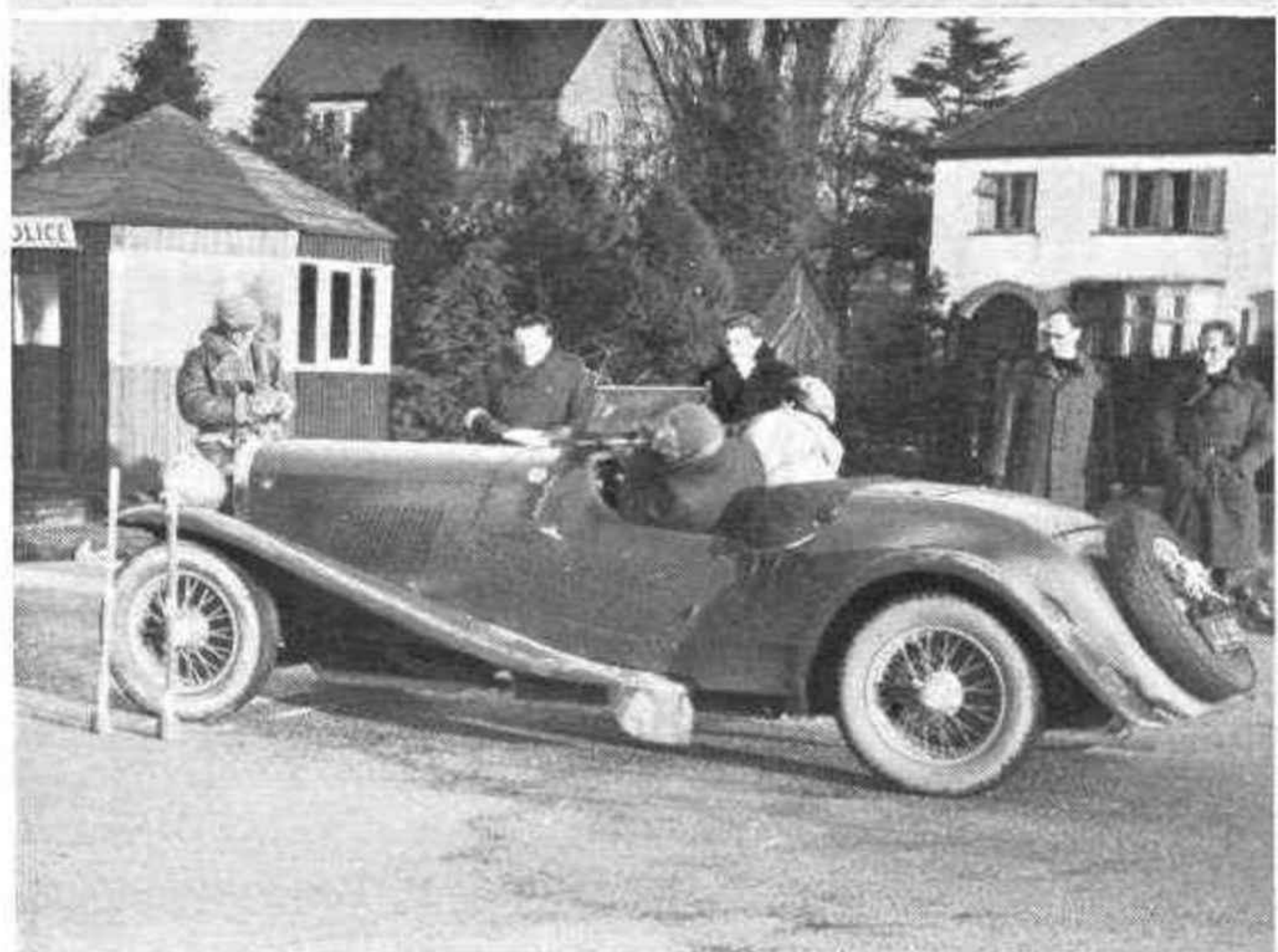
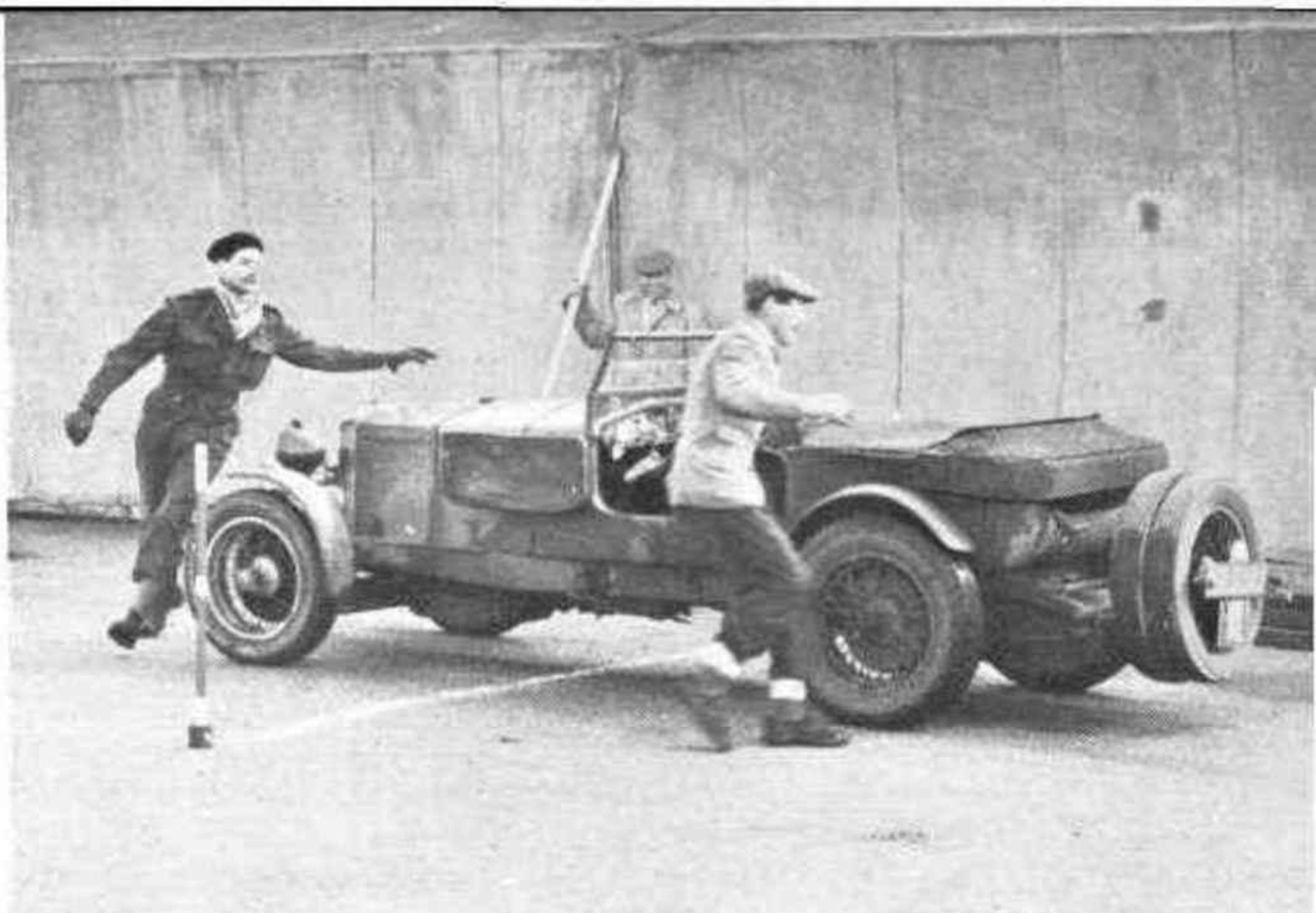


MERRY-GO-ROUND.—P. J. Binns, winner of the Jeddere Fisher Trophy, makes good time around his O.M., while his navigator skips gaily across the front during the "pit stop" test at Measham.

NOT QUITE.—A. B. Whitelegge and navigator anxiously watch the front wheels of their Lagonda during one of the braking tests at Measham. He does not appear to have stopped quite in the cradle.

SECOND PLACE in the visitors' class was taken by F. L. Shaw (M.G.). He made a good run in the forward direction, but hit some pylons in reverse; nevertheless his total was only half a point behind the class winner.

CHASE ME, CHARLIE.—As played by H. E. Hardman and partner around their M.G. during the V.S.C.C. Rally at Measham. The younger member of the team seems to be gaining on the senior. Hardman made best performance in the tests of all drivers not winning other awards.

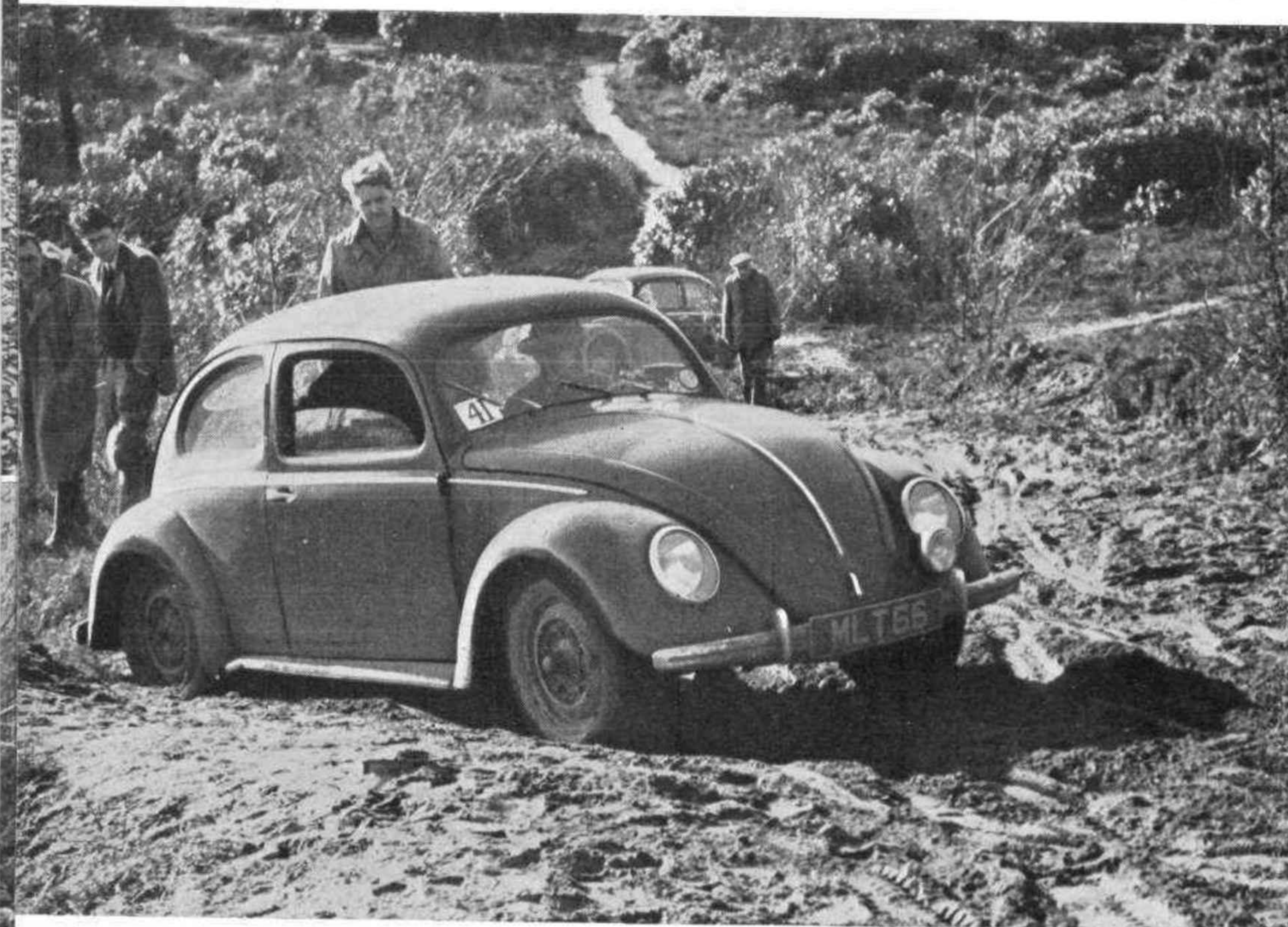




LARGE FRONTAL AREA of the Vauxford Special does not appear to worry Walters unduly. Here he is climbing one of the many hazards in the 750 Club trial near Christchurch. He took third place in Class 1.



READY TO GO and passenger ready to commence bouncing. D. H. Small prepares for the descent of a section of the 750 Club and West Hants & Dorset All-Comers' Trial. He was second in his class.



CONTINENTAL ATMOSPHERE provided by a Volkswagen team at the 750 Club and West Hants & Dorset All-Comers' Trial. The Volkswagen shown is driven by J. M. Burn, who won third place in Class 3.

NEARLY THERE. A sports car in the form of an early M.G. tops the rise after a long climb up Section 5. This view conveys some idea of the height and type of terrain used by the 750 Club for their trial.



GALLANT TRY by W. E. Wilks in his Austin earned him sufficient points to gain third place in Class 2. He performed consistently during the day.



LANCIA RACING—continued from page 64.

cars competed in the Nurburgring 1,000-km. race. Two of these cars were yet another version of the original conception, having 3.3-litre engines and a redesigned rear end. The gearbox and differential were made in one casting, the gearbox internals being below the differential. De Dion suspension was still used, but with the cross-tube running in front of the differential housing and having no guide; $\frac{1}{4}$ -elliptic springs were used and these, together with tubular radius-rods, also looked after the location of the wheels. A large oil tank in the driver's side of the body had an oil filter and cooler built in its base, cooling air running through tubes that passed through the tank, and adjustable scoops in the body panels controlled the flow of air. The opposition to Scuderia Lancia came from a works 4½-litre V12 Ferrari, but in spite of one Lancia retiring on the second lap with a faulty petrol pump, the other two were soon first and second and comfortably dealt with the larger-engined Ferrari. Throughout the season the Lancia team had been working up to this state of affairs, for they were clearly superior cars, but still had teething troubles to overcome. Victory was snatched from their grasp when the cars came in to refuel and both batteries were found to have lost all their charge, due to overheating, and as the regulations called for all starting to be done electrically, with no outside assistance, the Turin cars had to withdraw.

There followed another Italian national race, in which Bonetto finished second to Fangio, who was driving an Alfa-Romeo, and then Castellotti set up a new record for the hill-climb from Catania up Mount Etna.

To conclude the 1953 racing season the Scuderia Lancia went to Mexico with only one idea in mind and that was to win. This they did in no uncertain manner, finishing 1-2-3, but in their glory they suffered the loss of Felice Bonetto, who was killed in a crash with the fourth car. The planning and control of the Lancia team was something to behold, and as indicated throughout the past season the team of drivers, mechanics and pit-crew was equal to any full Grand Prix team and a logical development of all the effort in organising, designing and running would be a Formula I team for the 2½-litre 1954 Formula. Until quite recently nothing was said about a Formula I team, though there were people who claimed to have seen a 2½-litre G.P. version of the vee-six and mechanically there was little difference between the sports Lancias and what one could visualise as a G.P. Lancia. Now, in a quiet and indirect way, Lancias have announced that their Formula I car may be ready late in the 1954 season, so that we can look forward with interest to a Grand Prix team that will be run by a Scuderia that has gained an enormous amount of practical knowledge during the past season. Technically speaking it is probably true to say that there has never been a motor-car manufacturer who has succeeded in achieving the desired end in a different way from the rest of the world so successfully as the Lancia concern. This ability to produce results from a clean sheet of drawing paper in the design room, without the need of copying others, still continues just as it did in 1919 and it should add greatly to the interest of Grand Prix racing.—D. S. J.

TEAM EQUIPMENT

There is always something rather nice about being self-contained, and among the racing *equipés* there are many who can provide all their needs, as regards transport, from their own factories. Mercedes-Benz, for example, transport their racing cars in diesel lorries of their own manufacture, the team chief uses a model 220 Mercedes-Benz, and one of the drivers has a beautiful 300S coupé, while some of the "boffins" use a 300SL coupé on the road. Alfa-Romeo, too, transport their cars on one of their own diesel lorries, "1900" saloons provide for personnel, and Fangio uses a 2½-litre six-cylinder saloon. Lancia and Talbot-Lago both have transport vans of their own manufacture, and Aurelia saloons seem to be standard issue to anyone connected with the Turin firm, while Talbot-Lago road cars make for fine trans-Continental travel. Ferrari driver Hawthorn used a 2.5-litre Ferrari coupé for road travel last season, though the racing cars cannot be carried in a Ferrari van. At the height of the Alfa-Romeo/Ferrari battles a year or two ago, the Modena cars were using an Alfa-Romeo diesel transporter, but this later gave way to the well-known O.M. lorries—a nice gesture. At Monza last year the Maserati team used a light open truck powered by a two-stroke engine and built by them, called a Maserati-Muletto, to carry jacks and tyres, etc.

As mentioned above, being self-contained is rather nice, and master of them all was probably the late Ettore Bugatti, who arrived in a Bugatti Royale to watch his team compete and could even have sent his cars by Bugatti rail-car—opulence indeed. In the days of shortage in 1947 a French driver of a Delahaye was in a happy position for his Delahaye lorry used an identical engine to that in his racing/sports car, so he was never stuck for spares!

THE LEAST-EXPENSIVE CAR—continued from page 74



[MOTOR SPORT copyright]

UP SHE GOES.—In the course of testing a Ford Popular we entered it, at the last moment, for the 750 M.C. All-Comers' Trial. Another Popular, with special back tyres, was second in its class.

the equivalent of the Popular's purchase tax towards a secondhand car, but the less knowledgeable, to whom only a new car spells reliability; the enthusiasts' parents; the affluent enthusiast seeking a second, runabout vehicle; and commercial firms buying fleets of cars for their representatives; all are potential customers for whom the Popular, and perhaps the Popular only, completely "fills the bill." Certainly Ford contrive to offer, in the least-expensive of all our cars, normal accommodation for four full-size adults on conventional seats, ordinary wind-up windows, and doors and minor controls, etc., which do not differ from those of other conventional cars. Moreover, its dependability is a watchword and Ford service facilities, at declared charges, are global.

Reflect that this dependable, lively, economical and conventional-looking Ten sells today for a pre-war value of about £92 and you must surely agree that Dagenham is entitled to chalk up another most praiseworthy achievement.—W. B.

THE FORD POPULAR SALOON

Engine: Four cylinders, 63.5 by 92.5 mm. (1,172 c.c.). Side valves, non-adjustable tappets. 6.16 to 1 compression ratio. 30.1 b.h.p. at 4,000 r.p.m.
Gear ratios: First, 16.9 to 1; second, 9.7 to 1; top, 5.5 to 1.
Tyres: 4.50-17 India on bolt-on disc wheels.
Weight: Unladen, 14.8 cwt.
Steering ratio: Two turns, lock-to-lock.
Fuel capacity: Seven gallons. Range approx. 219 miles.
Wheelbase: 7 ft. 6 in.
Track: 3 ft. 9 in.
Overall dimensions: 12 ft. 7½ in. by 4 ft. 8½ in. by 5 ft. 4¼ in. (high).
Price: £275 (£390 14s. 2d. with purchase tax).
Makers: The Ford Motor Co., Ltd., Dagenham, Essex.

LIGHT ENGINEERING FACILITIES

Southern Cylinder Services Ltd., 55, Church Road, Wimbledon, London, S.W.19 (Wimbledon 1153).

This firm have the usual facilities for both overhauling worn engines and making spares and special parts to customers' patterns. They have been established for twenty years and have carried out machining of parts for prototype and production sports-car engines.

Normally they are not open on Saturday mornings, but a telephone call will confirm this; they close on Saturday afternoons but remain open from 8 a.m. to 6 p.m. on weekdays. In looking for these premises bear in mind that numbers in Church Road run down one side and up the other in numerical order. Southern Cylinder Services occupy a white-painted building on the left-hand side turning into Church Road after crossing Wimbledon Common.—W. B.

SPORTS CAR CHALLENGE FROM AMERICA

A New General Motors Product Which May Affect Our Export Sales

SINCE the war Britain has found America to be receptive to British sports cars and useful export business has been conducted by M.G., Jaguar, Allard, Aston Martin and others. In a recent address, reported in *MOTOR SPORT* last December, Sydney Allard remarked that the huge American automobile manufacturing concerns, tooled up for mass production of ordinary automobiles are unlikely to turn to the output of sports cars until such time as they are convinced that sporting America is able to absorb at least 20,000 such autos every year.

When this time comes, if it comes, the British sports-car manufacturer will face competition which so far has been lacking.

The rapidly increasing enthusiasm in the States for sports-car racing and, indeed, for the Sport in all its forms might be expected to bring appreciably closer the day when Britain will compete with the huge U.S. assembly plants for priority of sports-car sales.

So far only Briggs Cunningham has seriously set out to gain a hold on this market and his sports Cunningham is both expensive and in limited production. It has already gained victory in American sports-car races and finished third to the Jaguars at Le Mans last June.

Recently there have been signs that America's big manufacturers may have sports-car production in mind. The tendency to use more and more powerful power units in ordinary American cars as a sop to the sales-executives' power race, provides suitable engines for fast cars, and to this situation must be added the facts that American designers are getting better and better opportunities to improve chassis design through familiarity with racing requirements and that mass-production methods as commonly applied in the U.S. should enable the price of sports cars to be highly competitive, especially as suitably modified stock components would constitute the specification. America's "soup shops" have taught that modern engines and transmissions can be suitably adapted to the needs of speed and high-power output.

Recently the American monthly *Speed Age* (now, alas, defunct, or, rather, replaced by *Car Life*) revealed that Chevrolet, a make which stemmed originally from racing, has produced a sports car, in the form of the Corvette.

This, low-slung Corvette convertible was exhibited at various motor shows in the fall of 1952 and last September it was shown officially to some fifty American newspapermen.

Now there are some significant facts about this smart, well-equipped glass-fibre two-seater Chevrolet. It is not intended as a competition sports car, but rather as a fast, comfortable, ornament-free high-performance vehicle. It seems that at General Motors' busy Chevrolet factory, about 250 Corvettes were made during last year and this year, when the assembly line moves from the Flint factory to the St. Louis plant, the aim is an annual output of 12,000. It is expected that demand will call for an even greater output, as General Motors' 7,600 dealers go about the business of selling American enthusiasts their first big output, high-performance, sports-car-handling convertible. And the Corvette sells for a mere \$3,490.

The significant fact seems to be that already, from a car plant producing six chassis types, it has been possible to produce in three months two and a half times as many of these new Corvettes than Allard reckons to export Allard cars for a whole year. Moreover, General Motors could presumably gear-up production by 1955 to close on the figure at which Allard thinks it would be worth while for the U.S. to build sports cars. This view receives confirmation from no less a person than Wm. Fish, General Sales Manager of the Chevrolet Division of the great General Motors combine, who is reported as saying: "Chevrolet is in the sports-car field for the life of the Company."

Granted that the new Chevrolet Corvette is not a true sports car, is, in fact, a luxury convertible of high performance, the truth is that Paul R. Hayes, Managing Editor of *Car Life*, has given it as his opinion that although not designed to be raced, "the Corvette undoubtedly will be." It has the lines of a very low, completely open, all-enveloping sports car when the "top" is down.

The basis of the Corvette is a new welded box-section chassis braced by a central "X" member, above which the open propeller-shaft runs in a deep floor tunnel. Front independent suspension is of

conventional Chevrolet pattern, but employing stiffer coil springs and shock-absorbers. Rear suspension is by 51-in.-long out-rigged semi-elliptic leaf springs. The hydraulic brakes have 11 in. diameter drums and the steering column is almost parallel to the ground to provide a near-vertical steering-wheel position. The two-spoke wheel asks about $3\frac{1}{2}$ turns, lock-to-lock, which is far higher gearing than the five or more turns called for in most American cars. The actual ratio is 16 to 1.

The chassis of the Corvette has a wheelbase of 8 ft. 6 in. and a reversed crab-track of 4 ft. 9 in. at the front, 4 ft. 11 in. at the back.

The power unit is the well-established six-cylinder, 3,850-c.c. overhead-valve Chevrolet "Blue Flame" engine, coupled to a modified Power Glide transmission. The engine has been altered in respect of having a high-lift camshaft, a vacuum-booster fuel pump, extra alloy-steel exhaust valves, three side-draught Carter carburettors feeding into a cast-alloy inlet manifold and a dual exhaust system. The power output is 160 b.h.p., but on production Corvettes this is being brought down to 150 b.h.p. at 4,200 r.p.m. (peak r.p.m.—5,000) on a compression-ratio of 8 to 1, to ensure adequate tractability in traffic.

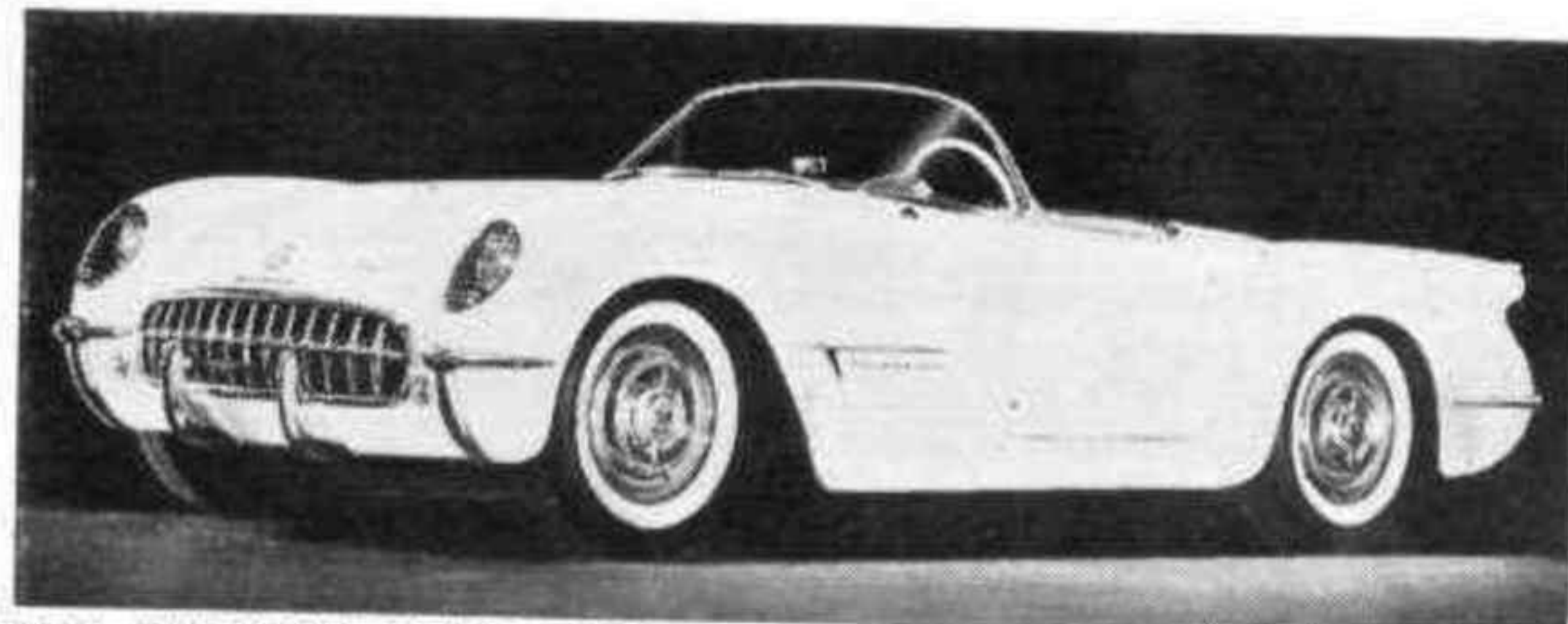
The appearance of the Chevrolet Corvette is very pleasing to European eyes, at all events in its Press pre-view form, when the "Christmas-tree" men had not got at it. The bonnet is so low that the designer—who is Chevrolet's Chief Engineer, E. N. Cole—has mounted the radiator inclined rearwards at 15 deg. and has, even then, had to put the header tank beside the engine, alongside and level with the valve cover.

Although automatic transmission has been used, because the bulk of American buyers demand this, the normal action of Power Glide has been changed to provide a change-up on full throttle which does not occur until 55 m.p.h. has been reached, while the over-riding selector lever is situated between the two bucket-type seats like the gear lever of a European sports-car.

A 3.55 to 1 final drive is used, as on normal Chevrolet models. The body is a sleek glass-fibre shell, to produce which dies valued at \$400,000 have been installed. Composed of 56 separate pieces made at Detroit and Ohio, the body of the Corvette has $\frac{1}{4}$ in. thick panels of 40 per cent. resin and 60 per cent. glass fibre, yet it is said to weigh 200 lb. less than an equivalent steel body. It actually weighs 411 lb. and the complete car, which is only 4 ft. high to the top of the generous windscreen and 13 ft. 11 in. in length, scales just over 25 cwt., distributed 50/50 between front and back wheels.

There are many clever aspects of the Corvette body. For instance, the door arm-rests can be lifted up to reveal a deep door pocket. The plastic bonnet hinges at the front. There is ample luggage space in the boot behind the 17-gallon fuel tank, there is a one-piece curved windscreen, and the instruments, if small, include five dials in addition to the larger, central speedometer. The grille is very modest for an American car and the disc wheels have imitation centre-lock hubs. The built-in headlamps are behind stone-guard covers. A push button in the metal beading between the seats releases a cover over the well formed above the fuel tank, into which the convertible top becomes entirely concealed when not in use. The Corvette is available in any paint colour, but is normally supplied in Polo White. No bumpers are fitted.

Upholstery is in red plastic over foam rubber and the plastic side windows are removable.



U.S. SPORTS CAR.—The 150-b.h.p. Chevrolet Corvette with o.h.v. "Blue Flame" engine.

Now what about performance? It seems that General Motors merely claim a speed of 100 m.p.h. plus. But testers assess the true top speed in the region of 110 m.p.h., to which we can add acceleration of the order of 0 to 60 m.p.h. in under 11½ seconds, in spite of automatic upward changes.

In price the Chevrolet Corvette compares in the States with our Jaguar XK120, and it seems likely that as production steps up it will be reduced to the price level of the Sunbeam Alpine, H.R.G., Allard Palm Beach, Austin Healey 100 and similar British sports cars. It certainly seems to possess a performance which will leave most of these cars behind, although it is no match for the XK120 and would have a tussle with the Austin Healey.

As a pointer or a straw-in-the-wind, the propensities of which British manufacturers would do well to watch, I think the Chevrolet Corvette is worth introducing to you.—W. B.

N.B.—Lesser "straws-in-the-wind" may be found, perhaps, in the Kurtis Kraft, Cunningham, Edwards and Excalibur J.

LETTERS FROM READERS—continued from page 86

THE GREAT OIL CONTROVERSY

Sir,

It is rather surprising to hear from two of your correspondents, Mr. J. E. Hands and Mr. A. J. Firth, that they should have had such unfortunate experience of modern additive oils as to consider them detrimental.

Apart from the enormous amount of research, there is a wealth of field experience which would indicate that suitable additive treatment not only reduces bore and ring wear, but provides other benefits such as reducing the rate of inevitable deterioration of oil in an engine.

Mr. Hands is rather late in discovering that additives are being incorporated in commonly supplied engine oils, as a large number of brands have had additive treatment since before the war, and oils with varying degrees of detergency have been available since the war.

The absence of a hydraulic valve mechanism would not be a factor to consider in deciding whether additive treated oils are beneficial or not. The modern additive oil is usually designed to have a number of functions. These may include some or all of the following:

Anti-oxidant to reduce the rate at which the oil deteriorates in use.

Anti-corrosion to prevent the corrosive wear of bore, rings and bearings.

Anti-wear to increase the life of the engine components. Detergent dispersant to keep, primarily, the pistons free from lacquers and deposits which might restrict the action of the rings, and to prevent the clotting together of carbon particles to form sludge.

The degree of detergency may vary between brands, from very mild to a level comparable to that used in oil engines, and known as Heavy Duty. The benefit conferred by the level of detergency depends, to a large extent, on the operating conditions of the engine. An engine which is inclined to get dirty, due to dilution and condensation brought about by cold running, will perhaps demonstrate the advantages of detergency better than an engine which is mostly operated on long runs.

Unfortunately, Mr. Firth did not give any reason why he thought that his cylinder bore and ring wear had increased since the introduction of additive treated oils. It would be very interesting if he would publish the facts and figures on which his diagnosis is based.

As suppliers of branded motor oil which has contained a multi-functional additive (with only mild detergent properties) since 1946, we are more than satisfied with the results obtained in both test and service conditions. We are satisfied that such additive treatment has definite benefits, and we know that we are not alone in this view.

I am, Yours, etc.,

London, E.C.2.

P. D. GEORGE,
Technical Information Department,
Sternol, Ltd.

Sir,

I think Mr. Hands' letter on oil calls for comment.

Whereas I have only been a motorist for ten years, I have had eight motor-cycles and two cars to date, and my present 1927 Humber 14/40 is the only vehicle I have ever had rebored. The fact that all these vehicles performed well on "straight" oil does not

alter the fact that great technical strides have been made in the matter of lubrication since 1939.

You will recall that less than a year ago I sounded a note of warning in a letter wherein I mentioned my garage's advice *not* to use detergent oil in a car in which other oils had been used. My letter being in the form of an enquiry, one or two readers wrote in confirming the soundness of the advice of my garage.

If, however, one is prepared to strip the engine right down and clean it internally very thoroughly, rebore or otherwise take up excessive cylinder wear and fit a fabric filter in lieu of a wire gauze one, then there is so far as I can see nothing but good to be obtained from using a detergent oil. I am at the moment in course of doing all these things.

Now it is a fairly well-established fact that many vintage Humbers will do up to 150,000 miles before they need a rebore, and this on a "straight" oil. Therefore, why go to all this bother to use a detergent?

The answer to this is too long to give in full. In brief, with suitable chemical treatment a thin oil can be made to give as much wear resistance as an untreated thick oil, and adequate viscosity can be maintained over a wider temperature range without the oil becoming too viscous at low temperatures for easy starting. For instance, these claims are made for a particular detergent oil as compared with "straight" S.A.E. 30 and S.A.E. 10:

Temperature	Viscosities in Redwood seconds		
	Detergent	S.A.E. 30	S.A.E. 10
0° F.	14,500	55,000	14,000
70° F.	610	1,250	410
140° F.	110	160	75
210° F.	51.5	56	40.5

It follows, therefore, that easier starting in winter, less "drag" on starting, more miles per gallon, less engine wear and a cleaner engine all result from using one of the better modern oils.

This does *not* however mean that it is safe to suddenly change an unprepared engine over to a detergent oil—far from it; I personally feel the oil companies would have done far better to warn the public of the dangers of detergent oils when introducing them instead of leaving us to find out.

I am, Yours, etc.,

Bromley.

H. HOWELL THOMAS

MORGAN RE-STYLING OR
—GREAT MINDS THINK ALIKE

In our Show Issue last year we ventured the opinion that the new frontal appearance of the Morgan Plus Four has little to recommend it. Now the Technical Editor of the American journal *Road and Track* states: "Appearance is strictly a matter of opinion, but I say the Morgan Co. have gone completely 'off their rocker' with their unhappy attempt at re-styling the radiator shell."

NORTH LONDON ENTHUSIASTS' CAR CLUB

CHRISTMAS TRIAL (Closed) (Dec. 20th)

The trial started from Whelpley Hill, Chesham, and finished at Beaconsfield. There were 28 entries and one non-starter. The 40-50-mile course embraced five observed sections and tests; five bonus marks were awarded to saloons and one mark for each passenger carried. Of the two hills—Northchurch and Kingshill, the latter included a restart on gradient, any roll-back being automatically shown on a light signal.

A Christmas dinner was partaken at the Royal White Hart, Beaconsfield, and the afternoon devoted to a quiz and "brains trust."

Results:

- Premier: G. R. Lindsay (Sunbeam-Talbot).
- First-Class Awards: J. G. Hardey (Austin Twelve saloon) and S. L. Pipe (Ford saloon).
- Second-Class Awards: G. H. McDonald (Ford saloon) and K. G. Jones (M.G. Magnette).

HISTORICAL NOTES—continued from page 68

appearance of some of the shuttered radiators of the past without a sigh of regret for their passing, the 8-litre Bentley, for example; but perhaps we should rejoice that the Rolls-Royce remains to cheer us up. In the cheaper versions of the idea, the usual "post-vintage" faults soon manifested themselves. The pivots of the shutters were often mere tongues of thin metal dropped into holes pressed in even thinner metal and thus they jammed and rattled abominably after a short period of unlubricated existence, so that a little quiet work with the welding torch, a coat of paint and a shrewd puncture of the bellows with a sharp screwdriver was sometimes the best treatment.

But the day of the specialist had dawned, and most manufacturers began to buy their radiators from the specialist. It was a good thing too, as much research was needed into the materials used in construction and the problems of heat transfer generally, and today, as we see a radiator specialist get out his curves and tell us how big it should be, and how much water circulation there should be and how fast the air should pass, let us realise that those curves represent the essence of years of expensive laboratory work, which we get for about 6d. a radiator. It's not bad value.

Before leaving the subject of the radiator, we must notice the modern pressurised affair, used so that the boiling point of the water may be raised and the engine thus allowed to run at a slightly higher mean temperature; all to the good from the thermal efficiency point of view. The writer will not readily forget the horror of the moment when he unscrewed the Silver Lady from a post-war Rolls-Royce in the sacred precincts, only to discover that the resulting aperture did not communicate with the header tank. It was as though the stars had halted in their orbits, but, of course, the slight tell-tale brown stain of the pressurised cap obviously could not be allowed to show itself in public, the real cap being quite nice, and at least there is a good technical reason for the change, which is more than can be said of some changes these days! There remains the fan, a component that the author admits he imagined propelled the car until someone lent him Bramley's "Motors in a Nutshell" at the tender age of nine. As with most of the other components, the fan does seem to have "degenerated" from the technical puritan's viewpoint. Consider the beautiful thing that graced the front of the 38/250 Mercedes, and compare it with the bit of bent tin that is nowadays used; and yet honesty forces the conclusion that the latter is just as efficient as the former, and many times cheaper. The early ducted fans were seemingly based on a misapprehension, that is that they increase the efficiency of the fan. They certainly do, but only over a very restricted range, the fan actually becoming a hindrance above a certain speed. The ducted fan has therefore disappeared, except in those cases where the engine has to work hard at low road speeds, notably on commercial vehicles.

As to water pumps, these have not changed greatly down the years. They removed themselves from alongside the flywheel quite early, and usually found themselves driven in tandem with the dynamo and/or magneto in the vintage era, but the coming of the endless vee belt made it usual to combine the fan drive with that of the pump, and the two are now invariably placed immediately behind the radiator, and there they seem likely to stay. Needless to say, in spite of the seeming perfection of the modern cooling system, it is designed to cope with a given heat flow, proper to the engine concerned, but there is still, to this day, the same old misunderstanding about how the engine operates thermally. Take a very simple example. A sports-car equipped with a 40-b.h.p. engine. Let us say that we step up the output by 25 per cent. with a low-pressure supercharger, if we allow that the blower requires about 5 h.p. for itself, the insides of our modified engine are now called upon to produce some 55 h.p., and the cooling system and the other heat rejection paths can be very nearly 40 per cent. overloaded. These figures mount alarmingly if greater increases in output are sought. Why don't we notice these things? Again, simply because we cannot normally keep the load factor high in this country, and a genuine "soak" temperature is never reached, but just try the straight at Le Mans once or twice if you want visual proof of how right Carnot was. What is the thermodynamic phrase? "The thermal distribution of the world tends towards a maximum"—and how!—"A. B. C."

TIME WILL TELL . . .

We could scarcely help noticing that the *Autocar* for January 8th forecast the G.P. Mercedes-Benz as likely to be a 2½-litre six-cylinder, while *Autosport* of the same date rumoured that a straight-eight engine will be employed. At this stage MOTOR SPORT prefers to emulate the three wise monkeys who kept eyes, ears and mouth covered.

THE STANDARD VANGUARD—continued from page 67

which, *vide* Mike Hawthorn's report in a Sunday newspaper, is more than can be said of another make costing not far short of six times as much.

The front seat has a very wide pull-out central armrest, which two persons can share, and the front doors rather pointless small rests, which, however, incorporate door "pulls." There are deep, open, door pockets, a big lined cubbyhole with a rather awkward pull-up curved lid with external lock, and the usual shelf behind the back seat. It would be easy to carry three persons on the front seat for short journeys, or four slim adults could share the back seat; leg and head room are generous, entry and egress easy. The roof is plastic lined, which gives rather a cold atmosphere to the interior. The rear mirror is amply big. Radio and heater are extras; the former is the excellent H.M.V. with aerial controlled by a roof knob, the latter gives plenty of heat, particularly around the feet, and isn't noisy.



[Photo by MOTOR SPORT.]

PLENTY FOR YOUR MONEY.—The roomy Standard Vanguard saloon.

The right-hand, under-facia hand-brake with ratchet-grip is rather clumsy but holds the car adequately. The driver's door locks, using the ignition key. The tools are accommodated conveniently in a tray in the luggage boot. The screen wipers work very fast and clear a big arc of each half of the screen. Two screen wipers are provided. The well-padded, deep, bench-type front seat adjusts easily if not entirely positively and has a deep, comfortable squab.

In conclusion, the Phase II Standard Vanguard should satisfy a large number of family travellers, for it is a dependable, roomy, 80-m.p.h., 0-50-in-under-14-seconds saloon of very reasonable price and running economy.—W. B.

THE PHASE II STANDARD VANGUARD SALOON

Engine: Four-cylinder, 85 by 92 mm. (2,088 c.c.). Push-rod o.h.v.; 7.25 to 1; 68 b.h.p. at 4,200 r.p.m.

Gear ratios: First, 16.35 to 1; second, 7.71 to 1; top, 4.625 to 1; overdrive top, 3.6 to 1.

Tyres: 6.00-16 Dunlop on bolt-on disc wheels.

Weight: 25 cwt. unladen.

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

Fuel capacity: 12 gallons. Range approx. 270 miles.

Wheelbase: 7 ft. 10 in.

Track: Front, 4 ft. 2½ in.; rear, 4 ft. 6 in.

Overall dimensions: 13 ft. 11½ in. by 5 ft. 3 in. by 5 ft. 9 in. (wide).

Price: £555 (£787 7s. 6d. with p.t.); overdrive, heater and radio extra.

Makers: The Standard Motor Co., Ltd., Coventry.

LETTERS from READERS

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

KEN WHARTON VINDICATED

Sir,

Mr. J. A. Evans, in his comments on Ken Wharton's attitude to the use of nitro-methane, does not lay enough emphasis, I feel, on Mr. Wharton's statement: "... after having driven behind cars with this fuel aboard, I must confess that I for one would be happy to see it discontinued."

This is a view shared by the majority of American racing-drivers after the 1953 Indianapolis 500 in which relief drivers were necessary for ten of the cars which completed more than half the course.

The reason for this was excessive heat and subsequent exhaustion (one driver died) PLUS the use of nitro-methane, the fumes of which affected many of the drivers.

On this evidence, nitro-methane would seem to add an unnecessary hazard to an already hazardous sport.

I am, Yours, etc.,

London, W.9.

PHIL DRACKETT.

* * *

POST-WAR M.G.s

Sir,

May I address a few words to Mr. Gustaf L. A. Giers, of Stockholm, through your columns

I must agree with the views he expresses with regard to the new Magnette, and should think that the name had better remain dead than be revived for the car now offered. Like your correspondent, most of us have given up hope of an up-to-date version of the old Magnette, say with a twin-cam engine of 1½ or 2-litres, and what appears to have escaped the M.G. people is the fact that we who retain our old cars, could be awaiting a worthy successor.

I have to advise Mr. Giers that apparently little help can be expected from the works now. When the Register was first formed, some interest and help was forthcoming, but now it appears to be withdrawn.

In conclusion, I would advise Mr. Giers and his friends to form themselves into a club such as this Register, or a group within an existing club, and endeavour to find some small engineering firm willing to make very small batches of such parts as they need.

I am, Yours, etc.,

New Malden.

H. J. SALES,

Secretary, Magnette Register.

Sir,

This is just a line or two to make a few observations concerning MOTOR SPORT. The most valuable contributions you are making are the articles constructively criticising the British automobile industry. You are performing a really great service in this respect, and it is to be fervently hoped that the industry will pay some heed. It is a terribly sorry thing that so many of your manufacturers are apeing the American product. What used to be a proud, individual-looking motor car is now, in the vast majority of cases, just another bathroom-looking mobile conveyance. The greatest laugh of all is the new M.G. Magnette, so-called. If this isn't resting on the laurels of another generation, I don't know what is! If M.G. were really interested in maintaining the breed they would be offering a car comparable to the magnificent Osca instead of insulting the intelligence of the enthusiast—not to mention the cognoscenti. *Sic transit* what used to be a great little company! I used to own a real Magnette, not a K3 to be sure but still a real sports car. When are your manufacturers going to realise that Americans buy British cars because they are original and not because they are poor imitations? What is the best-liked English sports car? I like the H.R.G. Aston Martin would sell a lot of cars if they would drop the price and enlarge the engine displacement.

I am, Yours, etc.,

Boston 9, Mass.

R. W. LEITH, Jr.

Sir,

After reading two letters in the December and January issues concerning post-war M.G.s I felt that I simply had to take up the challenge and defend the two models particularly criticised, namely the TD and the TF.

I consider that as an owner of five M.G.s I am fully qualified to reply. My first car was the 1933 J2, working up to a 1952 TD, and I can therefore speak with authority on the good and bad qualities of each type.

I certainly agree that the PA was a fine car in its day, but we have to admit that its day was in 1935 and the following few years. I, personally, have very bitter memories of those awful vertical drives on the early models which caused the oiling up of the dynamo, particularly when you were miles from home on a dark and dirty night.

Let us be honest and admit that progress cannot be denied—we have to change with the times, otherwise we should still be at the T-type Ford stage. In my opinion, each M.G. is just that degree better than its predecessor—after all, they aren't just designed, they are bred throughout the years from the 1929 M-type to the 1954 TF.

I had wondered whether either of the critics had driven any of the later types, or did they dislike them on principle? I agree that you do see far too few young and enthusiastic young men driving the more recent types, but that is not for the reason they give—alas! It is a much more realistic one—finance. For very few young men can afford to buy a brand new car these days, they just have to be content with a secondhand old timer.

As for me, well I'm looking forward to the day when I can become the proud owner of a TF.

I am, Yours, etc.,

Hounslow.

"A YOUNG AND ABLE ENTHUSIAST."

Sir,

I have been interested to read the views of correspondents regarding the TD and TF model M.G.s and I would venture to take up the cudgels in their defence.

The criticism offered by "A Regular Reader" that they are too comfortable is lamentable: has he not heard of progress? No one slays Jaguars and Aston Martins for making their current models luxurious compared with pre-war—oh no! hand out the bouquets!

As for the hideous design—well really! The flapper of the 'twenties would get some queer glances in this day and age—fashions do change and the TF styling is a very pleasing combination of the modern and traditional.

Furthermore, no standard PA in its original form could seriously challenge a TD or TF over any distance.

I am, Yours, etc.,

Bishop's Stortford.

S. A. THOMPSON.

Sir,

It is January 1st and I am sitting with my feet up thinking of nothing in particular except how nice it is to be sitting with my feet up thinking of nothing in particular and giving a big hello to the first MOTOR SPORT of 1954.

In fact I am giving a big hello to the Readers' Letters when I see that for the second month running some character is making a big squawk about the new M.G.: that it is nothing but an 18-carat "fink" of a motor car and an unseemly hunk of tinware, and, furthermore, that he thinks nothing of it and feeding petrol into this chuff-box is like feeding Napoleon brandy to a young doll, which is well known to all and sundry as a prime waste of a young doll.

Now I am not thinking much of this because characters have been making squawks about M.G.s being this and that for as many years as Abingdon has been making improvements, which is quite a lot of years, but then this character ups and bawls that these rods are now designed for middle-aged geezers with teenage beezers, which is no way to talk of Col. G. Gardner anyway, even though I am thinking maybe that this is a compliment after all if this fine little motor car is designed with all us middle-aged guys in mind, and maybe some serious-minded young guy whose old man has bought him a TD or TF will make me a straight swap for my TA—maybe.

I am, Yours, etc.,

Newcastle-on-Tyne.

J. J. BELL.

* * *

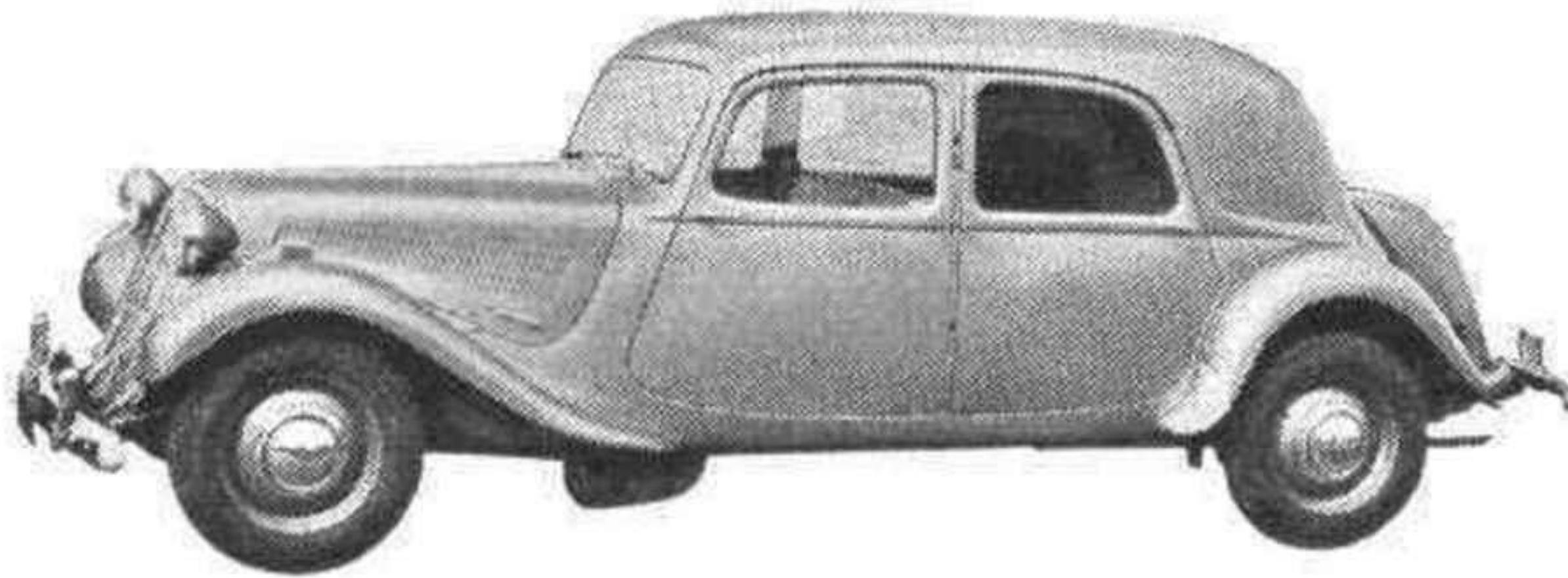
LA BELLE CITROEN!

Sir,

"November Journey" (December issue of MOTOR SPORT) was not only a fine enjoyable story; it also ought to go on record as a handsome example of editorial fair-mindedness. For, having stated his views once very definitely (see "A Truly Excellent Motor Car," MOTOR SPORT, 1952) and having found them opposed by some (see the McGrath correspondence) the Editor set out to re-examine them in the light of these criticisms open-mindedly and evidently

prepared to revise them should this be necessary. I for one knew this would not be necessary, but the good will so effectively demonstrated deserves high marks.

Many Citroën-minded readers of MOTOR SPORT may be interested in the method adopted by one of MOTOR SPORT's French contemporaries, the flamboyant ever-crusading *L'Auto-Journal*, for determining the measure of general agreement or otherwise with its editorial findings. Generally a year or so following the publication of the extremely detailed, searching, editorial road-test report, a reader poll is staged in order to compare the results of the test with every-day-user experience. Such a reader poll was also published referring to the Citroën Light Fifteen (known in France as the 11BL). Without going into the details of this highly instructive referendum, only the most relevant data may be given here. One thousand owners of 1948-1950 11BLs were polled. 86 per cent. of them had been driving for periods varying between eleven and over twenty years, and could be in consequence reasonably credited with knowing what they were talking about. Some final questions were designed to sum up the general impression made by the car upon its owner after some years' use. When asked whether, if they had their choice again, they would again buy the same car, 73 per cent. answered by an unequivocal YES, whilst another 12 per cent.



qualified their YES by postulating some conditions, such as shorter deliveries (this was in France, in 1951) choice of finish (since up to about a year ago the cars were supplied only in black for the home market), etc., in other words, conditions not affecting their positive attitude towards the car. These 12 per cent. may be, therefore, sensibly added, making a total 85 per cent. YES. To the question as to which car they were dreaming of owning, 75 per cent. declared their lasting adherence to front-wheel drive; some, it is true, stated other makes as well, such as the Hotchkiss-Gregoire, in effect a glamorised, light-metal bodied, fantastically expensive Citroën which was very much in the limelight at the time, but of which very little is heard now; some mentioned the small Dyna-Panhard (because of its air cooling, and because the 2 c.v. was not yet about in large numbers). The last question, asking the 1,000 to sum up their present feelings towards their car, revealed that 87 per cent. were unconditionally prepared to give the car their vote; and 99 per cent. of these declared that, apart from other reasons, they would do so, due to the unrivalled road-holding and safety characteristics of the car.

When considering a thousand drivers to be a reasonable cross-section, and when bearing in mind the entirely unsentimental, very critical and sheer "value-for-money" approach of the average French motorist, these figures speak a very eloquent language.

This "tractioniste," had he been amongst the 1,000, would be naturally found amongst the 87 per cent. in favour. But, at the same time, he would not have hesitated to point out a number of things he did not particularly like. For instance, hardly any of the post-war innovations affecting the appearance of the car seem to represent the fulfilment of some need at all, and certainly not to add up to improvements compared with 1939 practice. To quote just a few: the wheels, for instance; there is hardly a stronger yet lighter wheel than the characteristic "Pilote" wheel of the Citroën, with its brake-cooling flat-spoke arrangement. It was dropped in favour of the present easy-to-clean but heavy disc wheel. The previous bonnet with its four adjustable ventilators enabled the running temperature to be varied by 10-20 degrees, and the influx of fresh air into and the efflux of heat from the under-bonnet space to be regulated according to conditions. By keeping the off-side front ventilator flap open one has precisely the effect of the imposing air-intake bulges so often seen on the most recent sports and racing-car bonnets (namely, to supply an increased charge of fresh air to the carburetter). None of these effects is obtainable with the post-1948 type bonnet with its many conventional louvres. Several recent test reports refer to the blind spot created by the scuttle-mounted rear-view mirror: this is entirely absent on my car whose mirror is suspended from the head board. Rear vision is very

adequate when fitting a panoramic mirror, which ought to be standard on Citroëns due to the otherwise considerable blind spots at either rear quarter. The luggage locker added in 1952 makes an ugly hump, as observed by the Editorial daughters. When there is a lot of luggage to carry and no room on, or in front of, the rear seats (though more often than not there is plenty of room there), it ought to be carried on a roof-rack where it helps to increase front-wheel adhesion, especially in the mountains. Admittedly, these are not important criticisms, but one would expect an alteration to result in an improvement rather than the opposite. Possibly, many of these changes were only made to reduce manufacturing costs or for import reasons.

I had better point out that I am by no means a P.R.O. of Citroëns. Yet, as Mr. McGrath also observed, most Citroën owners require but the least provocation to break forth into rhapsodies as though they were advertising agents for the marque. Ownership of this car seems to have this effect in all parts of the world, as testified by letters to MOTOR SPORT from so many continents, and upon all kinds of men, from George Abecassis and Cecil Clutton down to this humble "tractioniste."

The main drawback of Citroën ownership in this country seems to be the widespread lack of properly equipped repair facilities and properly trained mechanics. Most garages, of course, are willing to take on any job, and are only too willing to learn as they go along—at the customer's expense. As a result, at most places at present, Citroën repairs are undertaken with unsuitable general tools, by relatively inexperienced men; consequently, they may take two to three times as long as would be required if proper tools, the recommended methods and experienced trained men were used. Too many garages seem to reason that, since the customer pays anyway, no matter how long the job takes by using makeshift methods, the purchase or making up of the recommended tools specified in the Repair Manual is not worth their while. This is where one feels the Slough works ought to step in somehow and protect the buyers of their cars. Surely, Fords set an outstanding example in this respect. Conditions are admittedly different there, but at least some features of the Ford service organisation might be usefully adopted. Some pressure might well be put on garages to have the requisite tools, and to send some of their men to be trained properly at the works. With an ever-increasing number of Citroëns on the roads, surely a larger number of garages would be more amenable now than ever before. With over 700,000 cars manufactured over the years, both here and in France, a vast statistical experience must be available on which to draw for the setting up of some approximate standard charges for the most frequently recurring operations. These would help at least by giving some guidance.

As to servicing difficulties, much has been already written here regarding the need for the regular thorough greasing of the 18 grease points, and quite especially of the two inner-drive-shaft spline nipples which are so difficult to get at. A normal straight grease gun will do the job only when the front wheels are taken off; this is asking quite a bit every 500 miles, which sometimes go very quickly indeed. The tool kit ought to contain a grease gun having a curved neck rigidly connected to the gun's body, the grease being pumped by the action of the handle. Such guns exist in France, but seem unobtainable here. The other alternative, costing about £3, is to invest in a lever-actuated gun whose body also remains stationary during operation, and whose neck is usually bent through 35 deg. or so. This takes the horror out of greasing these two awkward nipples, and they can be given the wholehearted attention (60 strokes of the gun) and lots of grease they demand. It was sad to see, if one took the trouble to bend down (one's waistline permitting) and look for it, how many Citroëns recently seen in London streets were dry in this critical region. Sad, that is, for one always seeing himself as a potential buyer, some day, second or third-hand, of any given Citroën he might encounter. One never knows! Hence my missionary zeal in spreading the front-end greasing gospel. If every "Citroëniste" in this country regularly attended to the needs of his (car's) front end, ever so often put not more than one or two drops of light (winter) oil into the small cup feeding the clutch thrust race (it is located immediately behind the fan-driving pulley, on the clutch housing) and, when changing gear, made sure of disengaging his clutch fully by using his heel instead of his toes on the clutch pedal, life for buyers of secondhand Citroëns would indeed be easier and less costly. And if all were to apply some sort of underbody protective coating—few other cars have such a positively vast area to be protected from rust—to the "soft underbelly" of his vehicle, their life might be easier still.

I am, Yours, etc.,

Reading.

"TRACTIONISTE."

GRAN TURISMO

Sir,

I enjoyed your excellent "Gran Turismo" article as much as the previous one on open sports cars. It seems to me, however, that it emphasises yet again the difficulty of splitting up cars into definite types. "It is amusing to note," you say, "that Frazer-Nash claim more power from it (their Le Mans coupé engine) than is developed by the Bristol 404 version." Surely this merely proves that the Le Mans coupé, as its name and triumphs imply, was conceived in the first place as a competition car, the successor in fact to the ultra-stark Le Mans replica, although obviously more suitable for touring than most of the open sports/racing cars.

The Frazer-Nash seems to fall somewhere between a Gran Turismo car and the "rather specialised sports/racing car in closed form," including the Bristol 450 which appeared at Le Mans last year. The main difference being that the slightly less specialised Frazer-Nash worked, whereas they did not.

The Bristol 404, on the other hand, is not a competition car. In fact it is probably more useful to think of it as a short-chassis "souped" version of the 403 sports saloon than as a road version of the exotic Type 450, even if it is closely akin to the latter mechanically (and in spite of the retention of "stabilising" fins!).

Incidentally, I do not doubt that the Frazer-Nash can be obtained with an engine in any of the recognised stages of tune from 100-150 b.h.p., and also that 404s will soon begin to appear fitted with the more potent versions.

In view of the inclusion of covered-in two-seater sports/racing cars like the Frazer-Nash and the Fiat 8V, which, as you yourself state, seem to have little use outside competitions (although the latter appears to employ push-rods to achieve cheapness of production rather than maximum performance). I would suggest that it seems harsh to exclude sports cars which have grown hard-tops merely because they may have only 2/3 seats while being over 2 litres. The obvious example is the XK120 fixed-head coupé. With or without the many modifications available, it is just such a car as your Continental correspondent describes. Its performance needs no praising and a modified version would come very high among the cars which you list. It is a car which has been proved equally successful in many roles: racing, touring or shopping. Its hard-top provides closed-car comfort for two or sometimes three persons, and its bargain price more than outweighs the value of a fourth seat.

Is there not an Italian-bodied Cunningham production coupé which would qualify as Gran Turismo? It would make an interesting comparison with the European machines.

I am, Yours, etc.,

Brockenhurst.

M. S. R. NAPIER.

[It is difficult to sub-divide cars for purposes of writing about them, as our correspondent says. We gave careful consideration to the Cunningham and Jaguar XK120 coupés but excluded them because their performance in relation to their engine size is not particularly impressive, the other *Gran Turismo* cars being under 2½ litres with the exception of the Jensen 541, which offers more accommodation. An essential of the class of car was that it should be compact as well as fast. Moreover, it must be comfortable for long runs and personal experience is that the XK120 coupé's pedal positions and driving seat tend not to conform.—Ed.]

* * *

MORE PRAISE FOR THE RENAULT 750

Sir,

In your December issue there appeared a very interesting article on "Motoring Variety in Australia," by Mr. G. Sandford-Morgan. Although the story as a whole is of absorbing interest to the motor-car enthusiast, I beg to disagree with him most emphatically on his opinion of the little Renault 750, or Renault Four as it is known on the Continent.

In saying that he has never been able to understand the wide enthusiasm for this car he admits that the enthusiasm is there. Surely it is hardly admissible that thousands of people should get enthusiastic over a car as bad as the writer paints the Renault he drove, and of which he forgot to tell us whether it was old or new and, if the former, how old.

From my own experience and from that of others I can state as a pertinent fact that the Renault Four is definitely a very good car indeed. I bought mine in October, 1952, after the Paris Show and thus a 1953 model; therefore it has now been in my possession 15 months, in which time I drove it 27,000 miles. Right at the start I fitted Dutch shock-absorbers and, apart from greasing, oil renewal and normal care and maintenance, that was the only

time I had the car worked on. Suspension, steering, wheels and axles are in excellent shape. There is no trace of harshness anywhere and the little motor has that healthy, sporty snarl so beloved by sports-car drivers. There is no question of the rear wheels trying to take over, roadholding on the straight and in curves could not be better with an M.G., and road bumps are either absorbed or become ripples. I drive the little car very hard. Maximum speed being about 65 m.p.h., I drive it continuously at 60 or over and it seems to revel in this treatment. I think Rotterdam-Nice in 23½ hours as I did last July with two up and luggage for one month is as much as anyone could ask from a little car like this or even a bigger one. Compression on all pistons is still the same as when new, oil consumption is negligible and petrol 46 miles to the gallon. The tyres should give me 30,000 miles or a little over; they are two-ply and I intend upon renewal to mount four-ply.

When I see that friends of mine have driven their Renaults 45,000 miles and 52,000 miles respectively and still are not ready for overhaul I have no doubt that Mr. S.-M. has either driven one of the old Renaults of 1947 or 1948 vintage, which indeed did have a lot of teething troubles, or a very badly misused one.

Under the usual disclaimer, purely as an enthusiastic owner who wants to see justice done to the make of his choice, I wish it to go on record that in my opinion there is no better car at the price as far as speed, stamina, roadholding, economy and, yes, comfort and completeness of standard equipment is concerned.

The little Fiat 500C is indeed a very excellent little car, too, and as good value for money as the Renault, but it is for those who are satisfied with a minimum of room and motor.

As for the Renault not being able to stay with the Fiat at any time or speed, I consider that as one of the best jokes of 1953.

Indeed, as Mr. J. K. Dick-Cleland says in your January issue, the Renault Type 1062 is fast enough as it is, but let the Type 1063 get on the road in greater numbers once the manufacturers have decided to release it in quantity and many proud owners of the smaller and not so very small sports cars will have occasion to be amazed, to put it mildly.

I am, Yours, etc.,

Rotterdam.

JOHN M. VERMEYS (Lt.-Col., R.N.A.)

* * *

REAR-ENGINEED CARS

Sir,

I am at some loss as a humble motorist to know how to make up my mind whether or not to seriously consider purchasing one of the rear-engined Continental motor vehicles, and in this connection would like to refer to your article in the January issue on page 11.

This states: "We must confess to keen enjoyment of the VW's excellent handling qualities, unsullied by its rear-engine location." In the same article a further statement is made by Tom McCahill as follows: "Before going 25 miles we found cars stalled and others skidding hopelessly as they tried to assault the simple rises of a dual super-highway. The Volkswagen weaved through these churning iron hulks like a broken-field runner." And: "As soon as I found clear spots where no other cars were fighting for traction, I deliberately threw this car into skids several times to see how it would act."

Compare this with the statement in the *Automobile Engineer* of November, 1953, that "Experience with all the Continental rear-engined vehicles indicates that the advantages of this lay-out are outweighed by its serious disadvantages, the main ones being the tendency towards oversteering and instability."

Again, referring to the *Autocar* for November 6th, 1953, reference is made, when describing the rear-engined Porsche, as follows: "... the soft torsion-bar springing allowing it to hurry round main-road corners without roll, while the rather direct steering gives the driver exact control over the front wheels... There is pronounced oversteer, as with all rear-engined cars, and, as with a racehorse which might bolt unless a firm hand is on the reins, so must one be in control here, as it is possible to bring the tail round very quickly if the driver is too enterprising on wet surfaces."

In view of this apparently rather conflicting information in your sister journals I wonder if you would care to comment please.

I am, Yours, etc.,

Upton St. Leonards.

F. R. NICHOLS.

[It is true that if the VW is hurled into corners queer things happen at the rear end, but it must be remembered that it is intended as an economical family car and that is how we regarded it when we wrote of it. Under normal driving conditions it handles safely and is immeasurably superior to the majority of other family-type saloons. We try to be unbiased when reporting on the cars we test.—Ed.]

STEERING GEAR

Sir,

Without wishing to add further fuel to the flames of controversy that from time to time rage over the "vintage versus modern" argument, may I be allowed to comment on "A. B. C.'s" summing up of the qualities of steering in his interesting "Historical Notes." He suggests that "... the best of the old are at least as good as the worst of the new."

Speaking as one whose motoring is almost equally divided between a very good vintage car and a medium-priced modern, which has been kindly treated by the technical Press, I have no hesitation in saying that I prefer the vintage steering. Although it possesses a powerful degree of understeer when fast cornering is attempted (partly because of a "solid" rear axle in hot pursuit), it is light, completely accurate, and an infallible guide to the happenings "up front."

The steering of the modern is literally indescribable. By this, I do not necessarily mean that it is bad. One turns the wheel and the car turns the corner, but the apparatus between the king-pins and the steering wheel seems to be completely anaesthetised, for it conveys to the driver nothing at all.

My modern car is apparently quite safe but, having been brought up on vintage cars, I appreciate the value and pleasure of "feel": the car should have response and, indeed, personality.

It occurs to me that good vintage steering can be likened to the feel of a precision-made micrometer. On this basis, the steering of my modern car would compare with those outsize wooden compasses that maths. masters use to draw circles on blackboards!

Perhaps "A. B. C." is nearest to the truth when he says: "Most modern cars seem to be far too 'dead' in the steering to enable the driver to develop his art properly."

I am, Yours, etc.,

Maidenhead.

R. M. RUSSELL.

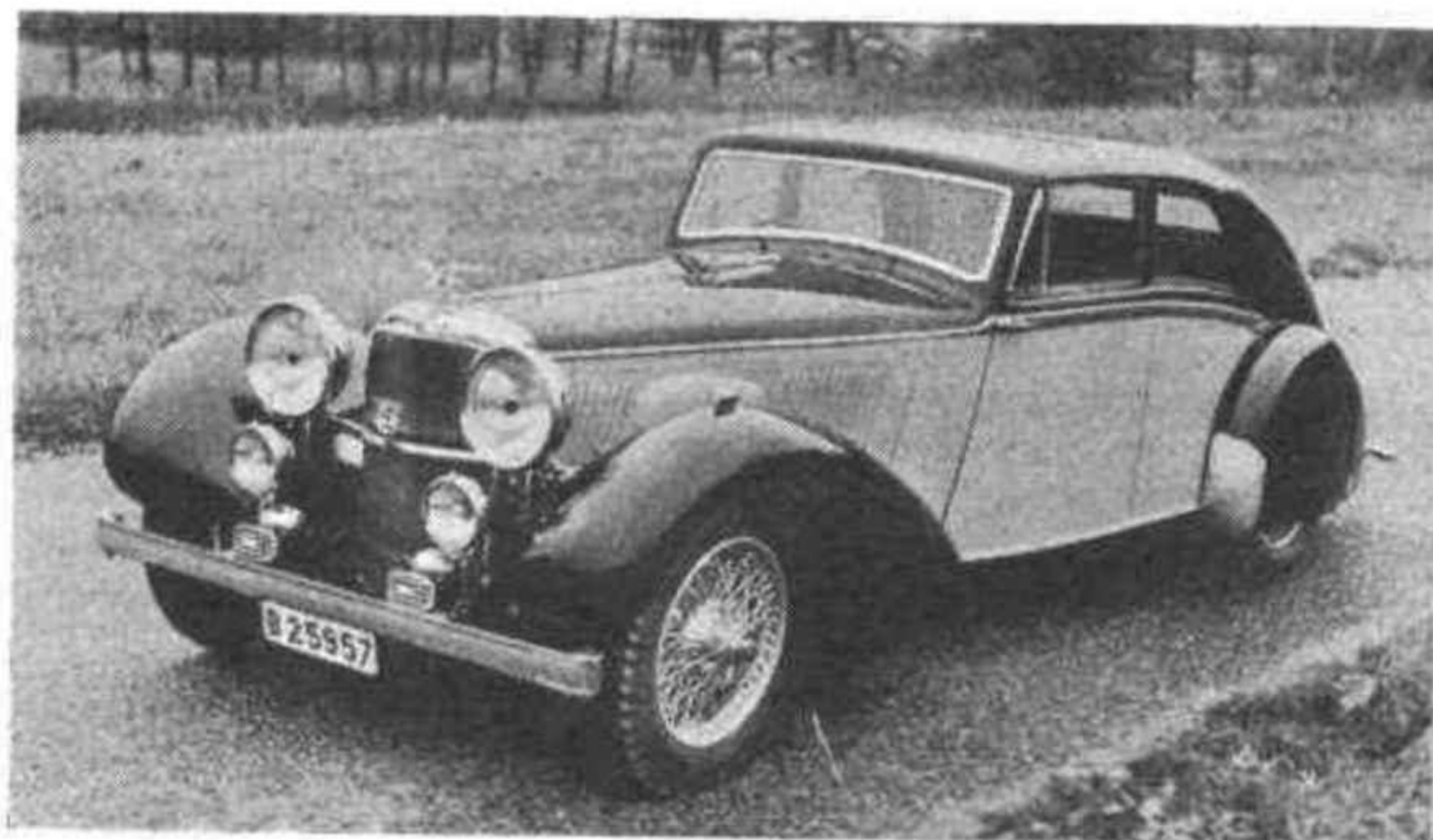
* * *

AN ALVIS IN SWEDEN

Sir,

On page 101 of the April, 1948, issue, Vol. XXIV, No. 4, of MOTOR SPORT there is a picture, which I once sent you, of a Bertelli-bodied 4.3-litre Alvis once owned by Henken Widengren. It may perhaps amuse you to hear that at last I succeeded in acquiring this car in April of last year. It was in a shockingly bad state having passed into unsympathetic hands and been completely neglected for many years. Love is blind, however, and, having carried a photograph of this car in my wallet for some twelve years, I had solemnly sworn to become the owner of it sooner or later and to restore it if possible to original condition. I had once owned a 1933 Speed Twenty tourer and since then no other make exists for me.

The rebuilding process proved a gruelling and ruinous but intensely stimulating work and has just been completed (if such work ever is). The car was dismantled down to the proverbial "last nut and bolt." During this process it was ascertained beyond doubt that this particular chassis had started life as a show object as nuts, bolts and little pipe-lines in the most inaccessible places were found to



Tom Brahmmer's ex-Widengren 4.3 Alvis.

be chromed when excavated from under layers of mud and grease, and the frame to have been heavily enamelled. The whole of the front-end assembly and brake drums are highly polished and chromed.

All the time Alvis Ltd. proved most co-operative, most spares being readily procurable and speedily dispatched, and lots of them were needed, as for instance new cylinder block, pistons, valves, clutch assembly, all bushes and lots of bearings and gears, etc., as also a set of Andre telecontrols.

The all-aluminium panelled Bertelli body provided the worst headache, taking a skilled craftsman the best part of two months to get straight as it was corrugated and cracked all over. Additionally the car was completely rewired, rechromed, re-upholstered and re-finished in a pleasing combination of black and grey. It naturally cost about four times as much as I had anticipated but the result is thoroughly gratifying.

I have driven the car for some 3,000 miles without trouble, including a trip to Denmark. For me it is the car to end all cars and I think it successfully combines an up-to-date specification with that delightful hand-built vintage feeling so completely lacking in the post-war product.

As to activities here in Sweden, I must boast a little about the Stockholm M.G. Club (to which I happen to be the newly appointed secretary). It was founded about a year ago and caters for the small band of sports-car purists in the Stockholm area. It is not, as might be assumed from its title, confined to M.G. owners only, but this happens to be the most common sports-car marque in Sweden. Any proven dyed-in-the-wool sports-car enthusiasts may be admitted. Membership is, however, not too easy to attain as the maximum number of members is put at 30 in order to try to maintain the character of a closely-knit fraternity where everybody knows each other. We have so far run two trials (only sports cars admitted) and competed with teams in two others. We meet once every fortnight in a little cottage near Stockholm rented by the club. We are very proud of our own club magazine, the *M.G. Gazette*, which is published four times a year. We are planning an organised tour to Le Mans this summer and hope to visit England *en route*.

I am, Yours, etc.,

Estuna, Sweden.

TOM BRAHMER.

* * *

GOOD SHOW!

Sir,

One hears so much these days of the shabby treatment and poor service provided by the average Service station that I should like to place on record through the medium of your columns an incident which happened to me recently.

I discovered by accident that a stub-axle on my pre-war Riley had been sheared off at some time and botched up "temporarily" by the drilling of two holes into the fractured ends and the insertion of a cotter pin into the open wound.

A local garage was unable to find a stub axle and was not disposed to make any effort to do so, and since the discovery was made on the afternoon of Christmas Eve I was somewhat despondent.

With the aid of MOTOR SPORT I found a suitable advertisement and explained my predicament by telephone. In response, two complete stub-axes were placed on a train and delivered to me 30 miles away within two hours of the request.

This service, I might add, was provided by a firm (Arthur Bryden of Leeds) with whom I had had no previous transaction and to whom I was completely unknown.

Any further comment would be superfluous.

I am, Yours, etc.,

Driffield.

J. E. MIDGLEY.

* * *

COMMENT

Isn't it time Alfred Owen had the B.R.M.s entered for a "Soap-box Derby," with all other entrants handicapped, of course?

I am, Yours, etc.,

Nottingham.

D. WORRALL.

Continued on page 81

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

SINGER NINE ROADSTER GEARBOX, 1949, perfect condition, £20. Singer 1½ Le Mans gearbox, £10. Singer Nine gearbox, 1936, £10. Rover Ten, 1934, gearbox, £10. Rover Fourteen, 1935, differential unit, £5. Blackburn's, Albany Road, Coventry. Tel.: 60825. [8575]

1938½ V8 22-H.P. saloon. Overhauled. Spare engine, good tyres, new battery. £100. Also 1935 British Salmson 12-h.p., spare rear axle, £65. "Sunnyside," Stoke Aldermoor Gardens, Coventry. [8576]

1933 HORNET SPECIAL tourer. Shaggy. Many spares. First reasonable offer. Rawes, 132, Derbyshire Lane, Stretford, Manchester. Tel.: Longford 1020. [8577]

1953 MORGAN PLUS FOUR 2-seater: 1951 Singer 4AB roadster; 1950 Alvis sports 2-seater; 1950 A.C. tourer; 1949 Morgan 4/4 4-seater; 1949 Alvis Fourteen drophead coupé; 1949 Humber Snipe saloon; 1940 M.G. 1½-litre saloon; 1937 Alvis 4.3-litre saloon; 1937 Riley 1½-litre Kestrel saloon; 1936 M.G. 2-litre saloon; unused Jowett Jupiter hard-top coupé. Bargains—hire purchase—exchanges. Hebden Bros. Ltd., 221, Accrington Road, Burnley. Tel.: 3254. [8578]

LEA-FRANCIS 10-H.P. 4-seater, £50. Complete and no modifications. New and used spares for all vintage models. Service and repairs a speciality. Holmeadale Garage, South Norwood Hill, S.E.25. Tel.: LIV 1906. [8579]

NOW DISMANTLING: 1934 Alvis 16.9-h.p.; 1934 B.S.A. 10-h.p. saloon; 1935 Wolseley Wasp, 9 h.p.; 1935 S.S. 20-h.p.; 1936 Ford V8 32 h.p.; 1937 Hudson 16.9-h.p.; 1934 Riley 12/6; 1934 Armstrong-Siddeley 15-h.p.; 1936 Chrysler Wimbledon; 1933 Austin Light 12/4; 1939 Hillman 10-h.p. van; 1931 Morris Minor. Also others. Spares for sale, cheap. W. Evans, Car Breaker, 185, Cheetham Hill Road, Manchester 8. Tel.: BLA 9746 or PRE 4396. [8581]

CRANKSHAFTS: Singer Le Mans, two bearings. Williams, 35, Royston Park Road, Hatch End, Middlesex. Tel.: 4362. [8582]

CLEARING GARAGE: Riley Nine engines: one complete, one minus head. Set new standard h.c. pistons; other Riley spares. Four main A.C. engine, less head. Close-ratio 4-speed Wolseley Hornet gearbox. New Ford Ten flywheel and clutch assembly. Clockwise J4 R.T.H. (auto) magneto. 4,500 electric tachometer set. Bentley hard-chromed track-rod, drag-link; other spares. 5-in., 7-in., 8½-in. headlamps. 12v. accumulator. Moorshead, Paris Barne, Paris Lane, West Byfleet, Surrey. Tel.: Byfleet 3088. [8583]

ROLLS-ROYCE SALE. Rolls, 1936, fitted new Countryman saloon body 1954; seats make bed; complete by February; £1,500. Rolls, 1931, 25-h.p. limousine, £175. Rolls, 1927, 20-h.p., fitted 1936 swept-tail saloon body, £180. Rolls, 1924, 20-h.p., with van brake body, £48. Rolls, 1936, 25-h.p. (body only), swept-tail limousine with wings, etc.; £100. Bentley 16-h.p. tourer, first registered August, 1948; £225. Rolls 20/25-h.p. saloons and limousines from £100 to £750. We have a list of over 300 clients requiring first-class Rolls. We are the people to sell your Rolls for you. Exchanges (Rolls only); spares for 20/25 Rolls. Johnson, 26, Egerton Road, Fallowfield, Manchester 14. Tel.: Rusholme 3009. [8584]

SINGER NINE, 1933? Engine, gearbox, perfect condition. Not yet run-in after £80 overhaul. What offers? Also body, chassis, less rear axle, engine, £15. Morris-Cowley saloon, 1933, good order; new tyres, new battery. What offers? Box No. R585, MOTOR SPORT, 15, City Road, E.C.1. [8585]

FOR SALE—continued

1937 LANCIA DILAMBDA Continental sports saloon. Black/chrome. Red hide interior. Radio, oilcoil; new tyres all round, two spares. Just resprayed. Condition immaculate throughout. Photo on request. £495. Bull, Forest Green, Maidenhead. Tel.: Maidenhead 2459. [8586]

TALBOT 10-H.P. tourer, 1937. Good tyres, back axle and gearbox recently overhauled; good appearance; any trial. £175. "Little Paddocks," Warren Close, Esher, Surrey. Tel.: Esher 4916. [8587]

38/250 MERCEDES-BENZ. Completely original. New hood and sidescreens, new tonneau. New battery. All engine parts, all instruments, all exterior parts rechromed. Body resprayed ivory, also underneath. Dash and running-boards french-polished. Front seats re-upholstered. Doors re-upholstered. Re-carpeted and new rubber mat. This car causes interest and admiration wherever seen. Box No. R588, MOTOR SPORT, 15, City Road, E.C.1. [8588]

1935 4½-LITRE LAGONDA. Mechanically sound; bodywork good; worth seeing. Tel.: ENT 6366. [8589]

RILEY NINE, 1933, open 4-seater. Rebuilt 1953. Manual box. Very sound throughout. Seen Liverpool. £75. Tel.: Great Crosby 1409. [8590]

"MOTOR SPORT", July, 1947, to December, 1953, three missing, £2 10s. 25, Tretawn Gardens, N.W.7. [8591]

1951 BUCKLER, 1,172-c.c. tuned engine, close-ratio box, new tyres, battery, windscreen and aero-screen. Ideal for sports racing, bargain. £235. Mayford Motors, Woking. Tel.: 9. [8592]

M.G. M-TYPE engine and gearbox, complete with ancillaries. £20, or swap blower for Ford Eight. Bentall, Margaret Roding, Dunmow, Essex. [8593]

1926 BENTLEY 3-LITRE RED LABEL 4-seater Park Ward tourer. Recent £150 overhaul. Bills available. New hood, resprayed black. In beautiful condition throughout. £225, o.n.o. Corbett, 24, Cavendish Avenue, Sudbury Hill, Harrow, Middlesex. Tel.: Byron 3141. [8594]

MORRIS MINOR BODY, 1934, tourer. Complete with doors, bonnet, wings, rad. cowl. £12 10s. 36, Thistlecroft Gardens, Stanmore, Middlesex. [8595]

B.M.W. ENGINE 2L. Almost unused. From generating set. £50. Details: 40, Beechfield, Waltham Abbey, Essex. [8598]

500 C.C. SPORTS RACING CAR. Triumph Tiger 100 racing engine, 1952 specifications, i.f.s. hydraulics, 6½ cwt., 40-50 h.p., 8,000 revs. £150, or offers to: D. J. Hammond, 2, James Street, Armadale, West Lothian, Scotland. [8599]

"MOTOR SPORT", Jan, '51-Jan, '54, inclusive. First offer. Pratt, 48, Woodlands Road, N.9. [8600]

LAGONDA RAPIER tourer. Still running-in after engine overhaul. Owner getting spliced. £250, o.n.o. King, 18, St. Mary's Crescent, Osterley. Tel.: HOU 9136. [8601]

1921 A.C. 4-SEATER. Excellent, original condition. Hood, sidescreens. Spare engine, back-axle gearbox. Vessey, Curbar Lane, Calver, Sheffield. [8602]

RILEY KESTREL 12/6, 1934. Sound. £98. Bodimer, 16, Bridle Road, Burton Latimer, Kettering. [8603]

FRAZER-NASH B.M.W., 1935, saloon. 319/45. Engine, rear axle recently overhauled. £187 10s. Tel.: BUC 6847. [8604]

VINTAGE DELAGE 21-h.p. M.M.S.-type 4-seater touring cruiser body. Tonneau disappearing hood, immaculate condition. New tyres, chassis as new. Very attractive sporty look (a real one), very fast. 20 m.p.g. One owner since 1937. Price £225. Seen at Bremner's Garages, Great North Road, Hatfield, Herts. Tel.: 2184. [8605]

M.G. 18/80 MARK I sports saloon. Mechanically good, rough inside. Exchange Austin Seven. W.H.Y., or sell £30, o.n.o. J. Marks, 19, Albert Road, Lenton, Nottingham. [8606]

VINTAGE, 1922 SUNBEAM tourer. Under 20,000 miles. Body perfect, engine as new. Six new tyres. Hood original but exceptional, all sidescreens. Body repainted because old colour faded. Any test. £95, or nearest. Good home! "Sunbeam," 15, Woodfield Gardens, Leigh, Essex. [8607]

14/45 TALBOT, 1927 fabric saloon. Very good runner. New valves fitted. Rewired practically throughout. New cut-out, coil, rotor arm, distributor cap, plugs, battery under guarantee. Six tyres. Bodywork and upholstery excellent. £65, o.n.o. Edwards, 6a, Stonefield Avenue, Lincoln. [8610]

HISPANO-SUIZA 37.2. Magnificent touring body, half decked with rear screen. Coachwork and mechanical condition excellent. £200. Kennard, 40, Smith Terrace, Chelsea. [8611]

M.G. TA. Excellent condition and appearance. New hood, 16-in. wheels. Many extras. £245. Pyle, 83, Manor Road, Barnet, Herts. [8613]

FOR SALE—continued

1932 SUNBEAM TWENTY foursome drophead coupé. Rebores, rewired, new batteries, 4.5 axle, hydraulics. Almost complete spare engine. £120. E. Day, 59, Jackson Avenue, Mickleover, Derby. Tel.: 53722. [8612]

LAGONDA RAPIER 10-h.p., 1935, open 4-seater. Excellent condition. New tyres, bodywork overhauled, repainted, good hood, screens. Must sell. No reasonable offer refused. Williams, Morland House, Pulchra Street, Barnstaple. Tel.: 4115 (office hours). [8614]

DODGE, 1931, 19.8 SALOON. Engine reconditioned. Cromard liners fitted. Steering, brakes; perfect springs, shocks. Photograph, with list spares, sent on request. Genuine bargain. £75, o.n.o. Burbidge, 16, Francis Street, Leicester. Tel.: 78686. [8615]

BRITISH SALMSON TWELVE drophead 4-seater, August, 1938. Nice condition. £120. 410, Spring Road, Southampton. [8616]

M.G. TD (May, 1953): 8,700 genuine miles. Expertly "run-in" by only owner. Spotless showroom condition. £630. No dealers. Tel.: THO 1467. [8617]

H. J. MULLINER aluminium touring body off 3-litre Bentley, 4-door 6-light with all glass and seats. Ten 700 by 21 wheels, tyres and tubes. Pair Rotax 11 in. Bosch DU4 4-cylinder magneto. All on V.S.C.C. One only (driveable). About £30 the lot. Chevrolet 6-cylinder engine and gearbox, complete save dynamo with 8:1 reduction unit behind gearbox. £4. Good 500 by 20 in. cover and tube. £1. Four 32 by 3½ tyres and tubes and unused Artillery wheels. Cheap or free to deserving home. Willing to split or argue. S.A.E., please. Hertfordshire. Box No. R618, MOTOR SPORT, 15, City Road, E.C.1. [8618]

RED LABEL BENTLEY. Rebuilt 2-seater, resleeved, etc. Not yet run-in. Registered B.D.C. Brakes by Lawrence. Offers. Dowrick, 15, St. Wilfrids Close, New Barnet, Herts. [8619]

LANCIA, 1935, AUGUSTA pillarless saloon, V-4, o.h.c., i.f.s.; 35 m.p.g. Resprayed grey. Well shod. Enthusiast's car. Bills £70 last 14 months. Really good nick. Instruction book. Not going abroad, buying Merc. 170. £150, 180, Priests Lane, Shenfield, Essex. Tel.: Brentwood 2207. [8620]

EX-IMHOF SPECIAL. Mercury V8 engine, 4,375 o.c., accessories. Bored and stroked 120 b.h.p. Allard aluminium heads, dual carburettors. Low mileage. Never raced or rallied. £50. R. H. Leiby, 292, Great West Road, Heston, Middlesex. [8622]

£350, O.N.O. 4½ BENTLEY 2-seater. 100 miles only since engine overhaul. Body rebuilt 1937. 3-litre chassis DE 1206, engine RN 3026. Registration DLR 8. Article about this car, *Motor*, April 15th, 1952. Lt. Denning, Officers' Mess, D. & M. School, Bovington Camp, Dorset. [8624]

S.S. I 20-H.P. AIRLINE. Rebuild or spares. Complete. Uncrashed. Towable. Seen London. £15. Trench, Queens Hotel, Farnborough, Hants. [8625]

1949 M.G. TC. Black, works reconditioned engine just fitted. New hood, side-screens, upholstery, resprayed, twin Windtones, Stage I head, new tyres. £400. Spelman, Dell, Wergs Road, Tettenhall, Staffs. Tel.: Wolverhampton 52061. [8628]

M.G. TC. Two oversize wheels with good Michelin covers. £15. Stage II cylinder head, large valves, new rockers and shaft. £15. Chrome luggage rack. £4. Spelman, Dell, Wergs Road, Tettenhall, Staffs. Tel.: Wolverhampton 52061. [8629]

FORD PILOT seats complete. In blue leather. Offers. Beverley, Lacey Gardens, Louth. Tel.: 750. [8630]

1929 AUSTIN SEVEN. Sell or break for spares (no body). 8, Wallenger Avenue, Gidea Park. Tel.: Romford 2659. [8631]

BRAND NEW PAIR of S.U. carburettors for Ford Ten with connecting links and flexible petrol pipe. £7 10s. E. Blakey, Ingle-Dene, Rimington, near Clitheroe, Lancs. [8632]

MORRIS MAJOR, 1931. Really good motor, no kidding. Two spare tyres. Taxed and insured. £37 10s, o.n.o. 39, Stevenson Road, Hedgerley, Bucks. [8633]

K.B. BORING UNIT complete as new, with micro-meters, gauges, stands, hone, sleeve tools, etc. £150. Exchange Vauxhall Willys' saloon, 1937-38. 34, Thorn Road, Worthing. [8634]

S.S. AIRLINE, 1935. £75, or exchange for special. Tel.: HAR 2882 (6-7 p.m.) [8635]

RECONDITIONED, 1946 MORRIS TEN: o.h.v. engine and all accessories. Gearbox fitted remote control. Ideal for special. Also set four 12-in. drums, backplates, shoes, etc., for PA M.G. Will fit J2; 9-h.p. Singer Le Mans spares, reconditioned steering box, back axle, four splined hubs, two wheels 18 in., three road springs, etc. 68, Oak Road, Redcar, Yorks. [8637]

FOR SALE—continued

LAGONDA 2-LITRE, 1927, o.h. speed model, high chassis, 4-seater tourer. Engine rebuilt last year. Modern carb. gives 25 m.p.g., oil 25 lb. hot. Excellent close-ratio gearbox. Clutch relined. Starter reconditioned Nov. last. Noiseless 4.1 "heavy" type axle. Just resprayed green. New tonneau. Hood scruffy, but waterproof. Sidescreens excellent. £150. Owner posted Canal Zone (ugh!). Full details and photo. Richard Williams, Penbryn, Haverfordwest, Pembrokeshire. Tel.: 135. [8638]

1923 BEAN 14-h.p. tourer. Good condition; interior needs attention. Taxed, insured, £40. Seen weekends. 40, Burnt Ash Hill, Lee, S.E.12. [8639]

RILEY NINE, 1931. Fitted 1934 engine, twin carb. manifold. Good runner. Body rough, cycle-type front wings. £45. 1909 Straker Squire complete chassis, no body. £15. Quinton & Thompson, Ltd., Lancaster Road, Uxbridge (Tel.: 4148), Middlesex. [8640]

ASTON MARTIN MK. II, 1934, 4-seater tourer. Excellent condition. Blake, 72, Norton Park View, Sheffield. [8641]

GEARBOX FOR 1938 MORRIS EIGHT. Perfect condition. £5. Harrison, White House, Farningham, Kent. Tel.: Farningham 2277. [8642]

1110, O.N.O. Lagonda 3-litre sports saloon, 1932; 23 m.p.g., 70 m.p.h. Tyres: two good, two fair; two suitable retread. Engine sound, paintwork scratched. Two windows cracked. Decoded July. New clutch fitted. No breakdowns in years. Steady use. Licensed, insured. Capt. Humfrey, Budbrooke Barracks, Warwick. Tel.: 931. [8643]

NIPPY SPORTS AUSTIN SEVEN (genuine). Excellent condition throughout. 1937. Central Garage, Ferndown, Dorset. [8646]

1952 (APRIL) FORD 10-H.P. 4-seater, enveloping body, hood, curtains. £300, o.n.o. Smithies, Bramhall, Cheshire. Tel.: Bramhall 2506. [8647]

ATALANTA SPARES: Crown wheel and pinion, 8/36 (new), cost £15. Set king-pins and bushes (new), cost £2. Differential, half-shaft—good condition. Accept £12 the lot, o.n.o. Melly, Waverley, Moor Lane, Great Crosby, Lancs. [8648]

SUPERCHARGER, Roots type, unused, fitted new Solex, oil tank, pulley, complete, £22. Air compressor, £2. Talbot 95, cheap, reliable. Orchard Lodge, Cleveland Road, Worcester Park, Surrey. Tel.: Derwent 4327. [8649]

TALBOT 105 saloon, 1936. Excellent performance. £90. MacGregor, Lloyds Bank House, Warminster, Wilts. Tel.: 2117. [8650]

POTENT 1933 M.G. 8.9 2-seater. Body recently rebuilt, engine good; rewired; good tyres, cycle wings, TC tank. Blue. £90, o.n.o. Lloyd, Tel.: Ewell (Surrey) 5286. [8652]

1938 M.G. VA 1½ D.H.C., grey, maroon hood, upholstery and discs. Sportsman's obvious choice. Reason for sale—*cherchez la femme*. First £265. Kessell, Mabe, Falmouth, Cornwall, Sundays. [8653]

VINTAGE 1925 COTTIN ET DESGOUTTES sports 2-seater. This car cannot be faulted with its terrific performance and roadholding. Now fitted with Stutz "Bear Cat" engine and gearbox. Original engine and gearbox available with damaged but repairable head. This unique car is selling at the very low price of £350, o.n.o. Tabley Garage, Knutsford, Cheshire. [8654]

HOTCHKISS saloon, 24 h.p., 1930, excellent condition. Brakes, clutch, relined. New battery, new half-shafts, four new tyres, eight weeks ago; two good spares. Uses no oil. £65. Stanger, 42, Park Road, Peterborough. Tel.: 3333. [8657]

MORRIS SPECIAL 4-seater tourer, 10/6 (12 h.p.). Completely rebuilt. Recellulosed. New upholstery, hood, etc. Engine rebored. Brakes relined. All within last 18 months. Over £300 spent in all. Bills to show. Offers. 20, Madison Avenue, Cheadle Hulme, Cheshire. Tel.: Hulme Hall 2262. [8658]

RILEY IMP. Completely rebuilt two years ago. Still in excellent condition with first-class performance. Steering and roadholding up to usual "Imp" standards. Crash box. Finished black with red wheels. Pyc, "Craiglands," Haverbreaks, Lancaster. [8659]

H.R.G. 1,500, 1947. Green. Good condition. New battery, tyres; brakes relined; new steering; c.r. gears; later type brakes. Well polished and cared for. £425. I. R. Hammond, The Orchard Stubbington, Fareham, Hants. Tel.: Stubbington 39. [8660]

SUPERCHARGERS. Units or complete kits at bargain prices. Example: Ford Ten unused Marshall installations, complete oversize S.U. carburetter, £35, carriage paid. Free advice on all tuning problems. Parkes Auto's, Buckholt, near Monmouth. [8661]

S.U. CARBURETTERS: ¾ in., 30s.; 1 in., 35s.; 1½ in., £2; 1¾ in., 45s.; also larger, 6 and 12v. ignition coils, 15s., Lucas Altette 6 and 12v. horns, 15s. All reconditioned. Post free. C.W.O. to: Parkes Auto's, Buckholt, near Monmouth. [8662]

1927 ALVIS 12/50 tourer. New hood and tonneau. Twin S.U.s, k.o. wheels. Repainted, good condition. £75. Longton, Wynhaven, Gatesden Road, Leatherhead, Surrey. [8664]

FOR SALE—continued

FORD V8 C.W.P. 3.55:1, new, £7. Pair 1½-in. S.U.s, new, £6. M.G. radiator, bonnet and grille, £5. Longton, Wynhaven, Gatesden Road, Leatherhead Surrey. [8664A]

M.G. PA engine and gearbox complete, new mains, carburetter, distributor, etc. Wanted: Ford Ten engine only, complete, 1938 or later. Beasley, 186, Allesley Old Road, Coventry. [8665]

VAUXHALL VELOX, 1950. Engine overhauled. £460, or take in part exchange sports car or 1,172 (not "trials") up to £200. Box No. R666, MOTOR SPORT, 15 City Road, E.C.1. [8666]

AUTO-UNION (1939 Audi) cabriolet. Backbone-type chassis, independent all round, new hood, four new tyres, two spare wheels. Fitted f.w.d. Alvis unit, 1½ litre. Good condition, rapid; 25 m.p.g. £150. Tel.: Sunbury 2690. [8667]

ALVIS SPEED TWENTY, 1932/3, green tourer, in first-class condition throughout—recently recellulosed, re-tyred and rewired. Hood, sidescreens and tonneau cover complete. Handbook. In daily use. Exceptional car. £150, o.n.o. Tel.: Staines 4234. [8669]

LAGONDA 4½-LITRE pillarless saloon, 1934. Excellent chassis. Photograph. £145. Giles, Catton Grange, Norwich. Tel.: 23880. [8671]

AUSTIN SEVEN, 1931, 2-seater. Also for Austin Seven: engine, just rebored, with carburetter, etc., gearbox, three wheels. £50 the lot, or separate. Greenwood, 72, Park Lane, Burnley. [8672]

SILVER GHOST, 1924, 4-wheel brakes, fitted large new utility body; two spares, P.100s, six good tyres. Also Rolls Twenty, 1923, with original Barker touring body. Both cars privately owned and in regular use. Abel Smith, Netherwood Manor, Tenbury Wells, Worcs. Tel.: Kyre 21. [8673]

FREE! Vauxhall 20/60. Broken half-shaft, otherwise running order. Insured. Lt. Swanson, R.A.F., Leeming, Northallerton, Yorks. [8674]

ALLARD drophead foursome, 1950. 24,000 miles. Special engine just fitted with Ardon heads. Positively unmarked. £450. Exchange considered. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [8675]

ALVIS SPEED TWENTY-FIVE, 1938, saloon. Recellulosed last May; mechanically sound; several extras. £265, or exchange smaller. Seen London. Box No. R677, MOTOR SPORT, 15, City Road, E.C.1. [8677]

BATTERIES. Two years' "insured life" guarantee. Dunlop microporous separators, hard rubber case. Examples: 6v. 58 amps., 75s.; 12v. 43 amps., 123s. More ordinary types: 58s. 9d. and 113s. Glycol antifreeze, 49s. 6d. gallon can. Plugs, 3s. each. All carriage paid, new, regular products. Lists available. Charterhouse Engineers, 2, The Mews, Charterhouse Square, E.C.1. [8678]

1935 (JULY) RENAULT 12 H.P., folding-head coupé with swept tail and dickey. Excellent set tyres, new battery. Attractive. Taxed. £95 or £50 down. £1 per week for 12 months. King Dick £15 socket set, practically new, £8. Rolls handbook, 20/25, 15s. Skull and crossbones mascot, chrome, £1 ls. S.A.E. M.P., 193, Pampisford Road, S. Croydon. [8679]

LAGONDA PILLARLESS RAPIDE for £300. An effortless long-striding car in fine condition which gives really high cruising with remarkable economy. Box No. R683, MOTOR SPORT, 15, City Road, E.C.1. [8683]

1921 CROSSLEY tourer, excellent condition throughout: new hood, screens; excellent tyres, battery; £125. One pair P.100 projectors, as new, £10. Vauxhall "J" radiator shell, new, £2 10s. Sliding roof panel, £1. Jaguar rear wing, £1 10s. Two sets 17-in. Ace Super wheel discs, complete, £3 per set. 17 by 7 spare wheel covers and panels, £1. New 17 by 7:50 tyres, £3 each. Lincoln Zephyr V12 engine, excellent condition and complete, £7 10s. Large quantity Packard spares, 1932/7. 97, Station Road, Sidecup. Tel.: Footscray 4596. [8684]

BENTLEY 4½, L.C. 4-seater. £350 spent on car since 1949 (bills shown). Electrically timed, 93 m.p.h.; standing km. 39 sec.; never raced. Dual mag./coil ignition, lightened flywheel, raised compression, rewired 1950. New radiator, carburetters reconditioned by Burgess. 18 m.p.g. New tonneau, etc. £335. S/Ldr. Hayes, R.A.F., Detling, Maidstone, Kent. [8685]

1931 ALFA-ROMEO 1,750 C.C., twin cam, 2/4-seater saloon. Alfa-red/black. Good condition. £150. Humpherson, 12a, Springfield Road, Newquay, Cornwall. Tel.: 3244 (evenings). [8686]

ALVIS FIREFLY saloon. Condition good; mechanically very good. £90, o.n.o. Spiller, Clovercroft, Highleigh, Sidlesham, Chichester. [8687]

M.G. VA 1½-LITRE saloon. Black, pigskin interior. Excellent condition throughout. £270 or offer. Stickland, Bennebroek, Saxmundham. [8688]

AUSTIN ULSTER SPECIAL, registered 1950, mechanically excellent; hydraulic brakes; new tyres. Body requiring completion. Must be sold—nearest £55. Willcocks, 96, Vineyard Hill Road, S.W.19. [8689]

RILEY CROWN-WHEELS, pinions. All spares. Chili Parlour Café, By-Pass, Hatfield, Herts. [8692]

FOR SALE—continued

FRAZER-NASH-B.M.W., TYPE 55 cabriolet, 1938. Engine completely overhauled and just run-in. Body sound. New battery. Handles superbly and is fast. £195. Hillview Garage, Anerley Road, Crystal Palace. [8690]

LEA-FRANCIS, 1948, 14-H.P. sports 2/4-seater, cream. One previous owner. New engine, king-pins, battery, tyres, hood. Clutch, brakes, relined. 26 m.p.g. 90 m.p.h. Seen Birmingham or London. £495. Box No. R694, MOTOR SPORT, 15, City Road, E.C.1, or Tel.: Acorn 6149. [8694]

BENTLEY RED LABEL 4-seater. Recent complete overhaul. New battery and wiring, excellent tyres, 6½-litre differential, prop.-shaft and brakes. What offers? Foulkes, Shawbury, Salop. [8696]

1928 SLEEVE-VALVE DAIMLER saloon, 4½-litre, 6-cylinder. Reasonable condition; carry all the family in comfort. What offers? Foulkes, Shawbury, Salop. [8697]

FIAT 500 engine, just resleeved, new pump, chain, etc.; crank damaged but repairable; offer. As new timing chain, 15s. Strong transportable gantry and tackle, £9 10s. Armstrong preselector gearbox, suitable most powerful "special," does away with clutch; £20. Pair streamlined alloy wings, £7 10s. Pair light steel blades, £1 10s. Large electric Klaxon, 15s. Two 700 by 18, one 600 by 19, two 525 by 18 racing tyres, sound, £2 10s. each. Great bargains, room wanted. P. Waring, 7, Howitt Close, N.W.3. Tel.: WEM 1222. [8698]

WELFORD BROS. FOR RILEY SPARES—SERVICE. We specialise exclusively in the supply of spares for, and the servicing of Riley cars, and carry the largest stocks of new and used spares in the Midlands. [8699]

WELFORD BROS. FOR RILEY SPARES—SERVICE. New replacement valves, 11s.; guides, 5s.; valve springs: single 10s. 6d. set, double 19s. set. Damper springs, 3s. pair. Tappet locking screws, 4s. doz. 9-h.p. gaskets, 17s. set. 1½-litre, 21s. set. Swivel pins and bushes, 70s. set. Speedo. cables, 26s. complete. Brake cables, 19s. 6d. Standard and high-compression pistons, timing gears 1932 onwards, inlet and exhaust manifolds, starter ring gears, etc. 12, Opal Street, Leicester. [8700]

WELFORD BROS. FOR RILEY SPARES—SERVICE. Service exchange brake shoes, clutch plates, B.T.H. magnetos, dynamos, 1½-litre oil pumps, starter motors. 12, Opal Street, Leicester. [8701]

WELFORD BROS. FOR RILEY SPARES—SERVICE. 1936 1½-litre preselector gearbox less bell-housing, complete engine, front and rear axles complete. 12, Opal Street, Leicester. [8702]

WELFORD BROS. FOR RILEY SPARES—SERVICE. 1933 Riley Nine. Rebored, crank ground, new bearings, batteries, magneto, etc. Very good coachwork and tyres. £85. 1933 Riley Nine. Engine overhauled, new rear axle, springs, dynamo, clutch, etc. Almost new tyres. Windtones. Excellent coachwork. £110. Welford Bros., 12, Opal Street, Leicester. Tel.: 65903. [8703]

RILEY NINE, 1937, MERLIN coachbuilt saloon. Tiller change. Opportunity to acquire immaculate specimen of this well-liked model. £275. Consider brake or 2-seater part exchange. Radcliffe, 2, Oakwood Avenue, Walkden, Manchester. Tel.: Walkden 2840. [8704]

FIAT AND ALFA-ROMEO SPARES: Fiat 1937/40: Radiator; ignition distributor, £4; Zenith down-draught carburetter, £3; fuel pump; gearbox, £10; clutch, male plate relined, £2; camshaft, £4; rocker shafts and rockers; air cleaner. Model 1,100: Valve rockers and new valves, Klingerite high-compression gaskets. Model 500: Solex carburetter as new, £3 10s.; cylinder head, axle-shafts, rear hubs; speedometer head, £2. Alfa-Romeo 1,750: Speedometer pinions, gearbox gears, splined front hubs, stub axle, Bosch dynamo. Stiles, 153, Billing Road, Northampton. Tel.: 2264. [8705]

M.G. TC, 33,000 miles. Red, chromium perfect. Exceptionally good condition. Recently fitted with Shorrocks supercharger. Many extras, including: luggage grid, Newton teledraulics, new hood and sidescreens (better than manufacturer's), windtone horns, reversing light. £450. Miller, 282, Main Road, Gidea Park, Essex. Tel.: Romford 740. [8707]

ALVIS 12/50, dismantled, less body. Must sell, space required. New pistons and liners available. Campbell, Broadholes Lane, Wheaton Aston, Staffs. [8710]

CHEAP—£15. 1923 11.4 Citroën. Running 1953. Offers. Ince, Friday Street, Warnham, Horsham, Sussex. [8711]

ALVIS SPEED TWENTY-FIVE, 1937, Charlesworth saloon. Extremely good mechanical order. Radio. Ace discs. Thompson, Much Wenlock, Shropshire. [8715]

FIAT 500 convertible, maroon. Speedo. 23,000. Two new tyres, battery, hood; +20 rebore, not used since. Lovely condition throughout. £165, o.n.o. Humphreys, Halfway House, Shrewsbury. [8716]

1932 TL 12/60 ALVIS B.B. K.O. hubs, new hood, P.80 headlamps, good tyres; excellent runner; £125. Most 12/50 Alvis spares. Some 1929 Invicta parts. Type 40 Bugatti radiator and rear springs. 500 by 20 retreads. 1931 Austin 12/6 gearbox and starter. 1931 Alvis Silver Eagle engine parts. 131, Croydon Road, Caterham. Tel.: 42. [8717]

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FOR SALE—continued

FRONT-WHEEL-DRIVE ENTHUSIASTS. Minerva Imperia 1½-litre, 1938, metallic-grey saloon. Carefully maintained, smart, roomy, looks much younger. Excellent performance; 27 m.p.g. Comprehensive refit 15,000 miles ago. Instruction book. New battery. Seven tyres. Foglamp. Spares obtainable. £225. Seen Lewes. Box No. R878, MOTOR SPORT, 15, City Road, E.C.1. [8878]

MERCEDES-BENZ. Private owner has for disposal his 1935 4-door touring saloon. Independent suspension and overdrive. Original paint. Good general condition. Most comfortable and absolutely dependable motoring. £150. Box R879, MOTOR SPORT, 15, City Road, E.C.1. [8879]

M.G. 4-seater touring, 1½-litre VA, 1938. Superb bodywork in black, good hood and screens. Standard bore engine, gearbox, dry-plate clutch 1952. Front telescopic, foglamp, windtones, Jackall, luggage grid. Owned technical instructor, works maintained, all bills. Perfect handling, thrilling performance. Taxed. £275. Attwood, Warborough, Oxfordshire. [8880]

AQUAPLANE SPEED EQUIPMENT for the Ford Consul and Zephyr, designed to the same exceptional standard as our other equipment, is now available. Providing the terrific performance associated with our famous name, Aquaplane manifolding does not require structural alterations to the cylinder head and is very easily fitted. Our equipment is not an experimental conversion but permanent components of the highest quality. Aquaplane does not employ fabricated pipework but proper castings and yet our prices are quite low. For example, our Twin-Carburettor Kit, which comprises everything ready to fit including two 1½-in. bore S.U. carburettors, costs £28 15s. Why not send for a list of all the equipment we make? The Aquaplane Company, Oulton Broad, Suffolk. Tel.: 416. [8883]

AQUAPLANE SPEED EQUIPMENT for the Ford 8-h.p., 10-h.p., Prefect, Anglia, Popular. Designed by experts, it includes all components required to transform these motors into high-performance types. Although our equipment is the recognised best it is no more expensive (and sometimes less) than poor imitations. Twin-carburettor inlet manifolds, for instance, are available for £3. Complete kit with two S.U. 1½-in. bore carburettors and everything ready to fit costs £14 19s. It would certainly pay you to look through our illustrated lists and our free Tuning Bulletin would interest you and show what can be achieved with these motors. The Aquaplane Company, Oulton Broad, Suffolk. Tel.: 416. [8884]

FOR SALE—continued

ALFA-ROMEO 1,750 unblown 4-seater Young drophead. New hood, tyres. Excellent condition. Must sell, genuine reason. Best offer over £200. Patrick Green, Old House, Kirby Muxloe, Leicestershire. [8885]

ALVIS 12/70 ENGINE, less accessories, £30. Diff. £10. Half-shafts and hubs, £3 each. Gearbox, less top, £8 10s. Front axle, £10. Rear axle, complete, new bearings and seals, £25. Wheels, £2 10s. Speed Twenty, 1936 synchro. box, complete, £20. Cylinder head, complete, £10. Cylinder block, £10. Crank and rods, £10. Dynamo and pump, £8 10s. Wheels, £3. 1933 cylinder block, £7 10s. Rods, £1 10s. 12/50 cylinder head, £8. Cylinder block, £7 10s. Crank and rods, £8. Rear axle, £15. Front axle, £8. Diff., £7 10s. Half-shafts, £1 10s. Wheels, £1 10s. 16.9 cylinder heads, £5. Blocks, £5. Wheels, 8-stud, £1 10s. K.O., £2 10s. Half-shafts, £1 10s. Diff., £7 10s. Manifolds, £1 10s. Rockers, £1 10s. Camshafts, £2. Cranks, £3. Rods, £1 each. Fiat Special requires completion. Tube, streamline body frame fitted. K.O. wheels, Lockheeds. Full specifications on application. A. Langham & Sons, Ltd., Walnut Street, Leicester. Tel.: 59860. [8886]

SINGER LE MANS ENGINE, less crank. 500 Autocars Motor Cyclings. Sell or exchange Meadows-Nash spares. Alexander, 13, Avon Road, Devizes, Wilts. [8887]

1936 LANCHESTER TEN. Really sound car. Excellent mechanically, very nice appearance inside and out. Good tyres. Everything works. Bargain for the discerning. £145. Nielsen, 5, Hawes Road, Bromley, Kent. Tel.: Ravensbourne 2035. [8889]

SINGER 1½-LITRE sports saloon, 1934. Two new tyres. Sound, reliable, waterproof. Spares available. Must sell owing pater of tiny wheels (Ford Popular). £80, o.n.o. Photo, details from: Nield, Crockway, Maiden Newton, Dorset. [8890]

RILEY IMP with special body, just run-in. Tyres and battery new; resprayed; condition excellent. £265, or exchange Volkswagen or similar. 2, Longton Avenue, London, S.E.26. Tel.: Sydenham 7310. [8891]

SINGER LE MANS. Enthusiast's sports coupé. Smart, fast, reliable. Snip, £50. Tel.: Finchley 1941. [8895]

M.G. L TYPE Continental saloon. Engine reconditioned throughout. Car damaged by hooligans. £110 or offer. Full particulars, s.a.e. Box No. R896, MOTOR SPORT, 15, City Road, E.C.1. [8896]

FOR SALE—continued

ALVIS TJ 12/50, 1932, drophead coupé. £85, o.n.o. Foster, "Gradon," 79, Lincoln Road, Walsall, Staffs. Tel.: WAL 3321. [8897]

FIVE K.O. RUDGE WHEELS with 450 by 19s, £20. Box No. R898, MOTOR SPORT, 15, City Road, E.C.1. [8898]

ISOTTA-FRASCINI, 1929, 45-H.P. sports saloon, good condition. £175. 53, Wolsey Road, Moor Park, Northwood, Middlesex. Tel.: Northwood 2069. [8899]

M.G. PA. Completely rebuilt. New Mellrold hood, sidescreens, etc. £290 or offer. Tel.: Perivale 2754. [8900]

M.G. J2. Nicest on the road. Enthusiast maintained. £150, or exchange for 10-h.p. saloon, Vauxhall preferred. Williams, 27, Foliage Road, Brimington, Stockport. [8901]

RILEY NINE MONACO, 1930. Engine 1932. Woodheads, bodywork excellent. £85. 35, Boileau Road, W.5. Tel.: PER 5613 (evenings). [8902]

2-LITRE SPORTS 4-SEATER CROSSLEY (1931). 4,000 miles since complete and expensive overhaul for my own use. Original fabric body in good condition. New hood. 24-26 m.p.g. Outstanding looks, steering and performance. About £140, exchanges considered. American coupé with overdrive and Lancia Augusta wanted. Yew Tree Garage, Woodyates, near Salisbury, Wilts. Tel.: Handley 334. [8904]

ROVER METEOR saloon, 1930, in excellent condition throughout. Carefully maintained by two families since birth. Overhauled 1953 and needs nothing spent. Roomy and fitted for towing. £50, o.n.o. Read, Bathampton Lodge, Bath. Tel.: 88721. [8905]

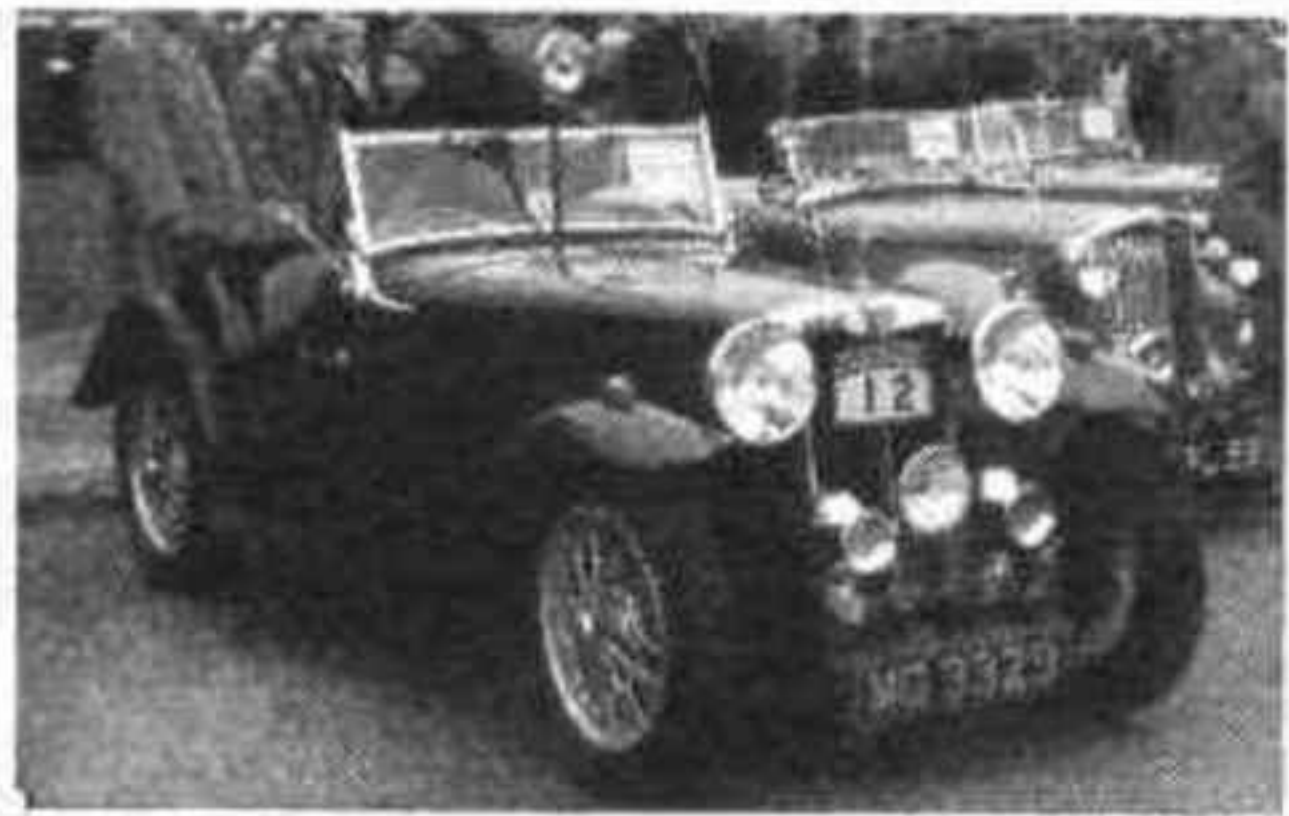
£75—RAILTON, 1935½. Mechanically sound. Body shop-soiled. Teles., windtones, Scintilla. Photos. Baker, 68, Cromwell Road, Peterborough. [8906]

AUSTIN SEVEN SPECIAL 2-seater. Fast, reliable. Spare back axle, prop.-shaft, two wheels. A snip. £50. Call after 6 o'clock or weekend. 15, Winifred Avenue, Hornchurch, Essex. [8907]

M.G. J2, 1933. Excellent condition. Blue. £165, o.n.o. 117, Fairview Road, Cheltenham. Tel.: Cheltenham 56094. [8909]

M.G., 1933, J2. Offers. 17, Chester Street, Gorton, Manchester 18. [8910]

VARIETY RILEY NINE SPARES, at Longmore Lodge, Esher Road, Walton-on-Thames. Cylinder head wanted. [8912]



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Perfect condition.

Recently resprayed and re-upholstered in red throughout. Four new springs. New steering column and box. Accessories include: two Marchal headlamps, signpost light, etc. Tyres good. 8,000 miles since reconditioning of engine at cost of £150.

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is still sadly breaking up Rileys—but it's an ill wind—it keeps the others on the road. Following is only a fraction of his stock, too large to advertise. S.A.E. please with all home and overseas inquiries. Prompt and sympathetic replies to all your problems: 9 h.p.: One set brand new BHB Merlin pistons, rings, gudgeons and small-end bushes, 30 thou. o/s., less than half price, 60s.; Merlin air cleaner, twin, 20s.; Zenith self-starting carburetter, well tuned, 40s.; 32.6 cylinder heads from 40s., plus rail; h.c. solid copper gaskets, 11s. 6d. inclusive postage; new double valve guides, 3s. 9d. each; six-stud wheels, 17s. 6d., plus 2s. 6d. rail; gears and races complete for 1933/4 all-helical box, excellent condition, 60s.

1½-litre 4-cylinder: At press time I have one complete 1935 Falcon in excellent condition all available as spares.

SERVICE: Complete overhauls or smallest adjustment to your Riley, reasonable charges. **PRESELECTOR GEARBOXES** in stock for nearly all models, 1936/7 1½-litre, fully overhauled and guaranteed twelve months, £25 exchange. Others from £12 10s.

FOR SALE: 1938 16/4 Continental saloon, black with red leather, overhauled and checked by us; a real Riley for £275. 1934 9-h.p. Kestrel, excellent chassis, just resprayed grey, new head lining, a smart car, £155. 270, ACTON LANE, CHISWICK, W.4

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1937 2-litre saloon. Black/ green ...	£220
1937 2-litre foursome coupe. Blue. Good engine ...	£250
1935 Mk. II S.C. Black. Ex- cellent condition ...	£385
1934 Mk. II L.C. Green. Recently overhauled ...	£325
1933 Le Mans S.C. Green ...	£225

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HANDBOOKS: Austin, Ford, Morris, Standard, Triumph, Vauxhall, Wolseley, 5s. 6d.; Cord, Jowett, Renault, Volkswagen, 7s. 6d.; Fiat, Hillman, Humber, Riley, Rover, Singer, 9s.; Chevrolet, American Ford, Sunbeam, 10s. 6d.; Alvis, Chrysler, Dodge, M.G., 16s.; M.G. Workshop Manual, 31s. 6d. Inquiries, stamp please. Catalogue 502 motoring publications, 6d. Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex. [8945]

"**MOTOR SPORT**," 1941-54, about 400 copies, 1s. 9d. each post paid. Inquiries, stamp please. Vivian Gray, Postal Booksellers, Hurstpierpoint, Sussex. [8946]

B.M.W. 2/4-seater, 2-door, 2-litre cabriolet, 1937. Green. Very good condition. £225. Dunkley & Davidson, 36, South Street, Eastbourne. Tel.: 961. [8947]

FORD SPECIALS. Ports opened for 1½-in. S.U.s with expense of special valves, 35s.; 48-hour service. Copper head gaskets, 8:1 c.r. with standard head, 22s. 6d. High-pressure oil pumps, 67s. 6d. on exchange. 15-in. wheels for Girling-braked Fords, 52s. 6d. each. Road/racing camshafts are cheapest power, £11 10s. Four only complete 17-in. wheels, 52s. 6d. each. "Grove Workshop," Dallinghoo, Woodbridge, Suffolk. [8948]

ROVER 16-H.P. sportsman's saloon, black, beautifully kept throughout. Extras: windtone horns, twin sports, mirrors, etc. £215 or £75 deposit, h.p. Consider exchange 8/10-h.p. saloon. Mansfield, Tel.: Euston 2700 (day), Ambassador 1748 (evening). [8949]

MORRIS 10-H.P., 1938, saloon de luxe. Beige/black. Extremely well kept. £175, or £60 deposit, h.p. Mansfield, Tel.: Euston 2700 (day), Ambassador 1748 (evening). [8950]

1952 JOWETT JUPITER Monte Carlo saloon, pearl blue, 11,000 miles, guaranteed. Twin spot-lamps, flashing trafficators. One owner. 28 m.p.g. Faultless throughout; cost £2,000. £600. Terms, exchanges. B. P. Littleford Ltd., 52, Darlington Street, Wolverhampton. Tel.: 23232. [8951]

ALVIS SPEED TWENTY-FIVE saloon, 1937. A fine car well maintained by present owner. Will out-perform most cars on the road today. £275. Tel.: Imperial 3997. [8953]

FORD EIGHT, registered 1938, 2-seater; runner; £40. Riley Nine, 1932, requires attention, £30. Austin Seven, 1933, sound runner, £40. Royal Parade Garages Ltd., Kew Gardens, Surrey. Tel.: RIC 1941. [8954]

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ALVIS. Hard-to-part-with vintage Silver Eagle saloon. Elegant inside and out. Triple S.U.s or single Zenith. High performance—very low oil consumption. Starts instantly. Tyres, battery, good. Fitted towing link, with complete spare engine. £75 (or would exchange for 12/50). Fulleylove, Pincotts, Meadow Way, West Horsley, Surrey. [8955]

CABRIOLET BY LABOURDETTA on 1921 Rolls Silver Ghost chassis. Self-starter, not f.w.b. £105. S. Baillie Reynolds, 6, Hall Place Gardens, St. Albans. [8956]

LEA-FRANCIS, 1927. 10-h.p. Meadows. Grey and blue. Distinctive and original "duck's-back" body. Very good mechanically. Excellent hood and side-screens. Good tyres, new spare. Good electric. £150. J. Picton, 29, William Way, Letchworth, Herts. Tel.: 555. [8958]

RILEY, 1934, 14/6 KESTREL. Fully overhauled and tuned at cost of £180. Excellent condition. £145 or offer. Marks Bros., Heytesbury, Warminster, Wilts. [8960]

1951 DELLOW. Good condition, many extras: blown or unblown. Can be seen London, Manchester or Glasgow. Tel.: Draycott, Kelvin (Glasgow) 1992. [8961]

1938 JAGUAR 3½-LITRE. Engine dismantled, crankshaft requires replacing. Cylinder block rebored, body in fair condition. Engine overhauled except for crankshaft. First £50 secures. Croft & Blackburn Ltd., The Square, Ripon. Tel.: 111/112. [8962]

DELAGE DROPHEAD, D6.70 model. This is probably the finest example of this famous marque in the country. New hood just fitted. Blue/black wings. Faultless. £450. Two Ways Cottage, Vicarage Road, Reading. Tel.: 82134 (evenings), 2655 (business hours). [8964]

ALVIS SPEED TWENTY, 1935, fixed-head coupé, in excellent condition. Alvis spares: axles and 5.2 differential units complete, etc. 1931 Austin Seven saloon and tourer, new hood. Offers to Grenfell's Service Station, Weyhill (Tel.: 261), Andover. [8965]

T. P. BREEN LTD. Dismantling Austins: 7 h.p. 1937, Big Seven, 8 h.p. 1939, 10 h.p. 1934/5/6, 12/4 1935. Taxis: Standards, 10 h.p. 1934, 12 h.p. 1937, 20 h.p. 1939; Alvis 12 h.p. 1934, 17 h.p. 1936, Speed Twenty 1936/7; Vauxhall DX and DY; Singer Twelve 1936, Le Mans and 1½-litre; Lea-Francis 1947; Wolseley Hornets; Jaguar 2½-litre 1936; Morris 8, 10, 12, 21; Oldsmobile 29 h.p. 1937; M.G. 2-litre; Triumphs 10, 11 and 12; Talbots 14, 18, 21; Hudson 17 and 29 h.p.; Jowett Bradford 1946; Riley Nine 1933; Ford 8 and 10; Lagonda 2-litre; Rover Ten 1937, Fourteen 1935, Sixteen 1937/9; B.S.A. f.w.d.; Armstrong 12, 14, 17; Lancia; Bentley; Delage, etc. High Road, Whetstone, N.20. Tel.: Hillside 2393. [8966]

CADILLAC coupé, 1936. Immaculate condition. Terrific performance. Fitted with radio, map light, etc. Taxed, insured. Must sell, £130, or near offer. Evenings or weekends. 48, Gloucester Way, Finsbury, E.C.1. [8969]

1934 SINGER LE MANS 2-seater with broken crankshaft. No reasonable offer refused. Will consider breaking if sufficient inquiries. Bartlett, 21, Sussex Road, Carshalton, Surrey. [8970]

ASTON MARTIN, 1928, 2-seater 1½-litre S.C. side-valve. Entirely rebuilt with Lancia i.f.s., new wheels, tyres, etc. Large quantity of spares for early Aston Martin side-valve cars. Set of new pistons and remetalled rods for Speed Six Bentley. Unused pre-war Marshall supercharger, Type 750. Set of new oversize pistons and Memini carburetter for 2.3 S.C. Alfa-Romeo. Bosch dual 6-cylinder magneto and coil. Some spares available for 1.750 S.C. Alfa-Romeo. Modification, machining, brake-testing undertaken for sports cars. Blagdon Engineering Co., Ltd., Blagdon, Seaton Burn, Northumberland. [8971]

SPARES AVAILABLE (apart from new M.G. parts) for: Alvis 12/50; Firefly, 17 h.p., 20 h.p.; Armstrong Seventeen; Austin 7 h.p.; Bentley 3-litre, 4½-litre; Daimler Fifteen; Essex Eighteen; Ford V8; H.W.M.-Alta; Invicta 1½-litre; Jaguar 3½-litre; Lagonda 16/80, 3-litre, 4½-litre, LG54; Maserati 2.9; M.G. M, J, P, N, K and 2-litre; Morris Minor; Morris 16-h.p.; Pontiac 34-h.p.; 1935 Pierce Arrow; Riley Nine, 12/6, 14/6; Rolls-Royce Twenty, Phantom; Sunbeam Twenty-one; Talbot Eighteen. Callers only or phone inquiries please. Performance Cars, Windmill Garage, Great West Road, Brentford, Middlesex. Tel.: Ealing 8841 (3 lines). [8972]

TC TYPE M.G. ENGINE, brand new and absolutely complete, i.e., including dynamo, starter, distributor, manifolds, carburetters, flywheel, clutch, filter, pump, etc. Fitted with Stage 1 head. List price £175, accept £160. Riley 1½-litre, 1948, complete with dynamo, starter, distributor, manifolds, flywheel, pumps, filter, etc., together with brand new gearbox, remote control, etc. £170. Tel.: Mountview 8353 after 7 p.m. [8978]



Lt.-Colonel C. P. Vaughan, D.S.O., offers his single-seater twin-supercharged

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1938. Magnificent condition, many extras; no expense spared on upkeep; colour bluish-grey. £535.

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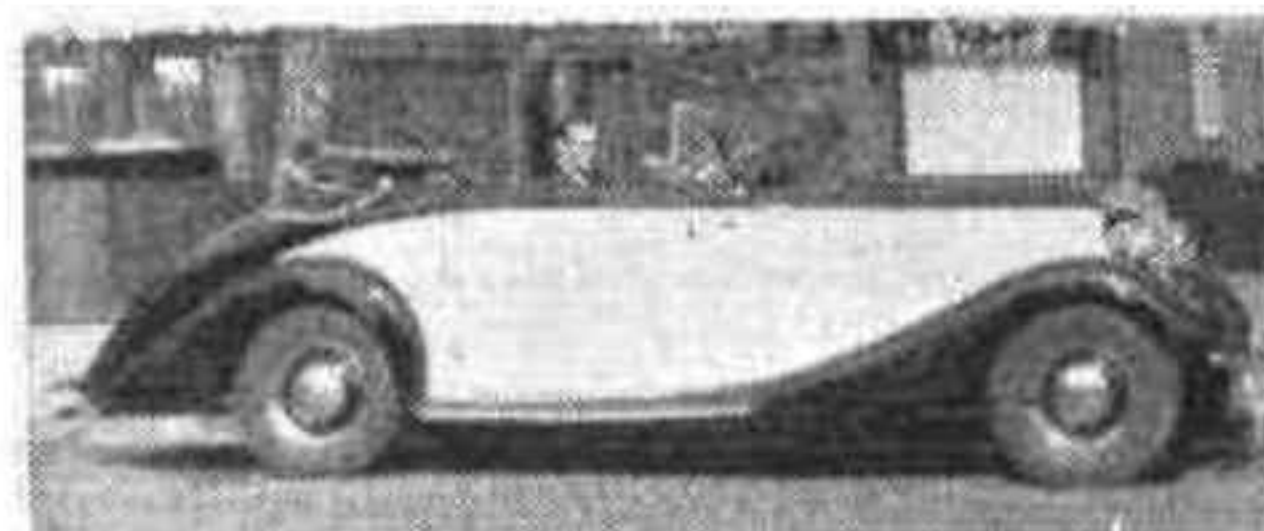
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1938 S.S.100 3½-LITRE, competition model 2-seater sports, in exceedingly good condition, the engine and chassis having been completely overhauled at a cost of over two hundred pounds, bills available, the weather equipment almost new, excellent chrome, etc. £475

1938 S.S.100 3½-LITRE, as above but in ivory, with red interior, new hood, hood-bag, tonneau, rechromed lamps, hub-caps, new carpets, etc.; tyres as new. An absolute specimen car. £495

1938 S.S.100 2½-LITRE, competition model, in maroon. Very good tyres and mechanical condition; full weather equipment, twin windtones, twin spots, twin spare wheels. £285



1938 MODEL "CLAREMONT" RAILTON drophead coupé, cream and black, chrome slatted radiator; rimblishers; very good tyres, spot-lamp, etc. £165

1937 RAILTON "COBHAM DE LUXE" 4-door saloon in ivory and black, leather interior; good tyres and chrome. £165

1949 ALLARD foursome drophead, 30,000 miles and has just been fitted with a new engine. The whole car in very nice condition and fitted with radio and heater. £375

1940 RILEY TWELVE NUFFIELD saloon, in very nice order indeed, the chrome and paint exceptional, the interior in beige; tyres very good. A very reasonable price at £315

ALFA-ROMEO 1,500-C.C., supercharged, Zagato 2-seater, with full weather equipment. The engine, blower, chassis, completely overhauled last year. £265

MORGAN SPECIAL 4-wheeler with water-cooled J.A.P. engine and Frazer-Nash type rear axle with knock-on wheels. A nice little 2-seater for the impecunious. £85

FRAZER-NASH-B.M.W., TYPE 328/80, 2-seater roadster. First assembled in 1947, fitted with Hirth box and heavy axle. An exceedingly fast car, previously the property of a titled person. £525

ALTA, 1,074 C.C., 2-seater. Originally built in 1933 for a titled and well-known driver. Recently overhauled; lots of chrome on engine. Enthusiast maintained in every way. A very attractive sports car with the racing-car look. £295

ROLLS-ROYCE P.II, 1930, Thrupp & Maberley 4-door saloon with rear drop-down boot, lowered body, leather front and cloth rear interior; six very good tyres. £185

SALOONS FOR SPORTS CARS

1937 Riley, 4-door, black. 1938 Citroen Twelve, metallic-blue. 1936 Wolseley Sixteen de luxe, black, 1939 Ford Prefect, 2-door, black.

We need good condition Alfas, Altas, S.S.1 and 90s Bentley Red Labels, Rolls-Royce, Bugattis, Triumph Roadsters and Austin Specials.

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1947 Volkswagen 10-h.p. saloon. Cream, red upholstery. A very economical car with a good performance ... £295

1937 Lancia Aprilia. Grey, red upholstery. In fine condition and very fast ... £275

1938 Fiat 500 cabriolet. Cream, grey leather. In immaculate condition and mechanically excellent £235

1933 Lagonda 16/80 drophead coupe. Green, green leather. Manual gearbox ... £195

1934 Riley Nine Monaco saloon. Black, red leather. Very good bodywork. Special series engine. Scintilla Vertex magneto. Exceptional car ... £152

1934 Rover Fourteen Pilot saloon. Black, red leather. Good history ... £120

1939 Jaguar 3½-litre drophead coupe. Black, brown leather. Good cellulose and very fast car £241

1952 Jaguar XK120 sports 2-seater. Blue, blue leather. 8:1 compression. High-lift camshafts, twin exhaust system, special axle ratio, strengthened springs ... £1,050

1949 M.G. TC, red, one owner £435

1951 Singer Nine roadster. Red. In almost new condition ... £450

1939 Frazer-Nash-B.M.W. drophead coupe. £300 overhauled, all bills available ... £430

1948 M.G. TC 2-seater sports. Black, red leather. Excellent condition ... £375

1937 M.G. TA 2-seater. Maroon. In post-war condition ... £260

Also 3-litre Alvis, Austin A90, Javelin, Riley 2½-litre, Armstrong Typhoon, Rover, etc.

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FOR SALE—continued

ALVIS SPEED TWENTY, 1933, tourer. Exceptional condition; sidescreens and hood excellent; new batteries January. Engine overhaul last year; bodywork well-nigh perfect. This Alvis has given superb service and sale is reluctant but necessary as owner posted abroad. £190, o.n.o. Box No. R721, MOTOR SPORT, 15, City Road, E.C.1. [8721]

BODY OF 100 M.P.H. INVICTA, complete with wings, bonnet, fold-flat screen. New hood, tonneau, sidescreens and slab tank. See photo MOTOR SPORT, July, 1953. Nearest £30. 22, Moss Lane, Sale, Cheshire. [8724]

M.G., 1930, 18/80 4-seater tourer. Outstanding example of this model. £175. Seen Liverpool. Box No. R725, MOTOR SPORT, 15, City Road, London, E.C.1. [8725]

FORD 8-H.P. Engine/gearbox complete. Reconditioned, many new parts. What offers? Lucas vertical magneto 4-cylinder. Perfect. £5. 7, St. Marks Road, Maidenhead. Tel.: 3237. [8726]

ROLLS TWENTY, 1924. Engine just decarbonised. Chrome radiator. Oil coil. Three good tyres and two new retreads. New aluminium tourer body almost complete. Requires wings. £58, or any fair offer. M. A. Nibell, 34, Arundel Avenue, Ewell, Surrey. Tel.: Ewell 5014. [8728]

FIAT 1,100 pillarless saloon, 1938. Excellent throughout. £260. Owner not driving on doctor's advice. Tel.: Croydon 6324. [8729]

RILEY NINE. Every part 1931-1934. S.A.E. list. 76, Bridge Cross Road, Chase Terrace, Walsall. [8730]

RILEY (1938) 12/4 ADELPHI. Fast, economical, good condition. £240, or exchange smaller-bodied Riley 12/4 or Nine, or Talbot Ten. Preston, 56, Florence Road, Thorneywood, Nottingham. [8731]

ROVER SPEED FOURTEEN, 1935, sports saloon. Engine perfect, body rough. Everything works. Will sell for £75, the cost of engine overhaul 3,000 miles since. Lear, 11, Kites Close, Crawley. [8732]

INSTRUCTION MANUALS! A new specialist service for the motorist. Thousands of manuals of all types in stock for immediate sale. No "loan schemes." Why struggle on without one any longer? Just write to BCM/Instructbook, London, W.C.1, giving full details and enclosing S.A.E. [8733]

RILEY NINE KESTREL, 1934. Chassis good. Body rough. Recently fitted new timing wheels, camshafts, magneto, linings and five 16-in. wheels. £40, yes, forty! Box No. R734, MOTOR SPORT, 15, City Road, E.C.1. [8734]

SINGER GEARS. Most gears, remote control and box for 1934-35 Singer Nine Le Mans. Skelton, 19, Newcastle Drive, The Park, Nottingham. [8735]

SINGER LE MANS, 1934, 2-seater. Good condition throughout. Many extras. Offers. 49, Caravan Park, Winchester Road, Basingstoke. [8737]

AUSTIN SEVEN (1937). Registered 1947, 2-seater. Recently rebuilt and in good condition throughout (B.R.C.). Girling brakes. £70, o.n.o. Required Alvis Speed Twenty saloon. Strachan, 75, Raleigh Hall, Eccleshall, Staffs. [8738]

EXCEPTIONAL MORRIS EIGHT tourer, 1937. Arnott blower. £130, o.n.o. Will separate. 165, Royston Road, Maidstone. [8739]

HORNET SPECIAL, 1933. Dismantling. Most parts for sale. Rowlands, Laurel Cottage, Buxted, Sussex. [8740]

FIAT 500, 1937, coupé. Recent overhaul, engine, gearbox, clutch, etc. Well maintained, good tyres, spare unused. Smart. £130. Lewis, Wayside, Mortimer, Berks. Tel.: Mortimer 100. [8742]

ALVIS TWENTY. Dismantling. All spares cheap. 20-in. tyres, new. £6. Ariel 500-c.c. twin engine £25. B.S.A. 350-c.c. Clubman, new. £150. S.A.E. to: The Mount, Connops Lane, Lye, Wores. [8743]

SINGER LE MANS. Engine completely overhauled. New bearings, reground crank. New distributor. Bodywork excellent. Tyres good, battery new. Nearest £130. Seen Farnham. Tel.: Frensham 361. [8744]

BENTLEY 6½-LITRE, 1929, WEYMANN limousine by Gurney Nutting. One previous owner. Total mileage 23,000, speedometer sealed. Class winner Kensington Gardens Concours d'Elegance 1952 and 1953; and mechanically excellent. £375, or near offer. P. N. H. Gush, Toll Gate, Stanbridge Earls. Tel.: Romsey 3391. [8745]

RECONDITIONED MINX BRAKE, registered 1948. £125 cash. Cooper wanted. Rose, Dark Lane, Higher Whitley, Warrington. [8746]

MERCEDES-BENZ, 1938, 170v. 1½-litre cabriolet "B." Front and rear independent suspension, hydraulic brakes. Spares readily available. Genuine safe due to delivery of new car. Best offer over £185. Also some spares. Scott, Creg-ny-Baa, Hartfield, E. Sussex. [8747]

1951 SERIES MARK II ex-works Replica Sunbeam Talbot 90 sports saloon. Fitted latest modifications, including Alfin drums and every conceivable extra, including radio, heater, demisters, etc. Showroom condition. Perfect throughout. Cost £1,500. Sacrifice £750. Absolute gift. No dealers. Box No. R749, MOTOR SPORT, 15, City Road, E.C.1. [8749]

FOR SALE—continued

LAGONDA 4½ SALOON, 1934. Recent £600 overhaul. Engine, transmission, suspension rebuilt, all woodwork renewed, new tyres and shockers, resprayed. Offers. Box No. R750, MOTOR SPORT, 15, City Road, E.C.1. [8750]

HORNET SPECIAL, 1934. Partially dismantled but complete; tyres new, set brake drums unused, body poor, useful spares or rebuild. Offers. Box No. R751, MOTOR SPORT, 15, City Road, E.C.1. [8751]

1938 JENSEN 30-h.p. open tourer. Excellent mechanical condition, good appearance. Recently overhauled by Vensens. One owner only. £200. Apply: Box No. R753, MOTOR SPORT, 15, City Road, E.C.1. [8753]

"KAROBES" SEAT COVERS, A40 Devon, unused Hood, rear tonneau, sidescreens Morgan 4/4 2-seater. Head and sump Riley Nine. Cheap. Thompson, 1018, Chester Road, Birmingham 24. Tel.: ERD 5760. [8755]

LLOYD, 1949, 650 roadster. Good condition. Not taxed. Nearest £175. Curry, 1, Neville Square, Lowes Barn, Durham City. [8756]

MARTIN SPECIAL, 1934. Aston Martin chassis with 3-litre Sunbeam engine installed. Open tourer body, length 15 ft., tyres 21 by 6. Slightly damaged in recent mishap. What offers. Box No. R757, MOTOR SPORT, 15, City Road, E.C.1. [8757]

AUSTIN SEVEN sports 2-seater Nippy type, under-slung front axle, racing green; large downdraught carburettor, high-lift camshaft, double valve springs, voltage control, large ribbed aluminium sump; spring steering wheel, sports exhaust, large instruments; 90 m.p.h. Speedometer, clock, etc. Four-speed box. Almost new tyres. Jet performance. Spare aluminium cylinder head. £145. 1934-35 model, excellent condition. Box No. R758, MOTOR SPORT, 15, City Road, E.C.1. [8758]

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ROLLS-ROYCE TWENTY, 20/25, 40/50, only small o.d. saloons at present. Outstandingly good 4½ Bentley brake. £150. Some excellent Rolls spares at low prices. J. B. M. Adams, Great Gidding, Huntingdon (Tel.: Winwick 216). [8759]

1938 KESTREL 1½-litre; 16,000 since new universal, clutch, oil pump, valve gear, bearings, engine sleeved, cut-out. Resprayed, retrimmed December. Radio, heater. £300. Tel.: Kingston 1050; Extension 107. [8760]

LAGONDA 2-LITRE, 1931, ex-blown speed model. In excellent condition. New gears, hood, tank. P100s and knock-ons rechromed. £190, o.n.o. Tel.: ELM 6205. [8761]

M.G. PA 2-seater in excellent condition. £185. Harris, 3, Culmington Road, W.13. Tel.: Ealing 3976. [8762]

TALBOT 105 4-seater tourer. New hood and tonneau. Perfect mechanically. Potent and reliable. Emigrating. £75 to good home only. Keogh, St. Briavels, Glos. [8763]

ALVIS 12/50, 1931, TJ saloon. Good condition. £60. After February 17th write: Homan, 172, Alexandra Road, Farnborough, Hants. [8764]

LAGONDA RAPIER drophead, 1935. New hood; 12,000 since engine rebuild. Good tyres. Body fairish. £160. 4, Evelyn Close, Whitton, Twickenham. [8766]

1939 FIAT 500. Virtually one-owner car. Just completed first overhaul, including sleeving to standard, bearings. New dynamo. Genuine 35,400 miles since new. The coachwork is perfect. Colour duo-brown, radiator muff. Instruction book. £235. Blo'norton Hall, Diss, Norfolk. Tel.: Garboldisham 207. [8767]

MORGAN 4/4 sports 2-seater, 1947. Red. Many mods, twin carburettors, cycle wings, etc. Spares: gearbox, full wings, manifolds, carburettors, shockers, etc., and extras. Complete or separately. Parkes, Brookbank, Pinvin, Pershore, Wores. Tel.: 35. [8768]

FOR SALE—continued

1934 ALVIS SPEED TWENTY sportsman's saloon in black and green, green leather; i.f.s., sliding head, P100s, Andre telecontrols, built-in 4-wheel jacking, dual ignition, one-shot lubrication, etc. A fast and beautiful car in daily use. £185, o.n.o. Lt.-Commander Morgan-Giles, H.M.S. "Hornet," Gosport, Hants. Tel.: 89166, or Stubbington 273. [8769]

FRAZER-NASH. One of the last T.T. Replicas. Just fitted new chains. Good condition all round. What offers? Also A.C., 1939. A load of bits and pieces, including new hood. 20, Bury Avenue, Ruislip. Tel.: 5329. [8770]

1912 ROVER 12-H.P. tourer. Good condition. What offers? Karlake, Station Road, Shipton-under-Wychwood, Oxon. [8772]

1934 BENTLEY 3½-LITRE. Fitted with roomy 7-seater brake body. A good, sound, reliable fast car. £425, o.n.o. Baker, Highlands, Bucklebury, Berks. [8774]

SINGER LE MANS, 1935, 4-seater, swept tail. Tyres, general condition good; mechanically much overhauled (bills), but weak in the head. £60, or offers. Central London. Box No. R775, MOTOR SPORT, 15, City Road, E.C.1. [8775]

RILEY NINE TOURER; 40 m.p.g. Excellent weather equipment, or exchange small utility. Haynes, Manor Farm, Sherbourne, St. John, Basingstoke. [8776]

DISMANTLING 1934 Morris Minor engine. All parts; +.060 pistons. 66, Vectis Road, Gosport, Hants. [8777]

RARE 1935 LAGONDA RAPIER saloon. Good condition. £165. Exchange good 1938 Riley 12/4. Cash adjustment. 23, Fairlawn Avenue, Bexleyheath, Kent. [8778]

HORNET SPECIAL gearbox, crankshaft; numerous spares. M.G. P axle beam. Minor axle beam. Hydraulic front brakes, etc. Write: 56a, Norman Road, Birmingham 31. [8779]

7TH LAMBDA sports tourer; 9 ft. 3 in. wheelbase. Excellent condition. Full equipment. Taxed, insured. £150, o.n.o. Box No. R780, MOTOR SPORT, 15, City Road, E.C.1. [8780]

£65. FORD TEN trials special. Complete but part dismantled. Reconditioned engine, magneto. Consider split for spares. Offers. Tel.: Tudor 4312. [8781]

TALBOT Z.10/23. Engine spares cheap. Tel.: Tudor 4312. [8782]

1923 ROLLS TWENTY. A magnificent old gentleman. 6, Seaforth Gardens, London, N.21. [8783]

ALVIS BIG-PORT 12/50 "Beetleback", £50. Good performance; fitted "Firebird" synchro-box. Tel.: Walton-on-Thames 5959. [8784]

£80. AUSTIN SEVEN Special, built 1952, Nippy bodywork, Alta head. Car in excellent order. Perfect hood. Spare 4 and 3-speed gearbox. E. J. Summerfield, 104, Lindsey Road, Worcester Park, Surrey. [8785]

AUSTIN SEVEN PARTS. Chassis, gearbox, axles, wheels, reconditioned magneto, engine, rad., Cambridge body, etc. Offers. Goward, "Darragh," Kenneth Road, Thundersley, Essex. [8786]

LAGONDA, 1933, 3-LITRE saloon. Enthusiast's car. £65. Nichols, "Little Green," Hillhead, Hants. [8787]

HORNET SPECIAL, 1933. Very good condition. £120, o.n.o. Dugdale, 5, St. James Terrace, The Hoe, Plymouth. [8788]

1927 LEA-FRANCIS 13.4-h.p. tourer. Reasonable condition throughout. £40. 45, George Street, Blackpool. Tel.: 20538. [8791]

1934 HUDSON TERRAPLANE drophead coupé. Resprayed ivory and black. New hood. Very smart. Fast motor. £75. Tel.: Mevagissey 178. [8792]

PRESELECTOR BOX AND CLUTCH. Suit Riley Nine, 1934. Can be demonstrated. £15. 19, Park Avenue, London, N.W.10. Tel.: Elgar 4641. [8793]

H. & S. MOTORS, 23, Lancaster Mews, W.2., offer 1934 Austin Seven tourer in exceptional condition and one vintage Seven of inspiring performance. [8796]

CITROEN, 1948, LIGHT FIFTEEN. Crank reground, new drive shafts, battery, carburettor, tyres, piston rings, linings, dampers. Barr, Burton-by-Tarporley, Cheshire. Tel.: Huxley 43. [8800]

ALVIS SPEED TWENTY, 1934, Mayfair saloon. Above average condition. Heater. £195. Farrer-Halls, Coombe Gorse, Station Avenue, Walton-on-Thames. Tel.: 2929. [8802]

LAGONDA 2-LITRE h.c. Speed Model Weymann sports saloon. 1929. Recent complete overhaul, engine sleeved, crank ground, August, 1953. New tyres. 26 m.p.g. £175. 50, The Charter Road, Woodford Green, Essex. Tel.: Buckhurst 5877. [8803]

ALVIS, 1931, TK 12/50 2-seater, £125. Rolls-Royce Twenty 2-seater, £50. Bentley 4½ 4-seater, £250. Bentley 3-litre chassis, reconditioned engine, £150. Box No. R806, MOTOR SPORT, 15, City Road, E.C.1. [8806]

FOR SALE—continued

TRIUMPH ROADSTER, 1946. Very good condition throughout—under 30,000 miles. Only two previous owners. £425 or offers. Box No. R908, Motor Sport, 15, City Road, E.C.1. [8908]

1933 TRIUMPH SPECIAL, ex-Gloria. Mechanically sound throughout. Body needs detail finishing. £45, o.n.o. Tel.: Egham 252. [8913]

1935 SINGER LE MANS NINE, close-coupled 4-seater. Red. New chrome, four excellent tyres, also twin spares unused, slab tank, good hood, winking indicators, good performance; all above average condition. £195. 29, Pollards Hill West, S.W.16. Tel.: POL 3021. [8914]

RILEY, 1934, MENTONE, excellent condition, £155. 1936 Falcon, excellent condition, £200. Tel.: BOW 4775. [8915]

ALFA-ROMEO 1,750 supercharged Zagato, ten million series. 1,800 miles since rebuilt completely, i.e., new blower gears, camshafts, second and third gears, ball races, half-shafts, crown-wheel and pinion. Sleeved to standard, crank ground, etc., etc. New hood, upholstery, carpets, instruments. Black, with red leather. Registered June, 1951. Part exchange considered. Offers and appointment to view to Osborn, 30, Cambridge Court, Hyde Park, London, W.2. Tel.: Paddington 5823. [8917]

M.G. TD BODY complete, radiator, tank, lights. Offers, or exchange for Austin Seven body, Rochdale type or similar. 97, Wellford Road, Handsworth, Birmingham. [8921]

£10—B.S.A. THREELEER, 1932. Partly rebuilt, no bodywork. Towable. Require immaculate 1937-8 Rover. 3, Lower Sands Estate, Dymchurch, Kent. [8922]

SUNBEAM, 1929, 20.9 H.P. Exceptional, original condition. £95. S. Ford, 34, South Street, Enfield, Middlesex. Tel.: Howard 1989. [8923]

BENTLEY RED LABEL, Vintage model (1922). Rebuilt and reconditioned by Bentley enthusiast. Electrical system rewired by Lucas. Tyres as new (Dunlops). New tonneau. Whole vehicle immaculate throughout. Owner going abroad. Offers or exchanges. Adams, 187, Broad Street, Birmingham, 15. Tel.: Midland 6311. [8925]

COOPER MARK IV 500/1,000 racing car complete. Less engine and gearbox. Immaculate condition. £215. Cash offer considered. Exchange family saloon. Two good Norton gearboxes, £7 10s. each. One Burman, £3. Rev.-counter and other surplus Cooper spares. Rudd, 65, Victoria Road, Worthing. [8926]

FOR SALE—continued

AUSTIN SPECIAL. Fully reconditioned. Rebuilt. 69 m.p.h., 45 m.p.g. Any trial. Tel.: BOW 3894. [8924]

RILEY SPARES. Crashed Adelphi, 1937, 12/4 immaculate saloon. Wire wheels with knock-on hubs. Preselector box. All spares save chassis and cylinder block. Engine reconditioned under 2,000 miles. Seats red leather perfect. Instruments, etc. Would sell complete. Rudd, 69, Victoria Road, Worthing. Tel.: 4635. [8927]

XK120 STIFF SUSPENSION KIT, new, £14 f.o.r. Two wire wheels, 18 in., ex-S.S.90, £6 pair f.o.r. H.M.V. Radiomobile, perfect, post free £15. Four nearly new Amals with suitable inlet manifold for fitting to 1½-litre Riley, £15. Heavy-duty sander, little used, £12. Complete close-coupled Choro Horse, needs adjustments and carburetter, £7. 69, Victoria Road, Worthing. [8928]

VETERAN ELECTRIC BERRINGER. Single-seat "Dogcart." Successful participant in this year's Veteran Run. Original condition, full running order. £95. Rudd, 65, Victoria Road, Worthing. [8929]

1933 RILEY 12/6 MENTONE. Sound car with good tyres and batteries. £55. Station Garage, Droitwich. Tel.: 3378. [8930]

LAGONDA ENTHUSIASTS. Specimen condition 2-litre h.c. open 4-seater. Mechanical condition and appearance is faultless. Good all-weather equipment including tonneau. 19-in. wheels, twin spares, all good tyres. P100s. Enthusiast owner for past 17 years. Price £165. Also 1934 3-litre pillarless saloon. Fair condition, excellent mechanically. £95. Bassett Motors, 111, Burgess Road, Bassett, Southampton. Tel.: 68655. [8931]

1938, NOVEMBER, STANDARD V8 20-H.P. saloon. 45,000 miles. In original condition, never rebored but needs it now. A rather unique vehicle. £150, or would purchase engine suitable for reconditioning. Barnes, 61, Kenton Road, Harrow. Tel.: WOR 8355. [8932]

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FOR SALE—continued

RILEY NINE MONACO, 1930. Body and engine fair. Requires new magneto. £27, o.n.o. Pollock, 3, Kenton Gardens, St. Albans. Tel.: 5937. [8933]

2-LITRE S.S. tourer, engine reconditioned, re-sprayed, new tyres, etc. £125, offers. Jarvis, Mount Lawley, The Avenue, Newmarket. Tel.: 2626. [8934]

LANCELOT, with regret. Scruffy and reliable 1927 10.8-h.p. Clyno. £25. Bowker, "Crabbs Close," Old Park Road, Hitchin, Herts. Tel.: 489. [8935]

SINGER LE MANS ENGINE complete, gearbox, axles, hubs, brakes, wings, bonnet, radiator, chassis, etc. All for sale at realistic prices. No bodywork. Also engine, gearbox, rear axle, etc., for 17-h.p. Hudson Terraplane. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950. [8938]

RILEY, SALMSON, etc. 4.0:1 crown-wheel and pinion, straight bevels, suit all models up to 1932, £10. 5.25:1 spiral bevel, early type, £5. Wheels, axle-shafts, springs and all engine spares, early 9-h.p. High-lift camshafts, from stock for all 9-h.p. engines, £5 each. Special regrinds from 25s. per lobe. Quotations for any type camshaft. G. R. Stokes, Northfield Avenue, Sawley, Long Eaton. Tel.: Long Eaton 2950. [8939]

1934 1½-LITRE SINGER, 6-cylinder 4-seater, excellent condition. Offers. J. Catalani, 37, Cranford Drive, Hayes, Middlesex. Tel.: Hayes 1494. [8940]

M.G., 1938, 1939 model. 2-litre fixed-head foursome. Very good order mechanically and bodily. Excellent tyres, radio, spotlight, demister. £265, or exchange M.G. TA, B, C, or open sports. Cash adjustment either way. Davis, 41, Westcroft Square, W.6. [8941]

WOLSELEY 2/4-seater special sports, 1932 (Sept.). Very good tyres. Bargain at £50. Quinton & Thompson Ltd., Lancaster Road, Belmont Road, Uxbridge (Tel.: 4148), Middlesex. [8942]

ALVIS FIREBIRD, 1936, grey d.h. coupé. 25 m.p.g. 4,000 miles since complete overhaul. This delightful model, a joy to any enthusiast, must unfortunately be sold, to exchange for an estate car to accommodate unexpectedly large family increase. £275, o.n.o. Box No. R943, Motor Sport, 15, City Road, E.C.1. [8943]

LAGONDA, 1935, sports 4½-litre saloon, maintained by well-known engineer, absolutely perfect condition throughout and in every respect. Taxed, open to any inspection. £250. Willis & Partners (Lymington) Ltd., Lymington. Tel.: 872. [8944]

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1929 Bentley 4½-litre razor-edged saloon	£265	1938 M.G. 2-litre sports saloon. Sound throughout	£225
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TWO DUNLOP FORTS, 600 by 18, guaranteed under 400 miles. £5 each. Wrapped four years. Box No. R809, MOTOR SPORT, 15, City Road, E.C.1. [8809]

BENTLEY 4½ modernised saloon, excellent condition. Full details to inquirers of work done. £500, or drophead 3-litre considered in part exchange. Box No. R810, MOTOR SPORT, 15, City Road, E.C.1. [8810]

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TALBOT 75, 1932, Wetman Continental coupé. A well preserved and maintained semi-vintage model of some character. Any examination. To good home, £70. Murray, 2, Barrymore Avenue, Latchford, Warrington. [8820]

FRAZER-NASH, 1934, T.T., 4ED Meadows. In good condition. Reason for parting, baby. Exchange for Alvis. Prefer 1933 Speed Twenty V.D.P. tourer. Box No. R821, MOTOR SPORT, 15, City Road, E.C.1. [8821]

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RADIO, 1952 "MOTOROLA," 12v., remote speaker, little used, new condition, £18. Pair 9-in. chromed stoneguards, unused, £1. 8-day aircraft dash clock, new, 35s. Pair Wilmot Breeden interior door locks, unused, £3. East, 21, Square, Market Harborough. [8823]

S.S.H 10-H.P., 1934, saloon. Reasonable condition. 40 m.p.g. £69 or exchange Eight. Wallace, Belmont Lodge, Starbeck, Harrogate. [8824]

SUPERCHARGER, WADE. Low pressure. With complete accessories for Ford 8-10 h.p. Excellent condition. £40. Gardner, Woodgrove, Sheffield Road, Hathersage, Derbyshire. Tel.: Hathersage 387. [8825]

MERCURY ENGINE with alloy heads; reconditioned 22-h.p. engine with clutch and new racing gearbox, etc. 173, Old Lane, Chadderton, Lancs. [8828]

FOR SALE—continued

CHROME HEADLAMPS, Lucas P700 complete. £7 pair. Pocket stop-watch, brand new, 39s. Air cleaner and pipe, TC M.G., 30s. Chrome badge bar, TD M.G., 20s. Jaeger oil pressure gauge, 15s. Wanted: compressor-type horn, stop-clock for dashboard. Ramsbottom, 89, Greenhead Lane, Keighley. [8826]

M.G. MAGNETTE 2-seater, preselector gearbox, racing engine. Excellent mechanically; body and paintwork perfect; upholstery and hood very good. New tyres. £200. 31, Eldon Road, Cheltenham. Tel.: 56517. [8827]

M.G. TB, 1940. Red/red. Excellent condition mechanically, tyres and appearance. New job with car forces regretful sale. £265. View London. Box No. R833, MOTOR SPORT, 15, City Road, E.C.1. [8833]

BUGATTI, TYPE 40, Jarvis tourer. Reconditioned engine, three new tyres. Needs battery, drive away. £75. 4, Selbourne Road, Weston-super-Mare. [8829]

M.G. J2. Recent overhaul. Good battery, hood, tyres, bodywork. £120. 44, Talbot Avenue, Watford, Herts. Tel.: Gadebrook 4025. [8831]

SINGER NINE LE MANS 2-seater, 1935. Green, black wings. Reconditioned engine, gearbox, dynamo, etc. New: battery, hood, two tyres. Immaculate throughout. Radio, windtones. £160. First to see will buy. Tel.: Bedford 61776. [8839]

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RILEY NINE engine and gearbox, complete with accessories. £15. Tel.: Upminster 4954, Box No. R841, MOTOR SPORT, 15, City Road, E.C.1. [8841]

1936 LAGONDA RAPIER occasional-four tourer. New body 1950. Sound mechanically. £165, o.n.o. 4, Ashford Road, Topsham, Devon. [8891]

M.G. TB drophead coupé. Twin spares, good tyres, new battery and Newtons. Many bills. First-class condition. £325. 50, Temple Sheen Road, London, S.W.14. Tel.: PRO 2814. [8842]

JOHN BLAND OFFERS: Talbot 105 drophead aluminium coupé body, with upholstery, glass, wings and bonnet. Very sound, but requires new hood. £18 10s. Buyer collects. No correspondence re this item entertained. Lanchester Eighteen fluid flywheel assembly, with new starter ring, £4. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612. [8843]

RILEY SPARES. 1931 9-h.p. Monaco saloon being dismantled. All parts for sale. Tel.: Larkwood 6014 or Box No. R844, MOTOR SPORT, 15, City Road, E.C.1. [8844]

LANCIA AUGUSTA, 1934, saloon, with front-end damage but otherwise good. What offers? Tel.: Flaxman 5622. [8846]

1937 TALBOT 105 saloon. Reconditioned and perfect. £250, o.n.o. Smyth, 32, Hartford Road, Huntingdon. Tel.: 281. [8847]

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1930 21-H.P. DELAGE 4-seater coupé. Good condition. £100. J. A. Syms, R.N.C., Greenwich. [8845]

FRAZER-NASH-B.M.W.s The West Essex Engineering Co. offer the following three cars for sale. They have all been overhauled by us, are specially tuned, and are all fitted with hydraulic brakes. Type 45 saloon: 3-carburettor model; very fast; owner spent £180 on complete overhaul during 1953; many extras; £260. Type 34 saloon: our own demonstration car; 75 m.p.h., 30 m.p.g.; an example of what a B.M.W. can be; 1937 model, first registered in March, 1939; l.h.d.; £250. 1½-litre sports 2-seater: this car was fitted with new engine in June this year, new hood in October; a very pretty car in immaculate condition; £350. These cars are first-class examples of their type, are available for any reasonable trial, and are subject to offers. Our address is Market Square, Abridge, and our telephone number Theydon Bois 2077. [8850]

WOLSELEY 2-LITRE 1927 vintage tourer. Very good order throughout. Tel.: Staines 3602, after 7 p.m. £85. [8852]

ATTRACTIVE M.G. MAGNA, F TYPE, 4-seater. Excellent mechanically. Professionally re-upholstered, retrimmed green. New hood. Smart, reliable, sporty. £79, o.n.o. 20, Trowlock Avenue, Teddington. Tel.: KIN 2303. [8853]

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LAGONDA L.G.45 saloon. One owner. Very good condition throughout. Sleeved engine, new batteries, water pump and radiator. £235, o.n.o. McEwen, Great Longstone, near Bakewell, Derbyshire. Tel.: G.L. 227. [8868]

1949 ALLARD drophead coupé. Excellent condition. 3.5 rear axle, low-type radiator grille. Many extras. £395, o.n.o. McEwen, Great Longstone, near Bakewell, Derbyshire. Tel.: G.L. 227. [8869]

1934 LE MANS ASTON MARTIN. Balanced crankshaft, racing camshaft, spotless B.R.G. Recently re-upholstered in beige leather; relined and pistoned 6,000 miles ago. Full weather equipment. A fast and well maintained car. £315, o.n.o. Neasham, Blackwell Hill, Blackwell, Darlington. Tel.: 4849. [8870]

1925 RED LABEL BENTLEY. Selling through family reasons. Owned since 1935, original log book. Open 4-seater, fold-down screen with one aeroscreen, good hood, side-curtains; high back axle recently rebuilt by McKenzie, and brakes relined. Spare engine with rebore, pistons, valves, guides, by Martlets costing £34. Spare gearbox, radiator, two wheels, five tyres, large and small sump, twin and single-carburettor engine, wide and close gearbox. Nearest offer £300. Noel Pope, 11, Oak Hill Road, Surbiton. Tel.: Emberbrook 2323 (day). [8872]

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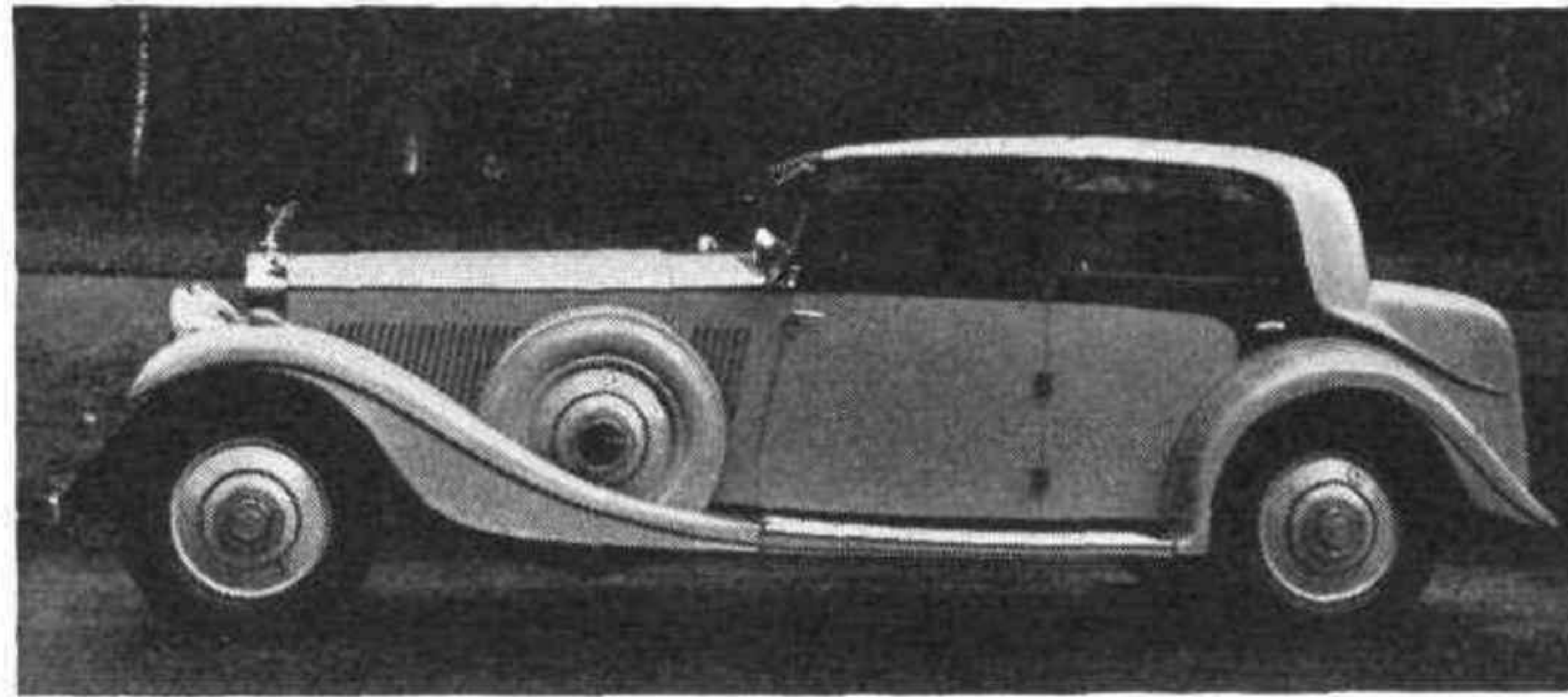
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ROLLS-BENTLEY (1936), Ch. No. B 228 GA, 4½-litre, close-coupled sports saloon by Park Ward. This unique 4½ was completely rebuilt eighteen months ago at a cost of over £800, and is in extraordinarily fine condition. Space precludes full details, but these, together with the accounts, may be inspected. The coachwork is in grey and black, a radio, heater and a number of additional features have been fitted. We doubt whether there is any 4½ currently on offer, at this figure in anything approaching comparable condition.

£725

ROLLS-BENTLEY (1935), Ch. No. B 106 DG, 3½-litre, close-coupled foursome drophead coupe by Park Ward. Coachwork specially built to order of notable sporting peer. Two owners only from delivery. A considerable amount of work was completed very recently and only a nominal mileage has been recorded to date. Full details of this work, together with the costings are available. Fitted with P100s, twin passlights, radio, heater, etc., the general condition of this 3½ will not be disparaged by even the most discriminating of Bentley enthusiasts, and we offer it as a definitely outstanding example of the marque.

£575

ROLLS-ROYCE PHANTOM II (1934), Ch. No. 53 RY, sedanca-de-ville by Messrs. Hooper, with ride control. A rebore and an extensive overhaul was carried out by Messrs. R.-R. in 1949/50, and a full Rolls-Royce history is available to date. A schedule service was completed by Messrs. R.-R. in 1951 at 58,000 miles and this particular Phantom has not since been on the road. The coachwork is in mint condition in dove-grey and black. All detailed bills are available for inspection.

£500

ROLLS-ROYCE 20/25 (1935), Ch. Series GSF. Owner-driver sports saloon with swept boot by Messrs. Windover. Available the second week in February. Further details will be forwarded upon request.

£575
or thereabouts

A NUMBER OF VINTAGE ROLLS-ROYCE 20-H.P. models are fairly continuously available at prices ranging from £150-£300. Particulars will be gladly forwarded upon request.

PHANTOM I (1928), Ch. No. 12 EH. Owner-driver saloon with disappearing division by Messrs. Hooper. A vintage carriage of some distinction and in excellent condition but carrying no warranty whatsoever.

£150

At the time of going to press we are negotiating the purchase of a 1930 R.-R. Wraith with Mulliner Landalette coachwork, a 1939 4½ Rolls-Bentley with overdrive and razor-edged coachwork by Messrs. Freestone & Webb, and a 1937 Phantom III owner-driver swept back Continental sports saloon by Messrs. Mulliner at only 50,000 miles.

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FOR SALE—continued

FIAT 500 8-H.P. motor, smart, sound, potent. £175. 25, Lyndworth Road, Sturchley, Birmingham. [9031]

MORRIS EIGHT saloon, 1938. Very nice condition. £145. Would exchange tourer. (Surrey.) Box No. R032, MOTOR SPORT, 15, City Road, E.C.1. [9032]

"J2" CRANKSHAFT and other "J2" spares. "P" camshaft. Box No. R034, MOTOR SPORT, 15, City Road, E.C.1. [9034]

FRAZER-NASH, 1934, T.T. REPLICA. Original form. 4ED Meadows just extensively overhauled. Dark green. £250. Tucker, Kerswell Springs, Chudleigh Devon. [9035]

BROKEN RIGHT HAND compels sale or exchange for something with left-hand or preselector gear-change. Lagonda 3-litre saloon, 1934, good condition. 8, Stonefall Drive, Harrogate. [9036]

M.G. 2-litre, 1939, engine and gearbox. Exceptional condition. £35. Oliver Hudson, Upton-on-Severn. Tel.: 281. [9037]

FIAT 501, 1925, 4-seater tourer. Beautiful order throughout. With many spares. £85, o.n.o. Good, North Street, Winkfield, Windsor. [9039]

FOR SALE—continued

M.G. PB, occasional 4-seater. Excellent condition. Grey/red. £180, o.n.o. Marshall, Brook Farm House, Winkfield, Windsor. [9040]

1949 TRIUMPH ROADSTER 2,000. Black, grey interior. The following work has just been carried out on this 2-owner, 35,000-mile car: new engine, new hood and hood bag, brakes relined, interior cleaned, woodwork french-polished. There are numerous extras, including three spare tyres. I have now been posted abroad and must unfortunately sell this immaculate car during February. Best offer around £550. Comben, 24, Astwood Mews, S.W.7. Tel.: Frobisher 0980 or Byron 1547. [9042]

MORGAN 4/4, 1938. Rebuilt 1951. New type radiator and suspension, twin rear lights, indicators, carpets, tonneau, modified hand-brake. Taxed year. Excellent tyres and engine. Fawn polychromatic. £235. Owner must have lockable car. Expert inspection invited. Carrington, 1339, High Road, N.20. [9043]

RILEY ADELPHI BIG FOUR, 1938, overdrive and freewheel. Gearboxes and clutch recently reconditioned at cost of £100. A beautiful car. Best offer around £350. Tel.: WOO 5870. 44, Littleheath, Charlton, S.E.7. [9044]

FOR SALE—continued

ASTON MARTIN INTERNATIONAL 4-seater tourer. Engine rebored, overhauled December. Reconditioned back axle. Marchal headlamps. Fully weatherproof. £240, o.n.o. Heath, 21, Ferry Path, Cambridge. [9046]

£85—ONE 19-IN. WHEEL (needs respoking). With this wheel the purchaser gets free of charge an M-type M.G. in good condition. Taxed and insured. Owner is not above haggling. Box No. R047, MOTOR SPORT, 15, City Road, E.C.1. [9047]

INCOMPLETE "SPECIAL." Lacks engine, gearbox. M.G. chassis, sturdy "Hornet" back axle, hydraulics, pretty 2-seater aluminium body. Reconditioned throughout. Ideal 1,172 Formula. Towable. 18 months' hard labour up spout. £70. 24, Styvechale Avenue, Coventry. [9049]

ROLLS-ROYCE, 1927, owner-driver saloon, 21.6 h.p., £150. Bentley, 1929, shooting-brake, 4½-litre, £180. Bentley, 1931, coupé, 4½-litre, £200. All in good order. Owner posted to Korea. Box No. R050, MOTOR SPORT, 15, City Road, E.C.1. [9050]

S.S.I 2½-LITRE 2-door saloon, 1935. Sound all round, no oil; 20 m.p.g.; twin or single carburetter, spots; many extras, deep-note exhaust; good tyres. £120, o.n.o. "Hillcrest," Prospect Hill, Whitby, Yorks. Tel.: 499. [9051]

FOR SALE—continued

PAIR LARGE ZEISS HEADLAMPS, chrome. Single-point mounting. Like brand new, £20. Set of six pistons for Rolls-Royce Twenty, +.020 in., £5. Taylor, 1, Queen Square Avenue, Bristol. [9059]

ALFA-ROMEO 6C, 2,300-C.C. GRAN TURISMO, engine 700446, with Frenia drophead coupé. Excellent condition. £290. Graves, 41, Dawsheath Road, Rayleigh, Essex. [9061]

SUNBEAM, 1925, 21.8-H.P. Very good all round, including upholstery, hood and sidescreens. All new tyres. £58, o.n.o. M. A. Nihell, 34, Arundel Avenue, Ewell, Surrey. Tel.: Ewell 5014. [9062]

TALBOT SPARE PARTS: Clare's Motor Works have now purchased from Messrs. Rootes the whole of their spares for all 6-cylinder models, also Sunbeam-Talbot, 1930 to 1938, including gaskets, pistons, rings, valves, bearings, wheels, etc., etc. Please send patterns or part numbers. Also spares for all other makes of cars. Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel.: GIP 0132. [9063]

HOTCHKISS PARIS-NICE, 1939, very good mechanical condition. Bodywork excellent. Saloon. Spare engine, gearbox, differential, radiator, etc. Any reasonable trial. £260. Box No. R064, MOTOR SPORT, 15, City Road, E.C.1. [9064]

ASTON MARTIN, 1932, open 4-seater. New Dunlop 550 by 19 wheels, five new tyres and tubes fitted. Hood, tonneau cover, upholstery and body really good. The whole vehicle in good running order and not a shambles. Sole reason for sale is owner simply has no spare time in which to use car. £195 for quick sale, no offers or swaps. Phil Carter, Edward Street, Northwich, Cheshire. [9067]

ALVIS 12/50 TJ 2-door saloon. Mechanically sound, well shod, good bodywork. Very comprehensive set of instruments. £110. Price, 310, Pinner Road, Harrow. Tel.: Harrow 1959. [8979]

ODD BODS. Chrysler coachbuilt D.H.C. aluminium body, complete chassis, wheels, less engine, £17 10s. H.R.G. B.R.G. aluminium racing shell, three parts, £15. Austin Eight engine, £7 10s. Tel.: HEN 7135. [8980]

ROLLS-ROYCE 22-H.P., 1924, saloon. Modernised appearance, absolutely reliable. New piston rings, dynamo just rewound, good tyres. £95. Laurie, Old Vicarage, Leavenheath, Colchester. [8981]

1938 RAPIER 9.5-H.P. twin o.h.c. saloon. E.N.V. Type 75 gearbox. Black, Ranelagh alloy body. £250. Faster car (max. 1,500 c.c.) required. Soar, 7, Sycamore Crescent, Maidstone. [8983]

1928 AUSTIN SEVEN, £23. No time, no space to finish off rebuilding. Engine rebored; new tyres. Tel.: Tudor 1711. [8984]

M.G. TA, 1938. Cream. Radio. Good clean condition except hood. £225. Tucker, 363, Milton Road, Cambridge. [8985]

LAGONDA 16/80 sports, 1935. Excellent condition throughout. New weather equipment, batteries, carburettors. Maroon and chrome. Williams, Tel.: Blagdon Hill (Somerset) 221. [8986]

B.M.W., TYPE 328, late 1939. Perfect condition throughout. Many extras. £575. Write, "Ash-pools," Northall, Dunstable. [8987]

12/50 ALVIS, 1931. Open 2-seater with dickey. Just repainted and partly re-upholstered. Good appearance and sound condition. Brakes excellent, hood poor. £95, o.n.o. Tennent, 6, Pierrepont Road, Acton, W.3. Tel.: Acorn 0183. [8988]

MORRIS MINOR touring, 1949. Under 20,000 miles. Excellent all respects. £340. Austin Chummy, 1928. Quite exceptional. Just rebored, etc. New sidescreens, new radiator, two new tyres. £40. 7, Forest Road, Dorridge, Birmingham. Tel.: Knowle 2021. [8994]

HORNET or Hornet Special spares? Inquiries welcomed. Scott, 14, Orchard Way, Luton, Beds. [8989]

AUSTIN RUBY chassis—several available at £5. Smiths heater, new, £7. 12v. Largest stock Austin Seven spares in the North. Send s.a.c. for free lists. New and used. Austin Seven Services, Kirby Wiske, Thirsk. [8995]

SPECIMEN CAR! Magnificent vintage Austin Windsor saloon in absolutely perfect condition. Only needs seeing. V.S.C.C. owner. Murray, Beenham Grange, Aldermaston, Berks. Tel.: Woolhampton 451 (daytime). [8996]

RILEY 12/6 chassis frame. Perfect. Offers. 78, Alexandra Road, Addlestone. Tel.: Weybridge 3512. [8997]

FINE OLD SUNBEAM shooting-brake, 1931. Very nice condition. Two new tyres. £40. Tel.: B15 9303. [9001]

FOR SALE—continued

1939 TRIUMPH DOLOMITE 2-seater roadster. Engine completely overhauled, new hood, new battery, recellulosed light blue and dark blue, wheel discs chromed, twin horns (soft and loud), spotlight. Very smart. Enthusiast owned. Consider exchange for Norton "Featherbed" or Vincent "Shadow" or sell £270. Photo sent on request. 8, Dalton Road, Ipswich, Suffolk. [8999]

£175—SUPERB ALVIS 4.3-LITRE saloon. Mechanically faultless; 18 m.p.g.; wonderful performance. Coachwork excellent. 71, Salisbury Road, Worcester Park, Surrey. Tel.: Derwent 5656. [9000]

LAGONDA RAPIER, 1935, 9 H.P. Green 4-seater touring; 30 m.p.g. at 60 m.p.h. Wilson preselector gearbox, body and chassis in good order, mechanically perfect. (Resleeved, standard pistons fitted, magneto reconditioned and new battery, all September, 1952.) New twin carburettors. £250, o.n.o. Bentham, 28, Grosvenor Road, Southport. [9002]

STEYR 220. Pillarless saloon, 1938, l.h.d. Completely reconditioned. I.S. front and rear. Loose covers. Underseal, resprayed. Exchange with cash for Delahaye in similar condition, or sell, £325. Cook, 23, Allandale Road, Enfield. [9003]

£95—1936 HILLMAN MINX saloon. Good tyres, new battery, steering and transmission overhauled; recent top overhaul; 35 m.p.g. Reconditioned radiator. Coachwork sound with good upholstery, but needs recellulosing. In daily use until owner bought A40. 9, Holmdene Avenue, North Harrow, Middlesex. Tel.: Pinner 9353. [9004]

1936 AUSTIN 12/4 touring. Exceptional condition. Fitted 16-in. wire wheels. New battery. Brakes relined. New valves and guides. Excellent body and hood. Any trial, examination. Taxed. £125. Also some good 17-in., 18-in., 20-in. tyres. Box No. R005, MOTOR SPORT, 15, City Road, E.C.1. [9005]

SUNBEAM-TALBOT, privately owned by very particular owner since new. In very exceptional condition and most attractive appearance. 1939, 3-litre Sunbeam-Talbot super sports saloon, finished in original beautiful polychromatic mist-ruby, upholstery and carpets to match. A really fast, most economical and thoroughly reliable thoroughbred motor car, exactly as per maker's original specification when new, honest car. Genuine bargain, £220, o.n.o. 300 miles trial, also photo to genuine inquirer. 18, Clarence Road, Manchester 21. Tel.: Chorlton 1288. [9006]

ALVIS 16.95 sports 4-seater, sun-roof, 4-door C.B. saloon. Black. All aluminium body. A perfectly maintained and very beautiful thoroughbred motor car built to an exacting engineer's design. Wonderful brakes, fingertip steering, quiet engine and transmission. A pleasure to drive. Late 1935 but really immaculate, unworn tyres. A pride of ownership; pedigree car. Taxed, insured, 300 miles' trial, also photo to genuine inquirer. Sacrifice, £190, o.n.o. 18, Clarence Road, Manchester 21. Tel.: Chorlton 1288. [9007]

LAGONDA RAPIDE, 1938. The last and probably the most perfect existing specimen of this rare and famous car. Mechanically and bodily perfect. Chrome exhausts, drums, etc., and full weather equipment. Any trial. £685. Box No. R009, MOTOR SPORT, 15, City Road, E.C.1. [9009]

LANCIA APRILIA, 1938, saloon. Excellent condition and well maintained. £295. Write, Orchard Hill, The Common, Berkhamsted. [9010]

BENTLEY 4½-LITRE 4-seater touring. Body by Smiths of Stockport. Hardly used since 1939. Complete overhaul and repaint in 1948. Very fine specimen. Taxed and insured. £400, o.n.o. Brooks, The Moorlands, Mossley, Manchester. Tel.: Mossley 136. [9011]

1928 4½-LITRE BENTLEY V.D.P. touring, body excellent. 9 ft. 9½ in. w.b. Completely original, full all-weather equipment. Recently overhauled, bills available. Box No. R013, MOTOR SPORT, 15, City Road, E.C.1. [9013]

TRIUMPH GLORIA. Taxed and insured. Engine overhauled; heater. £120. Kitchen, 329, Tring Road, Aylesbury. Tel.: 225. [9014]

"**MOTOR SPORT**," approx. 140 (1940/53), £5. Real leather, heavily lined, motor coat, suit man about 5 ft. 9 in. £4 10s. Tel.: Wanstead 9541. [9015]

STUTZ BLACK HAWK SIX engine, gearbox, radiator. Offers. Standen, Hadlow Down, Sussex. [9016]

JOWETT JAVELIN. Dismantling 1950 model. Engine, gearbox, rear axle and all spares available. Law, Sons & Dean, Tweedale Street, Rochdale. Tel.: Rochdale 48351/2. [9017]

1936 SINGER NINE 4-seater sports, excellent condition. Taxed and insured. £150. 92, Daneland, East Barnet. [9019]

FOR SALE—continued

ALVIS 16.95 coupé. Rebored December. Brakes, steering overhauled. Unused 1939-46. £175, o.n.o. White, 5, Ashburnham Court, Daws Lane, N.W.7. Tel.: Mill Hill 4325. [9018]

"**SPECIAL**." Reconditioned Ford Eight engine and gearbox in lowered Austin Seven van chassis. Slightly damaged. Sell or exchange. Stewart, 16, Barn Hill, Wembley, Middlesex. Tel.: Arnold 4648. [9020]

£60! The price of the engine overhaul of Triumph Gloria 16-h.p. sportsman's saloon. Not yet run-in. Bills shown. Must be sold due to garage difficulties. Tomblason, 14, Grosvenor Road, Whalley Range, Manchester 16. [9021]

1928 ROLLS PHANTOM. Battery, tyres good. Mechanically sound. Taxed. £75. Hatton Court, Dormansland, Surrey. Tel.: Dormans Park 27611. [9022]

RILEY NINE 4-seater touring, 1934. Good hood, sidescreens, tyres. £95. 4, Walsingham Road, Orpington. [9023]

LEA-FRANCIS, 4ED, saloon. Vintage. Complete rebuild. E.N.V. rear axle. Perfect order. £175, o.n.o. Full details: 21, Peakhouse Road, Great Barr, Birmingham. [9025]

ALVIS 12/50 touring, 1926. Sound, original condition. Good hood. Taxed. Daily use. £85. Tel.: COV 88309, after 7 p.m. Boyce, 284, Foleshill Road, Coventry. [9026]

1938 ALVIS 12/70 saloon, taxed year. KE965 valves, chrome rings. £210. Tatnall, Gretna. Tel.: 211. [9027]

RILEY 12/4 FALCON, 1935. Rebored, new pistons, twin carburettors, good appearance. £150. 8, Norland Road, Kensington, W.11. Tel.: Bayswater 2101. [9028]

M.G. J2, £130. A.I. condition. Much renewed. Enthusiastic maintenance throughout. 208, Algonon Road, Lewisham (excluding Saturdays). [9029]

FORD ENGINE mated M.G. J2 box. Quantity cheap Minor and Ford spares. Box No. R030, MOTOR SPORT, 15, City Road, E.C.1. [9030]

RILEY NINE MONACO, hand change. Excellent tyres. Sound condition. £55. 5, Downfield Road, Waltham St. Lawrence, Berks. [8855]

1936 M.G. NA MAGNETTE 4-seater touring. Sound order, thoroughly reliable, good tyres. 75+ m.p.h., 27.5 m.p.g. Baby demands saloon. £165, o.n.o. Macnaughtan, 4, Oaklands Avenue, West Wickham, Kent. Tel.: Springpark 1202. [8856]

SPECIAL OPEL 4-door Kadet saloon, 1938. Fitted Minx engine and Talbot gearbox. Good condition. £130. Rogers, 159, Queensway, Coney Hall, West Wickham, Kent. Tel.: Springpark 6287. [8857]

LEA-FRANCIS 12/40 open 4-seater touring. Good runner, body sound, weather equipment serviceable. Sell cheap or exchange for more normal car, small h.p. Smitheman, The Calcutts House, Jackfield, Shropshire. Tel.: Ironbridge 2373. [8858]

LAGONDA 2-LITRE SPEED MODEL, 1928, but exceptionally low mileage. Well maintained. New hood. £125, o.n.o. Bensted, Tower Hill, Middleton-St.-George, near Darlington. Tel.: Dinsdale 72. [8859]

BENTLEY 3-LITRE RED LABEL short-chassis (9 ft. 10 in.) 2/4-seater open sports. Tonneau cover (no hood), rear slab tank, 1924 model fitted 550 by 21 wheels, all tyres excellent. Mechanically, electrically and appearance excellent. Any trial. Finished B.R.G. Photo available. £150, consider fast motor-cycle part exchange. Derek Pickering, 68, Rochester Road, Coventry. Tel.: 60820. [8860]

1935 SPECIAL SERIES RILEY NINE MONACO parts: Rebored block, some other engine parts; doors, steering, etc. Write: T. P. Dunn, The Cottage, St. Ewe, Mevagissey, Cornwall. [8861]

1937 RILEY SPRITE 2-seater. Recent £400 overhaul. It has everything and surely does what a good Sprite should. £395. Jones Garage, Syston, Leics. [8862]

3-LITRE RED LABEL BENTLEY touring. B.R.G. Sound in every respect and excellent value at £150. Jones Garage, Syston, Leics. [8863]

1951 A.C. 2-LITRE saloon. Green. Radio, heater. New tyres. 25,000 miles. Taxed December, 1954. A beautiful motor car. Cruises at 70 m.p.h. and does 24 m.p.g. £775. Jones Garage, Syston, Leics. Tel.: Syston 86257. [8864]

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TATRA 16-H.P. 4-seater cabriolet, r.h.d., registered 1946. Exceptionally nice condition. **£250.**

FIAT 1,100 special sports/racing 2-seater, completely road-equipped, built 1949. Really fast and in first-class order. **£275.**

MAREDAZ SPECIAL 2-LITRE 2/4-seater, 1935, in very sound all-round condition. **£95.**
ALVIS 12/50, 1931, good mechanical order. Passable-looking special 2-seater body, new hood and four brand new tyres. **£70.**

M.G. MIDGET, M TYPE, 2-seater, 1930, in very original and sound condition. **£60.**

CITROEN 12/24 4-seater tourer, 1927. Two owners since new and in quite exceptional condition, particularly paint. **£60.**

BELSIZE SIX, 14 H.P., semi-sporting 4-seater, 1924, f.w.b., in original and very good condition in every way. **£60.**

SWIFT 9-H.P. 4-seater, 1925, in quite exceptional mechanical order, good body and sound tyres. A bargain at **£27 10s.**

AMERICAN-BUILT R.-R. SILVER GHOST tourer. Fully described last month. **£195.**

ROLLS-ROYCE S.G. saloon limousine by Abbott, 1924, f.w.b. Well-proportioned body in extremely good condition inside and out; excellent chassis, first-class tyres. A really nice Ghost at an exceptional price—**£100.**

Finally, an original and thoroughly sound Edwardian SUNBEAM 16/20 tourer, 1915. Electric light, good paint, hood, tyres, etc., and ready to drive away, for **£110.**

The cars I sell, particularly if vintage, are all thoroughly roadworthy and well equipped, and are good value purely as transportation, apart from the pleasure of ownership of a car of character and in most cases of much superior workmanship and materials.

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A.C. 1951 saloon. In excellent condition. 19,000 miles. Fitted radio and heater. **£775.**

A.C. 4-seater drophead coupe, 1935. We are at present completely overhauling the engine of this car and it will shortly be available resprayed and with a new hood. **£225.**

A.C. Aero sports saloon, 1935 model. Engine being overhauled by us. **£180.**

Rolls-Royce Phantom I 1928 limousine. Fitted Bedford 28-h.p. engine. Rewired throughout. Very good tyres. Modernised body. **£200.**

Rolls-Royce 20-h.p., 1927. Fitted with later type body, good tyres. **£250.**

Jowett Bradford de luxe type utility. 1951. Very good condition throughout. **£250.**

Standard 8-h.p. saloon, 1946. Resprayed, engine overhauled. **£250.**

Morris 18-h.p. saloon. Taxed. Reconditioned engine. Fitted tow-bar. Ideal hack. Offers.

We will gladly undertake overhauls, rebuilds, and all repairs on A.C. cars. Most spares in stock from 1926. We are always interested in buying good pre-war models.

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ALVIS Speed Twenty, 1932, D.H. coupe. Just refitted new hood, tyres, etc. ... £85
ALVIS Speed Twenty sports saloon. Over £200 spent on mechanical renovations in last three years. Five new tyres, new batteries, etc. ... £195
ALVIS 12/50, 1932, sports saloon. This is a very clean and potent Alvis for those whose wives demand motoring in comfort ... £125
***ALVIS 12/50** 2/4-seater roadster. Recent engine rebuild by Frazer-Nash and just fitted new hood ... £85
ALVIS 12-h.p., 1933, Firefly foursome drophead coupe. Good mechanically. Just fitted new hood ... £145
ALFA-ROMEO 17/50 foursome drophead coupe. Quite a lot of hard lolly has been spent on its mechanism in the last two years ... £275
***AUSTIN Ten**, 1934, 2/4-seater roadster. Very clean and dead reliable ... £95
***AUSTIN Sixteen**, 1932, saloon. Not in concours condition, but it goes and stops ... £35
AUSTIN Sixteen tourer. This old lady is in very fine original condition ... £50
***AUSTIN Seven** Special 2-seater. This car has recently been more or less completely rebuilt. Fitted 1938 4-speed gearbox. Rather stark and not the kind of car I recommend to anybody with a similar build to Tessie O'Shea ... £95
ASTON MARTIN 1 1/2-litre International 4-seater tourer. Clean and above average condition. New hood, etc. ... £190
***BENTLEY**, 1928, 3-litre Red Label 4-seater tourer. Reputed engine rebuild last year. Fitted 4 1/2 rad. and coachwork. (Choice of five other 3-litre Red Labels.) ... £135
BENTLEY, 1931, 4-litre sports saloon. Excellent tyres and coachwork ... £125
***BUICK**, 1929, roadster D.H. coupe. Excellent tyres ... £45
CITROEN, 1937, 2/3-seater fixed-head coupe. Recent engine rebuild and front suspension. A very pretty and economical car with loads of charm ... £185
CITROEN, 10-h.p. 1927, 4-seater tourer. In good original condition. Ideal "Pub Crawl" transport ... £40
DAIMLER 3 1/2-litre, 1938/39 (first registered 1946), sports saloon. Superbly comfortable and ideal transport for long distance motoring ... £275
DELAGE DB, 1931, sports saloon. Many hundreds and hundreds of pounds have been spent in the last few years on renovating this grand old beast. Very fast and reliable. 15 m.p.g. All bills and history available ... £185
HUMBER Nineteen, 1928, tourer. Very fine original condition. Just the car for Mum and Dad and the little brats ... £65
***HILLMAN Twenty**, 1929, foursome D.H. coupe. Recent mechanical renovations. Very comfortable, economical and reliable ... £145
***HUMBER Twelve**, 1934, foursome D.H. coupe. This car has just completed a trouble-free 6,000-mile tour of the continent. New hood, etc. ... £135
JAGUAR 2 1/2, 1937, sports saloon. Ideal transport for those who have to use their car every day, but require fast and reliable motoring ... £175
LEA-FRANCIS 12-h.p. (registered 1940), 4-seater tourer. Very good mechanical nick, roomy and economical ... £135
LAGONDA 3 1/2, 1934/5, sportsman saloon. This Lagonda is in specimen condition, having reputedly been more or less rebuilt from top to bottom in the last couple of years. Excellent coachwork and four new tyres ... £250
LANCIA Dilambda sportsman saloon. Fast and massive. An ideal car for those who own their own petrol pumps. Very fine condition ... £145
MERCEDES 230, 1937, sports saloon. Recent engine rebuild by makers ... £285

MERCEDES 230, 1937/38, sportsman saloon with cabriolet roof. Boys, this must be the cheapest one offered since the war and is being sold to the first lucky person to give me £145. Yes, it is not a misprint, £145. This is not an old rag bag, but is in good condition and has continental steering.
MERCEDES 130, 1936, 12-h.p. Rear-engine saloon. A very clean little horror ... £250
MORRIS Minor, 1932, fitted shooting brake coachwork. Quite nice condition and is known to our staff as the "Spam Can." £35 or will exchange for anything useful, such as old gramophone records, back numbers of "Health and Strength" or your favourite girl friend.
M.G. 1 1/2, 1938/39, foursome D.H. coupe. This much sought-after model is in above average condition. Economical, comfortable and fast ... £295
***M.G. 8-h.p.**, 1931, 2-seater sports. Very clean. Fitted new hood, etc. ... £110
***MORGAN**, 1934, three-wheeler. A death-defying ride with economy ... £125
RILEY Nine Monaco, 1934, saloon. Engine recently rebuilt and coachwork resprayed. New batteries just fitted ... £140
ROLLS Twenty, 1928, saloon fitted three occasional seats. Ideal transport for those possessing a very very large family ... £125
ROLLS Twenty, 1928, saloon. Very good condition fitted two disappearing occasional seats. Excellent tyres all round ... £140
ROLLS Twenty, 1928, owner-driver saloon. Fitted with excellent tyres and head lamps like searchlights. Very good mechanically ... £165
ROLLS Twenty, 1929, owner-driver saloon, in excellent condition. This does not look like a hearse, but is a very presentable looking Rolls. It has been retrimmed inside and fitted with chrome radiator ... £250
ROLLS Twenty, 1928. Fitted with very attractive shooting-brake coachwork ... £185
ROLLS Twenty-five, 1932, saloon by Barker. Fitted divisions and disappearing occasionals ... £325
ROLLS PI, 1929 (registered 1950), and fitted with very smart late-type Sedanca de Ville coachwork ... £275
ROLLS PII. This car was reputedly overhauled by the makers in 1948 at a cost of £400 and new sports saloon coachwork by Lancefield fitted at a cost of £900 in 1949. Two owners since new. A very fine Rolls with heaps of character ... £465 (And many other Rolls of quality by the time you read this advertisement.)
***RAILTON 28-h.p.**, 1936, sports saloon. Good mechanically ... £125
SINGER Nine Le Mans 2-seater, 1935. Just resprayed. Potent and economical. (Choice of two) ... £165
SINGER Nine Le Mans 4-seater tourer, 1936. Just resprayed. Fitted new batteries. Recent engine rebuild and crank reground ... £150
***SINGER Nine Le Mans** fixed-head sports coupe, 1932. Clean inside and out and above average condition ... £120
***SUNBEAM Sixteen**, 1931, 2/4-seater roadster. New tyres and hood ... £85
SUNBEAM Sixteen, 1930, fixed head 4-seater sports coupe. Good original condition ... £60 Or will exchange for late-type Grundig Tape Recorder.
STANDARD Avon special sports 2-seater. Just resprayed Alfa red ... £140
TRIUMPH Dolomite, 1939, 1 1/2-litre 2/4-seater roadster D.H. coupe. This is one of the very rare, pretty and much-sought-after Triumphs ... £245
TALBOT 75, 1935 streamlined sports saloon. Just resprayed, etc. ... £145
***TALBOT 75**, 1933, saloon in very clean original condition ... £95

***VAUXHALL**, 1931, Hurlingham sports 2/3-seater. Very fast and good mechanically, but a repaint would enhance its appearance ... £85
***WOLSELEY Hornet** Special, 1933, D.H. coupe. Good tyres, etc. ... £85
***WOLSELEY Hornet** Special, 1933, 4-seater tourer. Choice of four from ... £85

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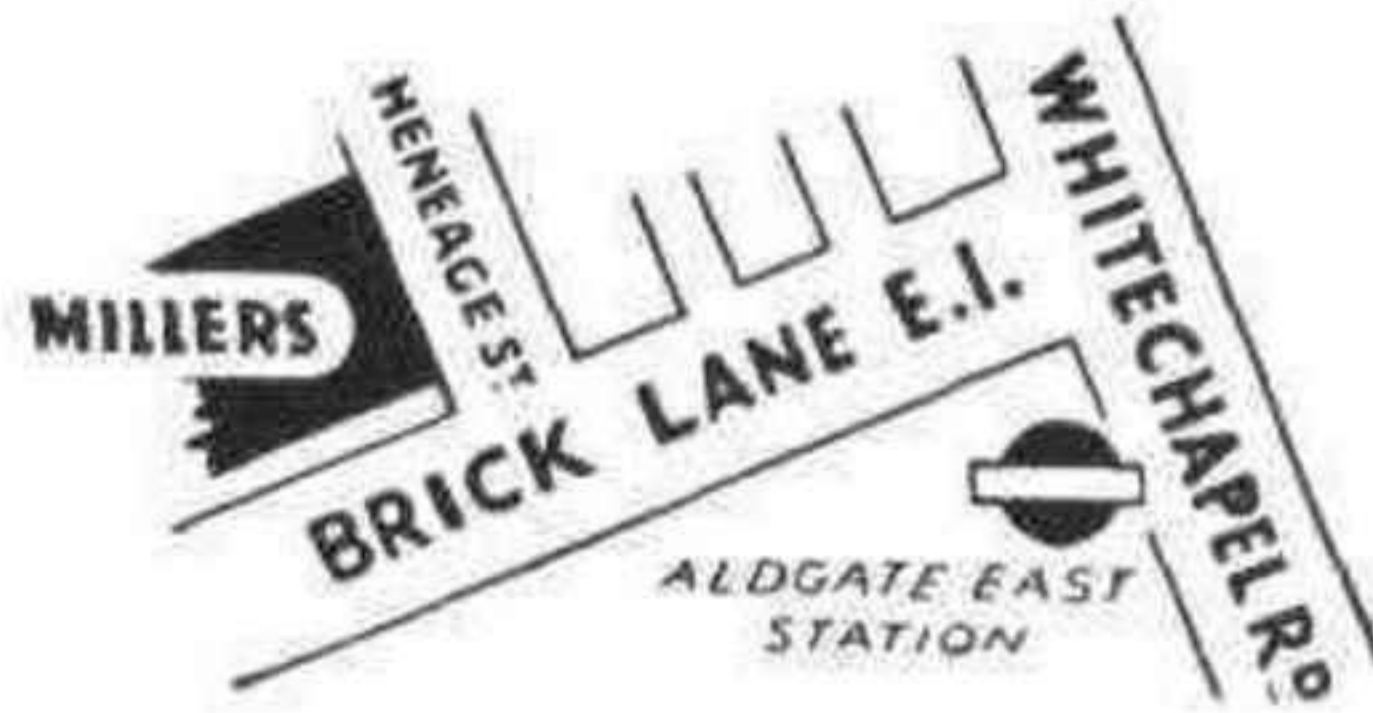
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HENEAGE STREET, BRICK LANE, E.1

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RILEY BIG FOUR, 1938. Manual gears with overdrive. One owner from new. Coachwork and interior beautifully maintained, together with excellent mechanical condition, good tyres, chrome, etc. **£325.**

RILEY ADELPHI, 1936, 1½-LITRE, in nice condition with high-gloss black cellulose and red leather interior. Good mechanical order, excellent tyres. **£245.**

500-C.C. KIEFT racing car, complete, **£150.**

1947 INVICTA BLACK PRINCE 3-LITRE saloon, in almost new condition. Very attractive lines and converted to manual gearbox. Built-in radio. **£465.**

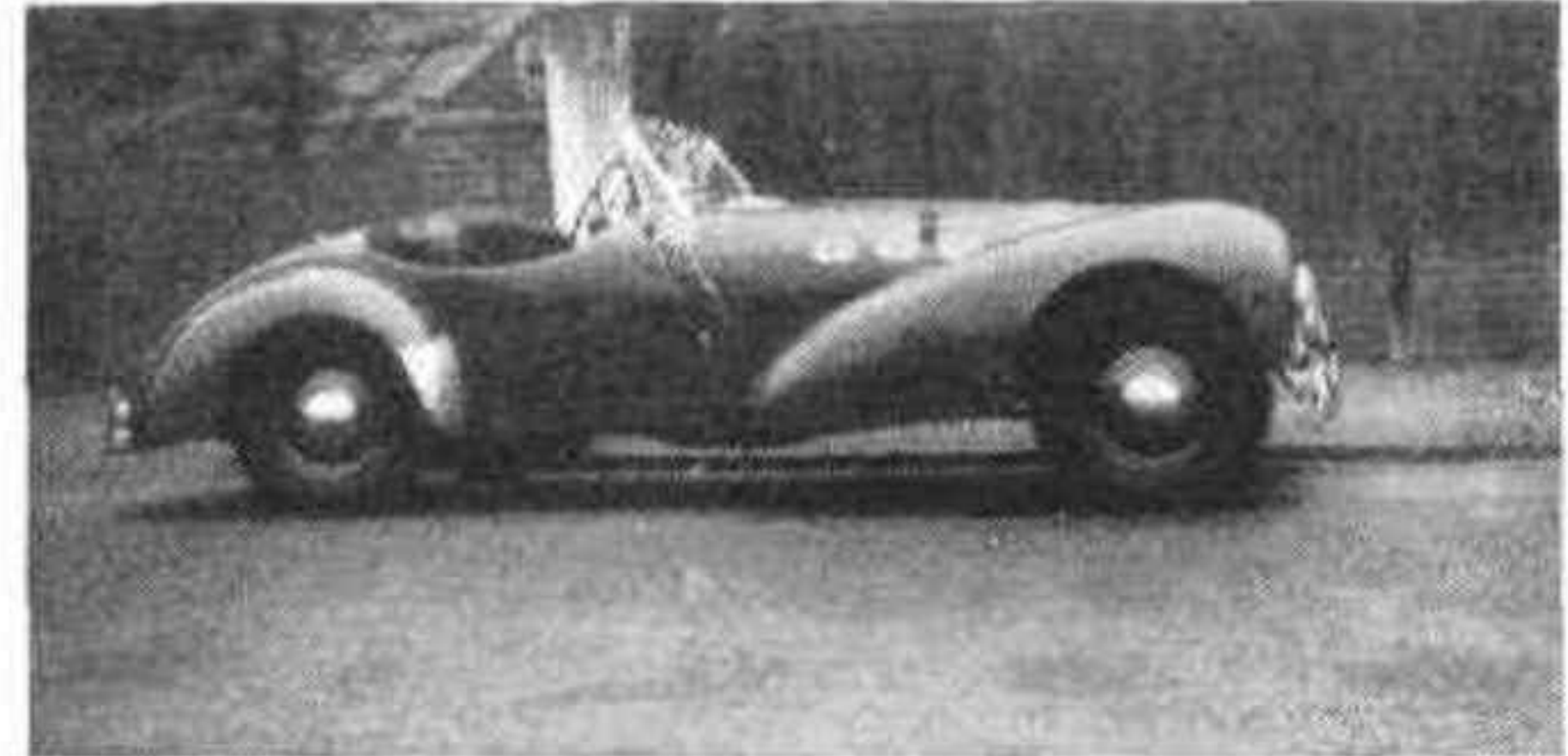
RILEY FALCON SHORT FIFTEEN saloon. This car requires a certain amount of tidying up although the mechanical condition has certainly been maintained. New battery and very reliable. **£110.**

RILEY AND SPORTS SPECIALIST — GOOD PRICES PAID

RON SMITH 10 ST. JOHN'S ROAD **HOVE** 35905
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£275. A.C. 1937 drophead foursome coupe, grey. One owner since 1938; winner of three Concours. Fitted radio, Ace discs, D.W.S. jacking system, spot-light, reversing-light. A specimen and a snip.



£675. ALLARD, 1951 (June), K2, 2-seater. Red. 8,000 miles only. Practically as new, not raced.



£575. BENTLEY 3½-LITRE, 1935, fitted ride-control, grey and blue Park Ward drophead foursome. Excellent set of fitted suitcases. Late property of well-known Cabinet Minister.



£225. ASTON MARTIN 2-seater, Alfa-red, ex-Tim Birkin. Expensive rebuild and new body 1949; plated front axle, etc.; needs battery, to clear.



£135. HUMBER 16/50, 1932, drophead foursome coupe, black; one owner only since new; 29,000 miles only since new. All original tools and instruction book, discs, tyres and battery as new.

THE WALTHAMSTOW MOTOR CO. LTD., 736, Lea Bridge Road, Leyton, E. 10.

Telephone: LEYTONSTONE 4461

FOR SALE—continued

TYRES! Two Goodyear, two Dunlop, 33 by 5, brand new. What offers? Burley, 55, Sweetcroft Lane, Hillingdon, Middlesex. [9048]

ENTHUSIAST MUST SELL 1937 105 Talbot. Room urgently required. No reasonable offer refused. Mr. Crowther, 21, Wellright Road, Fairwater, Cardiff. [9052]

1939 TYPE 57 BUGATTI by Galabier, Paris Salon model, 3.3-litre engine, developing 140 b.h.p.; hydraulic brakes, cruciform chassis. Superb road-holding; 18 m.p.g. Nearly £400 spent in the last year. £750. Fuller, The Lees, Barton-under-Needwood, Staffs. [9053]

AUSTIN SEVEN ENTHUSIASTS, now is your chance. We have a large selection of spares available, including new sets of king-pins and bushes, gaskets, valves, etc., or spares from broken-up cars. Individual attention to all orders. Phone call or write to: 97, Welford Road, Handsworth, Birmingham 19. Tel.: Northern 6473, after 7 p.m. [9054]

3½-IN. MYFORD SCREWCUTTING LATHE, complete stand, change wheels, face plate, 3-jaw chuck, drill chuck, countershaft, ½-h.p. Higgs A.C. motor. £25. Leeney, 19, Withdean Crescent, Brighton 6. [9055]

1930 TALBOT 14/45. Reliable car; licensed. Also almost complete car for spares (1931 model, parts interchangeable). £65 or nearest. Morris 10/4, 1934, resleeved 2,000, good car, £70. P. G. Aldridge, Benson, Oxon. Tel.: 332. [9056]

ATTRACTIVE 1928 4½-LITRE BENTLEY tourer. British racing green. Oil consumption negligible. Excellent condition. "D" box, 3.53 axle, P100s, stoneguard. Outstanding appearance and performance. Reasonable offer accepted for quick sale. Tel.: Malden 1658. [9057]

TALBOT 110, 1937, sports saloon; preselector, windtones. £125, o.n.o. Exchanges, Blackburn, 5, Park Road, N.W.1. Tel.: HOL 5059 (daytime). [9068]

750 CLUBS: Steering box brackets, £1 5s.; conversion plates to Ford discs, £2 15s. per pair, carriage free. C.O.D. 3s. 6d. extra; B.S.A. Bantam heads, compression raised, 17s. 6d. all in; Nippy/Speedy shaft, £5 pair; 16-in. wire wheels and Michelin Success, £10. Breaking 1931 A.J.S. 9-h.p., 1937, 27-h.p. Studebaker. Sleeved six months, no oil, new half-shaft i.f.s., plus steering, etc., £10; rear axle, prop.-shaft, £14; engine, box, etc., £18, etc. Most Seven spares. More mods. to come. Ford 8-h.p. cylinder heads (three), £4 each. C. and P., £2 10s. Black, Dalehouse, Farnley, Corbridge. Tel.: 167. [9069]

SUNBEAM TALBOT, 1940, 2-litre 2/3-seater. Terrific, yet flexible performance. Magnificent condition. Deep red. Reconditioned engine, brakes, steering. Five new tyres. Many extras, radio, tonneau cover, etc. Owner will regretfully sell this beautiful car, of which only six were manufactured, for £345. Ewen, 41, Penshurst Gardens, Edgware, Middlesex. [9072]

1937 RILEY 9-H.P. MONACO saloon. Overdrive engine sleeved, completely overhauled 1,000 miles back. Body good. £250, o.n.o. Evans, 6, Harwood Road, Chesterfield. [9070]

SINGER NINE LE MANS sports saloon. 1934. £85, o.n.o. Tel.: Vigilant 7164. [9071]

WANTED

LAGONDA, LG-45, 1937, gearbox and o/s, front wing. Speakman, Stanley House, 61, Princes Drive, Colwyn Bay. [8621]

TALBOT TEN drophead, 1936/7. Body must be sound, even if rough mechanically. 88, Wilmington Way, Brighton. Tel.: 57238. [8572]

URGENT. Radiator suitable for 1924 11.4 Citroën. 37, Borkwood Way, Orpington, Kent. [8574]

SPORTS M.G., Riley Nine or similar. Reliable, economical, reasonable. Photograph? Home Counties. Box No. R596, MOTOR SPORT, 15, City Road, E.C.1. [8596]

MUSICAL HORN, Marchal, complete with electric compressor, etc. Baggott, Grey Friars Hotel, Edgbaston, Birmingham. [8597]

A40 ENGINE, also temperature gauge. Selling MOTOR SPORTS 1948/53. Wanted: copy "Round the Bend." Box No. R608, MOTOR SPORT, 15, City Road, E.C.1. [8608]

RILEY IMP, Gamecock, M.G. J2, or similar. 1938/39 Morris Eight tourer, Fiat 500. Good condition and realistic prices only. Manchester area. Harrap, Wood Corner, Adlington, Cheshire. [8609]

1928 FIAT 509 8-H.P. layshaft or gearbox. Boyd-Brent, Tanworth-in-Arden, Warwick. [8623]

BONNET for rebuilt Riley. Approx. length 39 in.; width: front 19 in., rear 35s. Height of side panels, 22 in. 10a, Hillfield Gardens, N.10. Tel.: Tudor 5774. [8636]

ZEISS HEADLAMPS and glasses wanted. Also any other spares for 33/180 Mercédès. J. Howard, 10, Balfour Mews, W.1. [8643]

M.G. PA BODY, condition immaterial. Ley, "Xylophone," Sea Front, Littlehampton, Sussex. [8651]

WANTED—continued

COVENTRY CLIMAX WATER JACKET with dynamo anchorage as fitted 1937/38 Morgan 4/4. Hugh Rowlands, Devon Road, Salcombe, Devon. [8644]

MORGAN SUPER SPORTS, 1933. Sound condition. Fair price. Hoad, 9, Garston Lane, Kenley, Surrey. [8655]

S.U. 6 & 12V. PUMPS and carburettors, 1 to 2-in. bore. All types unused or suitable reconditioning. Also all types of superchargers. Odd ones or quantities. Details to Box No. R663, MOTOR SPORT, 15, City Road, E.C.1. [8663]

LARGE-CAPACITY SPORTS/RACING CAR, Bentley, Mercédès, etc. Would exchange T.T. Magnette or straight purchase. Box No. R668, MOTOR SPORT, 15, City Road, E.C.1. [8668]

BENTLEY 4½-LITRE LE MANS, Mercédès SSKL sports, Alfa-Romeo 1.750 or 2.3 Zagato. Giles, Catton Grange, Norwich. Tel.: 23880. [8670]

TRIUMPH ROADSTER wanted. 45, Shirehall Park, N.W.4. Tel.: Hendon 1648. [8676]

MODEL-T FORD wanted, any condition. Please state price. Box No. R681, MOTOR SPORT, 15, City Road, E.C.1. [8681]

RILEY 1½-LITRE twin carburettor manifold. Valley Farm, Upton St. Leonards, Gloucester. [8682]

CHASSIS 9/12 H.P., runner; 4-cylinder only. Details. 138, Glenny Road, Barking, Essex. [8693]

FORD TEN ENGINE, post-war, unused, with or without accessories, gearbox. D. Cox, 76, Biscot Road, Luton, Beds. [8706]

MORGAN: Three wheels, two cylinders, two seats. Beckett, 85, Tenison Road, Cambridge. [8708]

MORRIS, 1929, 12-H.P. coupé or similar vehicle required. London area. Box No. R709, MOTOR SPORT, 15, City Road, E.C.1. [8709]

SIDE-CURTAINS, radiator cap, near-side door handle, instruction book, for 2-seater PA M.G. Otto-Jones, Wadham College, Oxford. [8713]

FORD FIAT 1,500, 1936/38 pillarless saloon, one set of brake drums in new or reasonably secondhand condition. Urgent. Creed, Bicknor Court, Coleford, Glos. Tel.: Lydbrook 210. [8718]

FRAZER-NASH, in any condition, need not be complete, must have Meadows engine. Brendon, Downside, Belmont, Surrey. [8720]

M.G. WANTED, PA/PB 4-seater. Details to Tapell, 167, Trentham Street, Southfields, London, S.W.18. [8722]

HEALEY saloon, about £500, also TC M.G. engine. Hewitt, 51, Bridgefield, Farnham, Surrey. [8723]

12/40 LEAF, 12/50 Alvis, or similar car. Yucel, Combe Abbey, Binley, Coventry. [8736]

BLOWER with fittings for TD M.G. Hartley, 50, Finkle Street, Cottingham, E. Yorks. [8748]

M.G. J2, PA, PB, 2-seater, good condition. 125, Larkshall Road, Chingford, E.4. [8765]

VAUXHALL 6-CYLINDER ENGINE, Fourteen or Eighteen, condition immaterial, or any other pieces. 20, Bury Avenue, Ruislip. Tel.: 5329. [8771]

A DUMB-IRON APRON for Alvis 12/60 "Beetle-back." Stevens, 263, Oakington Manor Drive, Wembley. [8789]

FOLD-FLAT WINDSCREEN. Max. width 40 in., min. 36 in. Collins, 7, Surbiton Hill Road, Surbiton, Surrey. [8790]

STUDENTS REQUIRE taxi-type car. Dead cheap. Offers. Goldsworthy, L.W.S., Thame, Oxon. [8794]

M.G. 18/80 WANTED. Suitable rebuild. Runner considered if price right. Heyne, 20, Gainsborough Road, Sudbury, Suffolk. Tel.: 2511. [8798]

BUCKLER or similar chassis only or car. Also Bradford utility or van. Barr, Burton-by-Tarporley, Cheshire. Tel.: Huxley 43. [8799]

ENGINE (or engine and gearbox) for 1934 B.S.A. 10-h.p. fluid flywheel model. State condition and price. Box No. R804, MOTOR SPORT, 15, City Road, E.C.1. [8804]

M.G. TC or TD engine and gearbox or wrecked car. Condition immaterial. Write, 124, Knowle Road, Mirfield, Yorks. [8813]

IMPECUNIOUS ENTHUSIAST requires sports car, low h.p. Must be reasonable condition. Maximum £60 cash available. 17, Roman Road, Worthing, Basingstoke, Hants. [8830]

JAVELIN ENGINE. Send full details including engine number, condition, price, to Box No. R832, MOTOR SPORT, 15, City Road, E.C.1. [8832]

2/4-SEATER, open or drophead coupé; capable about 90 m.p.h. and 25+ m.p.g.; newer than 1938. Engineer's inspection. Maximum £300. Cooke, 82, The Avenue, N.W.6. Tel.: Willesden 3711. [8834]

LEA-FRANCIS 14-H.P. 2/4-seater, 1948-9. R.A.C. inspection. Box No. R835, MOTOR SPORT, 15, City Road, E.C.1. [8835]

URGENTLY, a complete differential assembly to keep the only 4½-litre Speed model Invicta in Australia on the road. Please reply by Air Letter to Miles Ryan, 1, Brighton Road, St. Kilda, Victoria, Australia. Price factor not critical. [8837]

WANTED—continued

PAIR ARDUN O.H.V. HEADS. Complete with manifold ends for Mercury 32.5 h.p. Reasonable. Box No. R838, MOTOR SPORT, 15, City Road, E.C.1. [8838]

WANTED URGENTLY. One con-rod for 1932 Alvis 12/60. Imperial Garage (Malvern), Ltd., Great Malvern. [8851]

FOR 1928 BENTLEY 3L RED LABEL. Set V.D.P. wings; Bonnet fasteners. Also two plug lead tubes ex-4½. 1, Boxgrove Road, Sale, Manchester. [8865]

RILEY KESTREL 1½-litre, special series or Sprite engine, 1937, or Frazer-Nash-B.M.W. Type 326 saloon, 1937. First-class coachwork essential. J. Boote, 11, Beechley Road, Wrexham. Tel.: 3860. [8871]

ALVIS 12/50 back axle and prop.-shaft wanted. Bolt hubs, preferably T.J., 4.77 ratio. Plant, Farfield, Hatfield, near Doncaster. [8873]

AUSTRO DAIMLER, 1927, diff. assembly wanted, or two double-row ball bearings 60 mm. bore by 105 mm. o.d. by 25 mm. wide and two ball bearing thrust washers 55 mm. bore by 78 mm. o.d. by 18 mm. thick. Interested in any near-miss sizes, or any advice or suggestions such as race reconditioning. Plant, Farfield, Hatfield, near Doncaster. [8873A]

RILEY ADELPHI, 1936, 1½-litre 4-cylinder saloon-radiator cowl-block false front, bonnet complete-windscreen complete, urgently wanted for above. Also other spares: Heddon Court Motors, East Barnet, Herts. Tel.: Barnet 7263. [8881]

WATER PUMP for P/PB-type M.G. complete with drive gear. Rash, Taverham, Norwich. Tel.: Drayton 340. [8888]

ALVIS SPEED TWENTY OR TWENTY-FIVE open or closed. Cash for best value. Box No. R892, MOTOR SPORT, 15, City Road, E.C.1. [8892]

BLUEMEL STEERING WHEEL and hood (fawn). Either new or secondhand for M.G. TC. Box No. R893, MOTOR SPORT, 15, City Road, E.C.1. [8893]

FORD-MERCEDES V8 ENGINE, rear axle. Jones, 23, Windsor Avenue, Clacton-on-Sea, Essex. [8894]

ASTON MARTIN MARK II long tourer. Lancia Aprilia. Good condition essential. Details: Randall, 24, Balmoral Park, Chester. Tel.: 24865. [8911]

MORGAN THREE-WHEELER, 1933-38. Leggatts Lodge, Potters Bar, Middlesex. Tel.: Potters Bar 4904. [8916]

M.G. 1½-LITRE drophead coupé, 1938-40. Immaculate. 10, Bull Pond Lane, Dunstable. Tel. (office hours): Thurston, Dunstable 725. [8919]

RED LABEL BENTLEY tourer. Would consider saloon. Must be mechanically sound. About £75. Box No. R920, MOTOR SPORT, 15, City Road, E.C.1. [8920]

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13 BY 43 CROWN-WHEEL and pinion wanted for 1935 4½-litre Lagonda. W. J. Coe, Ltd., Crown Street, Ipswich. Tel.: 3555. [8963]

FIAT 500 OR BALILLA. Any condition. Cheap, please. 3, Camplin Road, Kenton. [8967]

1948 STANDARD EIGHT tourer or Morris saloon. Good condition. 38, Elm Road, Hook, Surrey. [8968]

MORGAN THREE-WHEELER. Air mail condition and full detailed description. Dr. Milton R. Roth, 2156 Pacific Avenue, Long Beach, California, U.S.A. [8973]

PRIVATE BUYER REQUIRES Healey saloon or drophead. 34, Barn Hill, Wembley. Tel.: ARN 5074. [8974]

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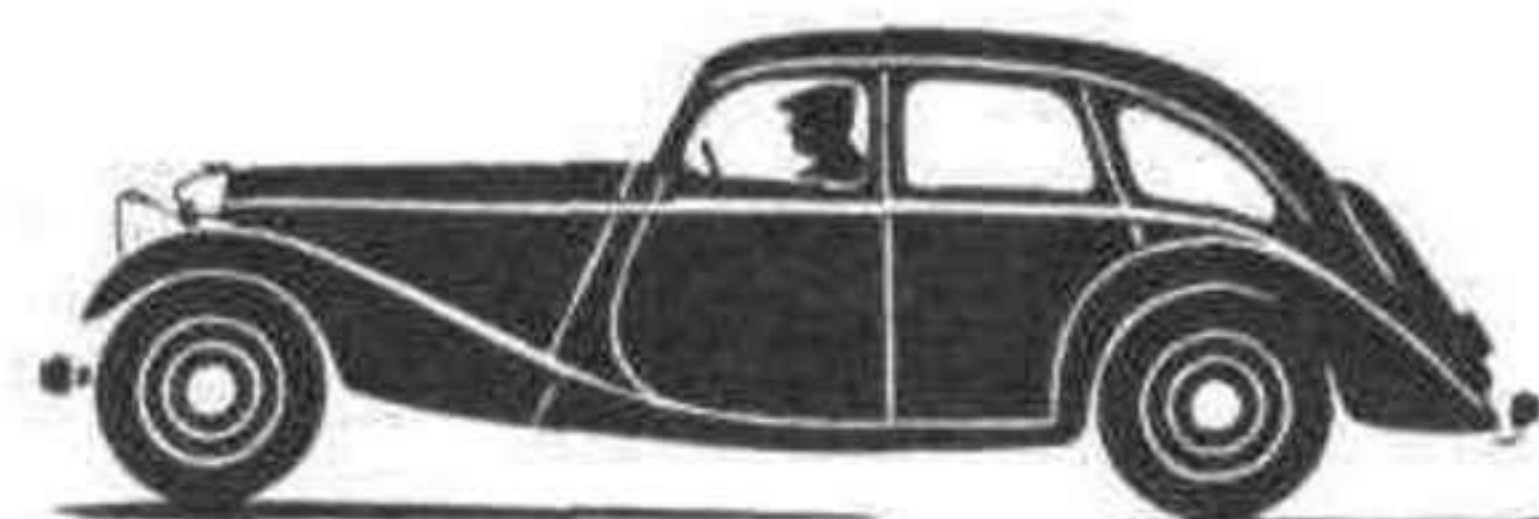
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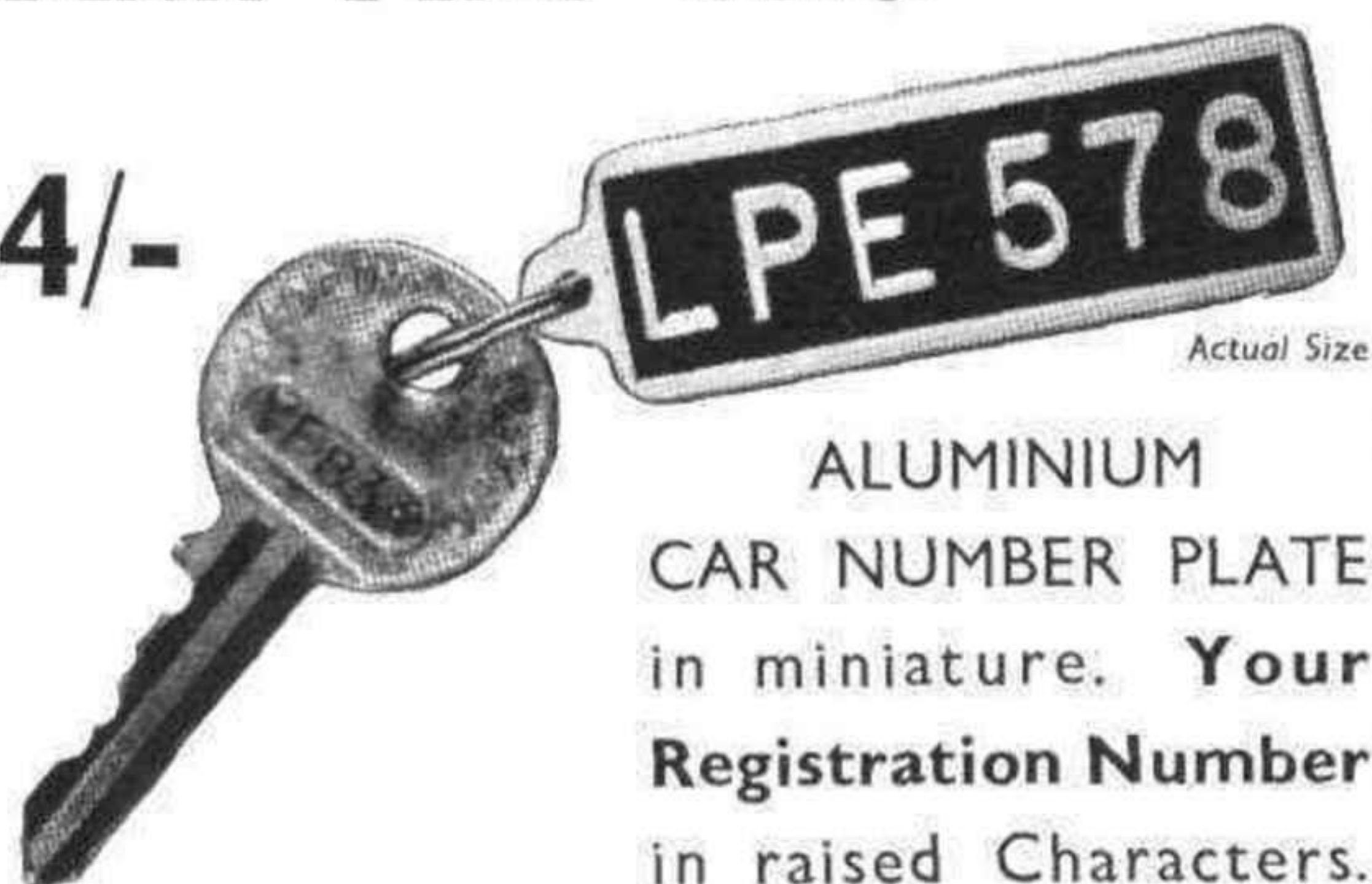


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SINGER NINE LE MANS saloon, 1935, new battery, tyres, for Jowett 2-cylinder or Riley Nine saloon or tourer similar condition, or £120. Evenings, week-days. Shelley, c/o 8, Torrington Road, Ruislip. [8741]

1946 WOLSELEY TEN offered in part exchange for post-war Alvis, A.C., Lea-Francis or Rover. Box No. R754, Motor Sport, 15, City Road, E.C.1. [8754]

MAGNIFICENT CHRYSLER shooting-brake, 1938, 22 h.p. Reconditioned engine fitted July. Powerful, imposing, perfect. Exchange for 12-h.p. Alvis, Lynx, Aston Martin, in equal condition. 42, Newton Road, Torquay. [8811]

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EXCHANGES—continued

ALLARD WANTED IN EXCHANGE for 1948 Volkswagen. Good condition, 30,000. Tel.: SPE 7272, after 7. [8918]

SINGLE-SEATER 5/C. RACING CAR, ready for racing. Will exchange for good 16 to 30-h.p. saloon car. For full details apply: N. Hillwood, 275, Hale Lane, Edgware. Tel.: STO 9379. [8957]

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1935 TALBOT 14/65, sound. Taxed. Exchange 8/10-h.p. utility. Repairs not objected to. Sell reasonable offer. Box No. R992, Motor Sport, 15, City Road, E.C.1. [8992]

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MISCELLANEOUS

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MISCELLANEOUS—continued

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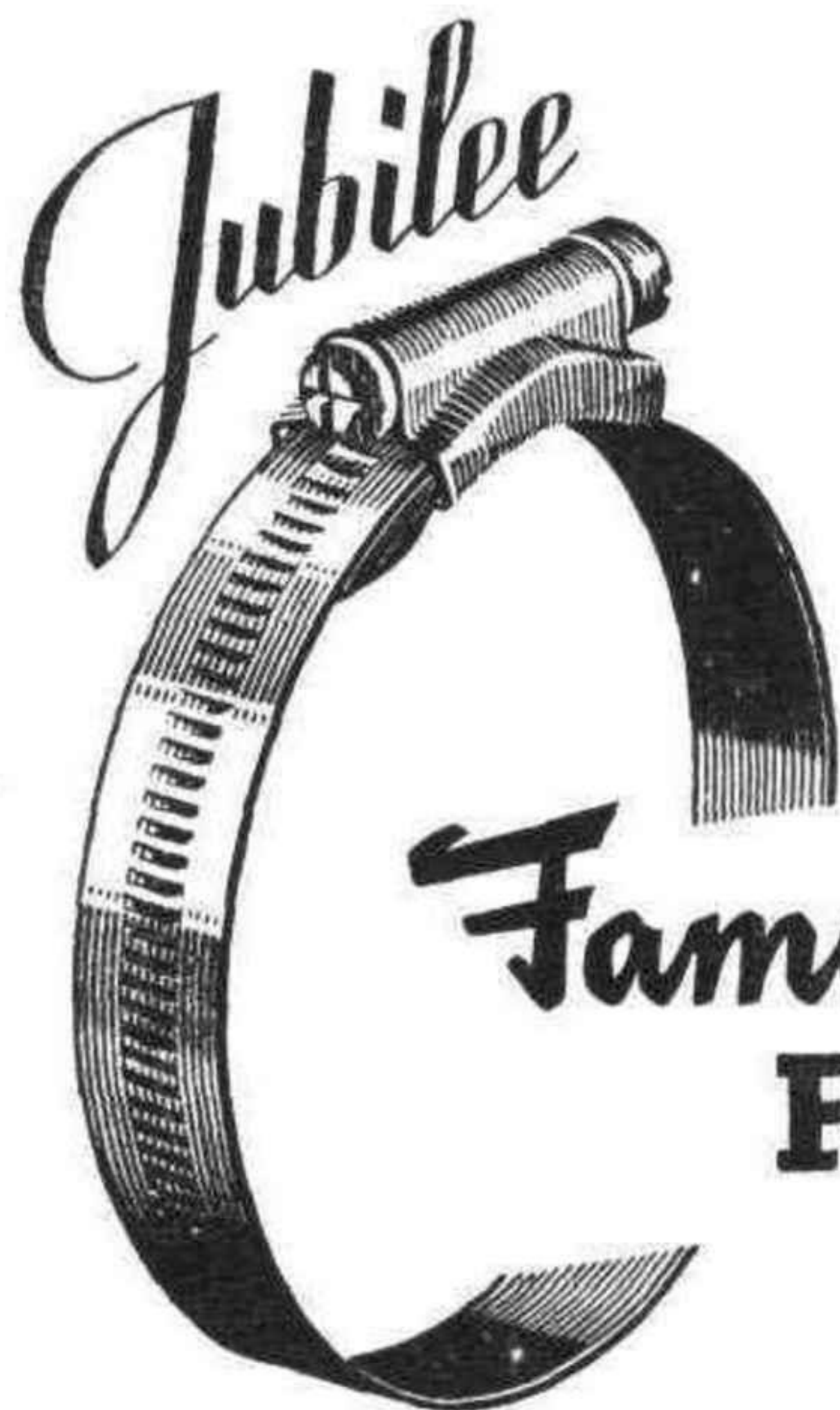
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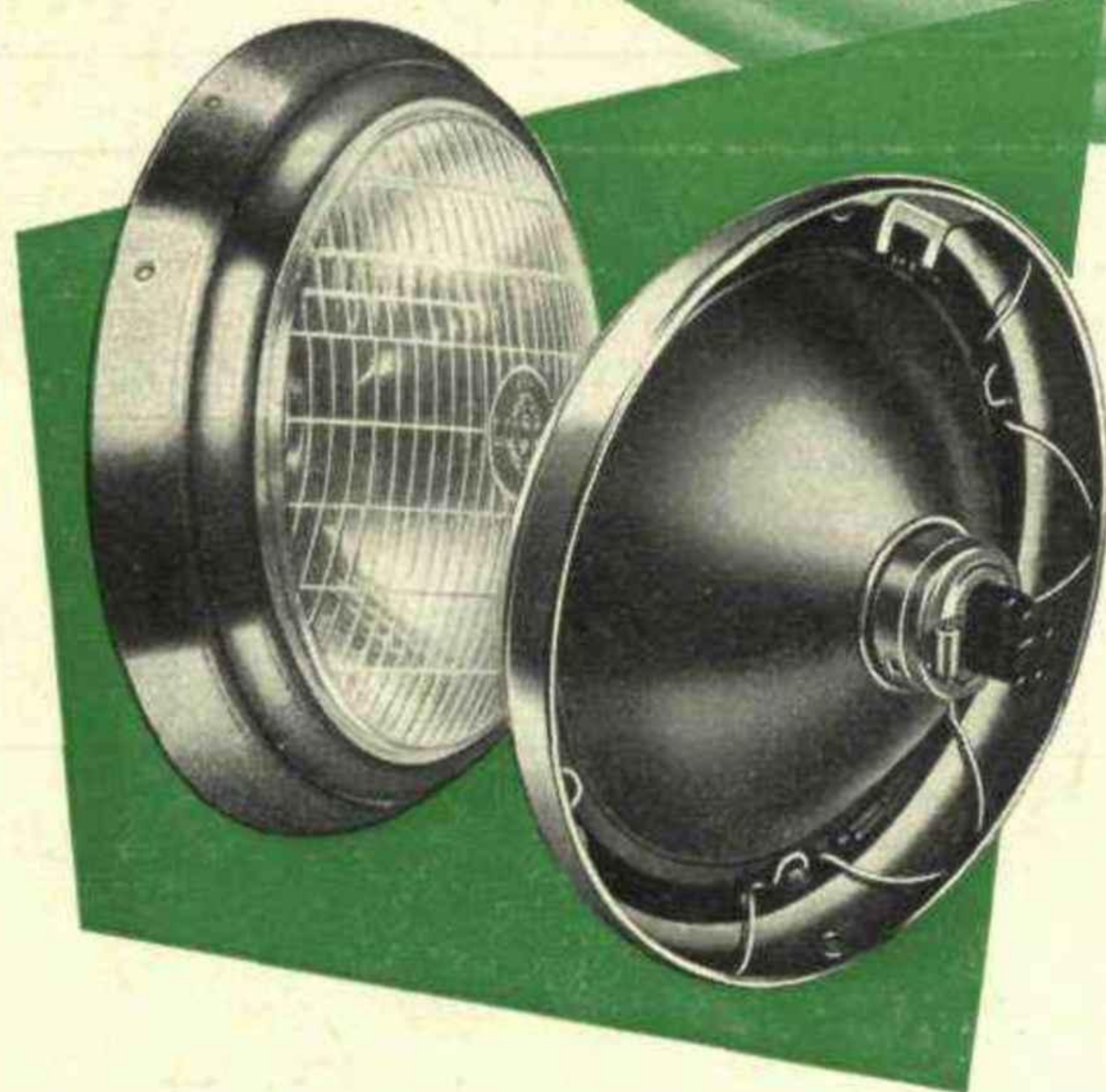
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